

The Glassworks, Barnsley.

Transport Assessment

Barnsley Metropolitan Borough Council

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Quality information

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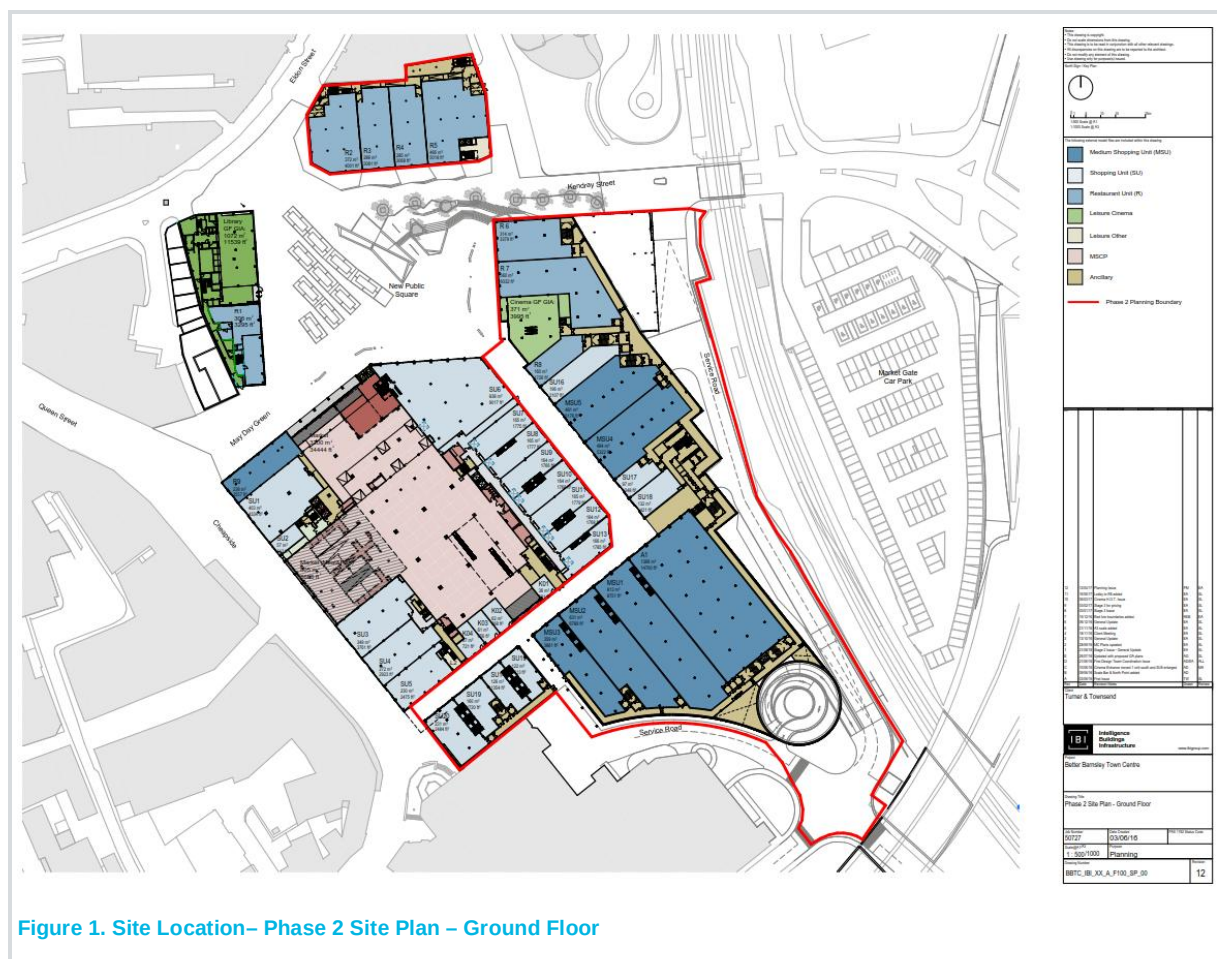
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1. Introduction

AECOM have produced this Transport Assessment on behalf of Barnsley Metropolitan Borough Council in support of a redevelopment of the market area within Barnsley Town Centre. The proposals are briefly the demolition of the existing market area and multi storey car park and the construction of new retail units and a new market area along with a cinema and a library.

Within this report, the impact of the development traffic on the local highway network is assessed, with detailed modelling of key junctions being undertaken. The availability of sustainable access options including public transport, cycle routes and parking will also be reviewed within this report.

A site location plan, as taken from Intelligence Building Infrastructure (IBI) drawing BBTC IBI XX A F100 SP 00 is included at **Appendix A** and shown in Figure 1 below.



1.1 Report Structure

Following this introductory chapter, this Transport Assessment includes the following:

- **Section 2** provides details of the proposed development;
- **Section 3** outlines relevant national and local policy documents;
- **Section 4** summarises existing conditions at the proposed development site;
- **Section 5** details the accessibility of the development site, identifying sustainable transport modes;
- **Section 6** Travel Planning;
- **Section 7** presents the trip generation and distribution patterns of the proposed site;
- **Section 8** Car Parking accumulation and proposals;
- **Section 9** summarises the highways operation; and
- **Section 10** provides a summary and conclusion.

The following appendices are located at the rear of this Transport Assessment:

- **Appendix A - Drawings and Figures;**
- **Appendix B - Accident Data;**
- **Appendix C - Traffic Flow Diagrams and Traffic Count Data;**
- **Appendix D - TRICS Outputs; and**
- **Appendix E - ARCADY / PICADY / LINSIG modelling results.**

2. Proposals

2.1 Proposed Floorspace

As can be seen in **Figure 1**, it is proposed to access the proposed development Multi Storey Car Park (MSCP) from the Wesley Street / Lambra Road junction.

A schedule of development has been provided, and this is attached in **Appendix A**, but the floorspace by type can be summarised as follows for both Phase 1 and Phase 2, with the full layout drawings being also included within **Appendix A**.

Table 1. Phase 1 Gross Floor Areas

Developments (Phase 1)	Gross Floor Area (Phase 1)
Shops (A1, MSU and SU)	4,871 sq.m
Leisure (L)	2,058 sq.m
Restaurants (RES and R)	758 sq.m
Markets	7,599 sq.m
Library	2,858 sq.m
TOTAL	18,144 sq.m

Source: IBI / AECOM

Table 2. Phase 2 Gross Floor Areas

Developments (Phase 2)	Gross Floor Area (Phase 2)
Shops (A1, MSU and SU)	9,178 sq.m
Leisure (L)	1,649 sq.m
Restaurants (RES and R)	2,605 sq.m
Cinema	5,600 sq.m
TOTAL	19,032 sq.m

Source: IBI / AECOM

Based on the above, the total proposed floorspace for the development is 37,176 sq.m. The total increase in market / retail floorspace is 28,718 sq.m, of which 53.2% is in Phase 1 and 46.8% is in Phase 2.

The existing market and retail provision has an overall floor area of 17,731sq.m and based upon the total proposed floorspace of 28,718 sqm, this results in a total increase in floorspace associated with the development of 62.0%, or 10,987 sq.m.

In addition to the above, Phase 2 will also allow the closure of the Kendray Street level crossing, as the access to the new Markets Car Park will be from Lambra Road.

2.2 Access

Currently, access to the existing car park can be taken from either Lambra Road (access and egress) or Kendray Street (access only), which is proposed to continue within Phase 1 of the development.

Within Phase 2 of the development, it is proposed to access the development Multi Storey Car Park (MSCP) from the Wesley Street / Lambra Road junction only. This could then support the closure of the existing Kendray Street level crossing within Phase 2 of the development, with all access to the car parking within the new centre via Lambra Road and Wesley Street.

In addition to the above, it is proposed that a service road will be provided as part of the proposals along the eastern boundary of the development site. The service road will be located between the retail units and the railway line and accessed via the Wesley Street / Lambra Road junction, ending prior to the current Kendray Street access only junction, with no link to Kendray Street provided.

The proposed service road will allow vehicles to gain access to the development units, manoeuvre within the service area and then exit again via the Wesley Street / Lambra Road junction.

3. Transport Policy

3.1.1 Introduction

This section of the Transport Assessment sets out the policy context within which the proposal has been developed.

National transport and planning policy seeks to support the promotion of accessibility by all travel modes, particularly those sustainable modes. The following documents have been reviewed:

- The Transport White Paper (2011);
- National Planning Policy Framework (2012);
- South Yorkshire Third Local Transport Plan (LTP) (2011 – 2026);
- Barnsley Core Strategy; and
- Barnsley Sustainable Community Strategy

3.1.2 The Transport White Paper

The January 2011 Transport White Paper: “Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen” sets out the Government’s vision for a sustainable local transport system. The White Paper acknowledges that transport provision is essential for economic growth if the Government is to improve the economic deficit, which it is currently facing. The Paper also recognises however, that the current levels of carbon emissions from transport cannot be sustained if the nation is to meet its national commitments on climate change mitigation as well as creating a safer and cleaner environment in which to live. With this in mind, the Government highlights sustainable transport solutions as a means by which the economy can grow, whilst also bringing about a positive impact on the environment.

Within the Paper, sustainable transport considers more than just public transport, walking and cycling schemes and acknowledges that it is not feasible for some trips to be undertaken by these modes. There is therefore a realisation that the car will continue to be an important mode of transport and a focus should be given to making car travel greener through electric and other low emission vehicles.

The proposed development is considered to accord with the aspirations of the White Paper as it is supplied by a range of sustainable transport links, including public transport, public footpaths and cycle routes. The implementation of a Travel Plan will also encourage users of the site to travel sustainably.

3.1.3 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) sets out national policy and principles relating to specific aspects of the town planning framework. The NPPF provides a framework for local communities and Authorities to develop relevant local development plans and strategies.

The NPPF has two key themes:

- Providing a greater level of integration and simplification of the planning policies governing new development nationally; and
- Contributing to the achievement of sustainable development from an economic, social and environmental perspective.

Chapter 4 ‘Promoting Sustainable Transport’, states that all developments which generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major public transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Developments should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. This Transport Assessment seeks to demonstrate that the impact of the development proposals, in terms of transport, are not severe, and should therefore be approved.

3.1.4 National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) is used to support the National Planning Policy Framework (NPPF) framework is web-based application produced by the Department of Communities and Local Government. The section relating to Transport Assessments, Transport Statements and Travel Plans was launched in 2014, and coincided with the cancelling of a number of Government guidance documents, with the intention of providing an accessible web-based resource, which brings together planning guidance on various topics into one place.

The framework acts as guidance for applicants, local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.

In relation to Transport Assessments, Paragraph: 013 (Reference ID: 42-013-20140306) of the NPPG states that:

'Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).

In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account the following considerations:

- *The Transport Assessment and Statement policies (if any) of the Local Plan;*
- *The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);*
- *Existing intensity of transport use and the availability of public transport;*
- *Proximity to nearby environmental designations or sensitive areas;*
- *Impact on other priorities/strategies (such as promoting walking and cycling);*
- *The cumulative impacts of multiple developments within a particular area; and*
- *Whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times).'*

In reference to determining an agreed scope in relation to Transport Assessments, Paragraph: 014 (Reference ID: 42-014-20140306) states:

'The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.'

Based on the above, it is considered that the following Transport Assessment accords with relevant government guidance; whilst scoping discussions with BMBC have also confirmed the approach to the assessment is agreed from a local highways perspective.

3.2 Local Policy

3.2.1 South Yorkshire Local Transport Plan 2011 - 2026

The Local Transport Plan and the 'Sheffield City Region Transport Strategy' (SCRT) defines the priorities for the transport system for the next 15 years. It includes overarching aims as follows:

- Supporting economic growth;
- Enhancing social inclusion and health;
- Reducing emissions; and

- Maximising safety.

To achieve the overarching aims, the document identifies strategic policies. The most relevant policies for this development are:

- To focus new development along key public transport corridors and in places adjacent to existing services;
- To develop public transport that connects people to jobs and training in both urban and rural areas;
- To develop user-friendly public transport;
- To ensure public transport is accessible to all;
- To reduce carbon emissions;
- To encourage active travel and develop high quality cycling and walking networks;
- To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices; and
- To encourage safer road use and reduce casualties on the roads.

A series of actions are also mentioned which will support the policies outlined above:

- New links to major regeneration areas will be created to facilitate employment opportunities;
- More travel options will be given to people using a range of public transport enhancements (additional train, tram vehicles, etc);
- Pedestrian-friendly streets and footpaths will be designed as well as a continuous cycling network. The council will also support car clubs and car sharing schemes, making information about these travel options easy to find.
- The approach to traffic management in urban centres will acknowledge the importance of parking provision to local businesses, and the vulnerability of local economies to restricted access by car.

3.2.2 Barnsley Core Strategy (2011)

The government introduced a new planning system through the Planning and Compulsory Purchase Act 2004 that aims to respond more quickly to changing circumstances. As a result of these reforms Development Plans are being replaced by Local Development Frameworks. The Barnsley Local Development Framework (LDF) follows national and former regional guidance but reflects local views and the situation in Barnsley. It establishes policies and proposals for the development and use of land up to the year 2026. It will be used when considering planning applications and to co-ordinate investment decisions that affect the towns, villages and countryside of Barnsley.

There are a number of key principles that have guided the preparation of Barnsley Core Strategy:

- Regard to and alignment with national, regional and local strategies and One Barnsley's Sustainable Community Strategy
- Regard to national planning policy
- The impact of the spatial strategy and policies on sustainability and climate change issues
- Deliverability to ensure proposals are achievable within the plan period (to 2026)
- Infrastructure requirements to ensure that proposals and policies are adequately supported by existing or planned infrastructure.
- Regard to the comments received through the process of adopting the Core Strategy.

Because access and sustainable travel are such important elements of achieving sustainable development, Barnsley's Transport Strategy is part of the LDF. The key principles and strategic policies are included in this chapter and are embedded throughout the Core Strategy. There are no sites allocated in the Core Strategy, however any specific site proposals would be evidence based and shown on the Proposals Maps which will accompany the Development Sites and Places DPD.

As explained in the Climate Change Section and Policy CSP1, reducing the impact of climate change is a key objective of the Core Strategy. In response to this challenge, the policies included in this Transport Strategy aim to contribute to the reduction in transportation related greenhouse gas emissions.

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

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

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

These aims are also reflected in the ambitions of the Sustainable Community Strategy, which realises the importance of having a high performing integrated transport system (Ambition 10) and recognises the role transportation can play in helping Barnsley to become a strong, healthy and just society. It recognises transport's role in reducing high levels of obesity, particularly among children, by facilitating a major increase in walking and cycling through the Fit for the Future programme, created to improve health and reduce health inequalities in Barnsley (Ambition 5).

In addressing these aims for accessible, inclusive and sustainable travel, Barnsley's Transport Strategy is consistent with the national goals set out in 'Delivering a Sustainable Transport System' (Department for Transport, November 2008) and Local Transport Plan guidance.

3.2.3 Barnsley Town Centre Area Sustainable Community Strategy

Published by Barnsley's Local Strategic Partnership, the Community Strategy sets out a strategic vision for the borough with Barnsley as a '21st century market town' at its heart.

Transport plays a role in that strategy by supporting:

- The economy by improving access to jobs and services;
- Inclusion through the support of community regeneration and quality of life; and
- The environment by reducing carbon footprint.

The strategy aims to reduce congestion and car dependency, whilst increasing walking, cycling and public transport use through the use of park and ride initiatives and travel planning.

As can be seen from the sections above, the proposed development site accords with both National and Local planning policy guidance.

3.2.4 Summary

The overriding theme of The National Planning Policy Framework is that developments should be accessible by sustainable means of transport as well as to all members of the local community, this theme is also echoed within the South Yorkshire Local Transport Plan 2011-2026 and Barnsley Core Strategy (2011).

It is considered that the development site is located in an area with very good existing public transport links, walking and cycling infrastructure, which will support sustainable travel and reduce the reliance on private vehicular modes, as is considered in sections to follow.

In summary, the proposals are considered to be in accordance with national and local planning policy from a transport perspective.

4. Baseline Conditions

4.1 Introduction

This section of the Transport Assessment sets out the location of the proposed development and provides a summary of the existing highway conditions within the vicinity of the site.

4.2 Site Location

Barnsley Markets is located approximately 400m to the South of Barnsley Interchange, broadly bound by Kendray Street to the north, Queen Street and Cheapside to the west, the Alhambra Centre to the south and the Wakefield – Barnsley – Sheffield railway line to the east.

Kendray Street

In Phase 1 of the proposed development, access will remain from an in only entrance from Kendray Street and an in / out from Lambra Road. However, in Phase 2 of the development, access and egress will only be taken at the Wesley Street / Lambra Road junction.

Photograph 1 and 2 below shows the current Kendray Street site access, located at the Kendray Street level crossing to the north of the development site. The current service access is also located at the Kendray Street entrance.



Photograph 1. Existing In-Only Access – Kendray Street



Photograph 2. Existing Kendray Street level crossing

To the north of the development site, Kendray Street is split into two specific sections. The first section is one way eastbound from its junction with Midland Road to the level crossing, and the second is one way westbound, as a continuation of Midland Street, forming a one-way section to the junction with Eldon Street.

Midland Street runs from the entrance of the Interchange and is a one-way road southbound, which continues onto Kendray Street as the priority movement.



Photograph 3. Kendray Street - East at the junction with Eldon Street

To the east of the level crossing, Kendray Street continues as a two way street, passing under the A61 Harborough Hill Road, which can be accessed via slip roads, which form priority junctions at Kendray Street.

Lambra Road / Alhambra Roundabout / Wesley Road

Lambra Road is a two-way road, which runs in a northwest / southeast alignment connecting at its southern extent to the A628 Pontefract Road, as the minor arm of a priority junction, as shown in **Photograph 4** below.



Photograph 4. Lambra Road / Pontefract Road Priority Junction



Photograph 5. Lambra Road / Service Access mini roundabout

At its northern extent, Lambra Road forms the entrance to the Alhambra Centre and the second entrance / exit to the proposed development site via a mini-roundabout, shown in **Photograph 5**.

Approximately 50m south of the mini-roundabout, Lambra Road forms the major arm of the Wesley Street / Lambra Road priority junction, shown in **Photograph 6**. Proposals are to introduce a four arm signalised junction in replacement of the priority junction, which the northern arm will provide access to the proposed site.

At its southern extent, Wesley Street links to the Alhambra roundabout, which is a large four-arm roundabout, which forms part of the "ring road" around Barnsley town centre. Wesley Street provides single lane in each direction and a footway on either side of the carriageway. Dropped kerbs are currently provided at its junction with Lambra Road; however, the proposals for the new access junction include signalling the crossing.



Photograph 6.

Lambra Road / Wesley Street junction – Looking towards Wesley Street.

Alhambra Roundabout connects to the A628 to the west, A61 Sheffield Road to the south and the A61 Harborough Hill Road to the east. A signalised crossing is provided at the A628 arm of the roundabout and underpass is also provided below the roundabout to facilitate crossing movements to the south.

4.3 Traffic Data

As part of the previous Transport Assessment in 2015, Base traffic data was collected at the following junctions on Friday 13th June and Saturday 14th June 2015 between 16:00 - 18:30 and 10:00 - 16:00 respectively:

- Kendry Street / Schwasbisch Grund Way;
- A628 Pontefract Road / Lambra Road;
- Lambra Road / Wesley Street;
- A628 Harborough Hill Road / Wesley Street / A61 Sheffield Road – Alhambra Roundabout
- A61 Sheffield Road / Union Street / Taylor Row;
- A61 Sheffield Road / A6133 Park Road, and
- A628 Dodworth Road / Shambles Street / A628 / Racecommon Road – Townend Roundabout.

In addition to the above, 12 hour ATC's were undertaken between 07:00 to 19:00 on both the Friday and a Saturday at the following locations in order to quantify the existing demand at the multi storey car park.

- Ramped entrance up to the car park from kendry Street; and
- Ramped entry and exit to and from the car park from the end of Lambra Road.

The 2015 base traffic flows are shown in Appendix C.

Considering the above, base traffic flows have been growthed within the assessment using TEMPRO NTM growth factors to an opening year of 2017 and assessment year 5 years post registration of the planning application 2022, using the following growth rates:

- **1.0298** - 2015 to 2017 Weekday PM Peak;
- **1.0303** - 2015 to 2017 Saturday Peak;
- **1.1008** - 2015 to 2022 Weekday PM Peak; and
- **1.1027** - 2015 to 2022 Saturday Peak.

Wesley Street / Lambra Road junction

Table 4 – Wesley Street / Lambra Road junction Accident Summary

	2011	2012	2013	2014	2015	Total
Slight	-	-	2	-	-	2
Serious	-	-	-	-	-	-
Fatal	-	-	-	-	-	-

The table above gives a summary of the severity of accidents, with the following text providing a brief summary of type of accidents that have taken place at the Wesley Street / Lambra Road junction.

There have been 2 accidents at the Wesley Street / Lambra Road junction between 2011-2015, both of which were slight in severity. One occurred as a result of a failure to give way and the other as a result of failing to stop due to ice on the carriageway.

It is not considered to constitute an accident problem or represent any trend or pattern likely to be exacerbated by the development proposals. Development proposals to signalise the junction, may help to prevent the possibility or accidents taking place due to failure to give-way.

Lambra Road / A628 Pontefract Road junction

Table 5 - Lambra Road / A628 Pontefract Road junction Accident Summary

	2011	2012	2013	2014	2015	Total
Slight	2	-	-	-	-	2
Serious	-	-	-	-	-	-
Fatal	-	-	-	-	-	-

The table above gives a summary of the severity of accidents, with the following text providing a brief summary of type of accidents that have taken place at the Lambra Road / A628 Pontefract Road junction.

At the Lambra Road / A628 Pontefract Road junction, there have been in a total of two accidents that took place, both occurred in 2011, one due to a pedestrian stepping in front of a vehicle manoeuvring at the junction and the other due to a vehicle turning in front of an oncoming vehicle, both of which were slight in severity.

As at the Wesley Street / Lambra Road junction, it is considered that this does not constitute an accident problem that is likely to be exacerbated by the development proposals, rather the development proposals may help to prevent accidents due to signalisation of the junction.

Kendray Street / Pontefract Road Junction



Figure 4. Kendray Street / Pontefract Road – Accident data 2010 - 2015

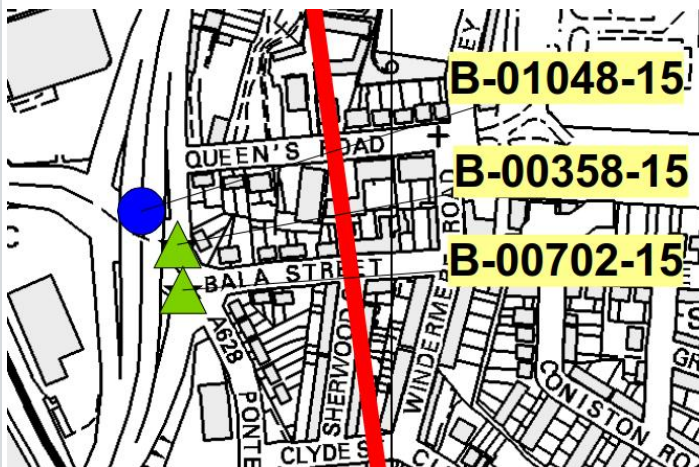


Figure 5. Kendray Street / Pontefract Road – Accident data 2015 - 2016

Table 6 - Kendray Street / Pontefract Road junction Accident Summary

	2011	2012	2013	2014	2015	Total
Slight	5	2	2	1	2	12
Serious	-	-	-	-	-	-
Fatal	-	-	-	-	-	-

The table above gives a summary of the severity of accidents, with the following text providing a brief summary of type of accidents that have taken place at the Kendray Street / Pontefract Road junction.

There have been a total 12 accidents at the Kendray Street / Pontefract Road junction in the previous 5 years, all of which were considered to be slight in severity. All have occurred at the slip road junctions with the A61 Harborough Hill, with the majority due to driver error or failing to give-way at the junctions.

The serious accident, which took place in 2015, was not at the junction, however on the A61 main carriageway and was due to a pedestrian walking within the central reservation.

Therefore, as at the Alhambra Roundabout, whilst any accident is obviously undesirable, the accidents analysed above are not considered to constitute an existing accident problem at this junction.

Based on the above, it is considered that there are no existing road safety or accident problems that are likely be exacerbated by the addition of the development traffic associated with The Glasswork development.

5. Accessibility

5.1 Introduction

This section provides a review of the sustainability of the site. Sustainability is essential to new development in terms of providing connectivity to surrounding areas including local amenities, transport interchanges and residential areas. The National Planning Policy Framework considers three dimensions to providing sustainable development;

- Economic – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation;
- Social – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and
- Environmental – contributing to protecting and enhancing our natural, built and historic environment.

The access by alternative modes of travel and the ease with which these can be used is set out by mode as follows.

Given its location within Barnsley town centre adjacent to the Transport Interchange, the site is considered to be highly accessible by sustainable modes of transport and as such, it is considered that both employees and customers have a realistic alternative to personal vehicle use.

5.2 Access for Pedestrians

Walking is the most sustainable form of travel due to the positive environmental effects, including zero harmful emissions, associated with it. It also provides distinct health benefits and is the lowest cost form of travel. Walking is often required for the secondary part of a journey made using public transport.

Therefore, pedestrian facilities are an essential part of a development proposal providing connectivity to existing facilities. Adequate footways will ensure that journeys on foot will be a viable option.

Table 1 below provides an extract from 'Guidelines for Providing for Journeys on Foot' by the Institution of Highways and Transportation (IHT), which suggests acceptable walking distances for different types of journeys.

Table 7 – Suggested Acceptable Walking Distance

	Town Centres (m)	Commuting (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Using the CIHT guideline walking distances for a Town Centre, a plan illustrating 200m, 400m and 800m catchment areas from the site has been produced using GIS software and as shown in **Figure 3**.

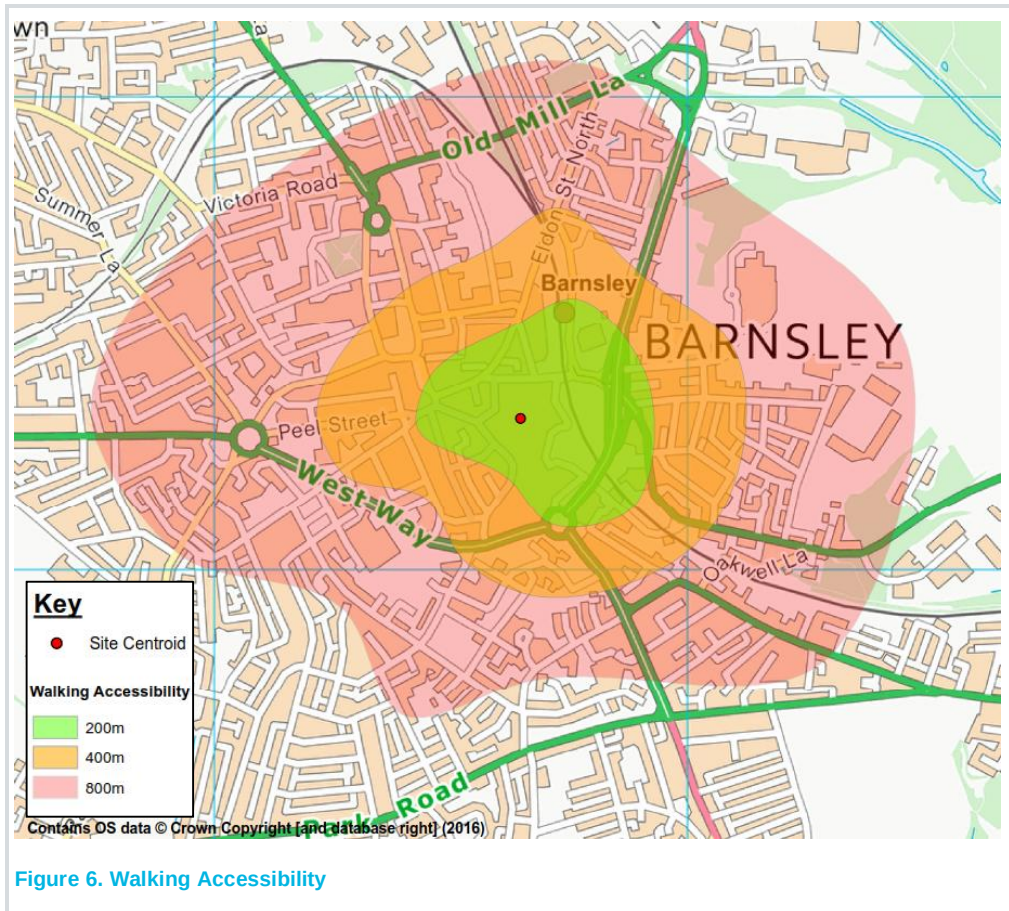


Figure 6. Walking Accessibility

As shown in Figure 1, which is included at **Appendix A**, the surrounding residential areas and the commercial units around the site are easily accessible on foot from the proposed development, with a walking distance of 800m covering a large proportion of the Barnsley Town Centre.

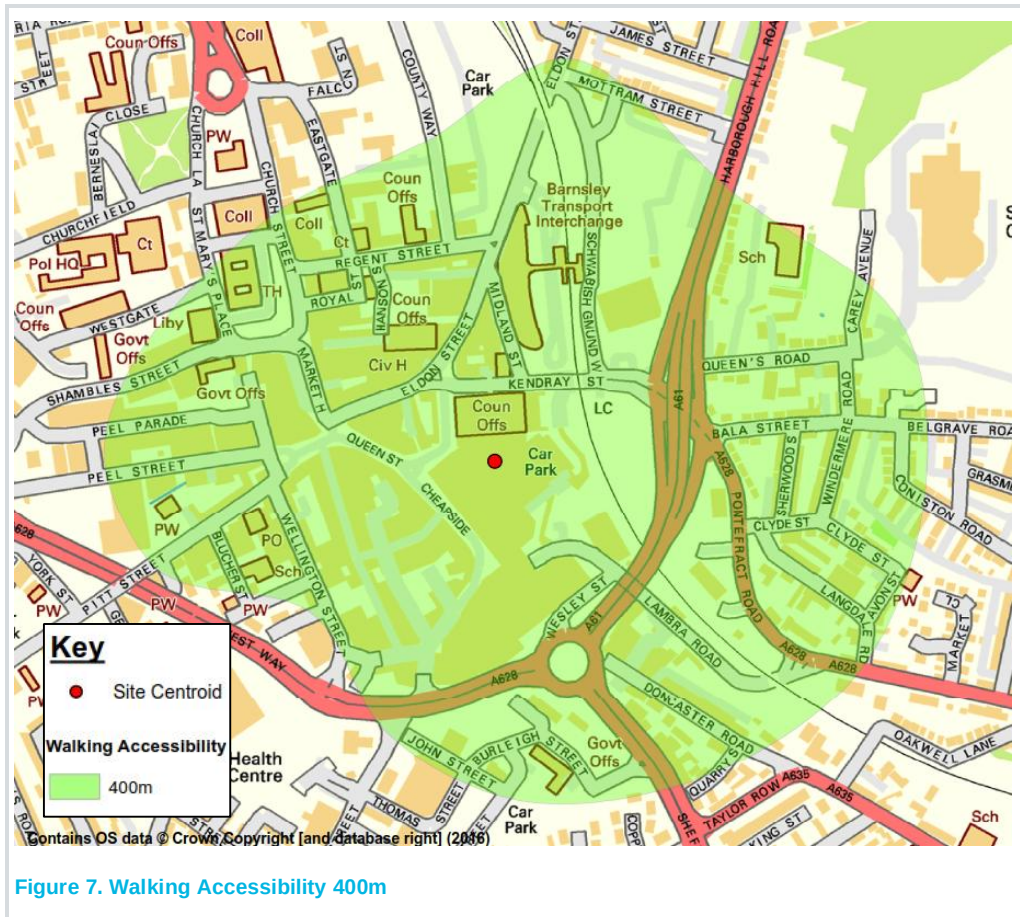
Pedestrian links in the vicinity of the proposed development site are to an excellent standard and link to existing retail developments and transport hubs within the Town Centre.

The Alhambra roundabout to the south of the proposed development site has both pedestrian crossings and an underpass, with further pedestrian facilities at the New Street / Upper New Street traffic signal controlled junction.

To the north, pedestrian crossings are provided across both Shambles Street and Eldon Street, with the areas to the west also being pedestrianised.

The CIHT also recommends a walking distance of up to 400m to a bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed. This distance is generally accepted as a reasonable walking distance to bus stops from a site.

In addition to the above, 400m is also the suggested acceptable walking distance within a Town Centre, as detailed in Table 7. Considering this, an assessment of accessibility for pedestrians within 400m has been undertaken and shown in Figure 7.



As shown in **Figure 7**, a distance of 400m from the site centroid encompasses a large proportion of the Town Centre, which is characterised by well-lit footpaths with dropped kerbs and pedestrian crossing facilities, linking to a high number of amenities, which include:

- Barnsley Transport Interchange;
- John Street Car Park – South;
- The Courthouse Car Park – North;
- CEAG Car Park – East;
- ATM;
- Bank; and
- Additional shopping and retail units.

It is therefore considered, that existing pedestrian facilities within Barnsley Town Centre are excellent and the site is highly accessible by sustainable modes of transport, providing a viable alternative to staff and visitors other than private car use.

5.3 Access for Cyclists

As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle-only infrastructure.

In respect of acceptable cycle distances, "Local Transport Note 2/08: Cycling Infrastructure Design", published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres), but for commuter journeys a distance of over five miles (approximately eight kilometres) is not uncommon.

In light of the DfT Local Transport Note, a plan illustrating a 2, 4, 6 and 8km catchment from the site has been produced using ArcOnline GIS software, as shown in **Figure 8**.

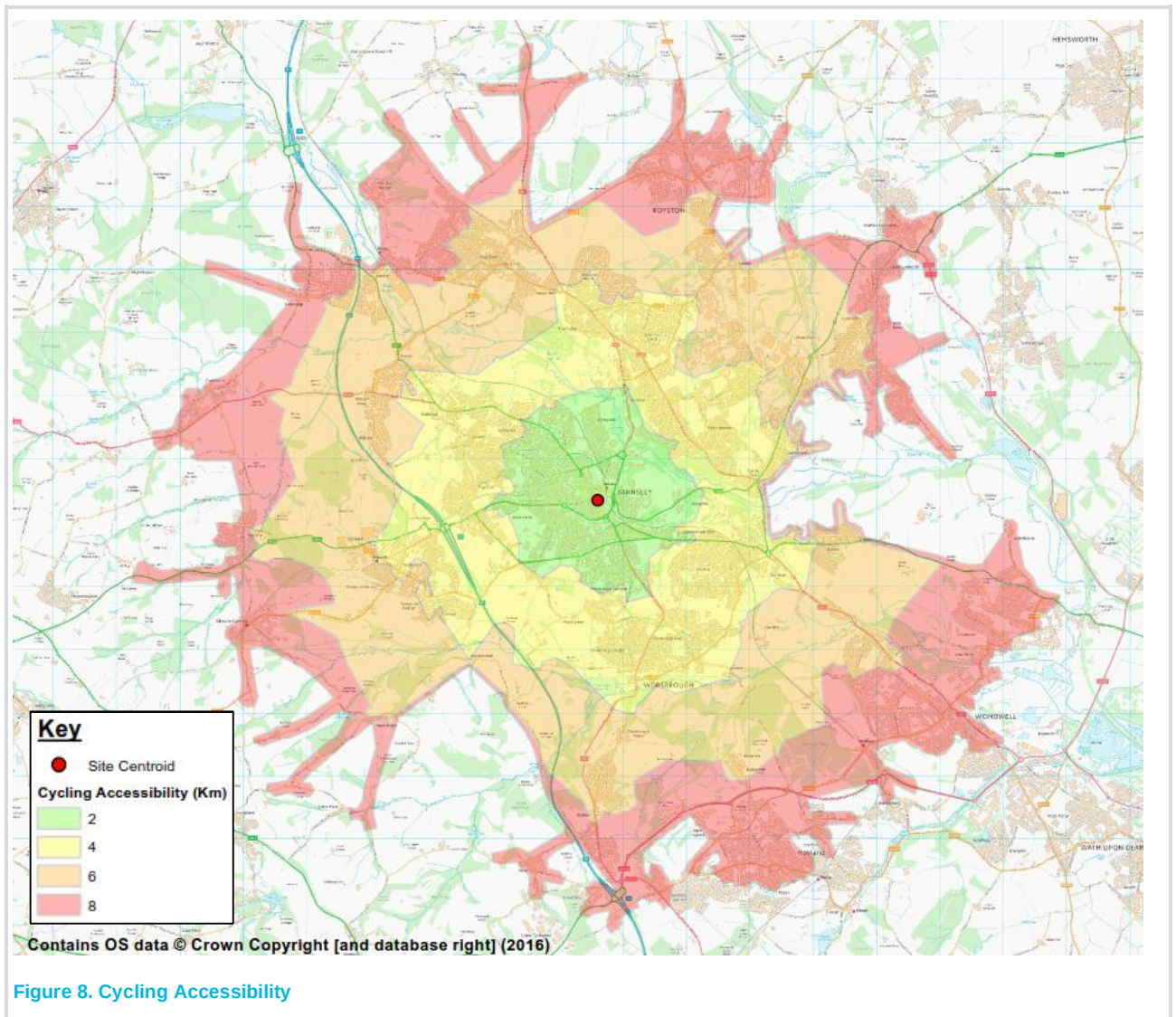
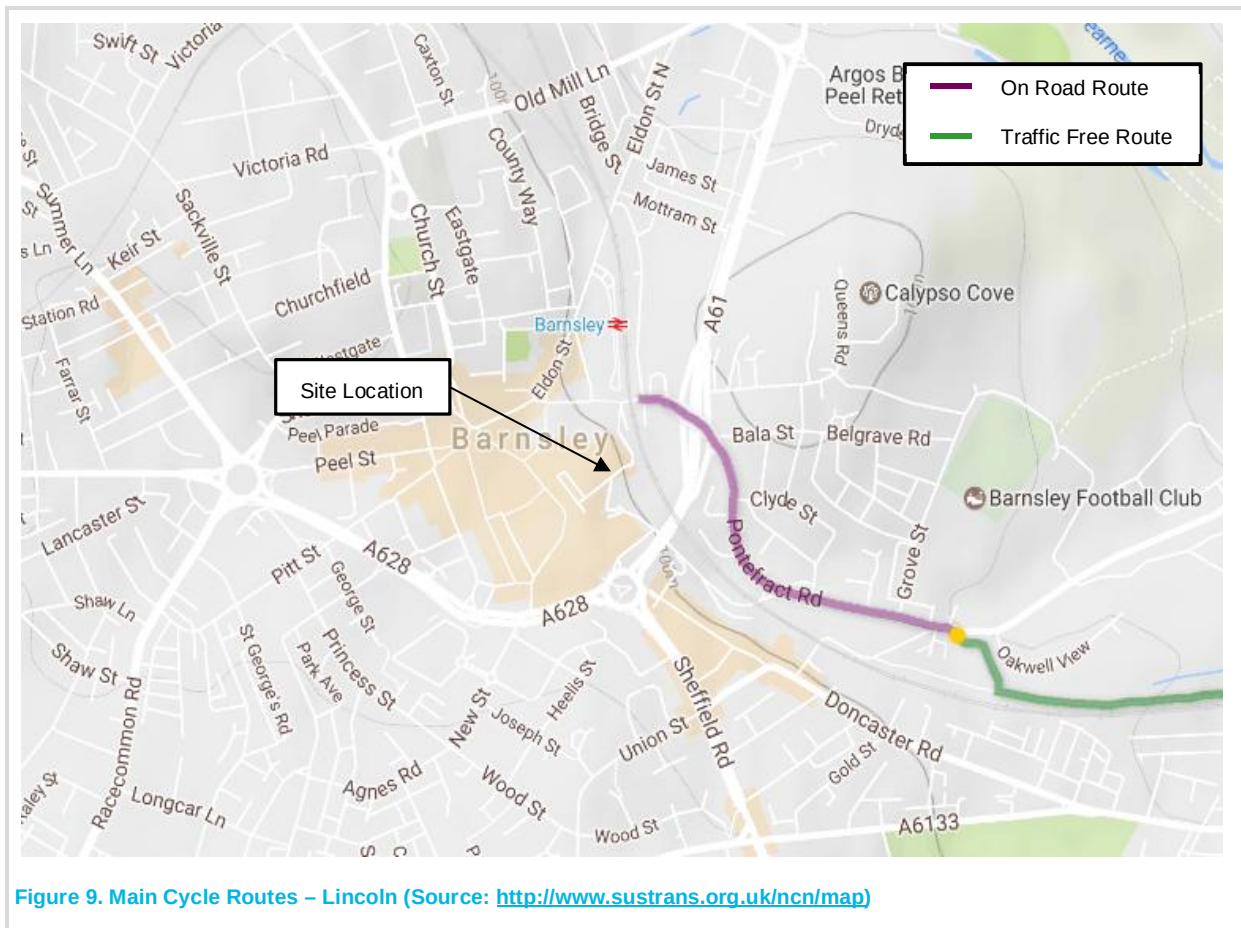


Figure 8. Cycling Accessibility

Cycling is widely recognised as a sustainable alternative to car journeys and in particular those of distances less than 5km.

As can be seen from **Figure 8**, the site location enables a high level of access to / from all areas of Barnsley Town Centre within a 2km cycling distance, with surrounding Towns and Villages also accessible within a 4 to 8km journey. These include areas such as Royston to the north, Cudworth to the east, Worsbrough to the south and Silkstone to the west.

Cycle routes within the vicinity of the site are shown in **Figure 9**. The cycle routes shown on the figure have been obtained from Sustrans online cycling map (link: <http://www.sustrans.org.uk/ncn/map>).



As shown in Figure 9 above, Pontefract Road to the east of the development site provides an on-road route, leading to an off-road route, which then links to National Cycle Route 67 approximately 4km to the east of the site.

National Cycle Route 67 connects to the periphery of Wakefield to the north and Sheffield to the south. Within a 8km distance of the site it connects to Royston to the north and Wombwell to the east and is accessed via a local route along Pontefract Road, just to the east of the Kendray Street level crossing.

National Cycle Network Route 62 is also located approximately 4km to the south of the site and can be accessed via the A61 towards Worsbrough. It forms the west and central sections of The Trans Pennine Trail and connects to Wombwell to the east and Penistone to the west.

In addition to the above, it is considered that road speeds, carriageway widths and proximity to the surrounding transport interchanges within Barnsley Town Centre would serve to encourage cycling as a feasible alternative to undertaking journeys by car.

5.4 Public Transport Accessibility

5.4.1 Buses

Barnsley Interchange is located to the immediate north of the site and combines both the bus and rail station, thus providing an excellent facility to encourage alternative modes of travel.

The CIHT recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed. This distance is generally accepted as a reasonable walking distance to bus stops from a site.

As can be seen from Figure 6, the site is within a 400 walking distance from Barnsley Bus and Rail the Interchange, which therefore within the generally accepted walking distance outlined by the CIHT and considered highly accessible.

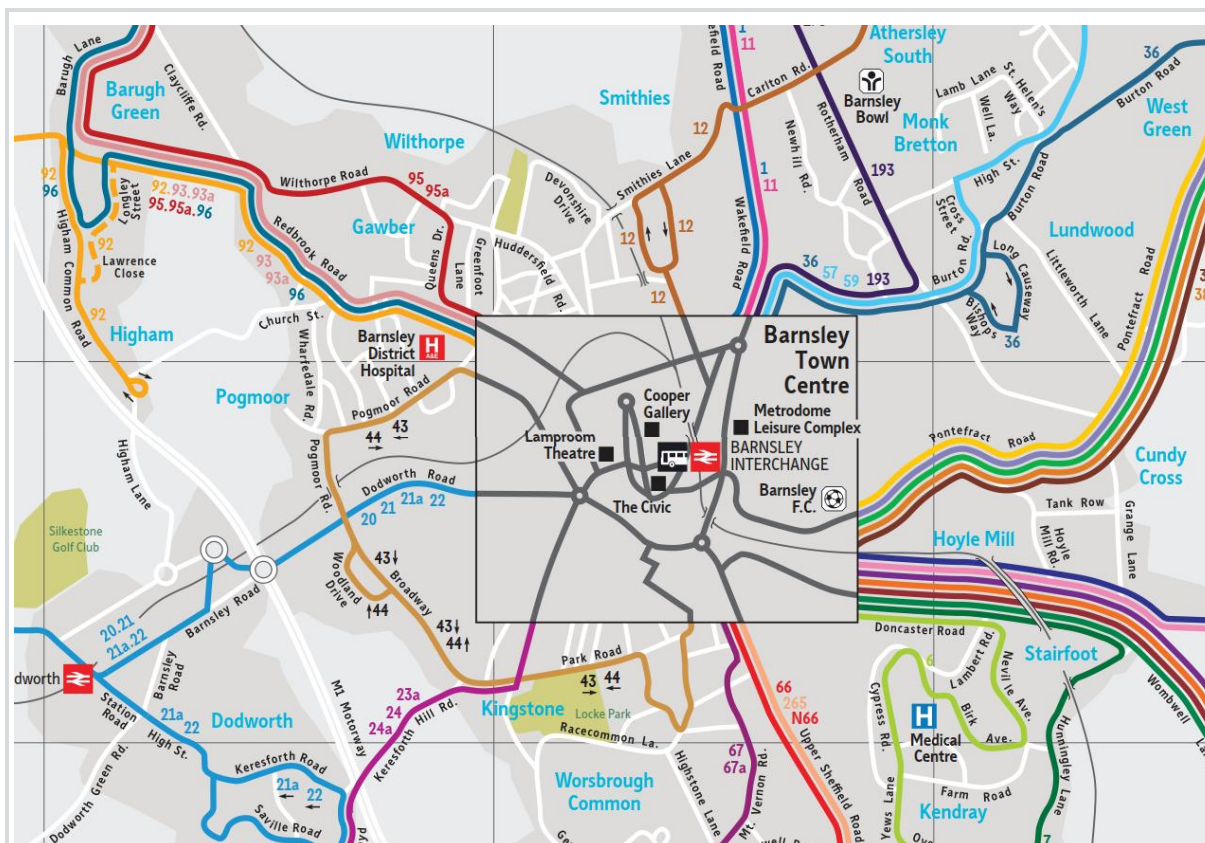


Figure 10. Extract taken from 'Barnsley Network Map valid from 29 Jan 2017'

The bus station features the latest in technology such as the SYPTE scheme of "Your Next Bus", tracking buses with GPS to check what time they are due to arrive and depart, thus providing a greater level of certainty for users.

Bus services departing Barnsley Interchange can be found in **Appendix A**, but as would be expected this provides a number of high frequency services to all areas of Barnsley as well as the surrounding areas, as shown in the extract taken from the 'Barnsley's Frequent Bus Services Map' shown in Figure 10 above.

Based on the above, bus services in relation to the site are considered frequent and highly accessible, giving a realistic alternative to private car use.

5.4.2 Trains

With reference to Paragraph 6.16 of the CIHT document Planning for Public Transport in Developments it is stated *that*,

"People have been found to be willing to walk about twice as far to or from a station than a bus stop; up to about 800m for rail compared to about 400m for a bus".

As discussed within the previous section, the site is within a 400 walking distance from Barnsley Bus and Rail the Interchange, and as such, accessibility to public transport is considered excellent.

The station benefits from a manned ticket office, which is open to the public between 06:00 – 19:30 Monday – Saturday and 08:45 – 19:00 on Sunday, and the station provides a direct link to services from Leeds, Wakefield Kirkgate and Sheffield as well as other services as highlighted in

Table 8.

Table 8 – Barnsley Rail Services

Station	Route (Main Stations)	Mon - Fri	Sat	Sun
Barnsley Interchange	Wakefield Kirkgate - Leeds	30 mins	30 mins	60 mins
	Wakefield Kirkgate – Castleford - Leeds	60 – 120 mins	60 – 120 mins	120 mins
	Meadowhall - Sheffield	30 mins	30 mins	60 mins
	Sheffield – Chesterfield - Nottingham	60 mins	60 mins	60 mins
	Denby Dale – Honley Huddersfield	60 mins	60 mins	60 mins

The above services combine to provide up to seven trains per hour between Monday and Saturday and up to five trains per hour on Sunday.

Therefore, it is considered that the site is highly accessible by rail and this provides a realistic alternative to the use of the private car.

5.5 Summary

The proposed development site is located within Barnsley Town Centre, which benefits from existing pedestrian infrastructure which links to bus and rail interchanges within the preferred maximum walking distances.

The site is also positioned centrally within Barnsley Town Centre, which offers a high number of amenities, it is therefore expected that site permeability for journeys on foot will also be high.

There are a limited number of cycle routes within Barnsley Town Centre, however it should be noted that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

In respect to DfT acceptable cycling distances, many of the Towns and Villages surrounding Barnsley are located within an 8km cycle distance, with National Cycle Routes 67 and 62 also accessible within a 4km cycle distance from the Town Centre, therefore making cycling a realistic alternative to private vehicle use.

Based on the above, this section of the report has shown that the proposed development site is situated in an excellent location to benefit from sustainable travel.

6. Travel Planning

6.1 Introduction

This section outlines the potential measures for a Travel Plan for the proposed development site, which it is understood will be required as part of the planning conditions associated with the development site.

The Travel Plan will set out the means by which the developer will seek to maximise the opportunities for travel by sustainable modes.

In order to quantify the aims and outcomes of the Travel Plan initiatives, definitive targets will be formulated from the outset. These will be subject to review once the initial baseline travel surveys are undertaken. Baseline travel surveys will be undertaken within a year of first occupation and annually thereafter for a period of up to 5-years post occupation. The targets will be Specific, Measurable, Achievable, Realistic and Time-constrained (SMART).

The level to which quantitative targets are achieved will be determined by the success of the Travel Plan Co-ordinator in implementing the measures outlined within the Travel Plan.

As such, an example of the Travel Plan action plan tasks, responsibilities and timings are provided **Table 9** below.

Table 9: Travel Plan – Action Plan

Task	Responsibility	Time
Appoint a travel plan co-ordinator	HR / Management	As soon as practicable and prior to the new development being brought into use
Sign up to 'Cycle to Work' scheme	Hr / Management	As soon as practicable
Collate public transport route, timetable information for access by staff and guest and keep up to date	Travel plan co-ordinator	As soon as practicable / On-going
Promote local car clubs and potentially car share schemes	Travel plan co-ordinator	Prior to the new development being brought in to use
Review and update website travel information as appropriate	Travel plan co-ordinator / Management	Prior to the new development being brought into use
Commission baseline travel surveys	Travel plan co-ordinator	Within 5 months of Opening
Commission subsequent travel surveys	Travel plan co-ordinator	12 months after Travel Plan Approval
Liaise with local authority and public transport operatives to improve public transport service reliability and frequency	Travel plan co-ordinator	Following subsequent travel surveys

6.2 Summary

Thorough and regular monitoring of the scheme will identify targets, and assess to what extent they are being reached over the life of the scheme. The reporting of progress will be carried out in consultation with the local authority.

It is the aim of Travel Plan Co-Ordinator to reduce vehicle based trips to and from the site by the target and the timescale to be set as part of the Travel Plan. In addition, opportunities will be taken to encourage employees, guests and visitors to make more sustainable trips to and from the site through the promotion of accessible travel information.

The Travel Plan will be implemented on the occasion of the new development being brought into use.

7. Trip Generation and Distribution

7.1 Introduction

This section of the Transport Assessment outlines the anticipated traffic generation and distribution associated with the development proposals. The trip generation methodology has been agreed by Barnsley Metropolitan Borough Council, and can be set out as follows.

7.2 Development Proposals

As mentioned previously in **Section 2**, the floorspace by type can be summarised as follows for both Phase 1 and Phase 2, with the full layout drawings being also included within **Appendix A**.

Table 10. Phase 1 Gross Floor Areas

Developments (Phase 1)	Gross Floor Area (Phase 1)
Shops (A1, MSU and SU)	4,871 sq.m
Leisure (L)	2,058 sq.m
Restaurants (RES and R)	758 sq.m
Markets	7,599 sq.m
Library	2,858 sq.m
TOTAL	18,144 sq.m

Source: IBI / AECOM

Table 11. Phase 2 Gross Floor Areas

Developments (Phase 2)	Gross Floor Area (Phase 2)
Shops (A1, MSU and SU)	9,178 sq.m
Leisure (L)	1,649 sq.m
Restaurants (RES and R)	2,605 sq.m
Cinema	5,600 sq.m
TOTAL	19,032 sq.m

Source: IBI / AECOM

Based on the above, the total proposed floorspace is 28,718 sq.m, of which 53.2% is in Phase 1 and 46.8% is in Phase 2.

The existing market and retail provision has an overall floor area of 17,731sq.m and based upon the total proposed floorspace of 28,718 sqm, this results in a total increase in floorspace associated with the development of 62.0%, or 10,987 sqm.

7.3 Existing Town Centre Trip Generation

As mentioned previously the existing market / retail units are to be replaced by new units and as such, the proposed trip generation has been based upon the existing vehicle trips to the site as identified by ATC counts at the existing Markets Car Park undertaken in June 2015.

Currently, access to the site is taken from an in only from Kendray Street and an in and out from Lambra Road and can be given as follows:

Table 12. Kendry Street - Peak Hour Generation

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	9	N/A – In Only	9
Saturday Peak (12-13)	23	N/A – In Only	23

Source: AECOM

Table 13. Lambra Street - Peak Hour Generation

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	3	36	39
Saturday Peak (12-13)	220	243	463

Source: AECOM

The existing site therefore generates a total of 9 and 23 two-way trips from the Kendray Street entrance in the weekday PM and Saturday respectively. With the Lambra Street generating 39 and 463 two-way trips, and the total existing trip generation can then be given as follows.

Table 14. Combined Total Peak Hour Generation

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	12	36	48
Saturday Peak (12-13)	243	243	486

Source: AECOM

7.4 Proposed Increase in Town Centre Trip Generation

The above total trip generation is based upon an existing Market / Retail area of 17,731sq.m, with the total proposed GFA for Phases 1 and 2 being 37,176 sq.ft, an overall increase of 10,987sq.m.

This then represents a 62.0% increase in overall floorspace, although it is widely acknowledged that the new floorspace will not generate traffic at the same rate as the existing, with the increase providing a better quality environment, which will allow customers to spend longer in the town centre.

Therefore, as agreed within the previous report in support of the town centre redevelopment, this overall increase has been reduced by 50% in order to assess the potential increases in traffic.

Therefore, based upon a 31.0% uplift (from the overall values as given in Table 14) the levels of additional traffic associated with the retail / market development can be given as follows:

Total (Phase 1 and Phase 2) Additional Market, Town Centre Retail / Food and Leisure Trips

Table 15. Proposed Additional Market / Retail Peak Hour Generation

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	4	11	15
Saturday Peak (12-13)	75	75	151

Source: AECOM

Based upon the percentage splits of 53.2% and 46.8% in Phases 1 and 2 respectively as given above, the individual Phase 1 and Phase 2 additional Market / Town Centre Retail Food and Leisure trips can then be given as.

Phase 1 Additional Market, Town Centre Retail / Food and Leisure Trips

Table 16. Phase 1 Proposed Additional Market / Retail Peak Hour Generation

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	2	6	8
Saturday Peak (12-13)	40	40	80

Source: AECOM

Phase 2 Additional Market, Town Centre Retail / Food and Leisure Trips

Table 17. Phase 2 Proposed Additional Market / Retail Peak Hour Generation

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	2	5	7
Saturday Peak (12-13)	35	35	70

Source: AECOM

7.5 Cinema Trip Generation

The cinema is given as being within Phase 2 with an overall GFA of 5,600 sq.m, and in accordance with the previous planning application an approach based upon TRICS has been adopted and can be set out as follows, with full TRICS outputs are attached at **Appendix D**.

Table 18. Cinema TRICS data

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	1.462	1.080	2.542
Saturday Peak (12-13)	2.700	2.400	5.100

Source: AECOM

Therefore, for a cinema having a GFA of 5,600 sq.m the peak hour vehicle trip generation can be set out as follows, although this does not take account of any shared trips with other uses in the town centre.

Table 19. Cinema Peak Hour Vehicle Trip generation (no Linked Trip)

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	82	60	142
Saturday Peak (12-13)	151	134	286

Source: AECOM

From the above table, it can be seen that the traffic generated by the proposed cinema development would amount to 142 two-way vehicle movements in the Friday PM peak hour and 286 two-way vehicle movements in the Saturday peak hour.

However, it should also be noted that the above calculations make no allowance for linked trips; indeed very few peak hour trips associated with the cinema are considered as being 'new' to the network. In reality a significant proportion are likely to be trips that are also visiting another destination within the town centre as well as the cinema itself. As such, 30% of the original associated trips have been included within the assessment, and this was previously agreed with BMBC.

The cinema peak hour trip generation can then be given as follows.

Table 20. Cinema Peak Hour Vehicle Trip generation (With Linked Trips)

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	25	18	43
Saturday Peak (12-13)	45	40	88

Source: AECOM

7.6 Library Trip Generation

The Library is given as being within Phase 1, with an overall GFA of 2,858 sq.m, and in accordance with the previous planning application an approach based upon TRICS has been adopted and can be set out as follows, and as no data was available from TRICS for a Saturday the same generation has been assumed for both peak hours. Full TRICS outputs are attached at **Appendix D**.

Table 21. Library TRICS data

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	0.223	0.372	0.595
Saturday Peak (12-13)	No data	No data	No data

Source: AECOM

Therefore, for a Library having a GFA of 2,858 sq.m the peak hour vehicle trip generation can be set out as follows, although this does not take account of any shared trips with other uses in the town centre, therefore is considered a robust assessment.

Table 22. Cinema Peak Hour Vehicle Trip generation (no Linked Trip)

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	6	11	17
Saturday Peak (12-13)	6	11	17

Source: AECOM

The above can then be summed for each phase, giving the total trips as follows.

7.7 Total Vehicle Trip Generation

Total Phase 1 Vehicle Trip Generation

Table 23. Total Phase 1 vehicle Trips

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	9	18	27
Saturday Peak (12-13)	56	60	117

Source: AECOM

Total Phase 2 Vehicle Trip Generation

Table 24. Total Phase 2 vehicle Trips

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	26	24	50
Saturday Peak (12-13)	84	79	163

Source: AECOM

Total (Phase 1 and Phase 2) Vehicle Trip Generation

Table 25. Total Phase 1 and Phase 2 vehicle Trips

Peak Hour	Arrivals	Departures	Two Way
Weekday PM Peak (17-18)	35	42	77
Saturday Peak (12-13)	140	139	278

Source: AECOM

Based on the above, the total additional two-way trips, generated on completion of the development, which include Phase 1 and 2 development trips, results in 77 vehicle movements during the Friday PM Peak and 278 during the Saturday peak.

7.8 Distribution

The vehicle trip generation associated with the proposed development site has been distributed using turning proportions derived from 2015 Base traffic turning counts, undertaken on Friday 12th and Saturday 13th June 2015.

As discussed, within Phase 1 of the proposed development, access will remain from an in only entrance from Kendray Street and an in and out from Lambra Road. Based on the level of existing arrivals at each entrance detailed in Table 12 and Table 13, this determined the distribution of arrivals in Phase 1 from both Kendary and Lambra Road. The Lambra Road arrivals were then proportioned between Wesley Street and Lambra Road, according to 2015 turning counts.

In Phase 2 of the development, access is only taken from Lambra Road; as such, existing and proposed inbound movements towards the site have been assigned according to turning proportions at the Wesley Street / Lambra Road junction and distributed according to turning proportions.

Outbound movements for both Phase 1 and 2 of the development are taken from Lambra Road, which have been distributed according to turning counts at the Wesley Street / Lambra Road junction, then distributed further on to the network using the same methodology.

7.9 Traffic Flow Diagrams

Traffic flow diagrams, indicating the relevant flows at each of the key junctions located in the area of the site are provided at Appendix D. These figures show flows for both 2017 Base year and 2022 Base year, plus additional development traffic generated by The Glassworks development site, which include:

- 2017 Base (Existing Layout) – Friday / Saturday PM Peak;
- 2022 Base (Existing Layout) – Friday / Saturday PM Peak;
- 2017 Base (Existing Layout) – Friday / Saturday PM Peak + Phase 1 Development;
- 2022 Base (Existing Layout) – Friday / Saturday PM Peak + Phase 1 Development;
- 2017 Base (Adjusted Base Flows) – Friday / Saturday PM Peak;
- 2022 Base (Adjusted Base Flows) – Friday / Saturday PM Peak;
- 2017 Base (Adjusted Base Flows) – Friday / Saturday PM Peak + Phase 1 / 2 Development; and
- 2022 Base (Adjusted Base Flows) – Friday / Saturday PM Peak + Phase 1 / 2 Development.

8. Car Parking

The development will include provision of a new MSCP with capacity for 500 spaces, which will replace the demolished Markets MSCP. The new MSCP will take access from the Lambra Road / Wesley Street junction via an additional northern access arm, with egress taken via an on-slip linking to the Lambra Road Western arm.

Considering the above, a car parking accumulation has been derived using the existing Friday and Saturday ATC's, undertaken in June 2015, at both the Kendray Street and Lambra Road existing site entrances, which determined flows in and out the existing Markets Car Park.

These figures have then been summed with the calculated trip generation associated with both Phase 1 and 2 of the development, which has determined a predicted parking accumulation in each Phase of the development, on both a Friday and Saturday, between 7am and 7pm, and is shown in the following tables.

Table 26 – Friday Car Parking Accumulation – Phase 1

Time	Existing IN	Existing OUT	Dev IN	Dev OUT	Total IN	Total OUT	ACC 12
0700	41	7	7	1	48	8	51
0800	105	21	18	3	123	24	150
0900	196	67	45	14	241	81	310
1000	175	149	42	36	217	185	342
1100	143	144	38	38	181	182	341
1200	120	150	31	38	151	188	304
1300	96	145	31	39	127	184	247
1400	78	126	26	31	104	157	193
1500	43	91	18	23	61	114	140
1600	51	99	24	38	75	137	78
1700	12	36	8	17	20	53	46
1800	4	5	9	12	13	17	42

Table 26 above indicates that on Friday, within Phase 1 of the development, the maximum number of car parking spaces required at the development site, is likely to be 342 between 10:00-11:00am.

Table 27 – Saturday Car Parking Accumulation – Phase 1

Time	Existing IN	Existing OUT	Dev IN	Dev OUT	Total IN	Total OUT	ACC 12
0700	84	5	14	1	98	6	104
0800	229	28	39	5	268	33	339
0900	250	113	54	21	304	134	509
1000	245	178	53	41	298	219	588
1100	280	230	60	52	340	282	646
1200	243	243	51	54	294	297	644
1300	236	238	54	54	290	292	642
1400	183	238	43	50	226	288	580
1500	118	250	31	50	149	300	429
1600	57	235	25	60	82	295	216
1700	10	105	8	28	18	133	101
1800	3	9	9	13	12	22	91

Table 27 indicates that on Saturday, within Phase 1 of the development, the maximum number of car parking spaces required at the development site, is likely to be 646 between 13:00-14:00pm.

Table 28 – Friday Car parking Accumulation – Phase 2

Time	Existing IN	Existing OUT	Dev IN	Dev OUT	Total IN	Total OUT	ACC 13
0700	41	7	13	2	54	9	58
0800	105	21	34	7	139	28	169
0900	196	67	74	24	270	91	348
1000	175	149	67	58	242	207	383
1100	143	144	59	59	202	203	382
1200	120	150	55	61	175	211	345
1300	96	145	60	67	156	212	289
1400	78	126	52	56	130	182	236
1500	43	91	40	55	83	146	173
1600	51	99	52	71	103	170	106
1700	12	36	35	40	47	76	77
1800	4	5	52	33	56	38	96

Table 28 above indicates that on Friday, within Phase 2 of the development, the maximum number of car parking spaces required at the development site, is likely to be 383 between 10:00-11:00am.

Table 29 – Saturday Car parking Accumulation – Phase 2

Time	Existing IN	Existing OUT	Dev IN	Dev OUT	Total IN	Total OUT	ACC 13
0700	84	5	26	2	110	7	116
0800	229	28	72	9	301	37	381
0900	250	113	90	38	340	151	570
1000	245	178	112	70	357	248	679
1100	280	230	140	117	420	347	751
1200	243	243	132	129	375	372	754
1300	236	238	130	112	366	350	771
1400	183	238	97	106	280	344	706
1500	118	250	100	139	218	389	535
1600	57	235	85	152	142	387	290
1700	10	105	40	81	50	186	154
1800	3	9	49	57	52	66	141

Table 29 above indicates that on Saturday, within Phase 2 of the development, the maximum number of car parking spaces required at the development site, is likely to be 771 between 13:00-14:00pm.

Therefore, based on the above assessment, the maximum accumulation can therefore be given as being 771 spaces between 13:00-14:00pm on a Saturday.

Figure 11 below provides a map of off-street Town Centre car parking provided in a 400m and 600m distance from the proposed development site.



The existing level of demand and total existing parking spaces available within different peak hours for both a 400m and 600m distance from the site is shown in Table 30.

As such, the existing number of available spaces, within the busiest period of parking demand is able to accommodate the deficit of 271 vehicle spaces associated with the development site, within the acceptable walking distance outline by the CHIT.

Table 30 Existing Car Parking Demand, by Period (Within 400m and 600m)

		Market Day			Non-Market Day			Non-Football Saturday			Football Saturday		
		1000-1200	1400-1600	1800-2000	1000-1200	1400-1600	1800-2000	1000-1200	1400-1600	1800-2000	1000-1200	1400-1600	1800-2000
400 m	Total Spaces	2722	2722	2722	2722	2722	2722	2722	2722	2722	2722	2722	2722
	Total Existing Demand	1643	1124	431	1277	1210	355	2109	1877	282	2233	2067	414
	Total Percentage Demand	60%	41%	16%	47%	44%	13%	77%	69%	10%	82%	76%	15%
600 m	Total Spaces	3772	3772	3772	3772	3772	3772	3772	3772	3772	3772	3772	3772
	Total Existing Demand	2139	1686	846	1955	1774	755	2638	2439	503	2647	2524	605
	Total Percentage Demand	57%	45%	22%	52%	47%	20%	70%	65%	13%	70%	67%	16%

It should also be considered that the site is located in a highly sustainable location within the town centre adjacent to the public transport interchange and it is also proposed to provide VMS signage as part of the development to advise drivers of car parking availability within the town centre as a whole.

In addition to this, a robust Travel Plan will continually promote and set ongoing targets in relation to sustainable travel to / from the site.

Therefore, based on the above, it is considered that the proposals to provide circa 500 car parking spaces at the Glassworks development site are acceptable.

9. Operational Assessments

9.1 Alhambra Roundabout Junction Assessment

9.1.1 Introduction

The Alhambra roundabout is a four arm at grade junction forming part of the “ring road” around Barnsley town centre. It is formed by the A628 West Way to the west, Sheffield Road to the south, the A61Harborough Hill Road to the east and Wesley Street to the north.

The Alhambra four-arm roundabout has been modelled using ARCADY 8 for the following scenarios:

- 2017 Base Fri / Sat Peak;
- 2017 Base Fri / Sat Peak + Phase 1 Dev;
- 2017 Base Fri / Sat Peak + Phase 1 / 2 Dev;
- 2022 Base Fri / Sat Peak;
- 2022 Base Fri / Sat Peak + Phase 1 Dev; and
- 2022 Base Fri / Sat Peak + Phase 1 / 2 Dev.

The results are shown within the following tables, with the full output being included within Appendix E.

It should be noted that the Alhambra Roundabout operates predominantly as an un-signalised roundabout, however has part-time signals located on at the A61 Harborough Hill, A628 West Way and A61 Sheffield Road arms of the junction, which operate when necessary based on queue lengths.

As the junction has been modelled using ARCADY 8, the software does not take into account the part-time signals element of the roundabout. As such, the following scenarios are considered to represent a robust approach.

The ARCADY 8 software uses Ratio to Flow Capacity (RFC) to measure the capacity of the junction. RFC values of 0.85 or less are considered to indicate the junction is operating sufficiently, values of 0.85 – 1.0 are considered to that some queueing and delay is starting to occur, and values above 1.0 are considered to represent a condition whereby further extended delay and queueing is predicted to occur.

The following tables provide a detailed analysis of the above scenarios.

9.1.2 ARCADY 8 ASSESSMENT

Table 31. 2017 Base Flows

Peak Hour	2017 Fri Base		2017 Sat Base	
	RFC	QUEUE	RFC	QUEUE
Wesley Street	0.781	3	0.496	1
A61 Harborough Hill Road	0.787	4	0.831	5
A61 Sheffield Road	0.723	3	0.706	2
A628 West Way	0.858	6	0.795	4

The table above shows the operation of the roundabout during the 2017 Base scenarios. As can be seen, the junction is predicted to operate with additional capacity during both the Friday PM peak and Saturday peak scenarios.

The A61 Harborough Hill Road arm is predicted to operate with the highest predicted RFC and queueing in both the Friday and Saturday peak hours, with predicted queues of 4 and 5 PCU's respectively.

Table 32. 2017 Base Flows + Phase 1 Dev

Peak Hour	2017 Fri Base		2017 Sat Base	
	RFC	QUEUE	RFC	QUEUE
Wesley Street	0.795	4	0.524	1
A61 Harborough Hill Road	0.789	4	0.838	5
A61 Sheffield Road	0.724	3	0.714	2
A628 West Way	0.858	6	0.804	4

The table above shows the operation of the roundabout during the 2017 Base + Phase 1 Development scenarios.

As can be seen, the junction is predicted to continue operating with additional capacity during both the Friday PM and Saturday Base scenarios, with RFC's below 0.85.

The Wesley Street arm is predicted to operate with the highest RFC during the Friday PM peak, with an additional queue of 1 vehicle during the Friday peak hour in comparison with the 2017 Base scenario, whereas A61 Harborough Hill Road arm is predicted to operate with the highest RFC during the Saturday peak, however with no additional queueing predicted.

Table 33. 2017 Base Flows + Phase 1 / 2 Dev

Peak Hour	2017 Fri Base		2017 Sat Base	
	RFC	QUEUE	RFC	QUEUE
Wesley Street	0.814	4	0.567	1
A61 Harborough Hill Road	0.792	4	0.852	5
A61 Sheffield Road	0.727	3	0.737	3
A628 West Way	0.869	6	0.832	5

The table above shows the operation of the roundabout during the 2017 Base + Phase 1 / 2 Development scenarios.

As can be seen, the junction is again predicted to continue operating with additional capacity during both the Friday PM and Saturday Base scenarios, with RFC's below 0.85.

The Wesley Street arm is predicted to operate with the highest RFC during the Friday PM peak, however with no additional queueing when compared to the 2017 Friday PM Base + Phase 1 scenario.

The A61 Harborough Hill Road arm is predicted to operate with the highest RFC during the Saturday peak scenario, with an increase in predicted queue of 1 vehicle when compared to the 2017 Saturday Base scenario.

Table 34. 2022 Base Flows

Peak Hour	2022 Fri Base		2022 Sat Base	
	RFC	QUEUE	RFC	QUEUE
Wesley Street	0.926	8	0.575	1
A61 Harborough Hill Road	0.864	6	0.911	9
A61 Sheffield Road	0.787	4	0.773	3
A628 West Way	0.933	11	0.867	6

The table above shows the operation of the roundabout during the 2022 Base scenarios. As can be seen, the junction is predicted to operate with RFC's above 0.85 during both the Friday and Saturday peaks, which suggests the junction queueing and delay is beginning to be experienced.

The A628 West Way arm is predicted to operate with the highest RFC during the Friday PM peak, with an RFC of 0.933 and associated queue of 11 vehicles.

During the Saturday peak hour, the A61 Harborough Hill Road arm is predicted to operate with the highest RFC, with an RFC of 0.911 and associated queue of 9 vehicles.

Table 35. 2022 Base Flows + Phase 1 Dev

Peak Hour	2022 Fri Base		2022 Sat Base	
	RFC	QUEUE	RFC	QUEUE
Wesley Street	0.939	9	0.605	2
A61 Harborough Hill Road	0.864	6	0.919	10
A61 Sheffield Road	0.788	4	0.782	4
A628 West Way	0.933	11	0.876	7

The table above shows the operation of the roundabout during the 2022 Base + Phase 1 Development scenarios.

As within the 2022 Base scenarios, the junction is predicted to operate with RFC's above 0.85, which suggests the junction is likely begin experiencing queueing and delay.

The Wesley Street arm is again predicted to operate with the highest RFC during the Friday PM peak, with an additional queue of 1 vehicle during the Friday peak hour in comparison with the 2022 Base scenario. During the Saturday peak hour, the A61 Harborough Hill Road arm is again predicted to operate with the highest RFC, with all arms of the junction predicted an increase in queue of 1 vehicle when compared to the 2022 Base scenario.

Table 36. 2022 Base Flows + Phase 1 / 2 Dev

Peak Hour	2022 Fri Base		2022 Sat Base	
	RFC	QUEUE	RFC	QUEUE
Wesley Street	0.945	10	0.650	2
A61 Harborough Hill Road	0.868	6	0.934	11
A61 Sheffield Road	0.778	3	0.805	4
A628 West Way	0.938	12	0.906	9

The table above shows the operation of the roundabout during the 2022 Base + Phase 1 / 2 Development scenarios.

As within the previous scenarios, during the Friday PM peak, the Wesley Street arm of the junction is predicted to operate with highest RFC, with an additional queue of 2 vehicles when compared to the 2022 Base scenario.

During the Saturday peak hour, the A61 Harborough Hill Road arm is again predicted to operate with the highest RFC, which also shows an increase in predicted queue of 2 vehicle when compared to the 2022 Saturday Base scenario. In addition to this, the A628 West Way also shows an increase in predicted queue of 3 vehicles when compared to the 2022 Saturday Base scenario.

9.1.3 Summary

The highest predicted increase in queue when compared to 2022 Base is 3 vehicles during the Saturday peak hour, in the 2022 Base Flows + Phase 1 / 2 Dev scenario, which is not considered to represent a significant increase in either predicted queue length or RFC when compared to 2022 Base levels.

In addition to the above, as discussed, a robust assessment has been undertaken, which does not take into account the part-time signalised element of the roundabout.

9.2 Wesley Street / Lambra Road Junction Assessment

9.2.1 Introduction

The Wesley Street / Lambra Road junction is located directly south of the development site and provides both access and egress to the existing Markets Car Park, in addition to the access only entrance located on Kendray Street to the north.

Lambra Road is a two-way street, which forms the major arm of the priority junction and provides a single lane in each direction, with a 36m right turn lane provided on its western arm. It connects to the A628 Pontefract Road approximately 250m southeast of the junction, forming the minor arm of the A628 / Lambra Road Priority Junction.

Wesley Street is a two-way street and provides a single lane in each direction, forming the minor arm of the junction and the northern arm of the Alhambra Roundabout, which then connects to the A628 to the west, A61 Sheffield Road to the south and the A61 Harborough Hill Road to the east.

It is imperative that vehicle queues along Wesley Street are kept to a minimum, to avoid any blocking back towards the Alhambra Roundabout.

As discussed, development proposals are to provide a single access / egress to the site via the Wesley Street / Lambra Road junction within Phase 2 of the development. As such, the following assessments consider both the existing and proposed layouts of the junction.

9.2.2 PICADY 5 ASSESSMENT

The modelling software package PICADY 5 has been used to assess the operation of the junction Wesley Street / Lambra Road Junction, with its current T-Junction layout. The following section explores whether the current layout of the junction has the capacity to accommodate the additional development trips associated with Phase 1.

As such, the following section considers the operational assessments for the following scenarios:

- 2017 Base (Existing Layout) – Friday / Saturday PM Peak;
- 2022 Base (Existing Layout) – Friday / Saturday PM Peak;
- 2017 Base (Existing Layout) – Friday / Saturday PM Peak + Phase 1 Development;
- 2022 Base (Existing Layout) – Friday / Saturday PM Peak + Phase 1 Development;

The PICADY software uses Ratio to Flow Capacity (RFC) to measure the capacity of the junction. RFC values of 0.85 or less are considered to indicate the junction is operating sufficiently, values of 0.85 – 1.0 are considered to that some queueing and delay is starting to occur, and values above 1.0 are considered to represent a condition whereby further extended delay and queueing is predicted to occur.

The following tables provide a detailed analysis of the above scenarios.

Table 37. 2017 Base Flows - Existing Layout

Peak Hour	2017 Fri Base		2017 Sat Base	
	RFC	QUEUE	RFC	QUEUE
Wesley Street (Left)	0.162	0	0.630	2
Wesley Street (Right)	0.471	1	0.454	1
Lambra Road (West) RT	0.370	1	0.473	1

The 2017 Base scenarios detailed above show the operation of the junction, with its existing layout. As can be seen, the junction is predicted to operate with additional capacity during both the Friday PM and Saturday Base scenarios. The Wesley Street arm is predicted to operate with the highest predicted RFC's at 0.471 during the Friday Peak and 0.630 during the Saturday peak.

Table 38. 2022 Base Flows - Existing Layout

Peak Hour	2017 Fri Base		2017 Sat Base	
	RFC	QUEUE	RFC	QUEUE
Wesley Street (Left)	0.182	0	0.716	2
Wesley Street (Right)	0.516	1	0.551	1
Lambra Road (West) RT	0.397	1	0.511	1

The 2022 Base scenarios detailed above show the operation of the junction, with its existing layout. The junction continues to operate with additional capacity during both the 2022 Friday PM and Saturday Base scenarios.

The Wesley Street arm is again predicted to operate with the highest predicted RFC's at 0.516 during the Friday Peak and 0.716 during the Saturday peak. However, no additional queueing is predicted in either peak hour when compared with the 2017 Base Scenarios.

Table 39. 2017 Base Flows + Phase 1 Dev - Existing Layout

Peak Hour	2017 Fri Base		2017 Sat Base	
	RFC	QUEUE	RFC	QUEUE
Wesley Street (Left)	0.164	0	0.703	2
Wesley Street (Right)	0.470	1	0.518	1
Lambra Road (West) RT	0.340	1	0.519	1

The table above details the operation of the junction, with its existing layout, during the 2017 Base + Development Phase 1 scenarios. Again, the junction is predicted to operate with additional capacity during both the Friday PM and Saturday Base peak hours.

The Wesley Street arm is predicted to operate with the highest predicted RFC's at 0.470 during the Friday Peak and 0.703 during the Saturday peak.

However, no additional queueing is predicted in either peak hour in comparison with the 2017 Base scenarios.

Table 40. 2022 Base Flows + Phase 1 Dev - Existing Layout

Peak Hour	2017 Fri Base		2017 Sat Base	
	RFC	QUEUE	RFC	QUEUE
Wesley Street (Left)	0.186	0	0.810	4
Wesley Street (Right)	0.523	1	0.664	2
Lambra Road (West) RT	0.414	1	0.559	1

The table above details the operation of the junction, with its existing layout, during the 2022 Base + Development Phase 1 scenarios. Again, the junction is predicted to operate with additional capacity during both the Friday PM and Saturday Base peak hours.

The Wesley Street arm is predicted to operate with the highest predicted RFC's at 0.523 during the Friday Peak and 0.810 during the Saturday peak. In comparison with the 2022 Saturday Base scenario, there is an increase in predicted queue along the Wesley Street arm of 2 vehicles.

In summary, the results indicate that during Phase 1 of the development, the current layout of the junction will be sufficient to accommodate both existing and additional development traffic.

9.2.3 LINSIG V3 ASSESSMENT

The modelling software package LinSig V3 has then been used to assess the operation of the Wesley Street / Lambra Road Junction with the proposed signalised crossroad layout, of which the northern arm will provide access to The Glassworks site.

As discussed in **Section 6.2**, existing vehicle trips associated with the development site currently take access from either Lambra Road or Kendray Street, and egress the site via the Lambra Street.

In Phase 2 of the development, access / egress is only taken from additional development access arm at the Wesley Street / Lambra Road junction; as such, existing inbound and outbound movements (detailed in **Table 14**) have been re-routed accordingly within the following assessments.

Therefore, the following section considers the operational assessments for the following scenarios:

- 2017 Base (Adjusted Base Flows) – Friday / Saturday PM Peak;
- 2022 Base (Adjusted Base Flows) – Friday / Saturday PM Peak;
- 2017 Base (Adjusted Base Flows) – Friday / Saturday PM Peak + Phase 1 / 2 Development; and
- 2022 Base (Adjusted Base Flows) – Friday / Saturday PM Peak + Phase 1 / 2 Development.

In LINSIG 3 a Degree of Saturation (DoS %) value of 90% or less typically demonstrates that a junction arm or turning movement is operating within capacity and is therefore unlikely to experience excessive queuing. The theoretical capacity of the overall junction is expressed as the “Practical Reserve Capacity” (PRC).

The PRC % indicates how much spare capacity a junction may have so a PRC of 0% represents a junction operating at its capacity limit.

As before queues along Wesley Street should be kept to a minimum, in order to avoid any blocking back at the Alhambra Roundabout.

Two potential layout options have been assessed, which are as follows:

Option 1 - Provides a simple signalised junction, with single lane approaches on all arms and pedestrian crossings at all arms to allow full accessibility. The Option 1 layout is shown in drawing ‘60428357 – P – 002’ included at **Appendix A**.

Option 2 - Provides a simple signalised junction, with single lane approaches on the Lambra Road and Site Access arms and provides a two-lane approach along the Wesley Street arm, consisting of a left turn only lane and an ahead / right turn lane. Pedestrian crossings are also provided at all arms to allow full accessibility.

It should be noted that Option 2 would require the acquisition of the land to the south of Wesley Street, however further discussions would have to be undertaken with the land owners, the Alhambra Centre. This land could then facilitate the widening of the carriageway in order to provide a left-turn flare. The Option 2 layout of the junction is shown in drawing ‘60428357 – P – 003’ included at **Appendix A**.

Due to the constrained nature of the site, in both Option 1 and 2, an “all red” pedestrian stage will be required; signal staging at the junction is shown in **Figure 12**.

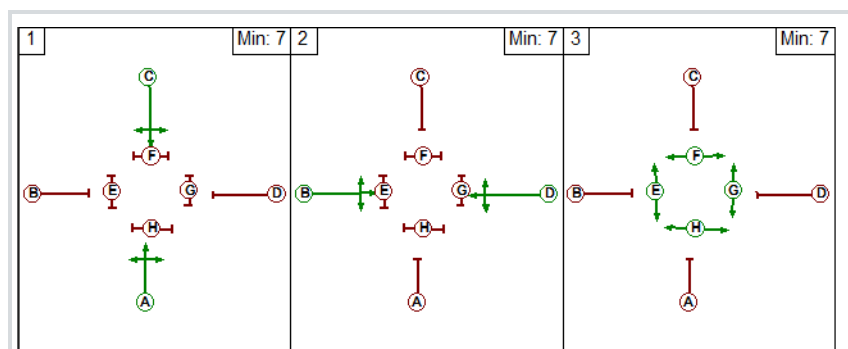


Figure 12. Wesley St / Lambra Rd - Stage Diagram

However, the junction has been assessed using the scenario whereby the pedestrian stage is not called as it has been agreed with the Local Authority that this provides the most realistic assessment.

Access to The Glassworks multi-storey car park will be taken from the additional northern arm of the junction, whereas exit from the multi-storey car park will be taken from the Lambra Road (West) arm of the junction, which is reflected in both the base and development traffic flows for the following Option 1 and 2 scenarios.

9.2.4 OPTION 1 - LINSIG V3 ASSESSMENT

The following tables provide a detailed analysis of the junction, with the Option 1 layout, associated with Phase 2 of the development.

Table 41. Option 1 - 2017 Adjusted Base Flows

Peak Hour	2017 Fri Peak		2017 Sat Peak	
	Overall PRC – 145.3%	Cycle Time – 90	Overall PRC – 48.2%	Cycle Time – 47
	DoS%	MMQ	DoS%	MMQ
Lambra Road East	22.0	3	34.1	3
Wesley Street	35.9	5	59.8	5
Lambra Road West	36.7	6	60.7	6
The Glassworks Access	0.0	0	0.0	0

Source: AECOM

The 2017 Base scenarios detailed in the table above show the operation of the junction, with adjusted base flows, representing the existing trips routing to / from the Glassworks site access.

The Lambra Road West arm is predicted to operate with the highest queues during both peak hours, with a queue of 6 PCU's during Friday Peak and Saturday peak hours. The Wesley Street arm is predicted to operate with a queue of 5 PCU's during both the Friday Peak and Saturday peak hours.

The optimum cycle time was determined to be 90 seconds during the Friday peak and 47 seconds during the Saturday peak.

Table 42. Option 1 - 2017 Adjusted Base Flows + Dev Phase 1 / 2

Peak Hour	2017 Fri Peak		2017 Sat Peak	
	Overall PRC – 120%	Cycle Time – 78	Overall PRC – 9.1%	Cycle Time – 32
	DoS%	MMQ	DoS%	MMQ
Lambra Road East	22.9	3	51.0	3
Wesley Street	40.7	5	82.5	6
Lambra Road West	40.9	6	77.9	7
The Glassworks Access	0.0	0	0.0	0

Source: AECOM

The scenarios detailed in Table 42 show the operation of the junction, with adjusted base flows and the addition of Phase 1 / 2 development traffic.

The Lambra Road West arm is again predicted to operate with the highest queues during the Friday peak hour, however, no additional queueing is predicted on either the Wesley Road or Lambra Road West arms.

During the Saturday peak hour, the Wesley Street and Lambra Road arms are predicted to have an additional queue of 1 PCU, resulting in queues of 6 and 7 PCU's respectively.

Although queues are predicted to increase during the Saturday peak hour, the junction is predicted to continue operating within capacity without blocking back along Wesley Street.

In addition to the above, the junction is predicted to continue operating with DoS under 90% and therefore operate with additional capacity during both the Friday and Saturday peak hours.

Table 43. Option 1 - 2022 Adjusted Base Flows

Peak Hour	2022 Fri Peak		2022 Sat Peak	
	Overall PRC – 126.9%	Cycle Time – 83	Overall PRC – 29.6%	Cycle Time – 39
	DoS%	MMQ	DoS%	MMQ
Lambra Road East	23.1	3	36.3	2
Wesley Street	39.7	5	69.5	5
Lambra Road West	38.8	6	66.1	6
The Glassworks Access	0.0	0	0.0	0

Source: AECOM

Table 43 shows the operation of the junction in the 2022 assessment year, with adjusted base flows, representing the existing trips routing to / from the Glassworks site access.

The Lambra Road West arm is again predicted to operate with the highest level of queueing during both peak hours, with a predicted queues of 6 PCU's during the both peak hours. The Wesley Street arm is predicted to operate with a queue of 5 PCU's during both the Friday Peak and Saturday peak hours.

The optimum cycle times were determined to be 83 seconds during the Friday PM peak and 39 seconds during the Saturday peak.

However, the junction is predicted to continue operating with DoS under 90% and within capacity during the Friday and Saturday peak hours.

Table 44. Option 1 - 2022 Adjusted Base Flows + Dev Phase 1 / 2

Peak Hour	2022 Fri Base		2022 Sat Base	
	Overall PRC – 98.9%	Cycle Time – 60	Overall PRC – 9.9%	Cycle Time – 39
	DoS%	MMQ	DoS%	MMQ
Lambra Road East	24.9	2	55.8	3
Wesley Street	45.3	4	81.9	7
Lambra Road West	44.3	5	78.1	8
The Glassworks Access	0	0	0.0	0

Source: AECOM

The scenarios detailed in Table 44 show the operation of the junction in the 2022 assessment year, with adjusted base flows and the addition of Phase 1 / 2 development traffic.

The Lambra Road West arm is again predicted to operate with the highest queues during both peak hours, with a decrease in predicted queue length of 1 PCU's during the Saturday peak hour, when compared with the 2022 Base scenario. It should be noted that the decrease in predicted queue length is associated with the shorter cycle time of 60 seconds during the Friday PM peak, however the DoS at the junction begin operating at a slightly higher level.

During the Saturday peak hour, both the Wesley Street and Lambra Road West arms show an increase of 2 PCU's when compared to the 2022 Base scenarios.

However, in summary, the junction is predicted to continue operating with DoS under 90% and operate with queues lengths within capacity, during Friday and Saturday peak hours.

9.2.5 OPTION 2 - LINSIG V3 ASSESSMENT

The following tables provide a detailed analysis of the junction, with the Option 2 layout, associated with Phase 2 of the development.

Table 45. Option 2 - 2017 Adjusted Base Flows

Peak Hour	2017 Fri Peak		2017 Sat Peak	
	Overall PRC – 162.4%	Cycle Time – 50	Overall PRC – 50.1%	Cycle Time – 30
	DoS%	MMQ	DoS%	MMQ
Lambra Road East	20.8	2	33.5	2
Wesley Street	32.7	2	52.4	2
Lambra Road West	34.3	3	60.0	4
The Glassworks Access	0.0	0	0.0	0

Source: AECOM

The 2017 Base scenarios detailed in the table above show the operation of the junction, with adjusted base flows, representing the existing trips routing to / from the Glassworks site access.

The Lambra Road West arm is predicted to operate with the highest queues during both peak hours, with queues of 3 PCU's during Friday Peak and 4 PCU queue during the Saturday peak. This is a decrease in predicted queue of 3 PCU's during the Friday PM peak and 2 PCU's during the Saturday peak compared 2017 Base Option 1 scenarios.

In addition to the above, the Wesley Street arm is also predicted to have a decrease in queue of 3 PCU's during both peak hours when compared to the 2017 Base Option 1 scenarios.

The optimum cycle times were determined to be 50 seconds during the Friday peak hour and 30 seconds during the Saturday peak hour.

Table 46. Option 2 - 2017 Adjusted Base Flows + Dev Phase 1 / 2

Peak Hour	2017 Fri Peak		2017 Sat Peak	
	Overall PRC – 132.3%	Cycle Time – 45	Overall PRC – 30.0%	Cycle Time – 34
	DoS%	MMQ	DoS%	MMQ
Lambra Road East	22.0	2	41.6	2
Wesley Street	38.7	2	69.2	4
Lambra Road West	38.7	3	68.2	6
The Glassworks Access	0.0	0	0.0	0

Source: AECOM

The scenarios detailed in the above table show the operation of the junction, with adjusted base flows and the addition of Phase 1 / 2 development traffic.

The Lambra Road West arm is again predicted to operate with the highest queues during both peak hours, with a queue of 3 PCU's during the Friday Peak and 6 PCU queue during the Saturday peak. This is a decrease in predicted queue of 3 PCU during the Friday Peak hour and 1 PCU during the Saturday peak hour when compared to the 2017 Adjusted Base Flows + Dev Phase 1 / 2 Option 1 scenarios.

The Wesley Street arm is also predicted a reduction in queue length when compared to the Option 1 scenarios of 3 PCU during the Friday peak hour and 2 PCU's during the Saturday peak hour.

Table 47. Option 2 - 2022 Adjusted Base Flows

Peak Hour	2022 Fri Peak		2022 Sat Peak	
	Overall PRC – 137.0%	Cycle Time – 40	Overall PRC – 51.7%	Cycle Time – 35
	DoS%	MMQ	DoS%	MMQ
Lambra Road East	22.8	1	32.5	2
Wesley Street	38.0	2	58.2	3
Lambra Road West	36.8	3	59.3	5
The Glassworks Access	0.0	0	0.0	0

Source: AECOM

Table 47 shows the operation of the junction in the 2022 assessment year, with adjusted base flows, representing the existing trips routing to / from the Glassworks site access.

The Lambra Road West arm is predicted to operate with the highest queues during both peak hours, with a queue of 3 PCU's during Friday Peak and 5 PCU queue during the Saturday peak. This is a decrease of 3 PCU during the Friday Peak hour and 1 PCU's during the Saturday peak hour when compared to the Option 1 - 2022 Adjusted Base Flows scenarios.

The Wesley Street arm is also predicted a reduction in queue length when compared to the Option 1 scenarios of 3 PCU during the Friday peak hour and 2 PCU's during the Saturday peak hour.

The optimum cycle times were determined to be 40 seconds during the Friday peak hour and 35 seconds during the Saturday peak hour.

Table 48. Option 2 - 2022 Adjusted Base Flows + Dev Phase 1 / 2

Peak Hour	2022 Fri Base		2022 Sat Base	
	Overall PRC – 109.7%	Cycle Time – 40	Overall PRC – 25.0%	Cycle Time – 38
	DoS%	MMQ	DoS%	MMQ
Lambra Road East	23.7	1	47.5	3
Wesley Street	42.9	2	66.7	4
Lambra Road West	40.6	3	72.0	7
The Glassworks Access	0.0	0	0.0	0

Source: AECOM

The scenarios detailed above show the operation of the junction in the 2022 assessment year, with adjusted base flows and the addition of Phase 1 / 2 development traffic.

