

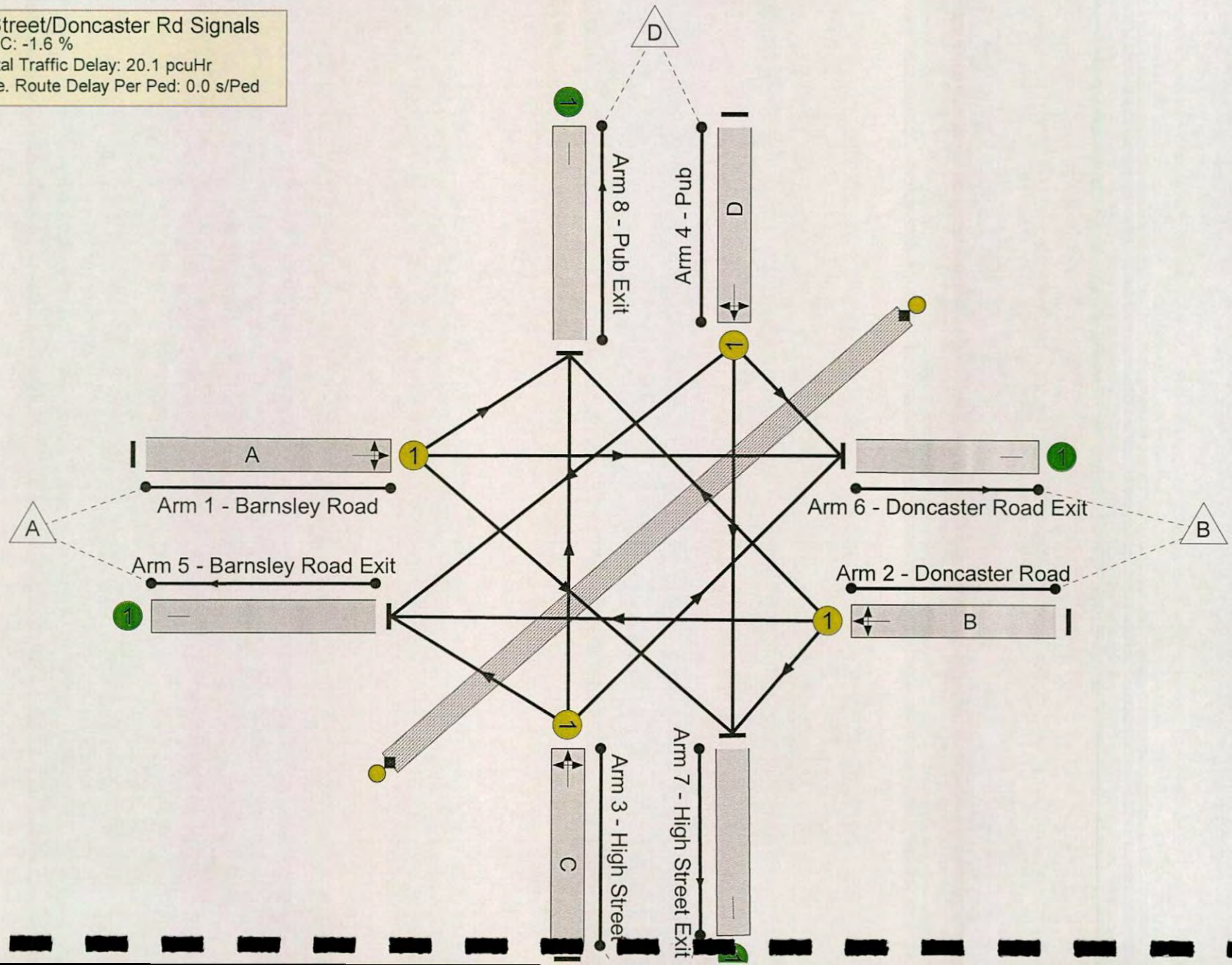
Full Input Data And Results

High Street/Doncaster Rd Signals

PRC: -1.6 %

Total Traffic Delay: 20.1 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



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: High St/Doncaster Rd Signals	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
High Street/Doncaster Rd Signals	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
1/1	Barnsley Road Ahead Right Left	U	N/A	N/A	A		2	35	-	434	1881	483	89.8%
2/1	Doncaster Road Ahead Left Right	U	N/A	N/A	B		2	27	-	333	1809	364	91.4%
3/1	High Street Left Right Ahead	U	N/A	N/A	C		2	26	-	317	1809	352	90.1%
4/1	Pub Right Left Ahead	U	N/A	N/A	D		0	0	-	0	1800	0	0.0%
5/1	Barnsley Road Exit	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
6/1	Doncaster Road Exit	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
7/1	High Street Exit	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
8/1	Pub Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Ped All Red	-	N/A	-	E		1	9	-	0	-	0	0.0%

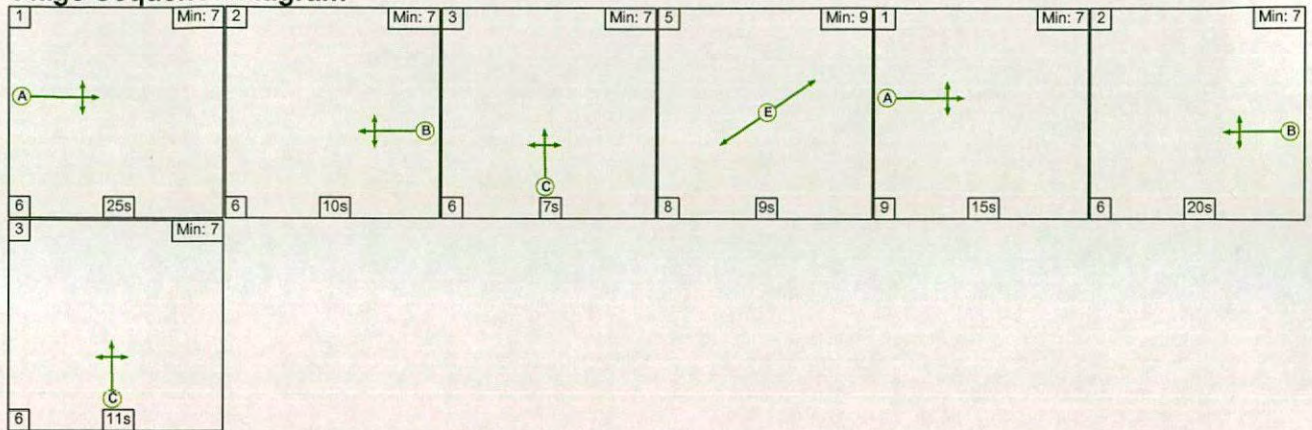
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 5: '2018 AM DESIGN' (FG5: '2018 AM DESIGN', Plan 1: 'AM PEAK')

