TRANSPORT ASSESSMENT

VIASOLUTIONS

Wood Walk, Hoyland

ON BEHALF OF

Yelcon Ltd

July 2021






Quality Management

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Signatures:



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1. Introduction

1.1.1. Via Solutions has been appointed to prepare this Transport Assessment in support of a planning application for 84 dwellings off Wood Walk, Hoyland, Barnsley. Figure 1 at Appendix A shows the site location in relation to the local highway network.

1.1.2. This Transport Assessment considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.

1.1.3. Both local and national transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.

1.1.4. The following assessment concludes that an acceptable vehicular access can be provided in terms of safety and capacity.

2. Transport Policy

2.1.1. When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government on 20 July 2021.

2.2.2. Paragraph 105 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making."*

2.2.3. Paragraph 110 states that when considering planning applications, it should be ensured that:

- *Appropriate opportunities to promote sustainable transport can be - or have been - taken up, given the location and type of development;*
- *Safe and suitable access to the site can be achieved for all users;*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.2.4. Paragraph 111 states that *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

2.2.5. Paragraph 112 states developments should:

- *Give priority first to pedestrians and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.3. LOCAL PLANNING POLICY

2.3.1. The Barnsley Local Plan was adopted in January 2019 and sets out key elements of the planning framework for Barnsley and the approach to its long term physical development to achieve the Council's vision. The policies set out in the local plan to the development of land across the authority area over the time of the Local Plan period (2014 – 2033).

2.3.2. A goal of the Local Plan is to promote sustainable development and reduce Barnsley's impact on climate change. Proposals will be supported by Barnsley Metropolitan Borough Council where they can deliver:

- *Convenient and integrated accessibility by public transport, cycle and foot and development located to reduce the need to travel;*

3. Existing Situation

3.1. SITE DESCRIPTION

3.1.1. The site is located off Wood Walk, which is on the northern boundary of Hoyland some 5km to the south of Barnsley town centre. Figure 1 in Appendix A shows the location of the site. The site is currently farm land and is accessed by either a gated access to the south east of site or an informal access to the south west of site.

3.2. HIGHWAY NETWORK

3.2.1. Wood Walk is a north-east / south-west route through Hoyland that forms part of the B6096. The carriageway varies between 6.7m and 7.7m in width and is subject to a 30mph speed limit. A footway is provided along the southern side of the carriageway within the vicinity of site, to the west of site footways are provided on both sides of the carriageway. Street lighting of a suitable standard is provided on both sides of Wood Walk.

3.2.2. Wood Walk connects to the Dearne Valley Parkway (A6195) at a 4 arm roundabout approximately 300m to the north east of the proposed access point. The A6195 is an arterial east / west route through the south of Barnsley and is a dual carriageway subject to national speed limit.

3.2.3. The strategic highway network can be accessed around 2.8km south-west of site via the M1 Junction 36. This junction can be accessed either via the A6195 or the B6096.

3.3. PEDESTRIANS AND CYCLISTS

WALKING

3.3.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to *"The Guidelines for Providing for Journeys on Foot"* (Institution of Highways & Transportation, May 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.3.2. The facilities within the preferred maximum walking distances are summarised in the Table 2 below and are shown on Figure 1 in Appendix A. The walking distances are measured from the proposed site access position.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
400m	Bus stops, public house, open space
800m	Industrial park, supermarket, garden centre
1000m	-
2000m	Hoyland Town Centre, Kirk Balk Academy, Springwood Primary School, St Helen's Catholic Primary School, Greenfield Primary School, pharmacy, veterinary centre, food and non-food retails, Elsecar Train Station

3.3.3. As discussed in Section 3.2 of the report, there are pedestrian footways provided along Wood Walk which continue along the other roads within Hoyland and provide pedestrian access to the facilities mentioned in Table 2. In summary, the existing pedestrian infrastructure in the vicinity of the site is of a good standard.

CYCLING

3.3.4. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy.

3.3.5. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km, but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.

3.3.6. All local facilities and services as detailed in Table 2 above, can be accessed readily by bicycle using predominantly residential roads. Cycle routes 1n and national cycle route 67 can be found around Hoyland Town Centre which is within 2km of site.

3.3.7. It is considered that the availability of national and regional cycle routes as well as the residential streets surrounding the school will encourage the use of the bicycle for journeys to and from the site.

3.4. PUBLIC TRANSPORT

BUSES

3.4.1. The access to the site is within 200m of two bus stops on Wood Walk and a further 2 stops located on Barnsley Road 330m from the site access. All the stops have a flag, pole and timetable boards as a minimum provision, and the 2 stops on Wood Walk also have a shelter provided. The locations of bus stops are indicated on Figure 1 contained within Appendix A. Table 3 below provides a summary of bus routes in the area.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
7	Hoyland, Southgate – Hoyland, Kirk Balk – Blacker Hill – Worsbrough Dale – Stairfoot – Barnsley Interchange	60 mins	No Service
67	Wombwell, Station Road – Wombwell, Hemingfield Road – Cortonwood – Hemingfield – Hoyland, Southgate – Hoyland Common – Worsbrough Road – Worsbrough Bridge – Worsbrough Common – Barnsley Interchange	60 mins	2 hours
67A	Wombwell, Station Road – Wombwell, Hemingfield Road – Cortonwood – Hemingfield – Hoyland, Southgate – Hoyland Common – Tankersley – Pilley – Worsbrough Road – Worsbrough Common – Barnsley Interchange	60 mins	2 hours
67C	Wombwell, Station Road – Wombwell, Hemingfield Road – Cortonwood – Hemingfield – Hoyland, Southgate – Hoyland Common – Tankersley – Worsbrough Road – Worsbrough Bridge – Worsbrough Common – Barnsley Interchange	60 mins	2 hours

3.4.2. The 67/67A/67C services can be accessed via the stops located on Wood Walk and service 7 can be accessed via the stops on Barnsley Road. These services provide access to various locations including Barnsley Town Centre.

TRAINS

3.4.3. Elsecar Train Station is located approximately 2km south of the proposed development. There are regular services provided to different areas including Barnsley, Wakefield, Leeds, Sheffield and Huddersfield.

3.4.4. The proposed development is considered to be well served by public transport, utilising bus stops that are well within the desirable walking distances of 400m given

in 'Providing for Journeys on Foot' and having a train station within reasonable walking and cycling distance.

3.5. INJURY COLLISION RECORDS

3.5.1. Injury collision data has been obtained from 1 July 2015 to 30 June 2020 from the Crash Map website. The collision data includes 1 slight incident within the vicinity of the site access. The relevant data is contained within Appendix B.

3.5.2. It is considered one slight incident does not indicate a safety concern nor any safety trends on this section on the local highway network in the vicinity of the proposed development.

4. The Development Proposals

4.1. DEVELOPMENT LAYOUT

4.1.1. The applicant seeks planning application for 84 dwellings. The development consists of 34 two bed, 20 three bed and 30 four bed dwellings. The proposed development will have one vehicular access to the south-west of site. The proposed site layout is indicated on the architects drawing contained within Appendix C.

4.1.2. A pre-application submission was made for the proposed development and the comments made by Barnsley MBC have been implemented as part of the submitted scheme. Additional commentary on the access and highways is provided below.

4.1.3. The main access road is 6m wide with 2m footways provided on both sides for the majority of its length. The shared surface areas and private drives are shown between 4.8m and 5.5m wide with 600mm margins provided at both sides. These widths are shown on the architects drawing in Appendix C.