The Lambra Road West arm is again predicted to operate with the highest queues during both peak hours, with a queue of 3 PCU's during the Friday Peak and 7 PCU queue during the Saturday peak. This is a decrease in predicted queue of 2 PCU 's during the Friday PM peak and 1 PCU during the Saturday peak hour when compared to the Option 1 - 2022 Adjusted Base Flows + Dev Phase 1 / 2 scenarios.

The Lambra Road West arm is also predicted to have a reduction in queue length when compared to the Option 1 layout of 1 PCU during the Friday peak hour and 3 PCU's during the Saturday peak hour. The Wesley Street arm is also predicted a reduction in queue length when compared to the Option 1 scenarios of 2 PCU during the Friday peak hour and 3 PCU's during the Saturday peak hour.

In summary, the junction is predicted to continue operating with DoS well below 90% and operate with queues lengths within capacity, during both the Friday and Saturday peak hours.

Queue lengths along Wesley Road are also shown to decrease by a maximum of 3 PCU's with the additional left turn flare provided.

9.3 A628 Pontefract Road / Lambra Road Junction Assessment

9.3.1 PICADY 5 ASSESSMENT

The A628 Pontefract Road / Lambra Road Junction is a simple priority T-junction, with the left turn from Pontefract Road being slightly relocated away from the junction by a left turn slip. The Lambra Road arm forms the minor arm of the Junction, providing a small left turn flare with capacity for approximately 3 vehicles.

The modelling software package PICADY 5 has been used to assess the operation of the junction with its current layout.

The following tables detail the 2017 application year scenarios:

Table 49. 2017 Base Flows - Existing Layout

Peak Hour	2017 Fri Peak		2017 Sat Peak	
	RFC	QUEUE	RFC	QUEUE
Lambra Road (Left)	0.400	1	1.041	11
Lambra Road (Right)	0.807	4	1.078	20
Pontefract Road (West) RT	0.020	0	0.062	0

As shown Table 49, the current layout of the junction is predicted to operate with additional capacity during the Friday Peak hour; the maximum predicted RFC is 0.807 along the Lambra Road arm, which results in a predicted 4 vehicle queue along the arm.

During the Saturday peak hour, the junction is predicted to operate over capacity, with the Lambra Road arm predicted a maximum RFC of 1.078 and a total queue length of 28 vehicles. This is due to the right turn reaching capacity and subsequent queues blocking the left turning movements along Lambra Road, therefore the total predicted queue length is the sum of both the right and left turning movements, minus the flare length capacity (3 vehicles).

As the junction is currently predicted to operate over capacity during the Saturday peak hour, any additional traffic is likely to exacerbate queue lengths along Lambra Road and further increase predicted RFC's.

Table 50. 2017 Base Flows + Phase 1 Dev - Existing Layout

Peak Hour	2017 Fri Peak		2017 Sat Peak	
	RFC	QUEUE	RFC	QUEUE
Lambra Road (Left)	0.454	1	1.129	16
Lambra Road (Right)	0.833	4	1.159	31
Pontefract Road (West) RT	0.020	0	0.07	0

The table above shows the operation of the junction, with its current layout, with the addition of Phase 1 development traffic. During the Friday peak hour, predicted RFC's show only a minor increase when compared to those in the Friday Base scenario, which result in no predicted increase in queue lengths during the Friday Peak.

During the Saturday peak hour, the junction is again predicted to operate over capacity, with the Lambra Road arm predicted a maximum RFC of 1.159 and a total queue length of 44 vehicles, which is an increase in predicted queue of 16 vehicles along Lambra Road.

Table 51. 2017 Base Flows + Phase 1/2 Dev - Existing Layout

Peak Hour	2017 Fri Peak		2017 Sat Peak	
	RFC	QUEUE	RFC	QUEUE
Lambra Road (Left)	0.533	1	1.250	24
Lambra Road (Right)	0.860	5	1.268	49
Pontefract Road (West) RT	0.023	0	0.072	0

The table above shows the operation of the junction, with its current layout, with the addition of Phase 1/2 development traffic. During the Friday peak hour, predicted RFC's show only a minor increase when compared to those in the Friday Base, which result in an increase of 1 vehicle queue along Lambra Road. All arms of the junction predicted to continue operate within capacity during the Friday peak hour.

During the Saturday peak hour, the junction is again predicted to operate over capacity, with the Lambra Road arm predicted a maximum RFC of 1.268 and a total queue length of 70 vehicles, which is an increase in predicted queue of 26 vehicles along Lambra Road.

The following tables detail the predicted operation of the junction, with its existing layout, in 2022 assessment year.

Table 52. 2022 Base Flows - Existing Layout

Peak Hour	2022 Fri Peak		2022 Sat Peak	
	RFC	QUEUE	RFC	QUEUE
Lambra Road (Left)	0.781	2	1.172	18
Lambra Road (Right)	0.909	7	1.199	36
Pontefract Road (West) RT	0.023	0	0.066	0

Table 52 shows the operation of the junction, with its current layout within the 2022 Base scenarios.

During the Friday Peak hour; the maximum predicted RFC is 0.909 along the Lambra Road arm, which is beginning to operate nearer capacity and results in a predicted queue of 7 vehicles along the arm.

During the Saturday peak hour, the junction is predicted to operate well over capacity, with the Lambra Road arm predicted a maximum RFC of 1.199 and a total queue length of 51 vehicles. This is again due to the right turn reaching capacity and subsequent queues blocking the left turning movements along Lambra Road. As such, the total predicted queue length is the sum of both the right and left turning movements, minus the flare length capacity (3 vehicles).

The junction is predicted to operate significantly over capacity during the Saturday peak hour, any additional traffic will result in higher RFC's and extended queue lengths.

Table 53. 2022 Base Flows + Phase 1 Dev - Existing Layout

Peak Hour	2022 Fri Peak		2022 Sat Peak	
	RFC	QUEUE	RFC	QUEUE
Lambra Road (Left)	0.943	4	1.267	24
Lambra Road (Right)	0.938	8	1.284	50
Pontefract Road (West) RT	0.023	0	0.073	0

The table above shows the operation of the junction, with its current layout, during the 2022 assessment year, with the addition of Phase 1 development traffic. During the Friday peak hour, predicted RFC's show only a minor increase when compared to those in the Friday Base scenario, which result in an increase in total queue length along Lambra Road of 3 vehicles.

During the Saturday peak hour, the junction is again predicted to operate significantly over capacity, with the Lambra Road arm predicted a maximum RFC of 1.284 and a total queue length of 71 vehicles, which is an increase in predicted queue of 20 vehicles along Lambra Road.

Table 54. 2022 Base Flows + Phase 1/2 Dev - Existing Layout

Peak Hour	2022 Fri Peak		2022 Sat Peak	
	RFC	QUEUE	RFC	QUEUE
Lambra Road (Left)	0.935	5	1.358	35
Lambra Road (Right)	0.965	10	1.403	72
Pontefract Road (West) RT	0.023	0	0.079	0

The table above shows the operation of the junction, with its current layout, during the 2022 assessment year, with the addition of Phase 1/2 development traffic.

During the Friday peak hour, predicted RFC's again show an increase when compared to those in the 2022 Friday Base, which result in an increase in total queue length along Lambra Road of 5 PCU's. As within the 2022 Friday Base scenario, RFC's operate under 1.0, however are operating near to capacity.

During the Saturday peak hour, the junction continues to operate over capacity, with the Lambra Road arm predicted a maximum RFC of 1.403 and a total queue length of 104 vehicles, which is an increase in predicted queue of 33 vehicles along Lambra Road.

Based on the above, the current layout of the junction is predicted to operate over capacity within the 2017/2022 Saturday Base scenarios, with RFC's above 1.0 and significant queue lengths, which is further exacerbated by the addition of development traffic.

As such, it is considered that the junction requires mitigation, regardless of development traffic. The proposed mitigation associated with the development site are discussed in the following section.

9.3.2 LINSIG V3 ASSESSMENT

As discussed in the previous section, the current layout of the junction is predicted to operate over capacity. As such, proposals are to provide traffic signals at the Lambra Road / A628 Pontefract Road junction, with the proposed layout shown below and included at **Appendix A**.

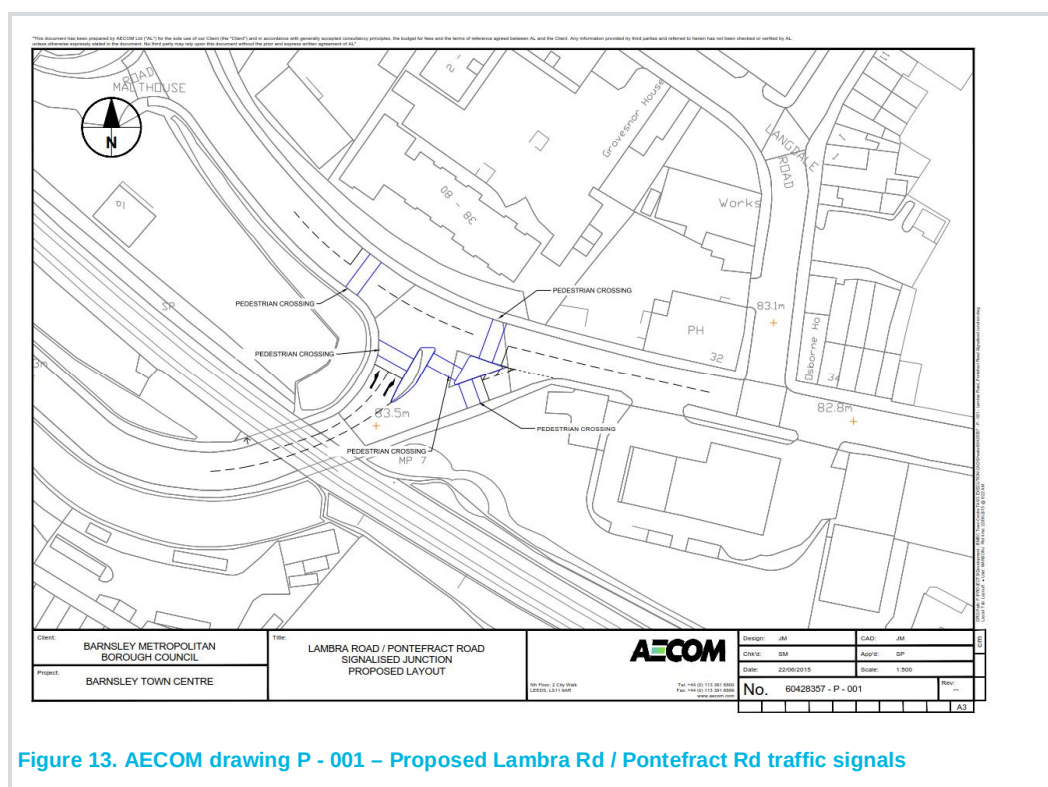
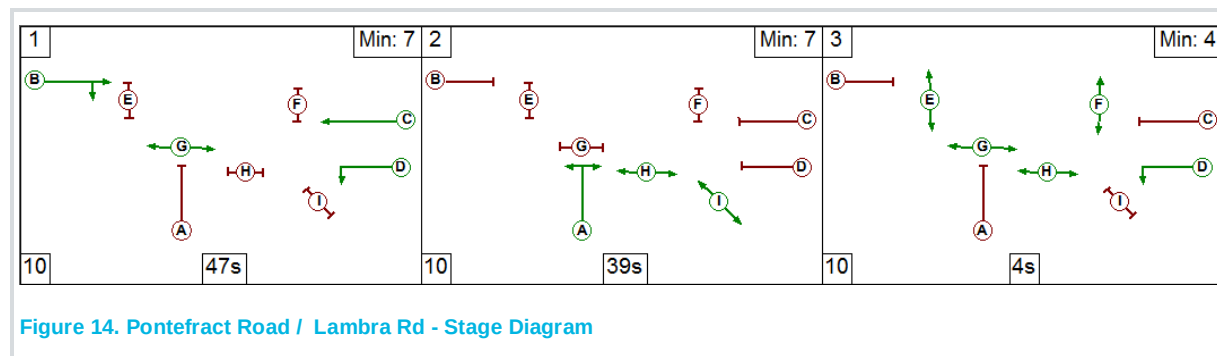


Figure 13. AECOM drawing P - 001 – Proposed Lambra Rd / Pontefract Rd traffic signals

As shown in Figure 13, it is proposed to provide a single lane approach on Pontefract Road (W), with short flares on both Pontefract Road (E) and Lambra Road, with both flare lanes having a capacity of 5 PCU's.

The modelling software package LinSig V3 has used to assess the operation of the junction, with the proposed signalised layout.

The junction would then operate on a 3 stages, as shown below.



The following tables consider the operational assessments, with the proposed signalised layout of the junction, for the following scenarios:

- 2017 Fri / Sat Base + Phase 1 Development;
- 2017 Fri / Sat Base + Phase 1 / 2 Development;
- 2022 Fri / Sat Base + Phase 1 Development; and
- 2022 Fri / Sat Base + Phase 1 / 2 Development.

As the junction would remain un-signalised without the proposed development, only the 'with development' scenarios have been assessed.

The following tables detail the 2017 application year scenarios:

Table 55. 2017 Base Flows + Development Phase 1

Peak Hour	2017 Fri Peak		2017 Sat Peak	
	Overall PRC – 34.6%	Cycle Time – 90	Overall PRC – 10.0%	Cycle Time – 90
	DoS%	MMQ	DoS%	MMQ
Pontefract Road Eastern Arm	65.4	10	80.6	14
Lambra Road	66.8	7	81.8	11
Pontefract Road Western Arm	61.9	11	53.4	8

Source: AECOM

The table above shows the operation of the junction during the 2017 assessment year, with the addition of Phase 1 development traffic.

During the Friday peak scenario, the junction is predicted to operate with an overall PRC of 34.6%, which indicates that the junction is operating below capacity. The longest predicted queue is along the Pontefract Road (W) arm at 11 PCU's, however operates with a DoS well below 90% and as such, predicted queue lengths are not considered excessive.

During the Saturday peak hour, the junction is also predicted to operate within capacity, with an overall PRC of 10.0%. The highest predicted queue is along the Pontefract Road (E) arm of the junction, with a predicted queue of 14 PCU's. All arms of the junction operate with DoS below 90% and as such queue lengths are not considered excessive.

Table 56. 2017 Base Flows + Development Phase 1 / 2

Peak Hour	2017 Fri Peak		2017 Sat Peak	
	Overall PRC – 34.7%	Cycle Time – 90	Overall PRC – 13.4%	Cycle Time – 120
	DoS%	MMQ	DoS%	MMQ
Pontefract Road Eastern Arm	66.8	10	79.0	18
Lambra Road	66.4	7	79.4	15
Pontefract Road Western Arm	63.6	11	55.2	10

Source: AECOM

The table above shows the operation of the junction during the 2017 assessment year, with the addition of Phase 1/2 development traffic.

During the Friday peak scenario, the junction is predicted to continue operating with additional capacity. The longest predicted queue is again along the Pontefract Road (W) arm at 11 PCU's, again operating with a DoS well below 90% and as such not considered excessive.

During the Saturday peak hour, the junction is also predicted to operate within capacity, with an overall PRC of 13.4%. This is an increase in overall PRC of 3.4% when compared to the '2017 Sat Base + Phase 1 Dev' scenario, which is due to an extended cycle time of 120 seconds.

The highest predicted queue during the Saturday peak hour is along the Pontefract Road (E) arm of the junction, with a predicted queue of 18 PCU's, which is an increase of 4 PCU's in comparison to the Phase 1 scenario.

However, all arms of the junction continue to operate with DoS below 90% and as such queue lengths are not considered excessive.

The following tables then consider the operational assessments, with the proposed signalised layout of the junction, within the 2022 assessment year.

Table 57. 2022 Base Flows + Development Phase 1

Peak Hour	2022 Fri Peak		2022 Sat Peak	
	Overall PRC – 26.1%	Cycle Time – 90	Overall PRC – 10.7%	Cycle Time – 120
	DoS%	MMQ	DoS%	MMQ
Pontefract Road Eastern Arm	69.8	11	80.3	20
Lambra Road	71.4	8	81.3	15
Pontefract Road Western Arm	69.6	12	55.2	10

Source: AECOM

The table above shows the operation of the junction during the 2022 assessment year, with the addition of Phase 1 development traffic.

During the Friday peak scenario, the junction is predicted to operate with an overall PRC of 26.1%, which indicates that the junction is operating below capacity. The longest predicted queue is along the Pontefract Road (W) arm at 12 PCU's, however operates with a DoS well below 90% and as such, predicted queue lengths are not considered excessive.

During the Saturday peak hour, the junction is also predicted to operate within capacity, with an overall PRC of 10.7%. The highest predicted queue is along the Pontefract Road (E) arm of the junction, with a predicted queue of 20 PCU's. All arms of the junction operate with DoS below 90% and as such, queue lengths are not considered excessive.

It should be noted that the optimum cycle time during the Friday peak scenario was determined to be 90 seconds, whereas during the Saturday peak the optimum cycle time was determined to be 120 seconds.

Table 58. 2022 Base Flows + Development Phase 1 / 2

Peak Hour	2022 Fri Peak		2022 Sat Peak	
	Overall PRC – 25.6%	Cycle Time – 90	Overall PRC – 6.6%	Cycle Time – 120
	DoS%	MMQ	DoS%	MMQ
Pontefract Road Eastern Arm	71.4	11	84.4	21
Lambra Road	70.7	8	84.4	17
Pontefract Road Western Arm	71.6	13	64.0	11

Source: AECOM

The table above shows the operation of the junction during the 2022 assessment year, with the addition of Phase 1/2 development traffic.

During the Friday peak scenario, the junction is predicted to continue operating with additional capacity. The longest predicted queue is again along the Pontefract Road (W) arm at 13 PCU's, again operating with a DoS well below 90% and as such not considered excessive.

During the Saturday peak hour, the junction is also predicted to operate within capacity, with an overall PRC of 6.6%; this is a decrease in overall PRC of 4.1% when compared to the '2022 Sat Base + Phase 1 Dev' scenario.

The highest predicted queue during the Saturday peak hour is along the Pontefract Road (E) arm of the junction, with a predicted queue of 21 PCU's, which is a predicted increase of 1 PCU in comparison to the Phase 1 scenario.

In summary, in all scenarios show that with the proposed signalised layout, the junction is predicted to operate with degrees of saturation below 90% and as such, the level of queuing is not considered excessive.

As such, it is considered that the proposed signalised junction layout of the junction will operate within capacity, with the addition of development traffic in the 2022 assessment year.

10. Summary and Conclusion

This report has been prepared on behalf of Barnsley MBC in support of their proposal to redevelop the existing market and town centre.

The proposals will comprise the following:

Phase 1

- 4,871 m² Shops
- 2,058 m² Leisure
- 758 m² Restaurants
- 7,599 m² Markets
- 2,858 m² Library

Total – 18,144 m²

Phase 2

- 9,178 m² Shops
- 1,649 m² Leisure
- 2,605 m² Restaurants
- 5,600 m² Markets

Total – 19,032 m²

Based on the above, the total proposed floorspace for the development is 37,176 sq.m.

The total increase in market / retail floorspace is 28,718 sq.m, of which 53.2% is in Phase 1 and 46.8% is in Phase 2.

The existing market and retail provision has an overall floor area of 17,731sq.m and based upon the total proposed floorspace of 28,718 sqm, this results in a total increase in floorspace associated with the development of 62.0%, or 10,987 sq.m.

In addition to the above, Phase 2 will also allow the closure of the Kendray Street level crossing, as the access to the new Markets Car Park will be from Lambra Road. The new Markets Car Park will replace the existing car park and provide circa 500 vehicle spaces.

The car parking accumulation assessment calculated there to be a maximum deficit of 271 vehicle spaces within the Saturday Peak hour, however within 600m walking distance of the development site there are a number of Town Centre Car Parks, which have the available capacity to accommodate the additional vehicular trips. As such, the level of proposed car parking at the site is considered acceptable.

The site has been assessed against the relevant National and Local Policy and given its proximity to the Transport Interchange in a highly accessible location then it is considered to accord with the principles of providing development in sustainable locations.

Incident reports have been considered for the most recent full five-year period available (2011-2016) for the road network around the site, as detailed in Section 4.4. No specific incident patterns were identified which would be exacerbated by traffic associated with the proposed development.

The site is located with the Town Centre adjacent to the Transport Interchange, which allows safe and convenient access to regular bus and rail services to both residential areas within Barnsley as well as surrounding areas. It is therefore considered to be highly accessible location, which offers a realistic alternative for both employees and customers to travel sustainably.

The trip generation has been derived based upon the existing vehicle movements to the centre, uplifted to reflect the additional floorspace and a TRIC's based assessment for the additional land uses at the development site. This represents a robust assessment, which has previously been agreed through scoping discussion with BMBC.

Traffic surveys were undertaken at the following junctions on Friday 13th and Saturday 14th June 2015 in both the weekday PM and Saturday peak hours:

- Kendry Street / Schwasbisch Grund Way;
- A628 Pontefract Road / Lambra Road;
- Lambra Road / Wesley Street;
- A628 Harborough Hill Road / Wesley Street / A61 Sheffield Road – Alhambra Roundabout
- A61 Sheffield Road / Union Street / Taylor Row;

- A61 Sheffield Road / A6133 Park Road, and
- A628 Dodworth Road / Shambles Street / A628 / Racecommon Road – Townend Roundabout.

The highway network was then assessed at a year of registration of the planning application, 2017 and a design year 5 years hence, 2022; Base flows were derived by uplifting the June 2015 flows, using Temprow NTM growth factors.

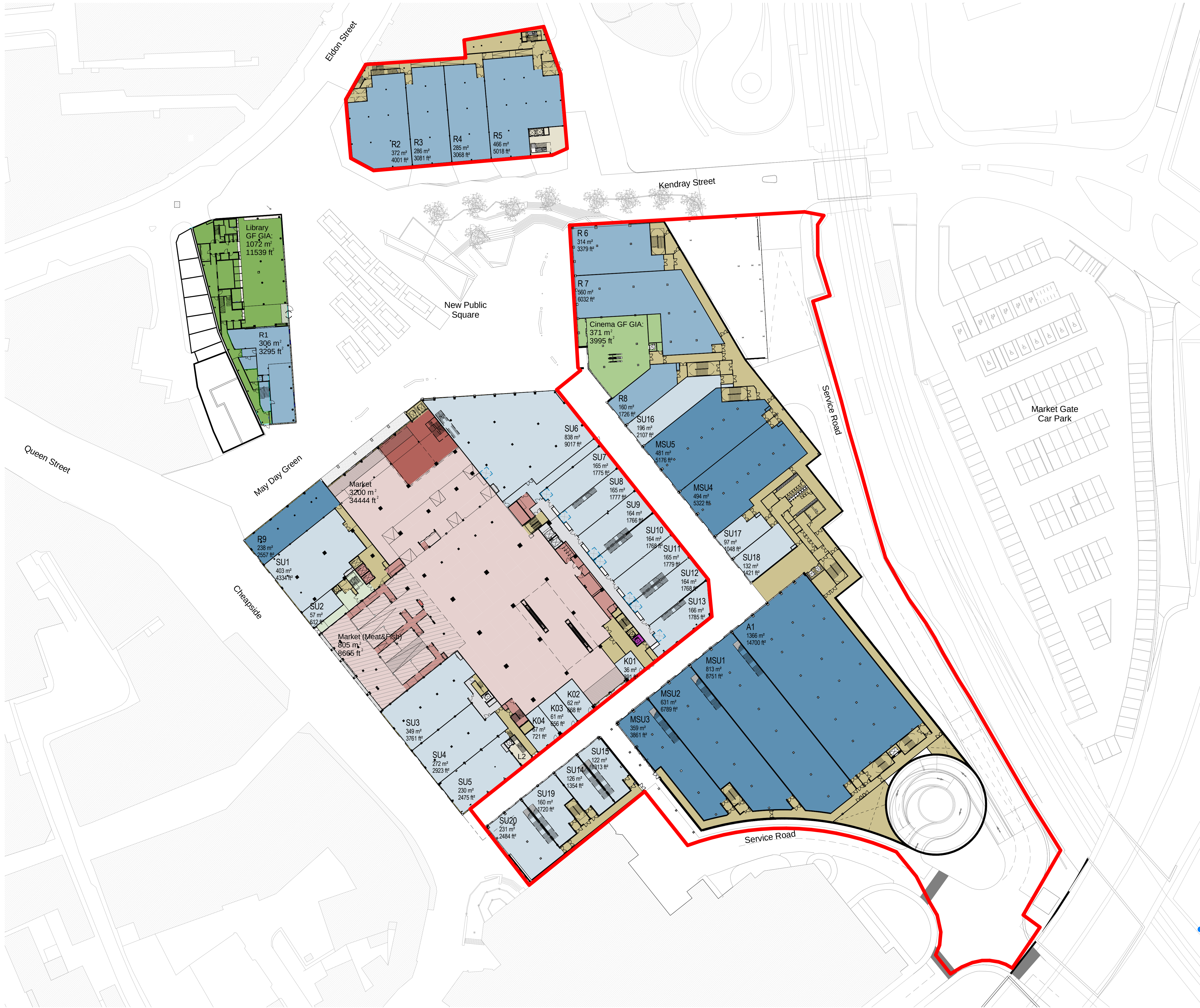
The Alhambra Roundabout has been modelling according to its existing layout within the ARCADY 8 software. As the junction has been modelled using ARCADY 8, the software does not take into account the part-time signals element of the roundabout. As such, the assessment scenarios are considered to represent a robust approach. The roundabout has been shown to operate within capacity with the addition of both future year traffic growth and development traffic.

The A628 Pontefract Road / Lambra Road priority junction has been assessed in its current priority junction layout and with the addition of the development traffic is predicted to operate above capacity. Therefore, it is proposed to provide traffic signals at this junction, which have been shown to operate within capacity with the addition of both future year traffic growth and development traffic.

The Lambra Road / Wesley Street priority junction has been modelled according to its existing layout, which has been shown to operate within capacity during Phase 1 of the development. The junction has then been modelled using two signalised options associated with Phase 2 of the development, which have also been shown to operate within capacity with the addition of future year traffic growth and development traffic.

Considering the extent of the development and its location with Barnsley Town Centre, it is considered the proposals are acceptable in highways terms, and that the site is well located and accessible in relation to local amenities and sustainable transport links. The proposals to signalise key junctions also ensures that the development traffic would not result in a severe impact on the surrounding highway network. As such, AECOM consider that there are no reasons, from a highways perspective, that the proposals should not be granted planning consent.

Appendix A Drawings and Figures



Notes:

- This drawing is copyright.
- Do not scale dimensions from this drawing.
- This drawing is to be read in conjunction with all other relevant drawings.
- All discrepancies on this drawing are to be reported to the architect.
- Do not modify any element of this drawing.
- Use drawing only for purpose(s) issued.

North Sign / Key Plan

0 1 5 10 15 25m

1:500 Scale @ A1
1:1000 Scale @ A3

The following external model files are included within this drawing:

- Medium Shopping Unit (MSU)
- Shopping Unit (SU)
- Restaurant Unit (R)
- Leisure Cinema
- Leisure Other
- MSCP
- Ancillary

Phase 2 Planning Boundary

12	12/04/17	Planning Issue	PM	EA
11	16/06/17	Lobby to R8 added	EA	SL
10	06/03/17	Cinema H.O.T. Issue	EA	SL
9	03/02/17	Stage 3 for pricing	EA	SL
8	03/01/17	Stage 3 Issue	EA	SL
7	15/12/16	Red line boundaries added.	REB	EA
6	06/12/16	General Update	EA	SL
5	21/11/16	A3 scale added	EA	SL
4	18/11/16	Client Meeting	EA	SL
3	13/10/16	General Update	EA	SL
2	28/09/16	MC Plans updated	EA	SL
1	21/08/16	Stage 2 Issue - General Update	EA	SL
E	26/07/16	Updated with proposed GA plans	AG	SL
D	21/06/16	First Design Team Coordination Issue	AD/EA	ALL
C	10/06/16	Cinema Entrance moved 1 unit south and SU6 enlarged	AD	MH
B	09/06/16	Scale Bar & North Point added	AD	MH
A	03/06/16	First Issue	TW	SL

Rev	Date	Revision Notes	Drawn	Review
Client				

Turner & Townsend

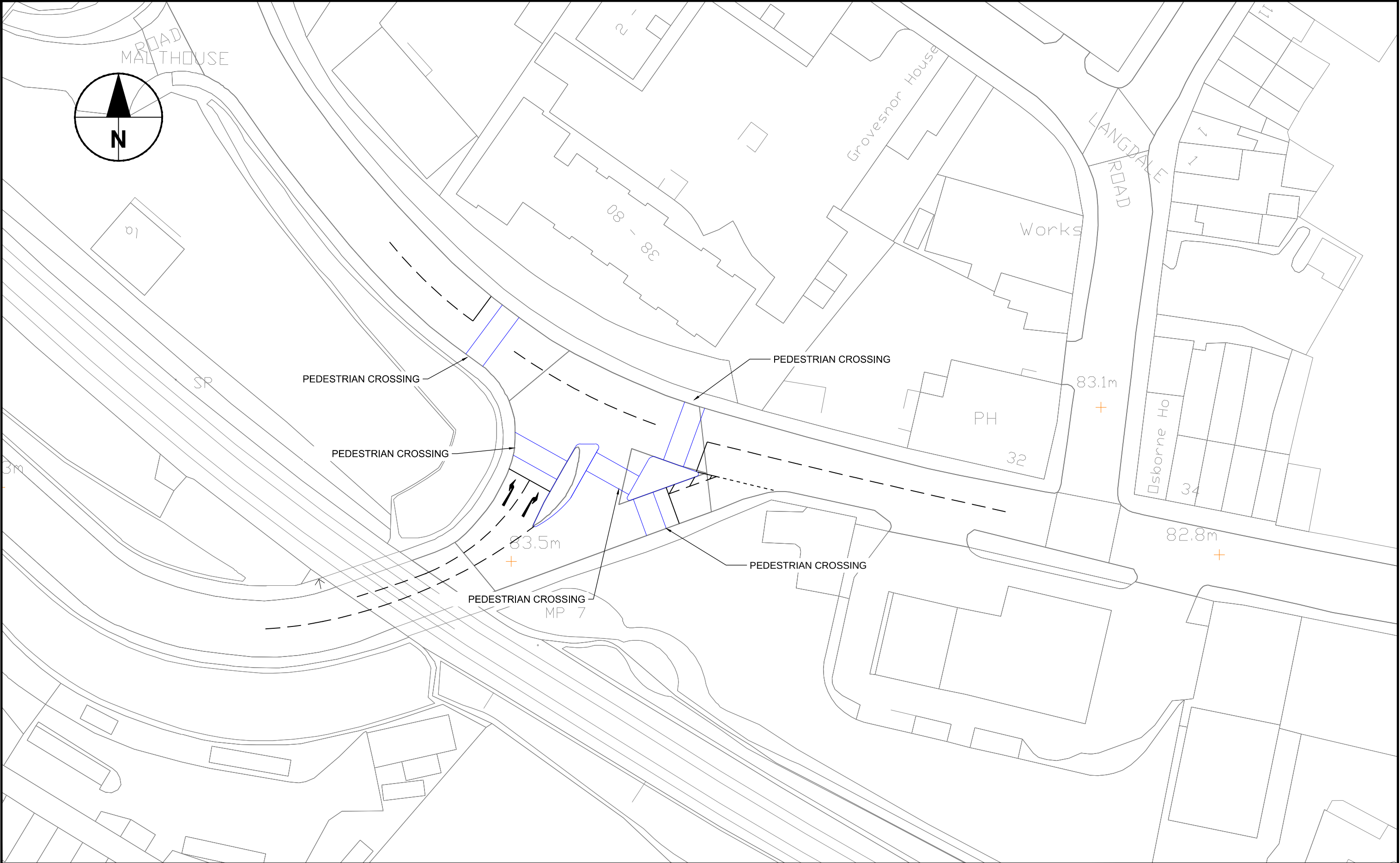
Intelligence
Buildings
Infrastructure

www.ibigroup.com

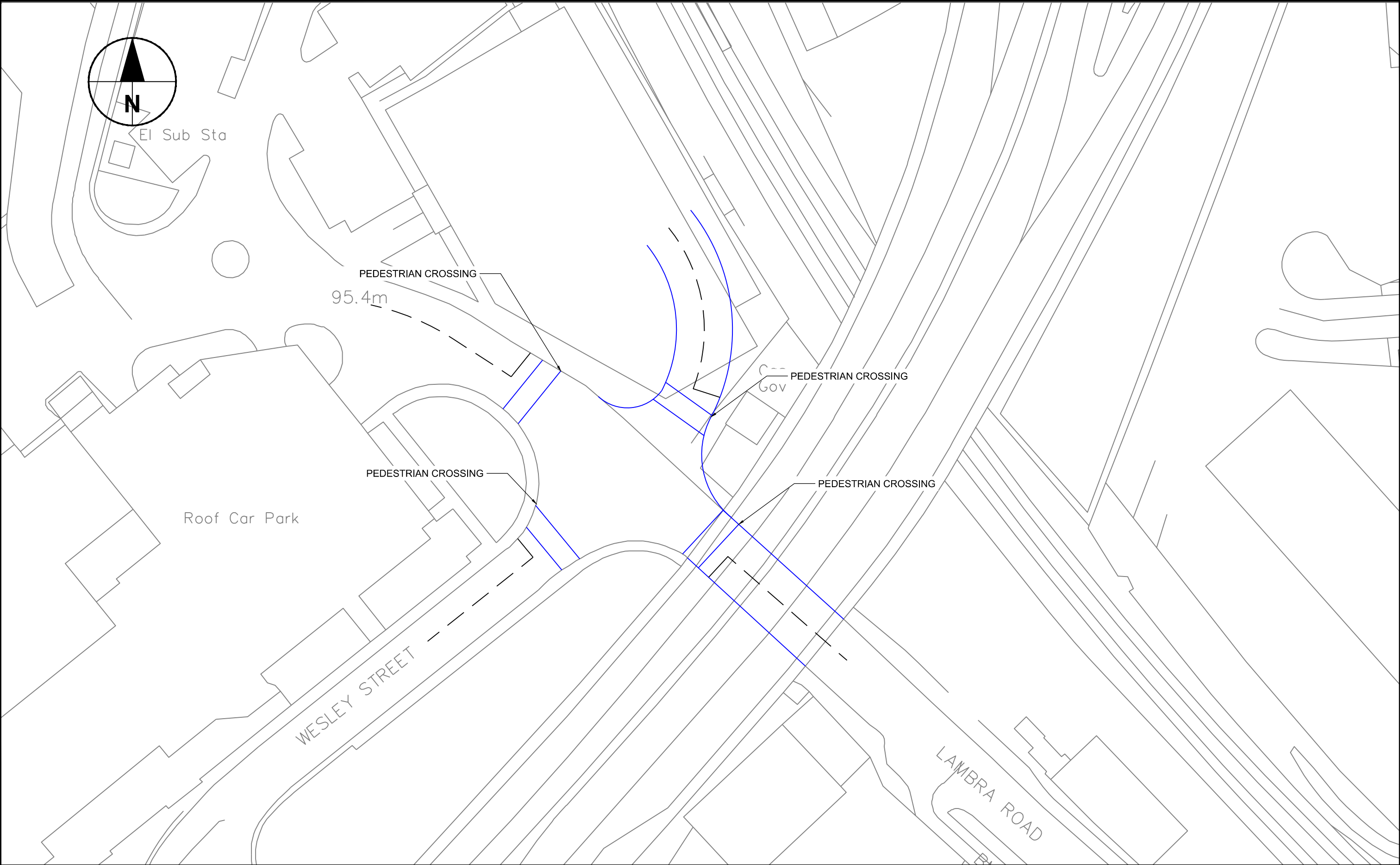
Project
Better Barnsley Town Centre

Drawing Title
Phase 2 Site Plan - Ground Floor

Job Number 50727	Date Created 03/06/16	PAS 1192 Status Code
Scale@A1/A3 1 : 500/1000	Purpose Planning	
Drawing Number BBTC_IBI_XX_A_F100_SP_00		Revision 12



Client: BARNESLEY METROPOLITAN BOROUGH COUNCIL	Title: LAMBRA ROAD / PONTEFRACT ROAD SIGNALISED JUNCTION PROPOSED LAYOUT	 5th Floor, 2 City Walk LEEDS, LS11 9AR Tel: +44 (0) 113 391 6800 Fax: +44 (0) 113 391 6899 www.aecom.com	Design: JM	CAD: JM							
			Chk'd: SM	App'd: SP							
Date: 22/06/2015			Scale: 1:500								
No. 60428357 - P - 001					Rev: --						
Project: BARNESLEY TOWN CENTRE											A3



Client: BARNESLEY METROPOLITAN BOROUGH COUNCIL	Title: LAMBRA ROAD / WESLEY STREET PROPOSED CROSS ROAD JUNCTION	 5th Floor, 2 City Walk LEEDS, LS11 9AR Tel: +44 (0) 113 391 6800 Fax: +44 (0) 113 391 6899 www.aecom.com	Design: JM	CAD: JM	
			Chk'd: SM	App'd: SP	
Date: 22/06/2015			Scale: 1:500		
No. 60428357 - P - 002			Rev: -		

Client: BARNESLEY METROPOLITAN BOROUGH COUNCIL	Title: LAMBRA ROAD / WESLEY STREET OPTION 2 - CROSS ROAD JUNCTION	 5th Floor, 2 City Walk LEEDS, LS11 9AR Tel: +44 (0) 113 391 6800 Fax: +44 (0) 113 391 6899 www.aecom.com	Design: LO	CAD: LO	cm		
			Chk'd: SM	App'd: SP			
			Project: BARNESLEY TOWN CENTRE	Date: 31/03/2017	Scale: 1:500	No. 60428357 - P - 003	Rev: -

Appendix B Accident Data

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2015 (12) months

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

Luke Oddy - AECOM

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

B-00034-15 Monday SHAMBLES STREET BARNSELY Veh 1 Car Wait go ahead held up NE to SW Dri F 17 Slight
12/01/2015 CENTRE J/W TOWNEND Veh 2 Taxi Wait go ahead held up NE to SW
R1: U 1717hrs ROUNABOUT
R2: A 628 Darkness: street lights present
E 434,098 Dry
N 406,312 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 2

Very Likely

V1 WAITING AT RDBT WHEN V2 FAILED TO REACT IN TIME AND COLL WITH V1.

B-00085-15 Monday PITT STREET BARNSELY CENTRE Veh 1 Car Wait to turn right SW to SE Dri M 59 Slight
26/01/2015 J/W PRINCESS STREET Veh 2 Car Turning right SE to NE
R1: U 1355hrs
R2: U Daylight:street lights present
E 434,164 Dry
N 406,133 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

VEH1 WAITING TO TURN RT INTO PRINCESS ST. VEH2 EXITS PRINCESS ST COLL WITH FRONT O/S OF VEH1.

B-00135-15 Saturday DODWORTH ROAD BARNSELY Veh 1 Car Wait go ahead held up E to W
07/02/2015 CENTRE 25 MTS LANCASTER Veh 2 Car Wait go ahead held up E to W RSP F 36 Slight
1346hrs STREET Veh 2 Car Wait go ahead held up E to W RSP M 7 Slight
R1: A 628 Daylight:street lights present Veh 2 Car Wait go ahead held up E to W Dri M 38 Slight
E 433,936 Dry Veh 3 Car Stopping E to W
N 406,286 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 3

Very Likely

2nd: Following too close

Vehicle 3

Possible

3rd: Inexperienced or learner driver/rider

Vehicle 3

V1 & V2 STOPPED FOR RED LIGHT. V3 FAILED TO SEE V1 & V2 AND COLL WITH REAR OF V2 PUSHING IT INTO V1

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2015 (12) months

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

Luke Oddy - AECOM

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

B-00277-15 Friday SHEFFIELD ROAD BARNSELY 4000hrs CENTRE 35 MTS ALHAMBRA ROUNDABOUT
R1: A 61 27/03/2015 1300hrs
 Daylight:street lights present
E 434,771 Dry
N 406,038 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly

CAS001 EXITING BUS WHEN DRIVER HAS SET OFF CAUSING CAS001 TO FALL

Participant:

Vehicle 1

Confidence:

Very Likely

B-00358-15 Sunday PONTEFRACT ROAD BARNSELY J/W 2000hrs HARBOROUGH HILLS RD
R1: A 628 29/03/2015 2000hrs
R2: A 61 Daylight:street lights present
E 434,872 Dry
N 406,374 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly

2nd: Failed to judge other persons path or speed

3rd: Junction overshoot

4th: Loss of control

V1 TRAV TWDS BARNSELY TOWN CENTRE, V2 HAS BEEN TRAV THROUGH JUNCTION, V1 FAILS TO GIVE WAY AND COLLIDES WITH V2

Participant:

Vehicle 1

Vehicle 2

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

Very Likely

Very Likely

B-00499-15 Saturday SHAMBLES STREET BARNSELY 2023hrs CENTRE 24 MTS TOWNEND ROUNDABOUT
R1: U 06/06/2015 2023hrs
 Daylight:street lights present
E 434,098 Dry
N 406,333 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly

VH1 M/CAR EXITS TOWN END RNDABT TRV NE ONTO SHAMBLES ST & STOPPED AT RED TRFC LGHT. VH2 M/CAR COLL REAR VH1

Participant:

Vehicle 2

Confidence:

Possible

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2015 (12) months

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

Luke Oddy - AECOM

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

B-00573-15 Saturday DONCASTER ROAD BARNSELY J/W OSBOURNE STREET
R1: A 635 27/06/2015 2354hrs
R2: U Darkness: street lights present
E 435,313 Dry
N 405,819 Fine without high winds 30 mph

Veh 1 Car Going ahead W to E Dri M 23 Slight
Veh 2 Car Going ahead E to W Dri M 36 Slight
Veh 3 Car Turning right E to N FSP M 29 Slight

Causation Factor:

1st: Poor turn or manoeuvre

Participant:

Vehicle 1

Confidence:

Very Likely

V1 AND V3 TRAVELLING IN OPP DIRECTIONS. V3 TURNS RIGHT ACROSS PATH OF V1 CAUSING COLL. V1 THEN COLL WITH V2 TRAVELLING BEHIND V3

B-00629-15 Wednesday TOWNEND ROUNDABOUT
R1: A 628 08/07/2015 1440hrs
R2: U Daylight:street lights present
E 434,045 Wet/Damp
N 406,251 Raining without high winds 30 mph

Veh 1 Car Wait go ahead held up SW to NE
Veh 2 M/C < 125 cc Starting SW to NE Dri F 31 Slight

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 1

Confidence:

Very Likely

2nd: Rain, sleet, snow, or fog

Vehicle 1

Possible

VEH1 & 2 APPROACH RNDDBT AND STOP. AS VEHS SET OFF VEH1 COLL INTO REAR OF VEH2.

B-00701-15 Monday WESTWAY BARNSELY 10 MTS
R1: A 628 13/07/2015 1330hrs
R2: A 628 Daylight:street lights present
E 434,118 Dry
N 406,255 Fine without high winds 40 mph

Veh 1 Car Wait go ahead held up W to E FSP F 54 Slight
Veh 1 Car Wait go ahead held up W to E Dri F 26 Slight
Veh 2 Car Going ahead W to E

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 2

Confidence:

Very Likely

2nd: Inexperience with type of vehicle

Vehicle 2

Very Likely

3rd: Failed to look properly

Vehicle 2

V1 LEAVING ROUNDABOUT HIT BY V2 FROM BEHIND

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2015 (12) months

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

Luke Oddy - AECOM

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

B-00662-15 Saturday SHEFFIELD ROAD BARNSELY J/W VEH 1 Car Going ahead S to N Dri M 43 Slight
18/07/2015 PARK ROAD VEH 2 Car Going ahead W to E
R1: A 61 0340hrs
R2: A 6133 Darkness: street lights present
E 434,957 Dry
N 405,688 Fine without high winds
30 mph

Causation Factor:

1st: Exceeding speed limit
2nd: Disobeyed automatic traffic signal
3rd: Loss of control
4th: Impaired by alcohol
5th: Impaired by alcohol
6th: Impaired by alcohol

Participant:

Vehicle 2
Vehicle 2
Vehicle 2
Vehicle 2
Vehicle 2
Vehicle 2

Confidence:

Very Likely
Very Likely
Very Likely
Very Likely
Possible
Very Likely

VEH 1 DRIVING DOWN SHEFFIELD ROAD TOWARDS BARNSELY TOWN CENTEE. WHILST PASSING THROUGH TRAFFIC LIGHTS AT JUNCTION WAS HIT BY VEH 2 GOING THROUGH RED LIGHT FROM DIRECTION PARK ROAD. DRIVER VEH 2 FLED SCENE

B-00702-15 Sunday PONTEFRACT ROAD BARNSELY J/W VEH 1 Car Going ahead E to W
19/07/2015 HARBOROUGH HILLS VEH 2 Car Going ahead W to S Dri F 22 Slight
R1: A 628 1618hrs
R2: A 61 Daylight:street lights present
E 434,875 Dry
N 406,347 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed
3rd: Swerved

Participant:

Vehicle 1
Vehicle 1
Vehicle 2

Confidence:

Very Likely
Possible

V1 COLL WITH V2 IN FRONT

B-00698-15 Saturday SHEFFIELD ROAD BARNSELY 10 MTS VEH 1 Car Going ahead LH bend N to S Dri F 32 Slight
08/08/2015 TAYLOR ROW VEH 2 Car Going ahead N to S
R1: A 61 1430hrs VEH 3 Car Stopping N to S
R2: A 635 Daylight:street lights present VEH 4 Car Going ahead N to S
E 434,860 Dry
N 405,927 Fine without high winds
30 mph

Causation Factor:

1st: Poor turn or manoeuvre
2nd: Sudden braking
3rd: Sudden braking
4th: Sudden braking

Participant:

Vehicle 1
Vehicle 2
Vehicle 3
Vehicle 4

Confidence:

Possible
Possible
Possible
Possible

UNKNOWN V4 BRAKES, CAUSING V1 ALSO TO BRAKE SUDDENLY V2 COLL WITH REAR OF V1, AND V3 COLLIDES WITH REAR OF V1

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2015 (12) months

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

Luke Oddy - AECOM

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

B-00734-15 Thursday TOWN END ROUNDABOUT Veh 1 Car Going ahead W to NE FSP M 24 Slight
20/08/2015 BARNSELY J/W SUMMER LANE Veh 2 Car Going ahead NW to SE
R1: A 628 2210hrs
R2: U Darkness: street lights present
E 434,066 Dry
N 406,310 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed

Participant:

Vehicle 2
Vehicle 2

Confidence:

Very Likely
Very Likely

VEH1 NEG RNDBT WHEN VEH2 PULLS OUT FROM SUMMER LN ONTO RNDBT AND COLL WITH VEH1.

B-00739-15 Friday PARK ROAD WORSBROUGH Veh 1 Car Going ahead W to E RSP F 14 Slight
21/08/2015 COMMON J/W DUKE STREET Veh 1 Car Going ahead W to E FSP F 37 Slight
R1: A 6133 1235hrs Veh 1 Car Going ahead W to E Dri M 35 Slight
R2: U Daylight:street lights present Veh 2 Car Turning right E to N
E 434,654 Dry
N 405,616 Fine without high winds
30 mph

Causation Factor:

1st: Impaired by drugs (illicit or medicinal)
2nd: Impaired by alcohol
3rd: Failed to look properly

Participant:

Vehicle 2
Vehicle 2
Vehicle 2

Confidence:

Very Likely
Possible

VEH1 TV PARK RD TW STAIRFOOT. VEH2 BEGINS TO TURN RT INTO DUKE ST AND COLL WITH VEH1.

B-00757-15 Friday KENDRAY STREET BARNSELY J/W Veh 1 Bus/coach Going ahead E to W Stand F 67 Slight
28/08/2015 MIDLAND STREET Veh 1 Bus/coach Going ahead E to W Stand F 71 Slight
R1: U 1000hrs Veh 1 Bus/coach Going ahead E to W Stand F 65 Slight
R2: U Daylight:street lights present Veh 1 Bus/coach Going ahead E to W Stand F 59 Slight
E 434,675 Dry
N 406,406 Fine without high winds
30 mph

Causation Factor:

1st: Following too close

Participant:

Vehicle 1

Confidence:

Possible

V1 BRAKED SUDDENLY, 4 STANDING PASSENGERS FELL

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2015 (12) months

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

Luke Oddy - AECOM

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

B-00789-15 Friday SUNDERLAND TERRACE BARNSELY J/W OSBOURNE STREET Veh 1 Pedal cycle Starting NW to E Dri F 9 Slight
28/08/2015 Veh 2 Car Starting S to N
R1: U 1920hrs
R2: U Daylight:street lights present
E 435,460 Dry
N 405,821 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed
V1 PEDCYC CROSSING C/W WHEN PARKED V2 SET OFF AND COLL WITH V1

Participant:

Vehicle 1
Vehicle 2

Confidence:

Very Likely
Very Likely

B-00914-15 Friday DONCASTER ROAD BARNSELY J/W OSBOURNE STREET Veh 1 Car Turning left W to N Dri F 54 Slight
18/09/2015 Veh 2 Car Going ahead W to E
R1: A 635 1718hrs
R2: U Daylight:street lights present
E 435,309 Dry
N 405,821 Fine without high winds
30 mph

Causation Factor:

1st: Failed to judge other persons path or speed
V1 TURNING LEFT HELD UP BY STATIONARY TRAFFIC, V2 TRAVELLING BEHIND COLL WITH REAR OF V1

Participant:

Vehicle 2

Confidence:

Very Likely

B-00945-15 Tuesday PARK ROAD BARNSELY J/W BEECH STREET Veh 1 Car Reversing S to N Ped M 30 Slight
22/09/2015
R1: A 6133 1745hrs
R2: U Daylight:street lights present
E 434,910 Dry
N 405,678 Fine without high winds
30 mph

Causation Factor:

1st: Dazzling sun
2nd: Failed to look properly
3rd: Poor turn or manoeuvre
4th: Passing too close to cyclist, horse rider or pedestrian
VEH1 REVERSES FROM BEECH ST ONTO PARK RD AND COLL WITH PEDN.

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely
Very Likely
Very Likely

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2015 (12) months

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

Luke Oddy - AECOM

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

B-00879-15 Monday TOWNEND ROUNDABOUT Veh 1 Car Starting NE to SW Dri F 37 Slight
28/09/2015 BARNSELY J/W WESTWAY Veh 2 Goods > 7.5t Wait go ahead held up NW to SE
R1: A 628 0915hrs
R2: A 628 Daylight:street lights present
E 434,107 Dry
N 406,271 Fine without high winds
30 mph

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Poor turn or manoeuvre

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

VEH2 ENTERED RNDBT FROM DODWORTH RD INTENDING TO TV ONTO WEST WAY. VEH2 STOPS FOR PED XING LIGHTS. VEH1 PULLS OUT OF PEEL ST AND ALSO STOPS. HOWEVER WHEN BOTH VEHS MOVE OFF A COLL OCCURS.

B-00984-15 Wednesday DONCASTER ROAD BARNSELY J/W Veh 1 M/C > 500 cc Going ahead E to W Dri M 41 Slight
28/10/2015 CHILTON STREET Veh 2 Car Turning right W to S
R1: A 635 0834hrs
R2: U Daylight:street lights present
E 435,267 Wet/Damp
N 405,832 Raining without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Poor turn or manoeuvre

Participant:

Vehicle 2
Vehicle 2

Confidence:

Very Likely
Very Likely

VEH1 TV DONCASTER RD WHEN VEH2 TV IN OPP DIRC TURNS RT INTO CHILTON ST.

B-01048-15 Sunday HARBOROUGH HILL ROAD Veh 1 Car Change lane to right N to S Ped M 30 Serious
08/11/2015 BARNSELY 90 MTS HARBOROUGH
R1: A 61 0540hrs HILL ROAD SLIP ROAD
Darkness: street lights present
E 434,850 Wet/Damp
N 406,394 Raining without high winds
40 mph

Causation Factor:

1st: Failed to look properly
2nd: Pedestrian wearing dark clothing at night
3rd: Failed to judge other persons path or speed
4th: Swerved

Participant:

Vehicle 1
Casualty 1
Vehicle 1
Vehicle 1

Confidence:

Possible
Possible
Possible
Possible

PEDN WALKING ON CENTRAL RESERVATION . VEH TV HARBOROUGH HILLS AND WING MIRROR COLL WITH PEDN.

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2015 (12) months

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

Luke Oddy - AECOM

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

B-01063-15 Friday ALHAMBRA ROUNDABOUT Veh 1 M/C < 125 cc Going ahead W to NE Dri M 50 Slight
20/11/2015 BARNSELY J/W HARBOROUGH HILL Veh 2 Car Going ahead N to S
1750hrs ROAD
R1: A 61 Darkness: street lights present
R2: A 61 Dry
E 434,730 Unknown
N 406,128 40 mph

Causation Factor:

1st: Slippery road (due to weather)
2nd: Slippery road (due to weather)

Participant:

Vehicle 1
Vehicle 2

Confidence:

Very Likely
Very Likely

VEH1 TV FROM RNDBT ONTO HARBOROUGH HILL RD IN SLOW MOVING TRAFFIC. RIDER OF VEH1 HAD CAUSE TO TAKE EVASIVE ACTION TO AVOID COLL WITH VEH2 ENTERING RNDBT. RIDER FALLS FROM BIKE.

B-01182-15 Friday PONTEFRACT ROAD BARNSELY J/W Veh 1 Car Starting E to N
04/12/2015 LANGDALE ROAD Veh 2 Pedal cycle Going ahead W to E Dri M 48 Slight
1025hrs
R1: A 628 Daylight:street lights present
R2: U Dry
E 435,050 Fine without high winds
N 406,091 30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

VEH1 TURNED RT INTO LANGDALE RD AND COLL OCCURRED WITH P/CYCLIST TV STRAIGHT ON.

B-01230-15 Monday CEMETRY ROAD BARNSELY 20 MTS Veh 1 Car Stopping E to W
14/12/2015 DALTON TERRACE Veh 2 Car Stopping E to W FSP F 21 Slight
1502hrs Veh 2 Car Stopping E to W Dri F 39 Slight
R1: A 6133 Daylight:street lights present
R2: U Wet/Damp
E 435,283 Fine without high winds
N 405,718 30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

Participant:

Vehicle 2

Confidence:

Possible

V1 & V2 BOTH TRAVELLING ALONG CEMETRY ROAD, WHEN V2 HAS BRAKED AND V1 HAS DRIVEN IN TO THE REAR OF V2.

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2015 (12) months

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

Luke Oddy - AECOM

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

B-01232-15	Thursday	DONCASTER ROAD BARNSELY	Veh 1	Car		Going ahead	E	to	W	Ped	M	14	Slight
R1: A 635	31/12/2015	CEMETRY ROAD											
R2: A 6133	1035hrs												
E 435,513	Daylight:street lights present												
N 405,747	Dry												
	Fine without high winds												
	30 mph												

Causation Factor:

1st: Failed to look properly
2nd: Careless/Reckless/In a hurry

PED FAILED TO LOOK, CROSS ROAD, HIT BY VEH 1

Participant:

Casualty 1
Casualty 1

Confidence:

Very Likely
Very Likely

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00033-10 11/01/2010 Monday Time: 1625 Vehicles 2 Casualties 1 Slight

Easting: 434,697 Northing: 406,512

Snowing without high winds Road Surface: Frost/Ice Darkness: street lights present and lit

Road Type: Unknown Speed Limit: 20

Location: BARNSLEY INTERCHANGE BARNSLEY

Description: V1 REVERSED INTO V2 AND PASS WAS INJURED

Vehicle Reference: 1 Bus or coach

Reversing

First point of impact: Back

Vehicle direction: S to N

Journey: Journey as part of work

Age of Driver : 47

Breath test: Not applicable

Contributory Factors : 405

Casualty Reference: 1 Age: 25 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Bus or coach

Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Journey as part of work

Age of Driver :

Breath test: Not applicable

Contributory Factors : 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00054-10 17/01/2010 Sunday Time: 1600 Vehicles 1 Casualties 1 Slight
Easting: 434,012 Northing: 406,287
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DODWORTH RD BARNSELY

Description: V1 TV ALONG DODWORTH RD TW R/ABOUT. PED WAS CROSSING ON PELICAN
CROSSING, DRIVER HAD NOT SEEN LIGHTS HAD CHANGED AS HE WAS
LOOKING IN HIS SIDE MIRROR. DRIVER BRAKED & BUMPER OF CAR COLL WITH
PED. PED LEFT SCENE, HE DID NOT APPER TO UNDERSTAND ENGLISH N

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: W to E

Journey: Not known

Age of Driver : 42

Breath test: Not applicable

Contributory Factors : 405

Casualty Reference: 1 Age: 8 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00093-10 21/01/2010 Thursday Time: 1230 Vehicles 2 Casualties 1 Slight
Easting: 435,152 Northing: 405,991
Fine without high winds Road Surface: Wet/Damp Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: OAKWELL LN BARNSELY

Description: V1 TV DOWN OAKWELL LN DRIVER BRAKED UPON REACHING BEND & VEH
SKIDDED ON OILY RD SURFACE COLL WITH V2 TV IN OPP DIRC.

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: NE to W Journey: Commuting to/from work
Age of Driver : 22 Breath test: Not applicable
Contributory Factors : 103 408

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: W to NE Journey: Not known
Age of Driver : 60 Breath test: Not applicable
Contributory Factors : 103 408

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00127-10 01/02/2010 Monday Time:0810 Vehicles 1 Casualties 1 Slight
Easting: 434,121 Northing: 406,239
Fine without high winds Road Surface: Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: WESTWAY BARNSELY

Description: V1 APP TOWNEND R/AOUT WHEN VEH COLL WITH PED ON CROSSING.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: SE to NW

Journey: Not known

Age of Driver : 41

Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 26 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's offside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00169-10 06/02/2010 Saturday Time: 1745 Vehicles 2 Casualties 5 Slight

Easting: 434,761 Northing: 406,074

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Roundabout Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY 5 MTSFROM J/W ALHAMBRA R/ABOUT

Description: V1 LEFT ALHAMBRA R/ABOUT ONTO SHEFFIELD RD AND HAD TO BRAKE DUE TO A VEH IN FRONT. V2 TV SAME DIRC FAILED TO BARKE & COLL WITH REAR OF V1.

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Back

Vehicle direction: S to N

Journey: Not known

Age of Driver : 26

Breath test: Not applicable

Contributory Factors : 501 308 408 406

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 38 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

Vehicle Reference: 2 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: S to N

Journey: Not known

Age of Driver : 22

Breath test: Not applicable

Contributory Factors : 501 308 408 406

Casualty Reference: 3 Age: 22 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 25 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 5 Age: 22 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00247-10 20/02/2010 Saturday Time:2101 Vehicles 2 Casualties 5 Slight

Easting: 434,862 Northing: 405,894

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: UNION ST BARNSELY

Description: V1 TV DOWN SHEFFIELD RD & TV THROUGH ATS ONTO UNION ST. V2 THEN
TURNED R ONTO UNION ST FROM SHEFFIELD RD INTO PATH OF V1 & COLL
OCCURRED.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Back

Vehicle direction: S to N

Journey: Not known

Age of Driver : 32

Breath test: Not applicable

Contributory Factors : 301 307 601 602

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 20 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 33 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 22 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 5 Age: 19 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

Vehicle Reference: 2 Car

Turning right

First point of impact: Front

Vehicle direction: N to W

Journey: Not known

Age of Driver : 27

Breath test: Not applicable

Contributory Factors : 301 307 601 602

B-00264-10 26/02/2010 Friday Time: 1555 Vehicles 1 Casualties 1 Slight

Easting: 434,925 Northing: 406,693

Raining without high winds Road Surface: Wet/Damp Daylight: street lights present

Road Type: Dual carriageway Speed Limit: 40

Location: HARBOROUGH HILLS RD BARNSELY

Description: PED UNDER INFLUENCE OF ALCOHOL STEPPED OUT INTO PATH OF VEH AND COLL OCC.

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: N to S

Journey: Not known

Age of Driver : 25

Breath test: Not applicable

Contributory Factors : 806 802 808

Casualty Reference: 1 Age: 56 Female Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : Driver's nearside

Ped Location: In cent carr

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00258-10 03/03/2010 Wednesda Time: 0310 Vehicles 1 Casualties 1 Slight

Easting: 435,511 Northing: 405,747

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSELY 8 MTS FROM JUNCTION ST

Description: DRIVER SWERVED TO AVOID FOX BUT LOST CONTROL OF VEH AND COLL WITH STREET FURNITURE

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Journey as part of work

Age of Driver : 54

Breath test: Not applicable

Contributory Factors : 403 509

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection:
Selected using Build Query : Local_auth = 'Barnsley' Notes:
AECOM - Steve Moss

B-00290-10 09/03/2010 Tuesday Time:0915 Vehicles 2 Casualties 1 Slight
Easting: 434,740 Northing: 406,065
Fine without high winds Road Surface: Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY AT J/W ALHAMBRA RDBT
Description: V1 STOPS AT RDBT BUT V2 FOLLOWING FAILS TO REACT IN TIME AND COLL
WITH REAR OF V1.

Vehicle Reference: 1 Car Waiting to turn left
First point of impact: Back
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : Breath test: Not applicable

Contributory Factors : 405 406

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : Breath test: Not applicable

Contributory Factors : 405 406

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00312-10 12/03/2010 Friday Time: 1003 Vehicles 3 Casualties 2 Slight
 Easting: 434,958 Northing: 406,083
 Fine without high winds Road Surface: Wet/Damp Daylight: street lights present
 Road Type: Single carriageway Speed Limit: 30

Location: LAMBRA ROAD BARNSELEY

Description: QUEUEING TRAFFIC, V1 COLL WITH REAR OF V2 PUSHING IT INTO V3.

Vehicle Reference: 1 Goods between 3.5 and 7.5 Parked

First point of impact: Front

Vehicle direction: NW to SE

Journey: Journey as part of work

Age of Driver : 33

Breath test: Not applicable

Contributory Factors : 406

Vehicle Reference: 2 Car

Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: NW to SE

Journey: Not known

Age of Driver : 20

Breath test: Not applicable

Contributory Factors : 406

Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 18 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 3 Van or Goods <= 3.5 tonnes Going ahead

First point of impact: Back

Vehicle direction: NW to SE

Journey: Commuting to/from work

Age of Driver : 41

Breath test: Not applicable

Contributory Factors : 406

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00348-10 22/03/2010 Monday Time: 1627 Vehicles 2 Casualties 2 Serious
 Easting: 434,864 Northing: 406,481
 Raining without high winds Road Surface: Wet/Damp Daylight: street lights present
 Road Type: Dual carriageway Speed Limit: 40

Location: HARBOROUGH HILL RD BARNSELEY AT J/W EXIT SLIP RD

Description: V1 & V2 DRIVING ALONG CARR, V2 UNDERTAKES V1, V1 ACCELERATES AND COLL OCC.

Vehicle Reference: 1 Motorcycle over 125cc and up Overtaking moving vehicle on its offside

First point of impact: Front

Vehicle direction: N to S

Journey: Not known

Age of Driver : 52

Breath test: Not applicable

Contributory Factors : 308 308

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 17 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Overtaking on nearside

First point of impact: Offside

Vehicle direction: N to S

Journey: Not known

Age of Driver : 37

Breath test: Not applicable

Contributory Factors : 308 308

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00356-10 22/03/2010 Monday Time: 1720 Vehicles 2 Casualties 2 Slight
Easting: 434,834 Northing: 406,239
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Dual carriageway Speed Limit: 30

Location: HARBOROUGH HILL RD BARNSELY

Description: V1 TV ALONG HARBRO HILLS RD TW TOWN CENTRE IN SLOW MOVING TF WHEN
V2 COLL WITH REAR OF V1.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Back

Vehicle direction: N to SE

Journey: Not known

Age of Driver : 43

Breath test: Not applicable

Contributory Factors : 405

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 6 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: N to SE

Journey: Not known

Age of Driver : 48

Breath test: Not applicable

Contributory Factors : 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00375-10 02/04/2010 Friday Time: 1537 Vehicles 1 Casualties 1 Serious

Easting: 434,136 Northing: 406,377

Raining without high winds Road Surface: Wet/Damp Daylight: street lights present

Road Type: Single carriageway Speed Limit: 30

Location: SHAMBLES ST BARNSELEY

Description: PED STEPPED OUT IN FRONT OF VEH AND COLL OCC.

Vehicle Reference: 1 Motorcycle over 500cc Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Not known

Age of Driver : 60

Breath test: Not applicable

Contributory Factors : 802 804

Casualty Reference: 1 Age: 14 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00408-10 13/04/2010 Tuesday Time: 1230 Vehicles 6 Casualties 5 Slight
Easting: 434,711 Northing: 406,076
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Roundabout Speed Limit: 30

Location: ALHAMBRA RDBT BARNSELEY AT J/W WESTWAY
Description: VEH'S 2 TO 6 STOOD WAITING IN TF, V1 CAME ROUND RDBT AND COLL WITH REAR OF V2 CAUSING DOMINO EFFECT WHERE ALL VEH'S COLL WITH EACH OTHER.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SE to SW Journey: Not known
Age of Driver : 37 Breath test: Not applicable

Contributory Factors : 405 406

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SE to SW Journey: Not known
Age of Driver : 47 Breath test: Not applicable

Contributory Factors : 405 406

Casualty Reference: 2 Age: 47 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 5 Age: 22 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

Vehicle Reference: 3 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SE to SW Journey: Not known
Age of Driver : 77 Breath test: Not applicable
Contributory Factors : 405 406

Casualty Reference: 3 Age: 65 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 78 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 4 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SE to SW Journey: Not known
Age of Driver : 68 Breath test: Not applicable
Contributory Factors : 405 406

Vehicle Reference: 5 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SE to SW Journey: Not known
Age of Driver : 53 Breath test: Not applicable
Contributory Factors : 405 406

Vehicle Reference: 6 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SE to SW Journey: Not known
Age of Driver : 68 Breath test: Not applicable
Contributory Factors : 405 406

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00498-10 26/04/2010 Monday Time: 1637 Vehicles 2 Casualties 1 Slight
Easting: 435,441 Northing: 405,774
Fine without high winds Road Surface: Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSELEY AT J/W SUNDERLAND TERR

Description: V1 WAITING TO TN RGT, AN ONCOMING VEH LEFT A GAP TO ALLOW V1 TO
TURN AS PED CYC TR DOWN NEARSIDE OF TF COLL WITH V1.

Vehicle Reference: 1 Car

Turning right

First point of impact: Back

Vehicle direction: S to E

Journey: Commuting to/from work

Age of Driver : 45

Breath test: Not applicable

Contributory Factors : 701 602

Vehicle Reference: 2 Pedal cycle

Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Commuting to/from work

Age of Driver : 40

Breath test: Not applicable

Contributory Factors : 701 602

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00457-10 28/04/2010 Wednesda Time: 1430 Vehicles 2 Casualties 2 Slight
Easting: 434,099 Northing: 406,246
Fine without high winds Road Surface: Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY AT J/W WESTWAY
Description: V1 BEGAN TO ENTER RDBT BUT STOPPED DUE TO ONCOMING TRAFFIC, V2
COLL WITH REAR.

Vehicle Reference: 1 Car Moving off
First point of impact: Back
Vehicle direction: S to N Journey: Taking pupil to/from school
Age of Driver : 19 Breath test: Not applicable

Contributory Factors : 402 405 408

Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 24 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Moving off
First point of impact: Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 64 Breath test: Not applicable

Contributory Factors : 402 405 408

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00464-10 30/04/2010 Friday Time: 1745 Vehicles 2 Casualties 1 Slight
Easting: 434,054 Northing: 406,250
Fine without high winds Road Surface: Dry Daylight: no street lighting
Road Type: Roundabout Speed Limit: 30

Location: TOWNEND R/ABOUT BARNESLEY

Description: V1 TV IN L/H LN OF R/ABOUT INTENDING TO TAKE 2ND EXIT. V2 TV IN R/H LN
WHEN V2 CUT STRAIGHT ACROSS PATH OF V1 TO LEAVE R/ABOUT AT 1ST EXIT.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: E to SW Journey: Journey as part of work
Age of Driver : 19 Breath test: Not applicable
Contributory Factors : 405

Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning left
First point of impact: Front
Vehicle direction: E to SE Journey: Not known
Age of Driver : Breath test: Not applicable
Contributory Factors : 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00482-10 06/05/2010 Thursday Time:0953 Vehicles 2 Casualties 1 Slight

Easting: 434,752 Northing: 406,618

Fine without high winds Road Surface: Wet/Damp Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: SCHWABISCH GMUND WAY BARNSELY

Description: V1 TV ALONG RD & TURNED R ACROSS C/WAY INTO RAILWAY STATION CAR PARK. DRIVER OF V1 FAILED TO SEE V2 APPROACHING & COLL OCCURRED.

Vehicle Reference: 1 Car Turning right

First point of impact: Offside

Vehicle direction: N to S

Journey: Journey as part of work

Age of Driver : 25

Breath test: Not applicable

Contributory Factors : 405 103 406

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Not known

Age of Driver : 18

Breath test: Not applicable

Contributory Factors : 405 103 406

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00595-10 29/05/2010 Saturday Time:2330 Vehicles 1 Casualties 1 Slight

Easting: 435,390 Northing: 406,044

Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD BARNSELEY

Description: V1 TV ALONG A628 FROM DIRC OF TOWN CENTRE. DRIVER LOST CONTROL ON WET RD WHILST NEG L/E BEND & COLL WITH BOLLARD IN MIDDLE OF RD

Vehicle Reference: 1 Car Going ahead

First point of impact: Nearside

Vehicle direction: Parked to Parked Journey: Not known

Age of Driver : 18 Breath test: Not applicable

Contributory Factors : 103 408 410 306

Casualty Reference: 1 Age: 18 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00585-10 31/05/2010 Monday Time: 1602 Vehicles 1 Casualties 1 Serious
Easting: 434,043 Northing: 406,337
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: SUMMER LN BARNSELEY 30 MTS FROM DODWORTH RD

Description: PED CROSSING CARR IN COLL WITH BUS.

Vehicle Reference: 1 Bus or coach

Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Journey as part of work

Age of Driver : 46

Breath test: Not applicable

Contributory Factors : 406 301 803

Casualty Reference: 1 Age: 27 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00580-10 31/05/2010 Monday Time: 0945 Vehicles 2 Casualties 2 Slight
Easting: 434,849 Northing: 406,253
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Slip road Speed Limit: 30

Location: HARBOROUGH HILL RD BARNSELEY AT J/W SLIP RD
Description: V1 WAITING TO JOIN CARR FROM SLIP RD, V2 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 45 Breath test: Not applicable
Contributory Factors : 405

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 27 Breath test: Not applicable
Contributory Factors : 405

Casualty Reference: 2 Age: 27 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00612-10 09/06/2010 Wednesda Time: 1230 Vehicles 2 Casualties 1 Slight
Easting: 434,861 Northing: 405,925
Fine without high winds Road Surface: Wet/Damp Daylight:street lights present
Road Type: Dual carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY 15 MTS FROM TAYLOR ROW
Description: V1 STATIONARY AT TF LGTS, V2 COLL WITH REAR, DRIVER SUSPECTED OPL

Vehicle Reference: 1 Car Parked
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 24 Breath test: Not applicable
Contributory Factors : 501

Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 45 Breath test: Not applicable
Contributory Factors : 501

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00711-10 02/07/2010 Friday Time: 1537 Vehicles 2 Casualties 1 Slight
Easting: 434,809 Northing: 405,660
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: PARK RD WORSBROUGH COMMON J/W DOBIE ST

Description: V1 TV ALONG PARK RD TW SHEFFIELD RD. V1 SLOWED/STOPPED & INDIVCTED
TO TURN R INTO DOBIE ST. V2 TV IN OPP DIRC. DRIVER OF V1 FAILED TO SEE
APP V2 & PROCEEDED TO TURN ACROSS PATH OF V2.

Vehicle Reference: 1 Car Turning right

First point of impact: Nearside

Vehicle direction: W to S

Journey: Commuting to/from work

Age of Driver : 24

Breath test: Not applicable

Contributory Factors : 405

Vehicle Reference: 2 Motorcycle 50cc and under Going ahead

First point of impact: Nearside

Vehicle direction: E to W

Journey: Not known

Age of Driver : 16

Breath test: Not applicable

Contributory Factors : 405

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00779-10 22/07/2010 Thursday Time: 1320 Vehicles 2 Casualties 1 Slight

Easting: 434,865 Northing: 405,908

Raining without high winds Road Surface: Wet/Damp Daylight: street lights present

Road Type: Dual carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNSELY J/W TAYLOR ROW

Description: V1 STATIONARY AT ATS ON TAYLOR ROW WAITING TO TURN R ONTO
SHEFFIELD RD. AS LIGHTS CHANGE TO GREEN V1 MOVES FORWARD INTO JCT
WHEN V2 COLL WOTH V1. V2 WAS TV ALONG SHEFFIELD RD TW TAYLOR ROW.

Vehicle Reference: 1 Car

Turning right

First point of impact: Front

Vehicle direction: Parked to Parked

Journey: Not known

Age of Driver : 55

Breath test: Not applicable

Contributory Factors : 509 301 103

Casualty Reference: 1 Age: 44 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Nearside

Vehicle direction: Parked to Parked

Journey: Not known

Age of Driver : 25

Breath test: Not applicable

Contributory Factors : 509 301 103

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00780-10 22/07/2010 Thursday Time: 1415 Vehicles 2 Casualties 3 Slight

Easting: 434,826 Northing: 406,405

Raining without high winds Road Surface: Wet/Damp Daylight: street lights present

Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD BARNSELY J/W HARBOROUGH HILLS

Description: V2 TV ALONG A628 TV FROM DIRC OF TOWN CENTRE. V1 FAILED TO GIVE WAY AT JCT & COLL WITH V2.

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: S to N

Journey: Not known

Age of Driver : 26

Breath test: Not applicable

Contributory Factors : 405

Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Going ahead

First point of impact: Front

Vehicle direction: W to E

Journey: Journey as part of work

Age of Driver : 32

Breath test: Not applicable

Contributory Factors : 405

Casualty Reference: 2 Age: 32 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 29 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00916-10 28/08/2010 Saturday Time: 1720 Vehicles 1 Casualties 1 Slight
Easting: 435,257 Northing: 406,063
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: One way street Speed Limit: 20

Location: BARNSELY FC CAR PARK BARNSELY

Description: V1 EXITING CAR PARK IN HEAVY TF WHEN PED FOOT SOMEHOW BECAME
STUCK UNDER WHEEL OF V1. AS A RESULT PED SUSTAINED S INJS.

Vehicle Reference: 1 Car Waiting to go ahead but held up

First point of impact: Nearside

Vehicle direction: S to N

Journey: Not known

Age of Driver : 56

Breath test: Not applicable

Contributory Factors : 703 801

Casualty Reference: 1 Age: 10 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Movement U/K

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00944-10 11/09/2010 Saturday Time: 1245 Vehicles 2 Casualties 1 Slight
Easting: 434,713 Northing: 406,123
Fine without high winds Road Surface: Dry Daylight: no street lighting
Road Type: Roundabout Speed Limit: 30

Location: ALHAMBRA R/ABOUT BARNESLEY

Description: V1 TV FROM SHEFFIELD RD ONTO ALHAMBRA R/ABOUT & IN R/H LN INTENDING
TO EXIT ONTO HARBOROUGH HILL RD. V2 TV IN L/H LN. V2 CUT ACROSS TO R/H
LN & COLL WITH FRONT OF V1, AS A RESULT A PASS SUSTAINED S INJS.

Vehicle Reference: 1 Bus or coach

Going ahead

First point of impact: Front

Vehicle direction: SE to NE

Journey: Journey as part of work

Age of Driver : 29

Breath test: Not applicable

Contributory Factors : 405

Casualty Reference: 1 Age: 86 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: SE to NE

Journey: Not known

Age of Driver : 60

Breath test: Not applicable

Contributory Factors : 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00993-10 24/09/2010 Friday Time: 0905 Vehicles 2 Casualties 1 Slight
Easting: 434,850 Northing: 406,254
Fine with high winds Road Surface: Dry Daylight: no street lighting
Road Type: Dual carriageway Speed Limit: 30

Location: HARBOROUGH HILLS SLIP RD BARNSELY AT J/W HARBOROUGH HILLS RD
Description: V1 STOPPED AT THE JCT WAITING FOR TF TO CLEAR BUT V2 (FOLLOWING)
FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 60 Breath test: Not applicable

Contributory Factors : 405

Casualty Reference: 1 Age: 60 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 27 Breath test: Not applicable

Contributory Factors : 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01054-10 03/10/2010 Sunday Time: 1528 Vehicles 1 Casualties 1 Slight
Easting: 435,176 Northing: 405,707
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: CEMETERY RD BARNSELEY AT J/W MILNES ST
Description: GIRL RAN INTO RD INTO PATH OF V1 AND COLL OCC.

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: E to W

Journey: Not known

Age of Driver : 37

Breath test: Not applicable

Contributory Factors : 802 808

Casualty Reference: 1 Age: 11 Female Pedestrian Severity: Slight

Ped Dir: Ped Movement : Movement U/K

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01088-10 15/10/2010 Friday Time: 1400 Vehicles 2 Casualties 1 Slight
Easting: 434,093 Northing: 406,242
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Roundabout Speed Limit: 30

Location: WESTWAY BARNSELY J/W TOWNEND R/ABOUT

Description: V1 STATIONARY ON TOWNEND R/ABOUT. V2 COLL WITH REAR OF V1 & RIDER
FELL TO FLOOR.

Vehicle Reference: 1 Motorcycle 50cc and under Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: E to SW

Journey: Not known

Age of Driver : 18

Breath test: Not applicable

Contributory Factors : 406

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Not known

Age of Driver : 37

Breath test: Not applicable

Contributory Factors : 406

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01110-10 16/10/2010 Saturday Time:2320 Vehicles 1 Casualties 1 Slight

Easting: 434,126 Northing: 406,369

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: SHAMBLES ST BARNSELY

Description: PED CROSSING RD FROM GATEWAY PLAZA TW PEEL ST, O/S ATS TYRES. PED STATES SHE LOOKED BEFORE CROSSING & DID NOT SEE ANY VEHs. PED TOOK A FEW STEPS & BECAME AWARE OF VEH APP FROM R(FROM TOWNEND R/ABOUT).THE PED JUMPED UP & HIT W/SCREEN OF THE VEH & THEN LAN

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: W to E

Journey: Not known

Age of Driver :

Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 30 Female Pedestrian

Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01122-10 23/10/2010 Saturday Time:2233 Vehicles 1 Casualties 2 Serious

Easting: 435,257 Northing: 405,838

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSELEY 5 MTS FROM CHILTON ST

Description: V1 BEGAN TO OVERTAKE STATIONARY TAXI WHEN PED RAN OUT FROM BEHIND TAXI AND COLL OCC.

Vehicle Reference: 1 Car

Overtaking on nearside

First point of impact: Front

Vehicle direction: W to SE

Journey: Not known

Age of Driver : 22

Breath test: Not applicable

Contributory Factors : 802

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

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 23 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside masked

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01130-10 25/10/2010 Monday Time: 1330 Vehicles 1 Casualties 1 Serious
Easting: 434,535 Northing: 406,030
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELEY AT J/W NEW ST

Description: DRIVER SET OFF WHEN LGTS TURNED TO GREEN, PED WAS IN RD AND BEGAN TO RUN ACC BUT FELL AND BANGED HER NOSE, NOT KNOWN IF COLL OCC.

Vehicle Reference: 1 Car Moving off
First point of impact: Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 30 Breath test: Not applicable

Contributory Factors : 802 804 808

Casualty Reference: 1 Age: 82 Female Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's offside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01165-10 04/11/2010 Thursday Time:2256 Vehicles 2 Casualties 4 Slight

Easting: 434,539 Northing: 406,040

Raining with high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 40

Location: WESTWAY BARNSELEY AT J/W UPPER NEW ST

Description: V2 TR ALONG WESTWAY, V1 TR DOWN UPPER NEW ST AND VEH'S COLL AT TF LGTS.

Vehicle Reference: 1 Car Turning right

First point of impact: Front

Vehicle direction: S to E

Journey: Not known

Age of Driver : 25

Breath test: Not applicable

Contributory Factors : 301 301

Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 27 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Not known

Age of Driver : 44

Breath test: Not applicable

Contributory Factors : 301 301

Casualty Reference: 3 Age: 44 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 29 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01192-10 08/11/2010 Monday Time: 1533 Vehicles 2 Casualties 1 Slight

Easting: 434,874 Northing: 406,346

Raining without high winds Road Surface: Wet/Damp Daylight: street lights present

Road Type: Single carriageway Speed Limit: 30

Location: KENDRAY ST BARNSELEY

Description: V2 TV ALONG KENDRAY ST HEADING TW SLIP RD ONTO HARBOROUGH HILL. IT APPEARS V1 DID NOT ADHERE TO GIVE WAY SIGN & PULLED OUT IN FRONT OF V2.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: SE to NW

Journey: Not known

Age of Driver : 85

Breath test: Not applicable

Contributory Factors : 405 302

Vehicle Reference: 2 Car

Going ahead

First point of impact: Nearside

Vehicle direction: N to S

Journey: Not known

Age of Driver : 20

Breath test: Not applicable

Contributory Factors : 405 302

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-01275-10 28/11/2010 Sunday Time: 1100 Vehicles 2 Casualties 1 Slight
Easting: 434,769 Northing: 406,197
Fine without high winds Road Surface: Frost/Ice Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: WESLEY ST BARNESLEY J/W LAMBRA RD

Description: V2 STATIONARY AT JCT WAITING TO TURN L WHEN V1 COLL WITH REAR OF V2.

Vehicle Reference: 1 Car Turning left
First point of impact: Front
Vehicle direction: SW to N Journey: Not known
Age of Driver : 42 Breath test: Not applicable

Contributory Factors : 103 406 410

Vehicle Reference: 2 Car Turning left
First point of impact: Front
Vehicle direction: SW to N Journey: Not known
Age of Driver : 56 Breath test: Not applicable

Contributory Factors : 103 406 410

Casualty Reference: 1 Age: 56 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-01389-10 24/12/2010 Friday Time: 1133 Vehicles 2 Casualties 1 Slight
Easting: 434,759 Northing: 406,126
Fine without high winds Road Surface: Wet/Damp Daylight: street lights present
Road Type: Roundabout Speed Limit: 40

Location: HARBOROUGH HILL RD BARNSELY 4 MTS FROM WESTWAY
Description: V1 APPROACHING RDBT WHEN V2 COLL WITH REAR AFTER DRIVER WAS
BLINDED BY SUN.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 41 Breath test: Not applicable
Contributory Factors : 706

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 33 Breath test: Not applicable
Contributory Factors : 706

Casualty Reference: 1 Age: 7 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00008-11 05/01/2011 Wednesda Time: 1450 Vehicles 2 Casualties 1 Slight

Easting: 435,018 Northing: 405,526

Fine without high winds Road Surface: Wet/Damp Daylight: street lights present

Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY AT J/W COMMERCIAL ST

Description: V1 TR ALONG SHEFFIELD RD INDICATED TO TURN RGT AND AS HE DID SO V2
BEGAN TO OVERTAKE AND COLL WITH O/S OF V1.

Vehicle Reference: 1 Car Turning right

First point of impact: Nearside

Vehicle direction: S to E

Journey: Not known

Age of Driver : 53

Breath test: Not requested

Contributory Factors : 405 406

Vehicle Reference: 2 Motorcycle 50cc and under Overtaking on nearside

First point of impact: Front

Vehicle direction: S to N

Journey: Not known

Age of Driver : 16

Breath test: Not requested

Contributory Factors : 405 406

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00018-11 07/01/2011 Friday Time: 1200 Vehicles 2 Casualties 1 Slight
Easting: 434,101 Northing: 406,245
Snowing without high winds Road Surface: Snow Daylight: street lights present
Road Type: Roundabout Speed Limit: 30

Location: WESTWAY BARNSELEY 2 MTS FROM ROUNDABOUT
Description: V1 STATIONARY AT R/ABOUT WITH H/BRAKE ON WHEN WHEN V2 SKIDDED INTO REAR OF V1.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SE to NE Journey: Commuting to/from work
Age of Driver : 21 Breath test: Driver not contacted
Contributory Factors : 307

Casualty Reference: 1 Age: 21 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: Not known
Age of Driver : 25 Breath test: Driver not contacted
Contributory Factors : 307

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00135-11 08/02/2011 Tuesday Time: 0705 Vehicles 2 Casualties 1 Slight

Easting: 434,066 Northing: 406,311

Fine without high winds Road Surface: Frost/Ice Darkness: street lights present and lit

Road Type: Roundabout Speed Limit: 30

Location: TOWNEND R/ABOUT BARNESLEY

Description: V1 LEFT SUMMER LN & ENTERED R/ABOUT, FAILED TO SEE CYCLIST TO R & CLIPPED REAR WHEEL, KNOCKING CYCLIST OFF BIKE.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Back

Vehicle direction: E to W

Journey: Journey as part of work

Age of Driver : 36

Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Pedal cycle

Going ahead

First point of impact: Back

Vehicle direction: E to W

Journey: Not known

Age of Driver : 45

Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00191-11 25/02/2011 Friday Time: 1956 Vehicles 2 Casualties 2 Slight
 Easting: 435,040 Northing: 405,473
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNSELY J/W CORPORATION ST

Description: V1 TV ALONG SHEFFIELD RD TW TOWN CENTRE. V2 PULLED OUT OF CORPORATION ST & COLL WITH V1.

Vehicle Reference: 1 Taxi Going ahead
 First point of impact: Offside
 Vehicle direction: S to N Journey: Journey as part of work
 Age of Driver : 49 Breath test: Negative

Contributory Factors : 302 405 406

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 21 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Moving off
 First point of impact: Front
 Vehicle direction: E to W Journey: Not known
 Age of Driver : 26 Breath test: Negative

Contributory Factors : 302 405 406

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00196-11 27/02/2011 Sunday Time: 0410 Vehicles 1 Casualties 1 Slight

Easting: 434,630 Northing: 406,068

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELY

Description: V1 TV ALONG WESTWAY WHEN PED WALKED INTO C/WAY CAUSING V1 TO STOP. V1 THEN SET OFF AGAIN & PED STUMBLED BACK INTO THE CAR, RESULTING IN V1 RUNNING OVER PED FOOT.

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: N to E

Journey: Not known

Age of Driver : 22

Breath test: Negative

Contributory Factors : 405 806

Casualty Reference: 1 Age: 20 Male Pedestrian Severity: Slight

Ped Dir: Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00227-11 08/03/2011 Tuesday Time:1018 Vehicles 1 Casualties 1 Serious
Easting: 434,536 Northing: 406,053
Fine without high winds Road Surface: Dry Daylight:street lights present
Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELEY

Description: V1 TV ALONG A628 TW ALHAMBRA R/ABOUT WHEN PED STEPPED ONTO
CROSSING INTO PATH OF V1 & COLL OCCURRED.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 28 Breath test: Negative

Contributory Factors : 803

Casualty Reference: 1 Age: 71 Female Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's offside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00300-11 21/03/2011 Monday Time: 1110 Vehicles 2 Casualties 2 Slight
Easting: 434,926 Northing: 405,685
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: PARK RD BARNSELY 30 MTS FROM SHEFFIELD RD
Description: V1 STATIONARY WAITING FOR LORRY TO TURN RGT WHEN V2, FOLLOWING,
FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: W to E Journey: Not known
Age of Driver : 52 Breath test: Driver not contacted
Contributory Factors : 406

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

Casualty Reference: 2 Age: 48 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Other motor vehicle Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 22 Breath test: Driver not contacted
Contributory Factors : 406

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00292-11 23/03/2011 Wednesda Time: 1113 Vehicles 1 Casualties 1 Serious

Easting: 434,963 Northing: 405,690

Fine without high winds Road Surface: Dry Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY AT J/W PARK RD

Description: AS VEHICLE TR THROUGH TF LGTS COLLIDED WITH MOBILITY SCOOTER
CROSSING CARR.

Vehicle Reference: 1 Car Going ahead

First point of impact: Offside

Vehicle direction: S to N Journey: Not known

Age of Driver : 45 Breath test: Negative

Contributory Factors : 405 406

Casualty Reference: 1 Age: 84 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection:
Selected using Build Query : Local_auth = 'Barnsley' Notes:
AECOM - Steve Moss

B-00317-11 03/04/2011 Sunday Time: 1230 Vehicles 2 Casualties 1 Slight
Easting: 434,097 Northing: 406,244
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Roundabout Speed Limit: 40

Location: WESTWAY BARNSELEY AT J/W TOWNEND RDBT
Description: V1 ENTERING RDBT STOPPED TO GIVE WAY TO TF, V2 FOLLOWING FAILED TO
REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: SE to W Journey: Not known
Age of Driver : 30 Breath test: Negative

Contributory Factors : 402 408

Casualty Reference: 1 Age: 25 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SE to W Journey: Not known
Age of Driver : 43 Breath test: Negative

Contributory Factors : 402 408

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00349-11 12/04/2011 Tuesday Time:1015 Vehicles 1 Casualties 1 Slight
Easting: 435,026 Northing: 405,958
Fine without high winds Road Surface: Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSELY AT J/W OAKWELL LN

Description: CAS (POLICE OFFICER) DIRECTING TF AFTER PREVIOUS RTC, V1 OVERTOOK
WAITING TF AND AS HE DROVE AWAY COLL WITH CAS.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 59 Breath test: Negative

Contributory Factors : 602 601 305

Casualty Reference: 1 Age: 41 Male Pedestrian Severity: Slight

Ped Dir: Ped Movement : In carr not crossing

Ped Location: In carr not crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00369-11 12/04/2011 Tuesday Time: 0950 Vehicles 2 Casualties 2 Slight
Easting: 435,023 Northing: 405,959
Fine without high winds Road Surface: Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSELY J/W OAKWELL LN

Description: V1 TV FROM SHEFFIELD RD ONTO TAYLOR ROW & THEN ENTERS DONCASTER
RD PRIOR RO J/W OAKWELL LN. V1 COMES TO A HALT DUE TO STATIONARY
TRAFFIC. V2 TV ALONG TAYLOR ROW & ENTERS DONCASTER RD & COLL WITH
REAR OF V1.

Vehicle Reference: 1 Car

Parked

First point of impact: Back

Vehicle direction: NW to SE

Journey: Not known

Age of Driver : 62

Breath test: Negative

Contributory Factors : 406

Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: NW to SE

Journey: Not known

Age of Driver : 76

Breath test: Not requested

Contributory Factors : 406

Casualty Reference: 2 Age: 76 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00403-11 03/05/2011 Tuesday Time: 1715 Vehicles 2 Casualties 2 Slight
Easting: 434,873 Northing: 405,897
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY AT J/W TAYLOR ROW

Description: NYK

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 43 Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 15 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Nearside
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 72 Breath test: Driver not contacted

Contributory Factors :

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00461-11 16/05/2011 Monday Time: 1225 Vehicles 2 Casualties 1 Slight
Easting: 434,873 Northing: 406,377
Fine without high winds Road Surface: Dry Daylight: no street lighting
Road Type: Slip road Speed Limit: 30

Location: HARBOROUGH HILLS SLIP RD BARNSELY J/W PONTEFRACT RD
Description: BOTH VEHS TV DOWN SLIP RD FROM HARBOROUGH HILLS RD TO PONTEFRACT RD AND V2 STOPPED AT GIVE WAY. V1 BELIEVED THAT V2 WAS GOING TO CONTINUE AS RD TO RIGHT WAS CLEAR, AS A RESULT V1 COLL WITH REAR OF V2.

Vehicle Reference: 1 Car Moving off
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 19 Breath test: Not requested

Contributory Factors : 406 405

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 63 Breath test: Not requested

Contributory Factors : 406 405

Casualty Reference: 1 Age: 63 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00501-11 28/05/2011 Saturday Time: 1010 Vehicles 1 Casualties 1 Serious

Easting: 434,534 Northing: 406,054

Fine without high winds Road Surface: Dry Daylight: street lights present

Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELY 15 MTS FROM NEW ST

Description: V1 APPROACHING PEDESTRIAN CROSSING AS PED STEPPED OUT INTO PATH OF V EH AND COLL OCC, GREEN LGT FOR V1 AND RED MAN ILLUMINATED FOR PED.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Offside

Vehicle direction: SW to NE

Journey: Commuting to/from work

Age of Driver : 33

Breath test: Not requested

Contributory Factors : 802 808 306 307

Casualty Reference: 1 Age: 58 Female Pedestrian

Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00539-11 16/06/2011 Thursday Time: 1240 Vehicles 1 Casualties 1 Slight

Easting: 434,584 Northing: 406,116

Fine without high winds Road Surface: Wet/Damp Daylight: street lights present

Road Type: One way street Speed Limit: 20

Location: NEW ST BARNESLEY

Description: PED ON PAVEMENT O/S WILKINSON STORE. AS PED STARTED TO CROSS
PRECINCT V1 SET OFF & COLL WITH PED LEG.