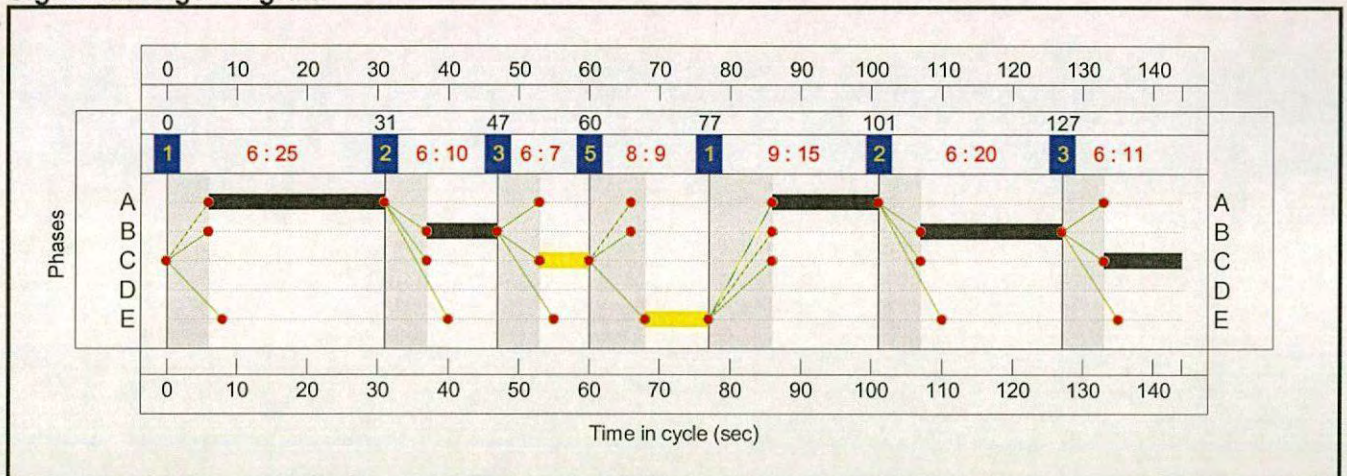
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	5	1	2	3
Duration	25	10	7	9	15	20	11
Change Point	0	31	47	60	77	101	127

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

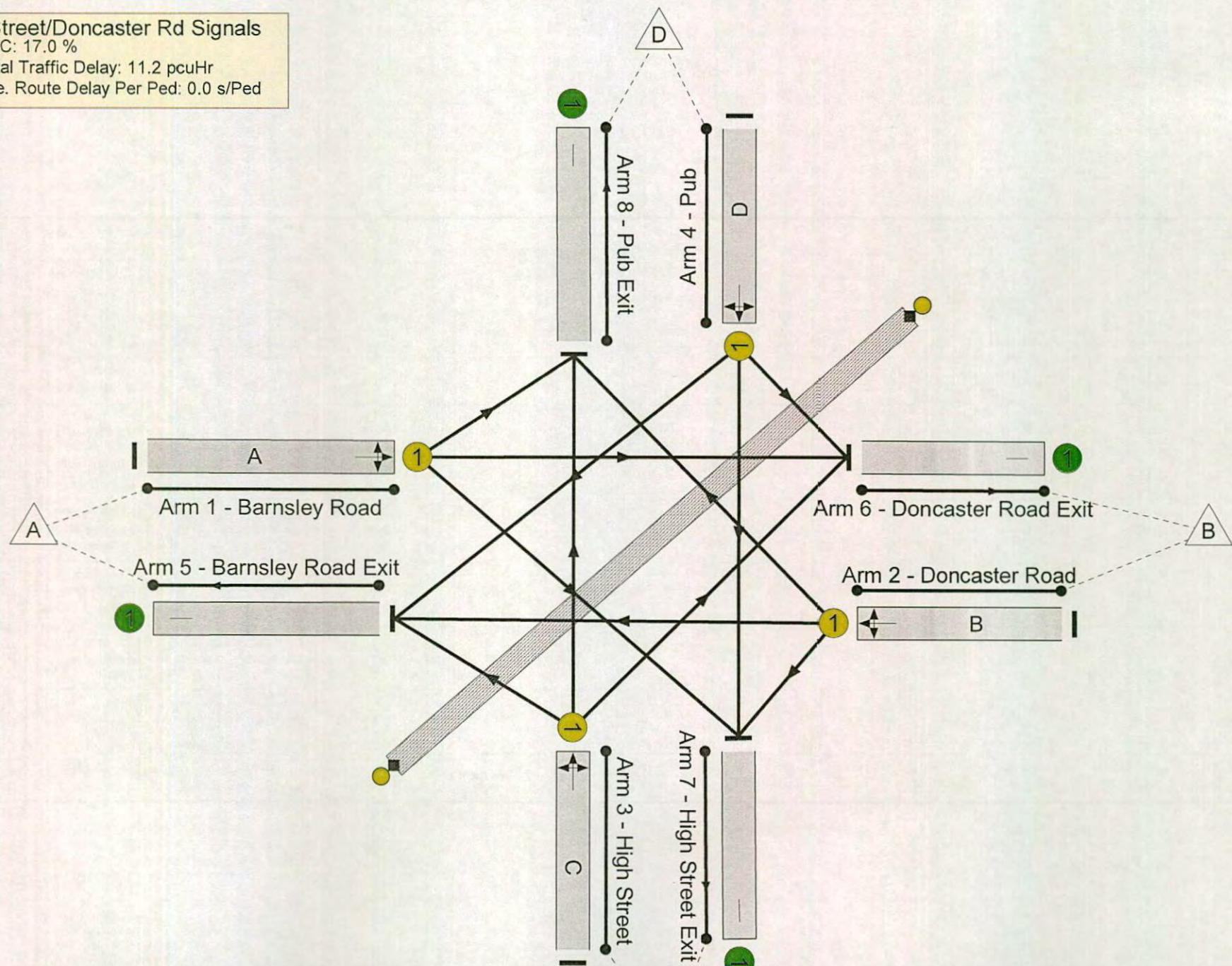
High Street/Doncaster Rd Signals



PRC: 17.0 %

Total Traffic Delay: 11.2 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



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: High St/Doncaster Rd Signals	-	-	N/A	-	-		-	-	-	-	-	-	76.9%
High Street/Doncaster Rd Signals	-	-	N/A	-	-		-	-	-	-	-	-	76.9%
1/1	Barnsley Road Ahead Right Left	U	N/A	N/A	A		2	40	-	419	1869	545	76.9%
2/1	Doncaster Road Ahead Left Right	U	N/A	N/A	B		2	30	-	303	1816	404	75.1%
3/1	High Street Left Right Ahead	U	N/A	N/A	C		2	18	-	193	1807	251	76.9%
4/1	Pub Right Left Ahead	U	N/A	N/A	D		0	0	-	0	1800	0	0.0%
5/1	Barnsley Road Exit	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Doncaster Road Exit	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
7/1	High Street Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
8/1	Pub Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Ped All Red	-	N/A	-	E		1	9	-	0	-	0	0.0%