4.2. SITE ACCESS

VEHICULAR ACCESS

4.2.1. The proposed access is 6m wide with 6m radii on both sides. Visibility splays of at least 2.4m x 90m are provided in both directions.

4.2.2. Speed surveys were carried out in accordance with CA185 Vehicle Speed Measurement. As such, two manual radar speed surveys were undertaken on Wood Walk on Friday 12th February 2021 and Wednesday 28th April 2021. The results of these surveys are provided in Appendix D.

4.2.3. The surveys provided 200 readings in each direction on each day, and were carried out outside of peak hours. The target for the speed readings were the end of the assumed visibility splay requirements (ie 90m either side of the access).

4.2.4. The surveys identified that the higher 85th percentile speed of vehicles was 34.47mph for south-westbound vehicles and 33.74mph for north-eastbound vehicles, meaning a visibility splay of 2.4m x 90m is required in both directions in accordance with Design Manual for Roads and Bridges (DMRB).

4.2.5. Drawing 2100201 in Appendix C shows that 2.4m x 90m visibility splays can be achieved in both direction in the vertical and horizontal planes. The proposed splays are therefore considered acceptable.

4.2.6. The internal layout will accommodate a 10.3m rear steering service refuse vehicle and emergency vehicles and all vehicles will be able to enter and leave the site in forward's gear. This is shown on the swept path analysis on the drawings included at Appendix E.

PEDESTRIAN ACCESS

4.2.7. 2m Footways are proposed on both sides of the new access road, which connect to a proposed footway along the south western boundary of the site. This connects to the existing footway on Wood Walk to a proposed path which traverses centrally through the site. A pedestrian link is also proposed to the north west of the site which provides access to the adjacent playing fields / public open space.

4.3. PARKING PROVISION

4.3.1. The Barnsley MBC Supplementary Planning Document (November 2019) outlines the appropriate parking standards to be applied to developments in Barnsley. These parking standards have been adopted when considering parking provision at the proposed development.

4.3.2. According to the guidance, the following will apply to this proposed development:

- 1 vehicle parking space for 1-2 bedroom dwellings;
- 2 vehicle parking spaces with 3+ bedrooms;
- 1 visitor space provided per 4 dwellings;
- 1 Electric Vehicle Charging Point (EVCP) per dwelling; and
- 1 secure cycle space per dwelling.

4.3.3. The proposed development layout shows a total of 134 allocated parking spaces provided with 84 being EVCP spaces. There are 22 visitor parking spaces proposed across the site (six dedicated spaces adjacent to shared surfaces, the remainder can be provide on the main access road given its 6m width). The parking provision on site is compliant with the guidance set out in Barnsley's SPD and has been indicated on the proposed layout in Appendix C.

4.3.4. Secure cycle parking will be provided within each dwelling as part of the development proposal. Garages will be used to house bikes where they are provided.

5. Development Assessment

5.1. TRAFFIC IMPACT

TRAFFIC SURVEY

5.1.1. An automated traffic count (ATC) survey has been undertaken on Wood Walk from the 1st July to the 7th of July 2021. As a robust assessment the weekday with the highest two-way vehicle flow was used in the following traffic impact assessment. The results of the ATC survey is included in Appendix D. These results have been converted into passenger car units (PCU's) and summarised on Figures 2 and 3 in the traffic flow diagrams in Appendix E.

5.1.2. The TEMPro database has been used to predict the growth of traffic in 2026, the design year of the proposed development. The traffic growth factors derived from TEMPro have been added to the surveyed flows as shown in Figures 4 and 5 in Appendix E.

TRAFFIC GENERATION

5.1.3. To determine the number of two-way trips generated by the proposed development, a TRICS assessment has been undertaken on the proposed site. The TRICS database has been examined for a residential development in a similar location to the proposed and a copy of the results can be found in Appendix F to this report. The table below provides the peak hour rates and flows for an 84 unit residential development:

TABLE 4. TRICS DATABASE – TRIP RATES AND FLOWS

	AM Peak Period			PM peak Period		
	Arr	Dep	Total	Arr	Dep	Total
Trip rate	0.183	0.401	0.585	0.329	0.212	0.541
Flow	15	34	49	28	18	46

5.1.4. The results of the TRICS assessment show that there will be around 49 two-way trips in the AM peak and 46 trips in the PM peak.

5.2. TRAFFIC DISTRIBUTION

5.2.1. We have assumed a 50/50 split of left and right turning traffic in and out of site, since Wood Walk provides access to many trip attractors in both directs (to the west there are schools, Hoyland and the M1; to the east there is access to the Dearne Valley Parkway providing access to major conurbations such as Doncaster and Rotherham). This proposed distribution is shown on Figures 6 and 7 in Appendix E.

5.2.2. The additional trips generated by the proposed development have been added to the predicted design year traffic flow to forecast the potential impact of the proposed site access. This is shown on Figures 8 and 9 in Appendix E.

5.2.3. Beyond the proposed site access it is predicted that any further junction will see an increase of less than 30 two-way vehicle flows during peak hours. Therefore the impact of the traffic generated by the proposed development beyond the site access is considered to be negligible and will have no material nor significant impact on any further junctions.

5.3. TRAFFIC IMPACT ASSESSMENT

5.3.1. A junction capacity assessment has been carried out on the proposed site access / Wood Walk junction using PICADY. The table below show an assessment of the impact of the additional trips from the Wood Walk / Proposed Site Access junction in 2026.

TABLE 5. TRAFFIC IMPACT AT THE WOOD WALK / PROPOSED SITE ACCESS JUNCTION IN 2026

Approach	Morning Peak		Evening Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Proposed Site Access to Wood Walk	0.08	0.1	0.05	0.0
Wood Walk (east) to Proposed site access	0.02	0.0	0.04	0.1

5.3.2. The results of the PICADY assessment show that the maximum ratio of flow to capacity (RFC) is 0.08 with a maximum queue length of 0.1. Therefore the proposed junction will operate well within the capacity of the local highway network. The results of the PICADY assessment is included in Appendix G.

5.4. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

5.4.1. The proposed development is considered to be in a highly sustainable location and provides access by a range of public transport options which accords with paragraph 103 of the new NPPF.

5.4.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 108 refers).

5.4.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 109.

5.4.4. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110).

5.4.5. This report has also demonstrated that the proposed development accords with the policies within the Barnsley Local Plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.

5.4.6. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

6. Conclusion

6.1.1. This Transport Assessment assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts that the development generated traffic. It concludes that the adjacent highway network can adequately accommodate the traffic impact of the proposed development in terms of safety and capacity.