Vehicle Reference: 1 Taxi

Moving off

First point of impact: Front

Vehicle direction: Parked to Parked

Journey: Journey as part of work

Age of Driver : 39

Breath test: Driver not contacted

Contributory Factors : 405

Casualty Reference: 1 Age: 26 Female Pedestrian

Severity: Slight

Ped Dir: 9

Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00599-11 30/06/2011 Thursday Time: 1830 Vehicles 2 Casualties 1 Slight
Easting: 434,830 Northing: 406,379
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD BARNSELEY AT J/W HARBOROUGH HILL SLIP RD
Description: V1 TR ON MAIN CARR WHEN V2 DROVE INTO ITS PATH CONTRAVENEING GIVE
WAY SIGN AND COLL OCC.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : Breath test: Driver not contacted
Contributory Factors : 302

Casualty Reference: 1 Age: 27 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 63 Breath test: Driver not contacted
Contributory Factors : 302

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00661-11 14/07/2011 Thursday Time: 1710 Vehicles 1 Casualties 1 Serious
Easting: 435,029 Northing: 405,954
Fine without high winds Road Surface: Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSELY J/W OAKWELL LN

Description: V1 ON OAKWELL LN WAITING TO TURN L ONTO A635. AS V1 BEGAN TO TURN LEFT PED(WITH BIKE AT HIS SIDE) CROSSED ACROSS FRONT OF V1 & COLL OCCURRED.

Vehicle Reference: 1 Car

Moving off

First point of impact: Front

Vehicle direction: NE to SE

Journey: Not known

Age of Driver : 34

Breath test: Negative

Contributory Factors : 802

Casualty Reference: 1 Age: 14 Male Pedestrian

Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: In car elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00742-11 05/08/2011 Friday Time: 1450 Vehicles 1 Casualties 5 Slight
 Easting: 434,755 Northing: 406,513
 Fine without high winds Road Surface: Dry Daylight: no street lighting
 Road Type: Single carriageway Speed Limit: 30

Location: SCHWABISCH GMUND WAY BARNSELY

Description: WHILST TV ALONG RD WHEN PED WALKED OUT IN FRONT OF VEH. DRIVER
 CARRIED OUT AN EMERGENCY STOP WHICH RESULTED IN 5 PASSENGERS
 BEING INJURED.

Vehicle Reference: 1 Bus or coach

Slowing or Stopping

First point of impact: Did not impact

Vehicle direction: N to S

Journey: Journey as part of work

Age of Driver : 46

Breath test: Negative

Contributory Factors : 408

Casualty Reference: 1 Age: 74 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 20 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 78 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 81 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 5 Age: 76 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00754-11 09/08/2011 Tuesday Time: 1456 Vehicles 2 Casualties 1 Slight
Easting: 434,876 Northing: 406,360
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Dual carriageway Speed Limit: 30

Location: KENDRAY ST BARNSELEY AT J/W HARBOROUGH HILL RD

Description: V1 TR ALONG PONTEFRACT RD, V2 TURNING RGT ONTO HARBOROUGH HILL RD, V1 FAILED TO CONFORM TO GIVE WAY AND COLL WITH SIDE OF V2.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead

First point of impact: Offside

Vehicle direction: E to W

Journey: Not known

Age of Driver : 24

Breath test: Negative

Contributory Factors : 302

Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Bus or coach

Turning right

First point of impact: Front

Vehicle direction: W to S

Journey: Journey as part of work

Age of Driver : 40

Breath test: Negative

Contributory Factors : 302

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00778-11 16/08/2011 Tuesday Time: 1615 Vehicles 2 Casualties 1 Slight
Easting: 434,429 Northing: 405,623
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DAY ST BARNSELEY 10 MTS FROM WALL ST

Description: V1 TR ALONG DAY ST WHEN V2 EMERGED FROM ALLEYWAY INTO PATH OF V1
AND COLL OCC.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 65 Breath test: Driver not contacted
Contributory Factors : 405

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 13 Breath test: Driver not contacted
Contributory Factors : 405

Casualty Reference: 1 Age: 13 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00808-11 24/08/2011 Wednesda Time: 0630 Vehicles 2 Casualties 1 Slight
Easting: 434,667 Northing: 405,617
Fine without high winds Road Surface: Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: PARK RD BARNSELEY AT J/W WARREN QUARRY LN

Description: V1 TR ALONG PARK RD WHEN V2 EMERGED FROM JCT AND COLL WITH N/S OF V1.

Vehicle Reference: 1 Car Moving off
First point of impact: Nearside
Vehicle direction: NE to SW Journey: Journey as part of work
Age of Driver : 42 Breath test: Driver not contacted
Contributory Factors : 405

Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 31 Breath test: Driver not contacted
Contributory Factors : 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01011-11 31/08/2011 Wednesda Time: 1500 Vehicles 2 Casualties 1 Slight

Easting: 434,841 Northing: 406,249

Fine without high winds Road Surface: Wet/Damp Daylight: no street lighting

Road Type: Dual carriageway Speed Limit: 40

Location: HARBOROUGH HILL RD BARNSELY

Description: V1 TV IN R/H LN ON HARBOROUGH HILL RD IN DIRC OF ALHAMBRA R/ABOUT. V2 TV UP SLIP RD ONTO A61. V2 THEN INDICATES R TO PULL INTO R/H LN & THEN PULLS OUT INTO PATH OF V1. V1 BRAKES TO AVOID COLL, CAUSING RIDER TO COME OFF BIKE.

Vehicle Reference: 1 Motorcycle over 50cc and up Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Not known

Age of Driver : 25

Breath test: Negative

Contributory Factors : 406 403

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Did not impact

Vehicle direction: N to S

Journey: Not known

Age of Driver : 57

Breath test: Not requested

Contributory Factors : 406 403

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00882-11 17/09/2011 Saturday Time: 1700 Vehicles 1 Casualties 1 Slight
Easting: 435,146 Northing: 405,992
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: OAKWELL LN BARNSELY

Description: PED WAS JUST STEPPING ONTO PAVEMENT BUT HAD TO STEP BACKWARDS AS
SOMEONE WAS STOOD IN FRONT OF HER. AS SHE STEPPED BACK V1 CAUGHT
HER ANKLE & F/S

Vehicle Reference: 1 Car

Moving off

First point of impact: Front

Vehicle direction: Parked to Parked

Journey: Not known

Age of Driver :

Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 51 Female Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Movement U/K

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00918-11 24/09/2011 Saturday Time: 1010 Vehicles 2 Casualties 1 Slight
Easting: 434,313 Northing: 406,151
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELEY 230 MTS FROM SHAMBLES ST

Description: V1 OVERTOOK A SLOW MOVING VEH BUT IN DOING SO CLIPPED KERB AT CENTRAL RESERVE CROSSED TO OPP CARR, COLL WITH V2 AND OVERTURNED.

Vehicle Reference: 1 Car Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 30 Breath test: Negative

Contributory Factors : 403

Casualty Reference: 1 Age: 30 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Offside
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 51 Breath test: Negative

Contributory Factors : 403

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00968-11 08/10/2011 Saturday Time: 1755 Vehicles 2 Casualties 1 Slight
Easting: 435,210 Northing: 405,710
Fine without high winds Road Surface: Wet/Damp Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: CEMETERY RD BARNSELEY

Description: V1 TV DOWN CEMETRY RD. V2 PARKED FACING DOWN CEMETRY RD. V1
ATTEMPTS TO DV AROUND V2 BUT IS UNABLE TO COMPLETE MANOEUVRE DUE
TO A VEH TV UP CEMETRY RD. V1 BRAKES IN ORDER TO STOP, SKIDS & COLL
WITH REAR O/S OF V2.

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: W to E

Journey: Not known

Age of Driver : 23

Breath test: Not requested

Contributory Factors : 103 406

Vehicle Reference: 2 Taxi

Parked

First point of impact: Back

Vehicle direction: Parked to Parked

Journey: Not known

Age of Driver : 42

Breath test: Not requested

Contributory Factors : 103 406

Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00972-11 10/10/2011 Monday Time: 1500 Vehicles 2 Casualties 1 Slight

Easting: 435,301 Northing: 405,821

Fine without high winds Road Surface: Wet/Damp Daylight: no street lighting

Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSELY

Description: V1 WAS PARKED ON OFFSIDE OF CARR FACING OUT OF TOWN, V2 WAS TR
TOWARDS TOWN, V1 STARTED TO PULL OUT INTO CARR AND COLL WITH V2.

Vehicle Reference: 1 Car Moving off

First point of impact: Front

Vehicle direction: W to SE Journey: Not known

Age of Driver : 50 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Motorcycle over 50cc and up Going ahead

First point of impact: Front

Vehicle direction: SE to W Journey: Not known

Age of Driver : 23 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01006-11 19/10/2011 Wednesda Time: 0950 Vehicles 2 Casualties 3 Slight
 Easting: 434,920 Northing: 406,197
 Fine without high winds Road Surface: Dry Daylight: no street lighting
 Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD BARNSELEY

Description: V2 MOVED OFF FROM UNMARKED GIVE WAY JCT & FAILED TO SEE V1. V2 THEN COLL WITH V1.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: N to S Journey: Not known
 Age of Driver : 28 Breath test: Not provided (medical)

Contributory Factors : 402 405 406 706

Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 29 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Turning right
 First point of impact: Front
 Vehicle direction: W to S Journey: Not known
 Age of Driver : 81 Breath test: Not requested

Contributory Factors : 402 405 406 706

Casualty Reference: 2 Age: 81 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01099-11 27/10/2011 Thursday Time: 1435 Vehicles 1 Casualties 1 Slight

Easting: 435,516 Northing: 405,750

Fine without high winds Road Surface: Wet/Damp Daylight: street lights present

Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSELY AT J/W JUNCTION ST

Description: DRIVER LOST CONTROL WHILST TRYING TO NEGOTIATE JCT AND COLL WITH WALL AND RAILINGS

Vehicle Reference: 1 Car Turning right

First point of impact: Front

Vehicle direction: W to E Journey: Not known

Age of Driver : 40 Breath test: Negative

Contributory Factors : 410 306

Casualty Reference: 1 Age: 40 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-01038-11 31/10/2011 Monday Time: 1200 Vehicles 3 Casualties 1 Slight
Easting: 434,457 Northing: 406,083
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Dual carriageway Speed Limit: 30

Location: WELLINGTON ST BARNSELEY AT J/W WESTWAY
Description: STOLEN VEH BEING FOLLOWED BY VEH 1 AND VEH 2 POLICE VEHS LOST
CONTROL COLL WITH LAMP POST AND V1

Vehicle Reference: 1 Car Reversing
First point of impact: Front
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 28 Breath test: Not requested

Contributory Factors : 601 901

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Reversing
First point of impact: Did not impact
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 32 Breath test: Not requested

Contributory Factors : 601 901

Vehicle Reference: 3 Car Reversing
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 26 Breath test: Not requested

Contributory Factors : 601 901

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01087-11 12/11/2011 Saturday Time: 1045 Vehicles 2 Casualties 1 Slight

Easting: 434,829 Northing: 406,355

Fine without high winds Road Surface: Wet/Damp Daylight: street lights present

Road Type: Dual carriageway Speed Limit: 30

Location: HARBOROUGH HILLS SLIP RD BARNSELY

Description: V1 TV DOWN A61 SLIP RD TW GALA BINGO WHEN FRONT TYRE SLIPPED ON WET WHITE LINE AS V1 BRAKED. RIDER FELL FROM M/CYCLE SUSTAINING INJURIES. M/CYCLE SLID DOWN RD INTO PCV.

Vehicle Reference: 1 Motorcycle over 125cc and up Slowing or Stopping

First point of impact: Near side

Vehicle direction: S to N

Journey: Not known

Age of Driver : 41

Breath test: Not provided (medical)

Contributory Factors : 103

Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Bus or coach

Slowing or Stopping

First point of impact: Did not impact

Vehicle direction: S to N

Journey: Journey as part of work

Age of Driver : 50

Breath test: Not requested

Contributory Factors : 103

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-01105-11 14/11/2011 Monday Time: 1940 Vehicles 2 Casualties 1 Slight
Easting: 433,989 Northing: 406,286
Other Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: DODWORTH RD BARNSELEY AT J/W PLUMBER ST
Description: V1 TR DOWN DODWORTH RD COLL WITH REAR OF STATIONARY V2.

Vehicle Reference: 1 Pedal cycle Slowing or Stopping
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 27 Breath test: Not requested

Contributory Factors : 405 406 308

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: W to E Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 405 406 308

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01189-11 08/12/2011 Thursday Time: 1603 Vehicles 1 Casualties 1 Slight

Easting: 434,905 Northing: 405,680

Raining with high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: PARK RD BARNSELY J/W BEECH ST

Description: CAS CROSSING RD THROUGH GAPS IN STATIONARY TF, FAILS TO SEE V1 IN
FILTER LN & WALKS INTO SIDE OF V1.

Vehicle Reference: 1 Car Slowing or Stopping

First point of impact: Front

Vehicle direction: W to E Journey: Not known

Age of Driver : 56 Breath test: Negative

Contributory Factors : 801 802 707

Casualty Reference: 1 Age: 68 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's nearside masked

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01195-11 09/12/2011 Friday Time: 1106 Vehicles 2 Casualties 1 Slight

Easting: 435,006 Northing: 406,100

Other Road Surface: Wet/Damp Daylight: street lights present

Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD BARNESLEY J/W LAMBRA RD

Description: V2 TR ALONG CARR WHEN V1 TURNED RGT ACC PATH OF V2 AND COLL OCC

Vehicle Reference: 1 Car

Turning right

First point of impact: Nearside

Vehicle direction: NW to SW

Journey: Not known

Age of Driver : 35

Breath test: Negative

Contributory Factors : 706 103

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: SE to NW

Journey: Not known

Age of Driver : 75

Breath test: Not requested

Contributory Factors : 706 103

Casualty Reference: 1 Age: 75 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01199-11 12/12/2011 Monday Time: 1625 Vehicles 2 Casualties 1 Slight

Easting: 435,057 Northing: 405,436

Raining with high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD WORSBROUGH J/W MOUNT VERNON RD

Description: V1 TV ALONG SHEFFIELD RD OUT OF TOWN. V1 INDICATES TO TURN R ON TO MOUNT VERNON RD. V2 TV SHEFFIELD RD TW TOWN. V1 TURN R ACROSS PATH OF V2 & COLL OCCURS.

Vehicle Reference: 1 Car

Waiting to go ahead but held up

First point of impact: Nearside

Vehicle direction: S to N

Journey: Not known

Age of Driver : 53

Breath test: Negative

Contributory Factors : 103 507

Vehicle Reference: 2 Motorcycle over 50cc and up Going ahead

First point of impact: Offside

Vehicle direction: N to S

Journey: Not known

Age of Driver : 26

Breath test: Negative

Contributory Factors : 103 507

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01218-11 17/12/2011 Saturday Time: 1714 Vehicles 2 Casualties 3 Slight

Easting: 434,876 Northing: 406,346

Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD BARNSELY 50 MTS FROM J/W QUEENS RD

Description: V1 APP BARNSELY INTERCHANGE ON A628. V2 ON SLIP RD OFF HARBRO' HILL
RS INTENDING TO CROSS A628. V2 HAS RIGHT OF WAY & CROSSES A628. V1
FAILS TO GIVE WAY AT JCT & DRIVES INTO N/S OF V2.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: SE to NW

Journey: Not known

Age of Driver : 28

Breath test: Not requested

Contributory Factors : 302 405

Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 25 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Nearside

Vehicle direction: N to S

Journey: Not known

Age of Driver : 22

Breath test: Not requested

Contributory Factors : 302 405

Casualty Reference: 3 Age: 21 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01275-11 22/12/2011 Thursday Time: 1145 Vehicles 1 Casualties 1 Serious

Easting: 434,099 Northing: 406,333

Fine without high winds Road Surface: Dry Daylight: street lights present

Road Type: Single carriageway Speed Limit: 30

Location: SHAMBLES ST BARNESLEY 25 MTS FROM TOWNEND RDBT

Description: CHILD WITH FATHER PRESSED PELICAN CROSSING & THOUGHT GREEN MAN WAS ON SO BEGAN TO CROSS BUT VEH IN O/S/L STILL MOVING, CASUALTY FELL BUT NOT THOUGHT TO HAVE MADE CONTACT WITH VEH.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Did not impact

Vehicle direction: S to N

Journey: Not known

Age of Driver :

Breath test: Driver not contacted

Contributory Factors : 999

Casualty Reference: 1 Age: 5 Male Pedestrian Severity: Serious

Ped Dir: Ped Movement : In carr not crossing

Ped Location: In carr not crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01272-11 29/12/2011 Thursday Time: 1718 Vehicles 1 Casualties 1 Slight

Easting: 434,981 Northing: 406,097

Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD BARNESLEY

Description: V1 WAITING TO TURN ONTO A628 INTO TRAFFIC TV FROM L TO R. AS V1
PULLED OUT PED STEPPED IN FRONT OF V1 FROM THE R & COLL OCCURRED.

Vehicle Reference: 1 Car Waiting to turn right

First point of impact: Front

Vehicle direction: S to E Journey: Commuting to/from work

Age of Driver : 42 Breath test: Negative

Contributory Factors : 802 807

Casualty Reference: 1 Age: 51 Male Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : Driver's offside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00049-12 16/01/2012 Monday Time: 1550 Vehicles 2 Casualties 1 Slight
Easting: 434,072 Northing: 406,309
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Roundabout Speed Limit: 30

Location: TOWNEND R/ABOUT BARNESLEY

Description: V1 (MOPED) ENTERED TOWNEND R/ABOUT FROM SUMMER LN & BECAME
AWARE OF V2 ALREADY ON R/ABOUT. VEHS THEN COLLIDED & RIDER WAS
KNOCKED OFF MOPED.

Vehicle Reference: 1 Motorcycle 50cc and under Turning left

First point of impact: Offside

Vehicle direction: NW to SE

Journey: Not known

Age of Driver : 16

Breath test: Driver not contacted

Contributory Factors : 402 405 405

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Nearside

Vehicle direction: W to E

Journey: Not known

Age of Driver : 65

Breath test: Driver not contacted

Contributory Factors : 402 405 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
 Selection: Notes:
 Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00060-12 20/01/2012 Friday Time:0950 Vehicles 1 Casualties 1 Slight
 Easting: 434,516 Northing: 405,543
 Raining without high winds Road Surface: Wet/Damp Daylight:street lights present
 Road Type: Single carriageway Speed Limit: 30

Location: PARK RD BARNSELEY
 Description: VEH ENTERS PETROL FORCOURT AND COLL WITH PED CROSSING ENTRANCE.

Vehicle Reference: 1 Car Turning right
 First point of impact: Front
 Vehicle direction: SW to SE Journey: Not known
 Age of Driver : 29 Breath test: Not requested

Contributory Factors : 803 405

Casualty Reference: 1 Age: 55 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Movement U/K
 Ped Location: In car elsewhere

B-00063-12 24/01/2012 Tuesday Time:0845 Vehicles 1 Casualties 1 Serious
 Easting: 434,922 Northing: 405,689
 Raining without high winds Road Surface: Wet/Damp Daylight: no street lighting
 Road Type: Single carriageway Speed Limit: 30

Location: PARK RD BARNSELEY 30 MTS FROM SHEFFIELD RD
 Description: PED RAN ACC RD INTO PATH OF VEH TR IN FEEDER LN.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Not known
 Age of Driver : 34 Breath test: Negative

Contributory Factors : 802

Casualty Reference: 1 Age: 50 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's offside masked
 Ped Location: Within 50m ped crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00112-12 05/02/2012 Sunday Time: 1355 Vehicles 1 Casualties 1 Slight

Easting: 434,851 Northing: 405,889

Fine without high winds Road Surface: Wet/Damp Daylight: no street lighting

Road Type: Single carriageway Speed Limit: 30

Location: UNION ST BARNSELEY 10 MTS FROM SHEFFIELD RD

Description: DRIVER COLL WITH PED

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: S to W

Journey: Not known

Age of Driver : 56

Breath test: Positive

Contributory Factors : 501 802

Casualty Reference: 1 Age: 12 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: Within 50m ped crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00154-12 11/02/2012 Saturday Time: 1320 Vehicles 2 Casualties 2 Slight
 Easting: 434,714 Northing: 406,736
 Fine without high winds Road Surface: Dry Daylight: no street lighting
 Road Type: Single carriageway Speed Limit: 30

Location: ELDON ST NORTH BARNSELEY AT J/W SCHWABISCH GMUND WAY
 Description: VEH'S TR IN OPP DIRECTIONS, V2 TURNED RGT ACC PATH OF V1 AND COLL
 OCC.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: N to S Journey: Journey as part of work
 Age of Driver : 50 Breath test: Negative

Contributory Factors : 405 405 403

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Turning right
 First point of impact: Nearside
 Vehicle direction: S to N Journey: Not known
 Age of Driver : 54 Breath test: Negative

Contributory Factors : 405 405 403

Casualty Reference: 2 Age: 26 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00172-12 25/02/2012 Saturday Time: 1318 Vehicles 1 Casualties 1 Serious
Easting: 435,070 Northing: 405,931
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSELEY AT J/W WALTHAM ST

Description: CAS RAN INTO PATH OF VEH AND COLL OCC.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: NW to SE

Journey: Not known

Age of Driver : 56

Breath test: Negative

Contributory Factors : 802

Casualty Reference: 1 Age: 12 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's offside

Ped Location: Within 50m ped crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00764-12 27/02/2012 Monday Time: 1400 Vehicles 1 Casualties 1 Slight

Easting: 434,975 Northing: 405,978

Fine without high winds Road Surface: Dry Daylight: street lights present

Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD BARNSELY TAYLOR ROW

Description: VEH 1 MCAR TV ON DONCASTER RD TURNING RT ONTO TAYLOR ROW. CAS 1
PED XING TAYLOR ROW. VEH 1 COLL CAS 1

Vehicle Reference: 1 Car Going ahead

First point of impact: Front

Vehicle direction: NW to SW Journey: Not known

Age of Driver : 46 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 85 Male Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : Movement U/K

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00202-12 01/03/2012 Thursday Time: 1545 Vehicles 3 Casualties 1 Slight
 Easting: 434,057 Northing: 406,310
 Fine without high winds Road Surface: Dry Daylight: street lights present
 Road Type: Roundabout Speed Limit: 30

Location: SUMMER LN BARNSELEY AT J/W TOWNEND RDBT

Description: DRIVER OF V1 SWERVED TO AVOID ANOTHER VEH, COLL WITH REAR OF V2 PUSHING IT INTO V3.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: N to E Journey: Not known
 Age of Driver : 18 Breath test: Driver not contacted
 Contributory Factors : 409

Vehicle Reference: 2 Car Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: Parked to Parked Journey: Not known
 Age of Driver : 43 Breath test: Driver not contacted
 Contributory Factors : 409

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 3 Car Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: Parked to Parked Journey: Not known
 Age of Driver : 46 Breath test: Driver not contacted
 Contributory Factors : 409

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00241-12 19/03/2012 Monday Time: 1550 Vehicles 1 Casualties 1 Slight
Easting: 434,861 Northing: 405,932
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Dual carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNSELY 20 MTS FROM TAYLOR ROW

Description: PED RAN INTO VEH THAT WAS IN SLOW MOVING TF.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Did not impact

Vehicle direction: NW to SE

Journey: Not known

Age of Driver : 38

Breath test: Not requested

Contributory Factors : 806 807 808 802 803

Casualty Reference: 1 Age: 34 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: In car elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00295-12 05/04/2012 Thursday Time:1012 Vehicles 3 Casualties 2 Slight
 Easting: 434,749 Northing: 406,065
 Fine without high winds Road Surface: Dry Daylight:street lights present
 Road Type: Roundabout Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY AT J/W ALHAMBRA RDBT

Description: V1 & V3 STATIONARY AT ALHAMBRA R/ABOUT. V2 COLL WITH V1, SHUNTING V1 INTO V3.

Vehicle Reference: 1 Car Moving off
 First point of impact: Back
 Vehicle direction: SE to NW Journey: Commuting to/from work
 Age of Driver : 63 Breath test: Not requested
 Contributory Factors : 308 402 405

Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Going ahead left hand bend
 First point of impact: Front
 Vehicle direction: SE to NW Journey: Not known
 Age of Driver : 59 Breath test: Not requested
 Contributory Factors : 308 402 405

Vehicle Reference: 3 Car Going ahead left hand bend
 First point of impact: Back
 Vehicle direction: SE to NW Journey: Not known
 Age of Driver : 38 Breath test: Not requested
 Contributory Factors : 308 402 405

Casualty Reference: 2 Age: 38 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00306-12 12/04/2012 Thursday Time: 0730 Vehicles 3 Casualties 1 Slight
 Easting: 434,690 Northing: 405,626
 Fine without high winds Road Surface: Dry Daylight: street lights present
 Road Type: Single carriageway Speed Limit: 30

Location: PARK RD BARNSELY 20 MTS FROM WARREN QUARRY LN

Description: VEH'S TR IN SAME DIRECTION, V3 SLOWED DOWN, V1 ALSO SLOWED DOWN
 BUT V2 FAILED TO REACT IN TIME AND COLL WITH V1 PUSHING IT INTO V3

Vehicle Reference: 1 Car Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: E to W

Journey: Not known

Age of Driver : 29

Breath test: Driver not contacted

Contributory Factors : 405 602

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Not known

Age of Driver :

Breath test: Driver not contacted

Contributory Factors : 405 602

Vehicle Reference: 3 Car

Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: E to W

Journey: Not known

Age of Driver : 38

Breath test: Driver not contacted

Contributory Factors : 405 602

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00360-12 18/04/2012 Wednesda Time: 1420 Vehicles 2 Casualties 1 Slight

Easting: 434,732 Northing: 406,719

Raining without high winds Road Surface: Wet/Damp Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: SCHWABISCH GMUND WAY BARNSELY J/W ELDON ST NORTH

Description: BOTH VEHS TV ON SCHWABISCH GMUND WAY TW ELDON ST NORTH. V2 FOLLOWING V1. V1 STOPPED AT ATS WHICH CHANGED FROM AMBER TO RED. V2 COLL WITH REAR OF V1.

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Back

Vehicle direction: S to NW

Journey: Not known

Age of Driver : 26

Breath test: Negative

Contributory Factors : 406

Casualty Reference: 1 Age: 25 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Taxi

Going ahead

First point of impact: Front

Vehicle direction: S to NW

Journey: Journey as part of work

Age of Driver : 39

Breath test: Driver not contacted

Contributory Factors : 406

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00355-12 21/04/2012 Saturday Time:2145 Vehicles 1 Casualties 4 Slight

Easting: 434,878 Northing: 406,345

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Unknown Speed Limit: 30

Location: PONTEFRACT RD BARNSELY J/W SLIP RD TO HARBOROUGH HILL

Description: V1 APP JCT IN R/H LN INTENDING TO CARRY STRAIGHT ON WHEN DRIVER HAD TO BARKE SUDDENLY DUE TO ACTIONS OF ANOTHER VEH, AS A RESULT PASSENGERS SUSTAINED S INJS

Vehicle Reference: 1 Bus or coach

Slowing or Stopping

First point of impact: Did not impact

Vehicle direction: S to NW

Journey: Journey as part of work

Age of Driver : 40

Breath test: Driver not contacted

Contributory Factors : 408

Casualty Reference: 1 Age: Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00390-12 22/04/2012 Sunday Time: 0122 Vehicles 1 Casualties 1 Slight

Easting: 434,680 Northing: 406,093

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Roundabout Speed Limit: 40

Location: WESTWAY BARNSELY J/W ALHAMBRA R/ABOUT

Description: V1 TV ALONG WESTWAY TW ALHAMBRA R/ABOUT. WHILST TV IN N/S LN IT
VEERS TO LEFT & STRIKES ATS @ PED XING

Vehicle Reference: 1 Car Going ahead

First point of impact: Nearside

Vehicle direction: SW to NE Journey: Not known

Age of Driver : 35 Breath test: Positive

Contributory Factors : 501

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00364-12 23/04/2012 Monday Time: 1415 Vehicles 2 Casualties 1 Slight
Easting: 435,120 Northing: 405,901
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD BARNSELY

Description: VEH1 MCAR TOWING SMALL CARAVAN O/TAKES VEH2 PED CYC. LARGE ARTIC
TV OPP DIRC CROSSES WHITE LINE CAUSING VEH1 TO PULL IN BEFORE
COMPLETELY PASSING VEH2. VEH2 PULLS INTO SIDE, HITS KERB & FALLS OFF

Vehicle Reference: 1 Car Going ahead
First point of impact: Did not impact
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 62 Breath test: Negative

Contributory Factors : 409

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 57 Breath test: Not requested

Contributory Factors : 409

Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00376-12 24/04/2012 Tuesday Time: 1243 Vehicles 2 Casualties 2 Serious
Easting: 435,052 Northing: 406,089
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD BARNSELEY AT J/W LANGDALE RD

Description: V1 ON O/S OF CARR WAITING TO TURN RGT, UPON MOVING OFF V2 BEGAN TO OVERTAKE ON O/S AND COLL WITH O/S DOOR OF V1.

Vehicle Reference: 1 Car Turning right
First point of impact: Offside
Vehicle direction: E to W Journey: Not known
Age of Driver : 37 Breath test: Negative

Contributory Factors : 403 405 404

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Motorcycle over 500cc Overtaking stationary vehicle on its offside
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 41 Breath test: Not provided (medical)

Contributory Factors : 403 405 404

Casualty Reference: 2 Age: 41 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00405-12 07/05/2012 Monday Time: 0414 Vehicles 1 Casualties 1 Slight
Easting: 434,401 Northing: 406,168
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: One way street Speed Limit: 30

Location: LOWER CASTLEREAGH ST BARNESLEY 50 MTS FROM J/W WELLINGTON ST
Description: V1 ATTENDS SCENE, PED ATTEMPTS TO RUN FROM SCENE & COLL WITH
FRONT OF V1.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 40 Breath test: Not requested
Contributory Factors : 803 406

Casualty Reference: 1 Age: 19 Male Pedestrian Severity: Slight
Ped Dir: Pedestrian Ped Movement : Driver's nearside
Ped Location: In car elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00432-12 15/05/2012 Tuesday Time: 1840 Vehicles 1 Casualties 1 Serious
Easting: 434,558 Northing: 406,037
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Dual carriageway Speed Limit: 40

Location: WEST WAY BARNSELY J/W NEW ST

Description: PED STEPPED INTO THE PATH OF VEH AND COLL OCC.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: NE to SW

Journey: Not known

Age of Driver : 31

Breath test: Not requested

Contributory Factors : 802 803 806

Casualty Reference: 1 Age: 52 Male Pedestrian Severity: Serious

Ped Dir: 9 Ped Movement : Driver's nearside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00442-12 17/05/2012 Thursday Time: 1500 Vehicles 2 Casualties 1 Slight
Easting: 434,875 Northing: 406,346
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: KENDRAY STREET BARNSELEY J/W PONTEFRACT ROAD

Description: VEH 1 MCYCLE TV ON KENDRAY ST J/W PONTEFRACT RD. HEADING IN AN E DIRC. VEH 2 MCAR TV ON PONTEFRACT RD. HEADING IN A N DIRC. VEH 2 FAILS TO STOP AT GIVE WAY SIGN AND COLL N/S VEH 1.

Vehicle Reference: 1 Motorcycle over 500cc Going ahead
First point of impact: Nearside
Vehicle direction: W to SE Journey: Not known
Age of Driver : 28 Breath test: Not requested

Contributory Factors : 401

Casualty Reference: 1 Age: 28 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: Not known
Age of Driver : 50 Breath test: Not requested

Contributory Factors : 401

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00488-12 28/05/2012 Monday Time: 1435 Vehicles 1 Casualties 1 Slight
Easting: 434,794 Northing: 406,034
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY 20 MTS FROM ALHAMBRA RDBT

Description: UNSEATED PASS FELL OVER ON BUS ONTO BUGGY.

Vehicle Reference: 1 Bus or coach

Going ahead

First point of impact: Did not impact

Vehicle direction: N to S

Journey: Journey as part of work

Age of Driver : 47

Breath test: Driver not contacted

Contributory Factors : 408

Casualty Reference: 1 Age: Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00539-12 11/06/2012 Monday Time: 1200 Vehicles 2 Casualties 2 Slight
 Easting: 434,739 Northing: 406,069
 Fine without high winds Road Surface: Dry Daylight: street lights present
 Road Type: Roundabout Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY J/W ALHAMBRA R/ABOUT

Description: V1 TV ALONG SHEFFIELD RD & STOPPED AT ALHAMBRA R/ABOUT. V2 TV
 BEHIND V1 INTENDING TO TV ONOT WESTWAY. V1 MOVED OFF THEN STOPPED,
 DRIVER OF V2 TRIED TO BRAKE BUT FOOT SLIPPED OFF PEDAL & V2 COLL
 WITH REAR OF V1

Vehicle Reference: 1 Car Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: SE to NW Journey: Not known
 Age of Driver : 43 Breath test: Negative

Contributory Factors : 402 410

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 60 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
 First point of impact: Front
 Vehicle direction: SE to NW Journey: Not known
 Age of Driver : 43 Breath test: Negative

Contributory Factors : 402 410

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00659-12 20/07/2012 Friday Time: 1600 Vehicles 2 Casualties 1 Slight
Easting: 434,666 Northing: 405,618
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: PARK RD BARNSELY AT J/W WARREN QUARRY LN

Description: V1 ON PARK RD WAITING TO TURN RGT ONTO WARREN QUARRY LN, V2
EMERGING FROM WOOD ST TURNING RGT ONTO PARK RD COLL WITH REAR OF
V1.

Vehicle Reference: 1 Car Moving off
First point of impact: Back
Vehicle direction: W to S Journey: Not known
Age of Driver : 36 Breath test: Negative

Contributory Factors : 602 405 406

Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: N to E Journey: Not known
Age of Driver : Breath test: Negative

Contributory Factors : 602 405 406

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00667-12 22/07/2012 Sunday Time: 1600 Vehicles 2 Casualties 1 Slight
Easting: 434,535 Northing: 406,048
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 40

Location: WESTWAY BARNSELY AT J/W NEW ST

Description: VEH1 MCAR TV ALG WESTWAY IN LN 2. VEH2 MCYCLE PULLED OUT OF LN 1
WITH OUT LOOKING & COLL N/SIDE VEH1

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: W to E Journey: Not known
Age of Driver : 31 Breath test: Negative
Contributory Factors : 405

Vehicle Reference: 2 Motorcycle over 50cc and up Changing lane to right
First point of impact: Offside
Vehicle direction: W to E Journey: Not known
Age of Driver : 18 Breath test: Negative
Contributory Factors : 405

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00687-12 30/07/2012 Monday Time:2000 Vehicles 2 Casualties 1 Serious

Easting: 434,871 Northing: 405,906

Fine without high winds Road Surface: Dry Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY AT J/W TAYLOR ROW

Description: V1PASSED THROUGH GREEN TF SIGNAL AS V2 CONTRAVENED RED TF SIGNAL
AND COLL WITH F/O/S OF V1.

Vehicle Reference: 1 Car

Moving off

First point of impact: Offside

Vehicle direction: E to W

Journey: Not known

Age of Driver : 27

Breath test: Not requested

Contributory Factors : 301

Casualty Reference: 1 Age: 25 Female Passenger Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Not known

Age of Driver : 42

Breath test: Not requested

Contributory Factors : 301

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00704-12 05/08/2012 Sunday Time: 1750 Vehicles 2 Casualties 1 Slight

Easting: 434,732 Northing: 406,125

Raining without high winds Road Surface: Wet/Damp Daylight: street lights present

Road Type: Roundabout Speed Limit: 40

Location: ALHAMBRA RDBT BARNSELY AT J/W HARBOROUGH HILL RD

Description: VEH2 PARKED MARKED POL VEH BETWEEN THE 2 LNS STEMMING FROM THE R/ABOUT ONTO HARBORO HILL RD TO PROTECT A VEH WHICH HAD BEEN INVOLVED IN A PREV RTC. VEH1 TV RND THE R.ABOUT FROM WESTWAY TV IN DIRC OF SHEFF RD COLL REAR OF THE PARKED POL VEH

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: SW to SE

Journey: Journey as part of work

Age of Driver : 33

Breath test: Negative

Contributory Factors : 509 307 405

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Parked

First point of impact: Back

Vehicle direction: Parked to Parked

Journey: Journey as part of work

Age of Driver :

Breath test: Negative

Contributory Factors : 509 307 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00743-12 20/08/2012 Monday Time: 1100 Vehicles 2 Casualties 1 Slight
Easting: 435,289 Northing: 406,040
Fine without high winds Road Surface: Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD BARNESLEY J/W OAKWELL VALE

Description: VEH1 MCAR TV ALG PONTEFRACT RD FROM THE DIRC OF HOYLE MILL STAT
WAITING TO TURN R INTO OAKWELL VALE. VEH2 TV BHIND COLL REAR VEH1

Vehicle Reference: 1 Car Waiting to turn right
First point of impact: Back
Vehicle direction: E to N Journey: Not known
Age of Driver : 29 Breath test: Driver not contacted
Contributory Factors : 405

Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : Breath test: Driver not contacted
Contributory Factors : 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00748-12 22/08/2012 Wednesda Time: 1145 Vehicles 2 Casualties 1 Slight
Easting: 434,725 Northing: 406,789
Unknown Road Surface: Dry Daylight: street lighting unknown
Road Type: Single carriageway Speed Limit: 30

Location: ELDON ST NTH BARNSELEY AT J/W BRIDGE ST

Description:

Vehicle Reference: 1 Car

Turning right

First point of impact: Offside

Vehicle direction: E to W

Journey: Not known

Age of Driver : 46

Breath test: Driver not contacted

Contributory Factors :

Vehicle Reference: 2 Pedal cycle

Overtaking on nearside

First point of impact: Front

Vehicle direction: N to E

Journey: Not known

Age of Driver : 39

Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00780-12 28/08/2012 Tuesday Time: 1905 Vehicles 2 Casualties 1 Slight
Easting: 434,761 Northing: 406,084
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Roundabout Speed Limit: 40

Location: SHEFFIELD ROAD BARNESLEY J/W HARBOROUGH HILLS

Description: VEH 1 MCAR TV ON HARBOROUGH HILLS JUNC WITH SHEFFIELD RD. VEH 2 MCAR TV ON SHEFFIELD RD. BOTH VEHS HEADING TW WEST WAY. VEH 2 COLL REAR VEH 1.

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Back

Vehicle direction: NE to SW

Journey: Not known

Age of Driver : 23

Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Moving off

First point of impact: Front

Vehicle direction: E to SW

Journey: Not known

Age of Driver : 54

Breath test: Negative

Contributory Factors :

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00838-12 12/09/2012 Wednesda Time: 0001 Vehicles 2 Casualties 1 Slight

Easting: 434,717 Northing: 406,736

Fine without high winds Road Surface: Dry Daylight: street lights present

Road Type: Single carriageway Speed Limit: 30

Location: ELDON STREET NORTH BARNSELY J/W SCHWABISH GMUND WAY

Description: VEH 1 MCAR TV ELDON STREET NORTH JUNC SCHWABISH GMUND WAY. VEH 2 MCYCLE TV BEHIND VEH 1. VEH 2 COLL REAR VEH 1.

Vehicle Reference: 1 Other motor vehicle Going ahead

First point of impact: Back

Vehicle direction: N to S

Journey: Journey as part of work

Age of Driver : 44

Breath test: Negative

Contributory Factors : 405 308 406

Vehicle Reference: 2 Motorcycle 50cc and under Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Not known

Age of Driver : 16

Breath test: Not provided (medical)

Contributory Factors : 405 308 406

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
 Selection: Notes:
 Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00884-12 25/09/2012 Tuesday Time:2028 Vehicles 1 Casualties 1 Serious
 Easting: 434,609 Northing: 405,590
 Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Unknown Speed Limit: 30

Location: PARK RD BARNSELEY AT J/W MIDDLESEX ST
 Description: PED STEPPED OUT INTO PATH OF VEH AND COLL OCC.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Not known
 Age of Driver : 28 Breath test: Negative

Contributory Factors : 802 806 809

Casualty Reference: 1 Age: 36 Female Pedestrian Severity: Serious
 Ped Dir: 9 Ped Movement : Movement U/K
 Ped Location: In carr elsewhere

B-00899-12 30/09/2012 Sunday Time:0125 Vehicles 1 Casualties 1 Serious
 Easting: 434,634 Northing: 406,076
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELEY
 Description: PED CROSSED CARR AND STRUCK BY AMBULANCE

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Journey as part of work
 Age of Driver : 49 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 30 Male Pedestrian Severity: Serious
 Ped Dir: Pedestrian Ped Movement : Driver's nearside
 Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00920-12 11/10/2012 Thursday Time:0910 Vehicles 2 Casualties 1 Slight
Easting: 434,754 Northing: 406,058
Fine without high winds Road Surface: Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD AND BURLEIGH STREET NR MORRISONS S/MARKET
Description: VEH1 RIDING SHEFFIELD RD TW MORRISONS SUPERMARKET. VEH2 EXITS
JUNC COLL WITH VEH1. NO INJS AT TIME DETAILS EXCHANGED.

Vehicle Reference: 1 Pedal cycle Going ahead
First point of impact: Nearside
Vehicle direction: SE to NW Journey: Pupil riding to/from school
Age of Driver : 15 Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 15 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: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00995-12 02/11/2012 Friday Time: 1315 Vehicles 2 Casualties 1 Slight
Easting: 434,299 Northing: 406,152
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Dual carriageway Speed Limit: 30

Location: WESTWAY BARNSELY

Description: V2 HAS MOVED FROM THE OUTSIDE LANE INTO THE INSIDE LANE AND HAS MADE CONTACT WITH V1, POSSIBLE A BLIND SPOT CAUSED V2 TO MOVE LANES ?

Vehicle Reference: 1 Car

Going ahead

First point of impact: Nearside

Vehicle direction: SE to NW

Journey: Journey as part of work

Age of Driver : 76

Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 76 Female Driver/rider Severity: Slight

Ped Dir:

Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Changing lane to left

First point of impact: Nearside

Vehicle direction: SE to NW

Journey: Journey as part of work

Age of Driver : 58

Breath test: Negative

Contributory Factors :

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01067-12 23/11/2012 Friday Time: 0615 Vehicles 2 Casualties 2 Slight

Easting: 434,540 Northing: 406,041

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELY J/W UPPER NEW ST

Description: VH1 M/CAR TRV WEST WAY IN DIREC OF ?? VH2 M/CAR TRV THRO RED TRFC
LGTS AT J/W UPPER NEW ST & COLL VH1

Vehicle Reference: 1 Car Turning right

First point of impact: Offside

Vehicle direction: S to E

Journey: Not known

Age of Driver : 40

Breath test: Negative

Contributory Factors : 602 301

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 27 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Not known

Age of Driver : 35

Breath test: Not requested

Contributory Factors : 602 301

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01120-12 04/12/2012 Tuesday Time: 1840 Vehicles 1 Casualties 1 Slight

Easting: 434,929 Northing: 405,758

Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Dual carriageway Speed Limit: 30

Location: O/S 136 SHEFFIELD ROAD BARNSELY

Description: V1 TRAV TWDS ALHAMBRA ROUNDABOUT, A PEDESTRIAN (C1) STEPS INTO ROAD AND IS STRUCK BY V1'S WING MIRROR, HE SAYS HES OK AND WALKS OFF TO PUB ADMITTING IT WAS HIS OWN FAULT.

Vehicle Reference: 1 Car Going ahead

First point of impact: Nearside

Vehicle direction: S to N Journey: Not known

Age of Driver : 31 Breath test: Not provided (medical)

Contributory Factors : 802 803 806 808

Casualty Reference: 1 Age: 71 Male Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01134-12 08/12/2012 Saturday Time: 1825 Vehicles 1 Casualties 1 Slight
Easting: 434,584 Northing: 406,119
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: NEW ST OPP NO 31, BARNSELEY

Description: V1 MOVING OFF WHEN PED WALKED IN FRONT OF VEH.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Not known

Age of Driver : 78

Breath test: Not requested

Contributory Factors : 802 809

Casualty Reference: 1 Age: 43 Male Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

132587 14/01/2013 Monday Time: 1047 Vehicles 2 Casualties 1 Slight
Easting: 434,877 Northing: 406,341
Fine with high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 30

Location: A 628 PONTEFRACT RD AT JUNCTION WITH BALA ST BARNESLEY SOUTH
YORKSHIRE

Description: V1 DRIVING ALONG PONTEFRACT RD HEADING TOWARDS THE SLIP ROAD
HEADING TO HARBROUGH HILLS. V2 HAD MISJUDGED THE GIVE WAY AND
DROVE INTO THE PATH OF V1

Vehicle Reference: 1 Bus or coach Going ahead right hand bend

First point of impact: Front

Vehicle direction: N to S

Journey: Journey as part of work

Age of Driver : 27

Breath test:

Contributory Factors : 401

Vehicle Reference: 2 Car

Going ahead

First point of impact: Offside

Vehicle direction: SE to NW

Journey: Not known

Age of Driver : 42

Breath test:

Contributory Factors : 401

Casualty Reference: 1 Age: 42 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

132627 18/01/2013 Friday Time: 1645 Vehicles 2 Casualties 1 Slight

Easting: 434,030 Northing: 406,290

Snowing without high winds Road Surface: Snow Darkness: street lights present and lit

Road Type: Roundabout Speed Limit: 30

Location: A 628 DODWORTH ROAD AT JUNCTION WITH A 628 TOWNEND ROUNDABOUT
BARNSELY SOUTH YORKSHIRE

Description: DRIVER OF V2 LOST CONTROL ON SNOW AND COLLIDED WITH V1 IN FRONT.

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Back

Vehicle direction: W to NE

Journey: Other

Age of Driver : 32

Breath test:

Contributory Factors : 308 307 103 103

Vehicle Reference: 2 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: W to NE

Journey: Other

Age of Driver : 28

Breath test:

Contributory Factors : 308 307 103 103

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

132816 26/01/2013 Saturday Time: 1630 Vehicles 1 Casualties 1 Slight
Easting: 435,510 Northing: 405,751
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: A 635 DONCASTER ROAD AT JUNCTION WITH JUNCTION STREET BARNSELY
SOUTH YORKSHIRE

Description: CAS1 PEDN STEPS INTO DONCASTER RD & IS HIT BY VH1 - NO OTHER INFO
**PARTIAL STATS ONLY

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: W to E Journey: Not known
Age of Driver : Breath test:

Contributory Factors : 405 802

Casualty Reference: 1 Age: 14 Female Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

132934 05/02/2013 Tuesday Time: 0735 Vehicles 2 Casualties 1 Slight
Easting: 434,269 Northing: 406,171
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 40

Location: A 628 WESTWAY AT JUNCTION WITH NEW STREET BARNSELY SOUTH
YORKSHIRE

Description: RTC - DETAILS EXCHANGED INJURIES HAVE BEEN SUSTAINED. SYMPTOMS
CAME OUT DURING THE DAY. ATTENDED A&E INCIDENT 224 06/02/2013 REFERS

Vehicle Reference: 1 Car Waiting to turn right
First point of impact: Back
Vehicle direction: to Journey: Other
Age of Driver : 27 Breath test:

Contributory Factors : 103 602

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes
First point of impact:
Vehicle direction: to Journey: Other
Age of Driver : Breath test:

Contributory Factors : 103 602

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

134252 23/02/2013 Saturday Time: 1125 Vehicles 1 Casualties 1 Serious
Easting: 435,443 Northing: 405,774
Fine without high winds Road Surface: Dry Darkness: street lights present but unlit
Road Type: Single carriageway Speed Limit: 30

Location: A 635 DONCASTER RD AT JUNCTION WITH SUNDERLAND TERR BARNSELY
SOUTH YORKSHIRE

Description: VEH1 IS A SINGLE DECKER BUS. PASSENGER GOT ONTO THE BUS AND
STARTED TO MOVE TO A SEAT. THE BUS SET OFF AND THE PASSENGER FELL
OVER

Vehicle Reference: 1 Bus or coach

Moving off

First point of impact: Did not impact

Vehicle direction: E to W

Journey: Journey as part of work

Age of Driver : 53

Breath test:

Contributory Factors :

Casualty Reference: 1 Age: 61 Female Passenger Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
 Selection: Notes:
 Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00071-13 22/03/2013 Friday Time: 0830 Vehicles 3 Casualties 1 Slight
 Easting: 434,663 Northing: 406,088
 Snowing without high winds Road Surface: Snow Daylight
 Road Type: Dual carriageway Speed Limit: 40

Location: DODWORTH RD BARNSELY

Description: V1 STAT IN TRAFFIC WAITING TO JOIN RDNBT. V2 TV SAME DIRC IN LN2. V3 IN LN1 SLOWS AND SUDDENLY MOVES INTO LN2 COLL WITH V2 AND V1.

Vehicle Reference: 1 Taxi Waiting to go ahead but held up
 First point of impact: Offside
 Vehicle direction: E to W Journey: Journey as part of work
 Age of Driver : 39 Breath test: Not requested

Contributory Factors : 103 405

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: E to W Journey: Journey as part of work
 Age of Driver : 42 Breath test: Not requested

Contributory Factors : 103 405

Vehicle Reference: 3 Car Changing lane to right
 First point of impact: Offside
 Vehicle direction: E to W Journey: Not known
 Age of Driver : 27 Breath test: Not requested

Contributory Factors : 103 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00154-13 21/04/2013 Sunday Time: 1440 Vehicles 1 Casualties 1 Slight
Easting: 434,641 Northing: 406,534
Fine without high winds Road Surface: Dry Daylight
Road Type: One way street Speed Limit: 30

Location: ELDON ST BARNESLEY AT J/W MIDLAND ST

Description: AS VEH APPROACHED JCT PED RAN FROM O/S INTO FRONT OF VEH.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: NE to SW

Journey: Not known

Age of Driver : 68

Breath test: Negative

Contributory Factors : 805 803

Casualty Reference: 1 Age: 15 Female Pedestrian

Severity: Slight

Ped Dir: 9

Ped Movement : Driver's offside

Ped Location: Within 50m ped crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00152-13 23/04/2013 Tuesday Time: 1800 Vehicles 1 Casualties 1 Slight
Easting: 435,505 Northing: 405,751
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD BARNSELY

Description: V1 DRIVING ON DONCASTER RD. THE I/P IS IN THE MIDDLE OF THE ROAD WITH
A FRIEND, TWO GIRLS RUN ACROSS THE ROAD. I/P FOLLOWS BUT IS HIT BY V1 ,
I/P LEAVES SCENE.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 26 Breath test: Negative

Contributory Factors : 803 406

Casualty Reference: 1 Age: 7 Female Pedestrian Severity: Slight

Ped Dir: Ped Movement : In carr not crossing

Ped Location: On refuge

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00174-13 30/04/2013 Tuesday Time: 1705 Vehicles 2 Casualties 1 Slight
Easting: 435,443 Northing: 405,775
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSELEY AT J/W SUNDERLAND TERR

Description: V1 EMERGED FROM JCT INTO GAP IN LINE OF TF AND COLL WITH V2
TRAVELLING ALONG O/S OF TF CAUSING RIDER TO FALL FROM CYCLE.

Vehicle Reference: 1 Car Going ahead

First point of impact: Nearside

Vehicle direction: NE to SW

Journey: Pupil riding to/from school

Age of Driver : 21

Breath test: Not requested

Contributory Factors : 405

Vehicle Reference: 2 Pedal cycle

Going ahead

First point of impact: Front

Vehicle direction: SE to NW

Journey: Pupil riding to/from school

Age of Driver : 38

Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00394-13 04/05/2013 Saturday Time: 1420 Vehicles 2 Casualties 2 Slight
 Easting: 434,740 Northing: 406,131
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 40

Location: HARBOROUGH HILL RD BARNSELY

Description: VEH1 DROVE UP THE SLIP RD FRM THE ALHAMBRA CENTRE C/PARK ENTERS
 R/ABOUT MISJUDGING THE SPEED OF VEH2 BUS & COLL REAR CORNER VEH2

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: N to S Journey: Other
 Age of Driver : 60 Breath test: Not requested

Contributory Factors : 406 405

Vehicle Reference: 2 Bus or coach Going ahead
 First point of impact: Front
 Vehicle direction: W to S Journey: Journey as part of work
 Age of Driver : 32 Breath test: Not requested

Contributory Factors : 406 405

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 35 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00270-13 01/06/2013 Saturday Time: 0940 Vehicles 1 Casualties 1 Slight
Easting: 434,711 Northing: 406,124
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 40

Location: ALHAMBRA RNDBT BARNSELEY

Description: VEH NEG RNDBT DRIVER BRAKES. PASS FALLS AND BANGS NOSE.

Vehicle Reference: 1 Bus or coach

Going ahead

First point of impact: Did not impact

Vehicle direction: SW to NE

Journey: Journey as part of work

Age of Driver : 42

Breath test: Not requested

Contributory Factors : 308 408

Casualty Reference: 1 Age: Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00281-13 04/06/2013 Tuesday Time: 1115 Vehicles 2 Casualties 1 Slight
Easting: 434,756 Northing: 406,114
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 40

Location: ALHAMBRA ROUNDABOUT BARNSELEY

Description: V1 COLL INTO THE BACK OF V2

Vehicle Reference: 1 Bus or coach

Moving off

First point of impact: Front

Vehicle direction: NE to SW

Journey: Journey as part of work

Age of Driver : 45

Breath test: Not requested

Contributory Factors : 605

Vehicle Reference: 2 Car

Moving off

First point of impact: Back

Vehicle direction: NE to SW

Journey: Not known

Age of Driver : 28

Breath test: Not requested

Contributory Factors : 605

Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00318-13 05/06/2013 Wednesda Time: 1415 Vehicles 2 Casualties 6 Slight
Easting: 434,900 Northing: 406,320
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: O/S 14 PONTEFRACT RD BARNSELY NR BALA ST

Description: V1 CONTRAVENES GIVE WAY AT JUNC OF BALA ST AND PONTEFRACT RD AND
COLL WITH BUS TV ALONG MAIN RD TW HARBOROUGH HILLS.

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: SW to NE Journey: Other
Age of Driver : 20 Breath test: Negative

Contributory Factors : 405 605

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 21 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

Vehicle Reference: 2 Bus or coach

Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Commuting to/from work

Age of Driver : 26

Breath test: Negative

Contributory Factors : 405 605

Casualty Reference: 2 Age: 26 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 49 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 5 Age: 48 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 6 Age: 40 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00319-13 15/06/2013 Saturday Time: 1509 Vehicles 1 Casualties 1 Slight
Easting: 434,160 Northing: 406,387
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHAMBLES STREET BARNSELY 100 METRES TOWN END ROUNDABOUT

Description: V1 HAS BEEN STRUCK BY V2 WHICH CROSSED THE CENTRAL LINES
TRAVELLING IN THE OPPOSITE DIR, V2 SWERVED STRUCK V1 BUT DROVE OFF,
PASSENGER IN V1 INJURED, NO VRM GAINED

Vehicle Reference: 1 Bus or coach

Going ahead

First point of impact: Nearside

Vehicle direction: W to E

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 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00329-13 16/06/2013 Sunday Time: 1734 Vehicles 2 Casualties 1 Slight
Easting: 435,175 Northing: 405,711
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: CEMETERY RD BARNSELY

Description: V1 AND V2 TRAVELLING IN SAME DIRECTION.
V2 BRAKED AND V1 COLL INTO BACK OF V2

Vehicle Reference: 1 Motorcycle over 50cc and up Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Not known

Age of Driver : 18

Breath test: Negative

Contributory Factors : 308 605

Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Back

Vehicle direction: E to W

Journey: Not known

Age of Driver : 19

Breath test: Negative

Contributory Factors : 308 605

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00408-13 28/06/2013 Friday Time: 1427 Vehicles 2 Casualties 1 Slight
 Easting: 434,379 Northing: 406,123
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELY NR WELLINGTON ST

Description: V1 & 2 TV WESTWAY TW ALHAMBRA RDNBT. PEDN WALKS INTO C/WAY FROM
 N/S. V1 BRAKES AND STOPS. V2 COLL INTO REAR OF V1.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Back
 Vehicle direction: NW to SE Journey: Other
 Age of Driver : 43 Breath test: Negative

Contributory Factors : 109 109 808 808 805 805

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: NW to SE Journey: Other
 Age of Driver : 28 Breath test: Negative

Contributory Factors : 109 109 808 808 805 805

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00363-13 02/07/2013 Tuesday Time: 1733 Vehicles 1 Casualties 1 Serious

Easting: 435,496 Northing: 405,752

Raining without high winds Road Surface: Wet/Damp Daylight

Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD BARNSELY J/W CEMETERY ROAD

Description: V1 TRAV ALONG DONCASTER RD TW BARNSELY C1 STEPS OUT FROM N/S
FOOTPATH COLL WITH V1

Vehicle Reference: 1 Car Going ahead

First point of impact: Nearside

Vehicle direction: E to W

Journey: Not known

Age of Driver : 55

Breath test: Not requested

Contributory Factors : 802

Casualty Reference: 1 Age: 44 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

Accidents between dates01/01/2010 and 31/12/2014 (60) months

Selection:Notes:

Selected using Build Query : Local_auth = 'Barnsley'AECOM - Steve Moss

B-00379-1307/07/2013SundayTime: 1600Vehicles 1Casualties 7Slight

Easting: 435,350Northing: 406,028

Fine without high windsRoad Surface: DryDaylight

Road Type: Single carriagewaySpeed Limit: 30

Location: PONTEFRACT RD BARNESLEY

Description: DRIVER LOST CONTROL COLLIDING WITH WALL

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

Vehicle Reference: 1 Car

Going ahead right hand bend

First point of impact: Front

Vehicle direction: E to W

Journey: Pupil riding to/from school

Age of Driver : 27

Breath test: Negative

Contributory Factors : 204

Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 21 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 31 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 2 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 5 Age: 4 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 6 Age: 6 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

Casualty Reference: 7 Age: 8 Female Passenger Severity: Slight

Ped Dir:

Ped Movement :

Ped Location:

B-00701-13 11/07/2013 Thursday Time:2013 Vehicles 1 Casualties 1 Slight
Easting: 434,860 Northing: 406,047
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD OS BRIDAL SHOP BARNSELY

Description: VH1 M/CAR REVS INTO PARKING BAY ON DONC RD. DR VH1 FT SEE CAS1 PEDN
PUSHING PUSHCHAIR BHND VH1. VH1 COLL PEDN

Vehicle Reference: 1 Car

Reversing

First point of impact: Back

Vehicle direction: NW to SE

Journey: Other

Age of Driver : 28

Breath test: Not requested

Contributory Factors : 405 405

Casualty Reference: 1 Age: 34 Female Pedestrian Severity: Slight

Ped Dir: 9

Ped Movement : Driver's offside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00406-13 16/07/2013 Tuesday Time: 1340 Vehicles 1 Casualties 1 Slight
Easting: 434,109 Northing: 406,347
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHAMBLES ST BARNESLEY

Description: V1 TRAVELLING AT LOW SPEED THROUGH PED CROSSING. C1 ENTERS CROSSING FROM N/S INTO PATH OF V1.

Vehicle Reference: 1 Bus or coach Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 60 Breath test: Negative

Contributory Factors : 802 808

Casualty Reference: 1 Age: 35 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00488-13 17/08/2013 Saturday Time:2350 Vehicles 1 Casualties 1 Slight

Easting: 434,300 Northing: 406,224

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: One way street Speed Limit: 30

Location: PITT STREET BARNSELEY

Description: VEH1 TRAV UP PITT ST WHEN CAS1 RUNS FROM R/HAND SIDE & JUMPS ON
BONNET OF MOVING VEH1 BEFORE FALLING OFF

Vehicle Reference: 1 Car Going ahead

First point of impact: Front

Vehicle direction: NE to SW Journey: Other

Age of Driver : 0 Breath test: Not requested

Contributory Factors : 406 805

Casualty Reference: 1 Age: 24 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : In carr not crossing

Ped Location: In carr not crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00507-13 27/08/2013 Tuesday Time: 1815 Vehicles 2 Casualties 1 Slight
Easting: 435,259 Northing: 406,043
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD OAKWELL J/W OAKWELL LN

Description: VEH1 TV PONTEFRACT RD FROM DIRC OF HOYLE MILL. VEH2 PULLS OUT OF JUNC CAUSING VEH1 TO TAKE EVASIVE ACTION. VEH1 OVTK VEH2 AND COLL WITH VEH2 AS IT PULLS IN TO LT.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: E to W Journey: Other
Age of Driver : 36 Breath test: Not requested

Contributory Factors : 406 408 601

Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Nearside
Vehicle direction: SW to W Journey: Other
Age of Driver : 22 Breath test: Not requested

Contributory Factors : 406 408 601

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00542-13 13/09/2013 Friday Time: 1205 Vehicles 1 Casualties 4 Slight
Easting: 434,062 Northing: 406,313
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 30

Location: SUMMER LN BARNSELEY

Description: V1 ENTERS RNDDBT AS AN UNKNOWN V2 CUTS IN FRONT CAUSING V1 TO BRAKE TO AVOID A COLL.

Vehicle Reference: 1 Bus or coach Going ahead left hand bend
First point of impact: Did not impact
Vehicle direction: NW to SE Journey: Journey as part of work
Age of Driver : 31 Breath test: Not requested

Contributory Factors : 405 406 602

Casualty Reference: 1 Age: 38 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 87 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 79 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 72 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00566-13 20/09/2013 Friday Time: 1725 Vehicles 1 Casualties 1 Slight
Easting: 434,131 Northing: 406,366
Unknown Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHAMBLES ST BARNSELY PEEL PARADE

Description: VEH TV SLOWLY TW TOWN END RND BT. DRIVER SEES PEDN XING RD FROM
DRIVER'S O/S. VEH STOPS. PEDN PAUSES THEN SETS OFF BEFORE PAUSING
AGAIN. VEH PULLS AWAY AT SAME TIME AND MAKES CONTACT WITH PEDN.

Vehicle Reference: 1 Car

Moving off

First point of impact: Nearside

Vehicle direction: NE to SW

Journey: Journey as part of work

Age of Driver : 41

Breath test: Negative

Contributory Factors : 806 406

Casualty Reference: 1 Age: 29 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's offside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00584-13 29/09/2013 Sunday Time: 0845 Vehicles 2 Casualties 6 Slight
 Easting: 434,540 Northing: 406,040
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELY J/W UPPER NEW STREET

Description: V2 TV TW BARNSELY HOSPITAL FAILED TO STOP AT RED TRAFFIC LIGHTS AND
 COLL WITH V1 WHICH WAS CROSSING THE PATH OF V2.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: E to W Journey: Not known
 Age of Driver : 38 Breath test: Negative

Contributory Factors : 301 509

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 35 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 8 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Not known

Age of Driver : 40

Breath test: Negative

Contributory Factors : 301 509

Casualty Reference: 2 Age: 40 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 5 Age: 20 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 6 Age: 18 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00580-13 30/09/2013 Monday Time: 1159 Vehicles 2 Casualties 1 Slight
 Easting: 434,776 Northing: 406,198
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: WESLEY ST BARNSELEY J/W LAMBRA RD

Description: VEH1 TRAV DOWNHILL ON LAMBRA RD TURNS R INTO WESLEY ST ACROSS
PATH OF VEH2 TRAV OPP DIRC

Vehicle Reference: 1 Car Turning right
 First point of impact: Front
 Vehicle direction: SW to SE Journey: Not known
 Age of Driver : 54 Breath test: Negative

Contributory Factors : 405 602 406 306

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: SE to NW Journey: Not known
 Age of Driver : 39 Breath test: Not requested

Contributory Factors : 405 602 406 306

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00651-13 18/10/2013 Friday Time: 0620 Vehicles 2 Casualties 1 Slight
Easting: 434,744 Northing: 406,067
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY AT J/W HARBOROUGH HILL RD
Description: V1 APPROACHED RDBT WHEN V2 FOLLOWING COLL WITH REAR OF V1.

Vehicle Reference: 1 Car Turning right
First point of impact: Nearside
Vehicle direction: SE to NE Journey: Commuting to/from work
Age of Driver : 31 Breath test: Driver not contacted

Contributory Factors : 901 902 501

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Nearside
Vehicle direction: SE to NE Journey: Pupil riding to/from school
Age of Driver : 23 Breath test: Failed to provide

Contributory Factors : 901 902 501

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00638-13 21/10/2013 Monday Time:2110 Vehicles 2 Casualties 1 Slight

Easting: 434,732 Northing: 406,721

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: SCHWABISCH GMUND WAY BARNSELY 20MTRS ELDON ST NORTH

Description: V1 TURNING RT FROM ELDON ST NORTH ONTO SCHWABISCH GMUND WAY
LOSES CONTROL AND SKIDS ONTO OPP SIDE OF C/WAY COLL WITH V2.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: NW to SE

Journey: Journey as part of work

Age of Driver : 22

Breath test: Negative

Contributory Factors : 103 102

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Bus or coach

Slowing or Stopping

First point of impact: Front

Vehicle direction: SE to NW

Journey: Journey as part of work

Age of Driver : 46

Breath test: Negative

Contributory Factors : 103 102

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00677-13 30/10/2013 Wednesda Time: 1400 Vehicles 1 Casualties 1 Serious
Easting: 435,628 Northing: 405,735
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD BARNSELY PORTLAND ST

Description: VEH1 TV TW BARNSELY VEERS ACROSS TO O/S AND CONT TO MOUNT KERB
COLL WITH WALL.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Commuting to/from work
Age of Driver : 44 Breath test: Not provided (medical)

Contributory Factors : 505

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00722-13 02/11/2013 Saturday Time: 1250 Vehicles 2 Casualties 1 Slight
 Easting: 434,868 Northing: 406,541
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Dual carriageway Speed Limit: 40

Location: HARBOROUGH HILL RD BARNSELY

Description: V1 DROVE INTO REAR OF STATIONARY V2, MINOR INJURY, MOMENT OF INATTENTION FROM DRIVER V1

Vehicle Reference: 1 Car Waiting to go ahead but held up
 First point of impact: Front
 Vehicle direction: S to N Journey: Journey as part of work
 Age of Driver : 20 Breath test: Negative

Contributory Factors : 405 510

Vehicle Reference: 2 Car Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: S to N Journey: Other
 Age of Driver : 61 Breath test: Negative

Contributory Factors : 405 510

Casualty Reference: 1 Age: 61 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00706-13 04/11/2013 Monday Time: 1623 Vehicles 2 Casualties 1 Slight
Easting: 434,982 Northing: 405,632
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNSELEY AT J/W TUNE ST
Description: V1 TR ALONG CARR WHEN V2 EMERGED FROM JCT INTO PATH OF V1 AND COLL
OCC.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Pupil riding to/from school
Age of Driver : 17 Breath test: Not requested

Contributory Factors : 406 404

Casualty Reference: 1 Age: 16 Male Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning left
First point of impact: Front
Vehicle direction: E to W Journey: Pupil riding to/from school
Age of Driver : 25 Breath test: Not requested

Contributory Factors : 406 404

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00713-13 06/11/2013 Wednesda Time: 1240 Vehicles 2 Casualties 1 Slight
Easting: 434,776 Northing: 406,198
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: LAMBRA ROAD BARNESLEY J/W WESLEY STREET
Description: V2 TURNING RIGHT AND INTO PATH OF V1

Vehicle Reference: 1 Car Going ahead
First point of impact: Did not impact
Vehicle direction: SE to NW Journey: Other
Age of Driver : 31 Breath test: Negative

Contributory Factors : 405 403 404

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Front
Vehicle direction: SW to SE Journey: Not known
Age of Driver : 39 Breath test: Negative

Contributory Factors : 405 403 404

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00748-13 13/11/2013 Wednesda Time:0714 Vehicles 1 Casualties 2 Serious

Easting: 434,536 Northing: 406,056

Fine without high winds Road Surface: Wet/Damp Daylight

Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELY

Description: VEH1 TRAV ALG A628 AWAY FROM BARNSELY IN N/SIDE LN. AS VEH1
APPROACHED PED XING CAS1 CROSSED FROM R-L ON GREEN LIGHT FOR
TRAFFIC. COLL OCCURS

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: W to E

Journey: Commuting to/from work

Age of Driver : 40

Breath test: Negative

Contributory Factors : 802 804

Casualty Reference: 1 Age: 40 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 74 Female Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's offside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00791-13 20/11/2013 Wednesda Time: 1310 Vehicles 2 Casualties 1 Slight
Easting: 435,169 Northing: 405,873
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD BARNSELY

Description: V1 STATIONARY IN TF WHEN V2 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: NW to SE Journey: Pupil riding to/from school
Age of Driver : 28 Breath test: Not requested
Contributory Factors : 408 308

Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Motorcycle 50cc and under Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Other
Age of Driver : 31 Breath test: Driver not contacted
Contributory Factors : 408 308

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00788-13 24/11/2013 Sunday Time: 0100 Vehicles 1 Casualties 1 Slight

Easting: 434,464 Northing: 406,369

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: One way street Speed Limit: 30

Location: MARKET HILL BARNSELY

Description: VEH TV ELDON ST TW MARKET HILL. DRIVER SEES MALE IN RD AND BRAKES
BUT A COLL OCCURS.

Vehicle Reference: 1 Car

Turning right

First point of impact: Front

Vehicle direction: E to N

Journey: Other

Age of Driver : 20

Breath test: Negative

Contributory Factors : 703 809

Casualty Reference: 1 Age: 38 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's offside

Ped Location: In cent carr

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00817-13 28/11/2013 Thursday Time: 1415 Vehicles 1 Casualties 1 Slight
Easting: 434,763 Northing: 406,428
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SCHWABISCH GMUND WAY BARNSLEY AT J/W KENDRAY ST
SCHWABISCH GMUND WAY BARNSLEY AT J/W KENDRAY ST
SCHWABISCH GMUND WAY BARNSLEY AT J/W KENDRAY ST
BARNSLEY AT J/W KENDRAY ST

Description: BUS LEAVING STATION, PED WHO HAD MISSED BUS RAN AFTER AND IN FRONT
OF IT BUT DRIVER COULDN'T STOP IN TIME AND COLL WITH PED.

Vehicle Reference: 1 Bus or coach Waiting to turn right
First point of impact: Front
Vehicle direction: N to E Journey: Journey as part of work
Age of Driver : 51 Breath test: Negative

Contributory Factors : 808

Casualty Reference: 1 Age: 20 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : In carr not crossing
Ped Location: In carr not crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00824-13 30/11/2013 Saturday Time: 1340 Vehicles 2 Casualties 1 Slight
Easting: 434,096 Northing: 406,243
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 40

Location: WEST WAY TOWN END R/ABOUT BARNLSLEY J/W RACECOMMON RD

Description: VEH2 TRAV ALG A628 T/W TOWN END R/ABOUT STAT AT JUNC. VEH1 TRAV
BHIND COLL REAR VEH2

Vehicle Reference: 1 Car

Moving off

First point of impact: Front

Vehicle direction: SE to NW

Journey: Other

Age of Driver : 77

Breath test: Not requested

Contributory Factors : 405

Vehicle Reference: 2 Car

Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: SE to NW

Journey: Other

Age of Driver : 46

Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00884-13 23/12/2013 Monday Time: 1830 Vehicles 1 Casualties 1 Serious

Easting: 434,808 Northing: 405,995

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Dual carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSELY AT J/W BURLEIGH STREET

Description: CAS 1 [PEDN] BELD IN DRINK, ATTEMPTS TO CROSS SHEFFIELD RD FROM DRIVERS NEARSIDE AND RUNS INTO PATH OF VEH1[PSV] COLLIDING WITH FRONT OFFSIDE

Vehicle Reference: 1 Bus or coach

Going ahead

First point of impact: Front

Vehicle direction: SE to NW

Journey: Journey as part of work

Age of Driver : 49

Breath test: Negative

Contributory Factors : 806 802 809

Casualty Reference: 1 Age: 47 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: In cent carr

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00174-14 03/01/2014 Friday Time: 1355 Vehicles 2 Casualties 1 Slight
Easting: 434,874 Northing: 406,366
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT ROAD BARNSELEY J/W HARBOROUGH HILL ROAD

Description: V1 TRAV HARBOROUGH HILL ROAD TO THE JUNC WITH PONTEFRACT RD COLL
WITH V2 TRAV ALONG PONTEFRACT RD.

Vehicle Reference: 1 Car

Moving off

First point of impact: Front

Vehicle direction: N to S

Journey: Other

Age of Driver : 77

Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 77 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Nearside

Vehicle direction: NW to SE

Journey: Other

Age of Driver : 51

Breath test: Not requested

Contributory Factors : 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00148-14 14/01/2014 Tuesday Time: 1550 Vehicles 2 Casualties 1 Slight
Easting: 434,960 Northing: 405,863
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: WALTHAM STREET BARNSELEY J/W WALTHAM STREET

Description: VEH1 TV WALTHAM ST TW JUNC FAILED TO STOP AND TURNED LT. VEH2 TV WALTHAM ST TW DONCASTER RD. COLL OCCURS. VEH1 THEN COLL WITH WALL OF NO.36.

Vehicle Reference: 1 Car Turning left
First point of impact: Offside
Vehicle direction: NW to NE Journey: Other
Age of Driver : 76 Breath test: Negative

Contributory Factors : 607 410 405 602

Vehicle Reference: 2 Motorcycle 50cc and under Moving off
First point of impact: Front
Vehicle direction: SW to NE Journey: Other
Age of Driver : 18 Breath test: Not requested

Contributory Factors : 607 410 405 602

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00058-14 21/01/2014 Tuesday Time: 1715 Vehicles 2 Casualties 1 Slight

Easting: 434,113 Northing: 406,244

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELY J/W TOWN END ROUNDABOUT

Description: VEH1 TV WEST WAY IN OUTSIDE LN. DRIVER BRAKES HEAVILY LOSES
CONTROL AND COLL WITH REAR OF VEH2.

Vehicle Reference: 1 Car Going ahead

First point of impact: Front

Vehicle direction: SE to NW Journey: Other

Age of Driver : 18 Breath test: Not requested

Contributory Factors : 408 605

Vehicle Reference: 2 Car Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: SE to NW Journey: Other

Age of Driver : 47 Breath test: Not requested

Contributory Factors : 408 605

Casualty Reference: 1 Age: 47 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
 Selection: Notes:
 Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00205-14 04/02/2014 Tuesday Time: 1605 Vehicles 2 Casualties 2 Slight
 Easting: 434,757 Northing: 406,620
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: SCHWABISCH GMUNB WAY BARNSELY
 Description: V1 HAS COLLIDED WITH V2 AS THEY BOTH SET OFF AT THE SAME TIME NEAR
 THE OPENING OF THE INTERCHANGE CAR PARK, DRIVER OF V1 INJURED

Vehicle Reference: 1 Car Waiting to turn right
 First point of impact: Offside
 Vehicle direction: N to W Journey: Journey as part of work
 Age of Driver : 41 Breath test: Not requested

Contributory Factors : 405 406 405 406 605

Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Motorcycle 50cc and under Going ahead
 First point of impact: Front
 Vehicle direction: N to S Journey: Journey as part of work
 Age of Driver : 17 Breath test: Not requested

Contributory Factors : 405 406 405 406 605

Casualty Reference: 2 Age: 17 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00110-14 04/02/2014 Tuesday Time: 1633 Vehicles 1 Casualties 1 Slight
Easting: 435,443 Northing: 405,774
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD BARNSELY J/W SUNDERLAND TERRACE

Description: V1 HAS STRUCK A PEDESTRIAN (C1) WHO HAS STEPPED INTO THE ROAD INTO THE PATH OF V1

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Other
Age of Driver : 22 Breath test: Not requested

Contributory Factors : 802 803 806

Casualty Reference: 1 Age: 43 Male Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : Driver's offside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00121-14 04/02/2014 Tuesday Time:0815 Vehicles 1 Casualties 1 Slight
Easting: 434,908 Northing: 405,786
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSELY 80 MTS PARK ROAD

Description: VEH TR ALONG CARR WHEN PED STEPPED OUT INTO SIDE OF VEH AND FELL TO FLOOR

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 47 Breath test: Not requested

Contributory Factors : 808 802

Casualty Reference: 1 Age: 20 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : In carr back to traffic

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00188-14 06/02/2014 Thursday Time: 1950 Vehicles 1 Casualties 1 Slight

Easting: 434,604 Northing: 406,524

Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: One way street Speed Limit: 30

Location: REGENT STREET SOUTH BARNSELY 25 MTS ELDON STREET

Description: C001 WALKING DOEN L/H SIDE OF REGENT STREET. V1 DRIVING TOWARDS C001. C001 STEPPED INTO SIDE OF O/S WING MIRROR V1. V1 DROVE OFF.

Vehicle Reference: 1 Car Going ahead

First point of impact: Nearside

Vehicle direction: E to W Journey: Other

Age of Driver : Breath test: Not requested

Contributory Factors : 407

Casualty Reference: 1 Age: 31 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : In carr facing traffic

Ped Location: In carr not crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00162-14 17/02/2014 Monday Time: 1320 Vehicles 2 Casualties 1 Slight
Easting: 434,116 Northing: 406,257
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 40

Location: TOWNEND ROUNDABOUT BARNSELY J/W WEST WAY

Description: V1 STATIONARY AT ROUNDABOUT, V2 RUNS INTO REAR OF V1 THEN DRIVES OFF, DRIVER OF V1 INJURED

Vehicle Reference: 1 Car Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: W to E

Journey: Other

Age of Driver : 47

Breath test: Not requested

Contributory Factors : 406 308

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: W to E

Journey: Other

Age of Driver : 31

Breath test: Not requested

Contributory Factors : 406 308

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00238-14 12/03/2014 Wednesda Time: 1223 Vehicles 1 Casualties 1 Slight
Easting: 434,997 Northing: 405,974
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD BARNSELY 15 MTS DONCASTER ROAD

Description: PEDN CAS1 WALKING SE ALONG DONC RD CARRYING PLANK OF WOOD WHICH
IS STICKING OUT INTO RD. VH1 PSV PASSES PEDN IN SAME DIREC & COLL
WOOD CAUSING INJ TO PEDN

Vehicle Reference: 1 Bus or coach

Going ahead right hand bend

First point of impact: Back

Vehicle direction: SW to SE

Journey: Journey as part of work

Age of Driver : 58

Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 47 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Movement U/K

Ped Location: On footpath / verge

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00260-14 18/03/2014 Tuesday Time:2310 Vehicles 2 Casualties 2 Slight

Easting: 435,572 Northing: 405,746

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: PINDER STREET BARNSELY 5 MTS DONCASTER ROAD

Description: V1 PARKED ON O/S OF ROAD FACING SB. V2 TRV NB ON PINDER ST COLL WITH
N/S OF V1 AND LEFT SCENE

Vehicle Reference: 1 Car Parked

First point of impact: Nearside

Vehicle direction: Parked to Parked Journey: Other

Age of Driver : 38 Breath test: Not requested

Contributory Factors : 901

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 36 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Nearside

Vehicle direction: S to N Journey: Other

Age of Driver : Breath test: Not requested

Contributory Factors : 901

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00264-14 18/03/2014 Tuesday Time: 1615 Vehicles 1 Casualties 1 Slight
Easting: 434,446 Northing: 406,074
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELY J/W WELLINGTON STREET

Description: PED STEPPED INTO CARR INTO PATH OF VEH AND COLL OCC.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: NW to SE

Journey: Commuting to/from work

Age of Driver : 32

Breath test: Not requested

Contributory Factors : 802 808 803

Casualty Reference: 1 Age: 51 Female Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's nearside masked

Ped Location: Within 50m ped crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00311-14 02/04/2014 Wednesda Time: 1800 Vehicles 2 Casualties 1 Slight
 Easting: 434,726 Northing: 406,128
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 40

Location: ALHAMBRA ROUNDABOUT BARNSELY J/W SHEFFIELD ROAD

Description: V2 ON RDBT IN O/S/L LEAVING AT 3RD EXIT, DRIVER STATES V1 CAME FROM
 NOWHEREAND COLL OCC.

Vehicle Reference: 1 Car Turning left
 First point of impact: Front
 Vehicle direction: N to E Journey: Other
 Age of Driver : 19 Breath test: Not requested

Contributory Factors : 405 406 403 308 307 710

Vehicle Reference: 2 Car Turning right
 First point of impact: Front
 Vehicle direction: SE to NE Journey: Other
 Age of Driver : 38 Breath test: Not requested

Contributory Factors : 405 406 403 308 307 710

Casualty Reference: 1 Age: 36 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00308-14 04/04/2014 Friday Time:2145 Vehicles 1 Casualties 1 Slight

Easting: 434,687 Northing: 406,097

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Dual carriageway Speed Limit: 40

Location: WEST WAY BARNSELY 10 MTS ALHAMBRA ROUNDABOUT

Description: INJURED PARTY IS WALKING ALONG THE MIDDLE OF THE ROAD IN DARK CLOTHING AT NIGHT IN DRINK ON A BEND WHEN V001 COMES AROUND THE CORNER AND COLLIDES WITH INJURED PARTY IN A GLANCING CONTACT ON N/S FRONT WING.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: W to E

Journey: Other

Age of Driver : 94

Breath test: Negative

Contributory Factors : 802 808 806 809

Casualty Reference: 1 Age: 45 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's offside

Ped Location: Within 50m ped crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00351-14 10/04/2014 Thursday Time: 1245 Vehicles 2 Casualties 1 Slight
Easting: 434,097 Northing: 406,332
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 30

Location: SHAMBLES STREET BARNSELY 15 MTS TOWNEND ROUNDABOUT

Description: V1 PULLED OFF TOWNEND RNDDBT ONTO SHAMBLES ST. LIGHTS AT CROSSING
WERE RED. V1 STOPPED AND ENGAGED HANDBRAKE. AFTER 5/6 SECONDS V2
CAME OFF THE RNDDBT AND HIT V1.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Front
Vehicle direction: SW to NE Journey: Other
Age of Driver : 17 Breath test: Negative

Contributory Factors : 605 405

Vehicle Reference: 2 Motorcycle 50cc and under Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Other
Age of Driver : 16 Breath test: Negative

Contributory Factors : 605 405

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00515-14 17/04/2014 Thursday Time: 1540 Vehicles 4 Casualties 4 Slight
 Easting: 435,486 Northing: 405,759
 Unknown Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD BARNSELY J/W CEMETERY ROAD

Description: V1 COLL WITH REAR OF V2 PUSING V2 INTO V3. V1 THEN FAILED TO STOP AND
 TURNED INTO ONE WAY STREET WRONG WAY COLL WITH V4

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 23 Breath test: Not requested

Contributory Factors : 509 602 902

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 21 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: W to E Journey: Other
 Age of Driver : 45 Breath test: Not requested

Contributory Factors : 509 602 902

Vehicle Reference: 3 Car Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: W to E Journey: Other
 Age of Driver : 70 Breath test: Not requested

Contributory Factors : 509 602 902

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

Vehicle Reference: 4 Car

Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Other

Age of Driver : 59

Breath test: Not requested

Contributory Factors : 509 602 902

Casualty Reference: 2 Age: 59 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 49 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

B-00372-14 27/04/2014 Sunday Time:0826 Vehicles 1 Casualties 1 Slight
 Easting: 435,198 Northing: 406,054
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT ROAD BARNSELY J/W GROVE STREET

Description: DRIVER AND PASSENGER OF V1 HAVING ARGUEMENT. PASSENGER OF V1 HAS GRABBED STEERING WHEEL FORCING CAR INTO LAMPOST

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Other

Age of Driver : 37

Breath test: Negative

Contributory Factors : 201 410 509 902 999

Casualty Reference: 1 Age: 37 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00574-14 17/06/2014 Tuesday Time: 1100 Vehicles 2 Casualties 1 Slight
Easting: 434,523 Northing: 406,054
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELY 15 MTS UPPER NEW STREET

Description: VEH1 TV IN CENTRAL LN OF 3 LN C/WAY ON WESTWAY INDICATES AND MOVES INTO LT LN ACROSS PATH OF VEH2. A COLL OCCURS.

Vehicle Reference: 1 Car Changing lane to left
First point of impact: Front
Vehicle direction: NW to E Journey: Commuting to/from work
Age of Driver : 51 Breath test: Not requested
Contributory Factors : 405 406

Vehicle Reference: 2 Taxi Going ahead
First point of impact: Did not impact
Vehicle direction: NW to E Journey: Journey as part of work
Age of Driver : 39 Breath test: Not requested
Contributory Factors : 405 406

Casualty Reference: 1 Age: 28 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00572-14 20/06/2014 Friday Time: 2004 Vehicles 2 Casualties 1 Serious
 Easting: 435,561 Northing: 405,739
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD BARNSELY 5 MTS PINDER STREET

Description: V1 FOLLOWING UNIDENTIFIED VEH THAT BRAKED SUDDENLY BEFORE TURNING
 LEFT CAUSING V1 TO CARRY OUT EMERGENCY STOP, V2 FOLLOWING FAILED
 TO REACT IN TIME AND COLL WITH V1

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Back

Vehicle direction: W to E

Journey: Commuting to/from work

Age of Driver : 60

Breath test: Not requested

Contributory Factors : 308 408 406 406

Vehicle Reference: 2 Motorcycle over 50cc and up Slowing or Stopping

First point of impact: Front

Vehicle direction: W to E

Journey: Pupil riding to/from school

Age of Driver : 24

Breath test: Driver not contacted

Contributory Factors : 308 408 406 406

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
 Selection: Notes:
 Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00643-14 14/07/2014 Monday Time: 1145 Vehicles 3 Casualties 1 Slight
 Easting: 434,713 Northing: 406,071
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 40

Location: ALHAMBRA ROUNDABOUT BARNSELY J/W WESTWAY
 Description: V1 STATIONARY AT TF LGTS BUT V2 FOLLOWING FAILED TO REACT IN TIME
 AND COLL WITH REAR OF V1, V3 RAN INTO REAR OF V2 PUSHING IT INTO V1

Vehicle Reference: 1 Car Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: SE to W Journey: Other
 Age of Driver : 19 Breath test: Not requested
 Contributory Factors : 308 405 406

Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
 First point of impact: Front
 Vehicle direction: SE to W Journey: Other
 Age of Driver : 31 Breath test: Driver not contacted
 Contributory Factors : 308 405 406

Vehicle Reference: 3 Car Going ahead
 First point of impact: Front
 Vehicle direction: SE to W Journey: Other
 Age of Driver : 54 Breath test: Not requested
 Contributory Factors : 308 405 406

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00674-14 18/07/2014 Friday Time: 1307 Vehicles 1 Casualties 1 Slight
Easting: 434,006 Northing: 406,287
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DODWORTH ROAD BARNSELY 30 MTS TOWNEND ROUNDABOUT
Description: A PEDESTRIAN (C1) HAS RAN OUT INTO THE PATH OF ONCOMING V1

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Offside
Vehicle direction: W to E Journey: Pupil riding to/from school
Age of Driver : 20 Breath test: Not requested

Contributory Factors : 803

Casualty Reference: 1 Age: 12 Female Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's offside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00682-14 24/07/2014 Thursday Time: 1218 Vehicles 2 Casualties 1 Slight
Easting: 434,115 Northing: 406,242
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 40

Location: WESTWAY BARNSELY J/W RACECOMMON ROAD

Description: V1 WAITING AT JUNCTION, V2 COLL WITH REAR OF V1

Vehicle Reference: 1 Car

Moving off

First point of impact: Back

Vehicle direction: E to W

Journey: Other

Age of Driver : 54

Breath test: Negative

Contributory Factors : 308 406

Vehicle Reference: 2 Car

Moving off

First point of impact: Front

Vehicle direction: E to W

Journey: Other

Age of Driver : 23

Breath test: Negative

Contributory Factors : 308 406

Casualty Reference: 1 Age: 5 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' AECOM - Steve Moss

B-00750-14 11/08/2014 Monday Time: 1410 Vehicles 2 Casualties 1 Slight
Easting: 434,110 Northing: 406,332
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHAMBLES STREET BARNSELEY 30 MTS PEEL STREET
Description: V1 STATIONARY NEAR TO R/ABOUT WHEN V2 COLLIDED WITH REAR OF V1

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: NE to SW Journey: Other
Age of Driver : 43 Breath test: Driver not contacted
Contributory Factors : 405

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 78 Breath test: Driver not contacted
Contributory Factors : 405

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00752-14 11/08/2014 Monday Time: 1155 Vehicles 2 Casualties 1 Slight
Easting: 435,050 Northing: 406,090
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT ROAD BARNSELY J/W LANGDALE ROAD

Description: VEH2 TRAVELLING ALONG PONTEFRACT ROAD INTO TOWN TURNS RIGHT
DIRECTLY INTO PATH OF VEH1, COLLIDING WITH THE FRONT OFFSIDE.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 26 Breath test: Not requested

Contributory Factors : 706 406 404

Vehicle Reference: 2 Car Turning right
First point of impact: Front
Vehicle direction: E to N Journey: Other
Age of Driver : 77 Breath test: Not requested

Contributory Factors : 706 406 404

Casualty Reference: 1 Age: 77 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00754-14 11/08/2014 Monday Time: 1310 Vehicles 2 Casualties 1 Slight
Easting: 434,902 Northing: 405,683
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: PARK ROAD BARNSELEY 5 MTS BEECH STREET

Description: A CHAP ON A MOTORISED SCOOTER HAS BEEN STRUCK BY V1 AS IT DROVE
PAST HIM KNOCKING HIM OUT OF THE SCOOTER

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead

First point of impact: Back

Vehicle direction: Parked to Parked

Journey: Other

Age of Driver :

Breath test: Not requested

Contributory Factors : 405 710

Vehicle Reference: 2 Mobility Scooter

Waiting to go ahead but held up

First point of impact: Front

Vehicle direction: Parked to Parked

Journey: Other

Age of Driver : 38

Breath test: Not requested

Contributory Factors : 405 710

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00840-14 13/09/2014 Saturday Time:2300 Vehicles 1 Casualties 1 Slight

Easting: 434,144 Northing: 406,376

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: SHAMBLES STREET BARNSELEY 10 MTS PEEL PARADE

Description: CAS001 STEPS INTO PATH OF V1

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: NE to SW

Journey: Journey as part of work

Age of Driver : 21

Breath test: Negative

Contributory Factors : 806 810

Casualty Reference: 1 Age: 40 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's offside

Ped Location: In cent carr

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00845-14 15/09/2014 Monday Time:2001 Vehicles 2 Casualties 1 Slight

Easting: 434,965 Northing: 405,680

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSELEY J/W CEMETERY ROAD

Description: V2 STATIONARY AT TRAFFIC LIGHTS. V1 COLL WITH REAR OF V2

Vehicle Reference: 1 Car Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: S to N

Journey: Other

Age of Driver : 54

Breath test: Not requested

Contributory Factors : 308 306 405 602 710 408

Casualty Reference: 1 Age: 54 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Other

Age of Driver : 45

Breath test: Not requested

Contributory Factors : 308 306 405 602 710 408

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-00991-14 21/10/2014 Tuesday Time: 1920 Vehicles 1 Casualties 1 Serious

Easting: 434,891 Northing: 406,612

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Dual carriageway Speed Limit: 40

Location: HARBOROUGH HILL ROAD BARNSELY 30 MTS MOTTRAM STREET

Description: A PEDESTRIAN (C1) HAS BEEN STRUCK BY V1 AS THEY CROSSED THE ROAD,
RESULTING IN INJURIES

Vehicle Reference: 1 Car Going ahead

First point of impact: Nearside

Vehicle direction: S to N

Journey: Commuting to/from work

Age of Driver : 36

Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 44 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01109-14 22/10/2014 Wednesda Time: 1715 Vehicles 2 Casualties 1 Slight
Easting: 435,001 Northing: 405,567
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSELY 40 MTS COMMERCIAL STREET

Description: VEH2 TV SHEFFIELD RD WHEN DRIVER BLACKED OUT AND COLL INTO REAR OF VEH1 WHICH WAS PARKED.

Vehicle Reference: 1 Car Parked
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Other
Age of Driver : 61 Breath test: Negative

Contributory Factors : 505

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 75 Breath test: Not provided (medical)

Contributory Factors : 505

Casualty Reference: 1 Age: 75 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01016-14 27/10/2014 Monday Time: 1300 Vehicles 1 Casualties 1 Slight
Easting: 434,571 Northing: 406,105
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: NEW STREET BARNSELEY J/W PALL MALL

Description: PEDN XING NEW ST SEES VEH. PEDN PUTS HAND OUT AND TOUCHES
BONNETT OF VEH.