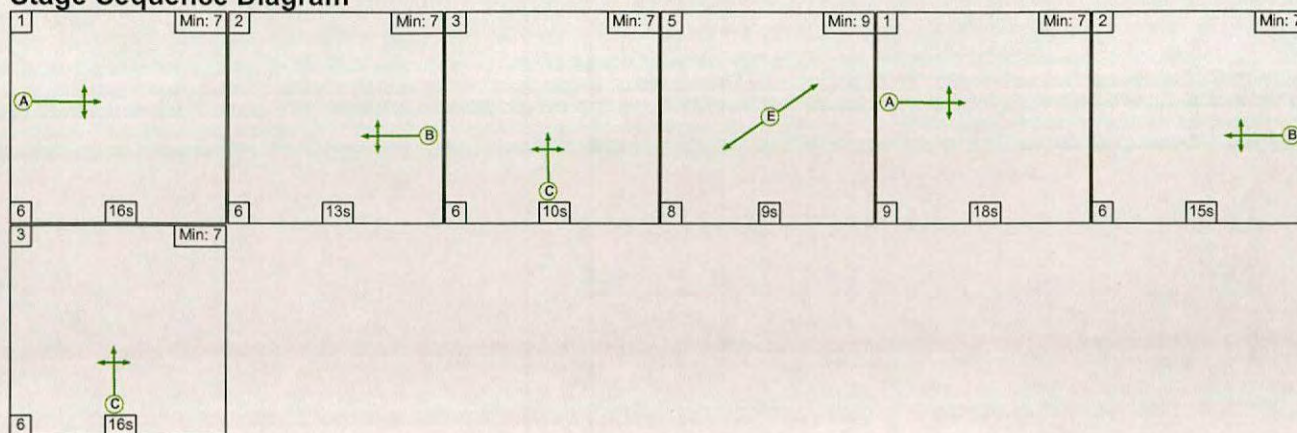
Full Input Data And Results

Item	Arriving(pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed. (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: High St/Doncaster Rd Signals	-	-	0	0	0	6.6	4.7	0.0	11.2	-	-	-	-
High Street/Doncaster Rd Signals.	-	-	0	0	0	6.6	4.7	0.0	11.2	-	-	-	-
1/1	419	419	-	-	-	2.7	1.6	-	4.3	37.3	8.0	1.6	9.7
2/1	303	303	-	-	-	2.2	1.5	-	3.7	43.6	5.9	1.5	7.4
3/1	193	193	-	-	-	1.6	1.6	-	3.2	60.1	4.3	1.6	5.9
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%): 17.0 PRC Over All Lanes (%): 17.0		Total Delay for Signalled Lanes (pcuHr): 11.23 Total Delay Over All Lanes(pcuHr): 11.23		Cycle Time (s): 144					

Full Input Data And Results

Scenario 6: '2018 PM DESIGN' (FG6: '2018 PM DESIGN', Plan 2: 'PM PEAK')

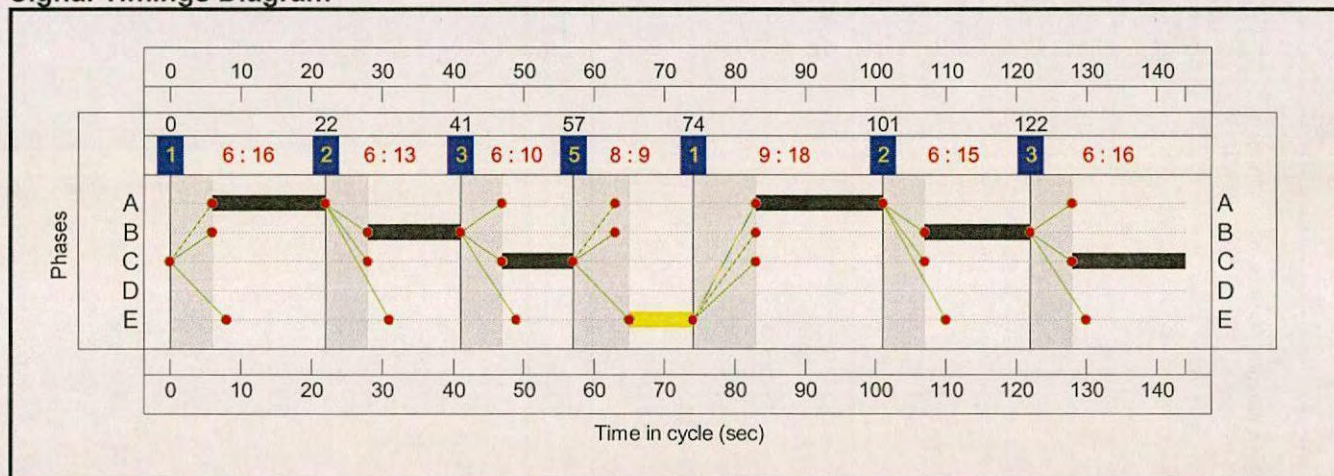
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	5	1	2	3
Duration	16	13	10	9	18	15	16
Change Point	0	22	41	57	74	101	122