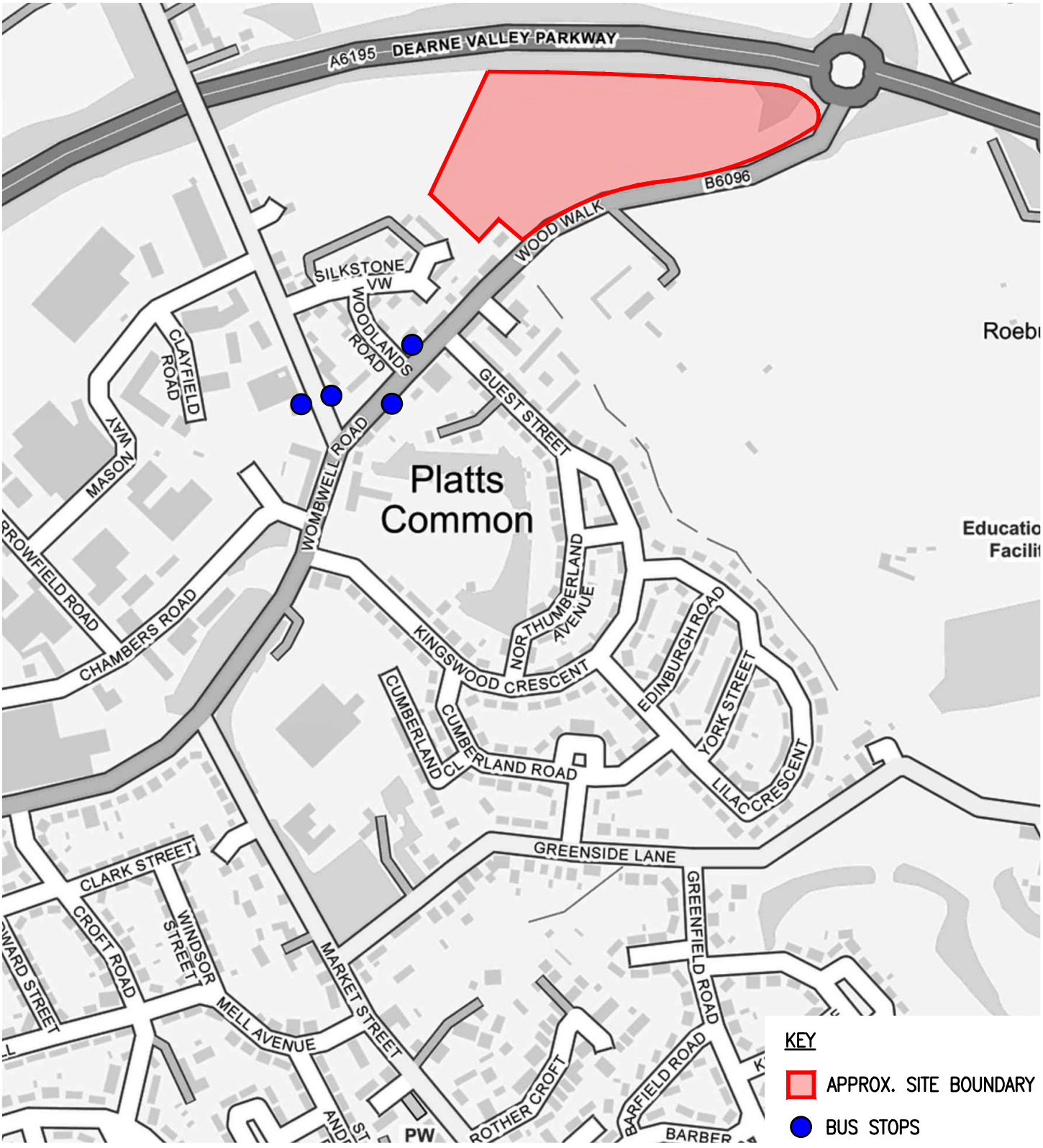
6.1.2. This assessment has considered the existing and proposed operation of the highway in terms of highway safety, sustainability and capacity. It has shown that the predicted traffic from the proposed development has no material or significant impact on any of the junctions assessed.

6.1.3. The site is considered to be in a sustainable location with a wide range of local services and facilities that can be accessed on foot and by cycle. Frequent bus services operate near the site and other public transport options lie within a walk or cycle.

6.1.4. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network without any significant negative impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval

APPENDICES

APPENDIX A: Site Location Plan



VIASOLUTIONS
THE OLD COACH HOUSE, 1 CAMPBELL STREET PUDSEY LS28 6DP
tel: 0113 3453957 email: highwaymen@viasolutions.co.uk