Vehicle Reference: 1 Car

Moving off

First point of impact: Front

Vehicle direction: N to S

Journey: Other

Age of Driver :

Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 41 Female Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : In carr facing traffic

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01187-14 14/11/2014 Friday Time: 1312 Vehicles 2 Casualties 1 Slight
Easting: 434,983 Northing: 405,634
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSELY J/W TUNE STREET

Description: V1 HAS PULLED OUT AT JUNCTION AND COLLIDED WITH V2, DRIVER OF V2 INJURED

Vehicle Reference: 1 Car Moving off
First point of impact: Offside
Vehicle direction: E to N Journey: Other
Age of Driver : 32 Breath test: Not requested
Contributory Factors : 510

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 47 Breath test: Not requested
Contributory Factors : 510

Casualty Reference: 1 Age: 47 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01108-14 19/11/2014 Wednesda Time: 1700 Vehicles 2 Casualties 1 Slight

Easting: 435,176 Northing: 406,062

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT ROAD BARNSELEY 25 MTS MARKET CLOSE

Description: V1 HIT REAR OF V2 IN SLOW MOVING TRAFFIC

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: E to W

Journey: Journey as part of work

Age of Driver : 46

Breath test: Not requested

Contributory Factors : 406

Vehicle Reference: 2 Car

Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: E to W

Journey: Other

Age of Driver : 53

Breath test: Not requested

Contributory Factors : 406

Casualty Reference: 1 Age: 76 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01180-14 28/11/2014 Friday Time: 1245 Vehicles 2 Casualties 1 Slight
Easting: 434,075 Northing: 406,311
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 30

Location: TOWNEND ROUNDABOUT BARNSELY J/W SUMMER LANE

Description: V1 ON RDBT INDICATING TO EXIT AS V2 ENTERED RDBT AND COLL WITH N/S OF
V1 THEN LEFT THE SCENE

Vehicle Reference: 1 Car Turning left
First point of impact: Nearside
Vehicle direction: W to NE Journey: Other
Age of Driver : 59 Breath test: Not requested

Contributory Factors : 406 602

Casualty Reference: 1 Age: 59 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Other
Age of Driver : 55 Breath test: Driver not contacted

Contributory Factors : 406 602

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01315-14 11/12/2014 Thursday Time:1924 Vehicles 2 Casualties 2 Slight

Easting: 434,447 Northing: 406,188

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: One way street Speed Limit: 30

Location: WELLINGTON STREET BARNSELY J/W CASTLEREACH STREET

Description: VEH1 TRAVELLING ALONG LOWER CASTLEREACH STREET TURNING RIGHT
ONTO WELLINGTON ST. VEH 2 TRAVELLING ALONG WELLINGTON ST. BOTH
VEHS COLLIDE. BOTH DRIVERS STATE THAT ATS WERE SHOWING GREEN

Vehicle Reference: 1 Car Turning right

First point of impact: Front

Vehicle direction: SW to SE Journey: Other

Age of Driver : 27 Breath test: Not requested

Contributory Factors : 301 301

Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Nearside

Vehicle direction: SE to NW Journey: Other

Age of Driver : 55 Breath test: Not requested

Contributory Factors : 301 301

Casualty Reference: 2 Age: 55 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01231-14 12/12/2014 Friday Time: 1346 Vehicles 1 Casualties 1 Serious
Easting: 434,846 Northing: 405,960
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Dual carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSELY 50 MTS TAYLOR ROW

Description: PEDN XING RD FROM N/S OF VEH. VEH TV SHEFFIELD RD APPROACHING
TRAFFIC LIGHTS AT J/W TAYLOR ROW. COLL OCCURRED WITH PEDN.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Journey as part of work
Age of Driver : 49 Breath test: Negative

Contributory Factors : 405 602 802 803

Casualty Reference: 1 Age: 84 Female Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

B-01273-14 22/12/2014 Monday Time: 0740 Vehicles 2 Casualties 1 Slight

Easting: 434,541 Northing: 406,041

Fine with high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Dual carriageway Speed Limit: 40

Location: WEST WAY BARNSELY J/W UPPER NEW STREET

Description: VEH1 TV WEST WAY TW TOWN END RND BT TV THRO JUNC WITH UPPER NEW ST. VEH2 PULLED OUT OF JUNC TO TURN RT ONTO WEST WAY AND A COLL OCCURRED.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Journey as part of work

Age of Driver : 29

Breath test: Negative

Contributory Factors : 301 301 406 602 602

Vehicle Reference: 2 Car

Turning right

First point of impact: Offside

Vehicle direction: SW to E

Journey: Journey as part of work

Age of Driver : 48

Breath test: Negative

Contributory Factors : 301 301 406 602 602

Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

AECOM - Steve Moss

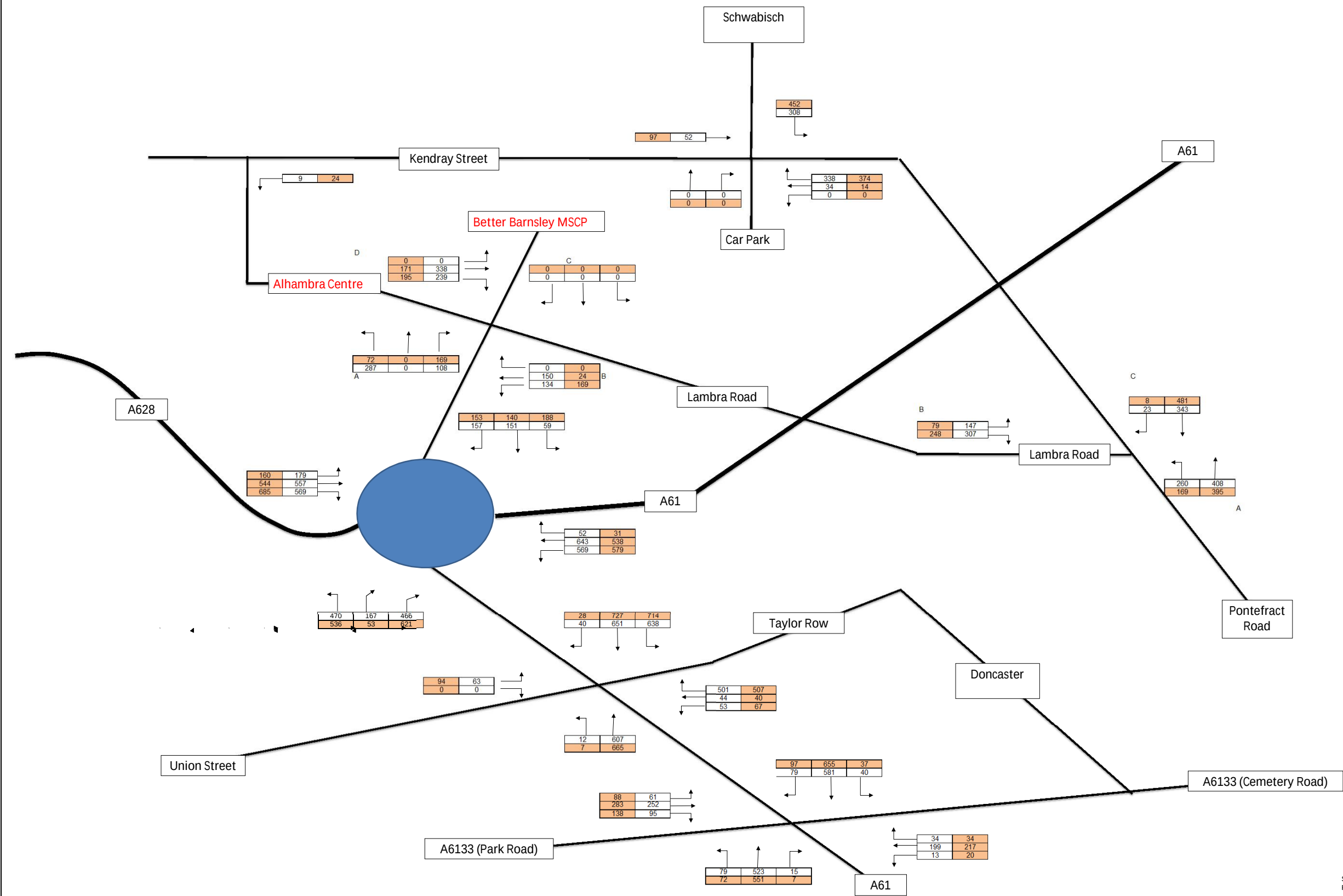
Accidents involving:

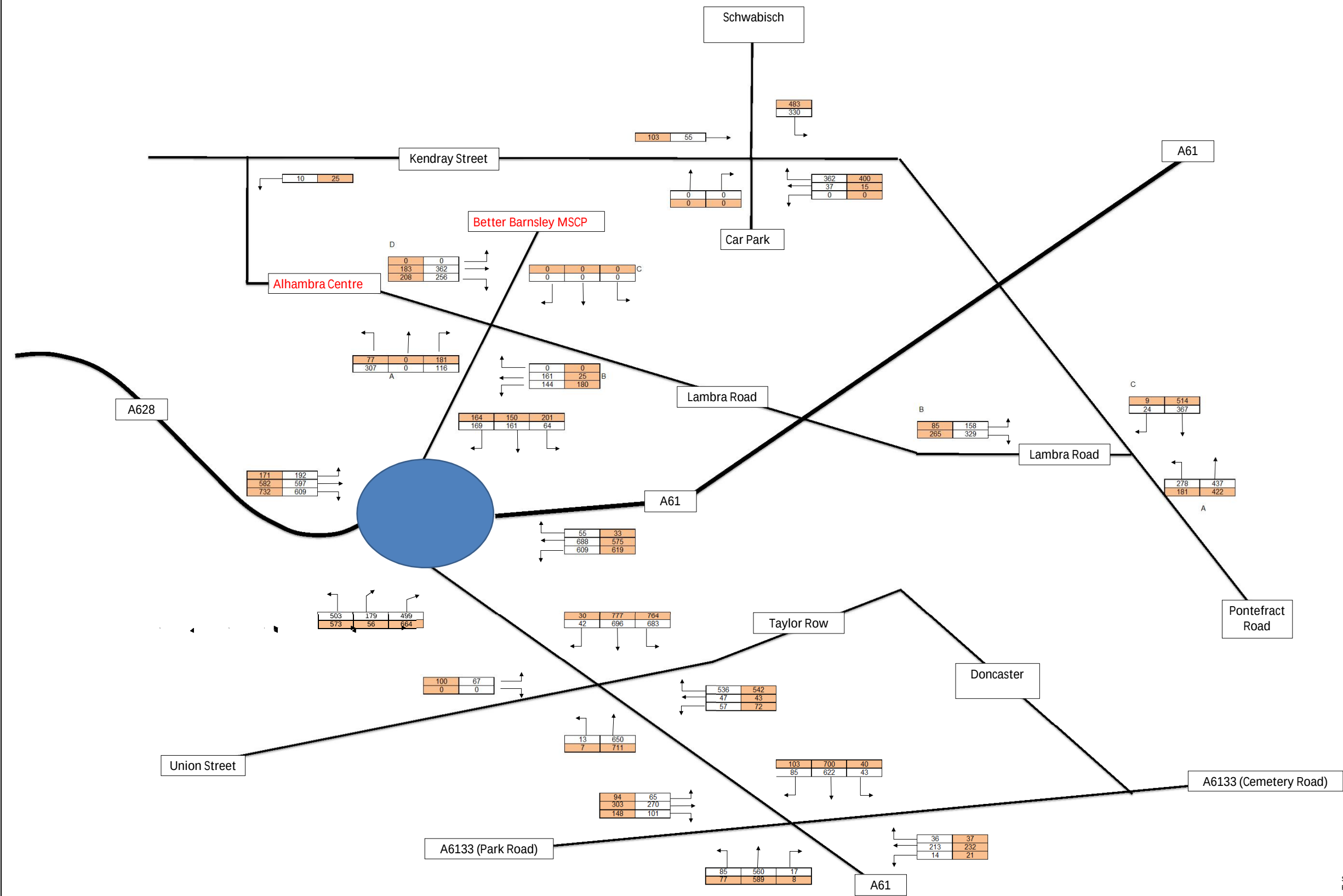
Casualties:

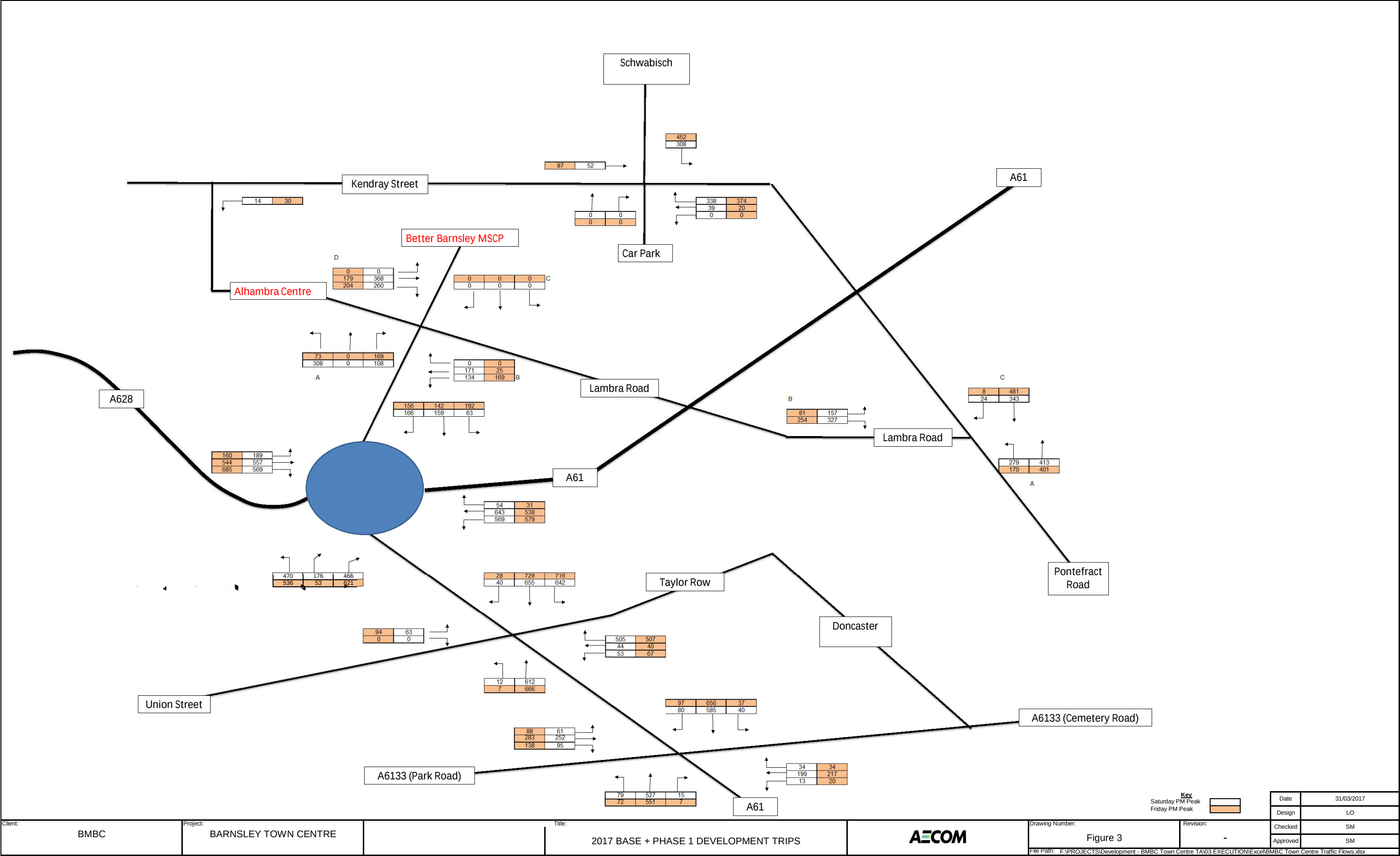
	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	21	132	153
2-wheeled motor vehicles	0	4	16	20
Pedal cycles	0	0	9	9
Horses & other	0	0	1	1
Total	0	25	158	183

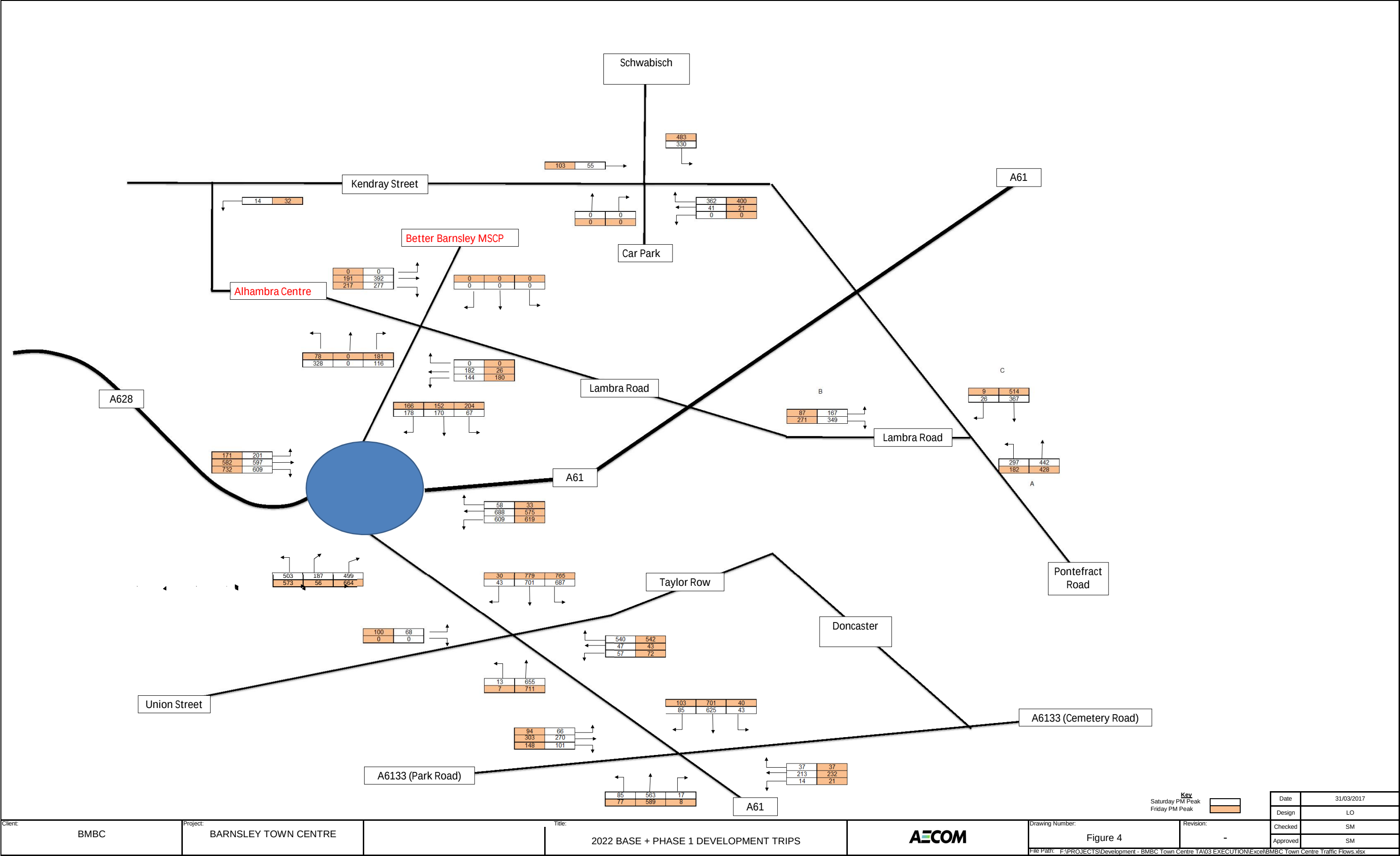
	Fatal	Serious	Slight	Total
Vehicle driver	0	1	91	92
Passenger	0	2	77	79
Motorcycle rider	0	3	15	18
Cyclist	0	0	8	8
Pedestrian	0	19	37	56
Other	0	0	0	0
Total	0	25	228	253

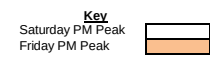
Appendix C Traffic Flow Diagrams



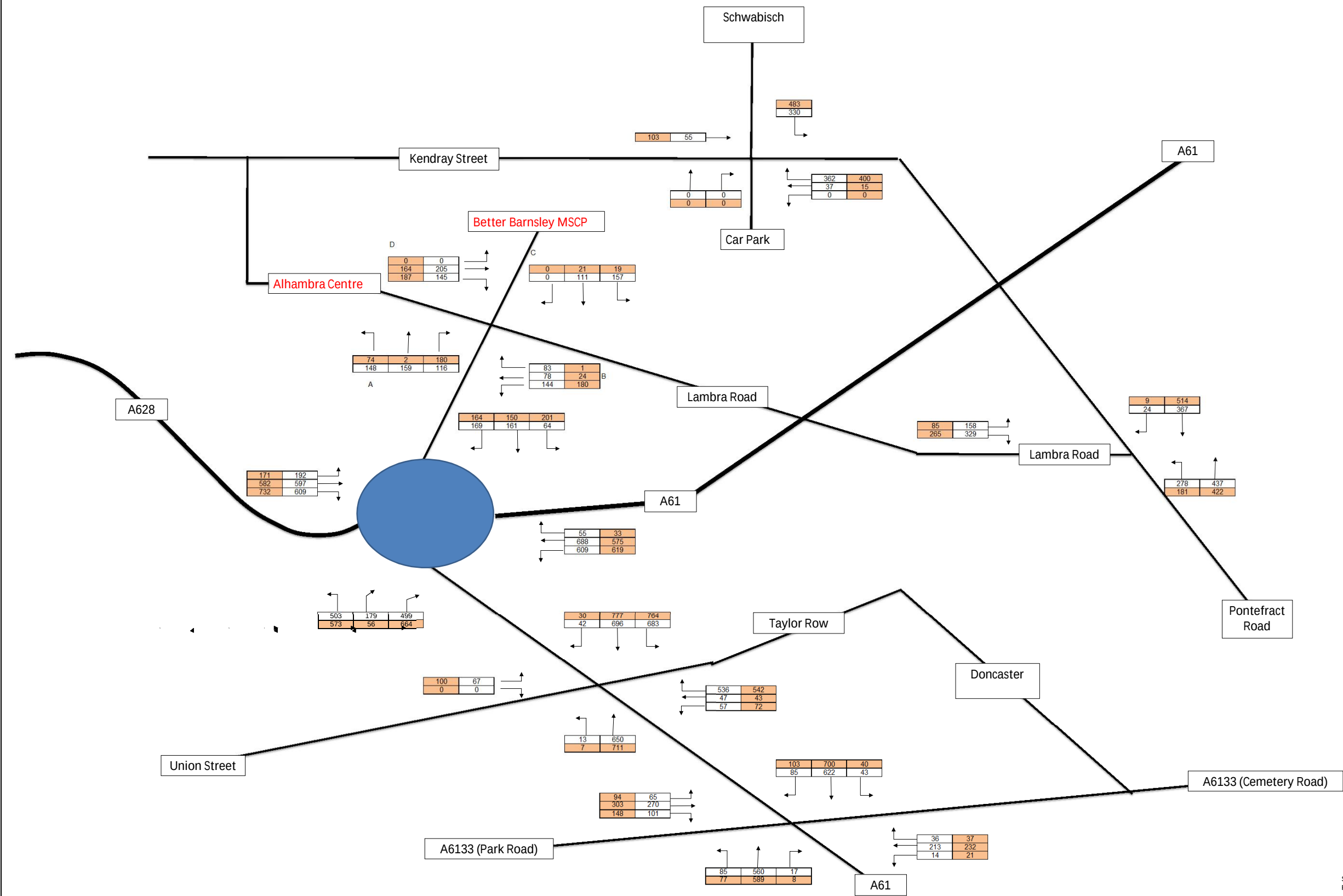


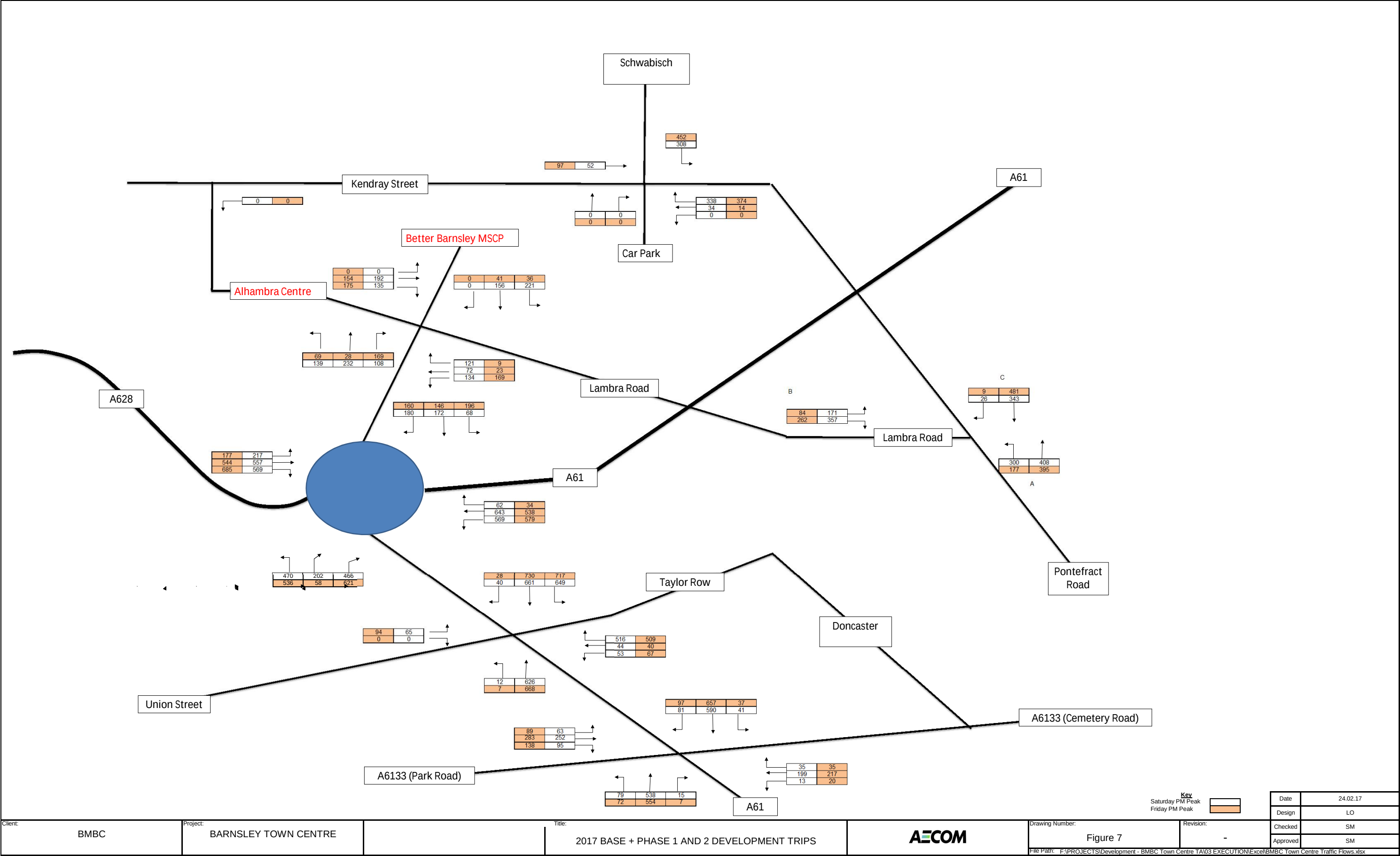


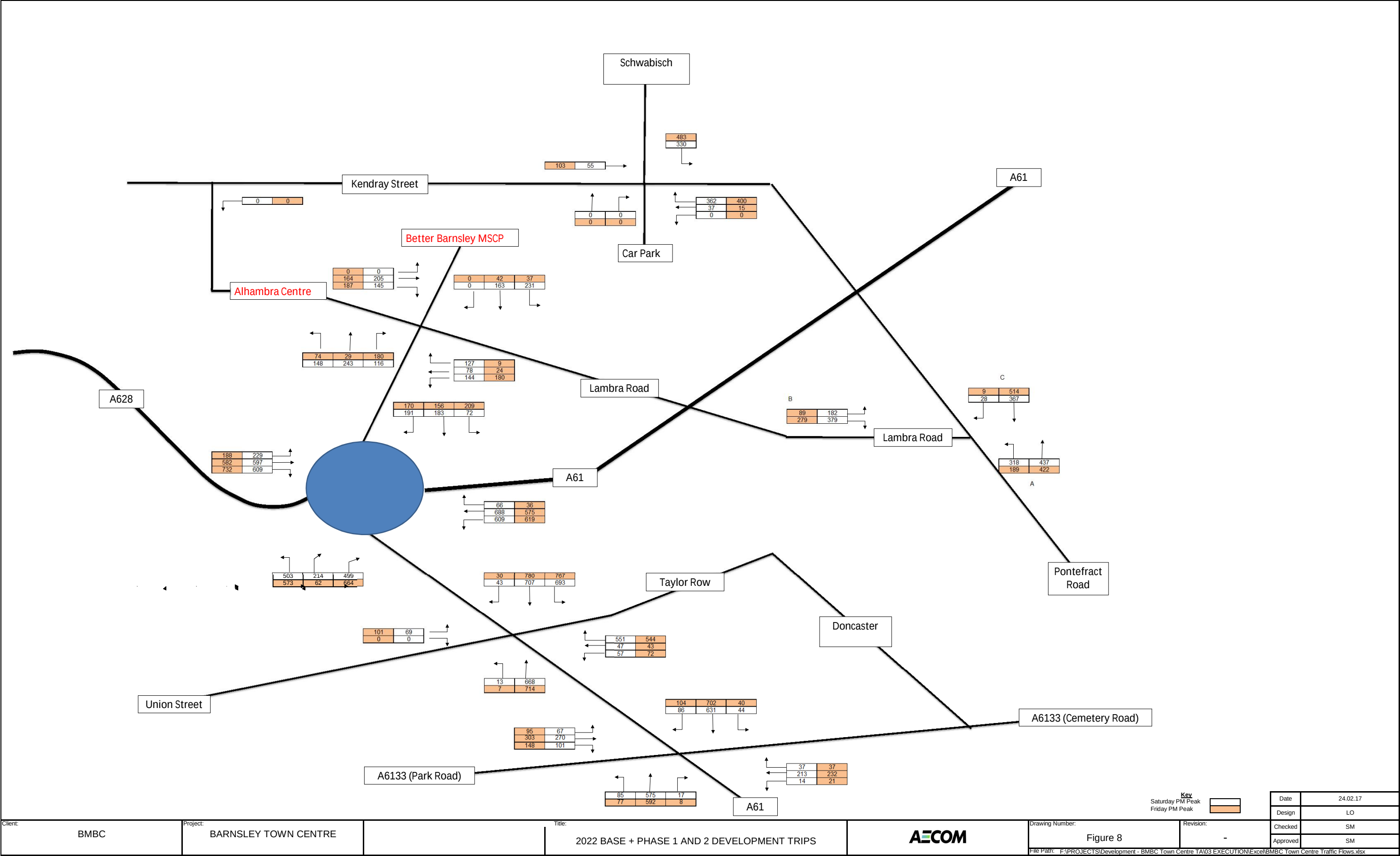




Date	24.02.17
Design	LO
Checked	SM
Approved	SM







Appendix D TRIC's Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : A - MULTIPLEX CINEMAS
 VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
12	CONNAUGHT	
	CS SLIGO	1 days

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

Filtering Stage 2 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: Gross floor area
 Actual Range: 2323 to 3205 (units: sqm)
 Range Selected by User: 464 to 7828 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 03/12/09

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:

Saturday 4 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1

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:

Development Zone	1
Retail Zone	1
Built-Up Zone	1
No Sub Category	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.

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
D2	3 days

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

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	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	1 days
75,001 to 100,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	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:

No	4 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.

LIST OF SITES relevant to selection parameters

1	CS-07-A-01 WINE STREET	GAIETY		SLIGO
	SLIGO Town Centre No Sub Category Total Gross floor area:		2500 sqm	
	Survey date: SATURDAY		16/06/07	Survey Type: MANUAL
2	MS-07-A-01 MONTROSE WAY SANDOWN PARK LIVERPOOL	CINEWORLD		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area:		3000 sqm	
	Survey date: SATURDAY		16/06/07	Survey Type: MANUAL
3	SH-07-A-01 OLD POTTS WAY	CINEWORLD		SHROPSHIRE
	SHREWSBURY Edge of Town Centre Built-Up Zone Total Gross floor area:		2323 sqm	
	Survey date: SATURDAY		18/06/05	Survey Type: MANUAL
4	TV-07-A-01 MARINA WAY	VUE		TEES VALLEY
	HARTLEPOOL Edge of Town Centre Development Zone Total Gross floor area:		3205 sqm	
	Survey date: SATURDAY		30/04/05	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	2608	0.038	3	2608	0.435	3	2608	0.473
01:00 - 02:00	2	2412	0.000	2	2412	0.228	2	2412	0.228
02:00 - 03:00	1	2323	0.000	1	2323	0.000	1	2323	0.000
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	3103	1.015	2	3103	0.338	2	3103	1.353
11:00 - 12:00	3	2843	1.993	3	2843	1.888	3	2843	3.881
12:00 - 13:00	3	2843	2.580	3	2843	2.193	3	2843	4.773
13:00 - 14:00	4	2757	2.902	4	2757	2.185	4	2757	5.087
14:00 - 15:00	4	2757	2.457	4	2757	1.868	4	2757	4.325
15:00 - 16:00	4	2757	2.711	4	2757	2.648	4	2757	5.359
16:00 - 17:00	4	2757	2.748	4	2757	3.174	4	2757	5.922
17:00 - 18:00	4	2757	2.720	4	2757	2.920	4	2757	5.640
18:00 - 19:00	4	2757	2.448	4	2757	2.584	4	2757	5.032
19:00 - 20:00	4	2757	4.262	4	2757	3.672	4	2757	7.934
20:00 - 21:00	4	2757	4.135	4	2757	3.482	4	2757	7.617
21:00 - 22:00	4	2757	2.503	4	2757	1.759	4	2757	4.262
22:00 - 23:00	4	2757	0.725	4	2757	2.820	4	2757	3.545
23:00 - 24:00	4	2757	0.181	4	2757	2.203	4	2757	2.384
Total Rates:			33.418			34.397			67.815

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: 2323 - 3205 (units: sqm)
 Survey date range: 01/01/05 - 03/12/09
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	2608	0.000	3	2608	0.000	3	2608	0.000
01:00 - 02:00	2	2412	0.000	2	2412	0.000	2	2412	0.000
02:00 - 03:00	1	2323	0.000	1	2323	0.000	1	2323	0.000
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	3103	0.000	2	3103	0.000	2	3103	0.000
11:00 - 12:00	3	2843	0.012	3	2843	0.000	3	2843	0.012
12:00 - 13:00	3	2843	0.000	3	2843	0.012	3	2843	0.012
13:00 - 14:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
14:00 - 15:00	4	2757	0.009	4	2757	0.000	4	2757	0.009
15:00 - 16:00	4	2757	0.000	4	2757	0.009	4	2757	0.009
16:00 - 17:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
17:00 - 18:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
18:00 - 19:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
19:00 - 20:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
20:00 - 21:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
21:00 - 22:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
22:00 - 23:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
23:00 - 24:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
Total Rates:			0.021						0.042

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: 2323 - 3205 (units: sqm)
 Survey date range: 01/01/05 - 03/12/09
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	2608	0.000	3	2608	0.000	3	2608	0.000
01:00 - 02:00	2	2412	0.000	2	2412	0.000	2	2412	0.000
02:00 - 03:00	1	2323	0.000	1	2323	0.000	1	2323	0.000
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	3103	0.016	2	3103	0.000	2	3103	0.016
11:00 - 12:00	3	2843	0.000	3	2843	0.000	3	2843	0.000
12:00 - 13:00	3	2843	0.000	3	2843	0.012	3	2843	0.012
13:00 - 14:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
14:00 - 15:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
15:00 - 16:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
16:00 - 17:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
17:00 - 18:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
18:00 - 19:00	4	2757	0.009	4	2757	0.009	4	2757	0.018
19:00 - 20:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
20:00 - 21:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
21:00 - 22:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
22:00 - 23:00	4	2757	0.009	4	2757	0.009	4	2757	0.018
23:00 - 24:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
Total Rates:			0.034						0.064

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: 2323 - 3205 (units: sqm)
 Survey date range: 01/01/05 - 03/12/09
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	2608	0.000	3	2608	0.000	3	2608	0.000
01:00 - 02:00	2	2412	0.000	2	2412	0.000	2	2412	0.000
02:00 - 03:00	1	2323	0.000	1	2323	0.000	1	2323	0.000
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	3103	0.000	2	3103	0.000	2	3103	0.000
11:00 - 12:00	3	2843	0.023	3	2843	0.000	3	2843	0.023
12:00 - 13:00	3	2843	0.012	3	2843	0.047	3	2843	0.059
13:00 - 14:00	4	2757	0.009	4	2757	0.009	4	2757	0.018
14:00 - 15:00	4	2757	0.009	4	2757	0.000	4	2757	0.009
15:00 - 16:00	4	2757	0.000	4	2757	0.009	4	2757	0.009
16:00 - 17:00	4	2757	0.009	4	2757	0.000	4	2757	0.009
17:00 - 18:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
18:00 - 19:00	4	2757	0.000	4	2757	0.009	4	2757	0.009
19:00 - 20:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
20:00 - 21:00	4	2757	0.000	4	2757	0.009	4	2757	0.009
21:00 - 22:00	4	2757	0.009	4	2757	0.000	4	2757	0.009
22:00 - 23:00	4	2757	0.000	4	2757	0.000	4	2757	0.000
23:00 - 24:00	4	2757	0.000	4	2757	0.009	4	2757	0.009
Total Rates:			0.071						0.163

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: 2323 - 3205 (units: sqm)
 Survey date range: 01/01/05 - 03/12/09
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : A - MULTIPLEX CINEMAS
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
14	LEINSTER	
	WT WESTMEATH	1 days

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

Filtering Stage 2 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: Gross floor area
 Actual Range: 464 to 4500 (units: sqm)
 Range Selected by User: 464 to 7828 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 03/12/09

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:

Friday 5 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1
 Edge of Town Centre 3
 Edge of Town 1

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:

Retail Zone 2
 Built-Up Zone 3

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.

Filtering Stage 3 selection:

Use Class:

D2	5 days

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

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
50,001 to 100,000	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	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	2 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:

No	5 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.

LIST OF SITES relevant to selection parameters

1	CN-07-A-01	ODEON		CAMDEN
	TOTTENHAM COURT RD			
	BLOOMSBURY			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	464 sqm		
	Survey date: FRIDAY	23/10/09		Survey Type: MANUAL
2	FA-07-A-01	CINEWORLD		FALKIRK
	STIRLING ROAD			
	FALKIRK			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	4100 sqm		
	Survey date: FRIDAY	27/04/07		Survey Type: MANUAL
3	NY-07-A-02	VUE		NORTH YORKSHIRE
	STIRLING ROAD			
	CLIFTON MOOR			
	YORK			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	4500 sqm		
	Survey date: FRIDAY	18/09/09		Survey Type: MANUAL
4	SH-07-A-02	CINEWORLD		SHROPSHIRE
	OLD POTTS WAY			
	SHREWSBURY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2400 sqm		
	Survey date: FRIDAY	19/06/09		Survey Type: MANUAL
5	WT-07-A-01	IMC		WESTMEATH
	JOHN BRODERICK STREET			
	ATHLONE			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:	2200 sqm		
	Survey date: FRIDAY	22/06/07		Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	4	3300	0.068	4	3300	0.417	4	3300	0.485
01:00 - 02:00	3	3033	0.000	3	3033	0.527	3	3033	0.527
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.015	2	3250	0.015	2	3250	0.030
12:00 - 13:00	5	2733	0.351	5	2733	0.095	5	2733	0.446
13:00 - 14:00	5	2733	0.717	5	2733	0.366	5	2733	1.083
14:00 - 15:00	5	2733	0.688	5	2733	0.278	5	2733	0.966
15:00 - 16:00	5	2733	0.783	5	2733	0.820	5	2733	1.603
16:00 - 17:00	5	2733	1.025	5	2733	0.827	5	2733	1.852
17:00 - 18:00	5	2733	1.295	5	2733	0.944	5	2733	2.239
18:00 - 19:00	5	2733	2.218	5	2733	1.156	5	2733	3.374
19:00 - 20:00	5	2733	2.862	5	2733	1.515	5	2733	4.377
20:00 - 21:00	5	2733	2.810	5	2733	2.430	5	2733	5.240
21:00 - 22:00	5	2733	2.722	5	2733	1.976	5	2733	4.698
22:00 - 23:00	5	2733	0.725	5	2733	2.898	5	2733	3.623
23:00 - 24:00	5	2733	0.198	5	2733	2.379	5	2733	2.577
Total Rates:			16.477			16.643			33.120

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: 464 - 4500 (units: sqm)
 Survey date range: 01/01/05 - 03/12/09
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	4	3300	0.061	4	3300	0.061	4	3300	0.122
01:00 - 02:00	3	3033	0.000	3	3033	0.000	3	3033	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.000	2	3250	0.000	2	3250	0.000
12:00 - 13:00	5	2733	0.007	5	2733	0.000	5	2733	0.007
13:00 - 14:00	5	2733	0.007	5	2733	0.015	5	2733	0.022
14:00 - 15:00	5	2733	0.022	5	2733	0.015	5	2733	0.037
15:00 - 16:00	5	2733	0.015	5	2733	0.022	5	2733	0.037
16:00 - 17:00	5	2733	0.022	5	2733	0.022	5	2733	0.044
17:00 - 18:00	5	2733	0.029	5	2733	0.022	5	2733	0.051
18:00 - 19:00	5	2733	0.073	5	2733	0.081	5	2733	0.154
19:00 - 20:00	5	2733	0.051	5	2733	0.044	5	2733	0.095
20:00 - 21:00	5	2733	0.132	5	2733	0.132	5	2733	0.264
21:00 - 22:00	5	2733	0.154	5	2733	0.146	5	2733	0.300
22:00 - 23:00	5	2733	0.088	5	2733	0.102	5	2733	0.190
23:00 - 24:00	5	2733	0.022	5	2733	0.022	5	2733	0.044
Total Rates:			0.683			0.684			1.367

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: 464 - 4500 (units: sqm)
 Survey date range: 01/01/05 - 03/12/09
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	4	3300	0.000	4	3300	0.000	4	3300	0.000
01:00 - 02:00	3	3033	0.000	3	3033	0.000	3	3033	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.000	2	3250	0.000	2	3250	0.000
12:00 - 13:00	5	2733	0.007	5	2733	0.000	5	2733	0.007
13:00 - 14:00	5	2733	0.022	5	2733	0.015	5	2733	0.037
14:00 - 15:00	5	2733	0.000	5	2733	0.015	5	2733	0.015
15:00 - 16:00	5	2733	0.015	5	2733	0.007	5	2733	0.022
16:00 - 17:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
17:00 - 18:00	5	2733	0.007	5	2733	0.007	5	2733	0.014
18:00 - 19:00	5	2733	0.000	5	2733	0.007	5	2733	0.007
19:00 - 20:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
20:00 - 21:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
21:00 - 22:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
22:00 - 23:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
23:00 - 24:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
Total Rates:			0.051						0.102

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:	464 - 4500 (units: sqm)
Survey date range:	01/01/05 - 03/12/09
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	4	3300	0.000	4	3300	0.000	4	3300	0.000
01:00 - 02:00	3	3033	0.000	3	3033	0.000	3	3033	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.000	2	3250	0.000	2	3250	0.000
12:00 - 13:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
13:00 - 14:00	5	2733	0.044	5	2733	0.044	5	2733	0.088
14:00 - 15:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
15:00 - 16:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
16:00 - 17:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
17:00 - 18:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
18:00 - 19:00	5	2733	0.007	5	2733	0.000	5	2733	0.007
19:00 - 20:00	5	2733	0.007	5	2733	0.000	5	2733	0.007
20:00 - 21:00	5	2733	0.000	5	2733	0.007	5	2733	0.007
21:00 - 22:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
22:00 - 23:00	5	2733	0.000	5	2733	0.007	5	2733	0.007
23:00 - 24:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
Total Rates:			0.058			0.058			0.116

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: 464 - 4500 (units: sqm)
 Survey date range: 01/01/05 - 03/12/09
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	4	3300	0.000	4	3300	0.008	4	3300	0.008
01:00 - 02:00	3	3033	0.000	3	3033	0.000	3	3033	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.000	2	3250	0.000	2	3250	0.000
12:00 - 13:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
13:00 - 14:00	5	2733	0.007	5	2733	0.007	5	2733	0.014
14:00 - 15:00	5	2733	0.015	5	2733	0.000	5	2733	0.015
15:00 - 16:00	5	2733	0.007	5	2733	0.007	5	2733	0.014
16:00 - 17:00	5	2733	0.022	5	2733	0.022	5	2733	0.044
17:00 - 18:00	5	2733	0.000	5	2733	0.000	5	2733	0.000
18:00 - 19:00	5	2733	0.037	5	2733	0.007	5	2733	0.044
19:00 - 20:00	5	2733	0.051	5	2733	0.022	5	2733	0.073
20:00 - 21:00	5	2733	0.015	5	2733	0.022	5	2733	0.037
21:00 - 22:00	5	2733	0.015	5	2733	0.015	5	2733	0.030
22:00 - 23:00	5	2733	0.007	5	2733	0.015	5	2733	0.022
23:00 - 24:00	5	2733	0.000	5	2733	0.015	5	2733	0.015
Total Rates:			0.176			0.140			0.316

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: 464 - 4500 (units: sqm)
 Survey date range: 01/01/05 - 03/12/09
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE

Category : V - LIBRARY

VEHICLES

Selected regions and areas:

09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Filtering Stage 2 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: Gross Floor Area
 Actual Range: 402 to 1607 (units: sqm)
 Range Selected by User: 402 to 4575 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 03/10/13

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

Selected survey days:

Monday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3

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	3
Retail Zone	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.

Filtering Stage 3 selection:

Use Class:

D1	4 days

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

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	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:

No	4 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.

LIST OF SITES relevant to selection parameters

1	CF-07-V-01	LIBRARY		CARDIFF
	CRICKHOWELL ROAD			
	ST MELLONS			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross Floor Area:	402 sqm		
	Survey date: MONDAY	23/10/06	Survey Type: MANUAL	
2	DL-07-V-01	LIBRARY		DUBLIN
	NAVAN ROAD			
	CABRA WEST			
	DUBLIN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross Floor Area:	992 sqm		
	Survey date: THURSDAY	29/09/11	Survey Type: MANUAL	
3	FA-07-V-01	LIBRARY		FALKIRK
	HOPE STREET			
	GRAHAMSTON			
	FALKIRK			
	Edge of Town Centre			
	Retail Zone			
	Total Gross Floor Area:	1607 sqm		
	Survey date: THURSDAY	30/05/13	Survey Type: MANUAL	
4	TV-07-V-01	LIBRARY		TEES VALLEY
	ACKLAM ROAD			
	ACKLAM			
	MIDDLESBROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross Floor Area:	500 sqm		
	Survey date: THURSDAY	03/10/13	Survey Type: MANUAL	

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

TRIP RATE for Land Use 07 - LEISURE/V - LIBRARY

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	402	0.000	1	402	0.000	1	402	0.000
08:00 - 09:00	1	402	1.493	1	402	0.498	1	402	1.991
09:00 - 10:00	4	875	1.057	4	875	0.600	4	875	1.657
10:00 - 11:00	4	875	1.371	4	875	0.800	4	875	2.171
11:00 - 12:00	4	875	1.428	4	875	1.628	4	875	3.056
12:00 - 13:00	4	875	0.914	4	875	1.057	4	875	1.971
13:00 - 14:00	4	875	1.114	4	875	0.971	4	875	2.085
14:00 - 15:00	4	875	1.028	4	875	1.171	4	875	2.199
15:00 - 16:00	4	875	1.285	4	875	0.943	4	875	2.228
16:00 - 17:00	4	875	1.371	4	875	1.571	4	875	2.942
17:00 - 18:00	4	875	0.828	4	875	1.314	4	875	2.142
18:00 - 19:00	4	875	0.600	4	875	0.885	4	875	1.485
19:00 - 20:00	2	1300	0.269	2	1300	0.269	2	1300	0.538
20:00 - 21:00	2	1300	0.000	2	1300	0.231	2	1300	0.231
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.758			11.938			24.696

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: 402 - 1607 (units: sqm)
 Survey date range: 01/01/06 - 03/10/13
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/V - LIBRARY

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	402	0.000	1	402	0.000	1	402	0.000
08:00 - 09:00	1	402	0.000	1	402	0.000	1	402	0.000
09:00 - 10:00	4	875	0.057	4	875	0.057	4	875	0.114
10:00 - 11:00	4	875	0.086	4	875	0.086	4	875	0.172
11:00 - 12:00	4	875	0.000	4	875	0.000	4	875	0.000
12:00 - 13:00	4	875	0.029	4	875	0.029	4	875	0.058
13:00 - 14:00	4	875	0.000	4	875	0.000	4	875	0.000
14:00 - 15:00	4	875	0.029	4	875	0.029	4	875	0.058
15:00 - 16:00	4	875	0.000	4	875	0.000	4	875	0.000
16:00 - 17:00	4	875	0.000	4	875	0.000	4	875	0.000
17:00 - 18:00	4	875	0.000	4	875	0.000	4	875	0.000
18:00 - 19:00	4	875	0.000	4	875	0.000	4	875	0.000
19:00 - 20:00	2	1300	0.000	2	1300	0.000	2	1300	0.000
20:00 - 21:00	2	1300	0.000	2	1300	0.000	2	1300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.201			0.201			0.402

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: 402 - 1607 (units: sqm)
 Survey date range: 01/01/06 - 03/10/13
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/V - LIBRARY

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	402	0.000	1	402	0.000	1	402	0.000
08:00 - 09:00	1	402	0.000	1	402	0.000	1	402	0.000
09:00 - 10:00	4	875	0.000	4	875	0.000	4	875	0.000
10:00 - 11:00	4	875	0.000	4	875	0.000	4	875	0.000
11:00 - 12:00	4	875	0.000	4	875	0.000	4	875	0.000
12:00 - 13:00	4	875	0.000	4	875	0.000	4	875	0.000
13:00 - 14:00	4	875	0.000	4	875	0.000	4	875	0.000
14:00 - 15:00	4	875	0.000	4	875	0.000	4	875	0.000
15:00 - 16:00	4	875	0.000	4	875	0.000	4	875	0.000
16:00 - 17:00	4	875	0.000	4	875	0.000	4	875	0.000
17:00 - 18:00	4	875	0.000	4	875	0.000	4	875	0.000
18:00 - 19:00	4	875	0.000	4	875	0.000	4	875	0.000
19:00 - 20:00	2	1300	0.000	2	1300	0.000	2	1300	0.000
20:00 - 21:00	2	1300	0.000	2	1300	0.000	2	1300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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: 402 - 1607 (units: sqm)
 Survey date range: 01/01/06 - 03/10/13
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/V - LIBRARY

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	402	0.000	1	402	0.000	1	402	0.000
08:00 - 09:00	1	402	0.000	1	402	0.000	1	402	0.000
09:00 - 10:00	4	875	0.000	4	875	0.000	4	875	0.000
10:00 - 11:00	4	875	0.000	4	875	0.000	4	875	0.000
11:00 - 12:00	4	875	0.000	4	875	0.000	4	875	0.000
12:00 - 13:00	4	875	0.000	4	875	0.000	4	875	0.000
13:00 - 14:00	4	875	0.000	4	875	0.000	4	875	0.000
14:00 - 15:00	4	875	0.000	4	875	0.000	4	875	0.000
15:00 - 16:00	4	875	0.000	4	875	0.000	4	875	0.000
16:00 - 17:00	4	875	0.000	4	875	0.000	4	875	0.000
17:00 - 18:00	4	875	0.000	4	875	0.000	4	875	0.000
18:00 - 19:00	4	875	0.000	4	875	0.000	4	875	0.000
19:00 - 20:00	2	1300	0.000	2	1300	0.000	2	1300	0.000
20:00 - 21:00	2	1300	0.000	2	1300	0.000	2	1300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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: 402 - 1607 (units: sqm)
 Survey date range: 01/01/06 - 03/10/13
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/V - LIBRARY

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	402	0.000	1	402	0.000	1	402	0.000
08:00 - 09:00	1	402	0.000	1	402	0.000	1	402	0.000
09:00 - 10:00	4	875	0.029	4	875	0.000	4	875	0.029
10:00 - 11:00	4	875	0.057	4	875	0.000	4	875	0.057
11:00 - 12:00	4	875	0.057	4	875	0.029	4	875	0.086
12:00 - 13:00	4	875	0.057	4	875	0.057	4	875	0.114
13:00 - 14:00	4	875	0.057	4	875	0.114	4	875	0.171
14:00 - 15:00	4	875	0.057	4	875	0.086	4	875	0.143
15:00 - 16:00	4	875	0.143	4	875	0.057	4	875	0.200
16:00 - 17:00	4	875	0.114	4	875	0.143	4	875	0.257
17:00 - 18:00	4	875	0.057	4	875	0.143	4	875	0.200
18:00 - 19:00	4	875	0.086	4	875	0.000	4	875	0.086
19:00 - 20:00	2	1300	0.000	2	1300	0.115	2	1300	0.115
20:00 - 21:00	2	1300	0.000	2	1300	0.000	2	1300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.714			0.744			1.458

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: 402 - 1607 (units: sqm)
 Survey date range: 01/01/06 - 03/10/13
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Appendix E PICADY / LinSig Modelling Outputs

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\
Wesley St_Lambr Road Priority - Rev A.vpi"
(drive-on-the-left) at 11:17:15 on Tuesday, 7 March 2017

RUN INFORMATION

RUN TITLE : Wesley Street/ Lambr. Rd Priority
LOCATION : Barnsley TC
DATE : 11/06/15
CLIENT :
ENUMERATOR : mansonj [UKLDS2PC31493]
JOB NUMBER :
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Arm A
ARM B IS Arm B
ARM C IS Arm C

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 8.73 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.10 M.	I
I	- VISIBILITY	I	(VC-B)100.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 40.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 30.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	7.73 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	4.20 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	3.27 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.30 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 1 PCU	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00	0.00	0.00	0.00		I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	693.77	0.24	0.24			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2017 Fri Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	1.32	8.15	0.162		0.19	0.19	2.9		0.15	I
I	B-A	3.10	6.59	0.471		0.86	0.87	13.0		0.29	I
I	C-A	3.14									I
I	C-B	3.58	9.67	0.370		0.58	0.58	8.7		0.16	I
I	A-B	3.10									I
I	A-C	0.44									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.08	8.91	0.121		0.19	0.14	2.1		0.13	I
I	B-A	2.53	6.99	0.362		0.87	0.58	9.1		0.23	I
I	C-A	2.56									I
I	C-B	2.92	9.83	0.297		0.58	0.43	6.6		0.15	I
I	A-B	2.53									I
I	A-C	0.36									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.90	9.34	0.097		0.14	0.11	1.7		0.12	I
I	B-A	2.12	7.28	0.291		0.58	0.42	6.5		0.19	I
I	C-A	2.15									I
I	C-B	2.45	9.94	0.246		0.43	0.33	5.1		0.13	I
I	A-B	2.12									I
I	A-C	0.30									I
I											I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.4	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I	B-C	I	99.1	I 66.1	I	13.0	I 0.13	I	13.0
I	B-A	I	232.6	I 155.1	I	54.5	I 0.23	I	54.5
I	C-A	I	235.4	I 156.9	I		I	I	
I	C-B	I	268.4	I 178.9	I	39.5	I 0.15	I	39.6
I	A-B	I	232.6	I 155.1	I		I	I	
I	A-C	I	33.0	I 22.0	I		I	I	
I	ALL	I	1101.1	I 734.1	I	107.1	I 0.10	I	107.1

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	693.77		0.24		0.24	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2017 Sat Base

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

		NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)		
ARM		FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER
		TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK
ARM A	B	15.00	45.00	75.00	3.55	5.32	3.55
ARM B	I	15.00	45.00	75.00	4.94	7.41	4.94
ARM C	I	15.00	45.00	75.00	7.21	10.82	7.21

Demand set: 2017 Sat Base

[illegible]

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Sat Base
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
11.45-12.00									
B-C	3.60	9.71	0.371		0.00	0.58	8.2		0.16
B-A	1.36	5.98	0.227		0.00	0.29	4.1		0.21
C-A	4.24								
C-B	3.00	9.67	0.310		0.00	0.44	6.3		0.15
A-B	1.68								
A-C	1.88								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.00-12.15									
B-C	4.30	9.25	0.465		0.58	0.85	12.2		0.20
B-A	1.62	5.38	0.301		0.29	0.42	6.0		0.26
C-A	5.06								
C-B	3.58	9.50	0.377		0.44	0.59	8.6		0.17
A-B	2.01								
A-C	2.25								

[illegible]

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.30-12.45										I
I	B-C	5.27	8.36	0.630		1.59	1.65	24.4		0.32	I
I	B-A	1.98	4.37	0.454		0.78	0.81	12.0		0.42	I
I	C-A	6.20									I
I	C-B	4.39	9.28	0.473		0.88	0.89	13.2		0.20	I
I	A-B	2.46									I
I	A-C	2.75									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.45-13.00										I
I	B-C	4.30	9.22	0.467		1.65	0.90	14.3		0.21	I
I	B-A	1.62	5.35	0.303		0.81	0.44	7.1		0.27	I
I	C-A	5.06									I
I	C-B	3.58	9.50	0.377		0.89	0.62	9.6		0.17	I
I	A-B	2.01									I
I	A-C	2.25									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	13.00-13.15										I
I	B-C	3.60	9.68	0.372		0.90	0.60	9.4		0.17	I
I	B-A	1.36	5.95	0.228		0.44	0.30	4.7		0.22	I
I	C-A	4.24									I
I	C-B	3.00	9.67	0.310		0.62	0.46	7.1		0.15	I
I	A-B	1.68									I
I	A-C	1.88									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.6	*
12.15	0.8	*
12.30	1.6	**
12.45	1.6	**
13.00	0.9	*
13.15	0.6	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.3	
12.15	0.4	
12.30	0.8	*
12.45	0.8	*
13.00	0.4	
13.15	0.3	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.4	
12.15	0.6	*
12.30	0.9	*
12.45	0.9	*
13.00	0.6	*
13.15	0.5	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I			I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I		I			I			I	(MIN/VEH)
I	B-C	I	395.0	I 263.4	I	90.5	I 0.23	I	90.5
I	B-A	I	148.7	I 99.1	I	44.7	I 0.30	I	44.7
I	C-A	I	465.2	I 310.2	I		I	I	
I	C-B	I	329.0	I 219.3	I	57.4	I 0.17	I	57.4
I	A-B	I	184.4	I 123.0	I		I	I	
I	A-C	I	206.5	I 137.6	I		I	I	
I	ALL	I	1728.8	I 1152.5	I	192.6	I 0.11	I	192.6

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		693.77		0.24		0.24			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2022 Fri Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	1.41	7.77	0.182		0.22	0.22	3.3		0.16	I
I	B-A	3.32	6.44	0.516		1.02	1.04	15.5		0.32	I
I	C-A	3.36									I
I	C-B	3.82	9.62	0.397		0.65	0.65	9.7		0.17	I
I	A-B	3.30									I
I	A-C	0.46									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.15	8.70	0.133		0.22	0.15	2.4		0.13	I
I	B-A	2.71	6.87	0.394		1.04	0.67	10.6		0.24	I
I	C-A	2.74									I
I	C-B	3.12	9.78	0.319		0.65	0.47	7.4		0.15	I
I	A-B	2.70									I
I	A-C	0.37									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.97	9.20	0.105		0.15	0.12	1.8		0.12	I
I	B-A	2.27	7.19	0.316		0.67	0.47	7.4		0.20	I
I	C-A	2.30									I
I	C-B	2.61	9.90	0.264		0.47	0.36	5.6		0.14	I
I	A-B	2.26									I
I	A-C	0.31									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	1.0	*
17.45	1.0	*
18.00	0.7	*
18.15	0.5	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	
17.30	0.6	*
17.45	0.7	*
18.00	0.5	
18.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I			I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I		I			I			I	(MIN/VEH)
I	B-C	I	106.0	I 70.7	I	14.6	I 0.14	I	14.6
I	B-A	I	249.1	I 166.1	I	63.3	I 0.25	I	63.3
I	C-A	I	251.9	I 167.9	I		I	I	
I	C-B	I	286.3	I 190.9	I	43.8	I 0.15	I	43.8
I	A-B	I	247.8	I 165.2	I		I	I	
I	A-C	I	34.4	I 22.9	I		I	I	
I	ALL	I	1175.5	I 783.6	I	121.7	I 0.10	I	121.7

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	693.77		0.24		0.24	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2022 Sat Base

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.30-12.45										I
I	B-C	5.63	7.87	0.716		2.24	2.39	34.9		0.44	I
I	B-A	2.13	3.87	0.551		1.10	1.17	17.1		0.57	I
I	C-A	6.64									I
I	C-B	4.70	9.19	0.511		1.02	1.03	15.4		0.22	I
I	A-B	2.64									I
I	A-C	2.95									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.45-13.00										I
I	B-C	4.60	8.95	0.514		2.39	1.09	17.7		0.24	I
I	B-A	1.74	5.04	0.345		1.17	0.54	8.8		0.31	I
I	C-A	5.42									I
I	C-B	3.84	9.43	0.407		1.03	0.70	11.0		0.18	I
I	A-B	2.16									I
I	A-C	2.41									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	13.00-13.15										I
I	B-C	3.85	9.52	0.405		1.09	0.69	10.9		0.18	I
I	B-A	1.46	5.74	0.254		0.54	0.35	5.5		0.23	I
I	C-A	4.54									I
I	C-B	3.21	9.61	0.334		0.70	0.51	7.9		0.16	I
I	A-B	1.81									I
I	A-C	2.02									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.7	*
12.15	1.0	*
12.30	2.2	**
12.45	2.4	**
13.00	1.1	*
13.15	0.7	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.3	
12.15	0.5	*
12.30	1.1	*
12.45	1.2	*
13.00	0.5	*
13.15	0.3	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.5	
12.15	0.7	*
12.30	1.0	*
12.45	1.0	*
13.00	0.7	*
13.15	0.5	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	422.6	I	281.7	I	117.2	I	0.28	I
I	B-A	I	159.7	I	106.4	I	58.0	I	0.36	I
I	C-A	I	498.3	I	332.2	I		I		I
I	C-B	I	352.4	I	234.9	I	65.6	I	0.19	I
I	A-B	I	198.2	I	132.1	I		I		I
I	A-C	I	221.6	I	147.7	I		I		I
I	ALL	I	1852.7	I	1235.1	I	240.7	I	0.13	I

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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		693.77		0.24		0.24			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2017 Fri Base + Dev Phase 1

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	1.34	8.15	0.164		0.19	0.20	2.9		0.15	I
I	B-A	3.10	6.59	0.470		0.86	0.87	13.0		0.29	I
I	C-A	3.74									I
I	C-B	3.28	9.67	0.340		0.51	0.51	7.6		0.16	I
I	A-B	3.10									I
I	A-C	0.46									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.09	8.91	0.123		0.20	0.14	2.2		0.13	I
I	B-A	2.53	7.00	0.362		0.87	0.58	9.1		0.23	I
I	C-A	3.06									I
I	C-B	2.68	9.82	0.273		0.51	0.38	5.9		0.14	I
I	A-B	2.53									I
I	A-C	0.37									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.92	9.34	0.098		0.14	0.11	1.7		0.12	I
I	B-A	2.12	7.29	0.291		0.58	0.42	6.5		0.19	I
I	C-A	2.56									I
I	C-B	2.25	9.94	0.226		0.38	0.30	4.5		0.13	I
I	A-B	2.12									I
I	A-C	0.31									I
I											I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.4	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.5	*
17.45	0.5	*
18.00	0.4	
18.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I	B-C	I	100.5	I 67.0	I	13.2	I 0.13	I	13.2
I	B-A	I	232.6	I 155.1	I	54.5	I 0.23	I	54.5
I	C-A	I	280.8	I 187.2	I		I	I	
I	C-B	I	246.4	I 164.3	I	35.0	I 0.14	I	35.0
I	A-B	I	232.6	I 155.1	I		I	I	
I	A-C	I	34.4	I 22.9	I		I	I	
I	ALL	I	1127.3	I 751.5	I	102.7	I 0.09	I	102.7

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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	693.77		0.24		0.24	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2022 Fri Base + Dev Phase 1

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	1.43	7.71	0.186		0.22	0.23	3.4		0.16	I
I	B-A	3.32	6.35	0.523		1.05	1.07	15.9		0.33	I
I	C-A	3.50									I
I	C-B	3.98	9.62	0.414		0.69	0.70	10.5		0.18	I
I	A-B	3.30									I
I	A-C	0.48									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.17	8.67	0.135		0.23	0.16	2.4		0.13	I
I	B-A	2.71	6.81	0.398		1.07	0.68	10.8		0.25	I
I	C-A	2.86									I
I	C-B	3.25	9.78	0.332		0.70	0.51	7.8		0.15	I
I	A-B	2.70									I
I	A-C	0.39									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.98	9.19	0.107		0.16	0.12	1.8		0.12	I
I	B-A	2.27	7.13	0.319		0.68	0.48	7.5		0.21	I
I	C-A	2.40									I
I	C-B	2.72	9.90	0.275		0.51	0.38	5.9		0.14	I
I	A-B	2.26									I
I	A-C	0.33									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	1.0	*
17.45	1.1	*
18.00	0.7	*
18.15	0.5	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*
18.00	0.5	*
18.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	107.4	I	71.6	I	14.9	I	0.14	I
I	B-A	I	249.1	I	166.1	I	64.6	I	0.26	I
I	C-A	I	262.9	I	175.3	I		I		I
I	C-B	I	298.7	I	199.1	I	46.8	I	0.16	I
I	A-B	I	247.8	I	165.2	I		I		I
I	A-C	I	35.8	I	23.9	I		I		I
I	ALL	I	1201.6	I	801.1	I	126.2	I	0.11	I

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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B		I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B			I
I		693.77		0.24		0.24			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2017 Sat Base + Dev Phase 1

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.30-12.45										I
I	B-C	5.65	8.04	0.703		2.13	2.25	33.0		0.41	I
I	B-A	1.98	3.83	0.518		0.98	1.03	15.2		0.54	I
I	C-A	6.75									I
I	C-B	4.77	9.19	0.519		1.05	1.06	15.9		0.23	I
I	A-B	2.46									I
I	A-C	3.14									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.45-13.00										I
I	B-C	4.61	9.04	0.510		2.25	1.07	17.3		0.23	I
I	B-A	1.62	4.98	0.325		1.03	0.49	8.0		0.30	I
I	C-A	5.51									I
I	C-B	3.90	9.43	0.413		1.06	0.72	11.3		0.18	I
I	A-B	2.01									I
I	A-C	2.56									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	13.00-13.15										I
I	B-C	3.86	9.57	0.404		1.07	0.69	10.8		0.18	I
I	B-A	1.36	5.69	0.238		0.49	0.32	5.0		0.23	I
I	C-A	4.62									I
I	C-B	3.26	9.61	0.340		0.72	0.52	8.1		0.16	I
I	A-B	1.68									I
I	A-C	2.15									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.7	*
12.15	1.0	*
12.30	2.1	**
12.45	2.2	**
13.00	1.1	*
13.15	0.7	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.3	
12.15	0.5	
12.30	1.0	*
12.45	1.0	*
13.00	0.5	
13.15	0.3	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.5	*
12.15	0.7	*
12.30	1.0	*
12.45	1.1	*
13.00	0.7	*
13.15	0.5	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I			I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I		I			I			I	(MIN/VEH)
I	B-C	I	423.9	I 282.6	I	113.4	I 0.27	I	113.4
I	B-A	I	148.7	I 99.1	I	52.3	I 0.35	I	52.3
I	C-A	I	506.5	I 337.7	I		I	I	
I	C-B	I	357.9	I 238.6	I	67.4	I 0.19	I	67.4
I	A-B	I	184.4	I 123.0	I		I	I	
I	A-C	I	235.4	I 156.9	I		I	I	
I	ALL	I	1856.8	I 1237.9	I	233.1	I 0.13	I	233.1

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	693.77		0.24		0.24	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2022 Sat Base + Dev Phase 1

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.30-12.45										I
I	B-C	6.02	7.43	0.810		3.28	3.76	53.5		0.67	I
I	B-A	2.13	3.21	0.664		1.53	1.78	25.3		0.89	I
I	C-A	7.19									I
I	C-B	5.08	9.09	0.559		1.22	1.24	18.5		0.25	I
I	A-B	2.64									I
I	A-C	3.34									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.45-13.00										I
I	B-C	4.91	8.71	0.564		3.76	1.35	22.9		0.29	I
I	B-A	1.74	4.63	0.376		1.78	0.62	10.5		0.36	I
I	C-A	5.87									I
I	C-B	4.15	9.35	0.444		1.24	0.82	12.8		0.19	I
I	A-B	2.16									I
I	A-C	2.73									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	13.00-13.15										I
I	B-C	4.12	9.40	0.438		1.35	0.79	12.6		0.19	I
I	B-A	1.46	5.47	0.266		0.62	0.37	5.9		0.25	I
I	C-A	4.92									I
I	C-B	3.48	9.54	0.364		0.82	0.58	9.1		0.17	I
I	A-B	1.81									I
I	A-C	2.28									I
I											I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.8	*
12.15	1.2	*
12.30	3.3	***
12.45	3.8	****
13.00	1.3	*
13.15	0.8	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.4	
12.15	0.6	*
12.30	1.5	**
12.45	1.8	**
13.00	0.6	*
13.15	0.4	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.6	*
12.15	0.8	*
12.30	1.2	*
12.45	1.2	*
13.00	0.8	*
13.15	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	451.5	I 301.0	I	158.3	I 0.35	I	158.3	I 0.35	I
I	B-A	I	159.7	I 106.4	I	74.3	I 0.47	I	74.3	I 0.47	I
I	C-A	I	539.6	I 359.7	I		I	I		I	I
I	C-B	I	381.3	I 254.2	I	77.0	I 0.20	I	77.0	I 0.20	I
I	A-B	I	198.2	I 132.1	I		I	I		I	I
I	A-C	I	250.5	I 167.0	I		I	I		I	I
I	ALL	I	1980.7	I 1320.5	I	309.7	I 0.16	I	309.7	I 0.16	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

Printed at 11:23:05 on 07/03/2017]

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\
Lambra Ponte Priority - Rev D.vpi"
(drive-on-the-left) at 10:02:10 on Wednesday, 8 March 2017

RUN INFORMATION

RUN TITLE : Pontefract Road/Lamborough Road
LOCATION : Barnsley
DATE : 29/05/15
CLIENT : BMBC
ENUMERATOR : Luke Oddy
JOB NUMBER :
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Pontefract Road Eastern Arm
ARM B IS Lambra Road
ARM C IS Pontefract Road Western Arm

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 8.80 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 80.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 50.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 56.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	8.55 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	6.76 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	4.75 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	4.20 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00	0.00	0.00	0.00		I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	620.29	0.21	0.21			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2017 Friday Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I I I I	I I I I	I I I I	NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)			I I I I
			FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER	
			TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK	
			I	I	I	I	I	I	
I ARM A	I	I	15.00	I 45.00	I 75.00	I 7.05	I 10.58	I 7.05	I
I ARM B	I	I	15.00	I 45.00	I 75.00	I 4.09	I 6.13	I 4.09	I
I ARM C	I	I	15.00	I 45.00	I 75.00	I 6.11	I 9.17	I 6.11	I

Demand set: 2017 Friday Base

I I I I I	I I I I I	TURNING PROPORTIONS								I I I I I		
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
		I										
TIME		FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
I	16.45 - 18.15	I	I	I	I	I	I	I	I	I	I	I
I		I	ARM	A	I	0.000	I	0.300	I	0.700	I	I
I		I			I	0.0	I	169.0	I	395.0	I	I
I		I			I	(0.0)	I	(10.0)	I	(10.0)	I	I
I		I			I	I	I	I	I	I	I	I
I		I	ARM	B	I	0.758	I	0.000	I	0.242	I	I
I		I			I	248.0	I	0.0	I	79.0	I	I
I		I			I	(10.0)	I	(0.0)	I	(10.0)	I	I
I		I			I	I	I	I	I	I	I	I
I		I	ARM	C	I	0.984	I	0.016	I	0.000	I	I
I		I			I	481.0	I	8.0	I	0.0	I	I
I		I			I	(10.0)	I	(10.0)	I	(0.0)	I	I
I		I			I	I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Friday Base
AND FOR TIME PERIOD 1

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.45-17.00										I
I	B-C	0.99	6.70	0.148		0.00	0.17	2.5		0.17	I
I	B-A	3.11	6.80	0.458		0.00	0.82	11.3		0.26	I
I	C-A	6.04									I
I	C-B	0.10	7.90	0.013		0.00	0.01	0.2		0.13	I
I	A-B	2.12									I
I	A-C	4.96									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	1.45	3.62	0.400		0.57	0.64	9.3		0.46	I
I	B-A	4.55	5.64	0.807		3.34	3.67	53.0		0.86	I
I	C-A	8.83									I
I	C-B	0.15	7.21	0.020		0.02	0.02	0.3		0.14	I
I	A-B	3.10									I
I	A-C	7.25									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.18	5.68	0.209		0.64	0.27	4.3		0.22	I
I	B-A	3.72	6.32	0.588		3.67	1.51	26.0		0.43	I
I	C-A	7.21									I
I	C-B	0.12	7.61	0.016		0.02	0.02	0.2		0.13	I
I	A-B	2.53									I
I	A-C	5.92									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.99	6.64	0.149		0.27	0.18	2.8		0.18	I
I	B-A	3.11	6.80	0.458		1.51	0.87	14.0		0.28	I
I	C-A	6.04									I
I	C-B	0.10	7.90	0.013		0.02	0.01	0.2		0.13	I
I	A-B	2.12									I
I	A-C	4.96									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.2	
17.30	0.6	*
17.45	0.6	*
18.00	0.3	
18.15	0.2	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.3	*
17.30	3.3	***
17.45	3.7	****
18.00	1.5	**
18.15	0.9	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I			I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I		I			I			I	(MIN/VEH)
I	B-C	I	108.7	I 72.5	I	30.3	I 0.28	I	30.4
I	B-A	I	341.4	I 227.6	I	164.6	I 0.48	I	164.7
I	C-A	I	662.1	I 441.4	I		I	I	
I	C-B	I	11.0	I 7.3	I	1.5	I 0.13	I	1.5
I	A-B	I	232.6	I 155.1	I		I	I	
I	A-C	I	543.7	I 362.5	I		I	I	
I	ALL	I	1899.5	I 1266.3	I	196.4	I 0.10	I	196.5

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B		I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B			I
I		620.29		0.21		0.21			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2017 Saturday Base

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.30-12.45										I
I	B-C	2.70	2.59	1.041		7.66	10.94	140.4		4.26	I
I	B-A	5.63	5.23	1.078		12.52	20.14	246.2		3.52	I
I	C-A	6.29									I
I	C-B	0.42	6.81	0.062		0.07	0.07	1.0		0.16	I
I	A-B	4.77									I
I	A-C	7.49									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.45-13.00										I
I	B-C	2.20	2.84	0.775		10.94	5.08	117.7		3.22	I
I	B-A	4.60	5.76	0.799		20.14	6.48	201.9		2.64	I
I	C-A	5.14									I
I	C-B	0.34	7.29	0.047		0.07	0.05	0.8		0.14	I
I	A-B	3.90									I
I	A-C	6.11									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	13.00-13.15										I
I	B-C	1.84	5.94	0.311		5.08	0.46	10.7		0.29	I
I	B-A	3.85	6.55	0.588		6.48	1.52	31.0		0.47	I
I	C-A	4.30									I
I	C-B	0.29	7.63	0.038		0.05	0.04	0.6		0.14	I
I	A-B	3.26									I
I	A-C	5.12									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.4	
12.15	0.8	*
12.30	7.7	*****
12.45	10.9	*****
13.00	5.1	*****
13.15	0.5	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	1.3	*
12.15	2.7	***
12.30	12.5	*****
12.45	20.1	*****
13.00	6.5	*****
13.15	1.5	**

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.0	
12.15	0.0	
12.30	0.1	
12.45	0.1	
13.00	0.1	
13.15	0.0	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	202.3	I	134.9	I	357.2	I	1.77	I
I	B-A	I	422.6	I	281.7	I	654.6	I	1.55	I
I	C-A	I	472.1	I	314.7	I		I		I
I	C-B	I	31.7	I	21.1	I	4.6	I	0.15	I
I	A-B	I	357.9	I	238.6	I		I		I
I	A-C	I	561.6	I	374.4	I		I		I
I	ALL	I	2048.1	I	1365.4	I	1016.4	I	0.50	I
I		I		I		I		I		I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B		I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B			I
I		620.29		0.21		0.21			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2017 Friday Base + Phase 1

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I I I I	I I I I	I I I I	NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)			I I I I
			FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER	
			TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK	
			I	I	I	I	I	I	
I ARM A	I	I	15.00	I 45.00	I 75.00	I 7.14	I 10.71	I 7.14	I
I ARM B	I	I	15.00	I 45.00	I 75.00	I 4.19	I 6.28	I 4.19	I
I ARM C	I	I	15.00	I 45.00	I 75.00	I 6.11	I 9.17	I 6.11	I

Demand set: 2017 Friday Base + Phase 1

I I I I I	I I I I I	TURNING PROPORTIONS							I I I I I
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							

TIME		I FROM/TO	I ARM	A I ARM	B I ARM	C I	I		
I 16.45 - 18.15		I	I	I	I	I	I		
I	I	I ARM A	I 0.000	I 0.298	I 0.702	I	I		
I	I	I	I 0.0	I 170.0	I 401.0	I	I		
I	I	I	I (0.0)	I (10.0)	I (10.0)	I	I		
I	I	I	I	I	I	I	I		
I	I	I ARM B	I 0.758	I 0.000	I 0.242	I	I		
I	I	I	I 254.0	I 0.0	I 81.0	I	I		
I	I	I	I (10.0)	I (0.0)	I (10.0)	I	I		
I	I	I	I	I	I	I	I		
I	I	I ARM C	I 0.984	I 0.016	I 0.000	I	I		
I	I	I	I 481.0	I 8.0	I 0.0	I	I		
I	I	I	I (10.0)	I (10.0)	I (0.0)	I	I		
I	I	I	I	I	I	I	I		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Friday Base + Phase 1
AND FOR TIME PERIOD 1

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.45-17.00										I
I	B-C	1.02	6.64	0.153		0.00	0.18	2.6		0.18	I
I	B-A	3.19	6.78	0.470		0.00	0.86	11.8		0.27	I
I	C-A	6.04									I
I	C-B	0.10	7.89	0.013		0.00	0.01	0.2		0.13	I
I	A-B	2.13									I
I	A-C	5.03									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	1.49	3.27	0.454		0.67	0.79	11.3		0.55	I
I	B-A	4.66	5.60	0.833		3.75	4.21	60.3		0.97	I
I	C-A	8.83									I
I	C-B	0.15	7.19	0.020		0.02	0.02	0.3		0.14	I
I	A-B	3.12									I
I	A-C	7.36									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.21	5.52	0.220		0.79	0.29	4.6		0.24	I
I	B-A	3.81	6.29	0.605		4.21	1.63	28.6		0.46	I
I	C-A	7.21									I
I	C-B	0.12	7.59	0.016		0.02	0.02	0.2		0.13	I
I	A-B	2.55									I
I	A-C	6.01									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	1.02	6.57	0.155		0.29	0.19	2.9		0.18	I
I	B-A	3.19	6.78	0.470		1.63	0.92	14.7		0.29	I
I	C-A	6.04									I
I	C-B	0.10	7.89	0.013		0.02	0.01	0.2		0.13	I
I	A-B	2.13									I
I	A-C	5.03									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.3	
17.30	0.7	*
17.45	0.8	*
18.00	0.3	
18.15	0.2	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.4	*
17.30	3.8	****
17.45	4.2	****
18.00	1.6	**
18.15	0.9	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	111.5	I 74.3	I	34.3	I 0.31	I 34.3	I 0.31
I	B-A	I	349.6	I 233.1	I	181.4	I 0.52	I 181.4	I 0.52
I	C-A	I	662.1	I 441.4	I		I	I	I
I	C-B	I	11.0	I 7.3	I	1.5	I 0.13	I 1.5	I 0.13
I	A-B	I	234.0	I 156.0	I		I	I	I
I	A-C	I	551.9	I 368.0	I		I	I	I
I	ALL	I	1920.1	I 1280.1	I	217.2	I 0.11	I 217.2	I 0.11

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 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B		I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B			I
I		620.29		0.21		0.21			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2017 Friday Base + Phase 1/2

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	1.54	2.89	0.533		0.82	1.05	14.8		0.72	I
I	B-A	4.81	5.59	0.860		4.28	4.92	69.8		1.11	I
I	C-A	8.83									I
I	C-B	0.17	7.18	0.023		0.02	0.02	0.4		0.14	I
I	A-B	3.25									I
I	A-C	7.25									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.26	5.34	0.236		1.05	0.31	5.1		0.25	I
I	B-A	3.93	6.29	0.624		4.92	1.78	32.2		0.50	I
I	C-A	7.21									I
I	C-B	0.13	7.59	0.018		0.02	0.02	0.3		0.13	I
I	A-B	2.65									I
I	A-C	5.92									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	1.05	6.51	0.162		0.31	0.20	3.1		0.18	I
I	B-A	3.29	6.78	0.485		1.78	0.97	15.7		0.30	I
I	C-A	6.04									I
I	C-B	0.11	7.88	0.014		0.02	0.01	0.2		0.13	I
I	A-B	2.22									I
I	A-C	4.96									I

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.3	
17.30	0.8	*
17.45	1.1	*
18.00	0.3	
18.15	0.2	

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.5	**
17.30	4.3	****
17.45	4.9	*****
18.00	1.8	**
18.15	1.0	*

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.0	
17.15	0.0	
17.30	0.0	
17.45	0.0	
18.00	0.0	
18.15	0.0	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	115.6	I 77.1	I	40.8	I 0.35	I 40.8	I 0.35
I	B-A	I	360.6	I 240.4	I	202.9	I 0.56	I 202.9	I 0.56
I	C-A	I	662.1	I 441.4	I	I	I	I	I
I	C-B	I	12.4	I 8.3	I	1.7	I 0.13	I 1.7	I 0.13
I	A-B	I	243.6	I 162.4	I	I	I	I	I
I	A-C	I	543.7	I 362.5	I	I	I	I	I
I	ALL	I	1938.0	I 1292.0	I	245.3	I 0.13	I 245.4	I 0.13

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 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B		I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B			I
I		620.29		0.21		0.21			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2022 Friday Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	1.56	2.00	0.781		1.27	2.47	30.6		1.70	I
I	B-A	4.86	5.35	0.909		5.40	6.61	91.1		1.47	I
I	C-A	9.43									I
I	C-B	0.17	7.06	0.023		0.02	0.02	0.4		0.14	I
I	A-B	3.32									I
I	A-C	7.74									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.27	4.94	0.258		2.47	0.36	6.6		0.29	I
I	B-A	3.97	6.10	0.651		6.61	2.03	40.4		0.62	I
I	C-A	7.70									I
I	C-B	0.13	7.49	0.018		0.02	0.02	0.3		0.14	I
I	A-B	2.71									I
I	A-C	6.32									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	1.07	6.36	0.168		0.36	0.20	3.2		0.19	I
I	B-A	3.33	6.63	0.502		2.03	1.05	17.0		0.31	I
I	C-A	6.45									I
I	C-B	0.11	7.80	0.014		0.02	0.01	0.2		0.13	I
I	A-B	2.27									I
I	A-C	5.30									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.3	
17.30	1.3	*
17.45	2.5	**
18.00	0.4	
18.15	0.2	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	1.7	**
17.30	5.4	*****
17.45	6.6	*****
18.00	2.0	**
18.15	1.0	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I			I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I		I			I			I	(MIN/VEH)
I	B-C	I	117.0	I 78.0	I	63.6	I 0.54	I	63.7
I	B-A	I	364.8	I 243.2	I	246.9	I 0.68	I	247.0
I	C-A	I	707.5	I 471.7	I		I	I	
I	C-B	I	12.4	I 8.3	I	1.7	I 0.14	I	1.7
I	A-B	I	249.1	I 166.1	I		I	I	
I	A-C	I	580.9	I 387.2	I		I	I	
I	ALL	I	2031.6	I 1354.4	I	312.3	I 0.15	I	312.4

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 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	620.29		0.21		0.21	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2022 Friday Base + Phase 1

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	1.60	1.69	0.943		1.87	4.24	48.6		2.63	I
I	B-A	4.97	5.30	0.938		6.22	7.97	107.7		1.71	I
I	C-A	9.43									I
I	C-B	0.17	7.04	0.023		0.02	0.02	0.4		0.15	I
I	A-B	3.34									I
I	A-C	7.85									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.30	4.66	0.280		4.24	0.40	9.3		0.35	I
I	B-A	4.06	6.06	0.670		7.97	2.25	48.2		0.72	I
I	C-A	7.70									I
I	C-B	0.13	7.47	0.018		0.02	0.02	0.3		0.14	I
I	A-B	2.73									I
I	A-C	6.41									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	1.09	6.28	0.174		0.40	0.21	3.4		0.19	I
I	B-A	3.40	6.60	0.515		2.25	1.10	18.1		0.33	I
I	C-A	6.45									I
I	C-B	0.11	7.78	0.015		0.02	0.01	0.2		0.13	I
I	A-B	2.28									I
I	A-C	5.37									I

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.3	
17.30	1.9	**
17.45	4.2	****
18.00	0.4	
18.15	0.2	

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	1.8	**
17.30	6.2	*****
17.45	8.0	*****
18.00	2.2	**
18.15	1.1	*

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.0	
17.15	0.0	
17.30	0.0	
17.45	0.0	
18.00	0.0	
18.15	0.0	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	119.7	I	79.8	I	91.0	I	0.76	I
I	B-A	I	373.0	I	248.7	I	282.0	I	0.76	I
I	C-A	I	707.5	I	471.7	I		I		I
I	C-B	I	12.4	I	8.3	I	1.7	I	0.14	I
I	A-B	I	250.5	I	167.0	I		I		I
I	A-C	I	589.1	I	392.7	I		I		I
I	ALL	I	2052.3	I	1368.2	I	374.8	I	0.18	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		620.29		0.21		0.21			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2022 Firday Base + Phase 1/2

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	1.63	1.75	0.935		3.16	4.77	60.7		3.00	I
I	B-A	5.12	5.31	0.965		7.18	9.60	127.2		1.97	I
I	C-A	9.43									I
I	C-B	0.17	7.03	0.023		0.02	0.02	0.4		0.15	I
I	A-B	3.47									I
I	A-C	7.74									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	1.33	4.33	0.308		4.77	0.46	11.5		0.41	I
I	B-A	4.18	6.06	0.690		9.60	2.50	59.0		0.86	I
I	C-A	7.70									I
I	C-B	0.13	7.47	0.018		0.02	0.02	0.3		0.14	I
I	A-B	2.83									I
I	A-C	6.32									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	1.12	6.20	0.180		0.46	0.22	3.5		0.20	I
I	B-A	3.50	6.61	0.529		2.50	1.17	19.3		0.34	I
I	C-A	6.45									I
I	C-B	0.11	7.78	0.015		0.02	0.01	0.2		0.13	I
I	A-B	2.37									I
I	A-C	5.30									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.3	
17.30	3.2	***
17.45	4.8	*****
18.00	0.5	
18.15	0.2	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.1	*
17.15	2.0	**
17.30	7.2	*****
17.45	9.6	*****
18.00	2.5	***
18.15	1.2	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	122.5	I	81.7	I	117.1	I	0.96	I
I	B-A	I	384.0	I	256.0	I	324.7	I	0.85	I
I	C-A	I	707.5	I	471.7	I		I		I
I	C-B	I	12.4	I	8.3	I	1.7	I	0.14	I
I	A-B	I	260.1	I	173.4	I		I		I
I	A-C	I	580.9	I	387.2	I		I		I
I	ALL	I	2067.4	I	1378.3	I	443.5	I	0.21	I

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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		620.29		0.21		0.21			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2017 Saturday Base + Phase 1

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.30-12.45										I
I	B-C	2.88	2.55	1.129		10.03	15.82	194.5		5.68	I
I	B-A	6.00	5.18	1.159		18.01	30.97	368.0		5.04	I
I	C-A	6.29									I
I	C-B	0.44	6.72	0.066		0.07	0.07	1.0		0.16	I
I	A-B	5.12									I
I	A-C	7.58									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.45-13.00										I
I	B-C	2.35	2.79	0.842		15.82	11.70	206.4		5.10	I
I	B-A	4.90	5.71	0.858		30.97	21.51	393.6		4.75	I
I	C-A	5.14									I
I	C-B	0.36	7.21	0.050		0.07	0.05	0.8		0.15	I
I	A-B	4.18									I
I	A-C	6.19									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	13.00-13.15										I
I	B-C	1.97	4.18	0.472		11.70	0.96	46.0		0.96	I
I	B-A	4.10	6.29	0.653		21.51	2.20	132.0		1.68	I
I	C-A	4.30									I
I	C-B	0.30	7.57	0.040		0.05	0.04	0.6		0.14	I
I	A-B	3.50									I
I	A-C	5.18									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.5	
12.15	1.1	*
12.30	10.0	*****
12.45	15.8	*****
13.00	11.7	*****
13.15	1.0	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	1.6	**
12.15	3.6	****
12.30	18.0	*****
12.45	31.0	*****
13.00	21.5	*****
13.15	2.2	**

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.0	
12.15	0.1	
12.30	0.1	
12.45	0.1	
13.00	0.1	
13.15	0.0	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I			I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I		I			I			I	(MIN/VEH)
I	B-C	I	216.1	I 144.1	I	559.5	I 2.59	I	559.6
I	B-A	I	450.1	I 300.1	I	1128.5	I 2.51	I	1128.9
I	C-A	I	472.1	I 314.7	I		I	I	
I	C-B	I	33.0	I 22.0	I	4.9	I 0.15	I	4.9
I	A-B	I	384.0	I 256.0	I		I	I	0.15
I	A-C	I	568.5	I 379.0	I		I	I	
I	ALL	I	2123.8	I 1415.9	I	1692.9	I 0.80	I	1693.4

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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		620.29		0.21		0.21			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2017 Saturday Base + Phase 1/2

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.30-12.45										I
I	B-C	3.14	2.51	1.250		14.08	23.85	284.8		8.00	I
I	B-A	6.55	5.17	1.268		27.61	48.59	571.8		7.50	I
I	C-A	6.29									I
I	C-B	0.48	6.66	0.072		0.08	0.08	1.1		0.16	I
I	A-B	5.51									I
I	A-C	7.49									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.45-13.00										I
I	B-C	2.56	2.76	0.929		23.85	21.25	334.9		8.66	I
I	B-A	5.35	5.70	0.938		48.59	45.00	701.9		8.25	I
I	C-A	5.14									I
I	C-B	0.39	7.16	0.054		0.08	0.06	0.9		0.15	I
I	A-B	4.49									I
I	A-C	6.11									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	13.00-13.15										I
I	B-C	2.15	2.91	0.738		21.25	11.82	248.0		6.10	I
I	B-A	4.48	6.10	0.734		45.00	22.69	507.7		5.76	I
I	C-A	4.30									I
I	C-B	0.33	7.52	0.043		0.06	0.05	0.7		0.14	I
I	A-B	3.76									I
I	A-C	5.12									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.6	*
12.15	2.6	***
12.30	14.1	*****
12.45	23.9	*****
13.00	21.3	*****
13.15	11.8	*****

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	2.0	**
12.15	6.0	*****
12.30	27.6	*****
12.45	48.6	*****
13.00	45.0	*****
13.15	22.7	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.0	
12.15	0.1	
12.30	0.1	
12.45	0.1	
13.00	0.1	
13.15	0.0	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	235.4	I	156.9	I	1035.6	I	4.40	I
I	B-A	I	491.4	I	327.6	I	2130.7	I	4.34	I
I	C-A	I	472.1	I	314.7	I		I		I
I	C-B	I	35.8	I	23.9	I	5.3	I	0.15	I
I	A-B	I	412.9	I	275.3	I		I		I
I	A-C	I	561.6	I	374.4	I		I		I
I	ALL	I	2209.2	I	1472.8	I	3171.7	I	1.44	I
I		I		I		I		I		I