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

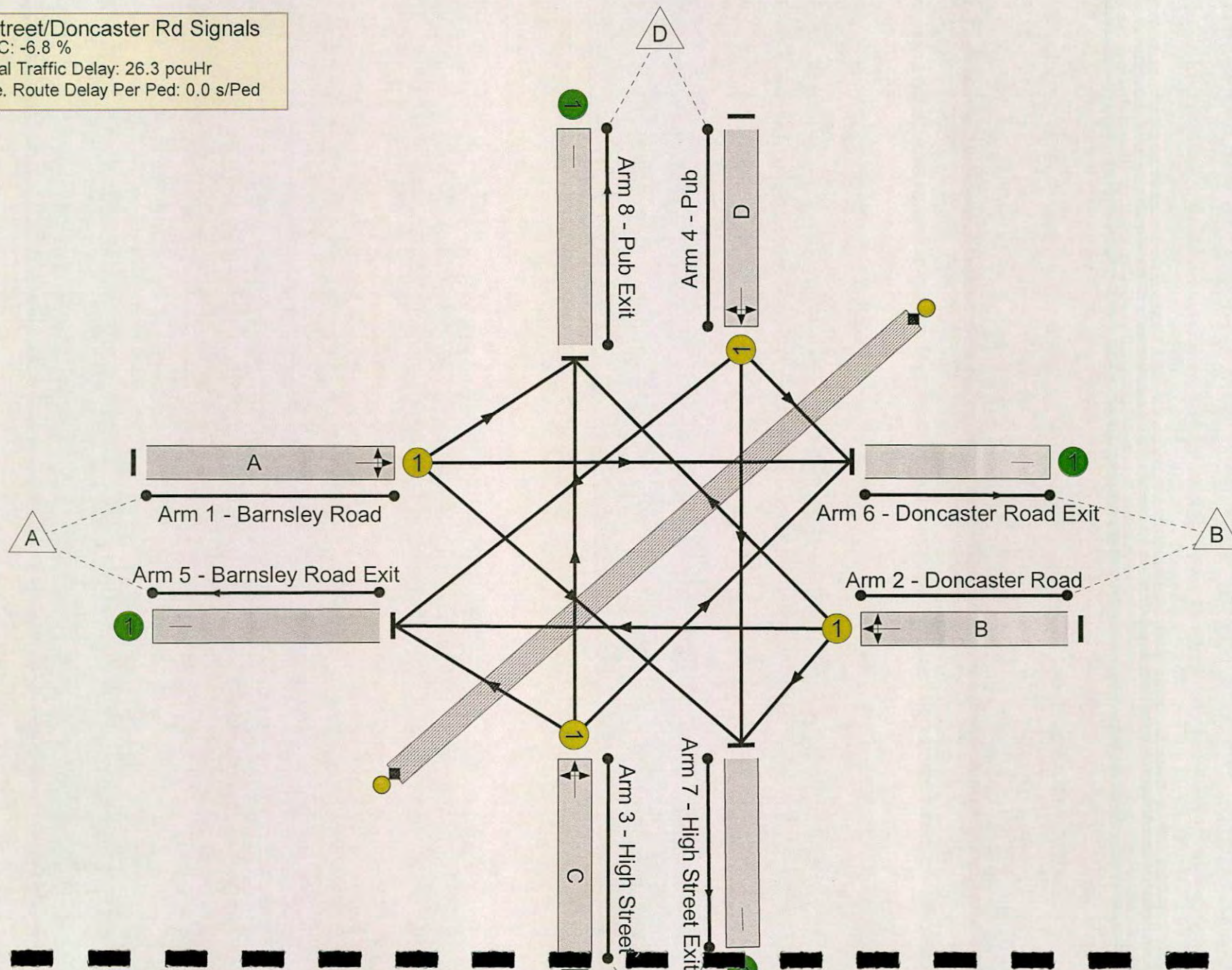
Full Input Data And Results

High Street/Doncaster Rd Signals

PRC: -6.8 %

Total Traffic Delay: 26.3 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



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: High St/Doncaster Rd Signals	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
High Street/Doncaster Rd Signals	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
1/1	Barnsley Road Ahead Right Left	U	N/A	N/A	A		2	34	-	453	1886	471	96.1%
2/1	Doncaster Road Ahead Left Right	U	N/A	N/A	B		2	28	-	353	1812	377	93.5%
3/1	High Street Left Right Ahead	U	N/A	N/A	C		2	26	-	331	1810	352	94.0%
4/1	Pub Right Left Ahead	U	N/A	N/A	D		0	0	-	0	1800	0	0.0%
5/1	Barnsley Road Exit	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
6/1	Doncaster Road Exit	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
7/1	High Street Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
8/1	Pub Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Ped All Red	-	N/A	-	E		1	9	-	0	-	0	0.0%

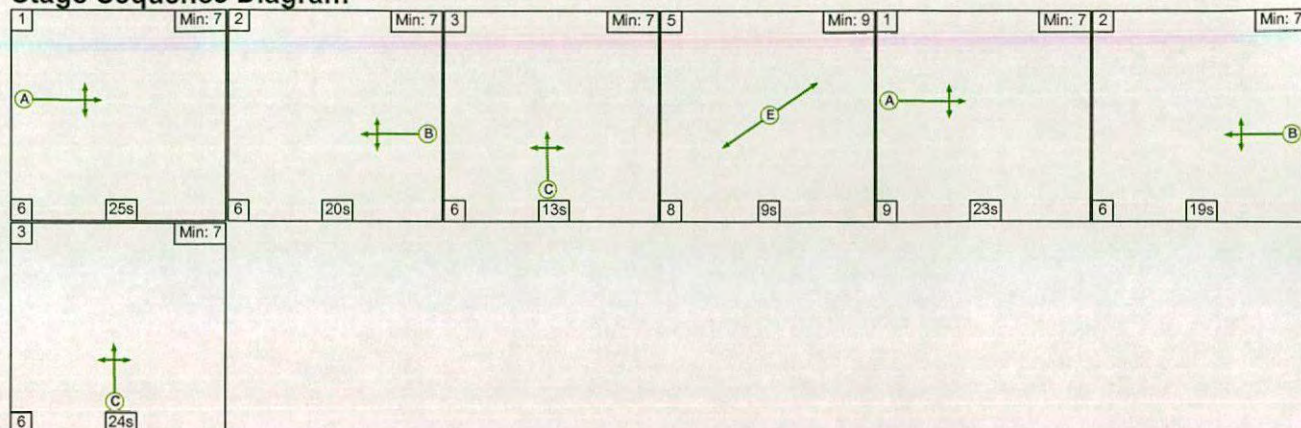
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 7: '2018 PM DESIGN - Extended' (FG6: '2018 PM DESIGN', Plan 2: 'PM PEAK')