PROPOSED RESIDENTIAL DEVELOPMENT

WOOD WALK, HOYLAND

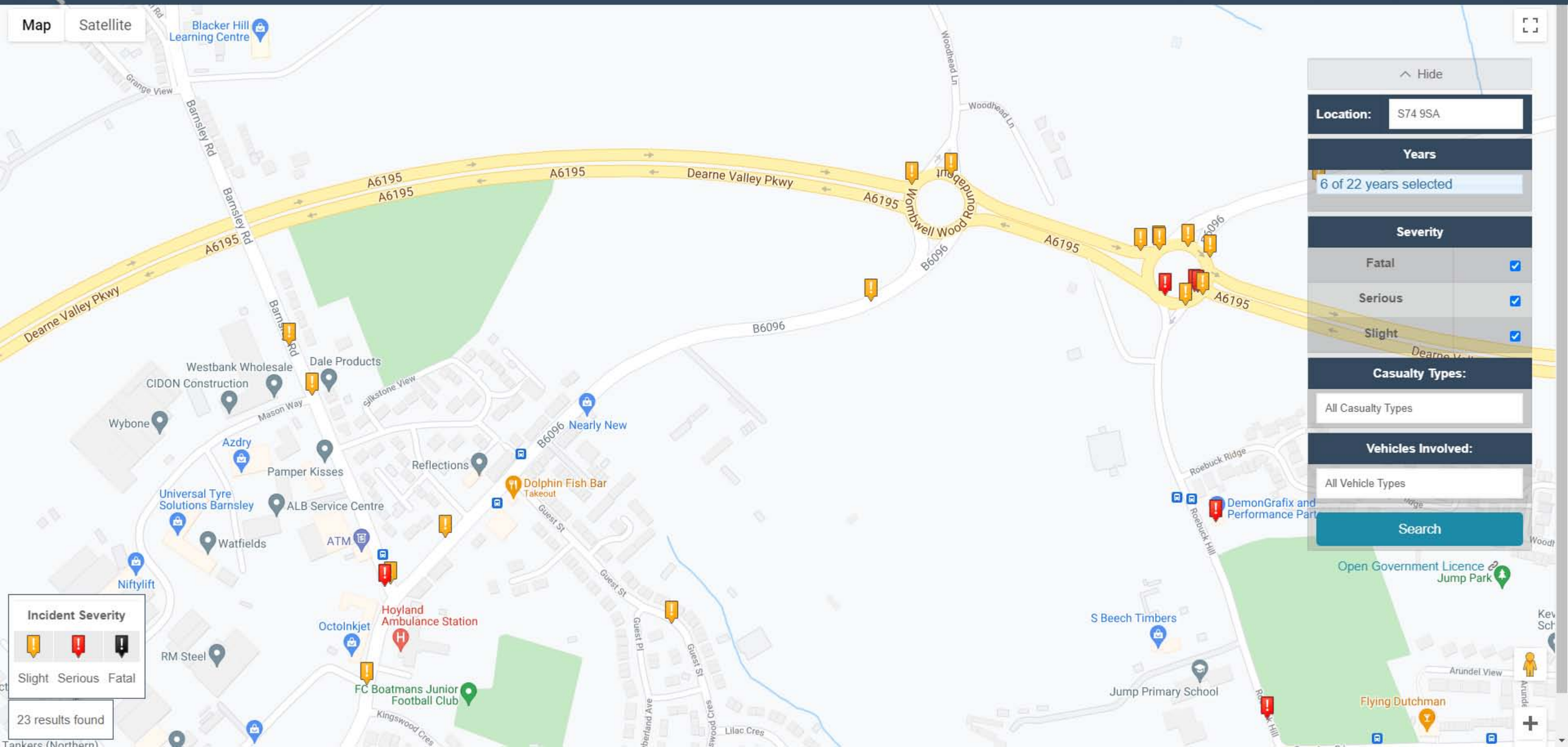
SITE LOCATION PLAN

SCALE: 1:5000 @A4

DATE: JULY 2021

FIGURE 1

APPENDIX B: Accident Data

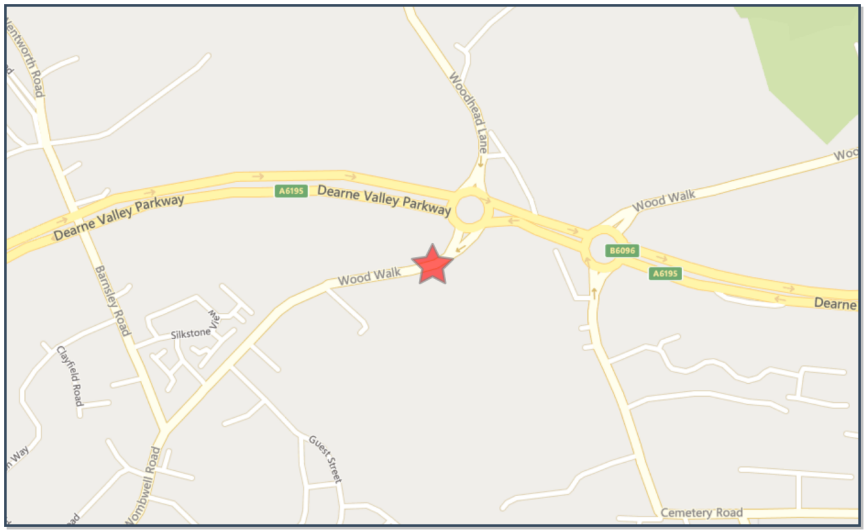

Map
Satellite
Blacker Hill Learning Centre
Grange View
Barnsley Rd
A6195
Dearne Valley Pkwy
Woodhead Ln
Wombwell Wood Roundabout
B6096
Westbank Wholesale
CIDON Construction
Dale Products
Mason Way
Wybone
Azdry
Pamper Kisses
Reflections
Nearly New
Dolphin Fish Bar
Takeout
Universal Tyre Solutions Barnsley
ALB Service Centre
Watfields
ATM
Guest St
Niftylift
Hoyland Ambulance Station
OctoInkjet
RM Steel
FC Boatmans Junior Football Club
Kingswood Cres
Lilac Cres
Roebuck Ridge
Roebuck Hill
DemonGrafix and Performance Part
S Beech Timbers
Jump Primary School
Open Government Licence
Jump Park
Arundel View
Flying Dutchman
Hide
Location:
S74 9SA
Years
6 of 22 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Incident Severity
Slight
Serious
Fatal
23 results found

crashmap.co.uk

Validated Data

Crash Date:	Thursday, August 25, 2016	**Time of Crash:**	5:11:00 PM	**Crash Reference:**	**2016140135801**

Highest Injury Severity:	Slight	**Road Number:**	B6096	**Number of Casualties:**	2
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	437526 401694
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)	9	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

APPENDIX C: Proposed Development Layout

Gross Site Area

Name	Area m²	Area ft²	Area Ac.	Area ha.	Percentage
Overall Site Plan	36057 m²	388116 ft²	8.9 acres	3.6 hectare	100%

Site Constraints/Considerations

Name	Area m²	Area ft²	Area Ac.	Area ha.	Percentage
High Wall	8245 m²	88743 ft²	2.0 acres	0.8 hectare	83%
Existing Woodland	1664 m²	17907 ft²	0.4 acres	0.2 hectare	17%
Grand total	9908 m²	106651 ft²	2.4 acres	1 hectare	100%

Developable/P.O.S Area

Name	Area m²	Area ft²	Area Ac.	Area ha.	Percentage
Public Open Space	4213 m²	45351 ft²	1.0 acres	0.4 hectare	16%
Developable Area	22487 m²	242053 ft²	5.6 acres	2.2 hectare	84%
Grand total	26701 m²	287404 ft²	6.6 acres	2.7 hectare	100%

Accommodation Schedule

House Type	Quantity	Bedrooms	Area m²	Area ft²
TypeH (3Nr.)_TheBeamsley	12	2	850.4 m²	9154 ft²
TypeH (4Nr.)_TheBeamsley	4	2	284.5 m²	3062 ft²
TypeJ&K_Eastern_Kelham	18	2	1187.5 m²	12782 ft²
	34 (40.5%)		2322.3 m²	24998 ft²
TypeA(Detached)_Ingleborough	1	3	87.5 m²	942 ft²
TypeA_Ingleborough	8	3	689.0 m²	7417 ft²
TypeB_Lilac	4	3	363.0 m²	3907 ft²
TypeG_Whernside	7	3	656.9 m²	7071 ft²
	20 (23.8%)		1796.4 m²	19337 ft²
TypeC_Laurel	9	4	1049.4 m²	11296 ft²
TypeD_Sandringham	6	4	752.4 m²	8099 ft²
TypeE_Harewood	3	4	371.1 m²	3994 ft²
TypeF_Winterley	2	4	262.2 m²	2822 ft²
TypeL_Buckden	10	4	1305.8 m²	14056 ft²
	30 (35.7%)		3741.0 m²	40268 ft²
Grand total	84 Units		7859.8 m²	84602 ft²

00 Series General Arrangement Notes

1. Any areas indicated on the plans are approximate. They relate to the likely areas of the building at the current state of the design and are calculated using the stated eg(NIA) method from the Code of MEasuring Practice 5th Edition RICS/ISVA. Any decision to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or the like, should include due allowance for design development and building tolerances. Floor areas are subject to Planning, Building Control and other statutory approvals.

2. Any structural, services or fit out detail shown is for coordination only, refer to relevant Consultants/Clients information for details.

3. Refer to Enjoy NBS for full outline performance specification of Architectural Elements.

4. THE CONTENT OF THIS DRAWING IS FOR DESIGN INTENT AND REQUIRES FURTHER DESIGN DEVELOPMENT AND COORDINATION WITH ALL RELEVANT CONSULTANTS, SUB-CONTRACTORS, SPECIALIST DESIGNERS AND STATUTORY AUTHORITIES.

- Attenuation Area_ **1,424m²**
- Broadleaf Plantation Area_**1,277m²**
- Existing Hedgerow removed_ **0 linear m**
- Proposed Hedgerow added / relocated_ **36 linear m**

Key

- Vegetation - Existing
- New Hedgerow
- Vegetation - Removed
- Public Open Space
- Attenuation

Affordable houses *

Dearne Valley Parkway

Plot 01 Plot 02 Plot 03 Plot 04 Plot 05 Plot 06 Plot 07-08 Plot 09-10 Plot 11-12 Plot 13 Plot 14 Plot 15 Plot 16 Plot 17-18 Plot 19-20 Plot 21-22 Plot 23 Plot 24 Plot 25 Plot 26 Plot 27 Plot 28 Plot 29 Plot 30 Plot 31 Plot 32 Plot 33 Plot 34 Plot 35 Plot 36 Plot 37 Plot 38 Plot 39 Plot 40 Plot 41 Plot 42 Plot 43 Plot 44 Plot 45 Plot 46 Plot 47 Plot 48 Plot 49 Plot 50 Plot 51 Plot 52 Plot 53 Plot 54 Plot 55 Plot 56 Plot 57 Plot 58 Plot 59 Plot 60 Plot 61 Plot 62 Plot 63 Plot 64-65 Plot 66-67 Plot 68-69 Plot 70 Plot 71 Plot 72 Plot 73 Plot 74 Plot 75 Plot 76 Plot 77 Plot 78 Plot 79 Plot 80 Plot 81 Plot 82 Plot 83 Plot 84