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 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B		I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B			I
I		620.29		0.21		0.21			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2022 Saturday Base

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.30-12.45										I
I	B-C	2.90	2.47	1.172		11.12	18.13	219.9		6.48	I
I	B-A	6.04	5.04	1.199		20.66	36.09	426.1		5.88	I
I	C-A	6.73									I
I	C-B	0.44	6.63	0.066		0.07	0.07	1.1		0.16	I
I	A-B	5.10									I
I	A-C	8.02									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.45-13.00										I
I	B-C	2.37	2.73	0.868		18.13	14.85	247.4		6.35	I
I	B-A	4.93	5.60	0.881		36.09	28.34	483.2		5.89	I
I	C-A	5.50									I
I	C-B	0.36	7.14	0.050		0.07	0.05	0.8		0.15	I
I	A-B	4.17									I
I	A-C	6.55									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	13.00-13.15										I
I	B-C	1.98	2.97	0.668		14.85	3.17	133.2		3.56	I
I	B-A	4.13	6.00	0.687		28.34	3.51	237.0		2.96	I
I	C-A	4.60									I
I	C-B	0.30	7.50	0.040		0.05	0.04	0.6		0.14	I
I	A-B	3.49									I
I	A-C	5.48									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.5	
12.15	1.3	*
12.30	11.1	*****
12.45	18.1	*****
13.00	14.9	*****
13.15	3.2	***

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	1.7	**
12.15	4.2	****
12.30	20.7	*****
12.45	36.1	*****
13.00	28.3	*****
13.15	3.5	****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.0	
12.15	0.1	
12.30	0.1	
12.45	0.1	
13.00	0.1	
13.15	0.0	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	217.5	I	145.0	I	724.6	I	3.33	I
I	B-A	I	452.8	I	301.9	I	1410.0	I	3.11	I
I	C-A	I	505.1	I	336.8	I		I		I
I	C-B	I	33.0	I	22.0	I	4.9	I	0.15	I
I	A-B	I	382.6	I	255.1	I		I		I
I	A-C	I	601.5	I	401.0	I		I		I
I	ALL	I	2192.6	I	1461.8	I	2139.6	I	0.98	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B		I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B			I
I		620.29		0.21		0.21			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2022 Saturday Base + Phase 1

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

		NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)		
ARM	FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER	
	TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK	
ARM A	15.00	45.00	75.00	9.24	13.86	9.24	
ARM B	15.00	45.00	75.00	6.45	9.67	6.45	
ARM C	15.00	45.00	75.00	4.91	7.37	4.91	

Demand set: 2022 Saturday Base + Phase 1

I		I	TURNING PROPORTIONS										I
I		I	TURNING COUNTS										I
I		I	(PERCENTAGE OF H.V.S)										I
I		I											I
I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
I	11.45 - 13.15	I		I		I		I		I		I	I
I		I	ARM	A	I	0.000	I	0.402	I	0.598	I		I
I		I			I	0.0	I	297.0	I	442.0	I		I
I		I			I	(0.0)	I	(10.0)	I	(10.0)	I		I
I		I			I		I		I		I		I
I		I	ARM	B	I	0.676	I	0.000	I	0.324	I		I
I		I			I	349.0	I	0.0	I	167.0	I		I
I		I			I	(10.0)	I	(0.0)	I	(10.0)	I		I
I		I			I		I		I		I		I
I		I	ARM	C	I	0.934	I	0.066	I	0.000	I		I
I		I			I	367.0	I	26.0	I	0.0	I		I
I		I			I	(10.0)	I	(10.0)	I	(0.0)	I		I
I		I			I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2022 Saturday Base + Phase 1
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
11.45-12.00									
B-C	2.10	5.59	0.375		0.00	0.58	8.1		0.28
B-A	4.38	6.35	0.690		0.00	2.02	25.9		0.45
C-A	4.60								
C-B	0.33	7.44	0.044		0.00	0.05	0.7		0.14
A-B	3.73								
A-C	5.55								

	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
	12.00-12.15									
	B-C	2.50	3.20	0.781		0.58	2.67	31.5		1.06
	B-A	5.23	5.67	0.923		2.02	6.04	68.7		1.13
	C-A	5.50								
	C-B	0.39	7.06	0.055		0.05	0.06	0.8		0.15
	A-B	4.45								
	A-C	6.62								

[illegible]

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.30-12.45										I
I	B-C	3.06	2.42	1.267		14.25	24.26	289.2		8.37	I
I	B-A	6.40	4.99	1.284		28.11	49.54	582.7		7.87	I
I	C-A	6.73									I
I	C-B	0.48	6.54	0.073		0.08	0.08	1.2		0.16	I
I	A-B	5.45									I
I	A-C	8.11									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.45-13.00										I
I	B-C	2.50	2.68	0.932		24.26	22.15	345.9		9.05	I
I	B-A	5.23	5.56	0.941		49.54	46.24	718.4		8.63	I
I	C-A	5.50									I
I	C-B	0.39	7.06	0.055		0.08	0.06	0.9		0.15	I
I	A-B	4.45									I
I	A-C	6.62									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	13.00-13.15										I
I	B-C	2.10	2.86	0.733		22.15	12.53	260.1		6.50	I
I	B-A	4.38	5.97	0.733		46.24	24.21	528.3		6.12	I
I	C-A	4.60									I
I	C-B	0.33	7.44	0.044		0.06	0.05	0.7		0.14	I
I	A-B	3.73									I
I	A-C	5.55									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.6	*
12.15	2.7	***
12.30	14.3	*****
12.45	24.3	*****
13.00	22.1	*****
13.15	12.5	*****

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	2.0	**
12.15	6.0	*****
12.30	28.1	*****
12.45	49.5	*****
13.00	46.2	*****
13.15	24.2	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.0	
12.15	0.1	
12.30	0.1	
12.45	0.1	
13.00	0.1	
13.15	0.0	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	229.9	I	153.2	I	1065.3	I	4.63	I
I	B-A	I	480.4	I	320.2	I	2183.1	I	4.54	I
I	C-A	I	505.1	I	336.8	I		I		I
I	C-B	I	35.8	I	23.9	I	5.4	I	0.15	I
I	A-B	I	408.8	I	272.5	I		I		I
I	A-C	I	608.4	I	405.6	I		I		I
I	ALL	I	2268.4	I	1512.2	I	3253.8	I	1.43	I
I		I		I		I		I		I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B		I
I		0.00		0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B			I
I		620.29		0.21		0.21			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: 2022 Saturday Base + Phase 1/2

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

		NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)		
ARM		FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER
		TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK
ARM A	B	15.00	45.00	75.00	9.44	14.16	9.44
ARM B	I	15.00	45.00	75.00	7.00	10.50	7.00
ARM C	I	15.00	45.00	75.00	4.94	7.41	4.94

Demand set: 2022 Saturday Base + Phase 1/2

[illegible]

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2022 Saturday Base + Phase 1/2
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
11.45-12.00									
B-C	2.28	5.12	0.446		0.00	0.77	10.6		0.34
B-A	4.74	6.28	0.755		0.00	2.66	33.0		0.54
C-A	4.60								
C-B	0.35	7.40	0.047		0.00	0.05	0.7		0.14
A-B	3.99								
A-C	5.48								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
12.00-12.15									
B-C	2.73	2.64	1.031		0.77	6.64	64.4		2.21
B-A	5.66	5.56	1.019		2.66	10.09	104.1		1.65
C-A	5.50								
C-B	0.42	7.01	0.060		0.05	0.06	0.9		0.15
A-B	4.76								
A-C	6.55								

[illegible]

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.30-12.45										I
I	B-C	3.34	2.42	1.379		20.44	34.36	411.1		11.43	I
I	B-A	6.94	4.96	1.399		40.39	70.14	829.1		10.96	I
I	C-A	6.73									I
I	C-B	0.51	6.47	0.079		0.09	0.09	1.3		0.17	I
I	A-B	5.84									I
I	A-C	8.02									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	12.45-13.00										I
I	B-C	2.73	2.69	1.015		34.36	35.43	523.4		13.07	I
I	B-A	5.66	5.53	1.023		70.14	72.40	1069.1		12.74	I
I	C-A	5.50									I
I	C-B	0.42	7.01	0.060		0.09	0.06	1.0		0.15	I
I	A-B	4.76									I
I	A-C	6.55									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	13.00-13.15										I
I	B-C	2.28	2.88	0.792		35.43	27.60	472.7		11.32	I
I	B-A	4.74	5.94	0.798		72.40	55.63	960.2		10.96	I
I	C-A	4.60									I
I	C-B	0.35	7.40	0.047		0.06	0.05	0.8		0.14	I
I	A-B	3.99									I
I	A-C	5.48									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.8	*
12.15	6.6	*****
12.30	20.4	*****
12.45	34.4	*****
13.00	35.4	*****
13.15	27.6	*****

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	2.7	***
12.15	10.1	*****
12.30	40.4	*****
12.45	70.1	*****
13.00	72.4	*****
13.15	55.6	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.0	
12.15	0.1	
12.30	0.1	
12.45	0.1	
13.00	0.1	
13.15	0.1	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I		I		I		I		I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	250.5	I	167.0	I	1686.6	I	6.73	I
I	B-A	I	520.3	I	346.9	I	3375.4	I	6.49	I
I	C-A	I	505.1	I	336.8	I		I		I
I	C-B	I	38.5	I	25.7	I	5.9	I	0.15	I
I	A-B	I	437.7	I	291.8	I		I		I
I	A-C	I	601.5	I	401.0	I		I		I
I	ALL	I	2353.7	I	1569.1	I	5067.9	I	2.15	I
I		I		I		I		I		I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

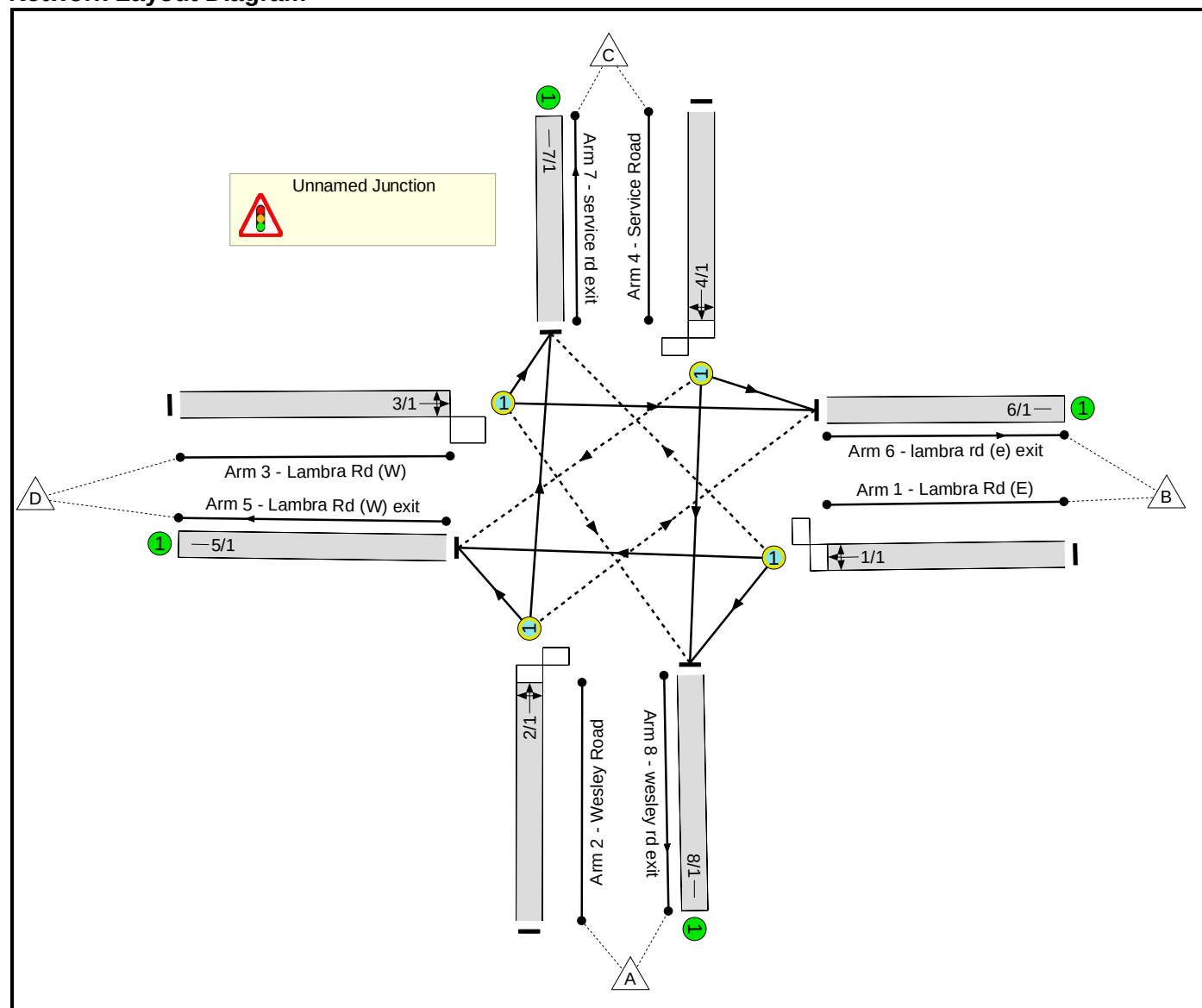
*****END OF RUN*****

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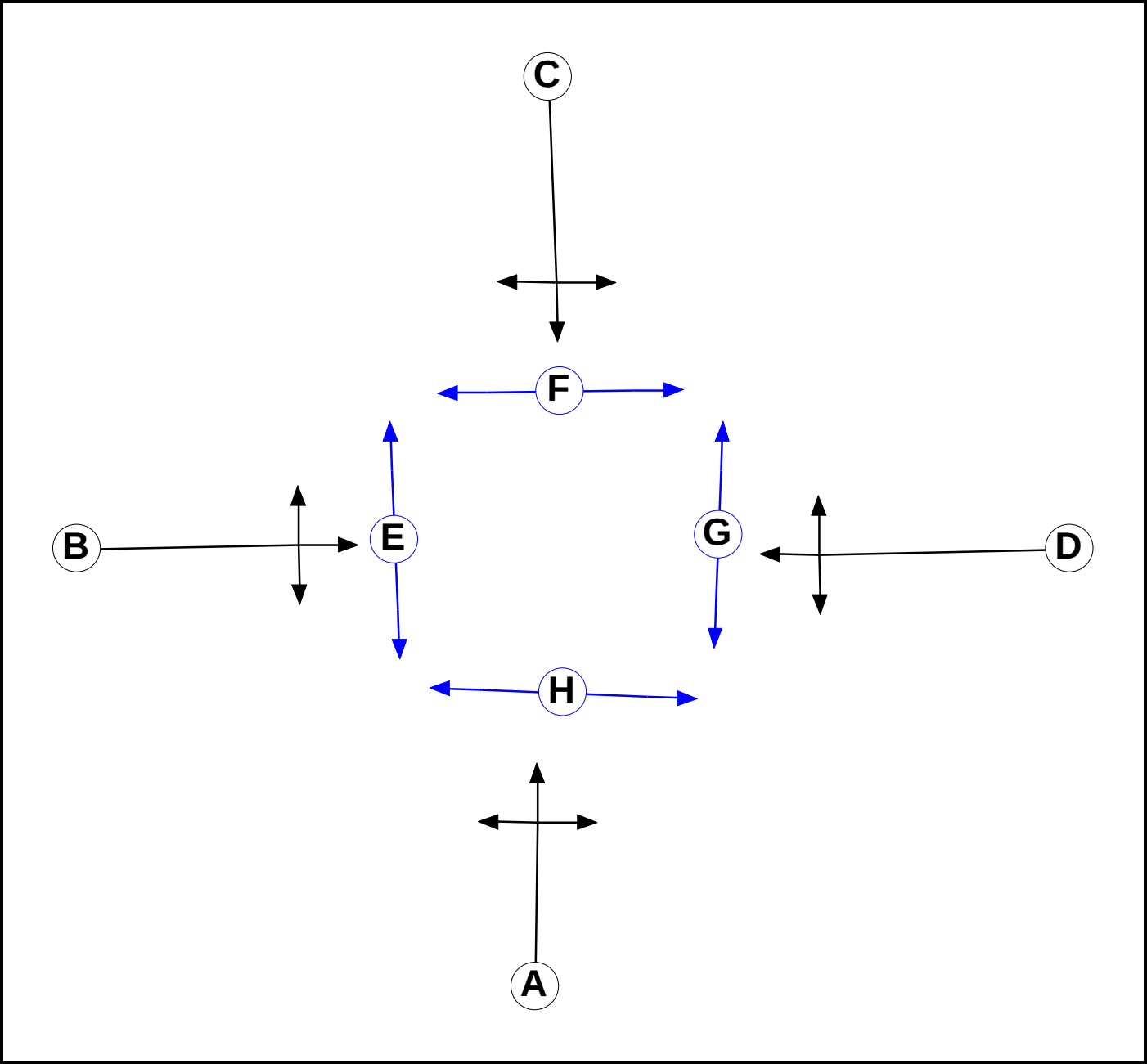
User and Project Details

Project:	The Glassworks Barnsley
Title:	
Location:	Barnsley
File name:	Lambra Road - Mittigation (rev B) - Better Barnsley Phase 2 Adjusted Flows – Option 1 – Single Lane on Wesley Road.lsg3x
Author:	Luke Oddy
Company:	AECOM
Address:	Leeds
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

Full Input Data And Results

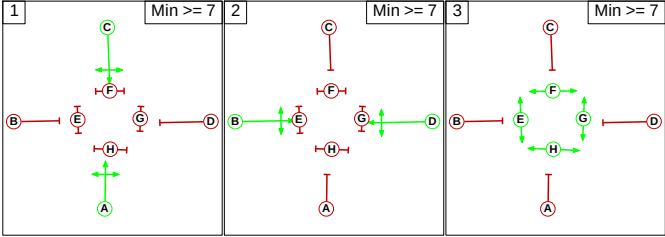
Phase Intergreens Matrix

	Starting Phase								
Terminating Phase		A	B	C	D	E	F	G	H
	A		5	-	5	7	7	7	5
	B	5		5	-	5	7	7	7
	C	-	5		-	7	5	7	7
	D	5	-	-		7	7	5	7
	E	8	8	8	8		-	-	-
	F	8	8	8	8	-		-	-
	G	8	8	8	8	-	-		-
	H	8	8	8	8	-	-	-	

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		
From Stage		1	2	3
	1		5	7
	2	5		7
	3	8	8	

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 (Lambra Rd (E))	7/1 (Right)	1439	0	3/1	1.09	To 6/1 (Ahead) To 7/1 (Left)	2.00	1.00	0.50	2	2.00
2/1 (Wesley Road)	6/1 (Right)	1439	0	4/1	1.09	To 6/1 (Left) To 8/1 (Ahead)	2.00	1.00	0.50	2	2.00
3/1 (Lambra Rd (W))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	2.00	2.00	0.50	2	2.00
4/1 (Service Road)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 7/1 (Ahead)	2.00	1.00	0.50	2	2.00

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 (Lambra Rd (E))	O	D	2	3	60.0	Geom	-	4.36	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Right	15.00
											Arm 8 Left	8.00
											Arm 5 Left	10.00
2/1 (Wesley Road)	O	A	2	3	60.0	Geom	-	3.92	0.00	Y	Arm 6 Right	15.00
											Arm 7 Ahead	Inf
3/1 (Lambra Rd (W))	O	B	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	6.00
											Arm 8 Right	Inf
4/1 (Service Road)	O	C	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Right	12.00
											Arm 6 Left	6.00
											Arm 8 Ahead	Inf
5/1 (Lambra Rd (W) exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (lambra rd (e) exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (service rd exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (wesley rd exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 Base Friday PM Peak - Phase 1/2'	17:00	18:00	01:00	
2: '2017 Base Saturday Peak - Phase 1/2'	12:00	13:00	01:00	
3: '2022 Base Friday PM Peak - Phase 1/2'	17:00	18:00	01:00	
4: '2022 Base Saturday Peak - Phase 1/2'	12:00	13:00	01:00	
7: '2017 Base Friday PM Phase 2 + Dev Phase 1/2'	17:00	18:00	01:00	F1 + F5
8: '2017 Base Saturday Phase 2 + Dev Phase 1/2'	12:00	13:00	01:00	F2 + F6
9: '2022 Base Friday Phase 2 + Dev Phase 1/2'	17:00	18:00	01:00	F3 + F5
10: '2022 Base Saturday Phase 2 + Dev Phase 1/2'	12:00	13:00	01:00	F4 + F6

Scenario 1: '2017 Base Friday PM peak - Phase 2' (FG1: '2017 Base Friday PM Peak - Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	169	2	87	258
	B	169	0	1	29	199
	C	0	0	0	0	0
	D	195	171	0	0	366
	Tot.	364	340	3	116	823

Traffic Lane Flows

Lane	Scenario 1: 2017 Base Friday PM peak - Phase 2
Junction: Unnamed Junction	
1/1	199
2/1	258
3/1	366
4/1	0
5/1	116
6/1	340
7/1	3
8/1	364

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 (Lambra Rd (E))	4.36	0.00	Y	Arm 5 Ahead	Inf	14.6 %	1769	1769
				Arm 7 Right	15.00	0.5 %		
				Arm 8 Left	8.00	84.9 %		
2/1 (Wesley Road)	3.92	0.00	Y	Arm 5 Left	10.00	33.7 %	1798	1798
				Arm 6 Right	15.00	65.5 %		
				Arm 7 Ahead	Inf	0.8 %		
3/1 (Lambra Rd (W))	4.50	0.00	Y	Arm 6 Ahead	Inf	46.7 %	2065	2065
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	53.3 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2017 Base Saturday Peak -Phase 2' (FG2: '2017 Base Saturday Peak - Phase 1/2', Plan 2: 'no peds')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	108	149	145	402
	B	134	0	78	76	288
	C	0	0	0	0	0
	D	239	339	0	0	578
	Tot.	373	447	227	221	1268

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2017 Base Saturday Peak -Phase 2
Junction: Unnamed Junction	
1/1	288
2/1	402
3/1	578
4/1	0
5/1	221
6/1	447
7/1	227
8/1	373

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 (Lambra Rd (E))	4.36	0.00	Y	Arm 5 Ahead	Inf	26.4 %	1841	1841
				Arm 7 Right	15.00	27.1 %		
				Arm 8 Left	8.00	46.5 %		
2/1 (Wesley Road)	3.92	0.00	Y	Arm 5 Left	10.00	36.1 %	1857	1857
				Arm 6 Right	15.00	26.9 %		
				Arm 7 Ahead	Inf	37.1 %		
3/1 (Lambra Rd (W))	4.50	0.00	Y	Arm 6 Ahead	Inf	58.7 %	2065	2065
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	41.3 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2022 Base Friday PM Peak - Phase 2' (FG3: '2022 Base Friday PM Peak - Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	A	B	C	D	Tot.
	A	0	180	2	93	275
	B	180	0	1	31	212
	C	0	0	0	0	0
	D	208	183	0	0	391
	Tot.	388	363	3	124	878

Traffic Lane Flows

Lane	Scenario 3: 2022 Base Friday PM Peak - Phase 2
Junction: Unnamed Junction	
1/1	212
2/1	275
3/1	391
4/1	0
5/1	124
6/1	363
7/1	3
8/1	388

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 (Lambra Rd (E))	4.36	0.00	Y	Arm 5 Ahead	Inf	14.6 %	1769	1769
				Arm 7 Right	15.00	0.5 %		
				Arm 8 Left	8.00	84.9 %		
2/1 (Wesley Road)	3.92	0.00	Y	Arm 5 Left	10.00	33.8 %	1798	1798
				Arm 6 Right	15.00	65.5 %		
				Arm 7 Ahead	Inf	0.7 %		
3/1 (Lambra Rd (W))	4.50	0.00	Y	Arm 6 Ahead	Inf	46.8 %	2065	2065
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	53.2 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2022 Base Saturday Peak - Phase 2' (FG4: '2022 Base Saturday Peak - Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	116	159	155	430
	B	144	0	83	81	308
	C	0	0	0	0	0
	D	256	362	0	0	618
	Tot.	400	478	242	236	1356

Traffic Lane Flows

Lane	Scenario 4: 2022 Base Saturday Peak - Phase 2
Junction: Unnamed Junction	
1/1	308
2/1	430
3/1	618
4/1	0
5/1	236
6/1	478
7/1	242
8/1	400

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 (Lambra Rd (E))	4.36	0.00	Y	Arm 5 Ahead	Inf	26.3 %	1840	1840
				Arm 7 Right	15.00	26.9 %		
				Arm 8 Left	8.00	46.8 %		
2/1 (Wesley Road)	3.92	0.00	Y	Arm 5 Left	10.00	36.0 %	1857	1857
				Arm 6 Right	15.00	27.0 %		
				Arm 7 Ahead	Inf	37.0 %		
3/1 (Lambra Rd (W))	4.50	0.00	Y	Arm 6 Ahead	Inf	58.6 %	2065	2065
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	41.4 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2017 Base Friday PM + Dev Phase 2' (FG7: '2017 Base Friday PM Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	0	169	28	87	284	
	169	0	10	29	208	
	0	0	0	0	0	
	216	190	0	0	406	
	Tot.	385	359	38	116	898

Traffic Lane Flows

Scenario 5: 2017 Base Friday PM + Dev Phase 2	
Junction: Unnamed Junction	
1/1	208
2/1	284
3/1	406
4/1	0
5/1	116
6/1	359
7/1	38
8/1	385

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 (Lambra Rd (E))	4.36	0.00	Y	Arm 5 Ahead	Inf	13.9 %	1772	1772
				Arm 7 Right	15.00	4.8 %		
				Arm 8 Left	8.00	81.3 %		
2/1 (Wesley Road)	3.92	0.00	Y	Arm 5 Left	10.00	30.6 %	1816	1816
				Arm 6 Right	15.00	59.5 %		
				Arm 7 Ahead	Inf	9.9 %		
3/1 (Lambra Rd (W))	4.50	0.00	Y	Arm 6 Ahead	Inf	46.8 %	2065	2065
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	53.2 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2017 Base Saturday + Dev Phase 2' (FG8: '2017 Base Saturday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired**Desired Flow :**

		Destination				
Origin	A	0	108	232	145	485
	B	134	0	122	76	332
	C	0	0	0	0	0
	D	291	413	0	0	704
	Tot.	425	521	354	221	1521

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2017 Base Saturday + Dev Phase 2
Junction: Unnamed Junction	
1/1	332
2/1	485
3/1	704
4/1	0
5/1	221
6/1	521
7/1	354
8/1	425

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 (Lambra Rd (E))	4.36	0.00	Y	Arm 5 Ahead	Inf	22.9 %	1844	1844
				Arm 7 Right	15.00	36.7 %		
				Arm 8 Left	8.00	40.4 %		
2/1 (Wesley Road)	3.92	0.00	Y	Arm 5 Left	10.00	29.9 %	1881	1881
				Arm 6 Right	15.00	22.3 %		
				Arm 7 Ahead	Inf	47.8 %		
3/1 (Lambra Rd (W))	4.50	0.00	Y	Arm 6 Ahead	Inf	58.7 %	2065	2065
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	41.3 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2022 Base Friday + Dev Phase 2' (FG9: '2022 Base Friday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	180	28	93	301
	B	180	0	10	31	221
	C	0	0	0	0	0
	D	229	202	0	0	431
	Tot.	409	382	38	124	953

Traffic Lane Flows

Lane	Scenario 7: 2022 Base Friday + Dev Phase 2
Junction: Unnamed Junction	
1/1	221
2/1	301
3/1	431
4/1	0
5/1	124
6/1	382
7/1	38
8/1	409

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 (Lambra Rd (E))	4.36	0.00	Y	Arm 5 Ahead	Inf	14.0 %	1772	1772
				Arm 7 Right	15.00	4.5 %		
				Arm 8 Left	8.00	81.4 %		
2/1 (Wesley Road)	3.92	0.00	Y	Arm 5 Left	10.00	30.9 %	1814	1814
				Arm 6 Right	15.00	59.8 %		
				Arm 7 Ahead	Inf	9.3 %		
3/1 (Lambra Rd (W))	4.50	0.00	Y	Arm 6 Ahead	Inf	46.9 %	2065	2065
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	53.1 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2022 Base Saturday + Dev Phase 2' (FG10: '2022 Base Saturday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	116	242	155	513
	B	144	0	127	81	352
	C	0	0	0	0	0
	D	308	436	0	0	744
	Tot.	452	552	369	236	1609

Traffic Lane Flows

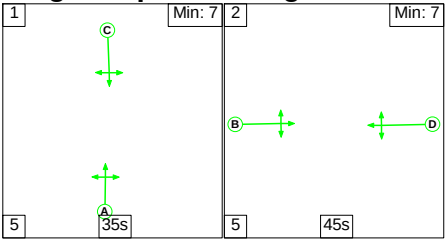
Lane	Scenario 8: 2022 Base Saturday + Dev Phase 2
Junction: Unnamed Junction	
1/1	352
2/1	513
3/1	744
4/1	0
5/1	236
6/1	552
7/1	369
8/1	452

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 (Lambra Rd (E))	4.36	0.00	Y	Arm 5 Ahead	Inf	23.0 %	1843	1843
				Arm 7 Right	15.00	36.1 %		
				Arm 8 Left	8.00	40.9 %		
2/1 (Wesley Road)	3.92	0.00	Y	Arm 5 Left	10.00	30.2 %	1879	1879
				Arm 6 Right	15.00	22.6 %		
				Arm 7 Ahead	Inf	47.2 %		
3/1 (Lambra Rd (W))	4.50	0.00	Y	Arm 6 Ahead	Inf	58.6 %	2065	2065
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	41.4 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2017 Base Friday PM peak - Phase 2' (FG1: '2017 Base Friday PM Peak - Phase 1/2', Plan 2: 'no peds')

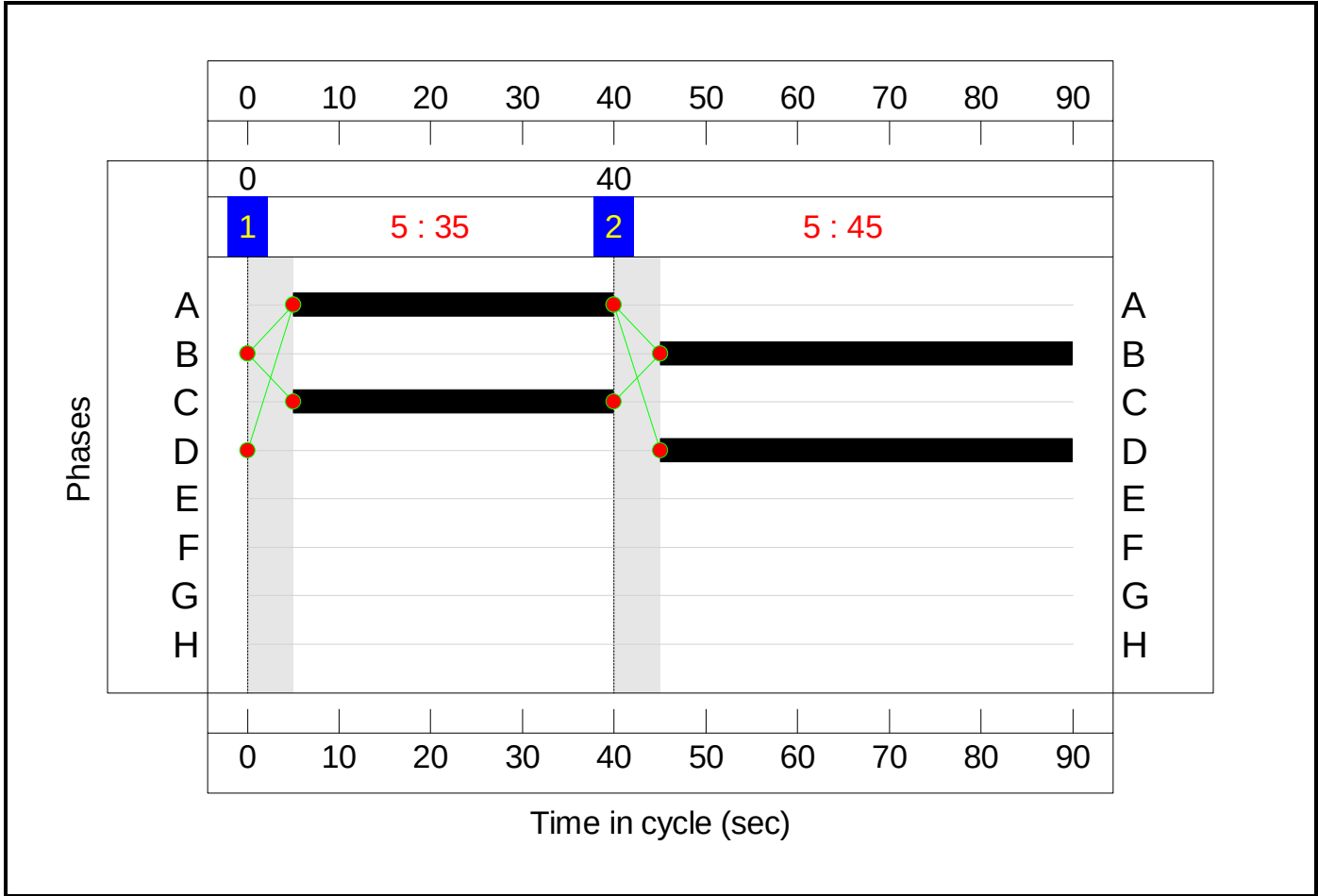
Stage Sequence Diagram



Stage Timings

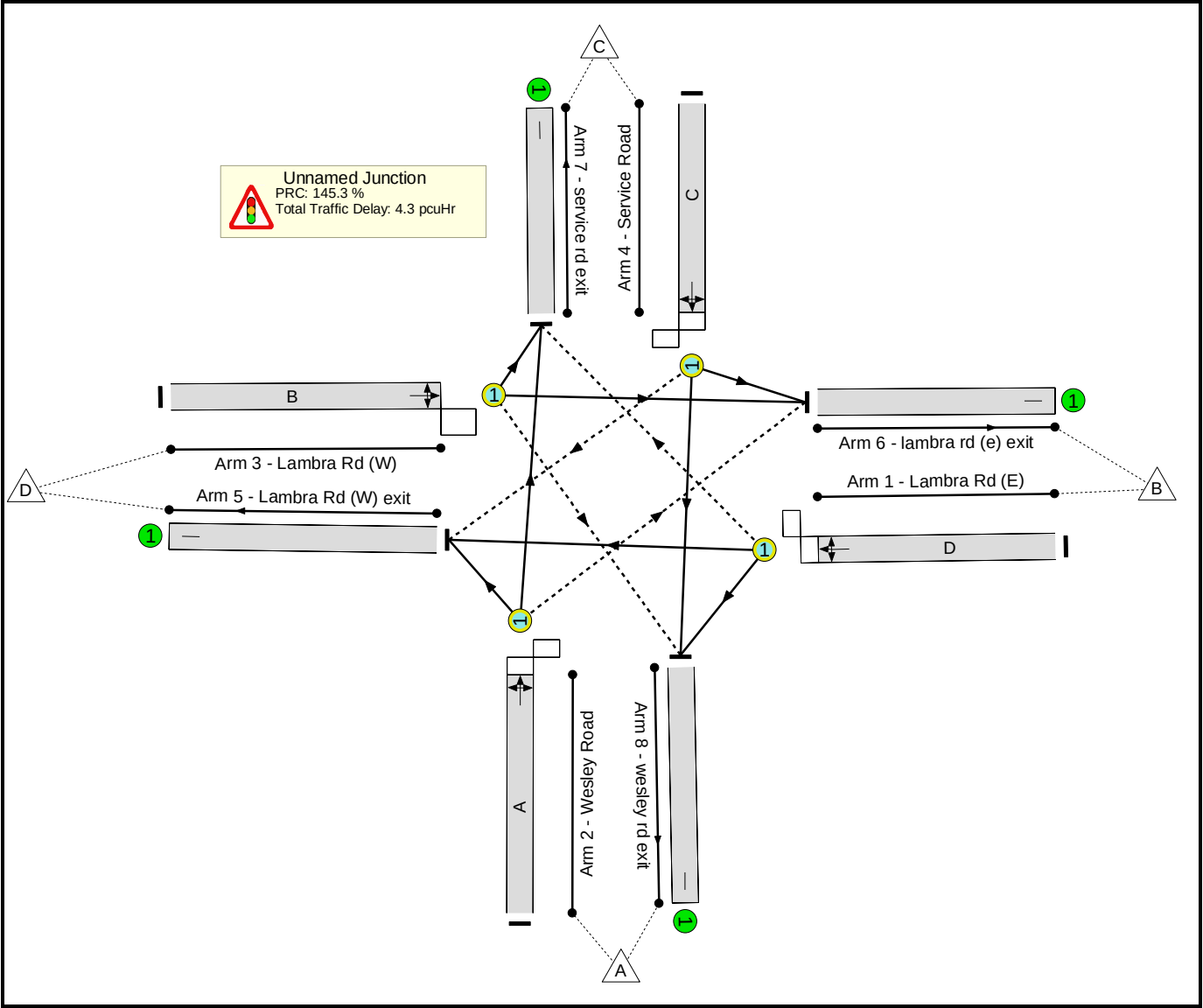
Stage	1	2
Duration	35	45
Change Point	0	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	36.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	36.7%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	45	-	199	1769	904	22.0%
2/1	Wesley Road Left Right Ahead	O	N/A	N/A	A		1	35	-	258	1798	719	35.9%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	45	-	366	2065	997	36.7%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	35	-	0	2115	846	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%

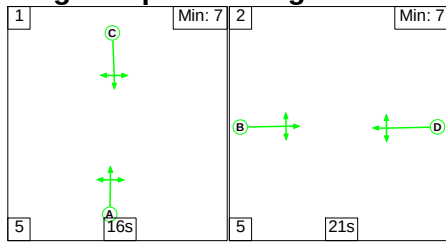
Full Input Data And Results

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	-	-	363	0	2	3.4	0.7	0.1	4.3	-	-	-	-
Unnamed Junction	-	-	363	0	2	3.4	0.7	0.1	4.3	-	-	-	-
1/1	199	199	1	0	0	0.7	0.1	0.0	0.8	14.7	2.7	0.1	2.8
2/1	258	258	167	0	2	1.4	0.3	0.0	1.6	22.8	4.5	0.3	4.8
3/1	366	366	195	0	0	1.4	0.3	0.1	1.8	17.7	5.7	0.3	6.0
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 145.3 Total Delay for Signalled Lanes (pcuHr): 4.25 Cycle Time (s): 90 PRC Over All Lanes (%): 145.3 Total Delay Over All Lanes(pcuHr): 4.25													

Full Input Data And Results

Scenario 2: '2017 Base Saturday Peak -Phase 2' (FG2: '2017 Base Saturday Peak - Phase 1/2', Plan 2: 'no peds')

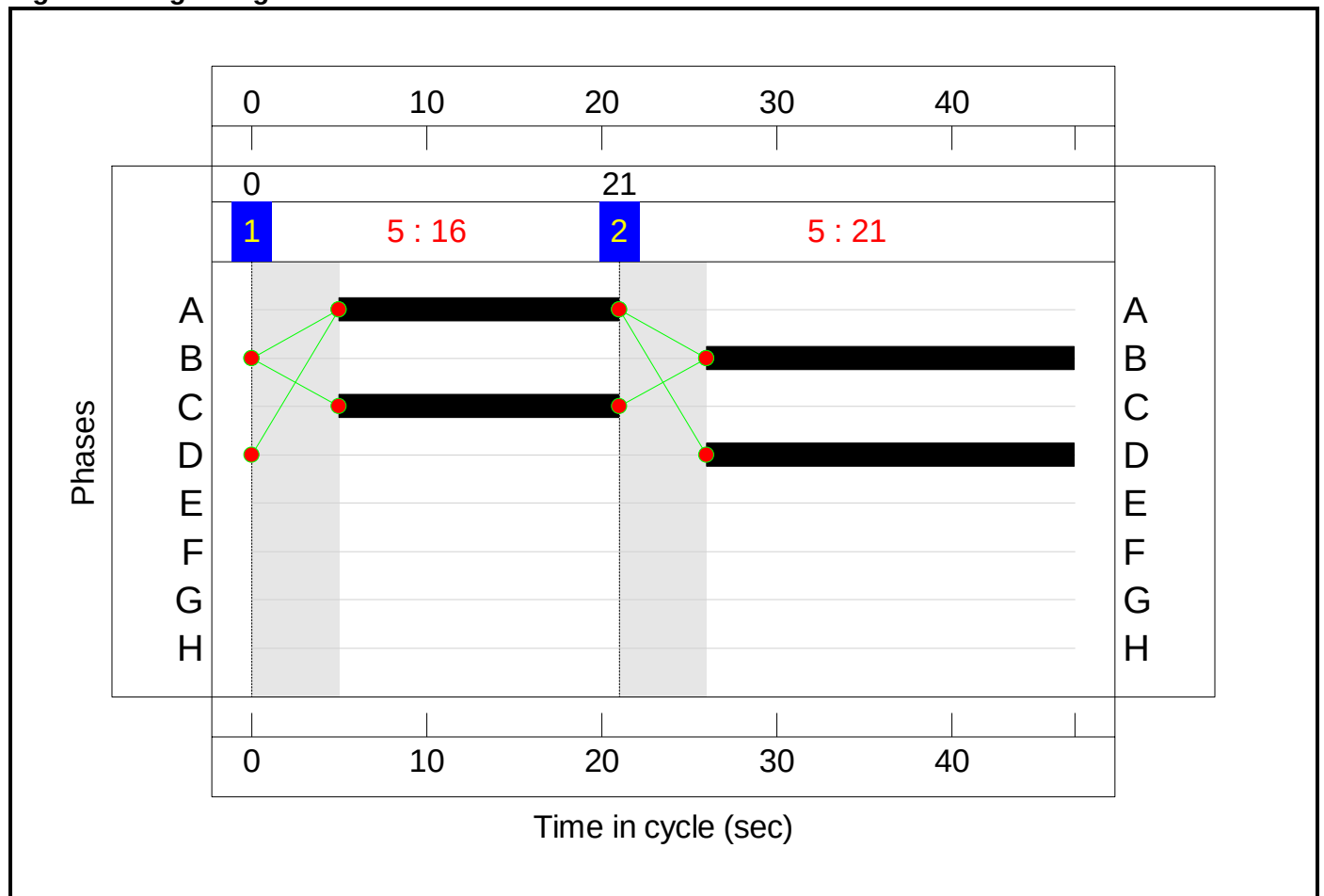
Stage Sequence Diagram



Stage Timings

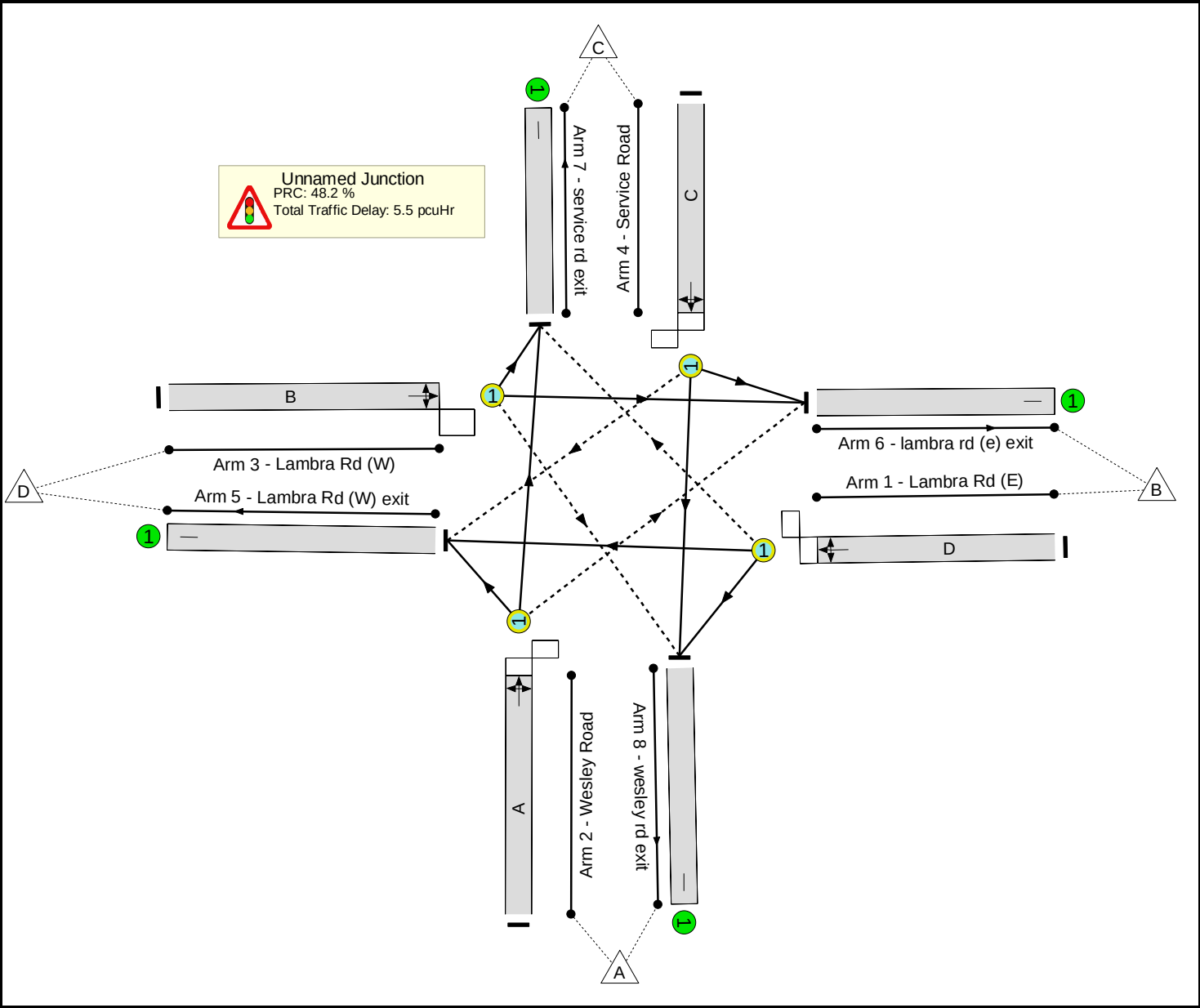
Stage	1	2
Duration	16	21
Change Point	0	21

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	60.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	60.7%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	21	-	288	1841	845	34.1%
2/1	Wesley Road Left Right Ahead	O	N/A	N/A	A		1	16	-	402	1857	672	59.8%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	21	-	578	2065	952	60.7%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	16	-	0	2115	555	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%

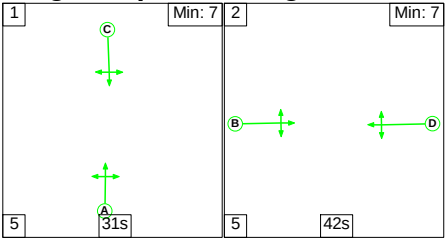
Full Input Data And Results

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	-	-	421	0	4	3.5	1.8	0.2	5.5	-	-	-	-
Unnamed Junction	-	-	421	0	4	3.5	1.8	0.2	5.5	-	-	-	-
1/1	288	288	76	0	2	0.6	0.3	0.1	1.0	12.1	2.3	0.3	2.6
2/1	402	402	106	0	2	1.4	0.7	0.0	2.1	18.9	4.2	0.7	5.0
3/1	578	578	239	0	0	1.5	0.8	0.1	2.4	15.0	5.5	0.8	6.2
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 48.2 Total Delay for Signalled Lanes (pcuHr): 5.49 Cycle Time (s): 47 PRC Over All Lanes (%): 48.2 Total Delay Over All Lanes(pcuHr): 5.49													

Full Input Data And Results

Scenario 3: '2022 Base Friday PM Peak - Phase 2' (FG3: '2022 Base Friday PM Peak - Phase 1/2', Plan 2: 'no peds')

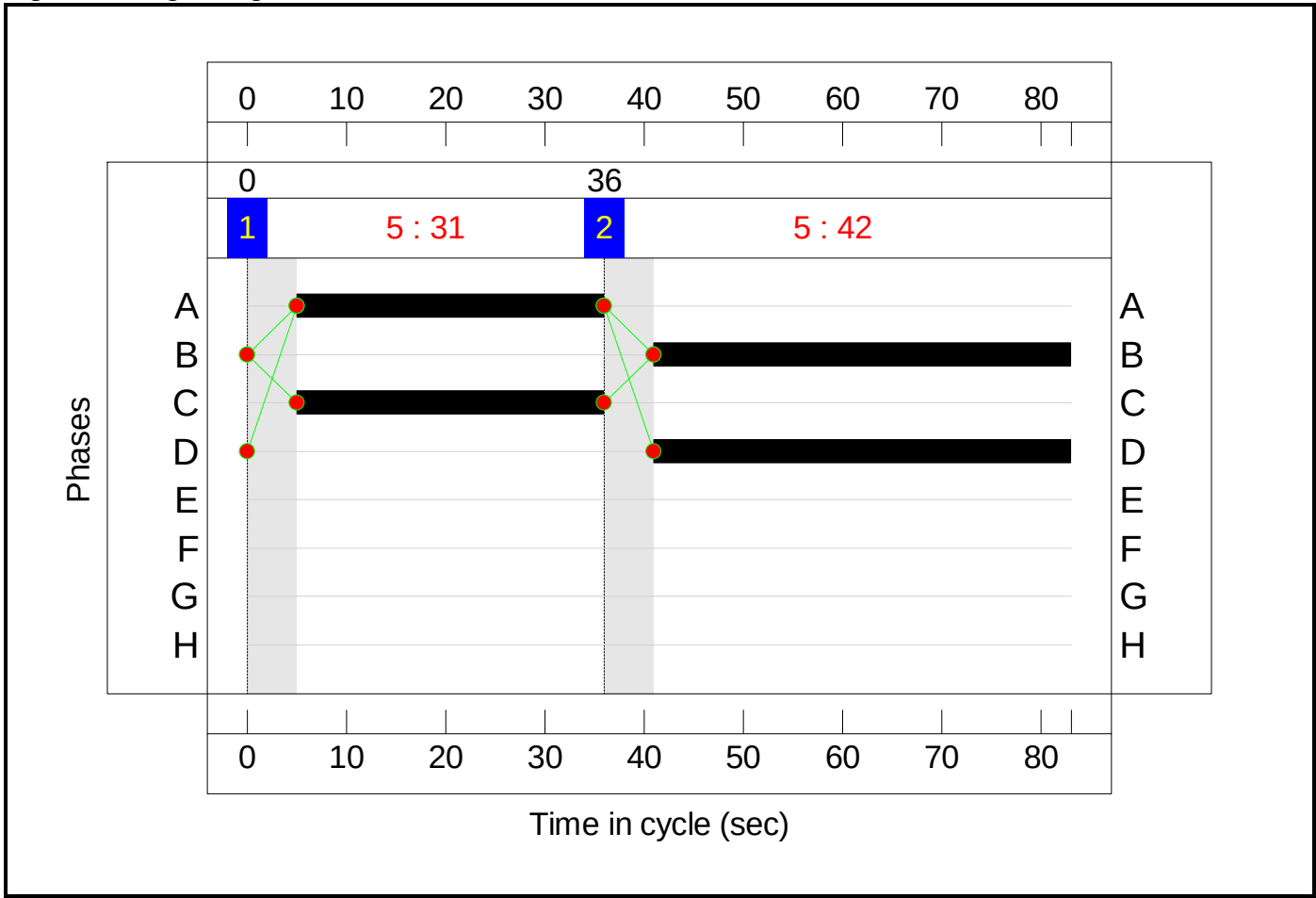
Stage Sequence Diagram



Stage Timings

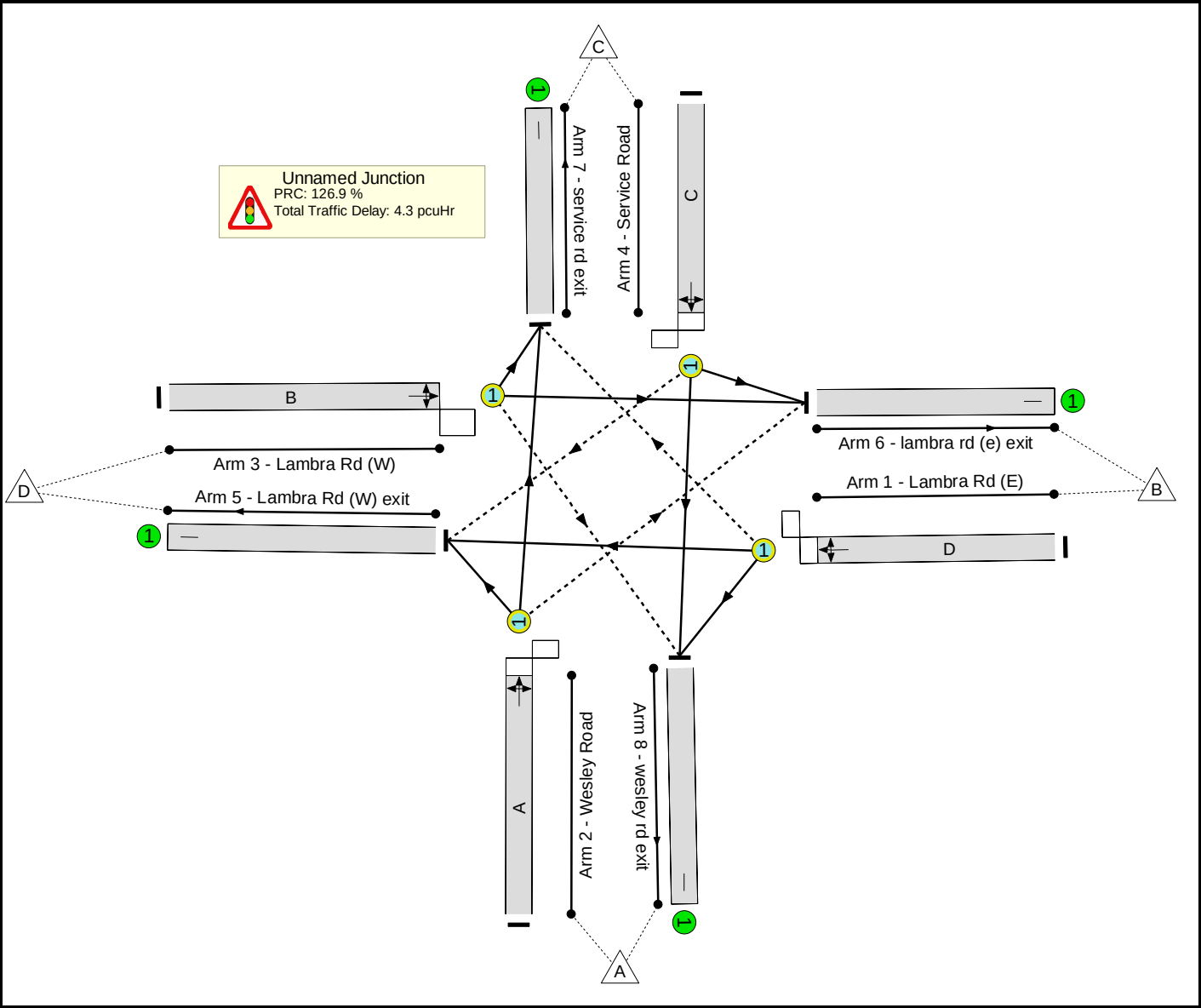
Stage	1	2
Duration	31	42
Change Point	0	36

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	39.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	39.7%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	42	-	212	1769	916	23.1%
2/1	Wesley Road Left Right Ahead	O	N/A	N/A	A		1	31	-	275	1798	693	39.7%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	42	-	391	2065	1007	38.8%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	31	-	0	2115	815	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%

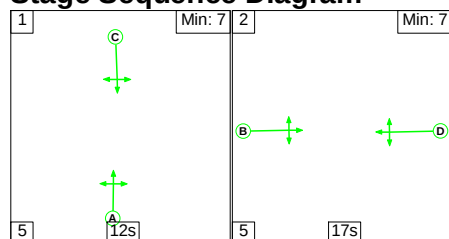
Full Input Data And Results

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	-	-	387	0	2	3.4	0.8	0.2	4.3	-	-	-	-
Unnamed Junction	-	-	387	0	2	3.4	0.8	0.2	4.3	-	-	-	-
1/1	212	212	1	0	0	0.6	0.2	0.0	0.8	13.5	2.7	0.2	2.8
2/1	275	275	178	0	2	1.4	0.3	0.0	1.7	22.8	4.6	0.3	4.9
3/1	391	391	208	0	0	1.3	0.3	0.2	1.8	16.6	5.6	0.3	6.0
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 126.9 Total Delay for Signalled Lanes (pcuHr): 4.34 Cycle Time (s): 83 PRC Over All Lanes (%): 126.9 Total Delay Over All Lanes(pcuHr): 4.34													

Full Input Data And Results

Scenario 4: '2022 Base Saturday Peak - Phase 2' (FG4: '2022 Base Saturday Peak - Phase 1/2', Plan 2: 'no peds')

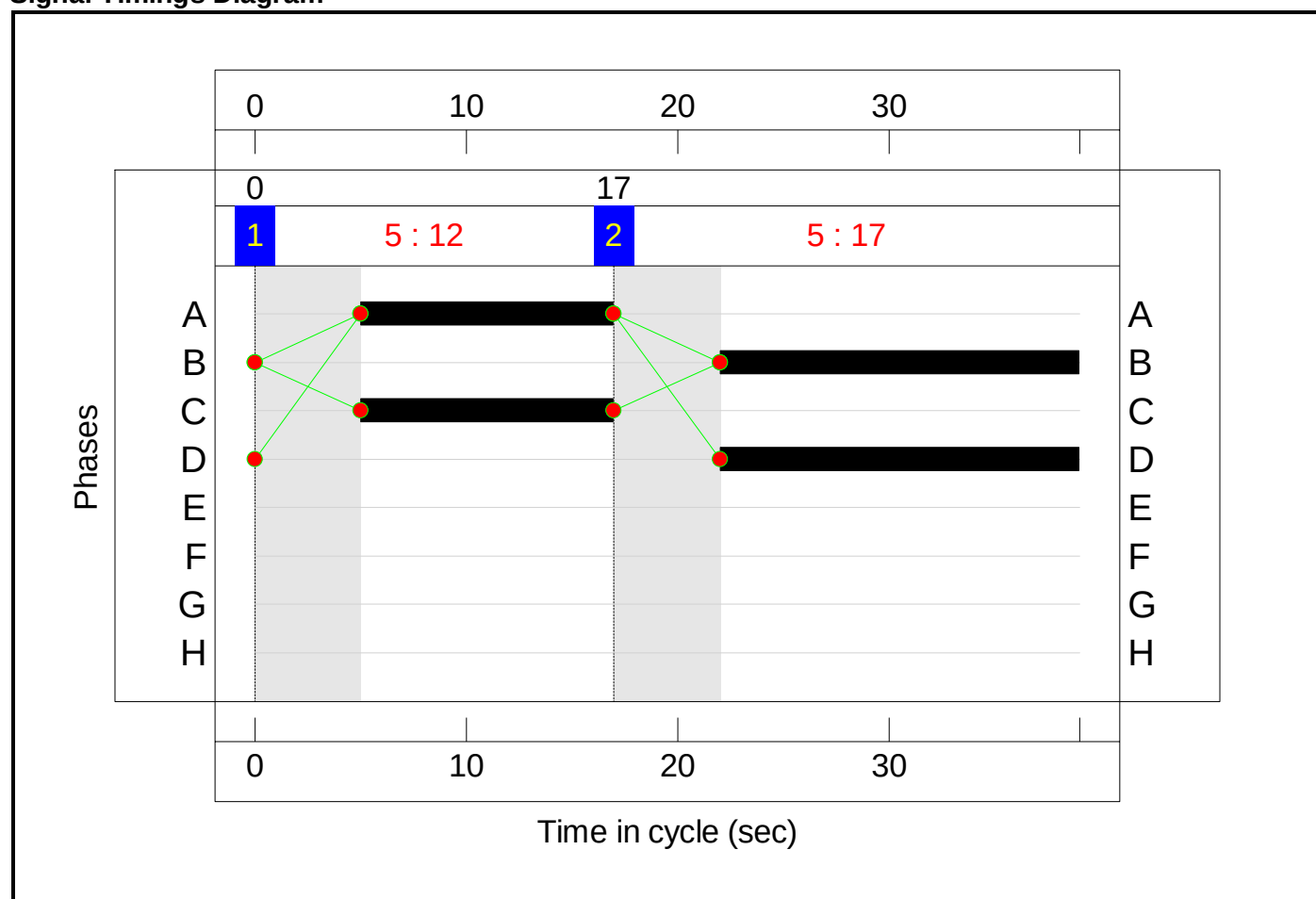
Stage Sequence Diagram



Stage Timings

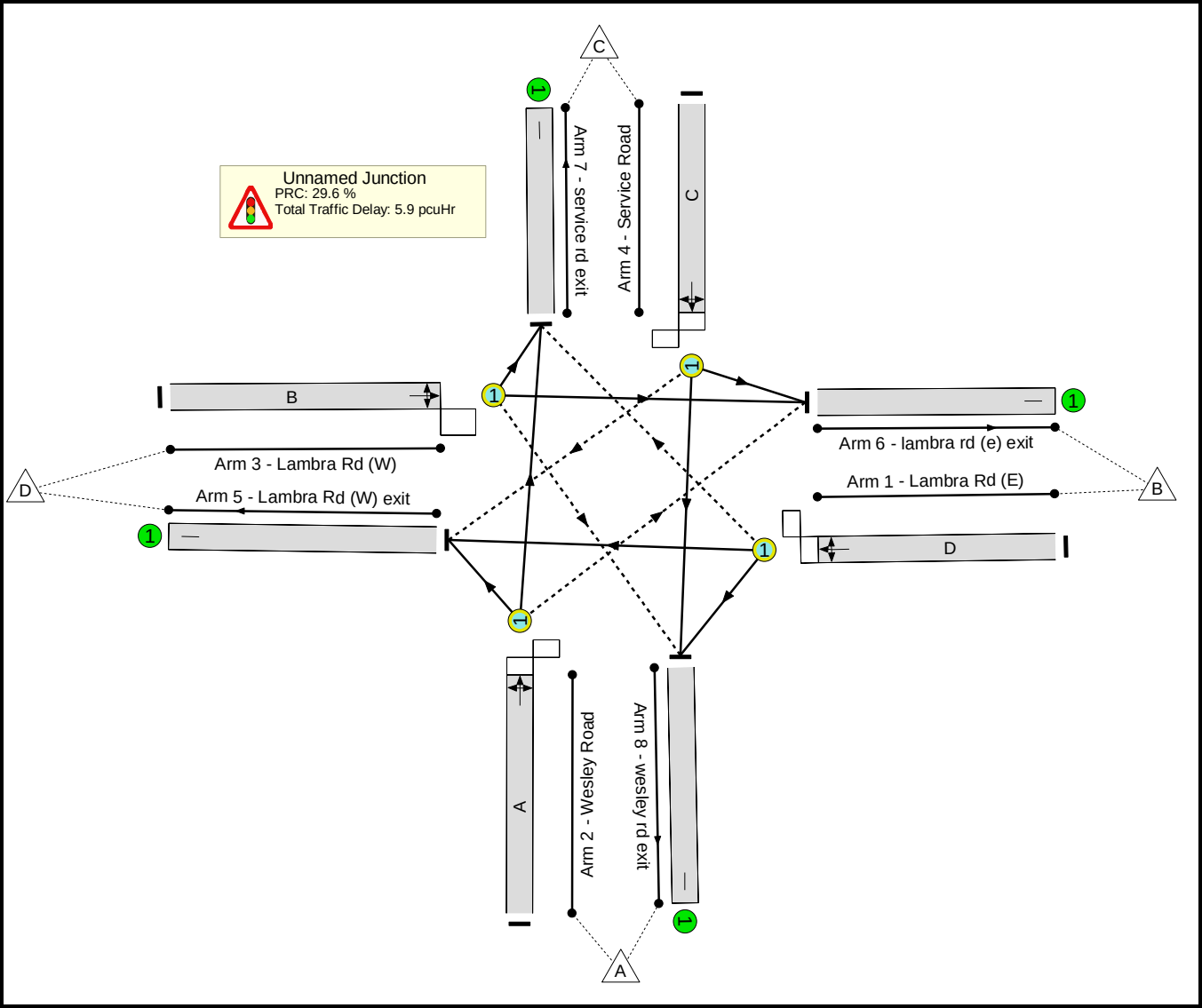
Stage	1	2
Duration	12	17
Change Point	0	17

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	17	-	308	1840	849	36.3%
2/1	Wesley Road Left Right Ahead	O	N/A	N/A	A		1	12	-	430	1857	619	69.5%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	17	-	618	2065	935	66.1%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	12	-	0	2115	453	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%

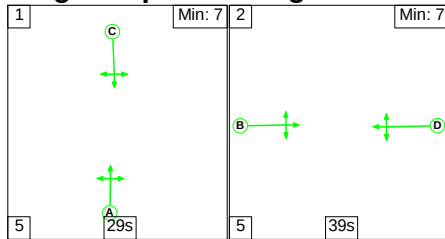
Full Input Data And Results

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	-	-	450	0	5	3.3	2.4	0.2	5.9	-	-	-	-
Unnamed Junction	-	-	450	0	5	3.3	2.4	0.2	5.9	-	-	-	-
1/1	308	308	81	0	2	0.6	0.3	0.1	0.9	11.1	2.1	0.3	2.4
2/1	430	430	113	0	3	1.3	1.1	0.0	2.5	20.7	3.9	1.1	5.1
3/1	618	618	256	0	0	1.4	1.0	0.2	2.5	14.6	5.2	1.0	6.1
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 29.6 Total Delay for Signalled Lanes (pcuHr): 5.94 Cycle Time (s): 39 PRC Over All Lanes (%): 29.6 Total Delay Over All Lanes(pcuHr): 5.94													

Full Input Data And Results

Scenario 5: '2017 Base Friday PM + Dev Phase 2' (FG7: '2017 Base Friday PM Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

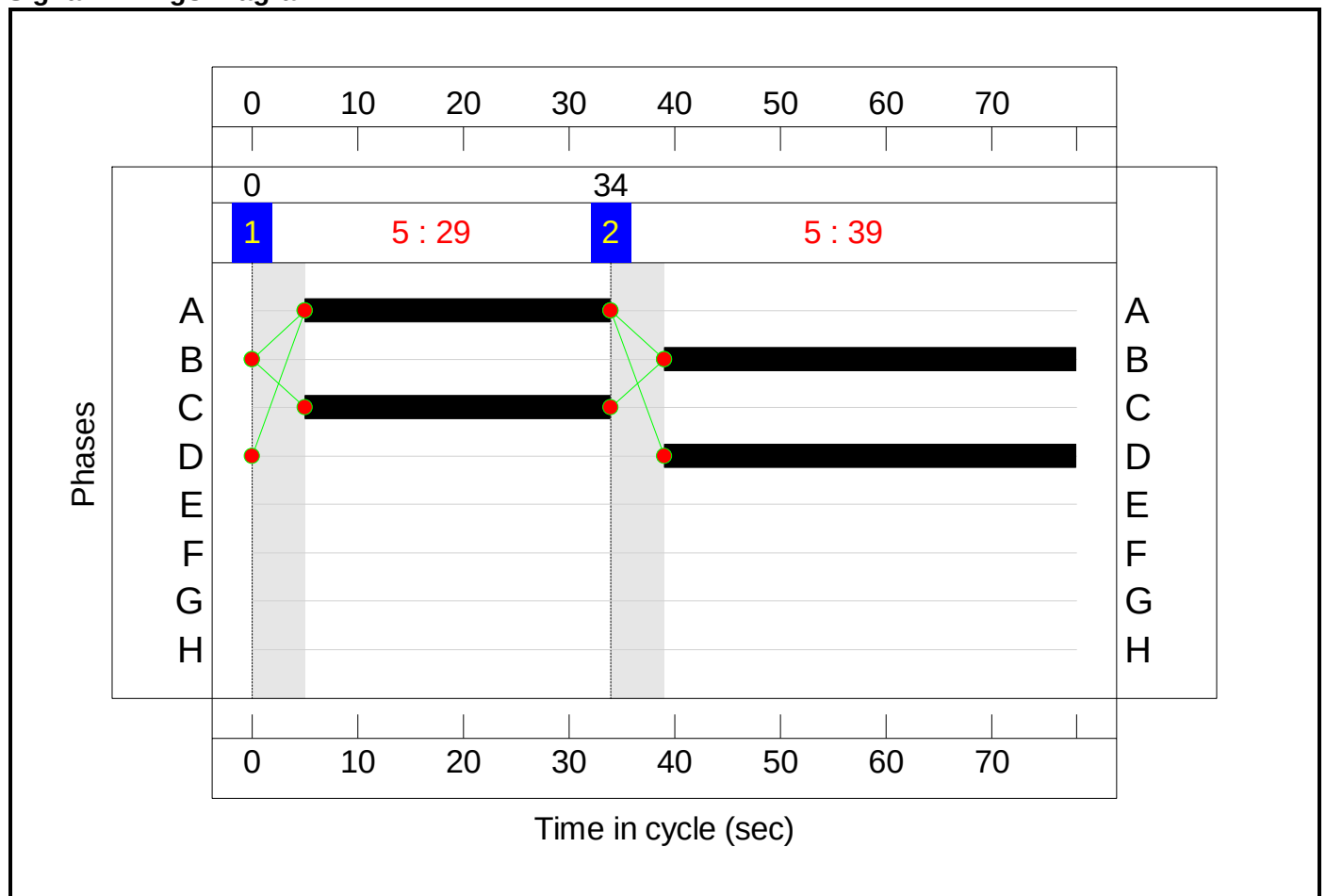
Stage Sequence Diagram



Stage Timings

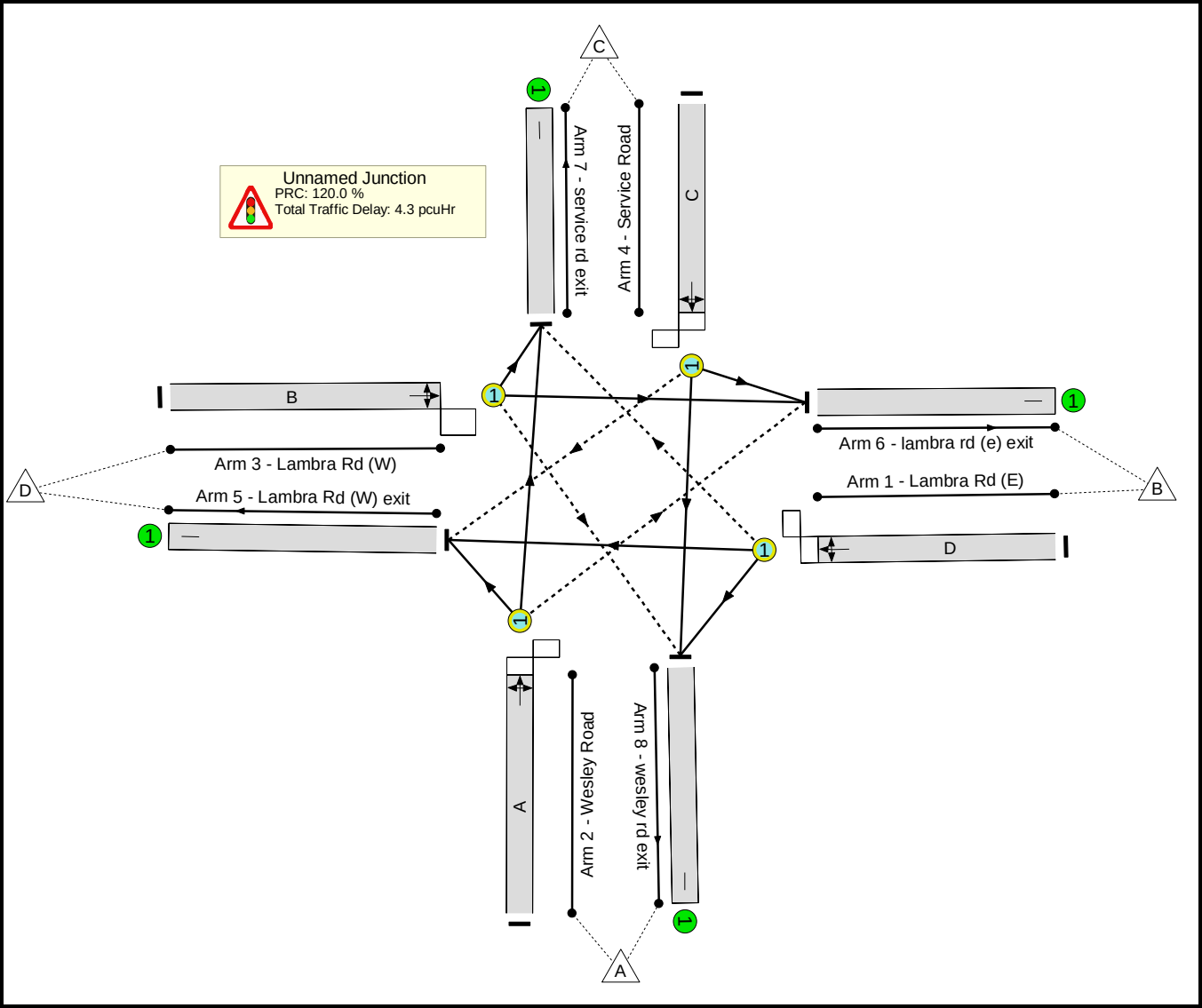
Stage	1	2
Duration	29	39
Change Point	0	34

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	40.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	40.9%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	39	-	208	1772	909	22.9%
2/1	Wesley Road Left Right Ahead	O	N/A	N/A	A		1	29	-	284	1816	698	40.7%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	39	-	406	2065	992	40.9%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	29	-	0	2115	813	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%

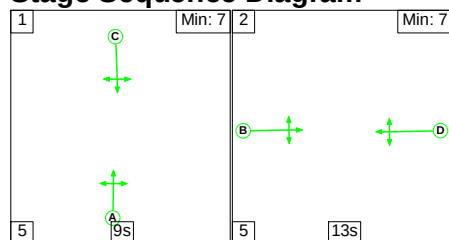
Full Input Data And Results

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	-	-	393	0	2	3.3	0.8	0.1	4.3	-	-	-	-
Unnamed Junction	-	-	393	0	2	3.3	0.8	0.1	4.3	-	-	-	-
1/1	208	208	10	0	0	0.6	0.1	0.0	0.8	13.1	2.5	0.1	2.6
2/1	284	284	167	0	2	1.4	0.3	0.0	1.7	21.9	4.4	0.3	4.8
3/1	406	406	216	0	0	1.3	0.3	0.1	1.8	16.2	5.6	0.3	6.0
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 120.0 Total Delay for Signalled Lanes (pcuHr): 4.31 Cycle Time (s): 78 PRC Over All Lanes (%): 120.0 Total Delay Over All Lanes(pcuHr): 4.31													

Full Input Data And Results

Scenario 6: '2017 Base Saturday + Dev Phase 2' (FG8: '2017 Base Saturday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

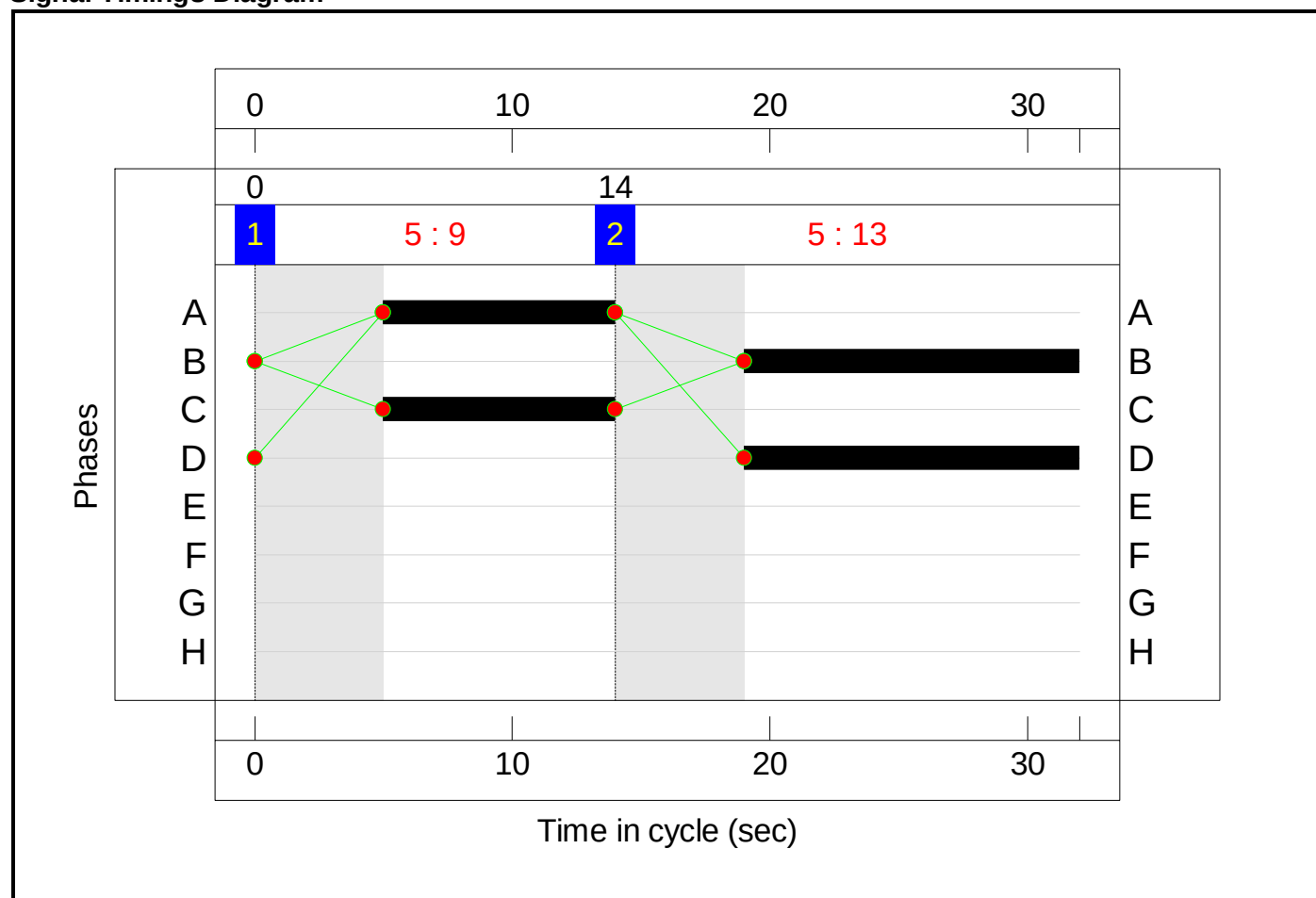
Stage Sequence Diagram



Stage Timings

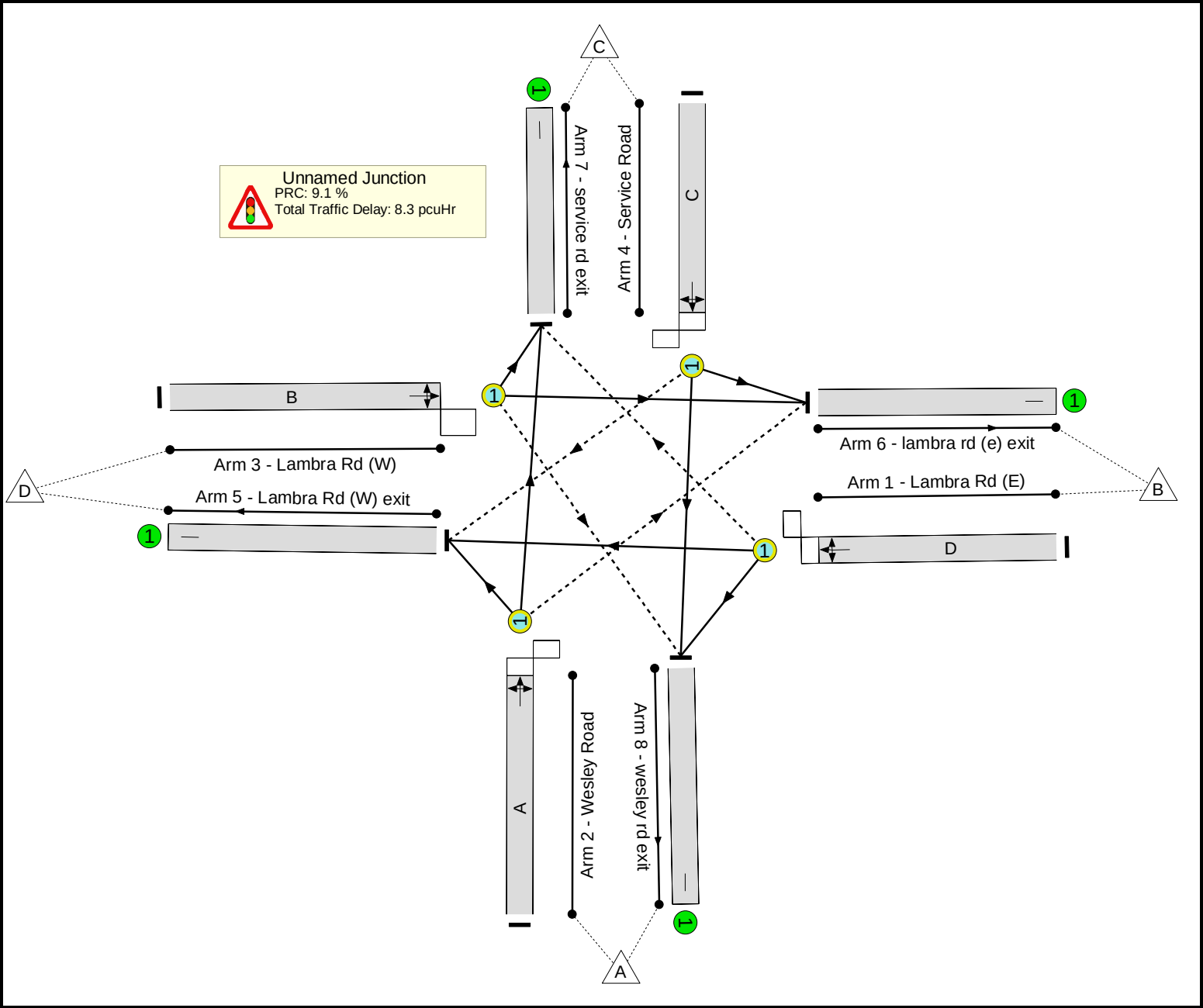
Stage	1	2
Duration	9	13
Change Point	0	14

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.5%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	13	-	332	1844	650	51.0%
2/1	Wesley Road Left Right Ahead	O	N/A	N/A	A		1	9	-	485	1881	588	82.5%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	13	-	704	2065	903	77.9%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	9	-	0	2115	524	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%

Full Input Data And Results

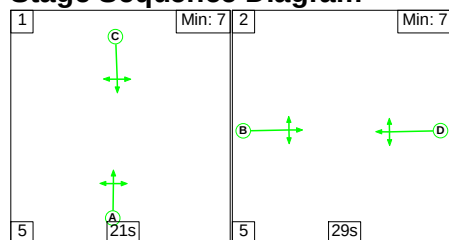
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Inter-green (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	514	0	7	3.4	4.5	0.3	8.3	-	-	-	-
Unnamed Junction	-	-	514	0	7	3.4	4.5	0.3	8.3	-	-	-	-
1/1	332	332	118	0	4	0.6	0.5	0.2	1.3	13.6	1.9	0.5	2.5
2/1	485	485	105	0	3	1.4	2.3	0.0	3.6	27.0	3.9	2.3	6.2
3/1	704	704	291	0	0	1.5	1.7	0.1	3.4	17.2	5.3	1.7	7.0
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	8.26	Cycle Time (s):	32
	PRC Over All Lanes (%):	9.1	Total Delay Over All Lanes(pcuHr):	8.26		

Full Input Data And Results

Scenario 7: '2022 Base Friday + Dev Phase 2' (FG9: '2022 Base Friday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

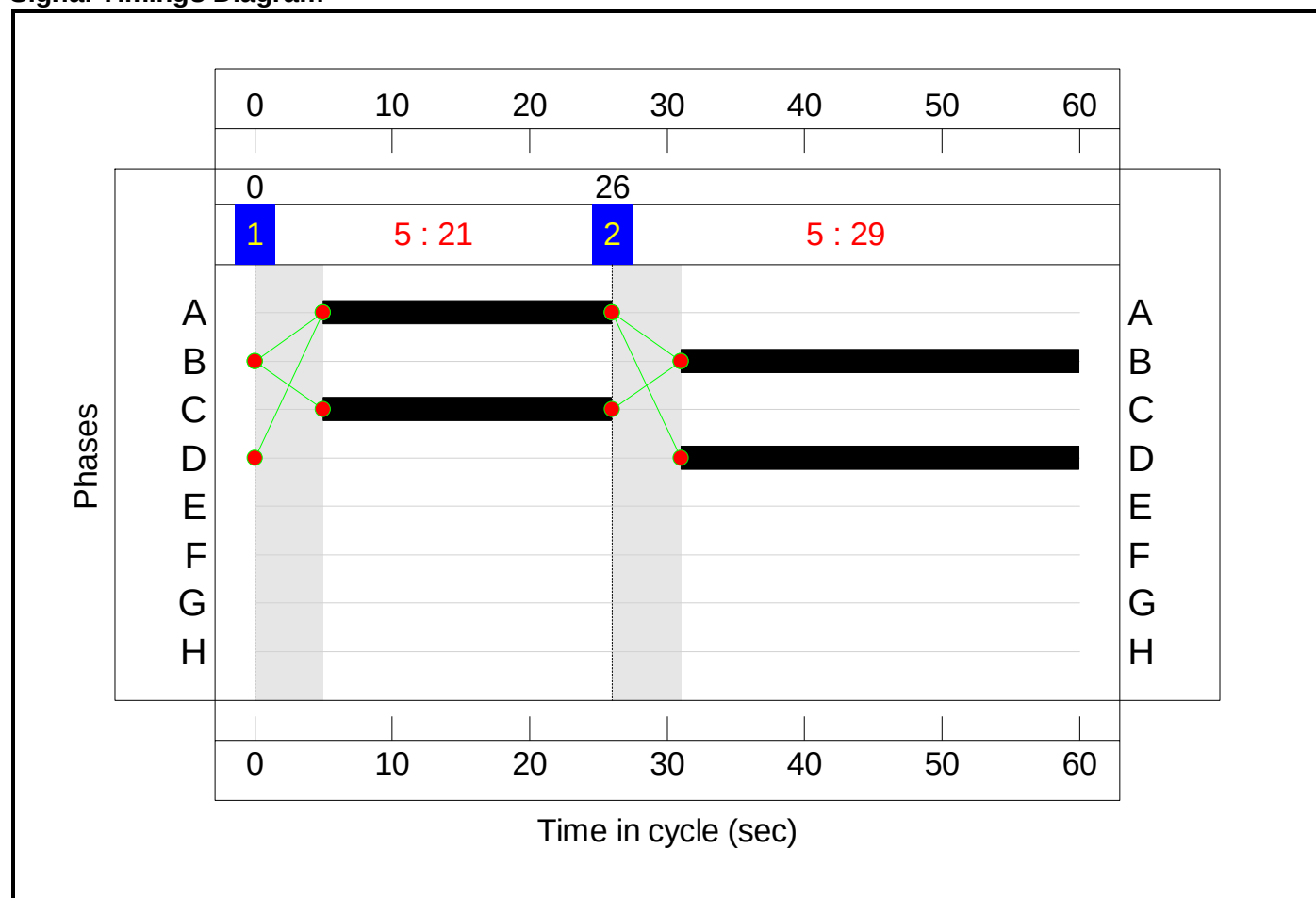
Stage Sequence Diagram



Stage Timings

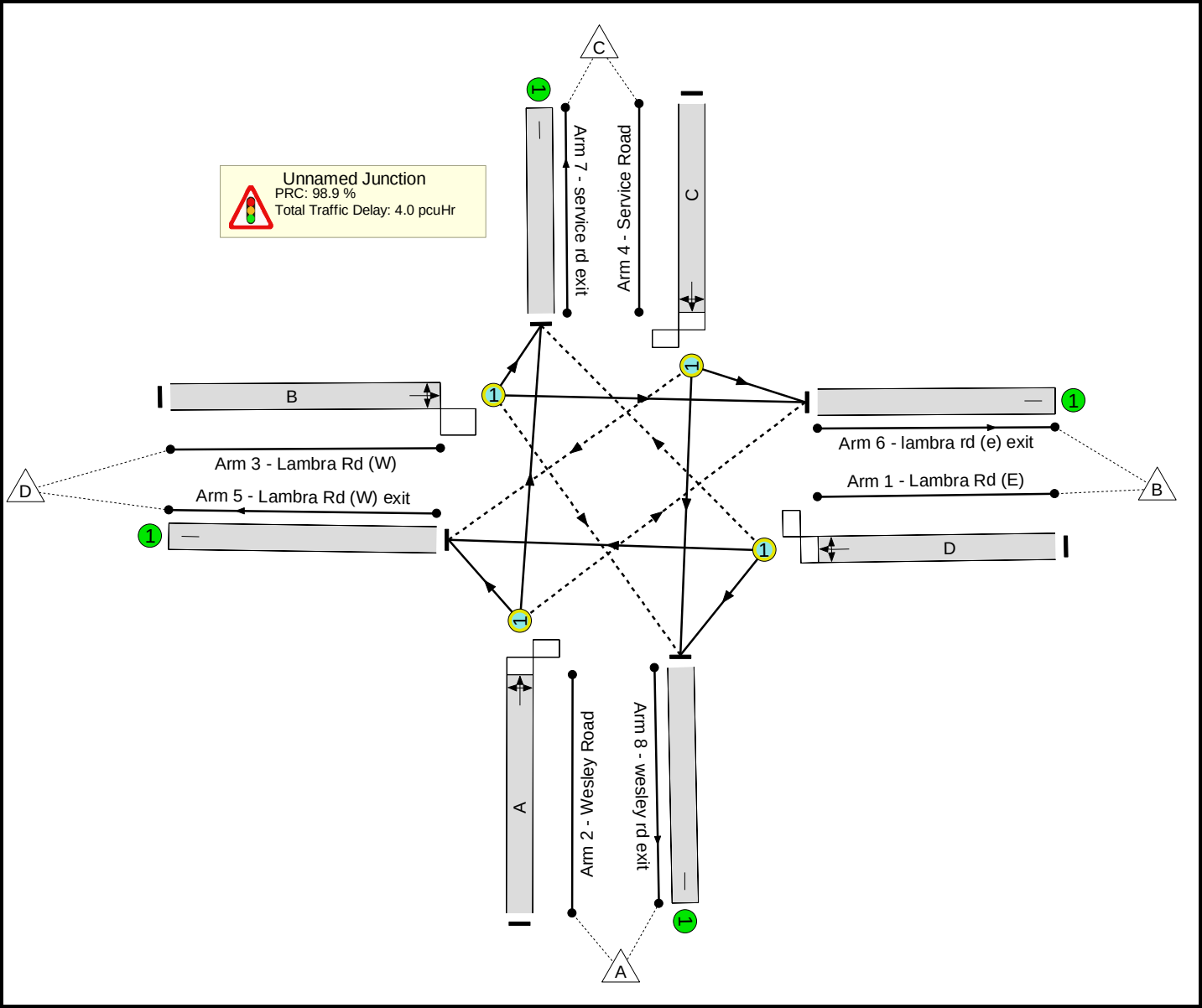
Stage	1	2
Duration	21	29
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	45.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	45.3%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	29	-	221	1772	886	24.9%
2/1	Wesley Road Left Right Ahead	O	N/A	N/A	A		1	21	-	301	1814	665	45.3%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	29	-	431	2065	972	44.3%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	21	-	0	2115	775	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%