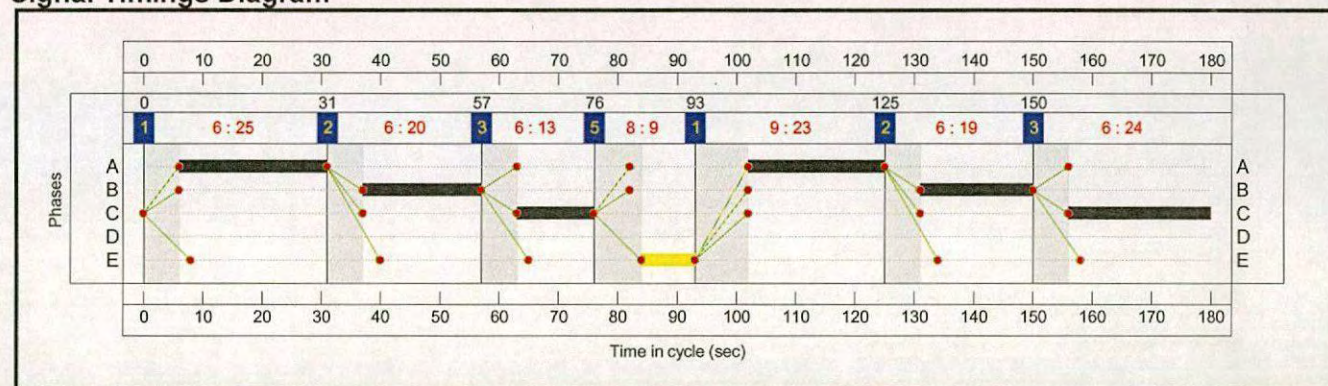
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	5	1	2	3
Duration	25	20	13	9	23	19	24
Change Point	0	31	57	76	93	125	150

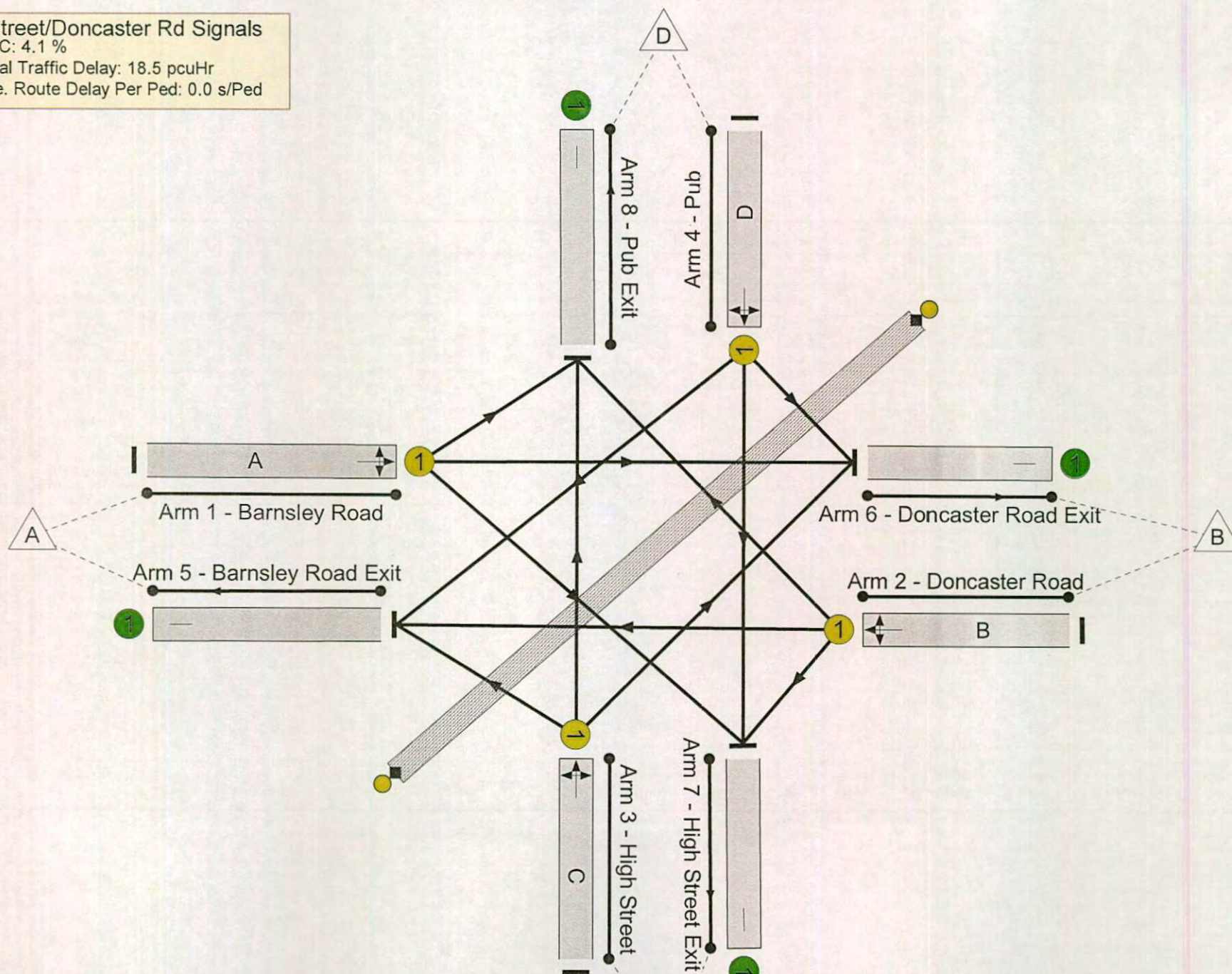
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

High Street/Doncaster Rd Signals
 PRC: 4.1 %
 Total Traffic Delay: 18.5 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