PRIVATE DRIVE

SHARED SURFACE

PRIVATE DRIVE

PRIVATE DRIVE

SHARED SURFACE

PRIVATE DRIVE

SHARED SURFACE

SEWER ZONE

Wood Walk

Wood Walk

P.O.S

P.O.S

P.O.S

Existing woodland area

Bin collection point

Bin collection point

Bin collection point

Bin collection point

New access to and from the site

Highwall - No-Build Zone

Highwall - No-Build Zone

Highwall - No-Build Zone

Ash Tree Retained

Existing Tree Retained

New Hedgerow added

Over head power lines to be re-routed (below ground) as indicated

Overhead power line post to be removed and power lines to be sunk below ground

Vegetation cut back

90532 Visibility Splay

47545 Visibility Splay

Single Garage

Double Garage

Type A The Ingleborough 3Bed 927ft² x 2 Semi Detached No Garage

Type B The Lilac 3Bed 977ft² Detached Ext. Garage

Type C The Laurel 4Bed 1255ft² Detached Ext. Garage

Type D The Sandringham 4Bed 1350ft² Detached Ext. Garage

Type E The Harewood 4 Bed 1331ft² Detached Ext. Garage

Type F The Winterley 4Bed 1372ft² Detached Ext. Garage

Type G The Whernside 3Bed 1010ft² Detached Ext. Garage

Type H (Typcial) The Beamsley 2Bed 763ft² x 3 Terrace

Type J/K The Easton/The Kelham 2Bed 685ft²/734ft² x 3 Apartments

Type L The Buckden 4Bed 1406ft² Detached Int. Garage

Typical Elevation Typical Section Example Image

Typical Plan Indicated on plan -

Knee Rail

Typical Elevation Typical Section Example Image

Typical Plan Indicated on plan -

Perimeter and Separating wall with infill fence panel

Typical Elevation Typical Section Example Image

Typical Plan Indicated on plan -

Perimeter and Separating 1.8m fence

Proposed Site Plan

1 : 500

1 : 200
0 2 4 6 8 10m

1 : 500
0 10 20 30m

N

Contractor must verify all dimensions on site before commencing any work or shop drawings. If this drawing exceeds the quantities taken in any way the Architects are to be informed before the work is initiated. Only figured dimensions to be taken from this drawing. Do not scale off this drawing. Drawings based on Ordnance Survey and / or existing record drawings - design and drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals. Authorised reproduction from Ordnance Survey Map with permission of the Controller of Her Majesty's Stationery Office. Crown Copyright reserved. Enjoy Design Ltd.

Notes.

Rev.	Des.	By	Date	Ch.
P4	2 spaces shwon on Plots 28, 38, 39, 76, 77. Road aligned to tracking at Plot 2 bend.	WD	08.07.2021	WD
P3	Boundary treatments added, minor adjustments made to housing areas to now comply with the Nationally Described Housing Standards/South Yorkshire Design Guide & GIA areas added.	WD	24.06.2021	MH
P2	Plot 27 revised to Type C. Garage added	WD	10.06.2021	
P1	Draft Planning	WD	Date 1	

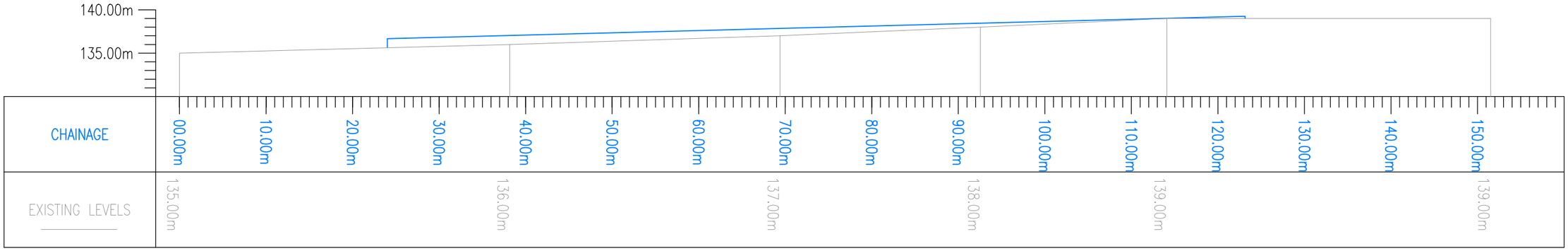
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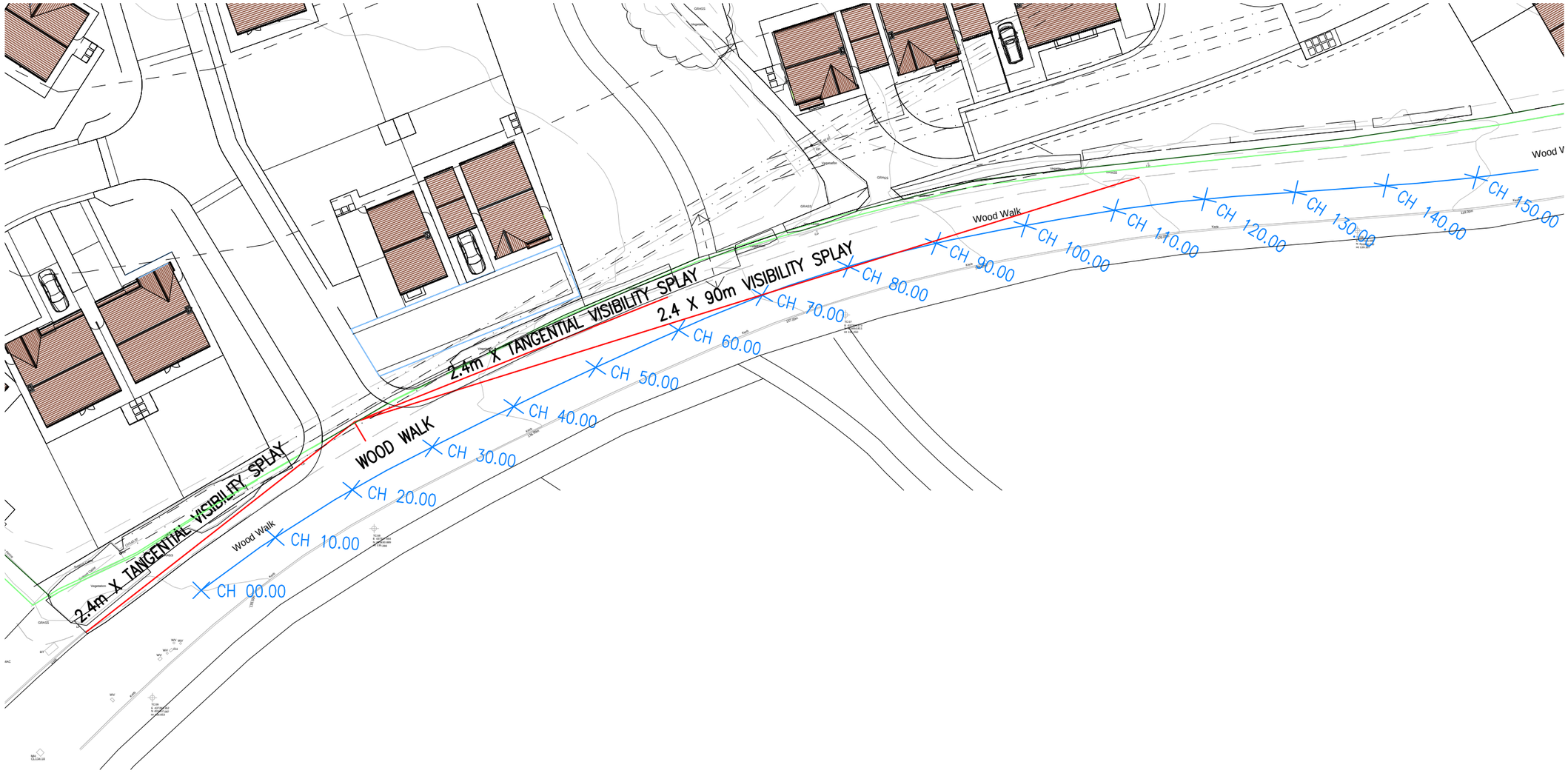
The Old Brewery
High Court
Leeds
LS2 7ES
Tel: 0113 242 3622
www.enjoy-design.co.uk