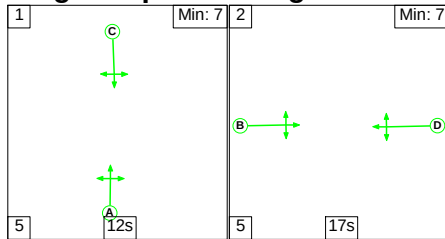
Full Input Data And Results

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	-	-	416	0	3	2.9	1.0	0.2	4.0	-	-	-	-
Unnamed Junction	-	-	416	0	3	2.9	1.0	0.2	4.0	-	-	-	-
1/1	221	221	10	0	0	0.5	0.2	0.0	0.7	11.3	2.1	0.2	2.3
2/1	301	301	177	0	3	1.2	0.4	0.0	1.6	19.4	3.8	0.4	4.2
3/1	431	431	229	0	0	1.1	0.4	0.1	1.7	14.1	4.8	0.4	5.2
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 98.9 Total Delay for Signalled Lanes (pcuHr): 4.01 Cycle Time (s): 60 PRC Over All Lanes (%): 98.9 Total Delay Over All Lanes(pcuHr): 4.01													

Full Input Data And Results

Scenario 8: '2022 Base Saturday + Dev Phase 2' (FG10: '2022 Base Saturday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

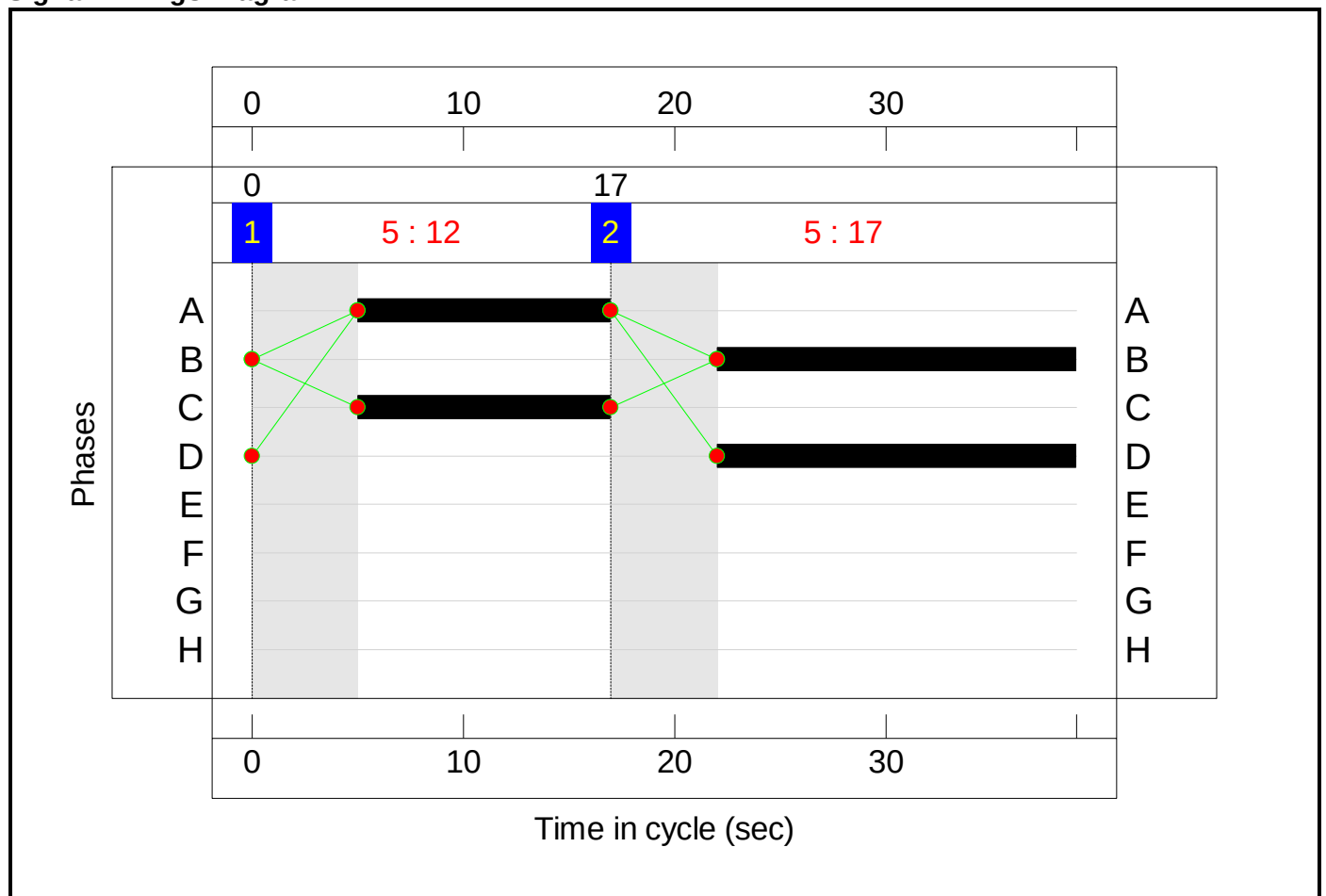
Stage Sequence Diagram



Stage Timings

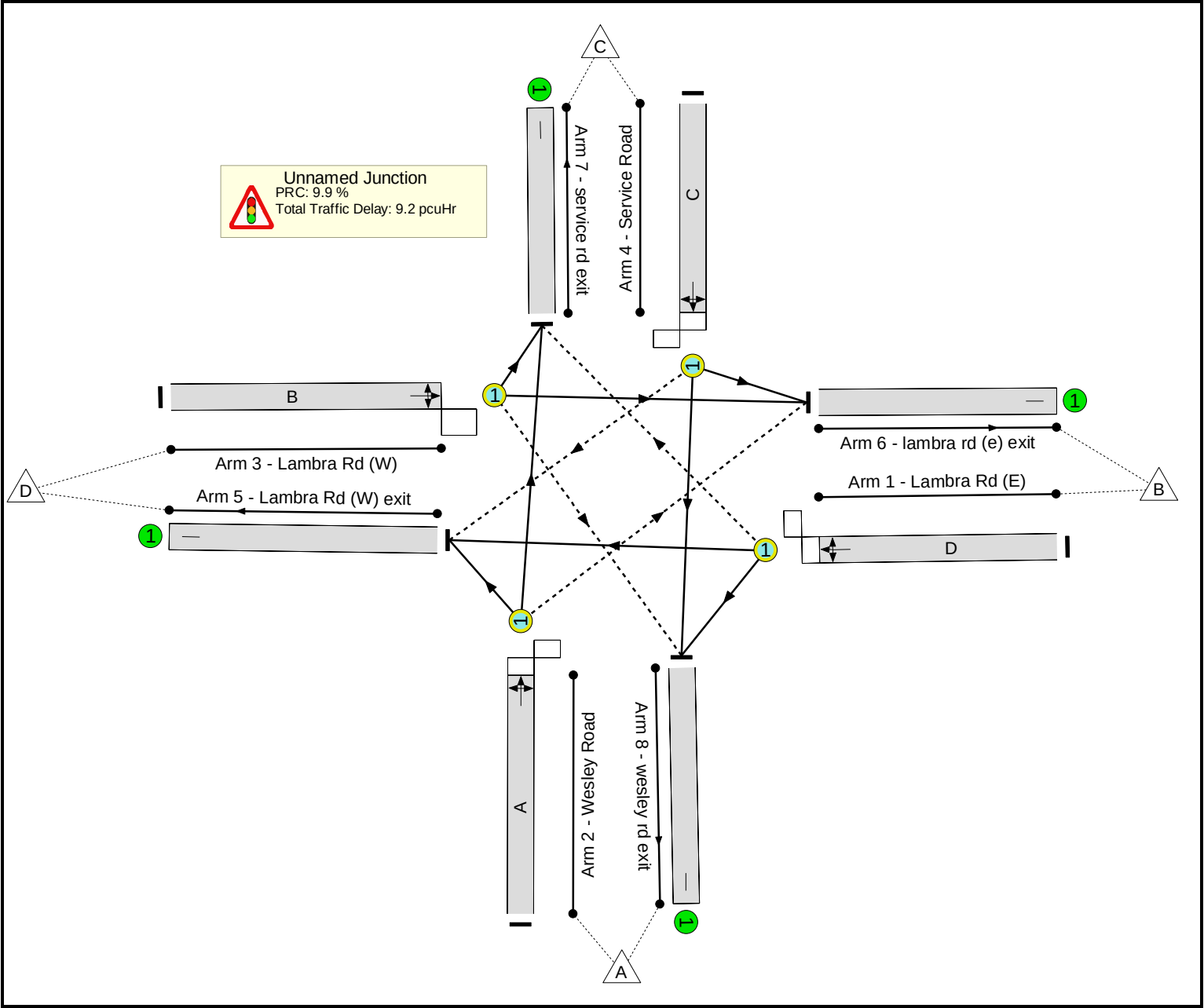
Stage	1	2
Duration	12	17
Change Point	0	17

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	17	-	352	1843	631	55.8%
2/1	Wesley Road Left Right Ahead	O	N/A	N/A	A		1	12	-	513	1879	626	81.9%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	17	-	744	2065	953	78.1%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	12	-	0	2115	451	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	452	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	-	-	545	0	6	4.2	4.6	0.4	9.2	-	-	-	-
Unnamed Junction	-	-	545	0	6	4.2	4.6	0.4	9.2	-	-	-	-
1/1	352	352	124	0	3	0.7	0.6	0.2	1.5	15.6	2.4	0.6	3.1
2/1	513	513	113	0	3	1.7	2.2	0.0	3.9	27.3	5.0	2.2	7.2
3/1	744	744	308	0	0	1.8	1.7	0.2	3.7	18.1	6.6	1.7	8.4
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 9.9 Total Delay for Signalled Lanes (pcuHr): 9.16 Cycle Time (s): 39 PRC Over All Lanes (%): 9.9 Total Delay Over All Lanes(pcuHr): 9.16													

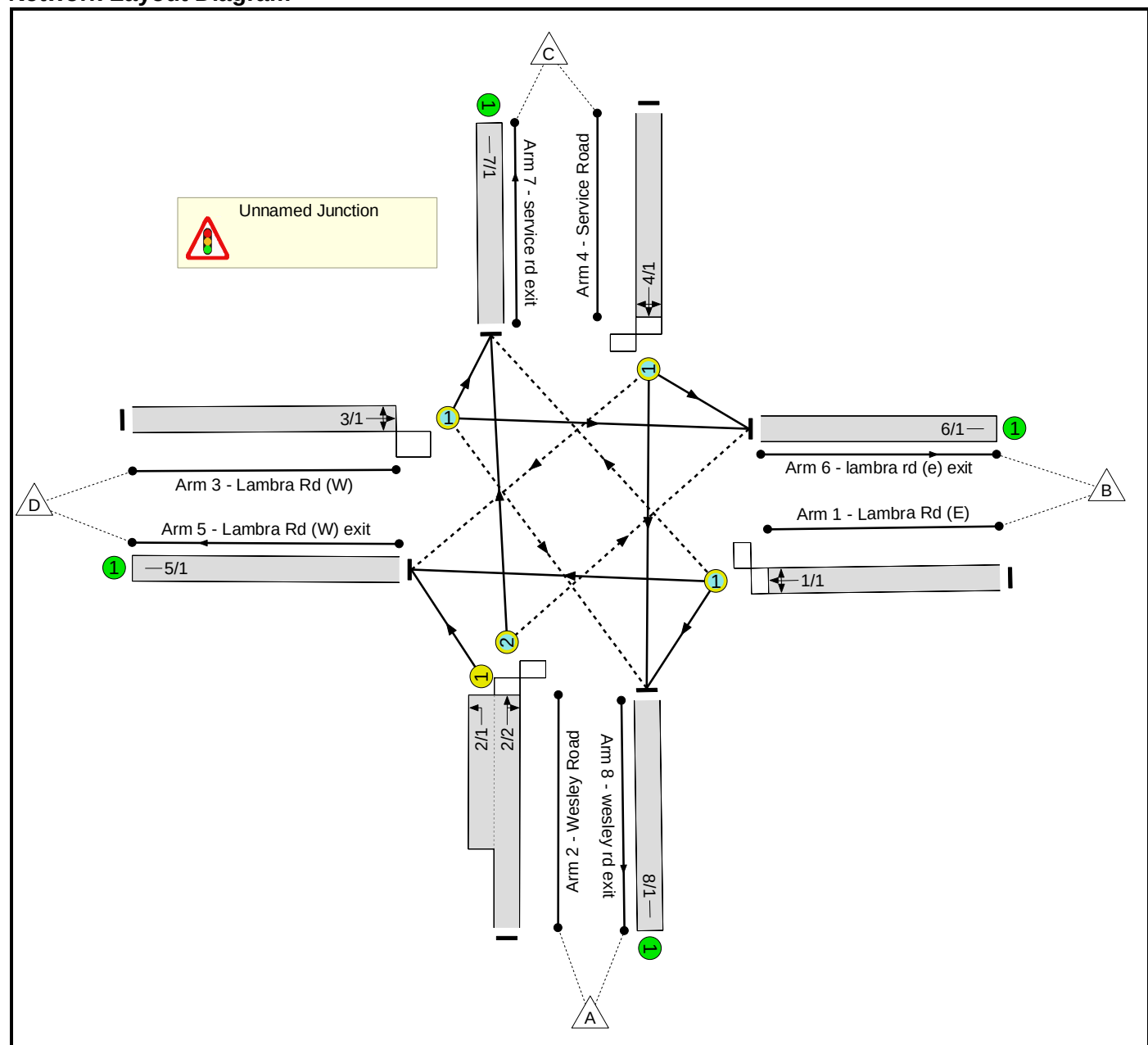
Full Input Data And Results

Full Input Data And Results

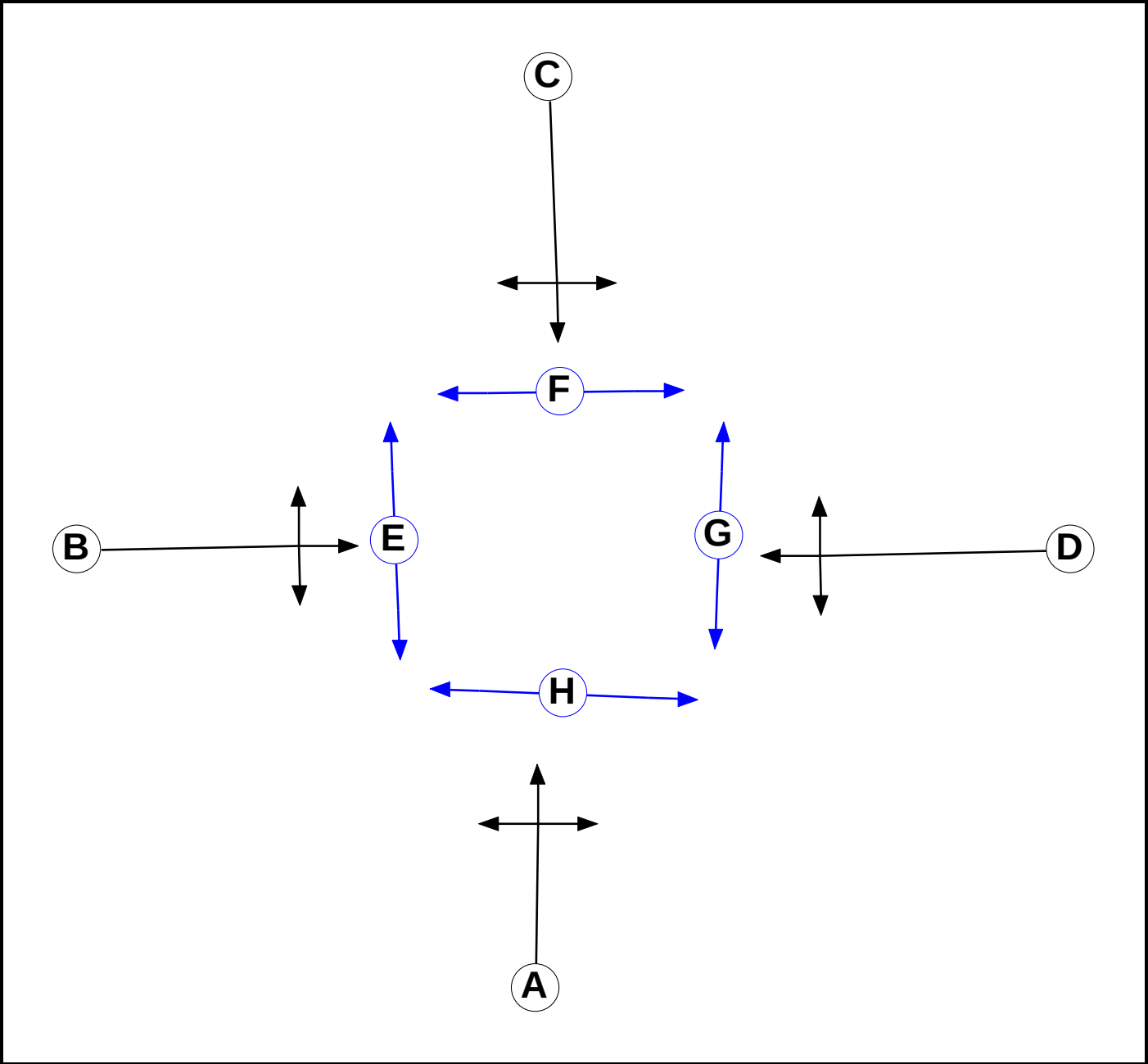
User and Project Details

Project:	The Glassworks Barnsley
Title:	
Location:	Barnsley
File name:	Lambra Road - Mitigation (rev B) - Better Barnsley Phase 2 Adjusted Flows - Option 2 – Two Lanes on Wesley Road.lsg3x
Author:	Luke Oddy
Company:	AECOM
Address:	Leeds
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

Full Input Data And Results

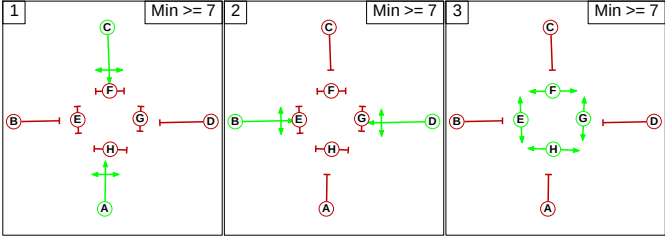
Phase Intergreens Matrix

	Starting Phase								
Terminating Phase		A	B	C	D	E	F	G	H
	A		5	-	5	7	7	7	5
	B	5		5	-	5	7	7	7
	C	-	5		-	7	5	7	7
	D	5	-	-		7	7	5	7
	E	8	8	8	8		-	-	-
	F	8	8	8	8	-		-	-
	G	8	8	8	8	-	-		-
	H	8	8	8	8	-	-	-	

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		
From Stage		1	2	3
	1		5	7
	2	5		7
	3	8	8	

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 (Lambra Rd (E))	7/1 (Right)	1439	0	3/1	1.09	To 6/1 (Ahead) To 7/1 (Left)	2.00	1.00	0.50	2	2.00
2/2 (Wesley Road)	6/1 (Right)	1439	0	4/1	1.09	To 6/1 (Left) To 8/1 (Ahead)	2.00	1.00	0.50	2	2.00
3/1 (Lambra Rd (W))	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	2.00	2.00	0.50	2	2.00
4/1 (Service Road)	5/1 (Right)	1439	0	2/2	1.09	To 7/1 (Ahead)	2.00	1.00	0.50	2	2.00

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 (Lambra Rd (E))	O	D	2	3	60.0	Geom	-	4.38	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Right	15.00
											Arm 8 Left	8.00
2/1 (Wesley Road)	U	A	2	3	9.0	Geom	-	3.00	0.00	Y	Arm 5 Left	Inf
2/2 (Wesley Road)	O	A	2	3	13.2	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
3/1 (Lambra Rd (W))	O	B	2	3	60.0	Geom	-	4.51	0.00	Y	Arm 7 Ahead	Inf
											Arm 6 Ahead	Inf
											Arm 7 Left	6.00
4/1 (Service Road)	O	C	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 8 Right	Inf
											Arm 5 Right	12.00
											Arm 6 Left	6.00
5/1 (Lambra Rd (W) exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Lambra rd (e) exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (service rd exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (wesley rd exit)	U		2	3	60.0	Geom	-	4.00	0.00	Y		

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 Base Friday PM Peak - Phase 1/2'	17:00	18:00	01:00	
2: '2017 Base Saturday Peak - Phase 1/2'	12:00	13:00	01:00	
3: '2022 Base Friday PM Peak - Phase 1/2'	17:00	18:00	01:00	
4: '2022 Base Saturday Peak - Phase 1/2'	12:00	13:00	01:00	
7: '2017 Base Friday PM Phase 2 + Dev Phase 1/2'	17:00	18:00	01:00	F1 + F5
8: '2017 Base Saturday Phase 2 + Dev Phase 1/2'	12:00	13:00	01:00	F2 + F6
9: '2022 Base Friday Phase 2 + Dev Phase 1/2'	17:00	18:00	01:00	F3 + F5
10: '2022 Base Saturday Phase 2 + Dev Phase 1/2'	12:00	13:00	01:00	F4 + F6

Scenario 1: '2017 Base Friday PM peak - Phase 2' (FG1: '2017 Base Friday PM Peak - Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	169	2	87	258
	B	169	0	1	29	199
	C	0	0	0	0	0
	D	195	171	0	0	366
	Tot.	364	340	3	116	823

Traffic Lane Flows

Lane	Scenario 1: 2017 Base Friday PM peak - Phase 2
Junction: Unnamed Junction	
1/1	199
2/1 (short)	87
2/2 (with short)	258(In) 171(Out)
3/1	366
4/1	0
5/1	116
6/1	340
7/1	3
8/1	364

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 (Lambra Rd (E))	4.38	0.00	Y	Arm 5 Ahead	Inf	14.6 %	1770	1770
				Arm 7 Right	15.00	0.5 %		
				Arm 8 Left	8.00	84.9 %		
2/1 (Wesley Road)	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
2/2 (Wesley Road)	3.00	0.00	Y	Arm 6 Right	15.00	98.8 %	1743	1743
				Arm 7 Ahead	Inf	1.2 %		
3/1 (Lambra Rd (W))	4.51	0.00	Y	Arm 6 Ahead	Inf	46.7 %	2066	2066
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	53.3 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit)	4.00	0.00	Y				2015	2015

Scenario 2: '2017 Base Saturday Peak -Phase 2' (FG2: '2017 Base Saturday Peak - Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	108	149	145	402
	B	134	0	78	76	288
	C	0	0	0	0	0
	D	239	339	0	0	578
	Tot.	373	447	227	221	1268

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2017 Base Saturday Peak -Phase 2
Junction: Unnamed Junction	
1/1	288
2/1 (short)	145
2/2 (with short)	402(In) 257(Out)
3/1	578
4/1	0
5/1	221
6/1	447
7/1	227
8/1	373

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 (Lambra Rd (E))	4.38	0.00	Y	Arm 5 Ahead Arm 7 Right Arm 8 Left	Inf 15.00 8.00	26.4 % 27.1 % 46.5 %	1842	1842
2/1 (Wesley Road)	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
2/2 (Wesley Road)	3.00	0.00	Y	Arm 6 Right Arm 7 Ahead	15.00 Inf	42.0 % 58.0 %	1838	1838
3/1 (Lambra Rd (W))	4.51	0.00	Y	Arm 6 Ahead Arm 7 Left Arm 8 Right	Inf 6.00 Inf	58.7 % 0.0 % 41.3 %	2066	2066
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right Arm 6 Left Arm 8 Ahead	12.00 6.00 Inf	0.0 % 0.0 % 0.0 %	2115	2115
5/1 (Lambra Rd (W) exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (lambra rd (e) exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (service rd exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (wesley rd exit)	4.00	0.00	Y				2015	2015

Full Input Data And Results

Scenario 3: '2022 Base Friday PM Peak - Phase 2' (FG3: '2022 Base Friday PM Peak - Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	180	2	93	275
	B	180	0	1	31	212
	C	0	0	0	0	0
	D	208	183	0	0	391
	Tot.	388	363	3	124	878

Traffic Lane Flows

Lane	Scenario 3: 2022 Base Friday PM Peak - Phase 2
Junction: Unnamed Junction	
1/1	212
2/1 (short)	93
2/2 (with short)	275(In) 182(Out)
3/1	391
4/1	0
5/1	124
6/1	363
7/1	3
8/1	388

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 (Lambra Rd (E))	4.38	0.00	Y	Arm 5 Ahead	Inf	14.6 %	1770	1770
				Arm 7 Right	15.00	0.5 %		
				Arm 8 Left	8.00	84.9 %		
2/1 (Wesley Road)	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
2/2 (Wesley Road)	3.00	0.00	Y	Arm 6 Right	15.00	98.9 %	1743	1743
				Arm 7 Ahead	Inf	1.1 %		
3/1 (Lambra Rd (W))	4.51	0.00	Y	Arm 6 Ahead	Inf	46.8 %	2066	2066
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	53.2 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit)	4.00	0.00	Y				2015	2015

Scenario 4: '2022 Base Saturday Peak - Phase 2' (FG4: '2022 Base Saturday Peak - Phase 1/2', Plan 2: 'no peds')
Traffic Flows, Desired
Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	116	159	155	430
	B	144	0	83	81	308
	C	0	0	0	0	0
	D	256	362	0	0	618
	Tot.	400	478	242	236	1356

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2022 Base Saturday Peak - Phase 2
Junction: Unnamed Junction	
1/1	308
2/1 (short)	155
2/2 (with short)	430(In) 275(Out)
3/1	618
4/1	0
5/1	236
6/1	478
7/1	242
8/1	400

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 (Lambra Rd (E))	4.38	0.00	Y	Arm 5 Ahead Arm 7 Right Arm 8 Left	Inf 15.00 8.00	26.3 % 26.9 % 46.8 %	1842	1842
2/1 (Wesley Road)	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
2/2 (Wesley Road)	3.00	0.00	Y	Arm 6 Right Arm 7 Ahead	15.00 Inf	42.2 % 57.8 %	1837	1837
3/1 (Lambra Rd (W))	4.51	0.00	Y	Arm 6 Ahead Arm 7 Left Arm 8 Right	Inf 6.00 Inf	58.6 % 0.0 % 41.4 %	2066	2066
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right Arm 6 Left Arm 8 Ahead	12.00 6.00 Inf	0.0 % 0.0 % 0.0 %	2115	2115
5/1 (Lambra Rd (W) exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (lambra rd (e) exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (service rd exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (wesley rd exit)	4.00	0.00	Y				2015	2015

Full Input Data And Results

Scenario 5: '2017 Base Friday PM + Dev Phase 2' (FG7: '2017 Base Friday PM Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	169	28	87	284
	B	169	0	10	29	208
	C	0	0	0	0	0
	D	216	190	0	0	406
	Tot.	385	359	38	116	898

Traffic Lane Flows

Lane	Scenario 5: 2017 Base Friday PM + Dev Phase 2
Junction: Unnamed Junction	
1/1	208
2/1 (short)	87
2/2 (with short)	284(In) 197(Out)
3/1	406
4/1	0
5/1	116
6/1	359
7/1	38
8/1	385

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 (Lambra Rd (E))	4.38	0.00	Y	Arm 5 Ahead	Inf	13.9 %	1774	1774
				Arm 7 Right	15.00	4.8 %		
				Arm 8 Left	8.00	81.3 %		
2/1 (Wesley Road)	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
2/2 (Wesley Road)	3.00	0.00	Y	Arm 6 Right	15.00	85.8 %	1764	1764
				Arm 7 Ahead	Inf	14.2 %		
3/1 (Lambra Rd (W))	4.51	0.00	Y	Arm 6 Ahead	Inf	46.8 %	2066	2066
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	53.2 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit)	4.00	0.00	Y				2015	2015

Scenario 6: '2017 Base Saturday + Dev Phase 2' (FG8: '2017 Base Saturday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	108	232	145	485
	B	134	0	122	76	332
	C	0	0	0	0	0
	D	291	413	0	0	704
	Tot.	425	521	354	221	1521

Traffic Lane Flows

Lane	Scenario 6: 2017 Base Saturday + Dev Phase 2
Junction: Unnamed Junction	
1/1	332
2/1 (short)	145
2/2 (with short)	485(In) 340(Out)
3/1	704
4/1	0
5/1	221
6/1	521
7/1	354
8/1	425

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 (Lambra Rd (E))	4.38	0.00	Y	Arm 5 Ahead Arm 7 Right Arm 8 Left	Inf 15.00 8.00	22.9 % 36.7 % 40.4 %	1846	1846
2/1 (Wesley Road)	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
2/2 (Wesley Road)	3.00	0.00	Y	Arm 6 Right Arm 7 Ahead	15.00 Inf	31.8 % 68.2 %	1856	1856
3/1 (Lambra Rd (W))	4.51	0.00	Y	Arm 6 Ahead Arm 7 Left Arm 8 Right	Inf 6.00 Inf	58.7 % 0.0 % 41.3 %	2066	2066
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right Arm 6 Left Arm 8 Ahead	12.00 6.00 Inf	0.0 % 0.0 % 0.0 %	2115	2115
5/1 (Lambra Rd (W) exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Lambra rd (e) exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (service rd exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (wesley rd exit)	4.00	0.00	Y				2015	2015

Full Input Data And Results

Scenario 7: '2022 Base Friday + Dev Phase 2' (FG9: '2022 Base Friday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	180	28	93	301
	B	180	0	10	31	221
	C	0	0	0	0	0
	D	229	202	0	0	431
	Tot.	409	382	38	124	953

Traffic Lane Flows

Lane	Scenario 7: 2022 Base Friday + Dev Phase 2
Junction: Unnamed Junction	
1/1	221
2/1 (short)	93
2/2 (with short)	301(In) 208(Out)
3/1	431
4/1	0
5/1	124
6/1	382
7/1	38
8/1	409

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 (Lambra Rd (E))	4.38	0.00	Y	Arm 5 Ahead	Inf	14.0 %	1774	1774
				Arm 7 Right	15.00	4.5 %		
				Arm 8 Left	8.00	81.4 %		
2/1 (Wesley Road)	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
2/2 (Wesley Road)	3.00	0.00	Y	Arm 6 Right	15.00	86.5 %	1762	1762
				Arm 7 Ahead	Inf	13.5 %		
3/1 (Lambra Rd (W))	4.51	0.00	Y	Arm 6 Ahead	Inf	46.9 %	2066	2066
				Arm 7 Left	6.00	0.0 %		
				Arm 8 Right	Inf	53.1 %		
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right	12.00	0.0 %	2115	2115
				Arm 6 Left	6.00	0.0 %		
				Arm 8 Ahead	Inf	0.0 %		
5/1 (Lambra Rd (W) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (service rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (wesley rd exit)	4.00	0.00	Y				2015	2015

Scenario 8: '2022 Base Saturday + Dev Phase 2' (FG10: '2022 Base Saturday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	116	242	155	513
	B	144	0	127	81	352
	C	0	0	0	0	0
	D	308	436	0	0	744
	Tot.	452	552	369	236	1609

Traffic Lane Flows

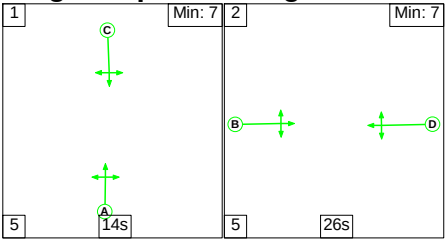
Lane	Scenario 8: 2022 Base Saturday + Dev Phase 2
Junction: Unnamed Junction	
1/1	352
2/1 (short)	155
2/2 (with short)	513(In) 358(Out)
3/1	744
4/1	0
5/1	236
6/1	552
7/1	369
8/1	452

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 (Lambra Rd (E))	4.38	0.00	Y	Arm 5 Ahead Arm 7 Right Arm 8 Left	Inf 15.00 8.00	23.0 % 36.1 % 40.9 %	1845	1845
2/1 (Wesley Road)	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
2/2 (Wesley Road)	3.00	0.00	Y	Arm 6 Right Arm 7 Ahead	15.00 Inf	32.4 % 67.6 %	1855	1855
3/1 (Lambra Rd (W))	4.51	0.00	Y	Arm 6 Ahead Arm 7 Left Arm 8 Right	Inf 6.00 Inf	58.6 % 0.0 % 41.4 %	2066	2066
4/1 (Service Road)	5.00	0.00	Y	Arm 5 Right Arm 6 Left Arm 8 Ahead	12.00 6.00 Inf	0.0 % 0.0 % 0.0 %	2115	2115
5/1 (Lambra Rd (W) exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Lambra rd (e) exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (service rd exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (wesley rd exit)	4.00	0.00	Y				2015	2015

Scenario 1: '2017 Base Friday PM peak - Phase 2' (FG1: '2017 Base Friday PM Peak - Phase 1/2', Plan 2: 'no peds')

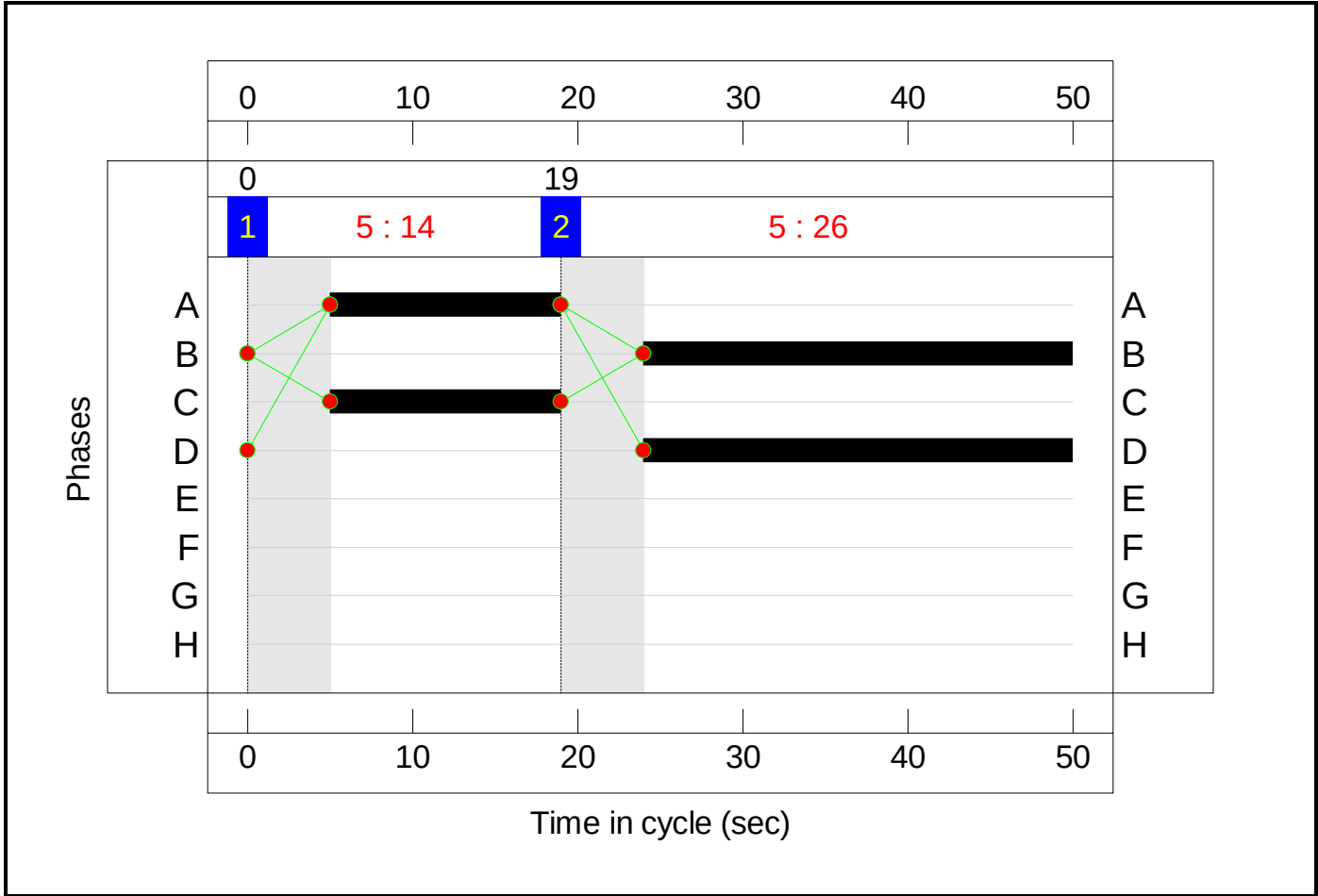
Stage Sequence Diagram



Stage Timings

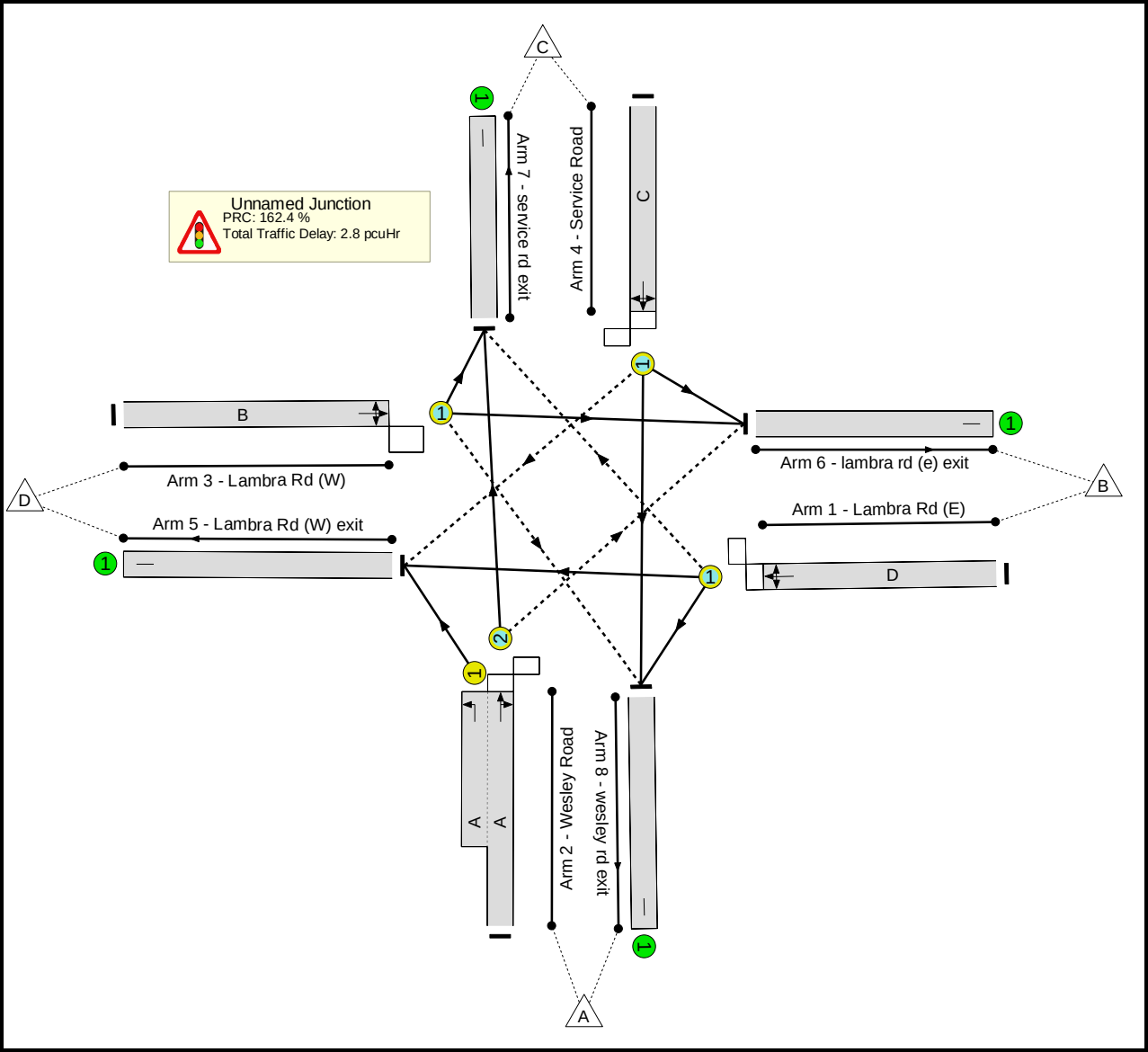
Stage	1	2
Duration	14	26
Change Point	0	19

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	34.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	34.3%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	26	-	199	1770	956	20.8%
2/2+2/1	Wesley Road Left Right Ahead	O+U	N/A	N/A	A		1	14	-	258	1743:1915	523+266	32.7 : 32.7%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	26	-	366	2066	1067	34.3%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	14	-	0	2115	635	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	364	2015	2015	18.1%

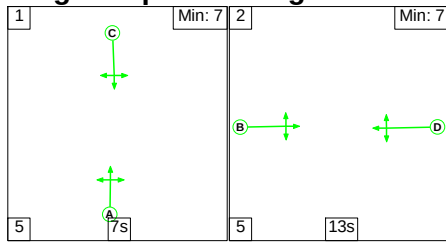
Full Input Data And Results

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Full Input Data And Results

Scenario 2: '2017 Base Saturday Peak -Phase 2' (FG2: '2017 Base Saturday Peak - Phase 1/2', Plan 2: 'no peds')

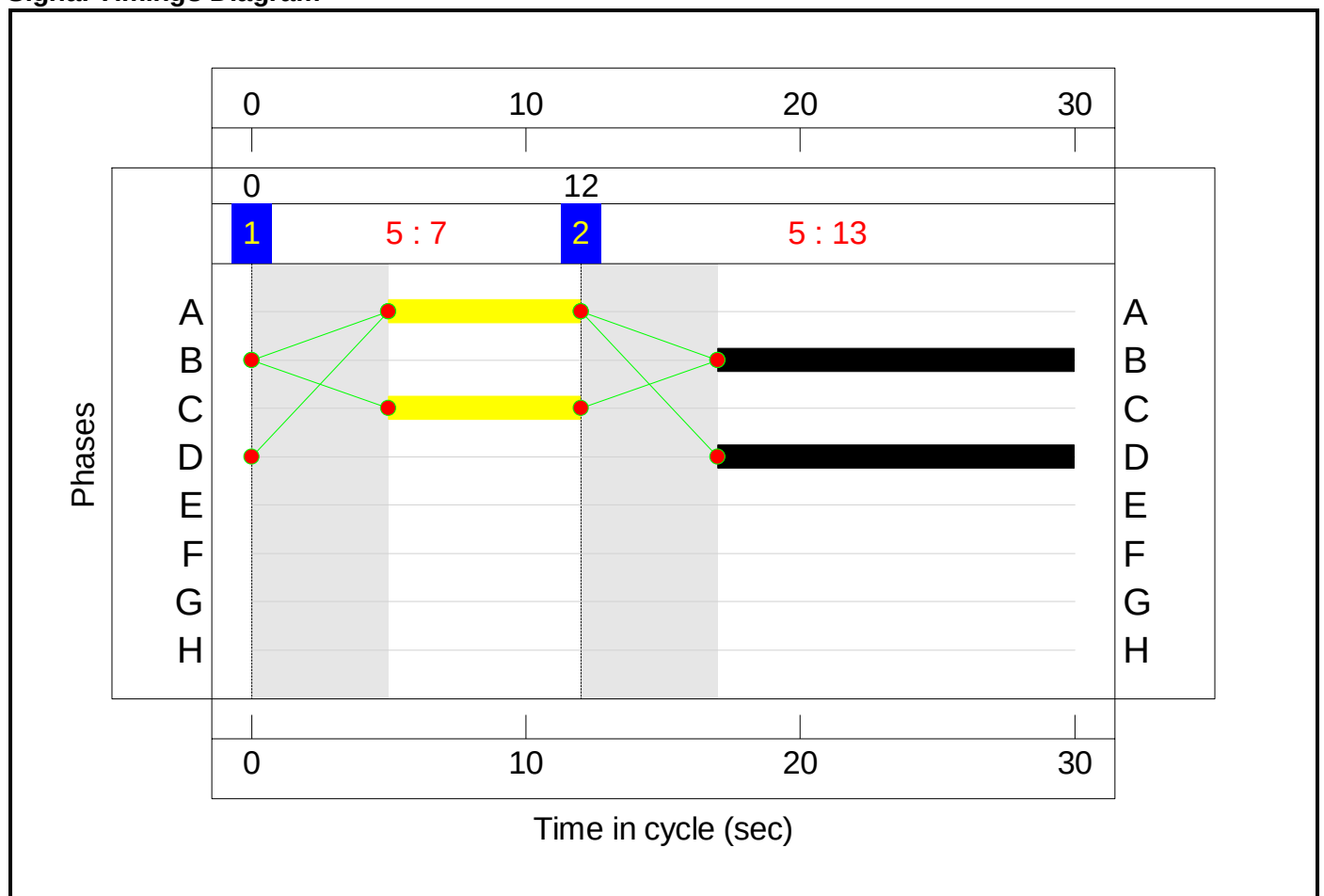
Stage Sequence Diagram



Stage Timings

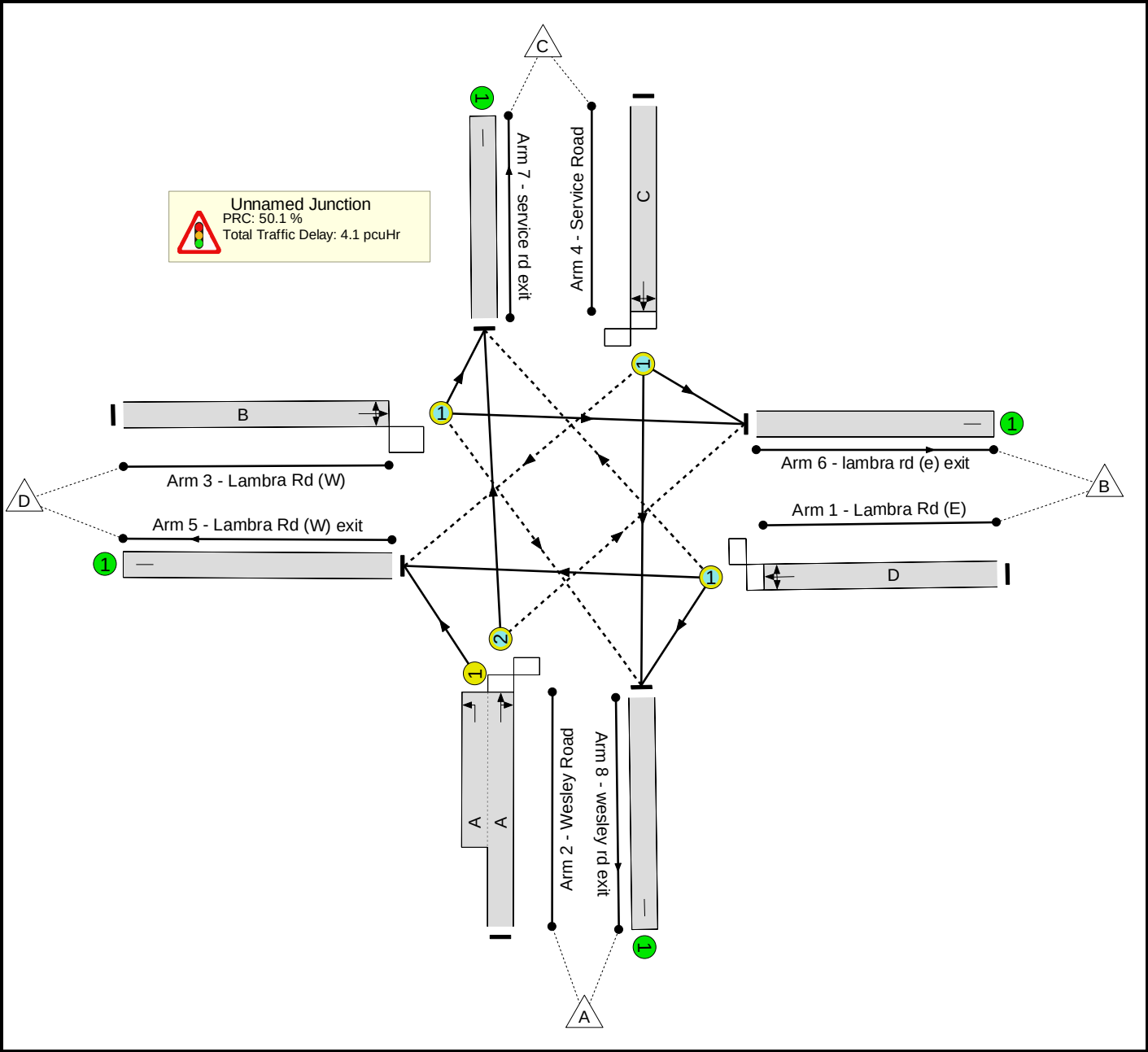
Stage	1	2
Duration	7	13
Change Point	0	12

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	60.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	60.0%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	13	-	288	1842	860	33.5%
2/2+2/1	Wesley Road Left Right Ahead	O+U	N/A	N/A	A		1	7	-	402	1838:1915	490+353	52.4 : 41.1%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	13	-	578	2066	964	60.0%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	7	-	0	2115	564	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	373	2015	2015	18.5%

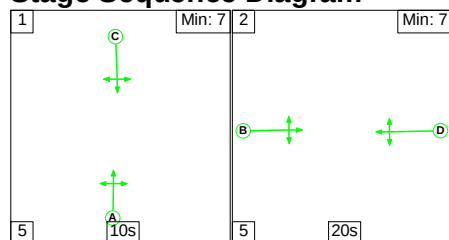
Full Input Data And Results

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	-	-	419	0	6	2.4	1.6	0.2	4.1	-	-	-	-
Unnamed Junction	-	-	419	0	6	2.4	1.6	0.2	4.1	-	-	-	-
1/1	288	288	75	0	3	0.4	0.3	0.1	0.7	8.9	1.4	0.3	1.7
2/2+2/1	402	402	104	0	4	1.0	0.5	0.0	1.5	13.3	1.8	0.5	2.2
3/1	578	578	239	0	0	1.0	0.7	0.1	1.8	11.2	3.5	0.7	4.3
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	373	373	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
C1 PRC for Signalled Lanes (%): 50.1 Total Delay for Signalled Lanes (pcuHr): 3.98 Cycle Time (s): 30 PRC Over All Lanes (%): 50.1 Total Delay Over All Lanes(pcuHr): 4.10													

Full Input Data And Results

Scenario 3: '2022 Base Friday PM Peak - Phase 2' (FG3: '2022 Base Friday PM Peak - Phase 1/2', Plan 2: 'no peds')

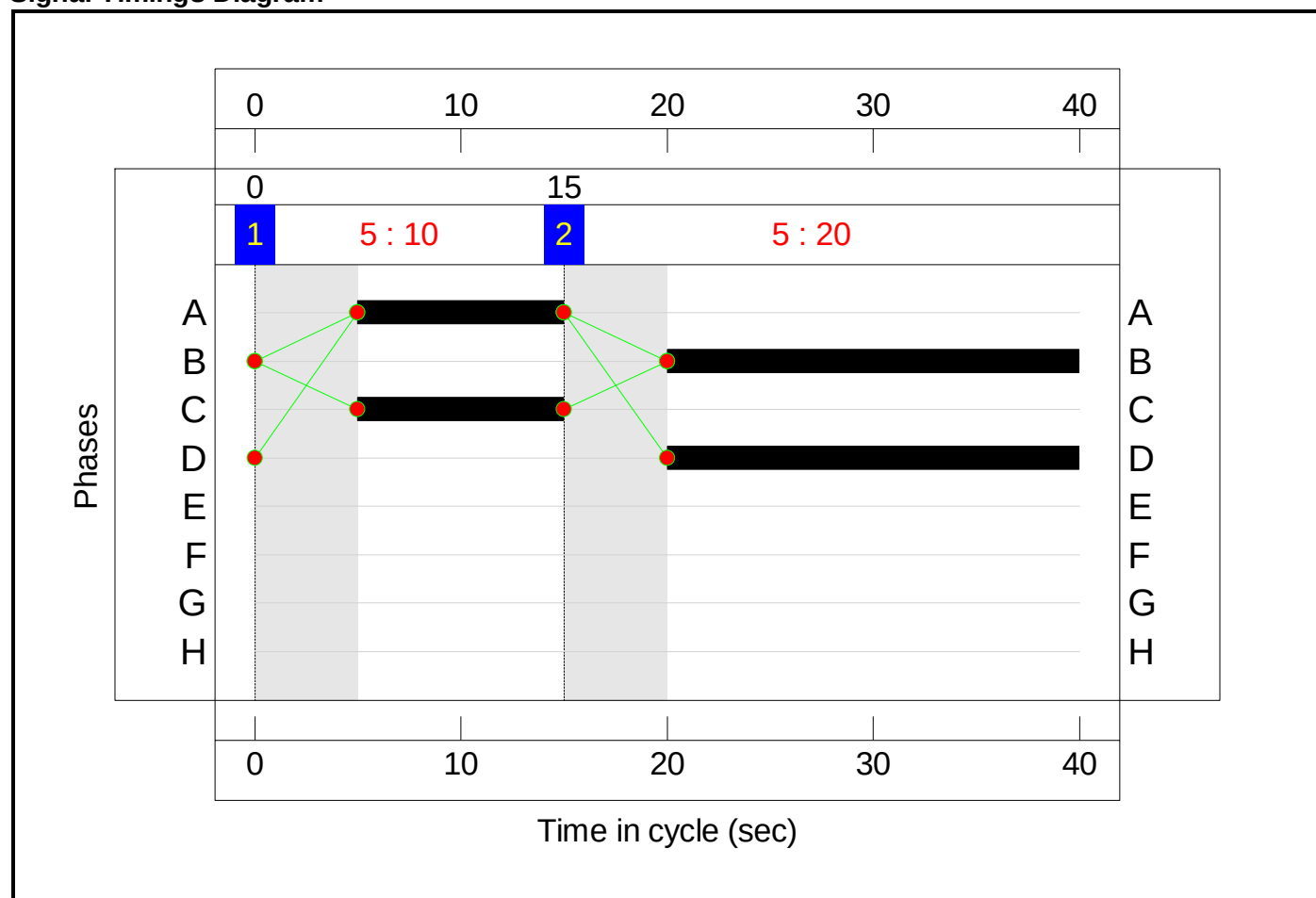
Stage Sequence Diagram



Stage Timings

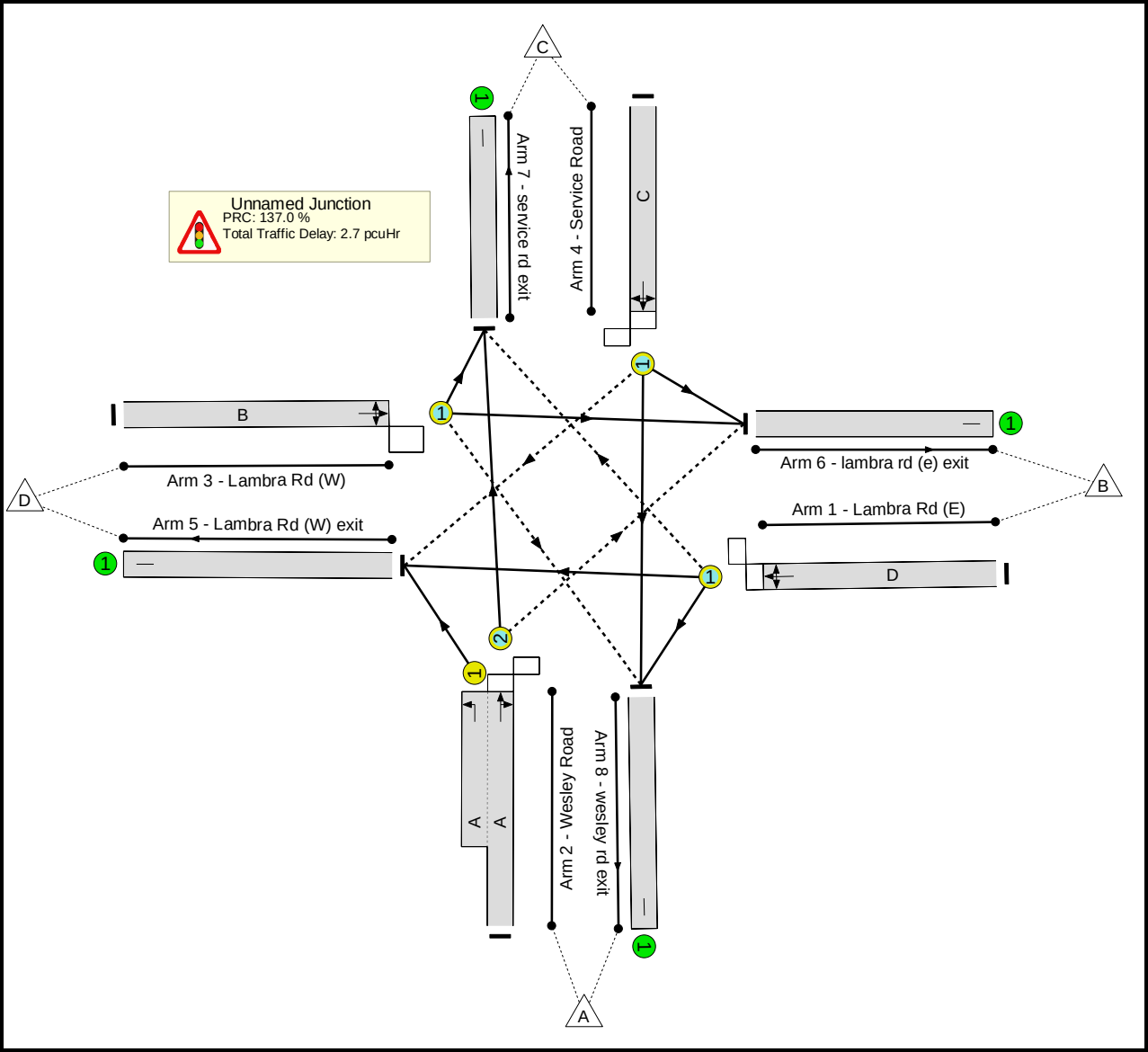
Stage	1	2
Duration	10	20
Change Point	0	15

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	38.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	38.0%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	20	-	212	1770	929	22.8%
2/2+2/1	Wesley Road Left Right Ahead	O+U	N/A	N/A	A		1	10	-	275	1743:1915	479+245	38.0 : 38.0%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	20	-	391	2066	1062	36.8%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	10	-	0	2115	582	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	388	2015	2015	19.3%

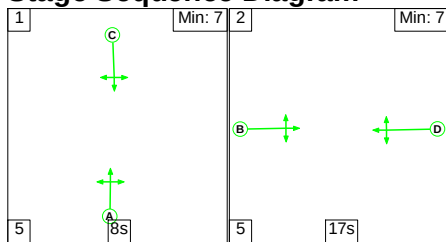
Full Input Data And Results

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Full Input Data And Results

Scenario 4: '2022 Base Saturday Peak - Phase 2' (FG4: '2022 Base Saturday Peak - Phase 1/2', Plan 2: 'no peds')

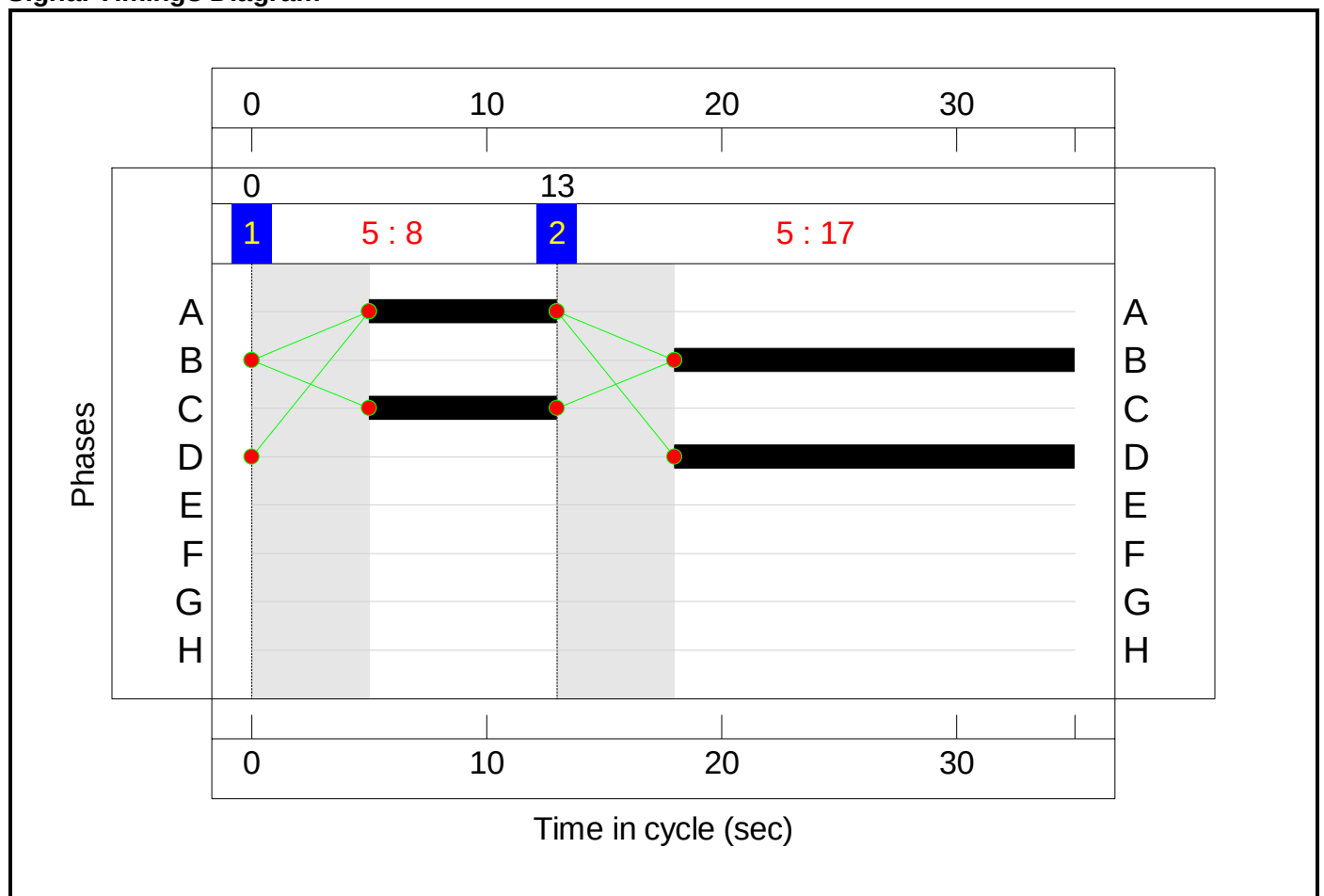
Stage Sequence Diagram



Stage Timings

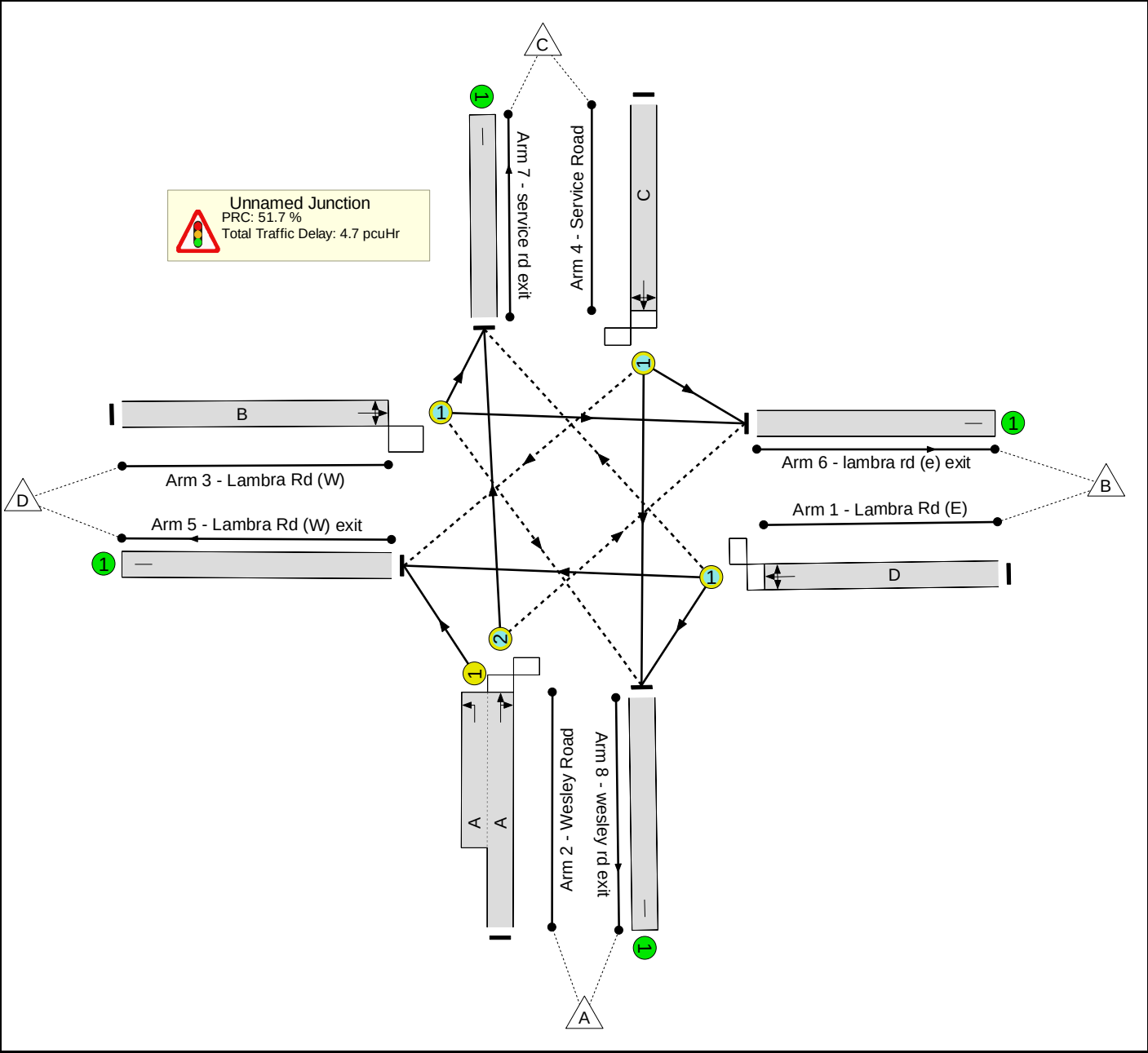
Stage	1	2
Duration	8	17
Change Point	0	13

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	59.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.3%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	17	-	308	1842	947	32.5%
2/2+2/1	Wesley Road Left Right Ahead	O+U	N/A	N/A	A		1	8	-	430	1837:1915	472+276	58.2 : 56.1%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	17	-	618	2066	1042	59.3%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	8	-	0	2115	544	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	400	2015	2015	19.9%

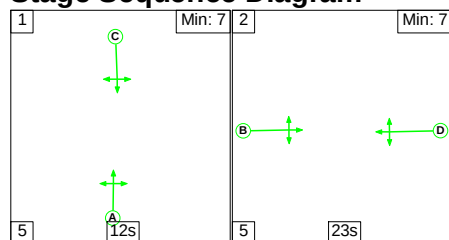
Full Input Data And Results

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	-	-	449	0	6	2.8	1.8	0.2	4.7	-	-	-	-
Unnamed Junction	-	-	449	0	6	2.8	1.8	0.2	4.7	-	-	-	-
1/1	308	308	81	0	2	0.4	0.2	0.1	0.7	8.5	1.7	0.2	2.0
2/2+2/1	430	430	113	0	3	1.3	0.7	0.0	2.0	16.7	2.3	0.7	3.0
3/1	618	618	256	0	0	1.0	0.7	0.1	1.8	10.8	4.1	0.7	4.8
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	400	400	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
C1 PRC for Signalled Lanes (%): 51.7 Total Delay for Signalled Lanes (pcuHr): 4.57 Cycle Time (s): 35 PRC Over All Lanes (%): 51.7 Total Delay Over All Lanes(pcuHr): 4.70													

Full Input Data And Results

Scenario 5: '2017 Base Friday PM + Dev Phase 2' (FG7: '2017 Base Friday PM Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

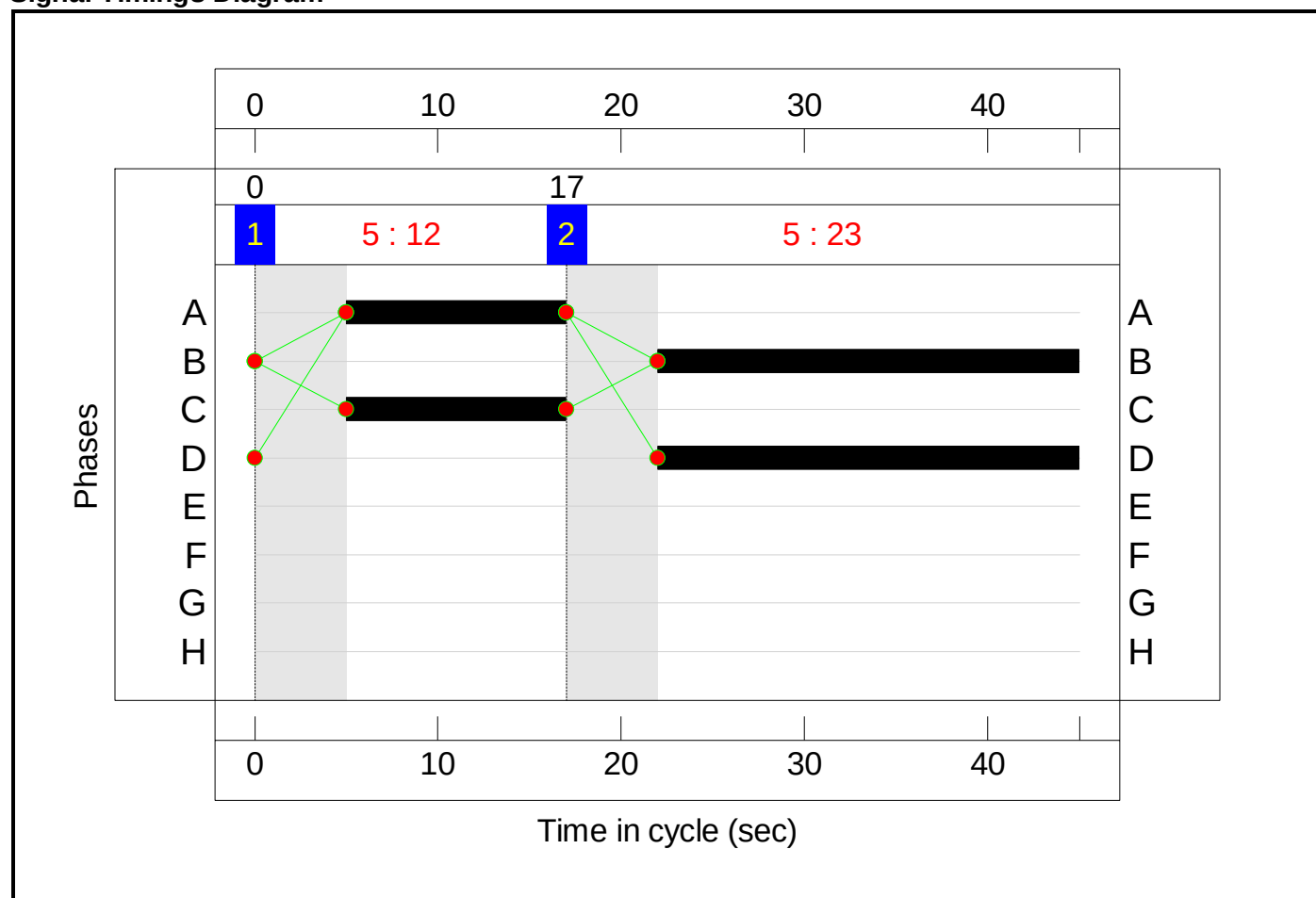
Stage Sequence Diagram



Stage Timings

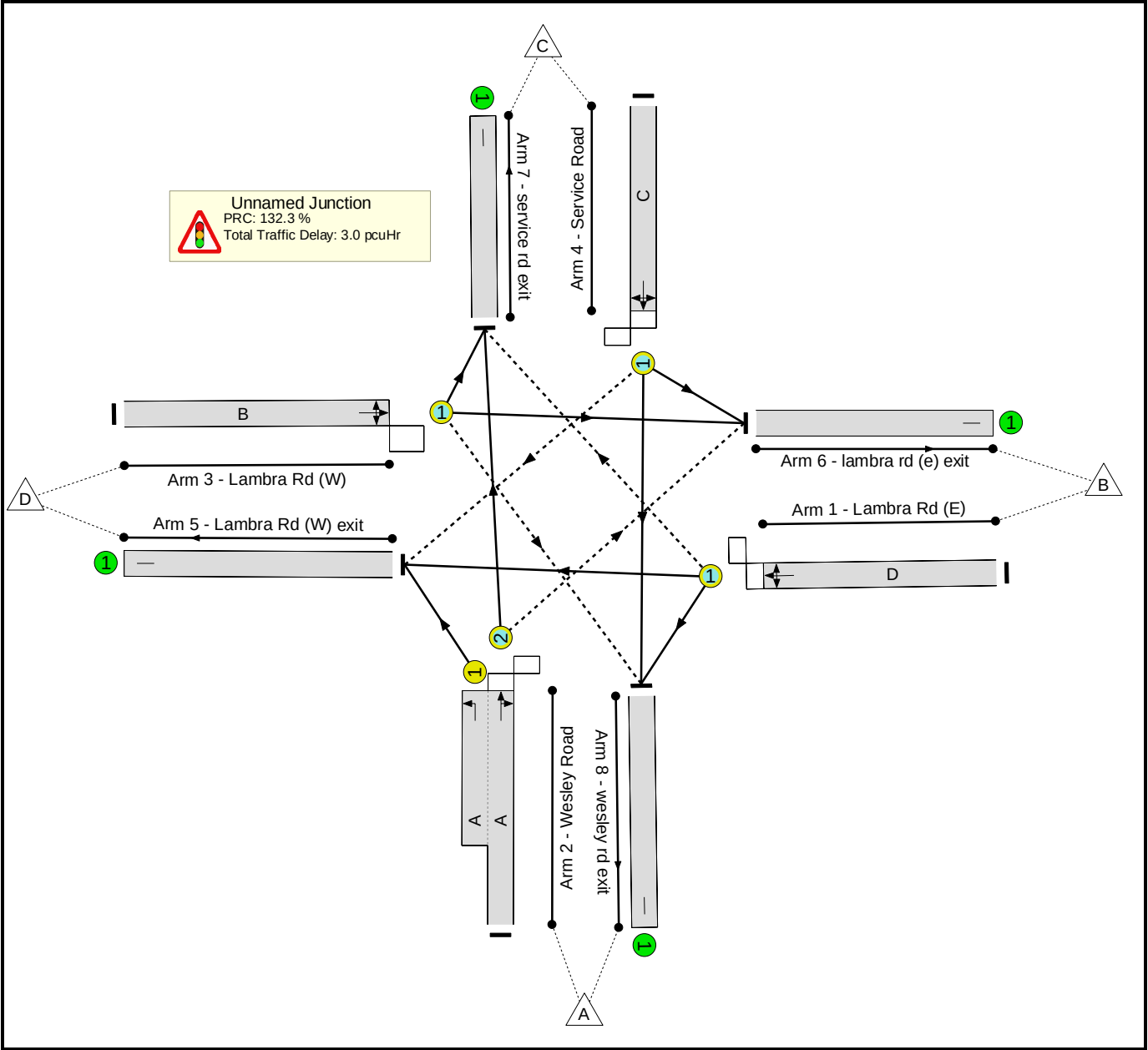
Stage	1	2
Duration	12	23
Change Point	0	17

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	38.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	38.7%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	23	-	208	1774	946	22.0%
2/2+2/1	Wesley Road Left Right Ahead	O+U	N/A	N/A	A		1	12	-	284	1764:1915	510+225	38.7 : 38.7%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	23	-	406	2066	1048	38.7%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	12	-	0	2115	611	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	385	2015	2015	19.1%

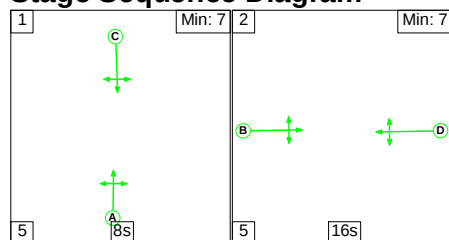
Full Input Data And Results

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	-	-	391	0	4	2.0	0.9	0.1	3.0	-	-	-	-
Unnamed Junction	-	-	391	0	4	2.0	0.9	0.1	3.0	-	-	-	-
1/1	208	208	10	0	0	0.3	0.1	0.0	0.5	8.0	1.3	0.1	1.5
2/2+2/1	284	284	165	0	4	1.0	0.3	0.0	1.3	16.6	2.0	0.3	2.3
3/1	406	406	216	0	0	0.7	0.3	0.1	1.1	9.6	2.9	0.3	3.2
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	385	385	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
C1 PRC for Signalled Lanes (%): 132.3 Total Delay for Signalled Lanes (pcuHr): 2.86 Cycle Time (s): 45 PRC Over All Lanes (%): 132.3 Total Delay Over All Lanes(pcuHr): 2.98													

Full Input Data And Results

Scenario 6: '2017 Base Saturday + Dev Phase 2' (FG8: '2017 Base Saturday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

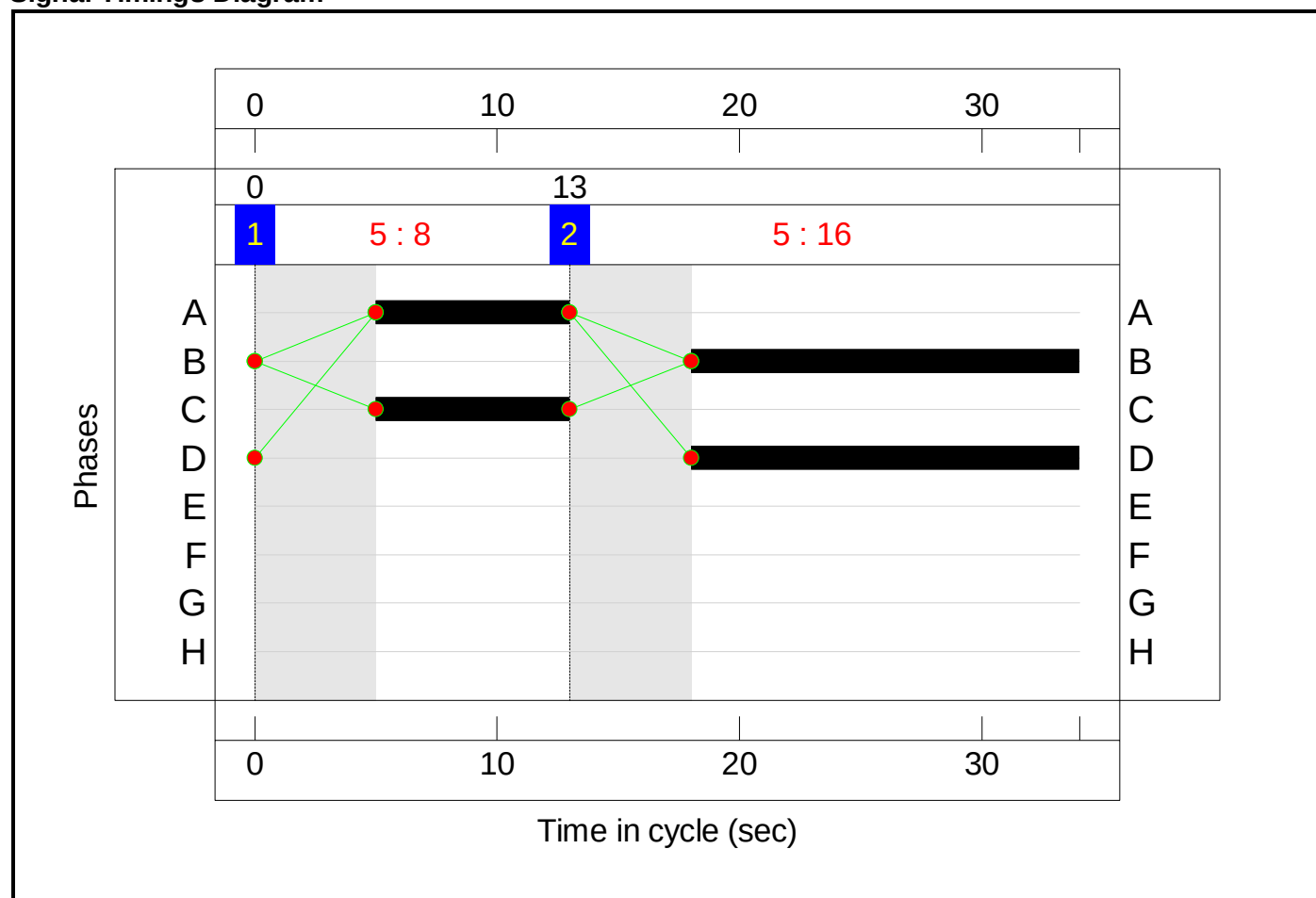
Stage Sequence Diagram



Stage Timings

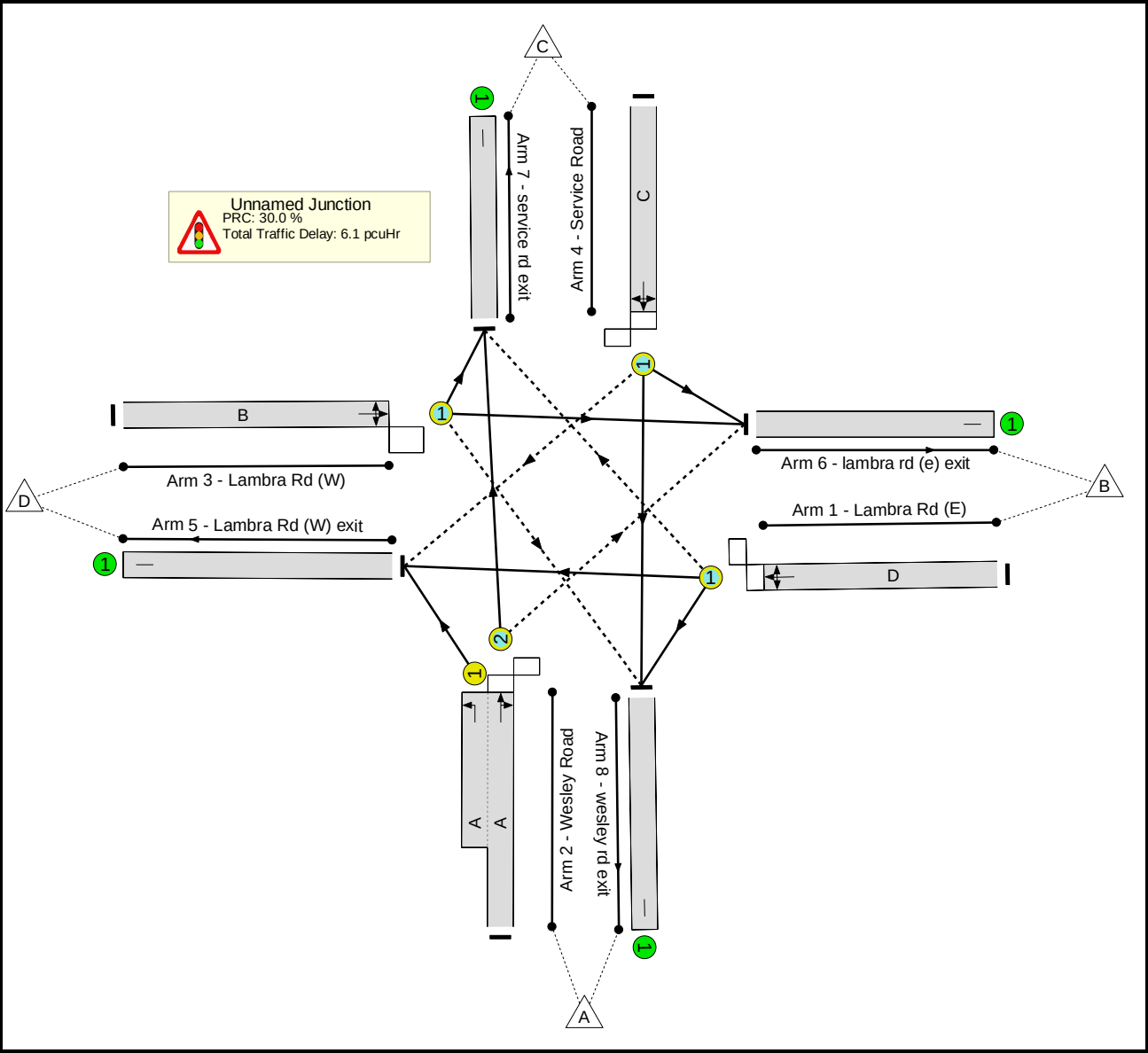
Stage	1	2
Duration	8	16
Change Point	0	13

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.2%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	16	-	332	1846	798	41.6%
2/2+2/1	Wesley Road Left Right Ahead	O+U	N/A	N/A	A		1	8	-	485	1856:1915	491+210	69.2 : 69.2%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	16	-	704	2066	1033	68.2%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	8	-	0	2115	526	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	425	2015	2015	21.1%

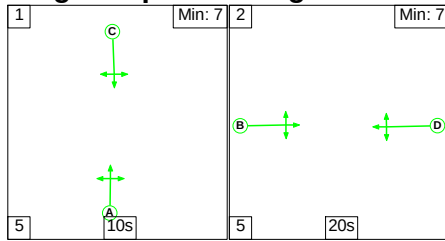
Full Input Data And Results

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	-	-	514	0	7	3.2	2.7	0.2	6.1	-	-	-	-
Unnamed Junction	-	-	514	0	7	3.2	2.7	0.2	6.1	-	-	-	-
1/1	332	332	118	0	4	0.5	0.4	0.1	1.0	10.6	1.8	0.4	2.2
2/2+2/1	485	485	105	0	3	1.5	1.1	0.0	2.6	19.2	2.8	1.1	3.9
3/1	704	704	291	0	0	1.3	1.1	0.1	2.4	12.4	4.9	1.1	6.0
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	425	425	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
C1 PRC for Signalled Lanes (%): 30.0 Total Delay for Signalled Lanes (pcuHr): 5.99 Cycle Time (s): 34 PRC Over All Lanes (%): 30.0 Total Delay Over All Lanes(pcuHr): 6.12													

Full Input Data And Results

Scenario 7: '2022 Base Friday + Dev Phase 2' (FG9: '2022 Base Friday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

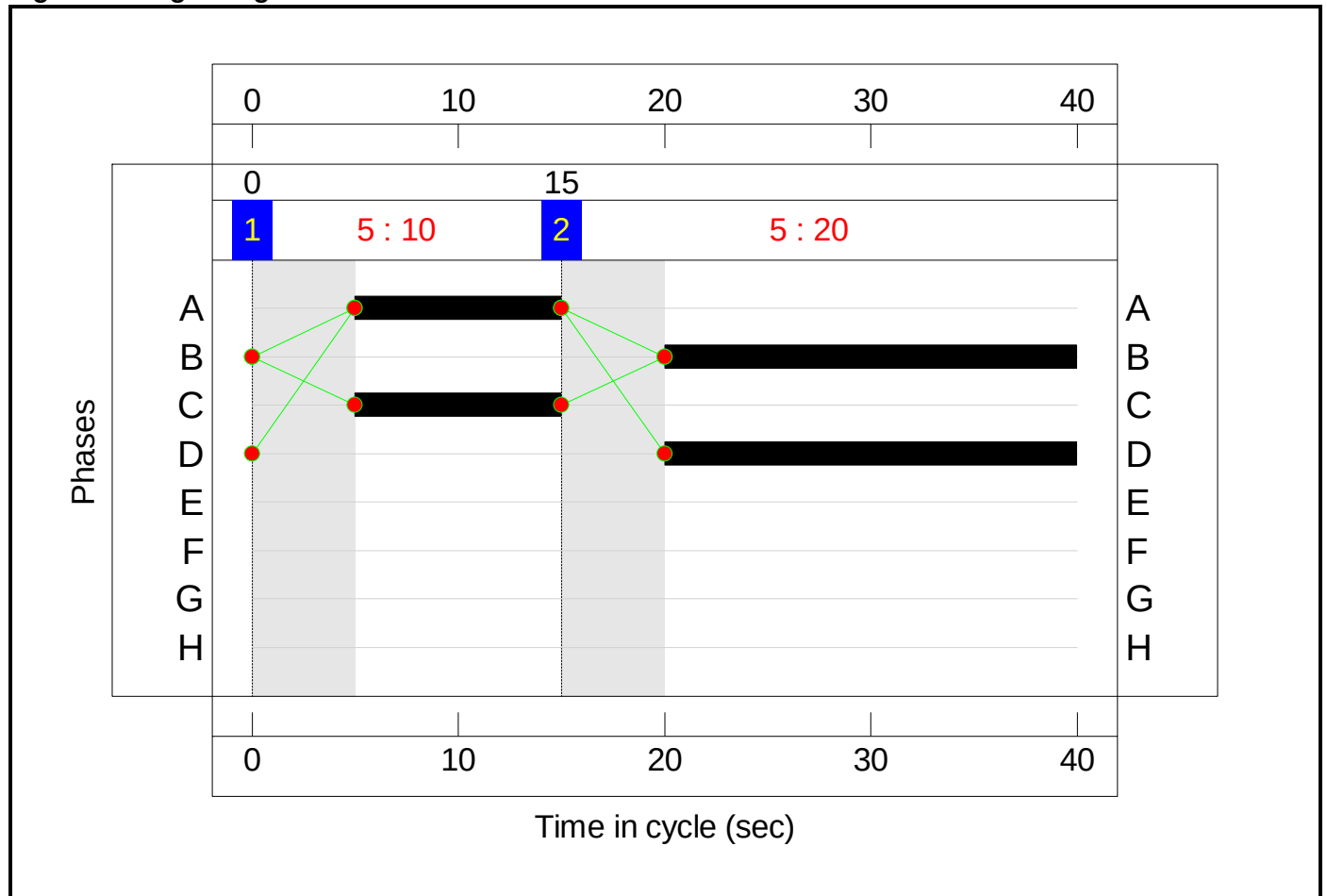
Stage Sequence Diagram



Stage Timings

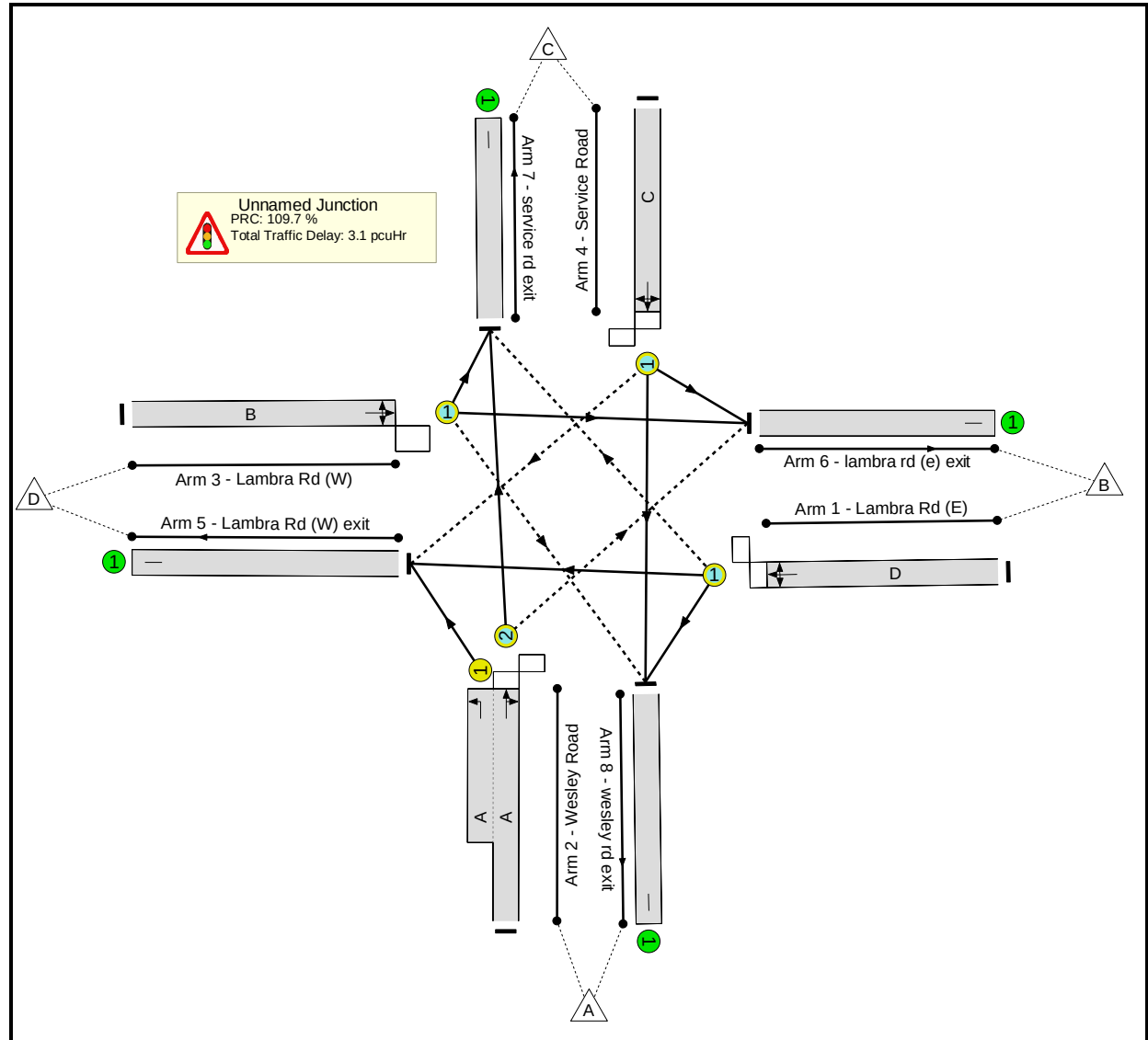
Stage	1	2
Duration	10	20
Change Point	0	15