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: High St/Doncaster Rd Signals	-	-	N/A	-	-		-	-	-	-	-	-	86.5%
High Street/Doncaster Rd Signals	-	-	N/A	-	-		-	-	-	-	-	-	86.5%
1/1	Barnsley Road Ahead Right Left	U	N/A	N/A	A		2	48	-	453	1886	524	86.5%
2/1	Doncaster Road Ahead Left Right	U	N/A	N/A	B		2	39	-	353	1812	413	85.5%
3/1	High Street Left Right Ahead	U	N/A	N/A	C		2	37	-	331	1810	392	84.4%
4/1	Pub Right Left Ahead	U	N/A	N/A	D		0	0	-	0	1800	0	0.0%
5/1	Barnsley Road Exit	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
6/1	Doncaster Road Exit	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
7/1	High Street Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
8/1	Pub Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Ped All Red	-	N/A	-	E		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: High St/Doncaster Rd Signals	-	-	0	0	0	10.3	8.2	0.0	18.5	-	-	-	-
High Street/Doncaster Rd Signals	-	-	0	0	0	10.3	8.2	0.0	18.5	-	-	-	-
1/1	453	453	-	-	-	3.9	2.9	-	6.9	54.5	11.6	2.9	14.5
2/1	353	353	-	-	-	3.3	2.7	-	6.0	61.0	8.8	2.7	11.5
3/1	331	331	-	-	-	3.2	2.5	-	5.7	61.5	8.8	2.5	11.3
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):		18.50	Cycle Time (s): 180				
				PRC Over All Lanes (%):	4.1	Total Delay Over All Lanes(pcuHr):		18.50					

Appendix I Queue Length Survey Information



Queue Lengths, Goldthorpe

DATE: THURSDAY 7th NOVEMBER 2013

LOCATION: BARNSLEY ROAD / DONCASTER ROAD / HIGH STREET



ARM:	DONCASTER ROAD			HIGH STREET			BARNSLEY ROAD		
Queue Length at end of red phase	LANE 1			LANE 1			LANE 1		
	LIGHTS	HEAVIES	QUEUE LENGTH (M)	LIGHTS	HEAVIES	QUEUE LENGTH (M)	LIGHTS	HEAVIES	QUEUE LENGTH (M)
7:00	4	0	22	0	0	0	1	0	6
7:05	1	0	6	1	0	6	1	0	6
7:10	1	0	6	1	0	6	1	1	21
7:15	3	0	17	2	0	11	1	1	21
7:20	3	0	17	1	0	6	2	2	41
7:25	1	0	6	1	0	6	2	0	11
7:30	6	0	33	3	0	17	2	0	11
7:35	6	0	33	1	0	6	3	0	17
7:40	7	0	39	1	0	6	4	0	22
7:45	3	0	17	1	0	6	8	0	44
7:50	1	0	6	1	0	6	13	0	72
7:55	5	0	28	2	0	11	10	0	55
8:00	3	0	17	2	0	11	7	1	54
8:05	8	0	44	6	0	33	4	1	37
8:10	2	0	11	2	0	11	7	0	39
8:15	2	0	11	5	1	43	12	0	66
8:20	4	0	22	7	0	39	11	0	61
8:25	5	0	28	3	0	17	9	0	50
8:30	4	0	22	1	0	6	7	0	39
8:35	3	0	17	1	0	6	6	0	33
8:40	6	0	33	3	0	17	8	1	59
8:45	7	2	69	3	0	17	15	0	83
8:50	5	0	28	5	0	28	11	0	61
8:55	7	1	54	7	0	39	14	0	77
9:00	9	0	50	2	1	26	11	0	61
9:05	1	0	6	6	0	33	16	0	88
9:10	4	0	22	4	0	22	14	0	77
9:15	7	0	39	2	0	11	10	0	55
9:20	4	0	22	3	0	17	14	1	92
9:25	7	0	39	2	0	11	13	0	72
9:30	6	0	33	2	0	11	9	0	50
9:35	6	0	33	4	0	22	6	0	33
9:40	3	1	32	3	0	17	8	0	44
9:45	1	0	6	6	0	33	5	0	28
9:50	4	0	22	4	0	22	8	0	44
9:55	3	0	17	5	0	28	6	0	33

Queue Lengths, Goldthorpe

DATE: THURSDAY 7th NOVEMBER 2013

LOCATION: BARNSLEY ROAD / DONCASTER ROAD / HIGH STREET



ARM:	DONCASTER ROAD			HIGH STREET			BARNSLEY ROAD		
Queue Length at end of red phase	LANE 1			LANE 1			LANE 1		
	LIGHTS	HEAVIES	QUEUE LENGTH (M)	LIGHTS	HEAVIES	QUEUE LENGTH (M)	LIGHTS	HEAVIES	QUEUE LENGTH (M)
16:00	3	0	17	5	0	28	4	0	22
16:05	4	0	22	6	0	33	6	0	33
16:10	6	0	33	5	0	28	11	0	61
16:15	1	0	6	11	0	61	11	1	76
16:20	8	0	44	8	0	44	11	0	61
16:25	15	0	83	3	0	17	5	0	28
16:30	7	0	39	9	0	50	18	0	99
16:35	14	0	77	15	0	83	8	0	44
16:40	11	0	61	10	0	55	8	0	44
16:45	2	0	11	2	0	11	5	0	28
16:50	7	0	39	7	0	39	7	1	54
16:55	11	0	61	10	0	55	7	1	54
17:00	16	0	88	10	0	55	17	0	94
17:05	2	0	11	9	0	50	12	0	66
17:10	5	0	28	8	0	44	19	0	105
17:15	2	0	11	6	0	33	11	0	61
17:20	12	0	66	4	0	22	5	0	28
17:25	4	0	22	7	0	39	12	0	66
17:30	8	0	44	7	1	54	12	0	66
17:35	4	0	22	5	0	28	16	0	88
17:40	9	0	50	5	0	28	12	0	66
17:45	2	0	11	6	0	33	5	0	28
17:50	4	0	22	3	0	17	7	0	39
17:55	1	0	6	7	0	39	6	0	33
18:00	3	0	17	6	0	33	10	0	55
18:05	7	0	39	7	0	39	9	0	50
18:10	2	0	11	2	0	11	7	0	39
18:15	3	0	17	5	0	28	7	0	39
18:20	2	0	11	3	0	17	8	1	59
18:25	4	0	22	1	0	6	5	0	28
18:30	2	0	11	2	0	11	5	0	28
18:35	1	0	6	1	0	6	4	0	22
18:40	2	0	11	5	0	28	7	0	39
18:45	4	0	22	2	0	11	5	0	28
18:50	2	0	11	2	0	11	6	0	33
18:55	2	0	11	2	0	11	4	0	22

Queue Lengths, Goldthorpe

DATE: THURSDAY 7th NOVEMBER 2013

LOCATION: NORA STREET / DONCASTER ROAD / KINGSMARK WAY

[illegible]