Client:	Job No: 18,030
Yelcon Ltd	
Project: Wood Walk, Hoyland, Barnsley	
Title: Proposed - Site Plan	
Date: 05/07/21	Scale: As indicated@A1
Drawing No: 00-001	Drawn By: MH
	Checked by: WD
	Revision: P4

ENJOY DESIGN

LONGSECTION





VIASOLUTIONS
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PROPOSED RESIDENTIAL DEVELOPMENT

WODD WALK, HOYLAND

VISIBILITY ASSESSMENT

SCALE: 1:500 @A3

DATE: JULY 2021

DRAWING NO: 2100201

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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APPENDIX D: Survey Data

Car Counters - *Traffic, Parking and Speed Surveys*
27 Viewlands Rise, Menston, Ilkley, LS29 6BQ

SPEED SURVEY RESULTS

Location of Survey	Wood Walk, Barnsley	Project No.	21002
Direction of Travel	North-eastbound	Survey Date	12/02/21
		Survey Start Time	10:00
		Survey Finish Time	12:00

Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings
1		26	10	51		76	
2		27	8	52		77	
3		28	13	53		78	
4		29	17	54		79	
5		30	14	55		80	
6		31	21	56		81	
7		32	24	57		82	
8		33	27	58		83	
9		34	18	59		84	
10		35	13	60		85	
11		36	10	61		86	
12		37	7	62		87	
13		38	5	63		88	
14		39	6	64		89	
15		40	1	65		90	
16		41	2	66		91	
17		42		67		92	
18		43		68		93	
19		44		69		94	
20		45		70		95	
21		46		71		96	
22		47		72		97	
23	1	48		73		98	
24		49		74		99	
25	3	50		75		100	

Number of Speed Readings =	200	Road = Dual C'way Y/N?	n
Mean Speed of Vehicles=	31.97	Road = Single C'way Y/N?	y
Standard Deviation =	3.53	Was Road Surface Wet Y/N?	n
85 Percentile Dry Weather Speed =	35.49		
85 Percentile Wet Weather Speed =	33.01	= Calculated Design Speed	

Note: Please insert Y or N in boxes against road type and surface condition and then use appropriate Calculated Design Speed.

Car Counters - *Traffic, Parking and Speed Surveys*
27 Viewlands Rise, Menston, Ilkley, LS29 6BQ

SPEED SURVEY RESULTS

Location of Survey	Wood Walk, Barnsley	Project No.	21002
Direction of Travel	South-westbound	Survey Date	12/02/21
		Survey Start Time	10:00
		Survey Finish Time	12:00

Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings
1		26	9	51		76	
2		27	6	52		77	
3		28	13	53		78	
4		29	15	54		79	
5		30	21	55		80	
6		31	23	56		81	
7		32	13	57		82	
8		33	14	58		83	
9		34	19	59		84	
10		35	23	60		85	
11		36	11	61		86	
12		37	8	62		87	
13		38	8	63		88	
14		39	6	64		89	
15		40	4	65		90	
16		41	2	66		91	
17		42	3	67		92	
18		43	1	68		93	
19		44		69		94	
20		45		70		95	
21		46		71		96	
22		47		72		97	
23		48		73		98	
24	1	49		74		99	
25	2	50		75		100	

Number of Speed Readings =	202	Road = Dual C'way Y/N?	n
Mean Speed of Vehicles=	32.58	Road = Single C'way Y/N?	y
Standard Deviation =	3.93	Was Road Surface Wet Y/N?	n
85 Percentile Dry Weather Speed =	36.52		
85 Percentile Wet Weather Speed =	34.03	= Calculated Design Speed	

Note: Please insert Y or N in boxes against road type and surface condition and then use appropriate Calculated Design Speed.

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SPEED SURVEY RESULTS

Location of Survey	Wood Walk, Barnsley	Project No.	21002
Direction of Travel	North-eastbound	Survey Date	28/04/21
		Survey Start Time	10:15
		Survey Finish Time	12:15

Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings
1		26	6	51		76	
2		27	9	52		77	
3		28	11	53		78	
4		29	14	54		79	
5		30	17	55		80	
6		31	19	56		81	
7		32	21	57		82	
8		33	20	58		83	
9		34	18	59		84	
10		35	24	60		85	
11		36	11	61		86	
12		37	10	62		87	
13		38	6	63		88	
14		39	4	64		89	
15		40	5	65		90	
16		41	2	66		91	
17		42	1	67		92	
18		43		68		93	
19		44		69		94	
20		45		70		95	
21		46		71		96	
22	1	47		72		97	
23		48		73		98	
24		49		74		99	
25	1	50		75		100	

Number of Speed Readings =	200	Road = Dual C'way Y/N?	n
Mean Speed of Vehicles=	32.59	Road = Single C'way Y/N?	y
Standard Deviation =	3.64	Was Road Surface Wet Y/N?	n
85 Percentile Dry Weather Speed =	36.23		
85 Percentile Wet Weather Speed =	33.74	= Calculated Design Speed	

Note: Please insert Y or N in boxes against road type and surface condition and then use appropriate Calculated Design Speed.

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27 Viewlands Rise, Menston, Ilkley, LS29 6BQ

SPEED SURVEY RESULTS

Location of Survey	Wood Walk, Barnsley	Project No.	21002
Direction of Travel	South-westbound	Survey Date	28/04/21
		Survey Start Time	10:15
		Survey Finish Time	12:15

Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings
1		26	3	51		76	
2		27	5	52		77	
3		28	8	53		78	
4		29	11	54		79	
5		30	17	55		80	
6		31	24	56		81	
7		32	18	57		82	
8		33	17	58		83	
9		34	27	59		84	
10		35	16	60		85	
11		36	17	61		86	
12		37	11	62		87	
13		38	7	63		88	
14		39	5	64		89	
15		40	4	65		90	
16		41	4	66		91	
17		42	2	67		92	
18		43	1	68		93	
19		44		69		94	
20		45	1	70		95	
21		46		71		96	
22		47		72		97	
23		48		73		98	
24		49		74		99	
25	2	50		75		100	

Number of Speed Readings =	200	Road = Dual C'way Y/N?	n
Mean Speed of Vehicles=	33.26	Road = Single C'way Y/N?	y
Standard Deviation =	3.70	Was Road Surface Wet Y/N?	n
85 Percentile Dry Weather Speed =	36.95		
85 Percentile Wet Weather Speed =	34.47	= Calculated Design Speed	

Note: Please insert Y or N in boxes against road type and surface condition and then use appropriate Calculated Design Speed.