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	42.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	42.9%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	20	-	221	1774	931	23.7%
2/2+2/1	Wesley Road Left Right Ahead	O+U	N/A	N/A	A		1	10	-	301	1762:1915	485+217	42.9 : 42.9%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	20	-	431	2066	1062	40.6%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	10	-	0	2115	582	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	409	2015	2015	20.3%

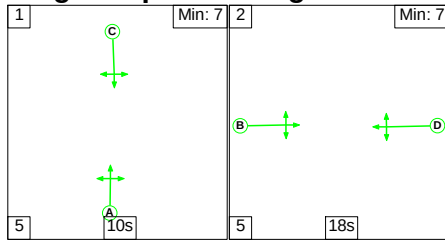
Full Input Data And Results

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	-	-	414	0	5	2.0	1.0	0.1	3.1	-	-	-	-
Unnamed Junction	-	-	414	0	5	2.0	1.0	0.1	3.1	-	-	-	-
1/1	221	221	10	0	0	0.3	0.2	0.0	0.5	7.7	1.3	0.2	1.4
2/2+2/1	301	301	176	0	5	1.0	0.4	0.0	1.4	16.3	1.8	0.4	2.2
3/1	431	431	229	0	0	0.7	0.3	0.1	1.1	9.3	2.9	0.3	3.2
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	409	409	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
C1 PRC for Signalled Lanes (%): 109.7 Total Delay for Signalled Lanes (pcuHr): 2.95 Cycle Time (s): 40 PRC Over All Lanes (%): 109.7 Total Delay Over All Lanes(pcuHr): 3.07													

Full Input Data And Results

Scenario 8: '2022 Base Saturday + Dev Phase 2' (FG10: '2022 Base Saturday Phase 2 + Dev Phase 1/2', Plan 2: 'no peds')

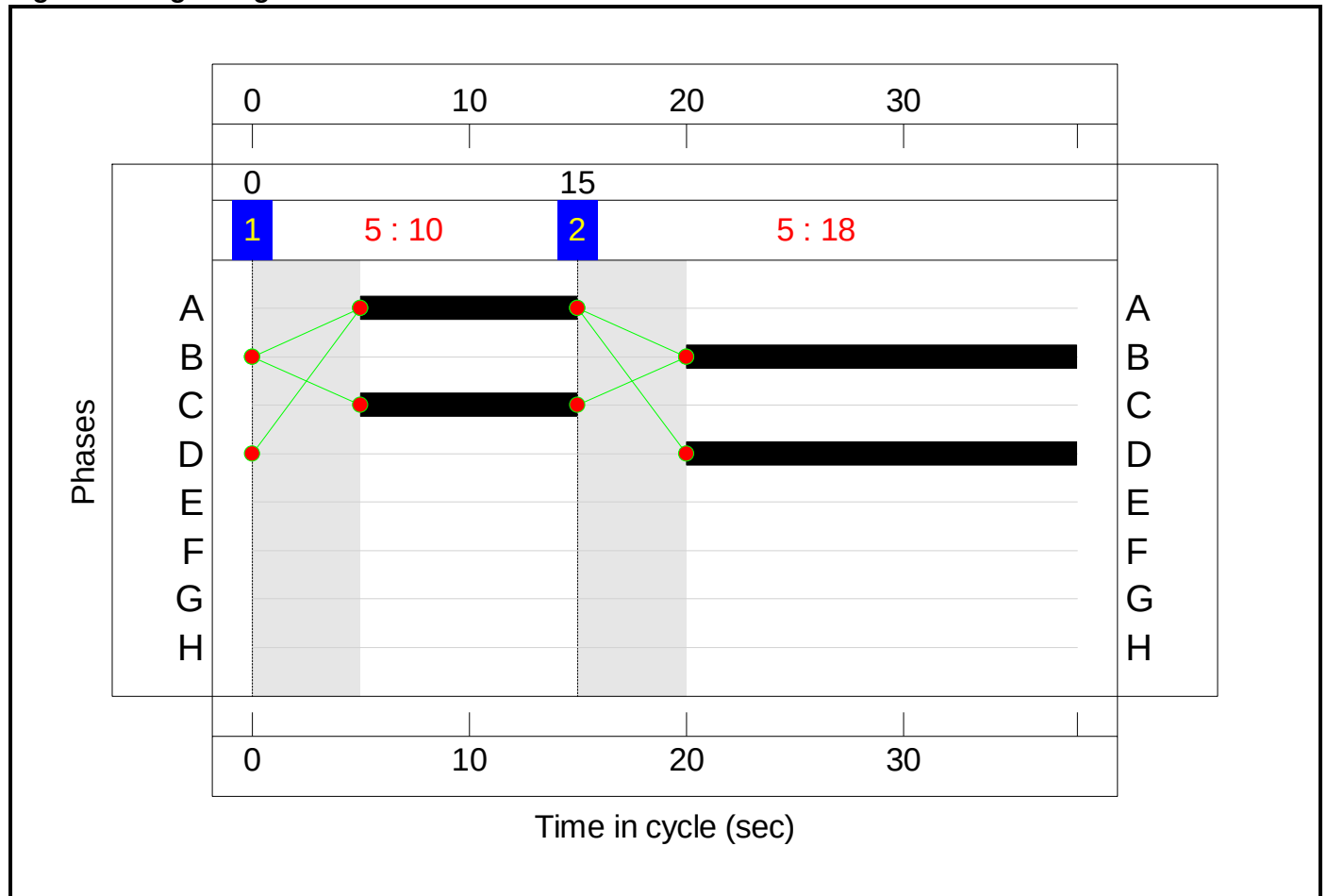
Stage Sequence Diagram



Stage Timings

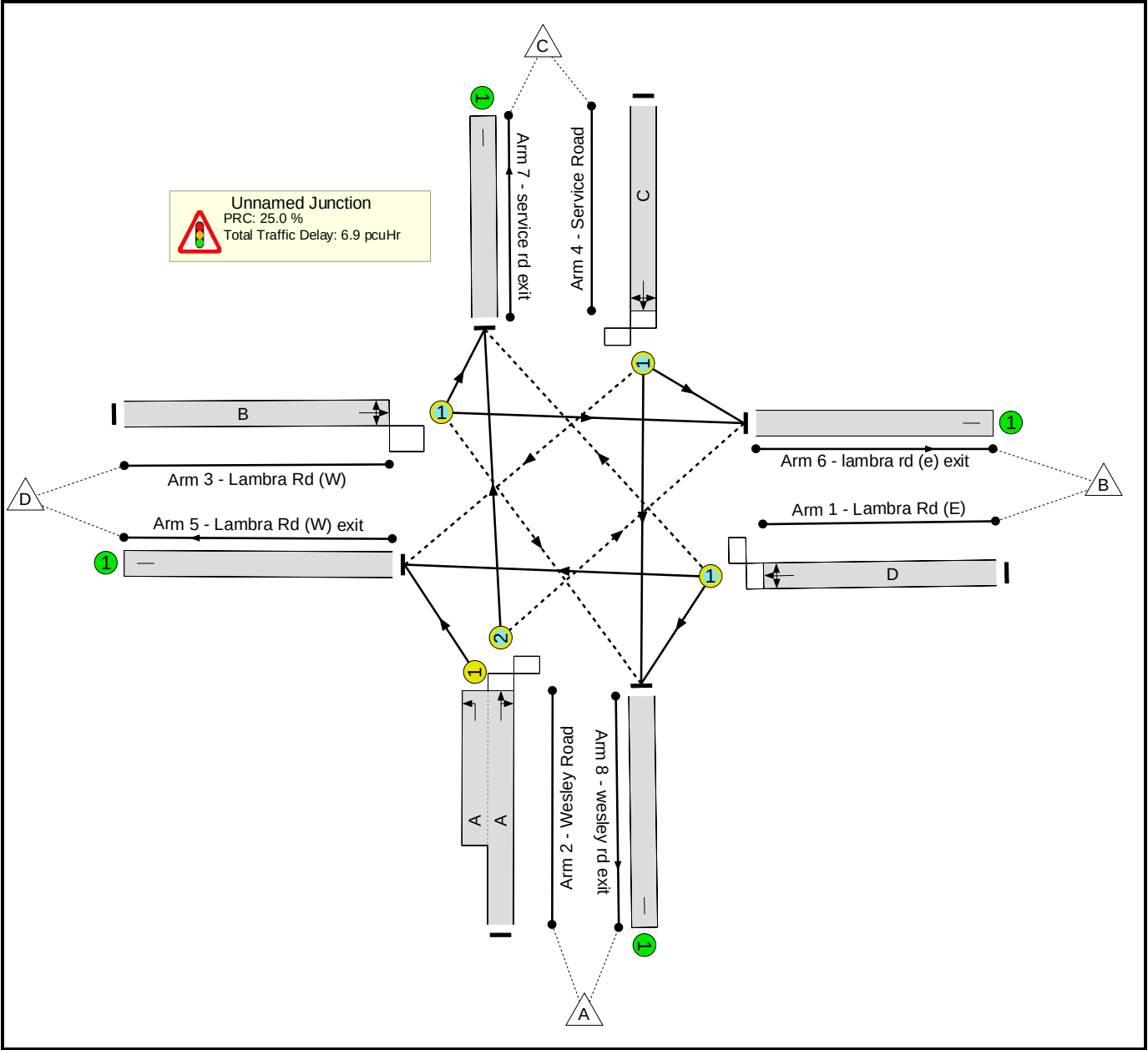
Stage	1	2
Duration	10	18
Change Point	0	15

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/1	Lambra Rd (E) Ahead Right Left	O	N/A	N/A	D		1	18	-	352	1845	742	47.5%
2/2+2/1	Wesley Road Left Right Ahead	O+U	N/A	N/A	A		1	10	-	513	1855:1915	537+232	66.7 : 66.7%
3/1	Lambra Rd (W) Ahead Left Right	O	N/A	N/A	B		1	18	-	744	2066	1033	72.0%
4/1	Service Road Right Left Ahead	O	N/A	N/A	C		1	10	-	0	2115	552	0.0%
5/1	Lambra Rd (W) exit	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
6/1	lambra rd (e) exit	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
7/1	service rd exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
8/1	wesley rd exit	U	N/A	N/A	-		-	-	-	452	2015	2015	22.4%

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	-	-	545	0	6	3.7	2.9	0.3	6.9	-	-	-	-
Unnamed Junction	-	-	545	0	6	3.7	2.9	0.3	6.9	-	-	-	-
1/1	352	352	124	0	3	0.6	0.5	0.2	1.2	12.3	2.2	0.5	2.7
2/2+2/1	513	513	113	0	3	1.6	1.0	0.0	2.6	18.5	3.3	1.0	4.3
3/1	744	744	308	0	0	1.5	1.3	0.1	3.0	14.3	6.0	1.3	7.3
4/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	452	452	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
C1 PRC for Signalled Lanes (%): 25.0 Total Delay for Signalled Lanes (pcuHr): 6.79 Cycle Time (s): 38 PRC Over All Lanes (%): 25.0 Total Delay Over All Lanes(pcuHr): 6.94													

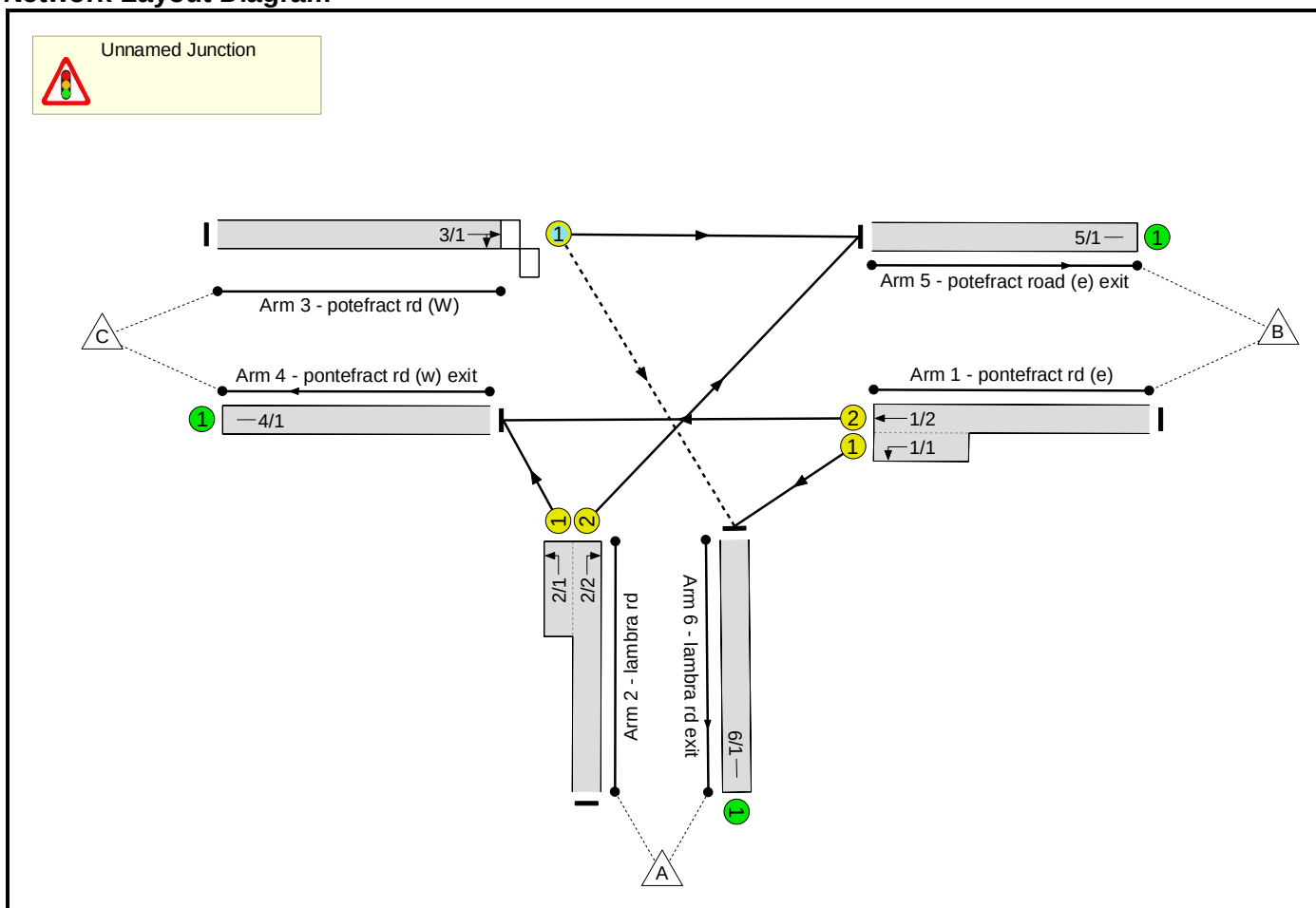
Full Input Data And Results

Full Input Data And Results

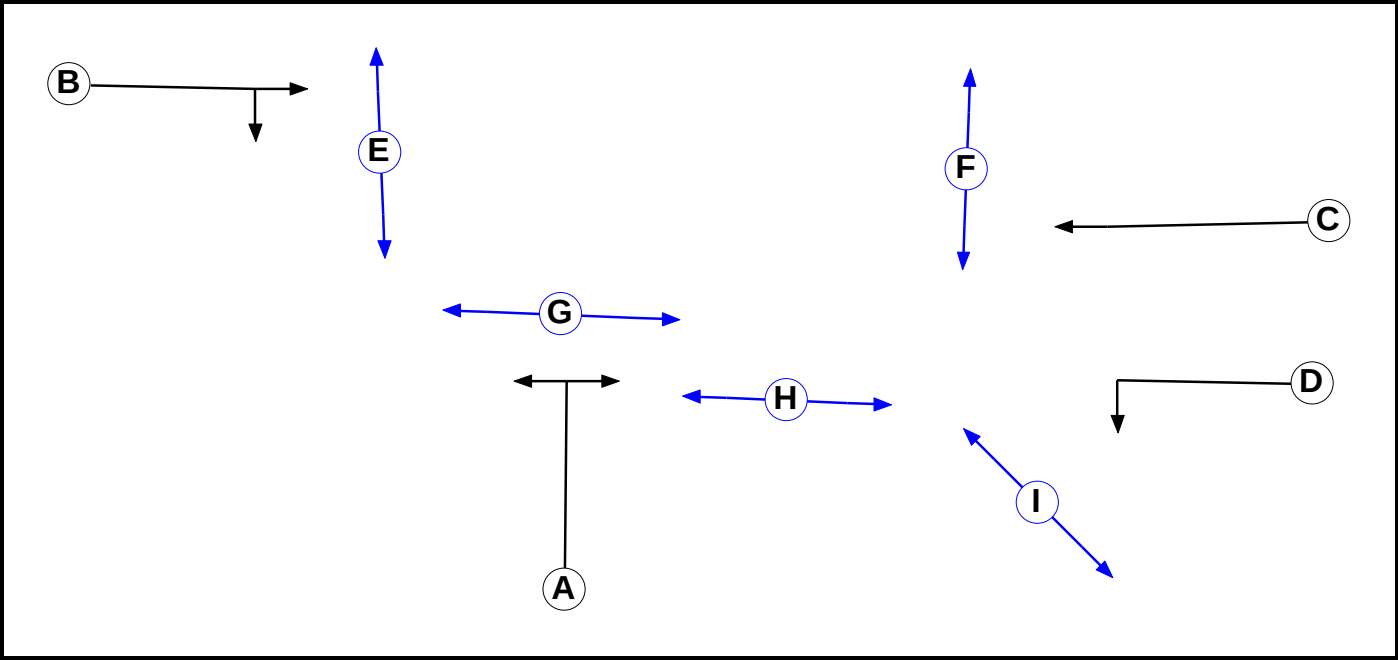
User and Project Details

Project:	The Glassworks Barnsley
Title:	
Location:	Barnsley – Pontefract Road – Lambra Road Junction
File name:	Pontefract Road - Mitigation Rev A - Better Barnsley.lsg3x
Author:	Luke Oddy
Company:	AECOM
Address:	Leeds
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

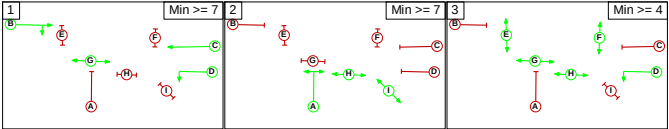
Phase Intergreens Matrix

	Starting Phase									
Terminating Phase		A	B	C	D	E	F	G	H	I
	A		5	5	-	7	7	5	-	-
	B	5		-	-	5	7	-	7	-
	C	5	-		-	7	5	-	-	-
	D	-	-	-		-	-	-	-	5
	E	10	10	10	-	<td>-</td> <td>-</td> <td>-</td> <td>-</td>	-	-	-	-
	F	10	10	10	-	-	<td>-</td> <td>-</td> <td>-</td>	-	-	-
	G	10	-	-	-	-	-	<td>-</td> <td>-</td>	-	-
	H	-	10	-	-	-	-	-	<td>-</td>	-
	I	-	-	-	10	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B C D G
2	A H I
3	D 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		
From Stage		1	2	3
	1		10	7
	2	10		10
	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)
3/1 (potefract rd (W))	6/1 (Right)	1439	0	1/1	1.09	All	2.00	1.00	0.50	2	2.00
				1/2	1.09	All					

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 (pontefract rd (e))	U	D	2	3	5.0	Geom	-	3.65	0.00	Y	Arm 6 Left	50.00
1/2 (pontefract rd (e))	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Ahead	Inf
2/1 (lambra rd)	U	A	2	3	5.0	Geom	-	3.65	0.00	Y	Arm 4 Left	10.00
2/2 (lambra rd)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Right	15.00
3/1 (potefract rd (W))	O	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 12.00
4/1 (pontefract rd (w) exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (potefract road (e) exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (lambra rd exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2020 PM base plus dev'	08:00	09:00	01:00	
2: '2020 SAT base plus dev'	08:00	09:00	01:00	
3: '2017 Base Friday PM Peak'	17:00	18:00	01:00	
4: '2017 Base Saturday Peak'	12:00	13:00	01:00	
5: '2022 Base Friday Peak'	17:00	18:00	01:00	
6: '2022 Base Saturday Peak'	12:00	13:00	01:00	
7: 'Friday - Phase 1 Development Trips'	17:00	18:00	01:00	
8: 'Saturday - Phase 1 Development Trips'	12:00	13:00	01:00	
9: 'Friday - Phase 2 Development Trips'	17:00	18:00	01:00	
10: 'Saturday - Phase 2 Development Trips'	12:00	13:00	01:00	
11: '2017 Base Friday PM + Dev Trips - Phase 1'	17:00	18:00	01:00	F3 + F7
12: '2017 Base Saturday Peak + Dev Trips - Phase 1'	12:00	13:00	01:00	F4 + F8
13: '2017 Base Friday PM + Dev Trips - Phase 2'	17:00	18:00	01:00	F3 + F9
14: '2017 Base Saturday Peak + Dev Trips - Phase 2'	12:00	13:00	01:00	F4 + F10
15: '2022 Base Friday PM + Dev Trips - Phase 1'	17:00	18:00	01:00	F5 + F7
16: '2022 Base Saturday Peak + Dev Trips - Phase 1'	12:00	13:00	01:00	F6 + F8
17: '2022 Base Friday PM + Dev Trips - Phase 2'	17:00	18:00	01:00	F5 + F9
18: '2022 Base Saturday Peak + Dev Trips - Phase 2'	12:00	13:00	01:00	F6 + F10

Scenario 1: '2017 Base Friday PM Peak' (FG3: '2017 Base Friday PM Peak', Plan 1: 'with peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	248	79	327
	B	169	0	395	564
	C	8	481	0	489
	Tot.	177	729	474	1380

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2017 Base Friday PM Peak
Junction: Unnamed Junction	
1/1 (short)	169
1/2 (with short)	564(In) 395(Out)
2/1 (short)	79
2/2 (with short)	327(In) 248(Out)
3/1	489
4/1	474
5/1	729
6/1	177

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefracr rd (W))	3.65	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 12.00	98.4 % 1.6 %	1976	1976
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefracr road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2017 Base Saturday Peak' (FG4: '2017 Base Saturday Peak', Plan 1: 'with peds')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	307	147	454
	B	260	0	408	668
	C	23	343	0	366
	Tot.	283	650	555	1488

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2017 Base Saturday Peak
Junction: Unnamed Junction	
1/1 (short)	260
1/2 (with short)	668(In) 408(Out)
2/1 (short)	147
2/2 (with short)	454(In) 307(Out)
3/1	366
4/1	555
5/1	650
6/1	283

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefracr rd (W))	3.65	0.00	Y	Arm 5 Ahead	Inf	93.7 %	1965	1965
				Arm 6 Right	12.00	6.3 %		
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefracr road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2022 Base Friday Peak' (FG5: '2022 Base Friday Peak', Plan 1: 'with peds')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	265	85	350
	B	181	0	422	603
	C	9	541	0	550
	Tot.	190	806	507	1503

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2022 Base Friday Peak
Junction: Unnamed Junction	
1/1 (short)	181
1/2 (with short)	603(In) 422(Out)
2/1 (short)	85
2/2 (with short)	350(In) 265(Out)
3/1	550
4/1	507
5/1	806
6/1	190

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefracr rd (W))	3.65	0.00	Y	Arm 5 Ahead	Inf	98.4 %	1976	1976
				Arm 6 Right	12.00	1.6 %		
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefracr road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2022 Base Saturday Peak' (FG6: '2022 Base Saturday Peak', Plan 1: 'with peds')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	329	158	487
	B	278	0	437	715
	C	24	367	0	391
	Tot.	302	696	595	1593

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2022 Base Saturday Peak
Junction: Unnamed Junction	
1/1 (short)	278
1/2 (with short)	715(In) 437(Out)
2/1 (short)	158
2/2 (with short)	487(In) 329(Out)
3/1	391
4/1	595
5/1	696
6/1	302

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefracr rd (W))	3.65	0.00	Y	Arm 5 Ahead	Inf	93.9 %	1965	1965
				Arm 6 Right	12.00	6.1 %		
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefracr road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2017 Base Friday PM + Dev Trips - Phase 1' (FG11: '2017 Base Friday PM + Dev Trips - Phase 1', Plan 1: 'with peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin	A	0	254	81	335
	B	170	0	401	571
	C	8	481	0	489
	Tot.	178	735	482	1395

Traffic Lane Flows

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefracr rd (W))	3.65	0.00	Y	Arm 5 Ahead	Inf	98.4 %	1976	1976
				Arm 6 Right	12.00	1.6 %		
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefracr road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2017 Base Saturday Peak + Dev Trips - Phase 1' (FG12: '2017 Base Saturday Peak + Dev Trips - Phase 1', Plan 1: 'with peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	327	157	484
	B	279	0	412	691
	C	25	343	0	368
	Tot.	304	670	569	1543

Traffic Lane Flows

Lane	Scenario 6: 2017 Base Saturday Peak + Dev Trips - Phase 1
Junction: Unnamed Junction	
1/1 (short)	279
1/2 (with short)	691(In) 412(Out)
2/1 (short)	157
2/2 (with short)	484(In) 327(Out)
3/1	368
4/1	569
5/1	670
6/1	304

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefracr rd (W))	3.65	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 12.00	93.2 % 6.8 %	1963	1963
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefracr road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2017 Base Friday PM + Dev Trips - Phase 2' (FG13: '2017 Base Friday PM + Dev Trips - Phase 2', Plan 1: 'with peds')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	262	84	346
	B	177	0	395	572
	C	8	481	0	489
	Tot.	185	743	479	1407

Traffic Lane Flows

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefracr rd (W))	3.65	0.00	Y	Arm 5 Ahead	Inf	98.4 %	1976	1976
				Arm 6 Right	12.00	1.6 %		
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefracr road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2017 Base Satuday Peak + Dev Trips - Phase 2' (FG14: '2017 Base Saturday Peak + Dev Trips - Phase 2', Plan 1: 'with peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	357	171	528
	B	300	0	408	708
	C	27	343	0	370
	Tot.	327	700	579	1606

Traffic Lane Flows

Lane	Scenario 8: 2017 Base Satuday Peak + Dev Trips - Phase 2
Junction: Unnamed Junction	
1/1 (short)	300
1/2 (with short)	708(In) 408(Out)
2/1 (short)	171
2/2 (with short)	528(In) 357(Out)
3/1	370
4/1	579
5/1	700
6/1	327

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefracr rd (W))	3.65	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 12.00	92.7 % 7.3 %	1962	1962
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefracr road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2022 Base Friday PM + Dev Trips - Phase 1' (FG15: '2022 Base Friday PM + Dev Trips - Phase 1', Plan 1: 'with peds')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	271	87	358
	B	182	0	428	610
	C	9	541	0	550
	Tot.	191	812	515	1518

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2022 Base Friday PM + Dev Trips - Phase 1
Junction: Unnamed Junction	
1/1 (short)	182
1/2 (with short)	610(In) 428(Out)
2/1 (short)	87
2/2 (with short)	358(In) 271(Out)
3/1	550
4/1	515
5/1	812
6/1	191

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefract rd (W))	3.65	0.00	Y	Arm 5 Ahead	Inf	98.4 %	1976	1976
				Arm 6 Right	12.00	1.6 %		
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefract road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2022 Base Satuday Peak + Dev Trips - Phase 1' (FG16: '2022 Base Saturday Peak + Dev Trips - Phase 1', Plan 1: 'with peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	349	168	517
	B	297	0	441	738
	C	26	367	0	393
	Tot.	323	716	609	1648

Traffic Lane Flows

Lane	Scenario 10: 2022 Base Satuday Peak + Dev Trips - Phase 1
Junction: Unnamed Junction	
1/1 (short)	297
1/2 (with short)	738(In) 441(Out)
2/1 (short)	168
2/2 (with short)	517(In) 349(Out)
3/1	393
4/1	609
5/1	716
6/1	323

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefracr rd (W))	3.65	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 12.00	93.4 % 6.6 %	1964	1964
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefracr road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2022 Base Friday PM + Dev Trips - Phase 2' (FG17: '2022 Base Friday PM + Dev Trips - Phase 2', Plan 1: 'with peds')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	279	90	369
	B	189	0	422	611
	C	9	541	0	550
	Tot.	198	820	512	1530

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2022 Base Friday PM + Dev Trips - Phase 2
Junction: Unnamed Junction	
1/1 (short)	189
1/2 (with short)	611(In) 422(Out)
2/1 (short)	90
2/2 (with short)	369(In) 279(Out)
3/1	550
4/1	512
5/1	820
6/1	198

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefract rd (W))	3.65	0.00	Y	Arm 5 Ahead	Inf	98.4 %	1976	1976
				Arm 6 Right	12.00	1.6 %		
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefract road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: '2022 Base Saturday Peak + Dev Trips - Phase 2' (FG18: '2022 Base Saturday Peak + Dev Trips - Phase 2', Plan 1: 'with peds')

Traffic Flows, Desired

Desired Flow :

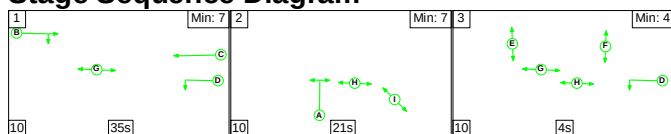
	Destination				
Origin		A	B	C	Tot.
	A	0	379	182	561
	B	318	0	437	755
	C	28	367	0	395
	Tot.	346	746	619	1711

Traffic Lane Flows

Lane	Scenario 12: 2022 Base Saturday Peak + Dev Trips - Phase 2
Junction: Unnamed Junction	
1/1 (short)	318
1/2 (with short)	755(In) 437(Out)
2/1 (short)	182
2/2 (with short)	561(In) 379(Out)
3/1	395
4/1	619
5/1	746
6/1	346

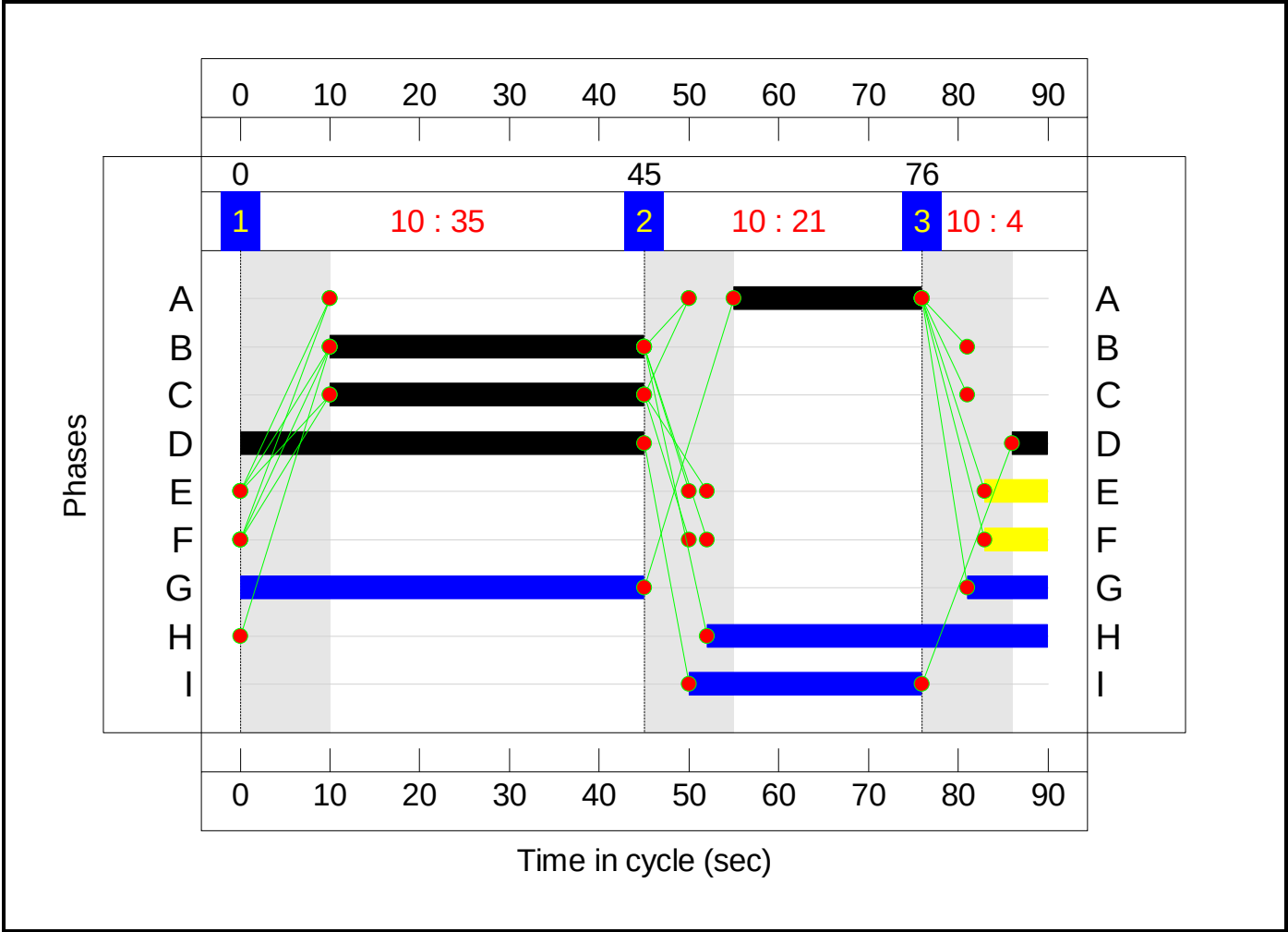
Lane Saturation Flows

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 (pontefract rd (e))	3.65	0.00	Y	Arm 6 Left	50.00	100.0 %	1922	1922
1/2 (pontefract rd (e))	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (lambra rd)	3.65	0.00	Y	Arm 4 Left	10.00	100.0 %	1722	1722
2/2 (lambra rd)	3.65	0.00	Y	Arm 5 Right	15.00	100.0 %	1800	1800
3/1 (potefracr rd (W))	3.65	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 12.00	92.9 % 7.1 %	1963	1963
4/1 (pontefract rd (w) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (potefracr road (e) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (lambra rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2017 Base Friday PM Peak' (FG3: '2017 Base Friday PM Peak', Plan 1: 'with peds')**Stage Sequence Diagram****Stage Timings**

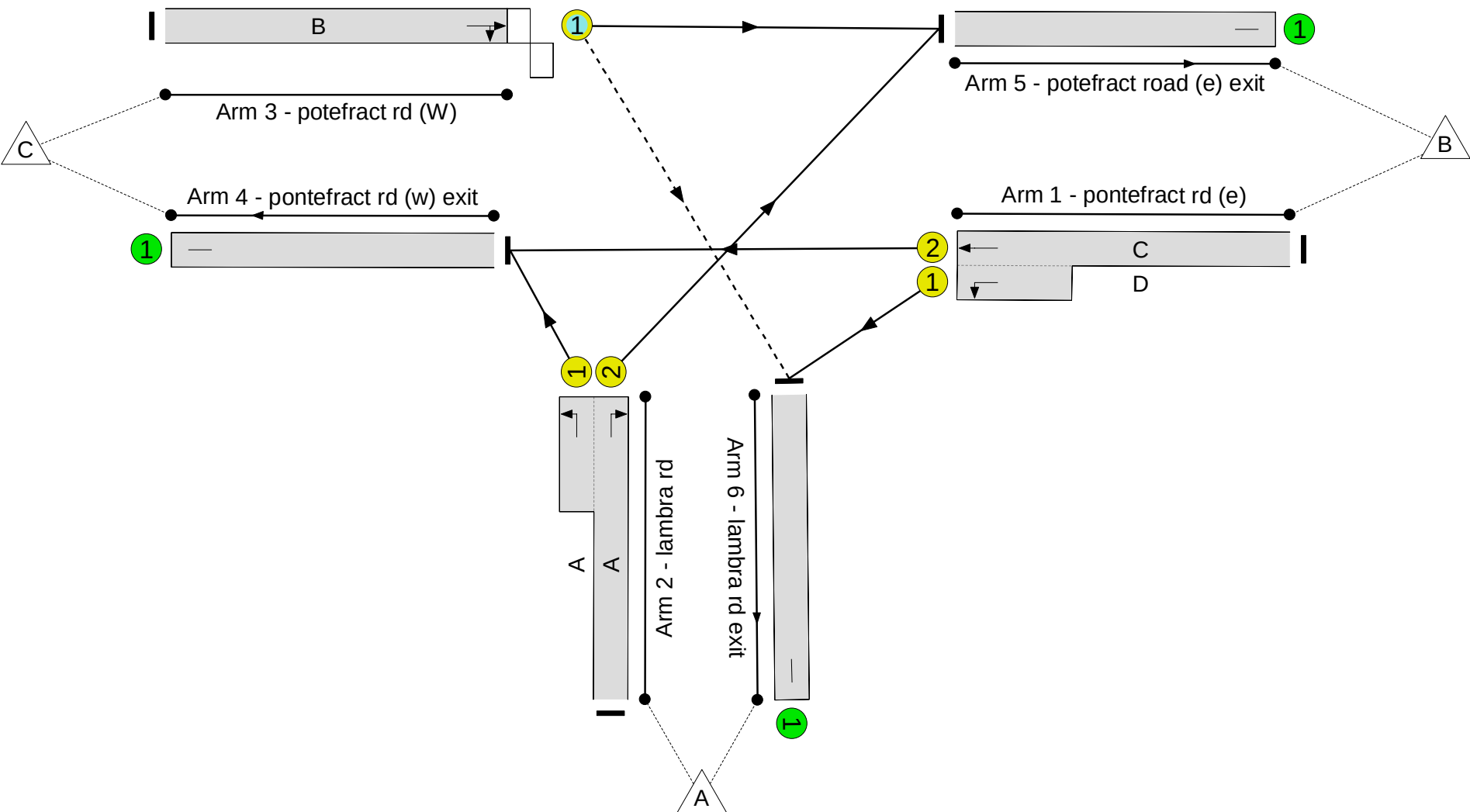
Stage	1	2	3
Duration	35	21	4
Change Point	0	45	76

Signal Timings Diagram





Unnamed Junction
PRC: 37.9 %
Total Traffic Delay: 11.0 pcuHr



Full Input Data And Results

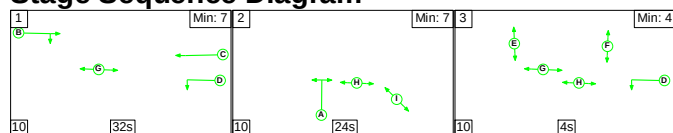
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	65.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.3%
1/2+1/1	pontefract rd (e) Ahead Left	U	N/A	N/A	C D		1	35:49	-	564	1980:1922	612+262	64.5 : 64.5%
2/2+2/1	lambra rd Left Right	U	N/A	N/A	A		1	21	-	327	1800:1722	380+121	65.3 : 65.3%
3/1	potefract rd (W) Ahead Right	O	N/A	N/A	B		1	35	-	489	1976	790	61.9%
4/1	pontefract rd (w) exit	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
5/1	potefract road (e) exit	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
6/1	lambra rd exit	U	N/A	N/A	-		-	-	-	177	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	8	0	0	8.4	2.6	0.0	11.0	-	-	-	-
Unnamed Junction	-	-	8	0	0	8.4	2.6	0.0	11.0	-	-	-	-
1/2+1/1	564	564	-	-	-	2.8	0.9	-	3.7	23.7	8.9	0.9	9.8
2/2+2/1	327	327	-	-	-	2.6	0.9	-	3.6	39.4	5.6	0.9	6.5
3/1	489	489	8	0	0	2.9	0.8	0.0	3.7	27.6	9.6	0.8	10.5
4/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 37.9 Total Delay for Signalled Lanes (pcuHr): 11.04 Cycle Time (s): 90 PRC Over All Lanes (%): 37.9 Total Delay Over All Lanes(pcuHr): 11.04													

Full Input Data And Results

Scenario 2: '2017 Base Saturday Peak' (FG4: '2017 Base Saturday Peak', Plan 1: 'with peds')

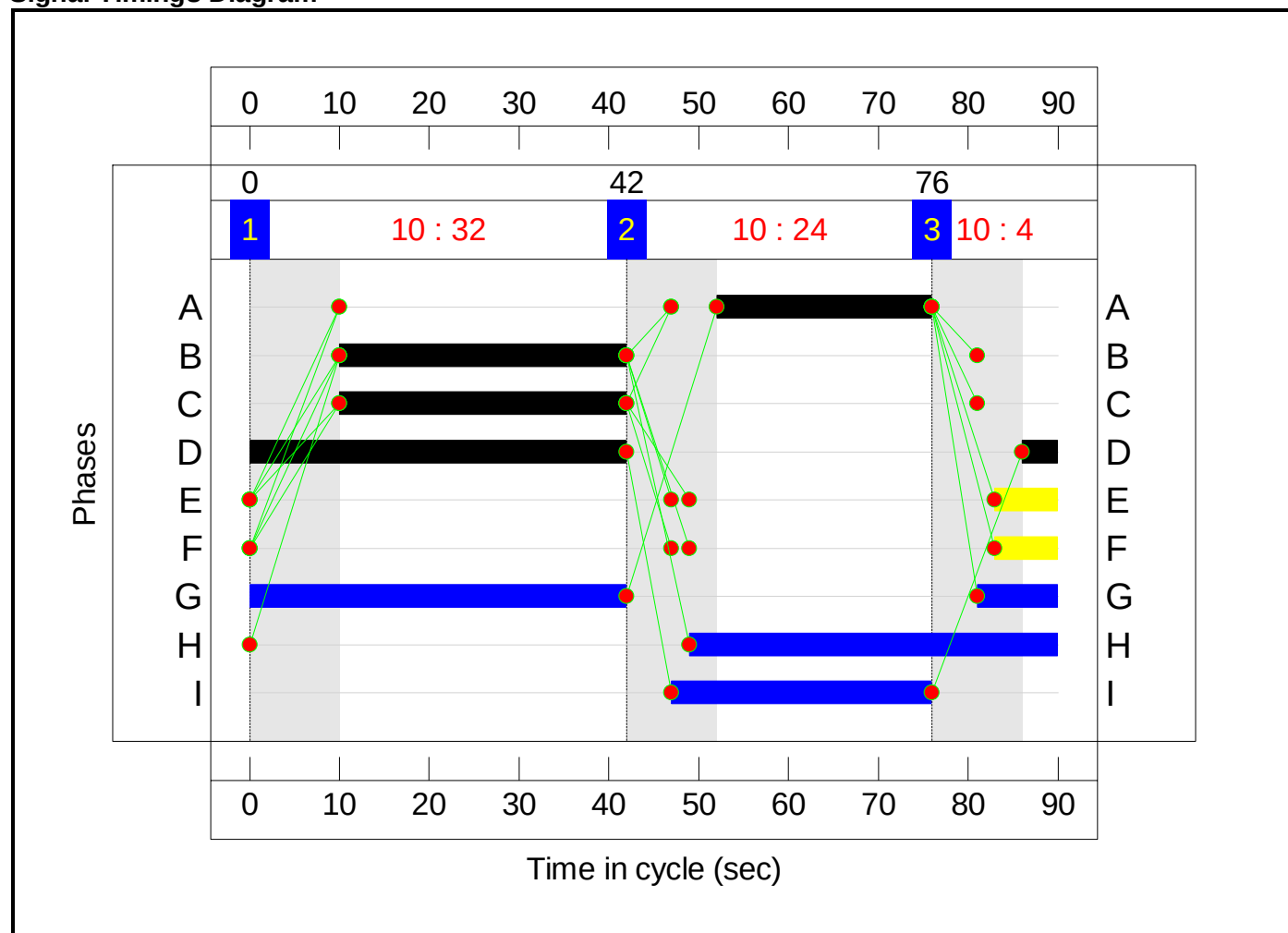
Stage Sequence Diagram



Stage Timings

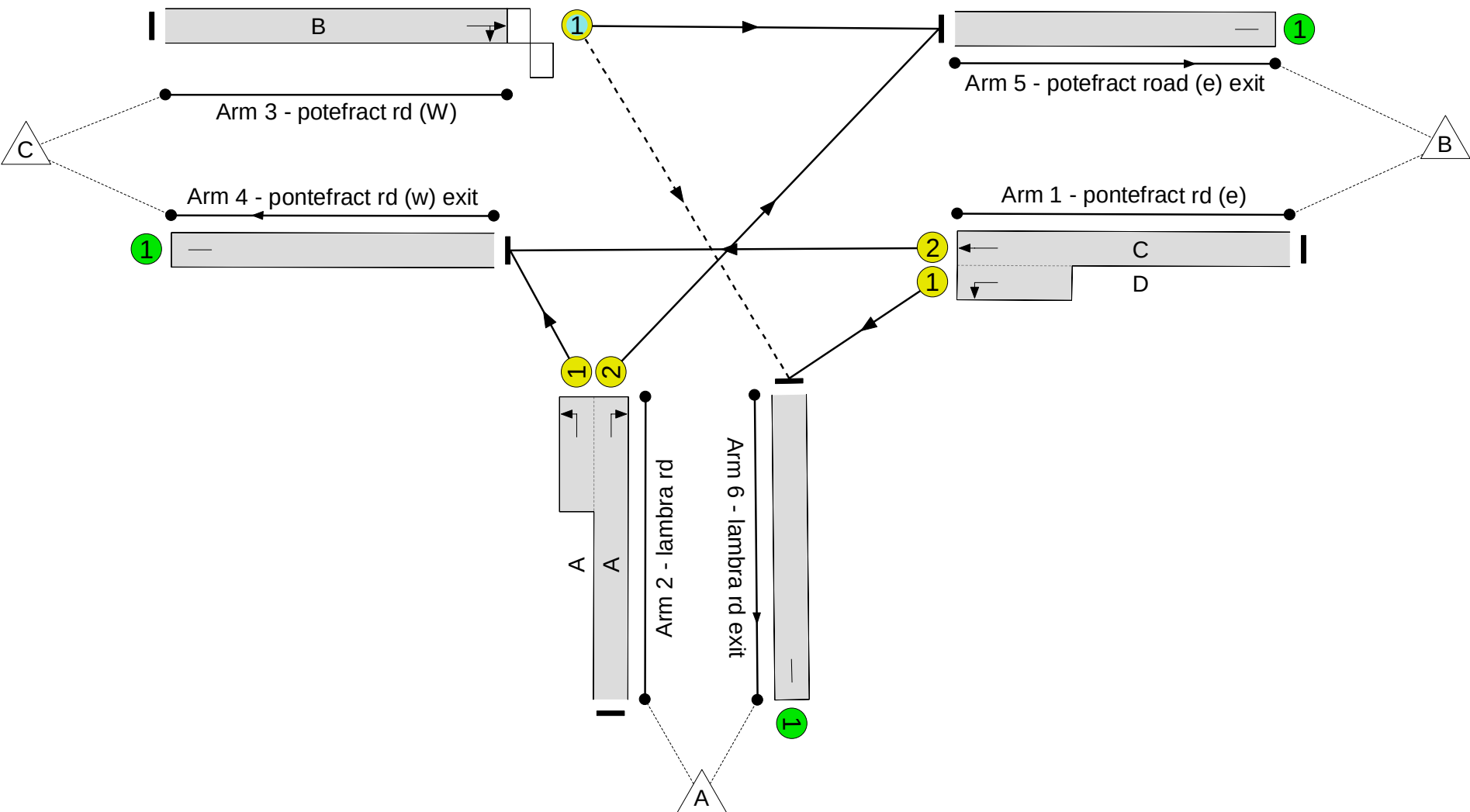
Stage	1	2	3
Duration	32	24	4
Change Point	0	42	76

Signal Timings Diagram





Unnamed Junction
PRC: 14.4 %
Total Traffic Delay: 13.6 pcuHr



Full Input Data And Results

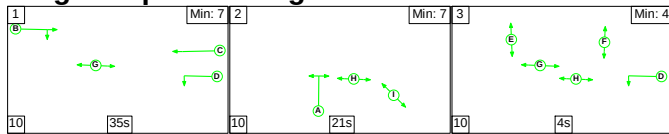
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
1/2+1/1	pontefract rd (e) Ahead Left	U	N/A	N/A	C D		1	32:46	-	668	1980:1922	519+331	78.7 : 78.7%
2/2+2/1	lambra rd Left Right	U	N/A	N/A	A		1	24	-	454	1800:1722	400+191	76.8 : 76.8%
3/1	potefract rd (W) Ahead Right	O	N/A	N/A	B		1	32	-	366	1965	697	52.5%
4/1	pontefract rd (w) exit	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
5/1	potefract road (e) exit	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
6/1	lambra rd exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	23	0	0	9.6	4.0	0.1	13.6	-	-	-	-
Unnamed Junction	-	-	23	0	0	9.6	4.0	0.1	13.6	-	-	-	-
1/2+1/1	668	668	-	-	-	3.8	1.8	-	5.6	30.2	11.1	1.8	12.9
2/2+2/1	454	454	-	-	-	3.5	1.6	-	5.1	40.8	7.7	1.6	9.3
3/1	366	366	23	0	0	2.3	0.6	0.1	2.9	28.4	7.1	0.6	7.7
4/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 14.4 Total Delay for Signalled Lanes (pcuHr): 13.63 Cycle Time (s): 90 PRC Over All Lanes (%): 14.4 Total Delay Over All Lanes(pcuHr): 13.63													

Full Input Data And Results

Scenario 3: '2022 Base Friday Peak' (FG5: '2022 Base Friday Peak', Plan 1: 'with peds')

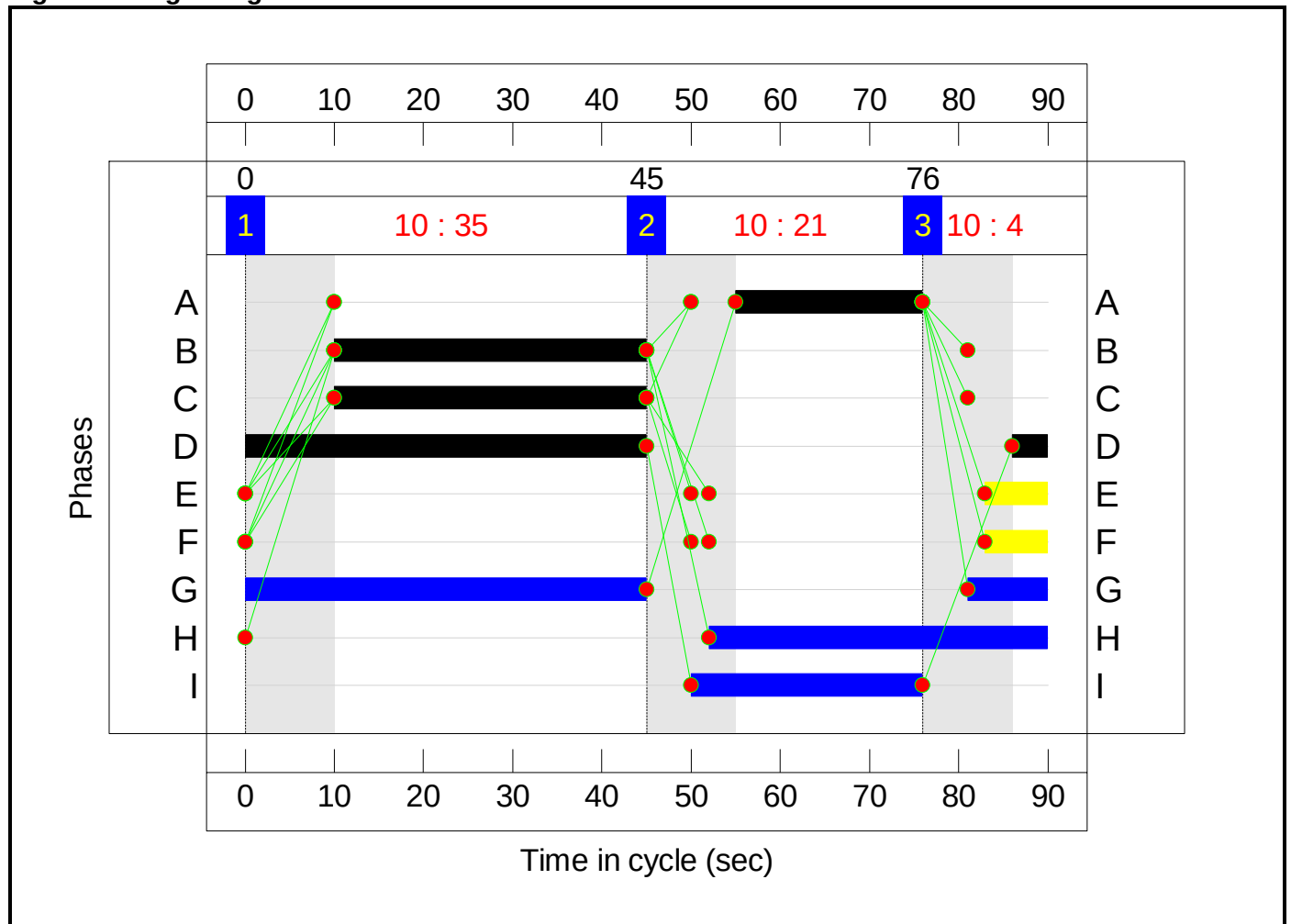
Stage Sequence Diagram



Stage Timings

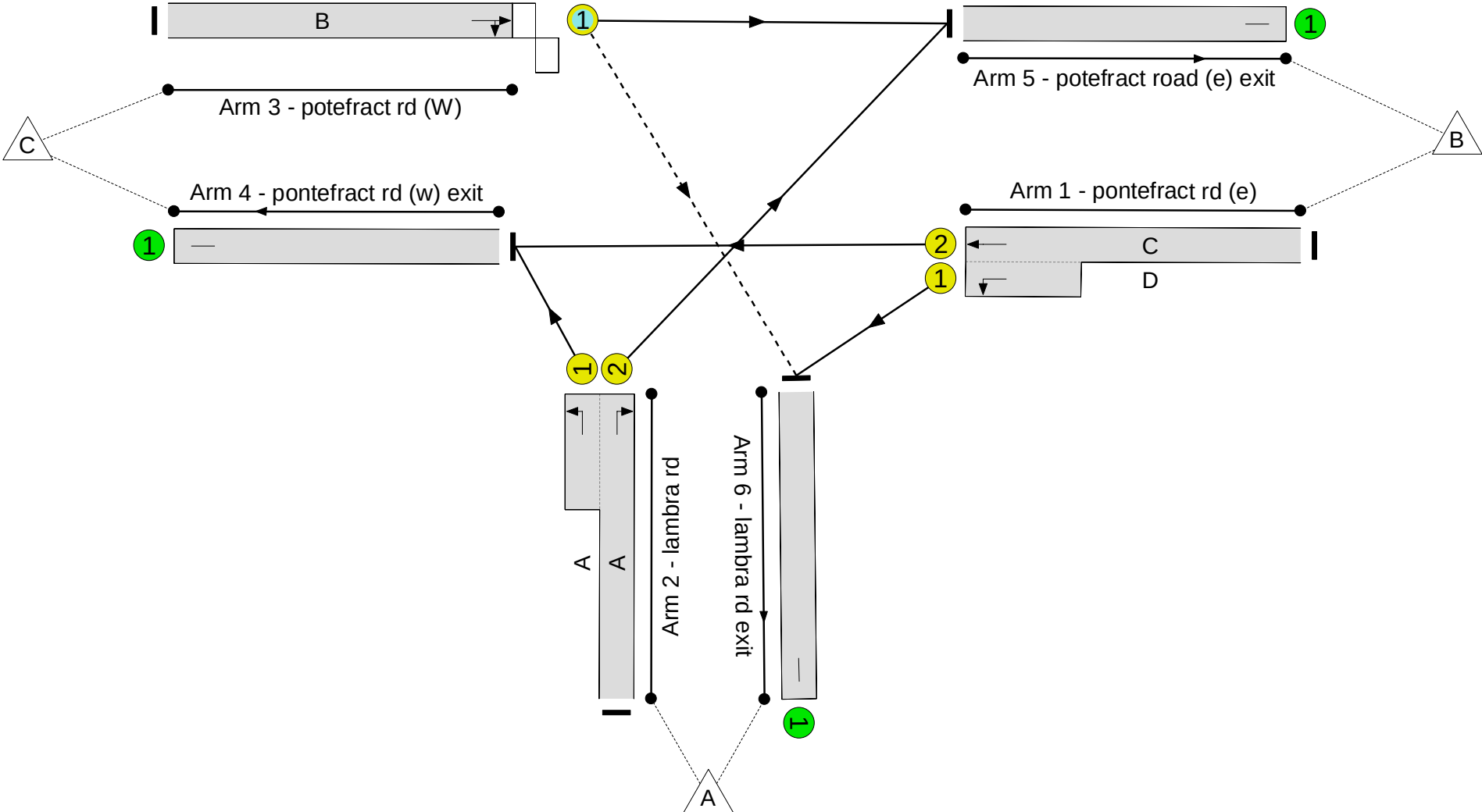
Stage	1	2	3
Duration	35	21	4
Change Point	0	45	76

Signal Timings Diagram





Unnamed Junction
PRC: 29.0 %
Total Traffic Delay: 12.8 pcuHr



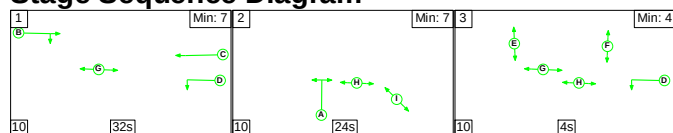
Network Results

Network Results

Full Input Data And Results

Scenario 4: '2022 Base Saturday Peak' (FG6: '2022 Base Saturday Peak', Plan 1: 'with peds')

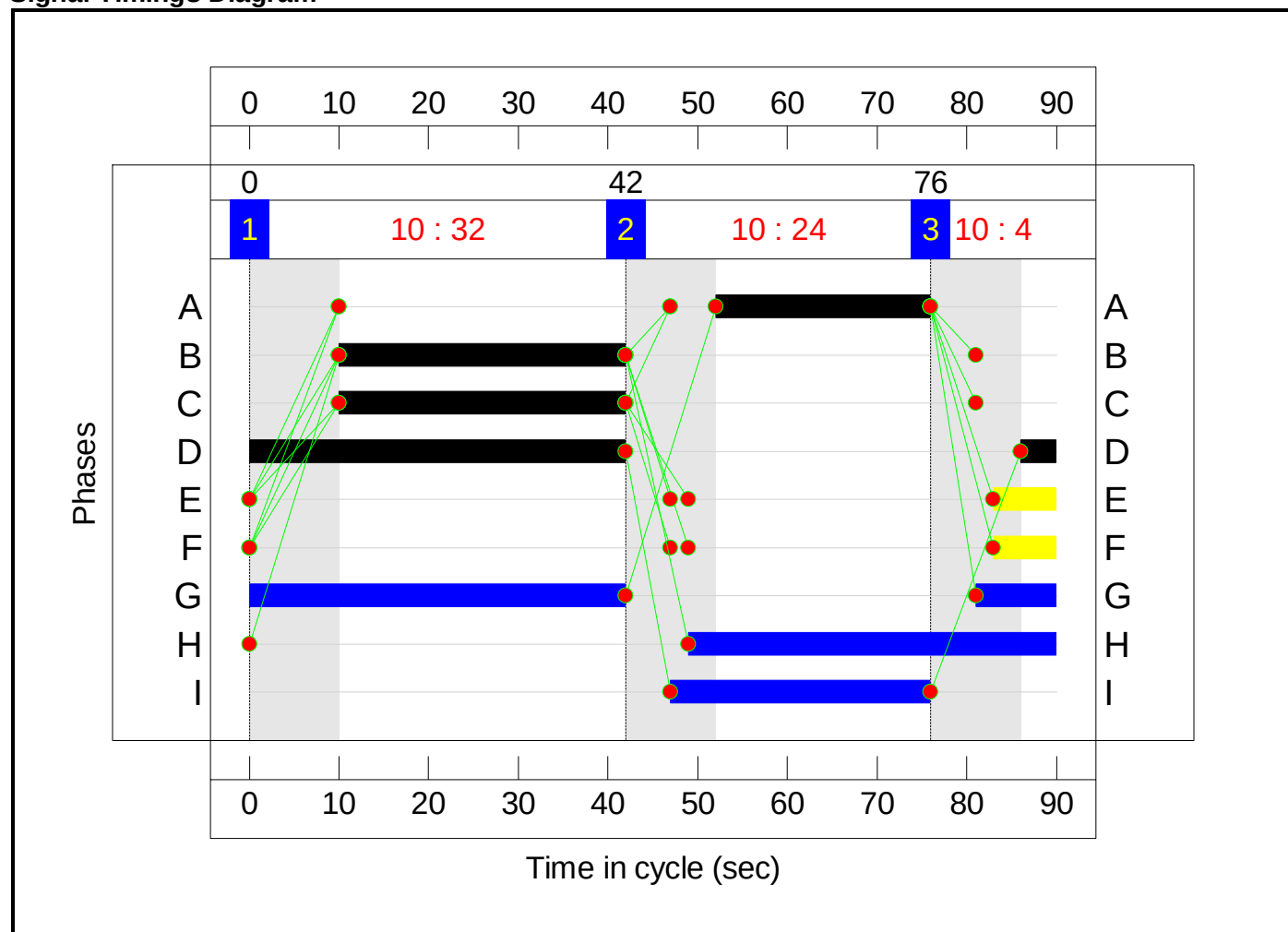
Stage Sequence Diagram



Stage Timings

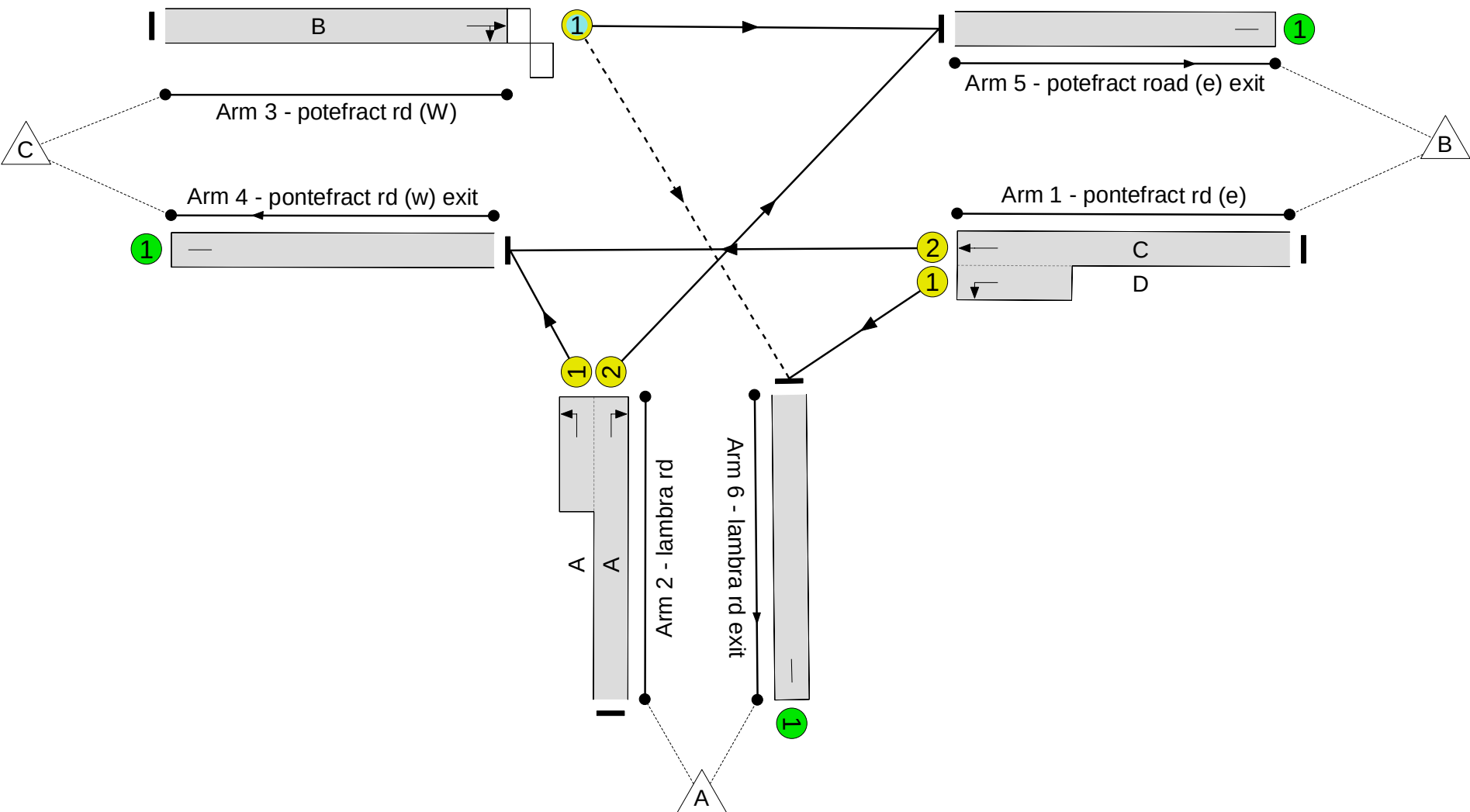
Stage	1	2	3
Duration	32	24	4
Change Point	0	42	76

Signal Timings Diagram





Unnamed Junction
PRC: 6.9 %
Total Traffic Delay: 16.1 pcuHr



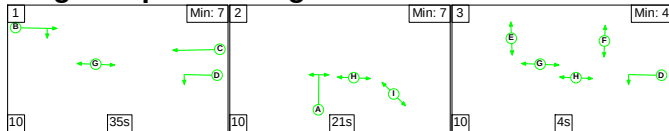
Network Results

Network Results

Full Input Data And Results

Scenario 5: '2017 Base Friday PM + Dev Trips - Phase 1' (FG11: '2017 Base Friday PM + Dev Trips - Phase 1', Plan 1: 'with peds')

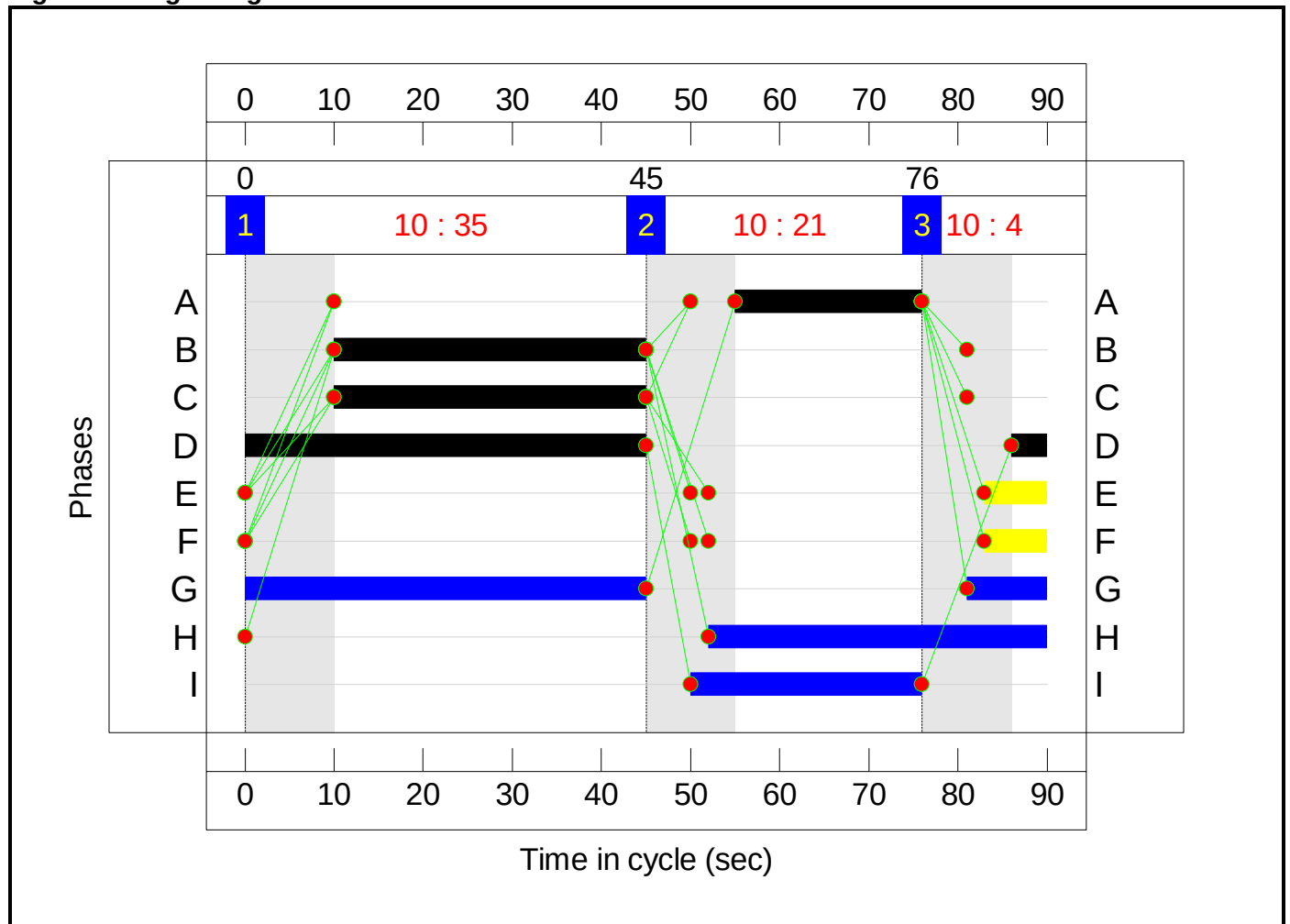
Stage Sequence Diagram



Stage Timings

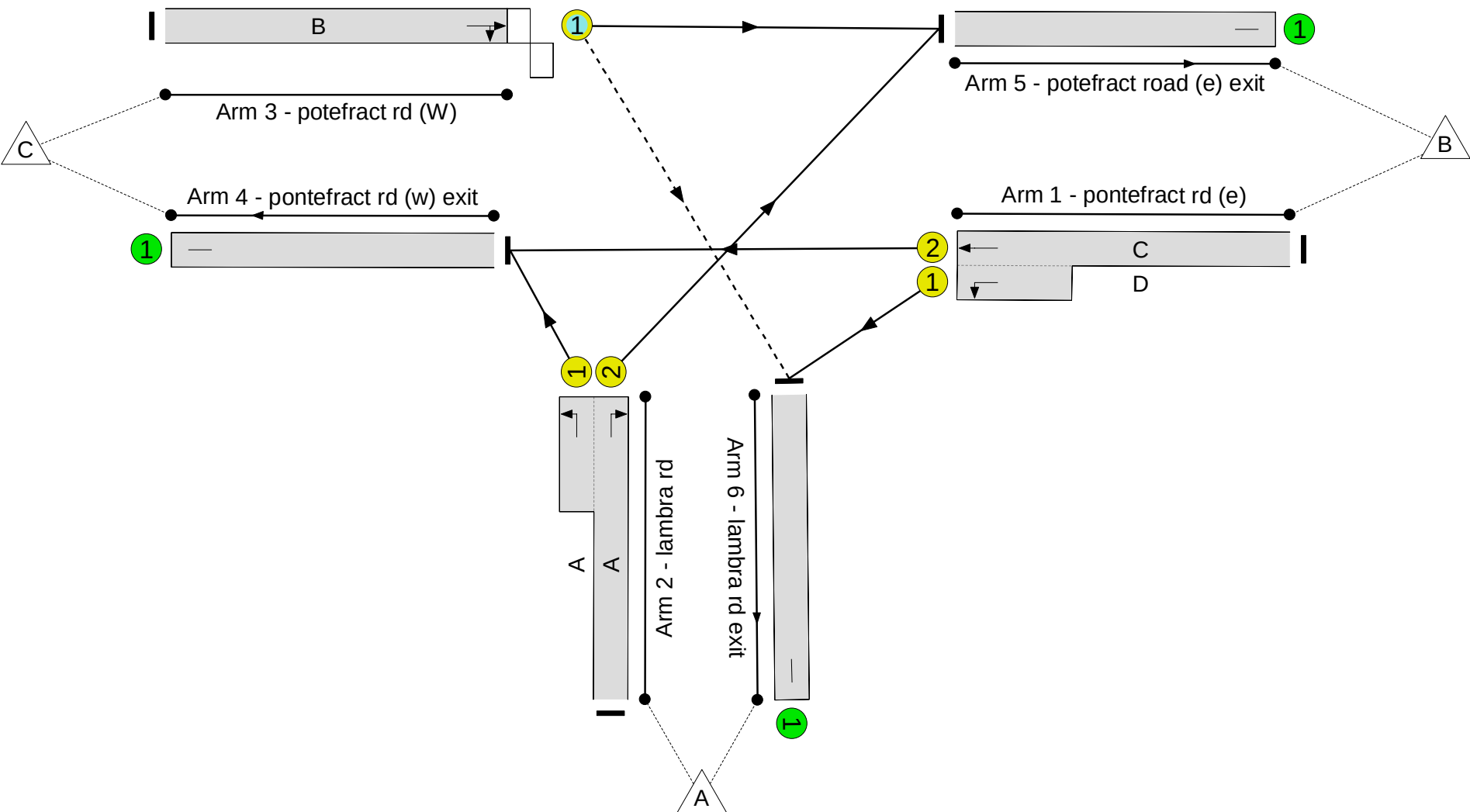
Stage	1	2	3
Duration	35	21	4
Change Point	0	45	76

Signal Timings Diagram





Unnamed Junction
PRC: 34.6 %
Total Traffic Delay: 11.3 pcuHr



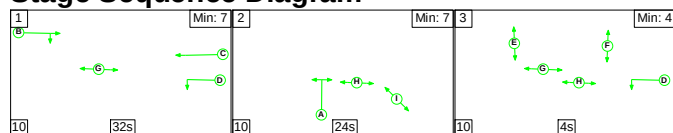
Network Results

Network Results

Full Input Data And Results

Scenario 6: '2017 Base Saturday Peak + Dev Trips - Phase 1' (FG12: '2017 Base Saturday Peak + Dev Trips - Phase 1', Plan 1: 'with peds')

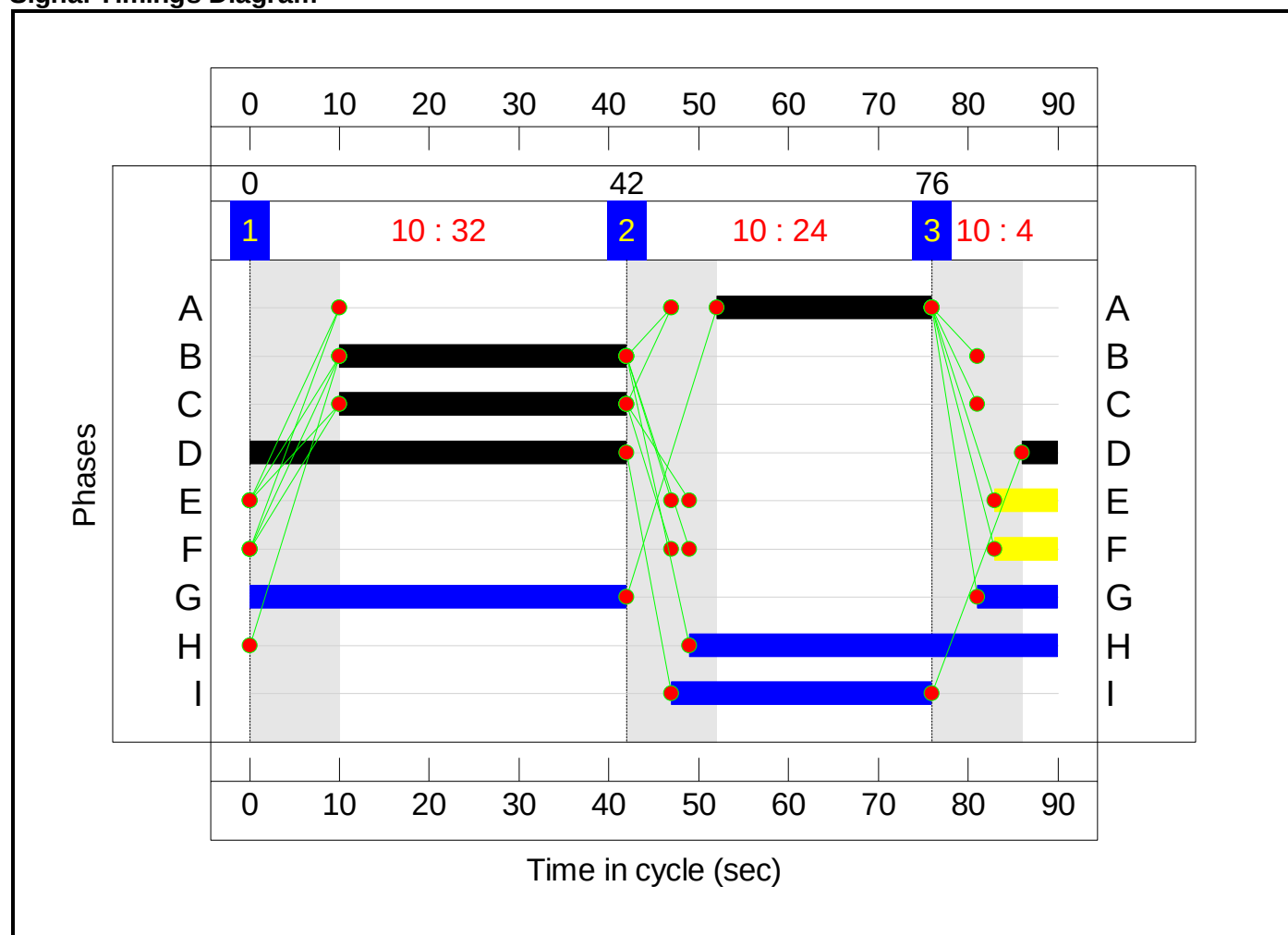
Stage Sequence Diagram



Stage Timings

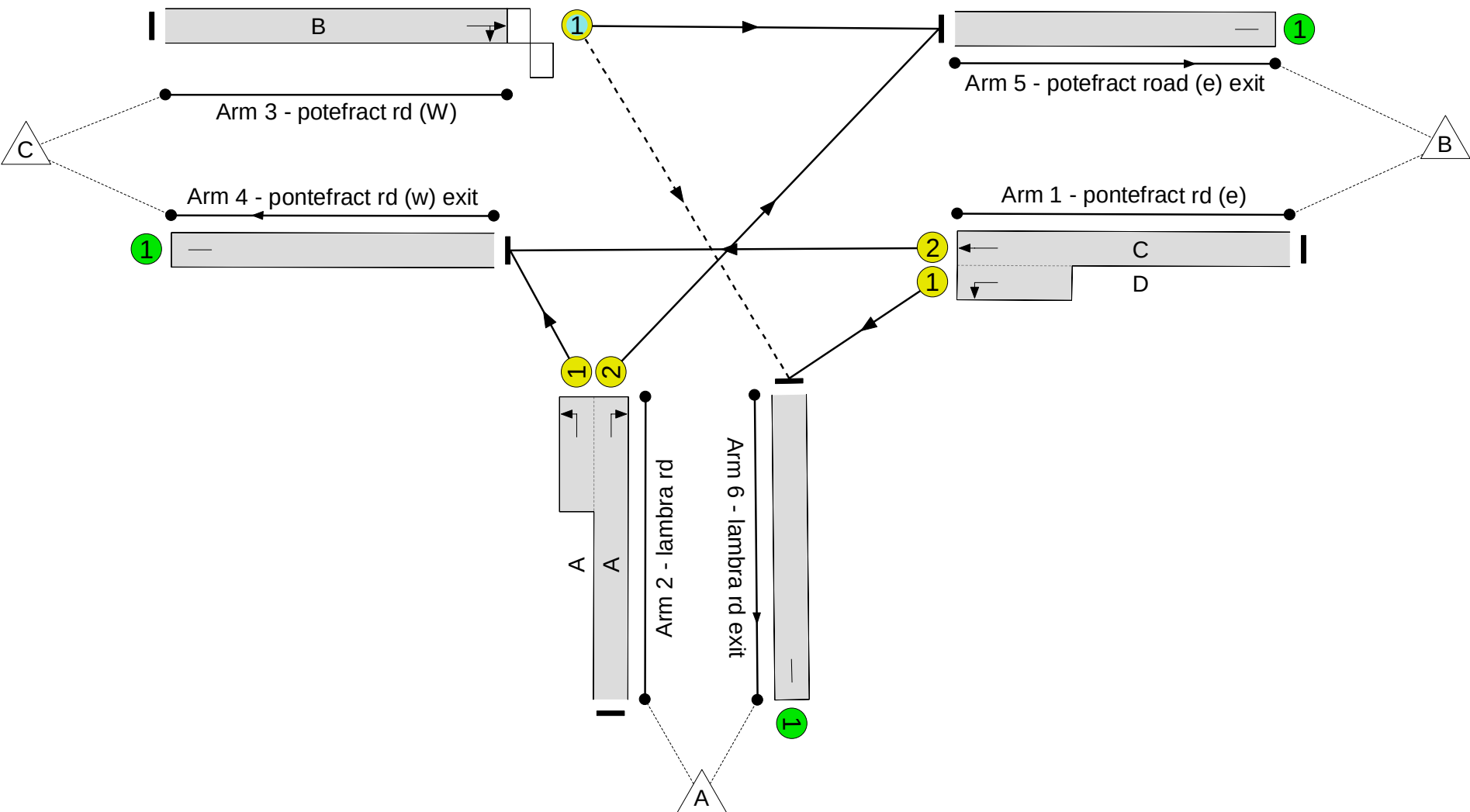
Stage	1	2	3
Duration	32	24	4
Change Point	0	42	76

Signal Timings Diagram





Unnamed Junction
PRC: 10.0 %
Total Traffic Delay: 14.9 pcuHr



Full Input Data And Results

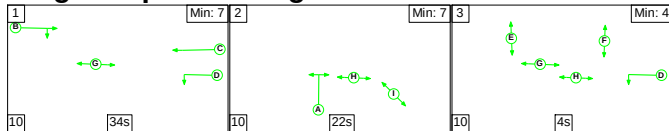
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
1/2+1/1	pontefract rd (e) Ahead Left	U	N/A	N/A	C D		1	32:46	-	691	1980:1922	511+346	80.6 : 80.6%
2/2+2/1	lambra rd Left Right	U	N/A	N/A	A		1	24	-	484	1800:1722	400+192	81.8 : 81.8%
3/1	potefract rd (W) Ahead Right	O	N/A	N/A	B		1	32	-	368	1963	689	53.4%
4/1	pontefract rd (w) exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
5/1	potefract road (e) exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
6/1	lambra rd exit	U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	25	0	0	10.0	4.8	0.1	14.9	-	-	-	-
Unnamed Junction	-	-	25	0	0	10.0	4.8	0.1	14.9	-	-	-	-
1/2+1/1	691	691	-	-	-	3.9	2.0	-	6.0	31.1	11.6	2.0	13.6
2/2+2/1	484	484	-	-	-	3.8	2.2	-	6.0	44.6	8.6	2.2	10.8
3/1	368	368	25	0	0	2.3	0.6	0.1	2.9	28.7	7.2	0.6	7.7
4/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 10.0 Total Delay for Signalled Lanes (pcuHr): 14.90 Cycle Time (s): 90 PRC Over All Lanes (%): 10.0 Total Delay Over All Lanes(pcuHr): 14.90													

Full Input Data And Results

Scenario 7: '2017 Base Friday PM + Dev Trips - Phase 2' (FG13: '2017 Base Friday PM + Dev Trips - Phase 2', Plan 1: 'with peds')

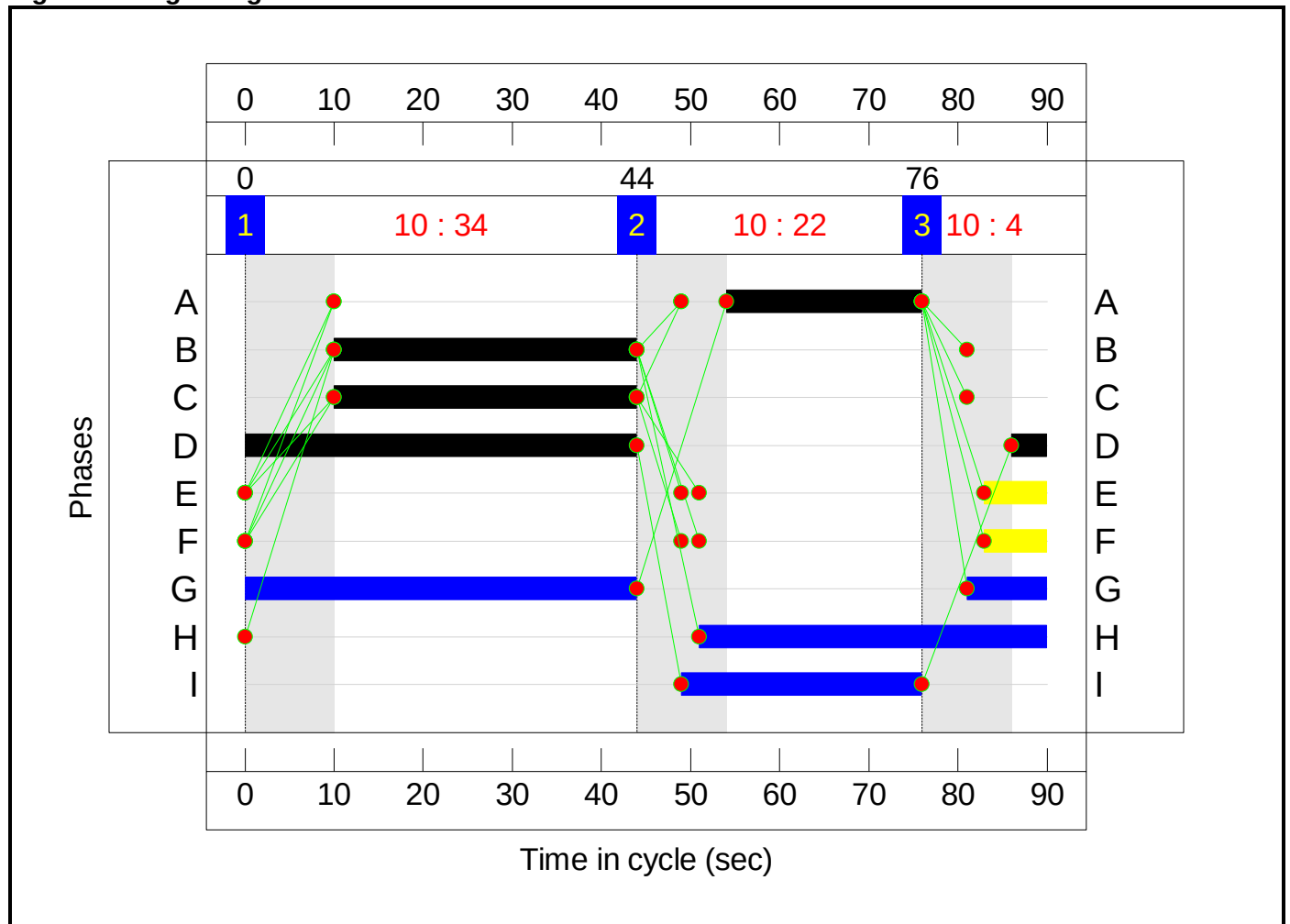
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	22	4
Change Point	0	44	76

Signal Timings Diagram

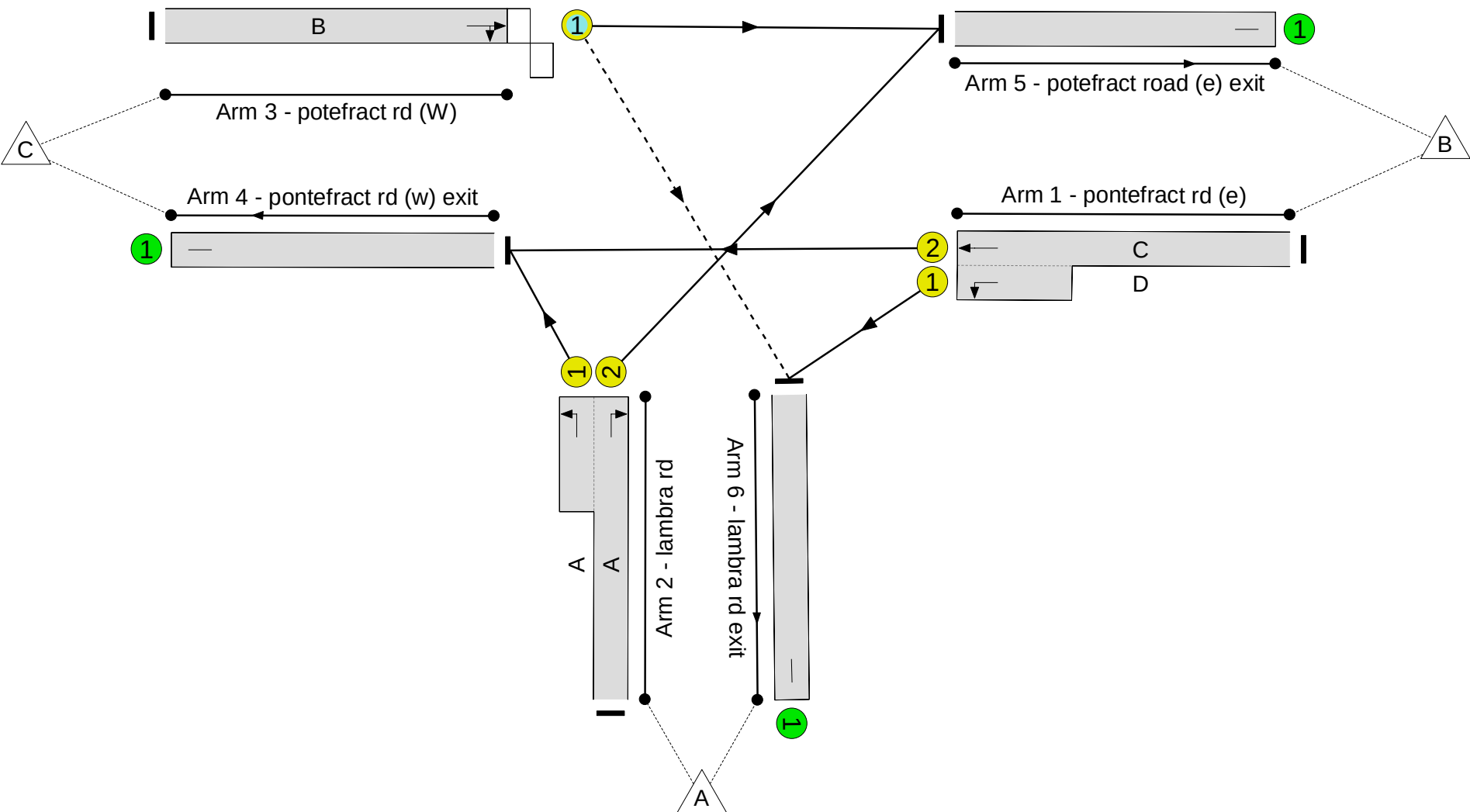


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 34.7 %
Total Traffic Delay: 11.6 pcuHr