Queue Lengths, Goldthorpe

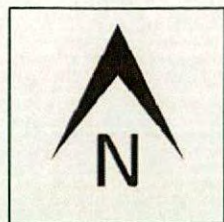
DATE: THURSDAY 7th NOVEMBER 2013

LOCATION: NORA STREET / DONCASTER ROAD / KINGSMARK WAY

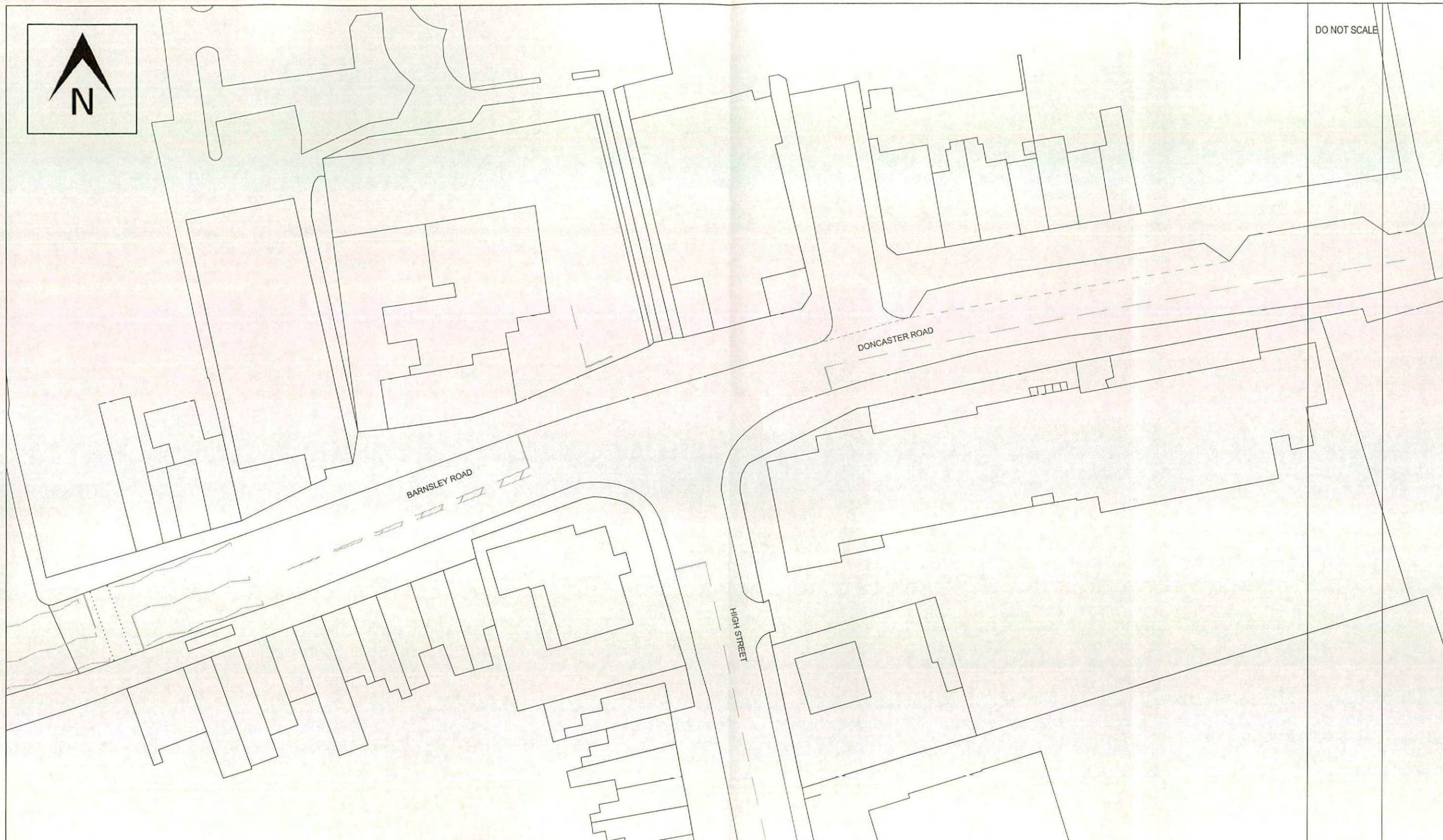
[illegible]