Hoyland ATC, B6096 Wood Walk

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

02/07/2021	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	13	0	0	0	0	0	0	0	0	0	0	0	0	13
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	10	1	0	0	1	0	0	0	0	0	0	0	0	12
5	17	2	0	0	0	0	0	0	0	0	0	0	0	19
6	58	4	0	0	0	0	0	0	0	0	0	0	0	62
7	101	21	0	0	0	0	0	0	0	0	0	1	0	123
8	196	31	1	0	1	0	0	0	3	0	0	2	0	234
9	294	50	0	0	0	0	0	0	0	0	1	1	0	346
10	260	44	1	0	0	0	0	0	0	0	1	1	0	307
11	257	40	1	0	1	0	0	1	0	0	0	2	0	302
12	259	41	2	0	0	0	0	0	0	0	1	3	0	306
13	298	28	3	0	0	0	0	0	0	0	0	3	0	332
14	314	45	0	0	0	0	0	0	1	0	0	3	0	363
15	292	42	0	1	0	0	1	0	0	0	0	4	0	340
16	308	49	0	0	1	0	0	0	0	0	0	1	0	359
17	355	33	0	0	1	0	0	0	0	0	0	1	0	390
18	301	24	0	0	0	0	0	0	0	0	0	2	0	327
19	293	18	0	0	0	0	0	1	0	0	0	1	0	313
20	178	8	0	1	0	0	0	0	0	0	0	1	0	188
21	124	3	0	0	0	0	0	0	0	0	0	0	0	127
22	110	6	0	0	0	0	0	0	0	0	0	0	0	116
23	58	2	0	0	0	0	0	0	0	0	0	0	0	60
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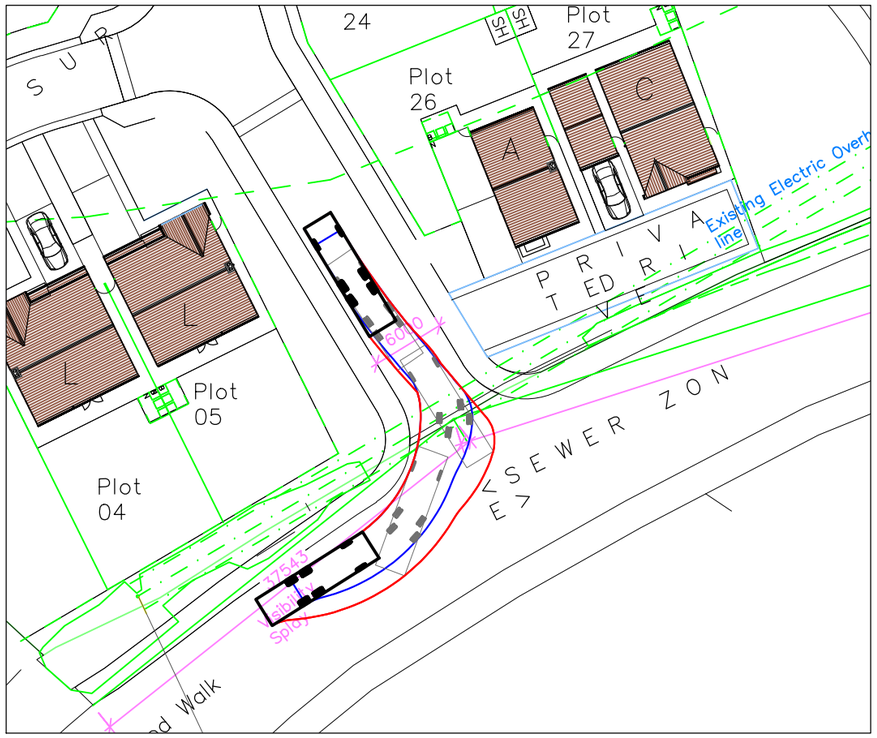
7-19	3427	445	8	1	4	0	1	2	4	0	3	24	0	3919
6-22	3940	483	8	2	4	0	1	2	4	0	3	26	0	4473
6-24	4036	486	8	2	4	0	1	2	4	0	3	27	0	4573
0-24	4140	493	8	2	5	0	1	2	4	0	3	27	0	4685