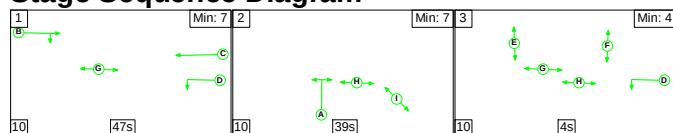
	Lane	Lane	Controller	Position In	Flow	Arrow	Num	Total Green	Arrow	Demand	Sat Flow	Capacity	Req Sat

Item	Description	Type	Stream	Filtered Route	Full Phase	Phase	Greens	(s)	Green (s)	Flow (pcu)	(pcu/Hr)	(pcu)	(%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	66.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	66.8%
1/2+1/1	pontefract rd (e) Ahead Left	U	N/A	N/A	C D		1	34:48	-	572	1980:1922	591+265	66.8 : 66.8%
2/2+2/1	lambra rd Left Right	U	N/A	N/A	A		1	22	-	346	1800:1722	395+127	66.4 : 66.4%
3/1	pontefract rd (W) Ahead Right	O	N/A	N/A	B		1	34	-	489	1976	768	63.6%
4/1	pontefract rd (w) exit	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
5/1	pontefract road (e) exit	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
6/1	lambra rd exit	U	N/A	N/A	-		-	-	-	185	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	8	0	0	8.8	2.8	0.0	11.6	-	-	-	-
Unnamed Junction	-	-	8	0	0	8.8	2.8	0.0	11.6	-	-	-	-
1/2+1/1	572	572	-	-	-	3.0	1.0	-	4.0	25.0	9.1	1.0	10.1
2/2+2/1	346	346	-	-	-	2.7	1.0	-	3.7	38.8	6.0	1.0	7.0
3/1	489	489	8	0	0	3.0	0.9	0.0	3.9	28.8	9.9	0.9	10.8
4/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	185	185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 34.7 Total Delay for Signalled Lanes (pcuHr): 11.62 Cycle Time (s): 90 PRC Over All Lanes (%): 34.7 Total Delay Over All Lanes(pcuHr): 11.62													

Full Input Data And Results

Scenario 8: '2017 Base Saturday Peak + Dev Trips - Phase 2' (FG14: '2017 Base Saturday Peak + Dev Trips - Phase 2', Plan 1: 'with peds')

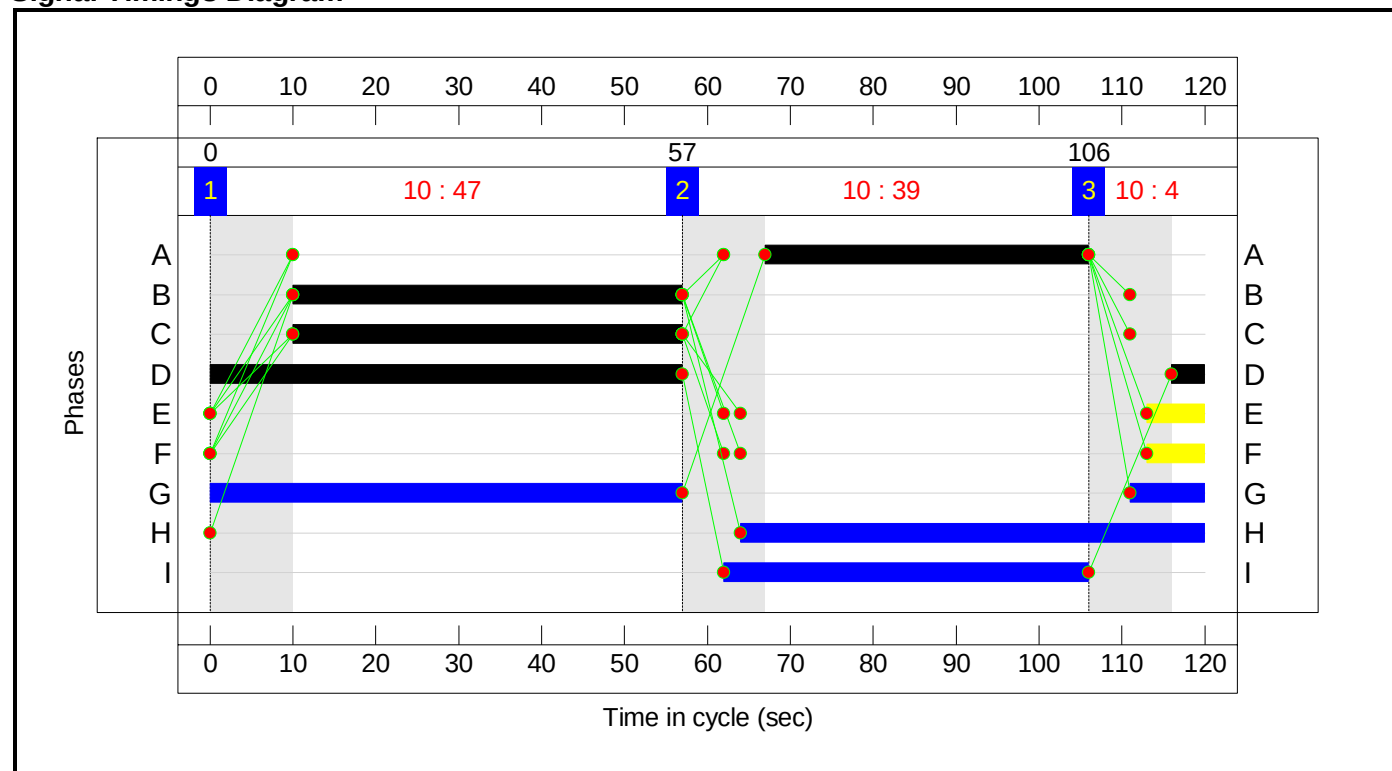
Stage Sequence Diagram



Stage Timings

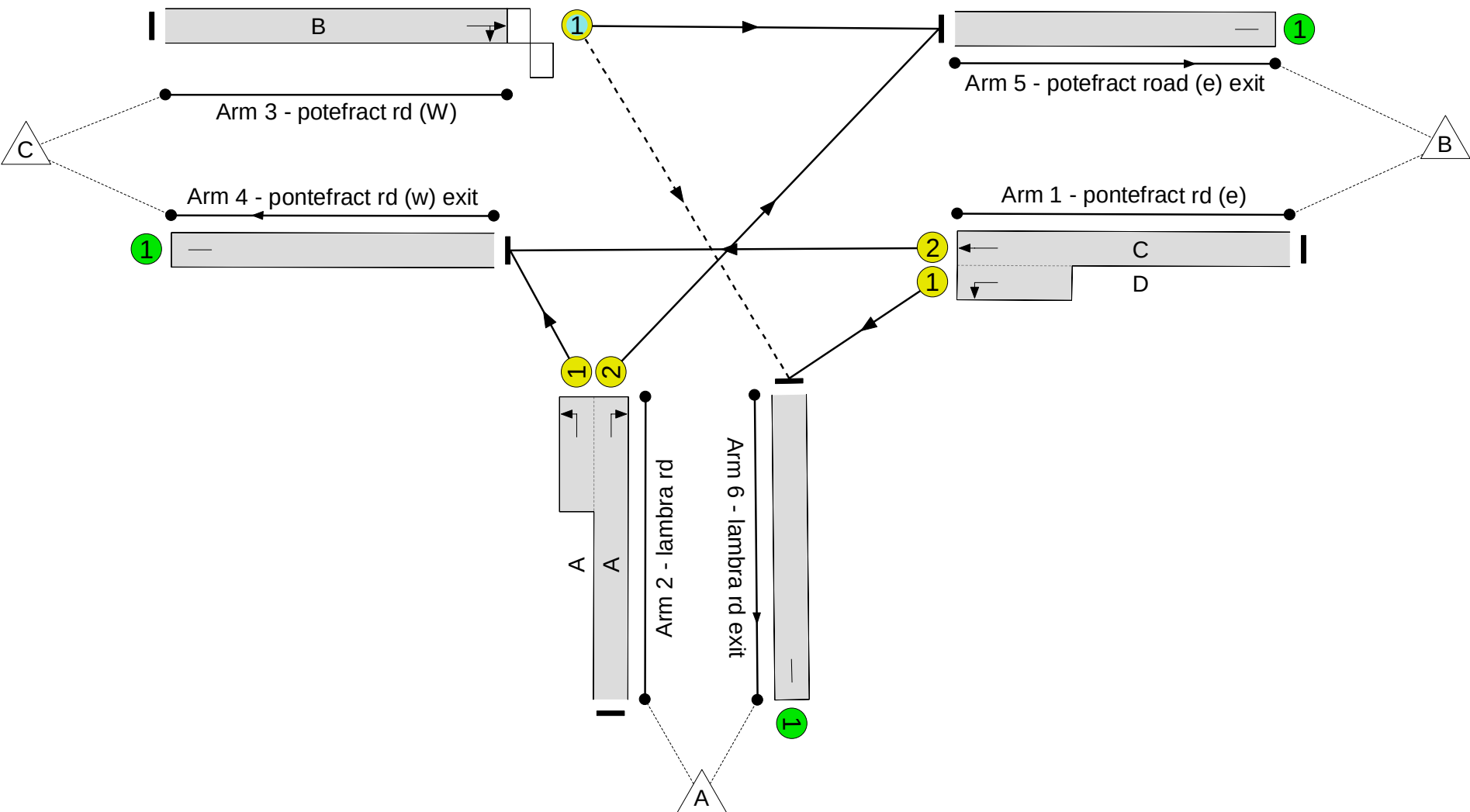
Stage	1	2	3
Duration	47	39	4
Change Point	0	57	106

Signal Timings Diagram





Unnamed Junction
PRC: 13.4 %
Total Traffic Delay: 17.4 pcuHr

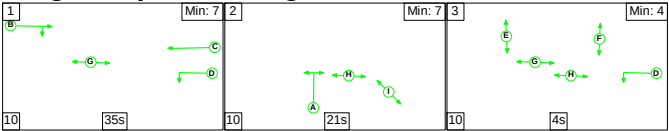


	Lane	Lane	Controller	Position In	Flow	Arrow	Num	Total Green	Arrow	Demand	Sat Flow	Capacity	Deg Sat

	Description	Type	Stream	Filtered Route	Full Phase	Phase	Greens	(s)	Green (s)	Flow (pcu)	(pcu/Hr)	(pcu)	(%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	79.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.4%
1/2+1/1	pontefract rd (e) Ahead Left	U	N/A	N/A	C D		1	47:61	-	708	1980:1922	516+380	79.0 : 79.0%
2/2+2/1	lambra rd Left Right	U	N/A	N/A	A		1	39	-	528	1800:1722	450+215	79.4 : 79.4%
3/1	potefract rd (W) Ahead Right	O	N/A	N/A	B		1	47	-	370	1962	670	55.2%
4/1	pontefract rd (w) exit	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
5/1	potefract road (e) exit	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
6/1	lambra rd exit	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	27	0	0	13.0	4.3	0.1	17.4	-	-	-	-
Unnamed Junction	-	-	27	0	0	13.0	4.3	0.1	17.4	-	-	-	-
1/2+1/1	708	708	-	-	-	5.2	1.8	-	7.1	36.0	16.2	1.8	18.0
2/2+2/1	528	528	-	-	-	5.0	1.9	-	6.9	46.8	13.2	1.9	15.0
3/1	370	370	27	0	0	2.7	0.6	0.1	3.5	34.0	9.0	0.6	9.7
4/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 13.4 Total Delay for Signalled Lanes (pcuHr): 17.43 Cycle Time (s): 120 PRC Over All Lanes (%): 13.4 Total Delay Over All Lanes(pcuHr): 17.43													

Full Input Data And Results
Scenario 9: '2022 Base Friday PM + Dev Trips - Phase 1' (FG15: '2022 Base Friday PM + Dev Trips - Phase 1', Plan 1: 'with peds')

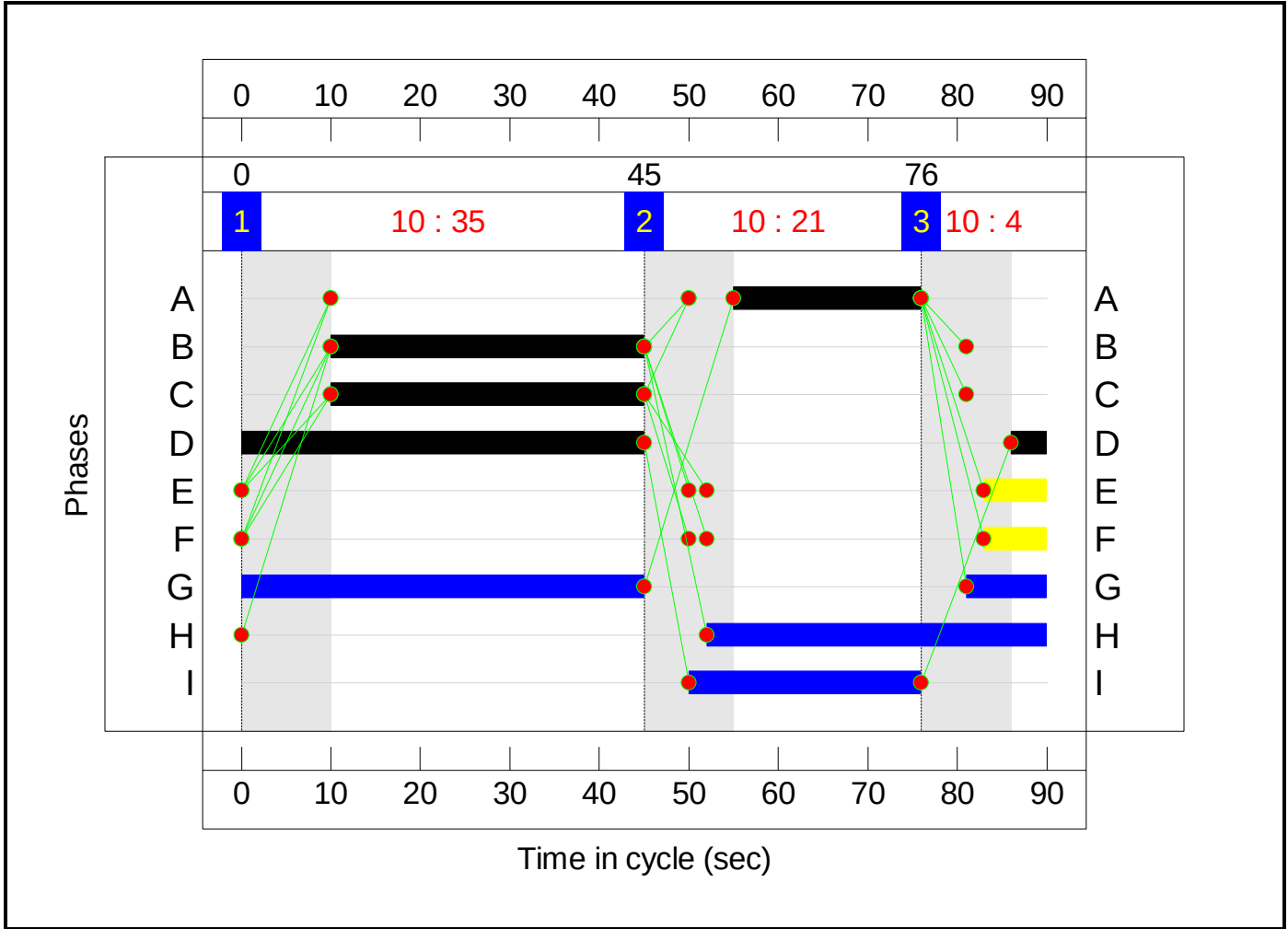
Stage Sequence Diagram



Stage Timings

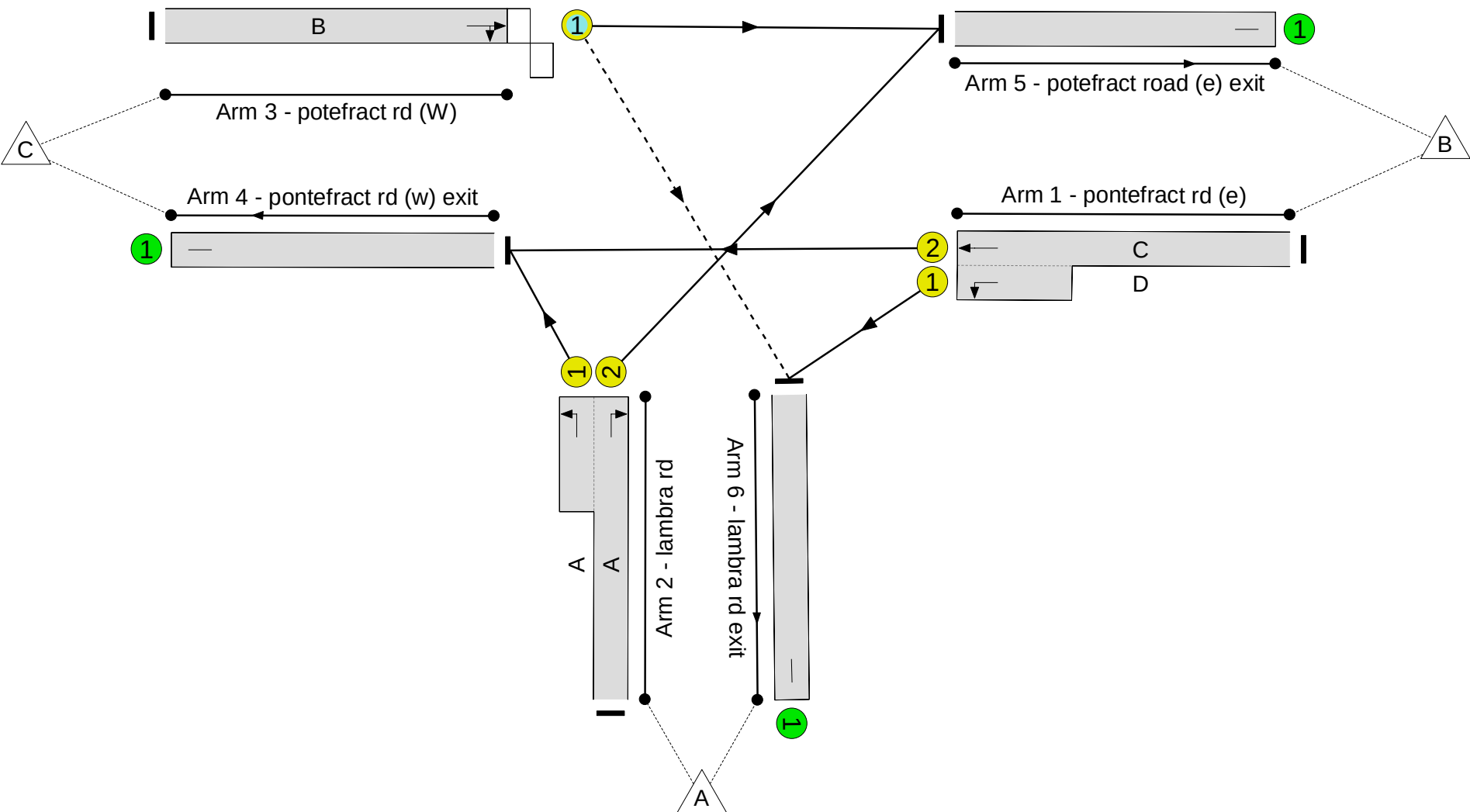
Stage	1	2	3
Duration	35	21	4
Change Point	0	45	76

Signal Timings Diagram





Unnamed Junction
PRC: 26.1 %
Total Traffic Delay: 13.1 pcuHr

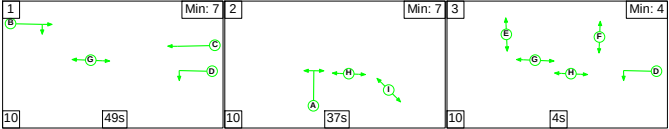


Network Results

Network Results

Full Input Data And Results
Scenario 10: '2022 Base Saturday Peak + Dev Trips - Phase 1' (FG16: '2022 Base Saturday Peak + Dev Trips - Phase 1', Plan 1: 'with peds')

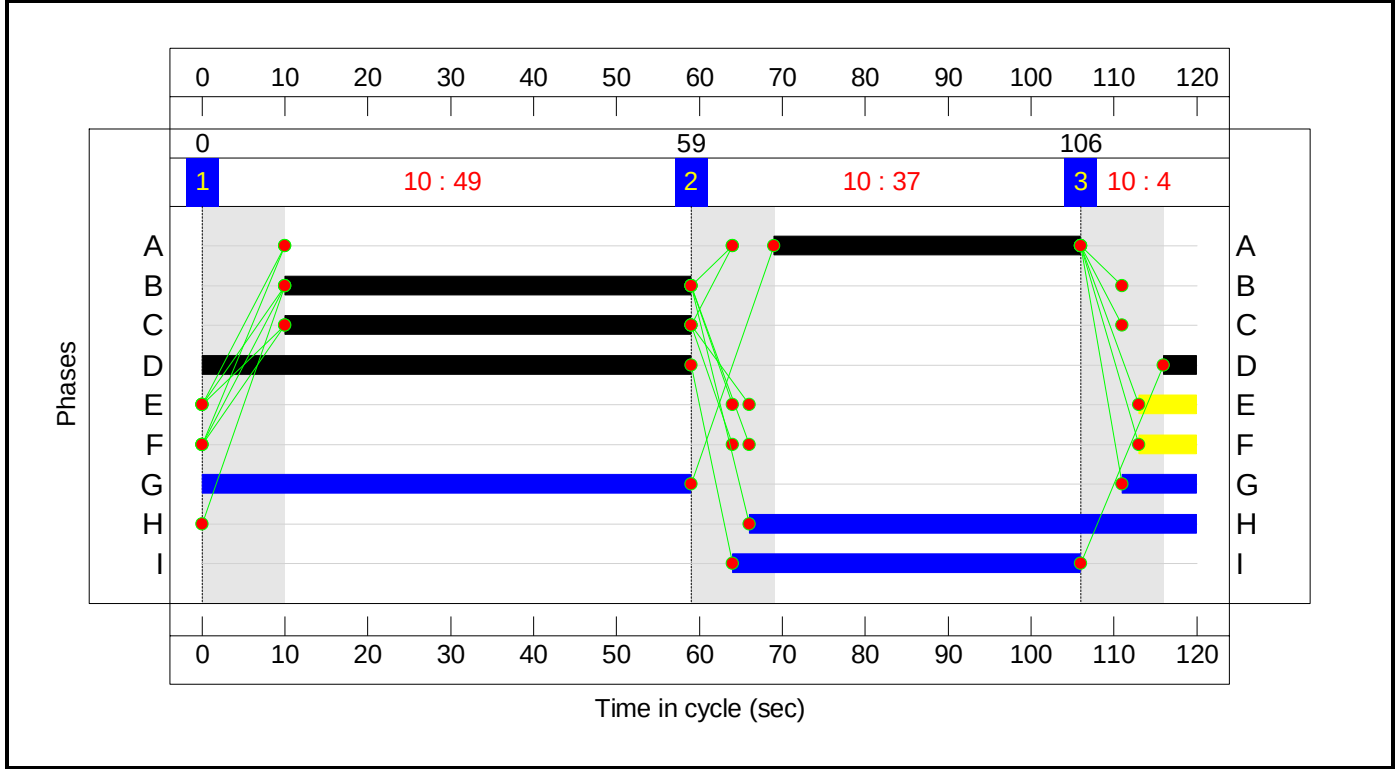
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	49	37	4
Change Point	0	59	106

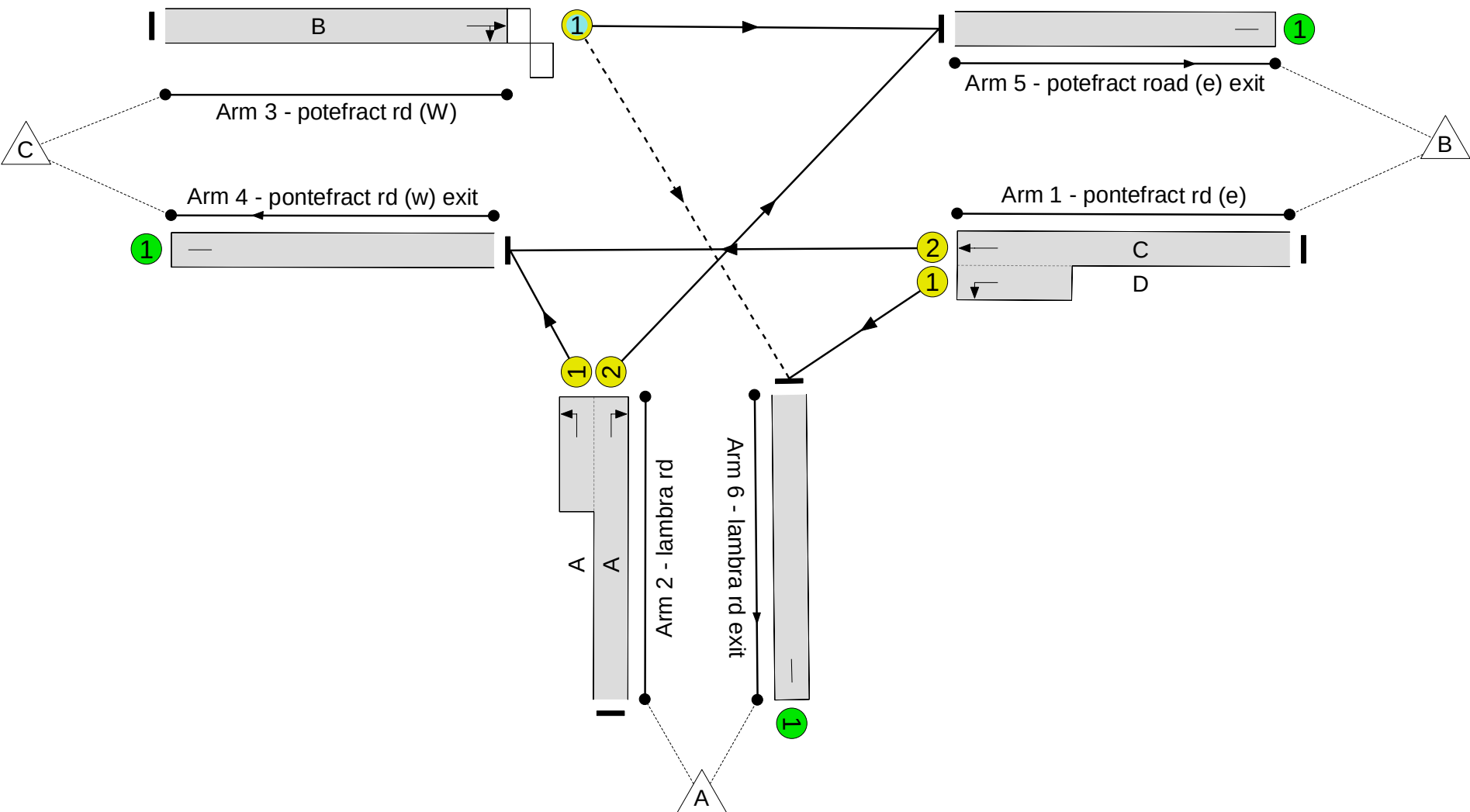
Signal Timings Diagram



Full Input Data And Results



Unnamed Junction
PRC: 10.7 %
Total Traffic Delay: 18.1 pcuHr



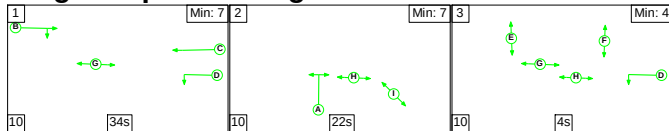
Network Results

Network Results

Full Input Data And Results

Scenario 11: '2022 Base Friday PM + Dev Trips - Phase 2' (FG17: '2022 Base Friday PM + Dev Trips - Phase 2', Plan 1: 'with peds')

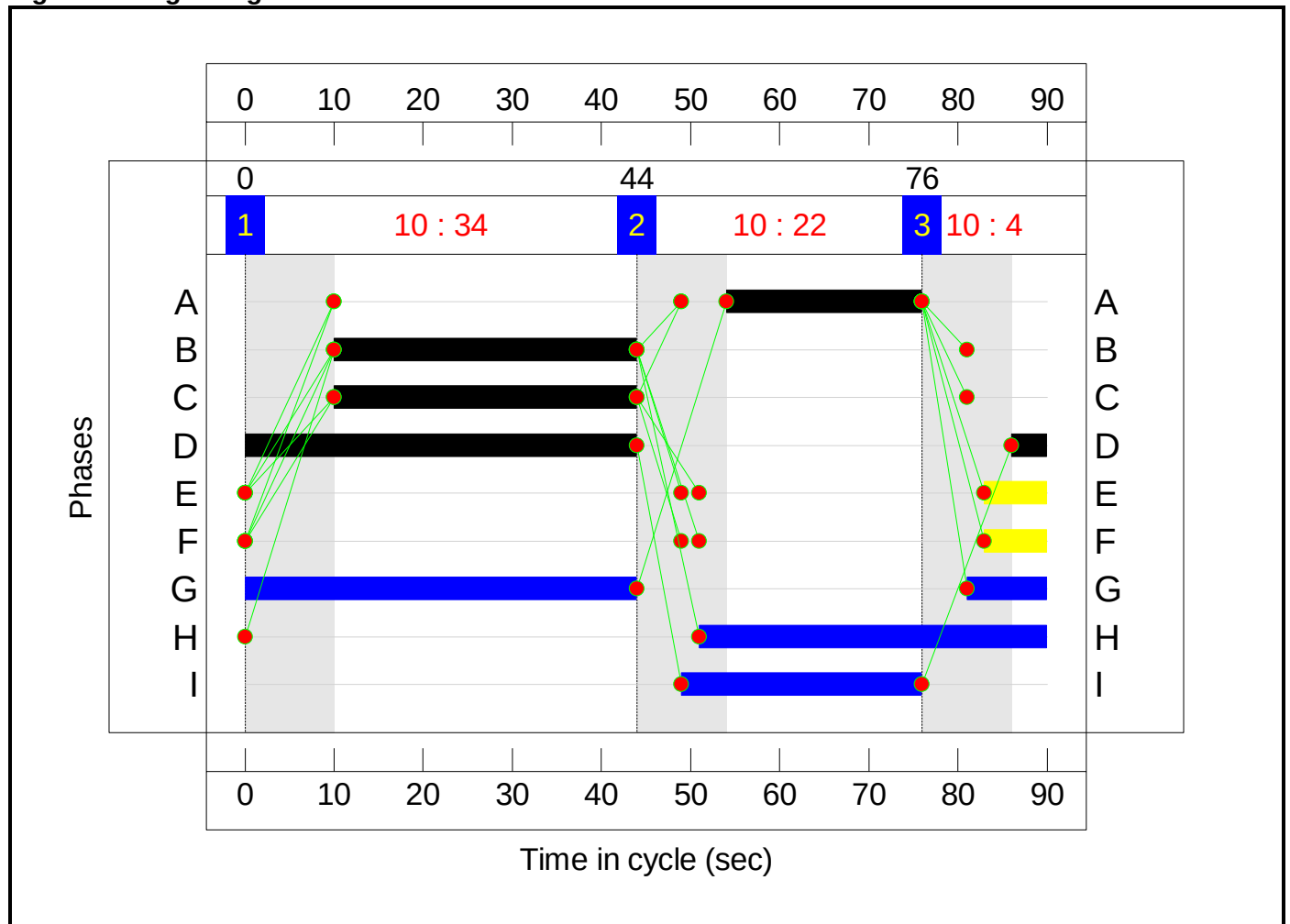
Stage Sequence Diagram



Stage Timings

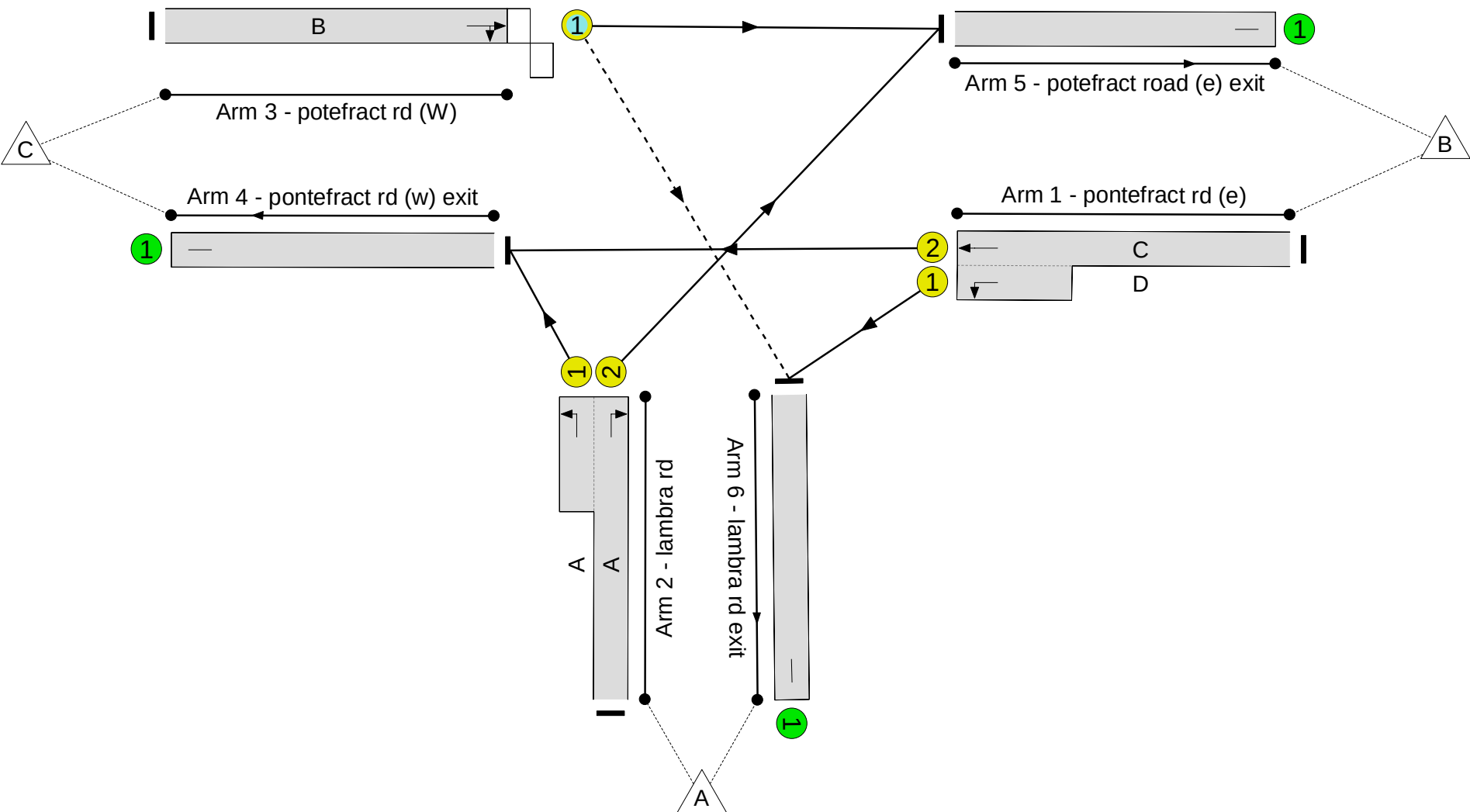
Stage	1	2	3
Duration	34	22	4
Change Point	0	44	76

Signal Timings Diagram





Unnamed Junction
PRC: 25.6 %
Total Traffic Delay: 13.5 pcuHr



Full Input Data And Results

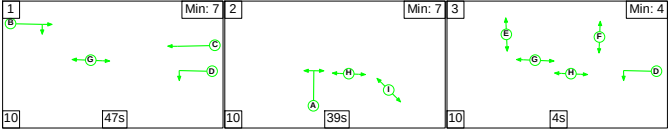
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
1/2+1/1	pontefract rd (e) Ahead Left	U	N/A	N/A	C D		1	34:48	-	611	1980:1922	591+265	71.4 : 71.4%
2/2+2/1	lambra rd Left Right	U	N/A	N/A	A		1	22	-	369	1800:1722	394+127	70.7 : 70.7%
3/1	potefract rd (W) Ahead Right	O	N/A	N/A	B		1	34	-	550	1976	768	71.6%
4/1	pontefract rd (w) exit	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
5/1	potefract road (e) exit	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
6/1	lambra rd exit	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	9	0	0	9.8	3.7	0.0	13.5	-	-	-	-
Unnamed Junction	-	-	9	0	0	9.8	3.7	0.0	13.5	-	-	-	-
1/2+1/1	611	611	-	-	-	3.3	1.2	-	4.5	26.7	10.2	1.2	11.4
2/2+2/1	369	369	-	-	-	3.0	1.2	-	4.2	40.6	6.6	1.2	7.8
3/1	550	550	9	0	0	3.6	1.2	0.0	4.8	31.6	11.6	1.2	12.9
4/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 25.6 Total Delay for Signalled Lanes (pcuHr): 13.51 Cycle Time (s): 90 PRC Over All Lanes (%): 25.6 Total Delay Over All Lanes(pcuHr): 13.51													

Full Input Data And Results

Scenario 12: '2022 Base Saturday Peak + Dev Trips - Phase 2' (FG18: '2022 Base Saturday Peak + Dev Trips - Phase 2', Plan 1: 'with peds')

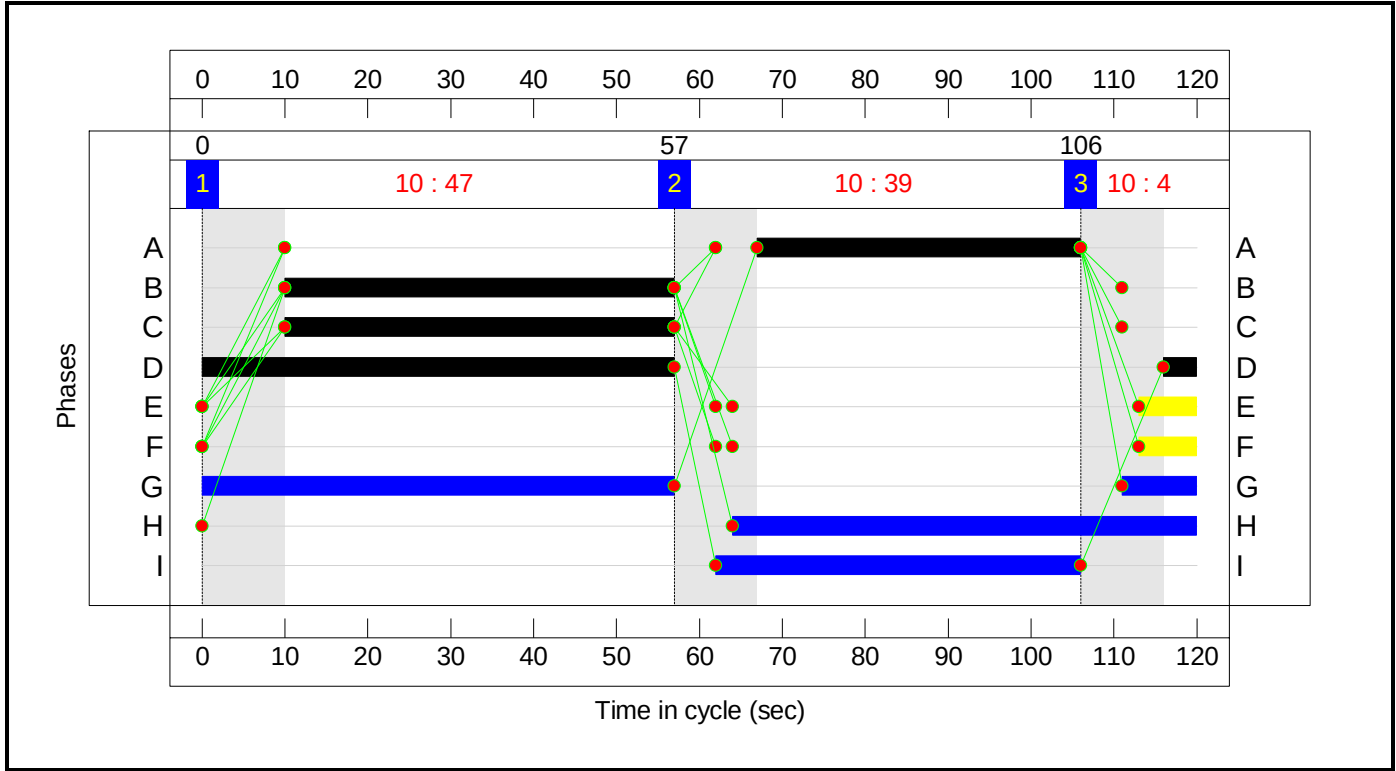
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	47	39	4
Change Point	0	57	106

Signal Timings Diagram

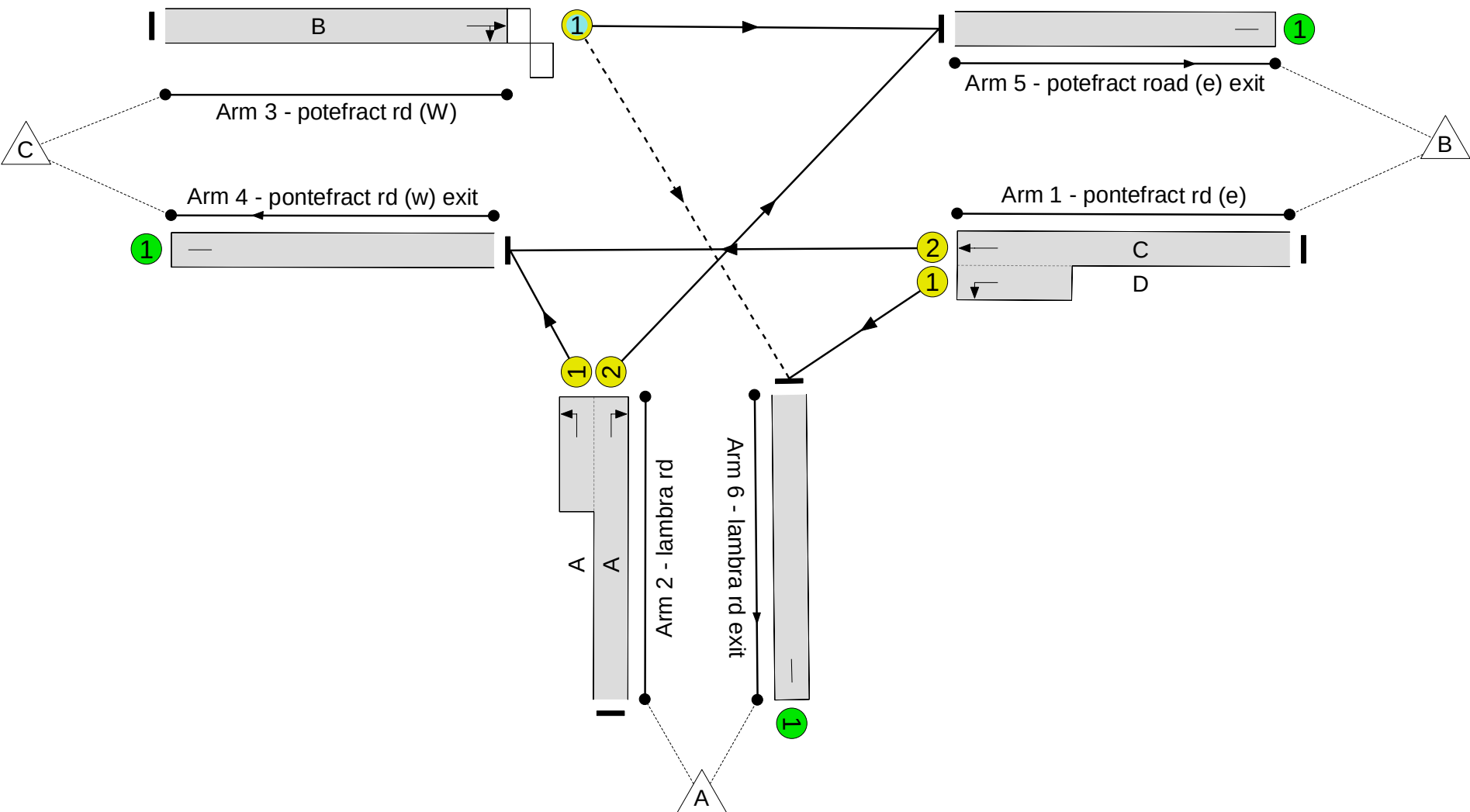


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 6.6 %
Total Traffic Delay: 20.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
1/2+1/1	pontefract rd (e) Ahead Left	U	N/A	N/A	C D		1	47:61	-	755	1980:1922	518+377	84.4 : 84.4%
2/2+2/1	lambra rd Left Right	U	N/A	N/A	A		1	39	-	561	1800:1722	450+216	84.3 : 84.3%
3/1	potefract rd (W) Ahead Right	O	N/A	N/A	B		1	47	-	395	1963	617	64.0%
4/1	pontefract rd (w) exit	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
5/1	potefract road (e) exit	U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
6/1	lambra rd exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	28	0	0	14.2	6.0	0.2	20.5	-	-	-	-
Unnamed Junction	-	-	28	0	0	14.2	6.0	0.2	20.5	-	-	-	-
1/2+1/1	755	755	-	-	-	5.8	2.6	-	8.4	40.2	18.6	2.6	21.2
2/2+2/1	561	561	-	-	-	5.4	2.6	-	8.0	51.4	14.6	2.6	17.1
3/1	395	395	28	0	0	3.0	0.9	0.2	4.0	36.7	9.9	0.9	10.8
4/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 6.6 Total Delay for Signalled Lanes (pcuHr): 20.46 Cycle Time (s): 120 PRC Over All Lanes (%): 6.6 Total Delay Over All Lanes(pcuHr): 20.46													

Junctions 8				
ARCADY 8 - Roundabout Module				
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2017				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:17:13

« (Default Analysis Set) - 2017 Fri Base, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2017 Fri Base				
Arm 1	3.33	23.69	0.78	C
Arm 2	3.59	10.48	0.79	B
Arm 3	2.58	7.06	0.72	A
Arm 4	5.71	13.97	0.86	B

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

"D2 - 2017 Fri Base, PM " model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP" model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:17:12

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2017 Fri Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Fri Base, PM	2017 Fri Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			12.16	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	481.00	100.000
2	ONE HOUR	✓	1148.00	100.000
3	ONE HOUR	✓	1210.00	100.000
4	ONE HOUR	✓	1389.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	188.000	140.000	153.000
	2	31.000	0.000	579.000	538.000
	3	53.000	621.000	0.000	536.000
	4	160.000	544.000	685.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.39	0.29	0.32
	2	0.03	0.00	0.50	0.47
	3	0.04	0.51	0.00	0.44
	4	0.12	0.39	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.010
	2	1.000	1.000	1.020	1.020
	3	1.000	1.000	1.000	1.000
	4	1.010	1.010	1.020	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	1.0
	2	0.0	0.0	2.0	2.0
	3	0.0	0.0	0.0	0.0
	4	1.0	1.0	2.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.78	23.69	3.33	C
2	0.79	10.48	3.59	B
3	0.72	7.06	2.58	A
4	0.86	13.97	5.71	B

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	362.12	359.85	1386.93	0.00	993.15	0.365	0.57	5.664	A
2	864.27	860.65	732.60	0.00	1811.56	0.477	0.91	3.772	A
3	910.95	907.63	541.04	0.00	1999.58	0.456	0.83	3.288	A
4	1045.71	1041.03	528.81	0.00	1930.48	0.542	1.17	4.027	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	432.41	430.72	1659.35	0.00	861.07	0.502	0.99	8.332	A
2	1032.03	1029.77	876.58	0.00	1725.10	0.598	1.47	5.161	A
3	1087.77	1086.00	647.41	0.00	1933.18	0.563	1.27	4.241	A
4	1248.68	1245.46	632.73	0.00	1868.60	0.668	1.98	5.747	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	529.59	521.21	2022.03	0.00	685.24	0.773	3.09	20.971	C
2	1263.97	1256.01	1064.86	0.00	1612.03	0.784	3.46	9.895	A
3	1332.23	1327.21	788.33	0.00	1845.20	0.722	2.53	6.882	A
4	1529.32	1515.45	773.21	0.00	1784.95	0.857	5.45	12.748	B

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	529.59	528.61	2035.85	0.00	678.53	0.781	3.33	23.689	C
2	1263.97	1263.44	1075.67	0.00	1605.55	0.787	3.59	10.485	B
3	1332.23	1332.05	794.37	0.00	1841.44	0.723	2.58	7.060	A
4	1529.32	1528.25	776.10	0.00	1783.23	0.858	5.71	13.969	B

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	432.41	441.53	1678.64	0.00	851.69	0.508	1.05	8.965	A
2	1032.03	1040.26	891.97	0.00	1715.88	0.601	1.53	5.391	A
3	1087.77	1092.83	656.05	0.00	1927.79	0.564	1.31	4.336	A
4	1248.68	1263.30	636.83	0.00	1866.16	0.669	2.06	6.112	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	362.12	363.99	1396.79	0.00	988.36	0.366	0.58	5.784	A
2	864.27	866.70	739.13	0.00	1807.64	0.478	0.92	3.837	A
3	910.95	912.81	545.36	0.00	1996.89	0.456	0.84	3.325	A
4	1045.71	1049.18	531.86	0.00	1928.67	0.542	1.20	4.110	A

Junctions 8				
ARCADY 8 - Roundabout Module				
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2017				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:21:14

« (Default Analysis Set) - 2017 Fri Base + Phase 1 Dev, PM

» Junction Network

» Arms

» Traffic Flows

» Entry Flows

» Turning Proportions

» Vehicle Mix

» Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2017 Fri Base + Phase 1 Dev			
Arm 1	3.60	25.25	0.80	D
Arm 2	3.62	10.58	0.79	B
Arm 3	2.59	7.09	0.72	A
Arm 4	5.71	13.97	0.86	B

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

"D2 - 2017 Fri Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP" model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:21:14

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2017 Fri Base + Phase 1 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Fri Base + Phase 1 Dev, PM	2017 Fri Base + Phase 1 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			12.39	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	490.00	100.000
2	ONE HOUR	✓	1148.00	100.000
3	ONE HOUR	✓	1210.00	100.000
4	ONE HOUR	✓	1389.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	192.000	142.000	156.000
	2	31.000	0.000	579.000	538.000
	3	53.000	621.000	0.000	536.000
	4	160.000	544.000	685.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.39	0.29	0.32
	2	0.03	0.00	0.50	0.47
	3	0.04	0.51	0.00	0.44
	4	0.12	0.39	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.010
	2	1.000	1.000	1.020	1.020
	3	1.000	1.000	1.000	1.000
	4	1.010	1.010	1.020	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	1.0
	2	0.0	0.0	2.0	2.0
	3	0.0	0.0	0.0	0.0
	4	1.0	1.0	2.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.80	25.25	3.60	D
2	0.79	10.58	3.62	B
3	0.72	7.09	2.59	A
4	0.86	13.97	5.71	B

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	368.90	366.56	1386.93	0.00	993.15	0.371	0.59	5.725	A
2	864.27	860.65	736.32	0.00	1809.34	0.478	0.91	3.781	A
3	910.95	907.62	543.27	0.00	1998.20	0.456	0.83	3.292	A
4	1045.71	1041.03	528.81	0.00	1930.48	0.542	1.17	4.027	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	440.50	438.73	1659.35	0.00	861.07	0.512	1.03	8.489	A
2	1032.03	1029.76	881.03	0.00	1722.45	0.599	1.47	5.181	A
3	1087.77	1085.99	650.07	0.00	1931.53	0.563	1.28	4.249	A
4	1248.68	1245.46	632.73	0.00	1868.60	0.668	1.98	5.747	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	539.50	530.35	2022.02	0.00	685.24	0.787	3.32	22.068	C
2	1263.97	1255.93	1069.89	0.00	1609.04	0.786	3.49	9.973	A
3	1332.23	1327.19	791.34	0.00	1843.33	0.723	2.54	6.907	A
4	1529.32	1515.45	773.19	0.00	1784.96	0.857	5.45	12.747	B

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	539.50	538.35	2035.85	0.00	678.53	0.795	3.60	25.251	D
2	1263.97	1263.43	1081.07	0.00	1602.34	0.789	3.62	10.582	B
3	1332.23	1332.04	797.60	0.00	1839.43	0.724	2.59	7.088	A
4	1529.32	1528.24	776.10	0.00	1783.23	0.858	5.71	13.969	B

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	440.50	450.55	1678.66	0.00	851.69	0.517	1.09	9.191	A
2	1032.03	1040.36	897.01	0.00	1712.88	0.603	1.54	5.419	A
3	1087.77	1092.86	659.09	0.00	1925.91	0.565	1.31	4.348	A
4	1248.68	1263.30	636.84	0.00	1866.15	0.669	2.06	6.112	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	368.90	370.86	1396.80	0.00	988.36	0.373	0.60	5.849	A
2	864.27	866.72	742.95	0.00	1805.36	0.479	0.93	3.845	A
3	910.95	912.82	547.66	0.00	1995.46	0.457	0.85	3.332	A
4	1045.71	1049.18	531.87	0.00	1928.66	0.542	1.20	4.108	A

Junctions 8				
ARCADY 8 - Roundabout Module				
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2017				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:22:00

« (Default Analysis Set) - 2017 Fri Base + Phase 1 / 2 Dev, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2017 Fri Base + Phase 1 / 2 Dev			
Arm 1	4.02	27.62	0.81	D
Arm 2	3.69	10.77	0.79	B
Arm 3	2.62	7.17	0.73	A
Arm 4	6.24	15.13	0.87	C

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

"D2 - 2017 Fri Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP" model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:22:00

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2017 Fri Base + Phase 1 / 2 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Fri Base + Phase 1 / 2 Dev, PM	2017 Fri Base + Phase 1 / 2 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			13.17	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	502.00	100.000
2	ONE HOUR	✓	1149.00	100.000
3	ONE HOUR	✓	1212.00	100.000
4	ONE HOUR	✓	1406.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	196.000	146.000	160.000
	2	32.000	0.000	579.000	538.000
	3	55.000	621.000	0.000	536.000
	4	177.000	544.000	685.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.39	0.29	0.32
	2	0.03	0.00	0.50	0.47
	3	0.05	0.51	0.00	0.44
	4	0.13	0.39	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.010
	2	1.000	1.000	1.020	1.020
	3	1.000	1.000	1.000	1.000
	4	1.010	1.010	1.020	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	1.0
	2	0.0	0.0	2.0	2.0
	3	0.0	0.0	0.0	0.0
	4	1.0	1.0	2.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.81	27.62	4.02	D
2	0.79	10.77	3.69	B
3	0.73	7.17	2.62	A
4	0.87	15.13	6.24	C

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	377.93	375.50	1386.86	0.00	993.18	0.381	0.61	5.807	A
2	865.03	861.38	742.25	0.00	1805.86	0.479	0.91	3.798	A
3	912.46	909.11	547.00	0.00	1995.89	0.457	0.84	3.303	A
4	1058.51	1053.70	531.05	0.00	1929.26	0.549	1.20	4.090	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	451.29	449.40	1659.22	0.00	861.13	0.524	1.08	8.704	A
2	1032.93	1030.63	888.08	0.00	1718.30	0.601	1.49	5.217	A
3	1089.56	1087.77	654.52	0.00	1928.78	0.565	1.28	4.272	A
4	1263.97	1260.56	635.41	0.00	1867.11	0.677	2.05	5.902	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	552.71	542.42	2020.80	0.00	685.84	0.806	3.65	23.610	C
2	1265.08	1256.86	1077.33	0.00	1604.65	0.788	3.54	10.118	B
3	1334.44	1329.31	796.39	0.00	1840.21	0.725	2.57	6.977	A
4	1548.04	1532.63	776.43	0.00	1783.13	0.868	5.91	13.607	B

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	552.71	551.24	2035.63	0.00	678.63	0.814	4.02	27.617	D
2	1265.08	1264.49	1089.57	0.00	1597.32	0.792	3.69	10.773	B
3	1334.44	1334.23	802.99	0.00	1836.10	0.727	2.62	7.166	A
4	1548.04	1546.71	779.39	0.00	1781.37	0.869	6.24	15.128	C

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	451.29	462.75	1680.08	0.00	850.99	0.530	1.15	9.535	A
2	1032.93	1041.46	905.85	0.00	1707.65	0.605	1.55	5.470	A
3	1089.56	1094.75	664.14	0.00	1922.78	0.567	1.32	4.375	A
4	1263.97	1280.34	639.61	0.00	1864.62	0.678	2.15	6.326	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	377.93	380.04	1396.95	0.00	988.28	0.382	0.63	5.940	A
2	865.03	867.52	749.15	0.00	1801.72	0.480	0.93	3.865	A
3	912.46	914.34	551.49	0.00	1993.09	0.458	0.85	3.342	A
4	1058.51	1062.18	534.14	0.00	1927.42	0.549	1.23	4.177	A

Junctions 8				
ARCADY 8 - Roundabout Module				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:19:51

« (Default Analysis Set) - 2017 Sat Base, IP

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	IP			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2017 Sat Base				
Arm 1	0.97	8.76	0.50	A
Arm 2	4.72	12.60	0.83	B
Arm 3	2.36	7.10	0.71	A
Arm 4	3.77	9.67	0.79	A

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

"D2 - 2017 Fri Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP" model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:19:51

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2017 Sat Base, IP

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Sat Base, IP	2017 Sat Base	P		ONE HOUR	11:45	13:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			9.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	367.00	100.000
2	ONE HOUR	✓	1264.00	100.000
3	ONE HOUR	✓	1103.00	100.000
4	ONE HOUR	✓	1305.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	59.000	151.000	157.000
	2	52.000	0.000	569.000	643.000
	3	167.000	466.000	0.000	470.000
	4	179.000	557.000	569.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.16	0.41	0.43
	2	0.04	0.00	0.45	0.51
	3	0.15	0.42	0.00	0.43
	4	0.14	0.43	0.44	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.040	1.010
	3	1.000	1.050	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	4.0	1.0
	3	0.0	5.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.50	8.76	0.97	A
2	0.83	12.60	4.72	B
3	0.71	7.10	2.36	A
4	0.79	9.67	3.77	A

Main Results for each time segment

Main results: (11:45-12:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	276.30	274.94	1193.79	0.00	1087.78	0.254	0.34	4.422	A
2	951.61	947.44	657.37	0.00	1856.17	0.513	1.04	3.943	A
3	830.40	827.32	638.56	0.00	1902.24	0.437	0.77	3.339	A
4	982.47	978.48	513.76	0.00	1957.84	0.502	1.00	3.661	A

Main results: (12:00-12:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	329.93	329.25	1428.40	0.00	973.18	0.339	0.51	5.585	A
2	1136.31	1133.54	786.78	0.00	1779.93	0.638	1.74	5.544	A
3	991.58	989.95	764.11	0.00	1826.20	0.543	1.18	4.295	A
4	1173.17	1170.75	614.75	0.00	1894.72	0.619	1.60	4.955	A

Main results: (12:15-12:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	404.07	402.28	1743.74	0.00	819.14	0.493	0.96	8.600	A
2	1391.69	1380.54	960.48	0.00	1677.59	0.830	4.53	11.703	B
3	1214.43	1209.86	931.17	0.00	1725.02	0.704	2.32	6.925	A
4	1436.83	1428.55	751.11	0.00	1809.50	0.794	3.67	9.253	A

Main results: (12:30-12:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	404.07	404.01	1752.41	0.00	814.92	0.496	0.97	8.758	A
2	1391.69	1390.93	965.37	0.00	1674.71	0.831	4.72	12.600	B
3	1214.43	1214.26	937.62	0.00	1721.11	0.706	2.36	7.098	A
4	1436.83	1436.44	754.07	0.00	1807.66	0.795	3.77	9.671	A

Main results: (12:45-13:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	329.93	331.72	1440.44	0.00	967.33	0.341	0.52	5.679	A
2	1136.31	1147.95	793.61	0.00	1775.91	0.640	1.81	5.835	A
3	991.58	996.19	773.10	0.00	1820.75	0.545	1.21	4.389	A
4	1173.17	1181.64	618.93	0.00	1892.12	0.620	1.66	5.125	A

Main results: (13:00-13:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	276.30	277.01	1201.46	0.00	1084.04	0.255	0.34	4.464	A
2	951.61	954.58	661.96	0.00	1853.47	0.513	1.06	4.017	A
3	830.40	832.11	643.37	0.00	1899.33	0.437	0.78	3.380	A
4	982.47	985.02	516.81	0.00	1955.94	0.502	1.02	3.719	A

Junctions 8				
ARCADY 8 - Roundabout Module				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:21:36

« (Default Analysis Set) - 2017 Sat Base + Phase 1 Dev, IP

» Junction Network

» Arms

» Traffic Flows

» Entry Flows

» Turning Proportions

» Vehicle Mix

» Results

Summary of junction performance

	IP			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2017 Sat Base + Phase 1 Dev				
Arm 1	1.09	9.28	0.52	A
Arm 2	4.94	13.19	0.84	B
Arm 3	2.46	7.34	0.71	A
Arm 4	3.99	10.16	0.80	B

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

"D2 - 2017 Fri Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP" model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:21:36

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2017 Sat Base + Phase 1 Dev, IP

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Sat Base + Phase 1 Dev, IP	2017 Sat Base + Phase 1 Dev	P		ONE HOUR	11:45	13:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			10.25	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	388.00	100.000
2	ONE HOUR	✓	1266.00	100.000
3	ONE HOUR	✓	1112.00	100.000
4	ONE HOUR	✓	1315.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	63.000	159.000	166.000
	2	54.000	0.000	569.000	643.000
	3	176.000	466.000	0.000	470.000
	4	189.000	557.000	569.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.16	0.41	0.43
	2	0.04	0.00	0.45	0.51
	3	0.16	0.42	0.00	0.42
	4	0.14	0.42	0.43	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.040	1.010
	3	1.000	1.050	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	4.0	1.0
	3	0.0	5.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.52	9.28	1.09	A
2	0.84	13.19	4.94	B
3	0.71	7.34	2.46	A
4	0.80	10.16	3.99	B

Main Results for each time segment

Main results: (11:45-12:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	292.11	290.65	1193.73	0.00	1087.81	0.269	0.36	4.508	A
2	953.11	948.89	670.06	0.00	1848.75	0.516	1.05	3.983	A
3	837.17	834.04	646.77	0.00	1897.62	0.441	0.78	3.375	A
4	990.00	985.92	521.99	0.00	1952.86	0.507	1.02	3.708	A

Main results: (12:00-12:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	348.80	348.05	1428.32	0.00	973.23	0.358	0.55	5.751	A
2	1138.10	1135.25	801.97	0.00	1771.04	0.643	1.77	5.636	A
3	999.67	997.99	773.93	0.00	1820.60	0.549	1.20	4.367	A
4	1182.16	1179.64	624.60	0.00	1888.78	0.626	1.65	5.058	A

Main results: (12:15-12:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	427.20	425.14	1743.17	0.00	819.42	0.521	1.07	9.083	A
2	1393.89	1382.08	978.74	0.00	1666.88	0.836	4.72	12.166	B
3	1224.34	1219.51	942.80	0.00	1718.31	0.713	2.41	7.147	A
4	1447.84	1438.93	763.02	0.00	1802.31	0.803	3.88	9.677	A

Main results: (12:30-12:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	427.20	427.11	1752.35	0.00	814.95	0.524	1.09	9.278	A
2	1393.89	1393.02	984.05	0.00	1663.76	0.838	4.94	13.193	B
3	1224.34	1224.15	949.67	0.00	1714.15	0.714	2.46	7.340	A
4	1447.84	1447.38	766.16	0.00	1800.35	0.804	3.99	10.164	B

Main results: (12:45-13:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	348.80	350.88	1441.04	0.00	967.03	0.361	0.57	5.861	A
2	1138.10	1150.48	809.38	0.00	1766.67	0.644	1.84	5.955	A
3	999.67	1004.55	783.52	0.00	1814.79	0.551	1.24	4.470	A
4	1182.16	1191.30	629.04	0.00	1886.01	0.627	1.70	5.247	A

Main results: (13:00-13:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	292.11	292.90	1201.56	0.00	1083.99	0.269	0.37	4.556	A
2	953.11	956.17	674.87	0.00	1845.92	0.516	1.08	4.061	A
3	837.17	838.94	651.74	0.00	1894.61	0.442	0.80	3.417	A
4	990.00	992.66	525.14	0.00	1950.90	0.507	1.04	3.766	A

Junctions 8				
ARCADY 8 - Roundabout Module				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:22:20

« (Default Analysis Set) - 2017 Sat Base + Phase 1 / 2 Dev, IP

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	IP			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2017 Sat Base + Phase 1 / 2 Dev				
Arm 1	1.29	10.20	0.57	B
Arm 2	5.45	14.53	0.85	B
Arm 3	2.75	8.03	0.74	A
Arm 4	4.75	11.93	0.83	B

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

"D2 - 2017 Fri Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP" model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:22:20

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2017 Sat Base + Phase 1 / 2 Dev, IP

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Sat Base + Phase 1 / 2 Dev, IP	2017 Sat Base + Phase 1 / 2 Dev	P		ONE HOUR	11:45	13:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			11.49	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	420.00	100.000
2	ONE HOUR	✓	1274.00	100.000
3	ONE HOUR	✓	1138.00	100.000
4	ONE HOUR	✓	1343.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	68.000	172.000	180.000
	2	62.000	0.000	569.000	643.000
	3	202.000	466.000	0.000	470.000
	4	217.000	557.000	569.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.16	0.41	0.43
	2	0.05	0.00	0.45	0.50
	3	0.18	0.41	0.00	0.41
	4	0.16	0.41	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.040	1.010
	3	1.000	1.050	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	4.0	1.0
	3	0.0	5.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.57	10.20	1.29	B
2	0.85	14.53	5.45	B
3	0.74	8.03	2.75	A
4	0.83	11.93	4.75	B

Main Results for each time segment

Main results: (11:45-12:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	316.20	314.57	1193.56	0.00	1087.89	0.291	0.41	4.646	A
2	959.14	954.81	690.18	0.00	1837.17	0.522	1.08	4.061	A
3	856.75	853.45	663.18	0.00	1888.64	0.454	0.82	3.466	A
4	1011.08	1006.75	547.44	0.00	1937.49	0.522	1.08	3.850	A

Main results: (12:00-12:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	377.57	376.69	1428.04	0.00	973.36	0.388	0.63	6.025	A
2	1145.30	1142.28	826.02	0.00	1757.12	0.652	1.84	5.825	A
3	1023.04	1021.20	793.54	0.00	1809.66	0.565	1.29	4.554	A
4	1207.33	1204.49	655.02	0.00	1870.39	0.646	1.79	5.384	A

Main results: (12:15-12:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	462.43	459.89	1741.20	0.00	820.37	0.564	1.26	9.917	A
2	1402.70	1389.41	1007.20	0.00	1650.36	0.850	5.16	13.175	B
3	1252.97	1247.37	965.96	0.00	1705.20	0.735	2.68	7.769	A
4	1478.67	1467.54	799.81	0.00	1780.08	0.831	4.57	11.140	B

Main results: (12:30-12:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	462.43	462.31	1752.12	0.00	815.06	0.567	1.29	10.198	B
2	1402.70	1401.56	1013.63	0.00	1646.56	0.852	5.45	14.530	B
3	1252.97	1252.71	973.73	0.00	1700.49	0.737	2.75	8.029	A
4	1478.67	1477.95	803.54	0.00	1777.76	0.832	4.75	11.934	B

Main results: (12:45-13:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	377.57	380.14	1443.21	0.00	965.98	0.391	0.65	6.173	A
2	1145.30	1159.39	835.02	0.00	1751.82	0.654	1.92	6.215	A
3	1023.04	1028.73	804.50	0.00	1803.02	0.567	1.33	4.682	A
4	1207.33	1218.90	660.28	0.00	1867.12	0.647	1.86	5.649	A

Main results: (13:00-13:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	316.20	317.13	1201.88	0.00	1083.84	0.292	0.41	4.700	A
2	959.14	962.41	695.44	0.00	1834.07	0.523	1.11	4.146	A
3	856.75	858.70	668.48	0.00	1885.43	0.454	0.84	3.512	A
4	1011.08	1014.11	550.89	0.00	1935.34	0.522	1.10	3.921	A

Junctions 8				
ARCADY 8 - Roundabout Module				
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2017				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:20:23

« (Default Analysis Set) - 2022 Fri Base, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2022 Fri Base			
Arm 1	8.44	57.23	0.93	F
Arm 2	5.88	16.41	0.86	C
Arm 3	3.60	9.31	0.79	A
Arm 4	11.49	26.98	0.93	D

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

"D2 - 2017 Fri Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP" model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:20:23

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2022 Fri Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Fri Base, PM	2022 Fri Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			22.51	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	515.00	100.000
2	ONE HOUR	✓	1227.00	100.000
3	ONE HOUR	✓	1293.00	100.000
4	ONE HOUR	✓	1485.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	201.000	150.000	164.000
	2	33.000	0.000	619.000	575.000
	3	56.000	664.000	0.000	573.000
	4	171.000	582.000	732.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.39	0.29	0.32
	2	0.03	0.00	0.50	0.47
	3	0.04	0.51	0.00	0.44
	4	0.12	0.39	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.010
	2	1.000	1.000	1.020	1.020
	3	1.000	1.000	1.000	1.000
	4	1.010	1.010	1.020	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	1.0
	2	0.0	0.0	2.0	2.0
	3	0.0	0.0	0.0	0.0
	4	1.0	1.0	2.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.93	57.23	8.44	F
2	0.86	16.41	5.88	C
3	0.79	9.31	3.60	A
4	0.93	26.98	11.49	D

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	387.72	384.98	1482.22	0.00	946.95	0.409	0.69	6.376	A
2	923.75	919.48	783.06	0.00	1781.26	0.519	1.07	4.158	A
3	973.44	969.59	578.22	0.00	1976.37	0.493	0.96	3.563	A
4	1117.99	1112.40	564.64	0.00	1909.15	0.586	1.40	4.487	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	462.98	460.46	1772.88	0.00	806.03	0.574	1.31	10.341	B
2	1103.05	1099.93	936.51	0.00	1689.12	0.653	1.85	6.077	A
3	1162.38	1160.06	691.67	0.00	1905.55	0.610	1.54	4.799	A
4	1334.98	1330.34	675.56	0.00	1843.10	0.724	2.56	6.956	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	567.03	546.18	2147.28	0.00	624.54	0.908	6.53	38.784	E
2	1350.95	1336.77	1124.17	0.00	1576.40	0.857	5.39	14.252	B
3	1423.62	1415.88	836.32	0.00	1815.23	0.784	3.48	8.847	A
4	1635.01	1605.00	824.38	0.00	1754.48	0.932	10.06	20.881	C

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	567.03	559.37	2172.50	0.00	612.28	0.926	8.44	57.225	F
2	1350.95	1349.01	1144.16	0.00	1564.41	0.864	5.88	16.412	C
3	1423.62	1423.15	846.58	0.00	1808.83	0.787	3.60	9.308	A
4	1635.01	1629.28	828.75	0.00	1751.87	0.933	11.49	26.982	D

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	462.98	490.84	1813.30	0.00	786.37	0.589	1.48	13.280	B
2	1103.05	1118.58	974.61	0.00	1666.30	0.662	2.00	6.750	A
3	1162.38	1170.32	710.58	0.00	1893.77	0.614	1.61	5.029	A
4	1334.98	1370.06	681.77	0.00	1839.40	0.726	2.72	8.217	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	387.72	390.79	1495.00	0.00	940.75	0.412	0.71	6.580	A
2	923.75	927.37	791.90	0.00	1775.96	0.520	1.09	4.261	A
3	973.44	975.96	583.98	0.00	1972.78	0.493	0.98	3.619	A
4	1117.99	1123.15	568.40	0.00	1906.91	0.586	1.43	4.622	A

Junctions 8				
ARCADY 8 - Roundabout Module				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:22:56

« (Default Analysis Set) - 2022 Fri Base + Phase 1 Dev, PM

» Junction Network

» Arms

» Traffic Flows

» Entry Flows

» Turning Proportions

» Vehicle Mix

» Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2022 Fri Base + Phase 1 Dev				
Arm 1	9.36	62.31	0.94	F
Arm 2	5.93	16.56	0.86	C
Arm 3	3.61	9.33	0.79	A
Arm 4	11.49	26.98	0.93	D

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

"D2 - 2017 Fri Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP" model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:22:56

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2022 Fri Base + Phase 1 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Fri Base + Phase 1 Dev, PM	2022 Fri Base + Phase 1 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			23.19	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	522.00	100.000
2	ONE HOUR	✓	1227.00	100.000
3	ONE HOUR	✓	1293.00	100.000
4	ONE HOUR	✓	1485.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	204.000	152.000	166.000
	2	33.000	0.000	619.000	575.000
	3	56.000	664.000	0.000	573.000
	4	171.000	582.000	732.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.39	0.29	0.32
	2	0.03	0.00	0.50	0.47
	3	0.04	0.51	0.00	0.44
	4	0.12	0.39	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.010
	2	1.000	1.000	1.020	1.020
	3	1.000	1.000	1.000	1.000
	4	1.010	1.010	1.020	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	1.0
	2	0.0	0.0	2.0	2.0
	3	0.0	0.0	0.0	0.0
	4	1.0	1.0	2.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.94	62.31	9.36	F
2	0.86	16.56	5.93	C
3	0.79	9.33	3.61	A
4	0.93	26.98	11.49	D

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	392.99	390.19	1482.22	0.00	946.95	0.415	0.70	6.434	A
2	923.75	919.48	786.03	0.00	1779.49	0.519	1.07	4.165	A
3	973.44	969.58	579.70	0.00	1975.45	0.493	0.96	3.566	A
4	1117.99	1112.40	564.64	0.00	1909.15	0.586	1.40	4.487	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	469.27	466.65	1772.87	0.00	806.03	0.582	1.36	10.526	B
2	1103.05	1099.91	940.04	0.00	1687.02	0.654	1.85	6.099	A
3	1162.38	1160.05	693.42	0.00	1904.46	0.610	1.55	4.820	A
4	1334.98	1330.34	675.55	0.00	1843.10	0.724	2.56	6.956	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	574.73	551.88	2147.27	0.00	624.55	0.920	7.07	40.983	E
2	1350.95	1336.64	1127.36	0.00	1574.50	0.858	5.43	14.347	B
3	1423.62	1415.85	837.83	0.00	1814.29	0.785	3.49	8.867	A
4	1635.01	1605.00	824.36	0.00	1754.49	0.932	10.06	20.879	C

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	574.73	565.57	2172.50	0.00	612.28	0.939	9.36	62.311	F
2	1350.95	1348.96	1147.66	0.00	1562.33	0.865	5.93	16.558	C
3	1423.62	1423.14	848.29	0.00	1807.77	0.788	3.61	9.332	A
4	1635.01	1629.28	828.75	0.00	1751.87	0.933	11.49	26.982	D

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	469.27	500.59	1813.31	0.00	786.36	0.597	1.53	13.926	B
2	1103.05	1118.73	980.31	0.00	1662.92	0.663	2.01	6.797	A
3	1162.38	1170.34	713.54	0.00	1891.94	0.614	1.62	5.044	A
4	1334.98	1370.06	681.79	0.00	1839.39	0.726	2.72	8.219	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	392.99	396.20	1495.01	0.00	940.74	0.418	0.73	6.648	A
2	923.75	927.41	795.00	0.00	1774.12	0.521	1.10	4.271	A
3	973.44	975.97	585.54	0.00	1971.81	0.494	0.98	3.623	A
4	1117.99	1123.15	568.41	0.00	1906.91	0.586	1.43	4.624	A

Junctions 8				
ARCADY 8 - Roundabout Module				
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2017				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:25:06

« (Default Analysis Set) - 2022 Fri Base + Phase 1 / 2 Dev, PM

» Junction Network

» Arms

» Traffic Flows

» Entry Flows

» Turning Proportions

» Vehicle Mix

» Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2022 Fri Base + Phase 1 / 2 Dev			
Arm 1	9.95	64.43	0.95	F
Arm 2	6.08	16.98	0.87	C
Arm 3	3.42	8.95	0.78	A
Arm 4	12.16	28.22	0.94	D

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

"D2 - 2017 Fri Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP" model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:25:05

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2022 Fri Base + Phase 1 / 2 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Fri Base + Phase 1 / 2 Dev, PM	2022 Fri Base + Phase 1 / 2 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			24.03	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	535.00	100.000
2	ONE HOUR	✓	1228.00	100.000
3	ONE HOUR	✓	1275.00	100.000
4	ONE HOUR	✓	1502.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	209.000	156.000	170.000
	2	34.000	0.000	619.000	575.000
	3	58.000	644.000	0.000	573.000
	4	188.000	582.000	732.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.39	0.29	0.32
	2	0.03	0.00	0.50	0.47
	3	0.05	0.51	0.00	0.45
	4	0.13	0.39	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.010
	2	1.000	1.000	1.020	1.020
	3	1.000	1.000	1.000	1.000
	4	1.010	1.010	1.020	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	1.0
	2	0.0	0.0	2.0	2.0
	3	0.0	0.0	0.0	0.0
	4	1.0	1.0	2.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.95	64.43	9.95	F
2	0.87	16.98	6.08	C
3	0.78	8.95	3.42	A
4	0.94	28.22	12.16	D

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	402.78	399.89	1467.21	0.00	954.15	0.422	0.72	6.461	A
2	924.50	920.20	791.99	0.00	1775.97	0.521	1.08	4.186	A
3	959.89	956.13	583.42	0.00	1973.15	0.486	0.94	3.527	A
4	1130.79	1125.10	551.91	0.00	1916.84	0.590	1.42	4.515	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	480.95	478.23	1754.90	0.00	814.66	0.590	1.40	10.614	B
2	1103.94	1100.76	947.13	0.00	1682.82	0.656	1.87	6.156	A
3	1146.20	1143.97	697.86	0.00	1901.71	0.603	1.50	4.736	A
4	1350.27	1345.49	660.33	0.00	1852.27	0.729	2.62	7.035	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	589.04	564.96	2124.38	0.00	635.54	0.927	7.42	41.744	E
2	1352.05	1337.34	1134.74	0.00	1570.14	0.861	5.55	14.625	B
3	1403.80	1396.56	842.75	0.00	1811.25	0.775	3.31	8.534	A
4	1653.74	1622.00	805.96	0.00	1765.55	0.937	10.55	21.517	C

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	589.04	578.93	2149.95	0.00	623.10	0.945	9.95	64.425	F
2	1352.05	1349.92	1155.57	0.00	1557.64	0.868	6.08	16.981	C
3	1403.80	1403.37	853.42	0.00	1804.60	0.778	3.42	8.950	A
4	1653.74	1647.30	810.06	0.00	1763.11	0.938	12.16	28.223	D

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	480.95	514.41	1796.72	0.00	794.31	0.606	1.59	14.341	B
2	1103.94	1120.11	989.77	0.00	1657.30	0.666	2.04	6.896	A
3	1146.20	1153.60	718.96	0.00	1888.58	0.607	1.56	4.947	A
4	1350.27	1387.74	666.17	0.00	1848.80	0.730	2.79	8.415	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	402.78	406.13	1479.96	0.00	947.96	0.425	0.75	6.683	A
2	924.50	928.24	801.16	0.00	1770.47	0.522	1.10	4.294	A
3	959.89	962.31	589.39	0.00	1969.43	0.487	0.96	3.582	A
4	1130.79	1136.11	555.54	0.00	1914.68	0.591	1.46	4.656	A

Junctions 8				
ARCADY 8 - Roundabout Module				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:20:43

« (Default Analysis Set) - 2022 Sat Base, IP

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	IP			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2022 Sat Base				
Arm 1	1.33	11.21	0.57	B
Arm 2	8.91	22.88	0.91	C
Arm 3	3.32	9.39	0.77	A
Arm 4	6.15	14.99	0.87	B

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

"D2 - 2017 Fri Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP " model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:20:42

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2022 Sat Base, IP

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Sat Base, IP	2022 Sat Base	P		ONE HOUR	11:45	13:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			15.60	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	394.00	100.000
2	ONE HOUR	✓	1352.00	100.000
3	ONE HOUR	✓	1181.00	100.000
4	ONE HOUR	✓	1398.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	64.000	161.000	169.000
	2	55.000	0.000	609.000	688.000
	3	179.000	499.000	0.000	503.000
	4	192.000	597.000	609.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.16	0.41	0.43
	2	0.04	0.00	0.45	0.51
	3	0.15	0.42	0.00	0.43
	4	0.14	0.43	0.44	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.040	1.010
	3	1.000	1.050	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	4.0	1.0
	3	0.0	5.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.57	11.21	1.33	B
2	0.91	22.88	8.91	C
3	0.77	9.39	3.32	A
4	0.87	14.99	6.15	B

Main Results for each time segment

Main results: (11:45-12:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	296.62	295.05	1278.03	0.00	1046.64	0.283	0.39	4.780	A
2	1017.85	1012.89	703.56	0.00	1828.93	0.557	1.24	4.386	A
3	889.12	885.54	683.20	0.00	1875.19	0.474	0.89	3.624	A
4	1052.49	1047.77	549.58	0.00	1935.44	0.544	1.18	4.035	A

Main results: (12:00-12:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	354.20	353.31	1528.97	0.00	924.06	0.383	0.61	6.288	A
2	1215.42	1211.45	841.94	0.00	1747.40	0.696	2.23	6.668	A
3	1061.69	1059.55	817.31	0.00	1793.96	0.592	1.43	4.886	A
4	1256.77	1253.43	657.56	0.00	1867.96	0.673	2.02	5.827	A

Main results: (12:15-12:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	433.80	431.11	1861.16	0.00	761.76	0.569	1.29	10.800	B
2	1488.57	1465.50	1025.00	0.00	1639.55	0.908	8.00	18.647	C
3	1300.30	1293.20	990.30	0.00	1689.20	0.770	3.21	8.934	A
4	1539.23	1524.07	802.03	0.00	1777.67	0.866	5.81	13.460	B

Main results: (12:30-12:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	433.80	433.64	1875.88	0.00	754.61	0.575	1.33	11.205	B
2	1488.57	1484.92	1033.13	0.00	1634.75	0.911	8.91	22.885	C
3	1300.30	1299.86	1002.06	0.00	1682.07	0.773	3.32	9.394	A
4	1539.23	1537.87	806.65	0.00	1774.79	0.867	6.15	14.985	B

Main results: (12:45-13:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	354.20	356.95	1549.77	0.00	913.95	0.388	0.64	6.496	A
2	1215.42	1241.57	853.48	0.00	1740.60	0.698	2.37	7.574	A
3	1061.69	1069.00	835.43	0.00	1782.98	0.595	1.49	5.091	A
4	1256.77	1272.91	664.21	0.00	1863.82	0.674	2.11	6.251	A

Main results: (13:00-13:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	296.62	297.58	1287.72	0.00	1041.91	0.285	0.40	4.844	A
2	1017.85	1022.25	709.31	0.00	1825.54	0.558	1.27	4.505	A
3	889.12	891.43	689.42	0.00	1871.41	0.475	0.91	3.681	A
4	1052.49	1056.11	553.35	0.00	1933.09	0.544	1.21	4.123	A

Junctions 8				
ARCADY 8 - Roundabout Module				
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2017				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:24:24

« (Default Analysis Set) - 2022 Sat Base + Phase 1 Dev, IP

» Junction Network

» Arms

» Traffic Flows

» Entry Flows

» Turning Proportions

» Vehicle Mix

» Results

Summary of junction performance

	IP			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2022 Sat Base + Phase 1 Dev				
Arm 1	1.50	12.06	0.61	B
Arm 2	9.69	24.90	0.92	C
Arm 3	3.48	9.80	0.78	A
Arm 4	6.61	16.08	0.88	C

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

"D2 - 2017 Fri Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP" model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:24:23

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2022 Sat Base + Phase 1 Dev, IP

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Sat Base + Phase 1 Dev, IP	2022 Sat Base + Phase 1 Dev	P		ONE HOUR	11:45	13:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			16.74	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	415.00	100.000
2	ONE HOUR	✓	1355.00	100.000
3	ONE HOUR	✓	1189.00	100.000
4	ONE HOUR	✓	1407.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	67.000	170.000	178.000
	2	58.000	0.000	609.000	688.000
	3	187.000	499.000	0.000	503.000
	4	201.000	597.000	609.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.16	0.41	0.43
	2	0.04	0.00	0.45	0.51
	3	0.16	0.42	0.00	0.42
	4	0.14	0.42	0.43	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.040	1.010
	3	1.000	1.050	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	4.0	1.0
	3	0.0	5.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.61	12.06	1.50	B
2	0.92	24.90	9.69	C
3	0.78	9.80	3.48	A
4	0.88	16.08	6.61	C

Main Results for each time segment

Main results: (11:45-12:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	312.43	310.74	1277.96	0.00	1046.67	0.299	0.42	4.881	A
2	1020.11	1015.07	716.98	0.00	1821.11	0.560	1.26	4.439	A
3	895.15	891.50	692.14	0.00	1870.09	0.479	0.91	3.665	A
4	1059.26	1054.45	557.80	0.00	1930.48	0.549	1.20	4.088	A

Main results: (12:00-12:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	373.08	372.09	1528.84	0.00	924.13	0.404	0.67	6.509	A
2	1218.11	1214.00	857.98	0.00	1738.03	0.701	2.29	6.827	A
3	1068.89	1066.67	827.98	0.00	1787.82	0.598	1.47	4.977	A
4	1264.86	1261.37	667.38	0.00	1862.03	0.679	2.08	5.959	A

Main results: (12:15-12:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	456.92	453.80	1859.92	0.00	762.37	0.599	1.45	11.550	B
2	1491.88	1466.72	1043.91	0.00	1628.49	0.916	8.58	19.789	C
3	1309.12	1301.57	1002.15	0.00	1682.32	0.778	3.35	9.274	A
4	1549.14	1532.62	813.73	0.00	1770.60	0.875	6.21	14.237	B

Main results: (12:30-12:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	456.92	456.72	1875.63	0.00	754.73	0.605	1.50	12.064	B
2	1491.88	1487.40	1052.80	0.00	1623.25	0.919	9.69	24.899	C
3	1309.12	1308.61	1014.79	0.00	1674.66	0.782	3.48	9.803	A
4	1549.14	1547.50	818.68	0.00	1767.52	0.876	6.61	16.080	C

Main results: (12:45-13:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	373.08	376.29	1551.24	0.00	913.24	0.409	0.70	6.742	A
2	1218.11	1247.13	870.69	0.00	1730.54	0.704	2.44	7.874	A
3	1068.89	1076.68	848.01	0.00	1775.67	0.602	1.53	5.207	A
4	1264.86	1282.60	674.58	0.00	1857.55	0.681	2.18	6.446	A

Main results: (13:00-13:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	312.43	313.50	1287.88	0.00	1041.83	0.300	0.43	4.951	A
2	1020.11	1024.70	723.02	0.00	1817.55	0.561	1.29	4.566	A
3	895.15	897.56	698.62	0.00	1866.16	0.480	0.93	3.727	A
4	1059.26	1063.05	561.71	0.00	1928.04	0.549	1.23	4.179	A

Junctions 8				
ARCADY 8 - Roundabout Module				
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Filename: Alhambra rdbt Rev A.arc8

Path: F:\PROJECTS\Development - MHA PSP2 BAR Better Barnsley\03 EXECUTION\Modelling\Alhambra Roundabout

Report generation date: 30/03/2017 15:25:31

« (Default Analysis Set) - 2022 Sat Base + Phase 1 / 2 Dev, IP

» Junction Network

» Arms

» Traffic Flows

» Entry Flows

» Turning Proportions

» Vehicle Mix

» Results

Summary of junction performance

	IP			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2022 Sat Base + Phase 1 / 2 Dev				
Arm 1	1.81	13.57	0.65	B
Arm 2	11.33	28.99	0.93	D
Arm 3	4.00	11.05	0.81	B
Arm 4	8.57	20.67	0.91	C

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

"D2 - 2017 Fri Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Sat Base, IP" model duration: 11:45 - 13:15

"D4 - 2022 Fri Base, PM" model duration: 16:45 - 18:15

"D5 - 2022 Sat Base, IP" model duration: 11:45 - 13:15

"D6 - 2017 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2017 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D8 - 2017 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D9 - 2017 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

"D10 - 2022 Fri Base + Phase 1 Dev, PM" model duration: 16:45 - 18:15

"D11 - 2022 Sat Base + Phase 1 Dev, IP" model duration: 11:45 - 13:15

"D12 - 2022 Fri Base + Phase 1 / 2 Dev, PM" model duration: 16:45 - 18:15

"D13 - 2022 Sat Base + Phase 1 / 2 Dev, IP" model duration: 11:45 - 13:15

Run using Junctions 8.0.4.487 at 30/03/2017 15:25:31

File summary

Title	(untitled)
Location	
Site Number	
Date	28/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SmithsonN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2022 Sat Base + Phase 1 / 2 Dev, IP

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Sat Base + Phase 1 / 2 Dev, IP	2022 Sat Base + Phase 1 / 2 Dev	P		ONE HOUR	11:45	13:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			19.90	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Wesley Street	
2	2	Harborough Hill Road	
3	3	Sheffield Road	
4	4	West Way	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	3.70	10.00	15.00	12.00	67.00	60.00	
2	8.00	8.00	0.00	30.00	67.00	50.00	
3	8.00	8.00	0.00	30.00	67.00	45.00	
4	7.80	7.80	0.00	30.00	67.00	45.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.481	1670.897
2		(calculated)	(calculated)	0.603	2295.286
3		(calculated)	(calculated)	0.614	2337.342
4		(calculated)	(calculated)	0.604	2278.908

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	446.00	100.000
2	ONE HOUR	✓	1363.00	100.000
3	ONE HOUR	✓	1216.00	100.000
4	ONE HOUR	✓	1435.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	72.000	183.000	191.000
	2	66.000	0.000	609.000	688.000
	3	214.000	499.000	0.000	503.000
	4	229.000	597.000	609.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.16	0.41	0.43
	2	0.05	0.00	0.45	0.50
	3	0.18	0.41	0.00	0.41
	4	0.16	0.42	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.040	1.010
	3	1.000	1.050	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	4.0	1.0
	3	0.0	5.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.65	13.57	1.81	B
2	0.93	28.99	11.33	D
3	0.81	11.05	4.00	B
4	0.91	20.67	8.57	C

Main Results for each time segment

Main results: (11:45-12:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	335.77	333.90	1277.73	0.00	1046.78	0.321	0.47	5.037	A
2	1026.14	1020.96	736.31	0.00	1809.97	0.567	1.29	4.535	A
3	915.47	911.63	707.78	0.00	1861.52	0.492	0.96	3.774	A
4	1080.34	1075.22	583.97	0.00	1914.66	0.564	1.28	4.263	A

Main results: (12:00-12:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	400.94	399.79	1528.40	0.00	924.34	0.434	0.76	6.847	A
2	1225.31	1220.92	881.04	0.00	1724.68	0.710	2.39	7.084	A
3	1093.16	1090.70	846.62	0.00	1777.41	0.615	1.57	5.223	A
4	1290.04	1286.04	698.65	0.00	1843.13	0.700	2.28	6.416	A

Main results: (12:15-12:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	491.06	487.17	1854.99	0.00	764.75	0.642	1.73	12.799	B
2	1500.69	1471.42	1069.67	0.00	1613.53	0.930	9.71	21.913	C
3	1338.84	1329.87	1022.61	0.00	1670.79	0.801	3.82	10.297	B
4	1579.96	1557.87	851.02	0.00	1748.08	0.904	7.80	17.239	C

Main results: (12:30-12:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	491.06	490.73	1874.36	0.00	755.34	0.650	1.81	13.572	B
2	1500.69	1494.20	1080.72	0.00	1607.01	0.934	11.33	28.989	D
3	1338.84	1338.12	1036.73	0.00	1662.22	0.805	4.00	11.053	B
4	1579.96	1576.89	856.96	0.00	1744.38	0.906	8.57	20.673	C

Main results: (12:45-13:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	400.94	404.99	1557.29	0.00	910.31	0.440	0.80	7.178	A
2	1225.31	1260.33	897.54	0.00	1714.96	0.714	2.58	8.503	A
3	1093.16	1102.51	870.64	0.00	1762.84	0.620	1.66	5.526	A
4	1290.04	1314.67	707.49	0.00	1837.65	0.702	2.41	7.196	A

Main results: (13:00-13:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	335.77	337.05	1288.43	0.00	1041.57	0.322	0.48	5.118	A
2	1026.14	1031.12	742.99	0.00	1806.03	0.568	1.33	4.676	A
3	915.47	918.18	714.75	0.00	1857.30	0.493	0.98	3.845	A
4	1080.34	1084.74	588.30	0.00	1911.96	0.565	1.31	4.376	A