Appendix J High Street/Doncaster Road Existing Highway Layout

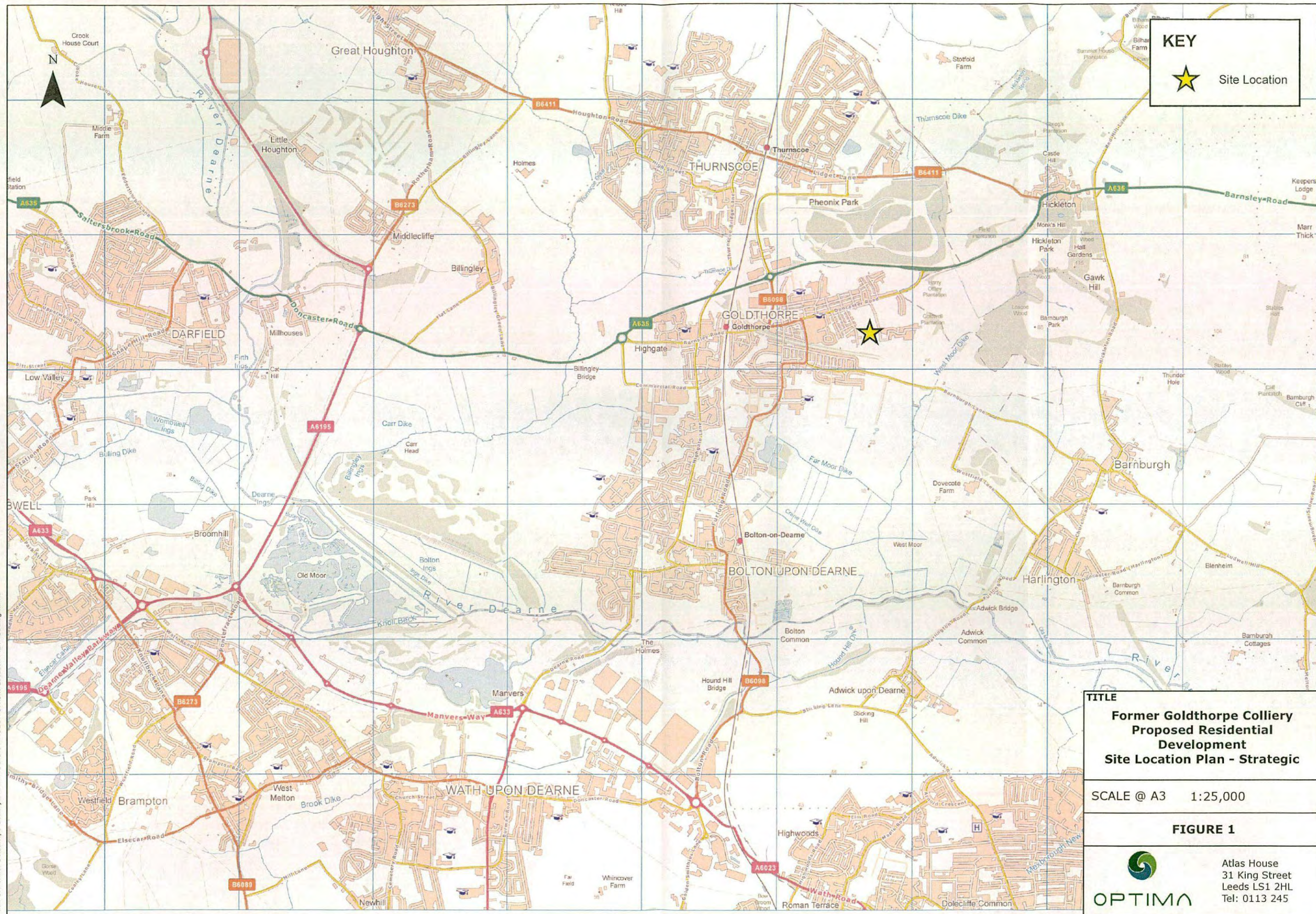


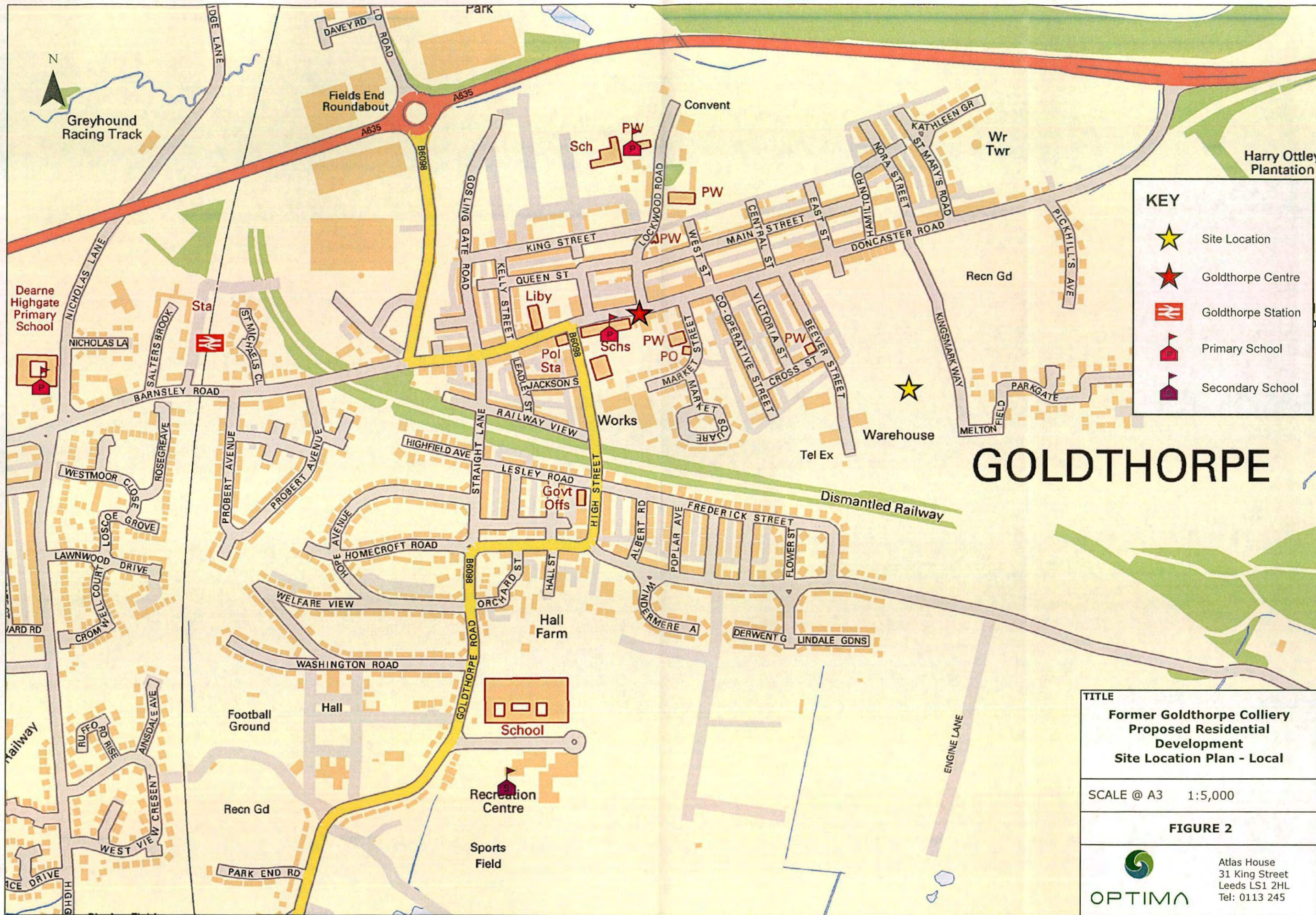


DO NOT SCALE



						PROJECT FORMER GOLDTHORPE COLLIERY PROPOSED RESIDENTIAL REDEVELOPMENT		CLIENT SIR ROBERT OGDEN CBE LLD			 OPTIMA Intelligent Highways Solutions Atlas House, 31 King Street, Leeds, LS1 2HL T 0113 245 1679 F 0113 245 9042	
A	28/11/13	MEW	INITIAL ISSUE	SJP	SJP	DRAWING TITLE		CHECKED SJP	APPROVED SJP	DRG No. 13058/11/02		
REV	DATE	BY	DESCRIPTION	CHK	APP	HIGH STREET/DONCASTER ROAD EXISTING JUNCTION LAYOUT		DRAWN BY: MEW	SCALE @ A3 1:500	DATE 28/11/13		REV. A
STATUS												
INFORMATION												





GOLDTHORPE

TITLE Former Goldthorpe Colliery Proposed Residential Development Site Location Plan - Local	
SCALE @ A3 1:5,000	
FIGURE 2	
	Atlas House 31 King Street Leeds LS1 2HL Tel: 0113 245

Figures