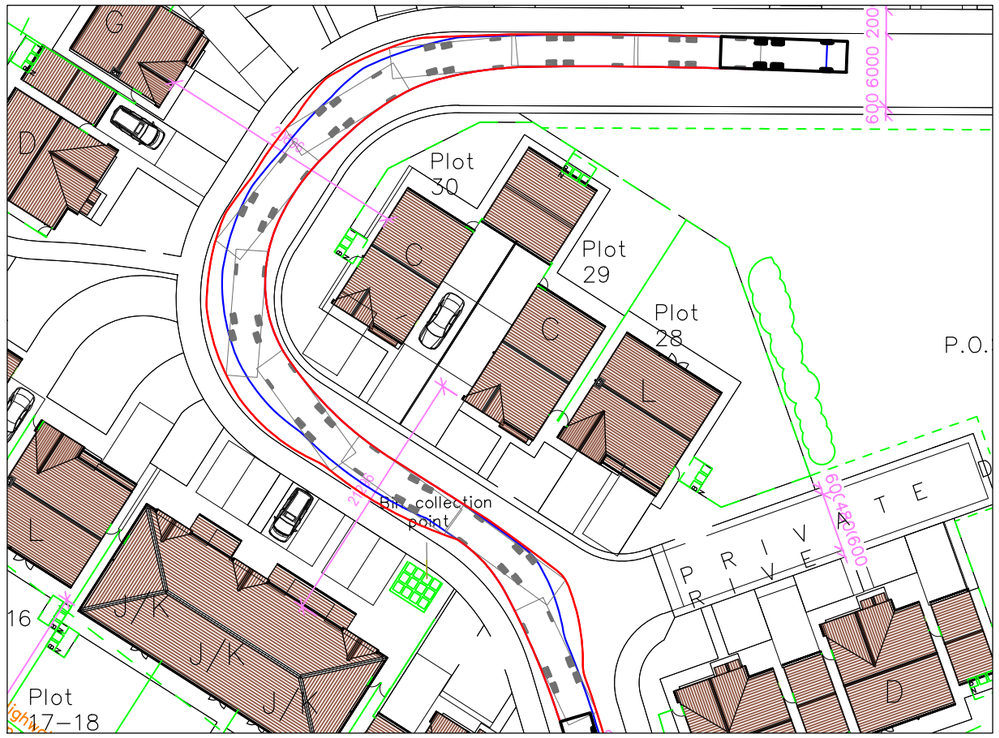
Channel 2 - Westbound

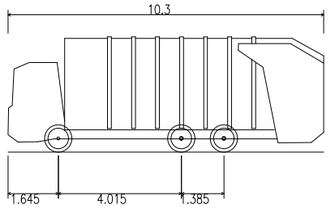
02/07/2021	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	12	2	0	0	0	0	0	0	0	0	0	0	0	14
2	6	0	0	0	0	0	0	0	0	0	0	0	0	6
3	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	9	1	0	0	0	0	0	0	0	0	0	1	0	11
6	64	8	0	0	0	0	0	0	0	0	0	1	0	73
7	129	17	0	0	0	0	1	0	1	0	0	2	0	150
8	224	23	0	0	0	0	0	0	0	0	0	2	0	249
9	308	48	2	0	0	0	0	0	2	0	2	1	0	363
10	254	36	1	0	0	0	0	0	0	0	0	1	0	292
11	244	46	0	0	1	0	0	0	0	0	2	2	0	295
12	267	55	3	0	0	0	1	0	0	0	1	4	0	331
13	323	34	0	0	0	0	0	0	0	0	1	4	0	362
14	287	48	0	0	0	0	0	0	0	0	0	1	0	336
15	371	36	0	0	2	0	0	0	0	0	0	2	0	411
16	355	44	0	1	0	0	0	1	0	0	1	0	0	402
17	420	40	0	0	0	0	1	0	0	0	0	2	0	463
18	332	27	0	0	0	0	0	0	0	0	0	1	0	360
19	287	16	0	0	0	0	0	0	0	0	0	2	0	305
20	208	4	0	0	0	0	0	0	0	0	0	1	0	213
21	137	7	0	0	0	0	0	1	0	0	1	1	0	147
22	116	8	0	0	0	0	0	0	0	0	0	1	0	125
23	63	1	0	0	0	0	0	0	0	0	0	1	0	65
24	30	0	0	0	0	0	0	0	0	0	0	1	0	31

7-19	3672	453	6	1	3	0	2	1	2	0	7	22	0	4169
6-22	4262	489	6	1	3	0	3	2	3	0	8	27	0	4804
6-24	4355	490	6	1	3	0	3	2	3	0	8	29	0	4900
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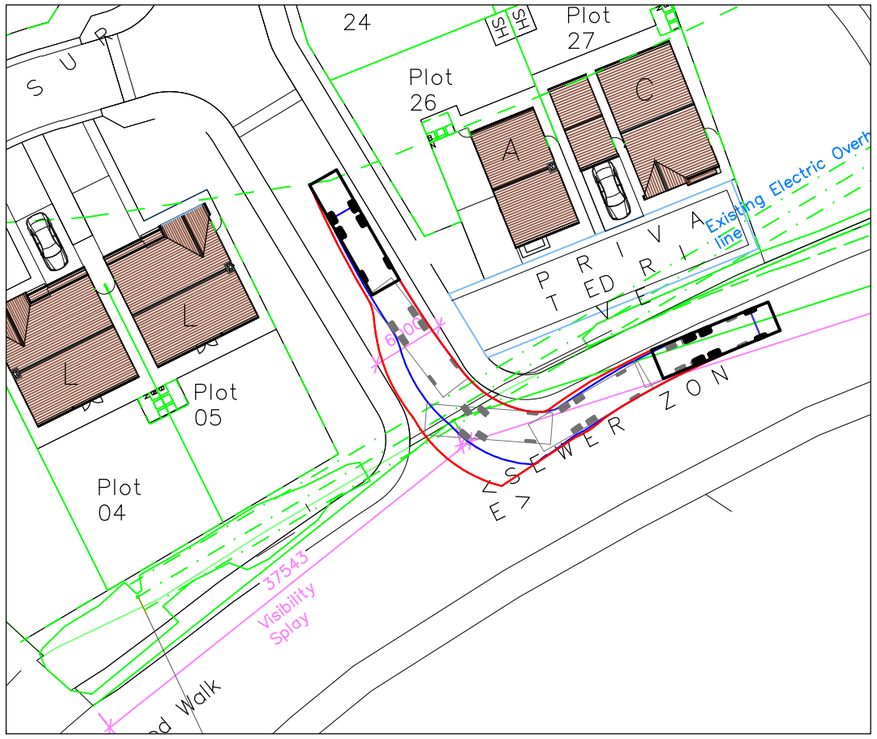
APPENDIX E: Swept Path Analysis

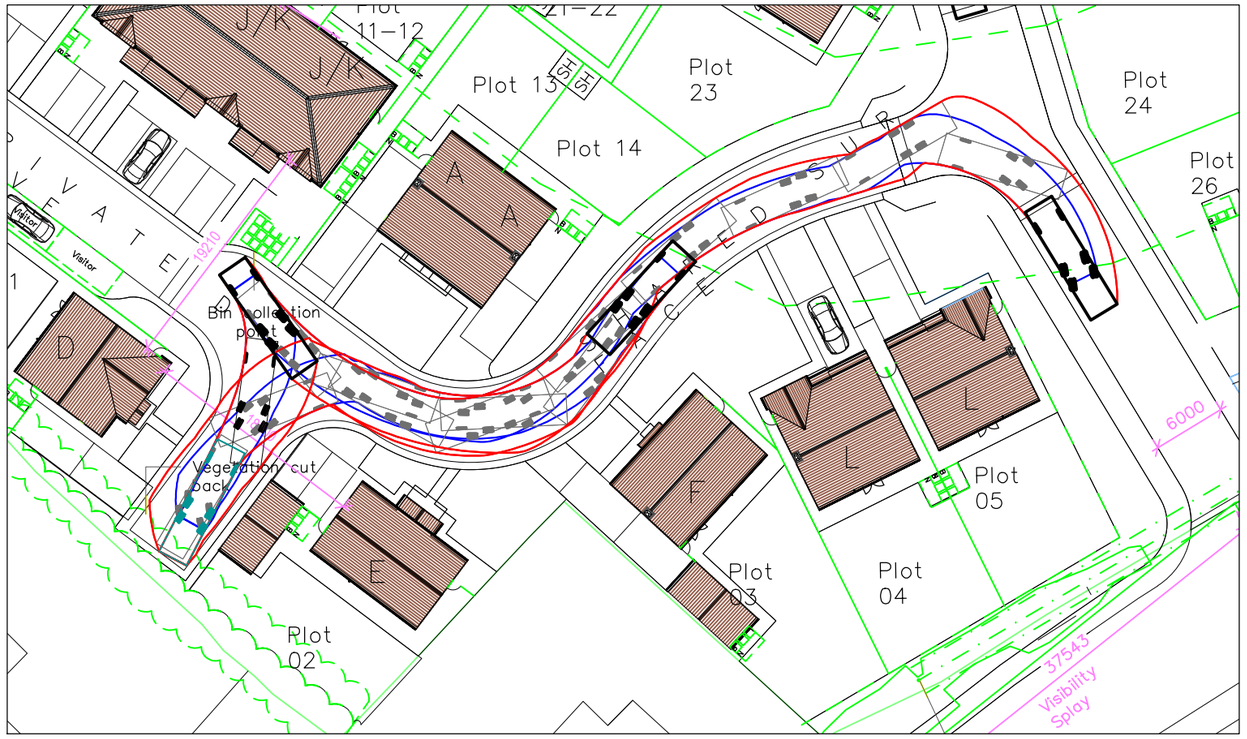






BARNSLEY DENNIS REAR STEER	
OVERALL LENGTH	10.300m
OVERALL WIDTH	2.530m
OVERALL BODY HEIGHT	3.756m
MIN BODY GROUND CLEARANCE	0.309m
TRACK WIDTH	2.530m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	9.450m





NOTES

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VIASOLUTIONS
THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.co.uk

PROPOSED RESIDENTIAL DEVELOPMENT

WOOD WALK, HOYLAND

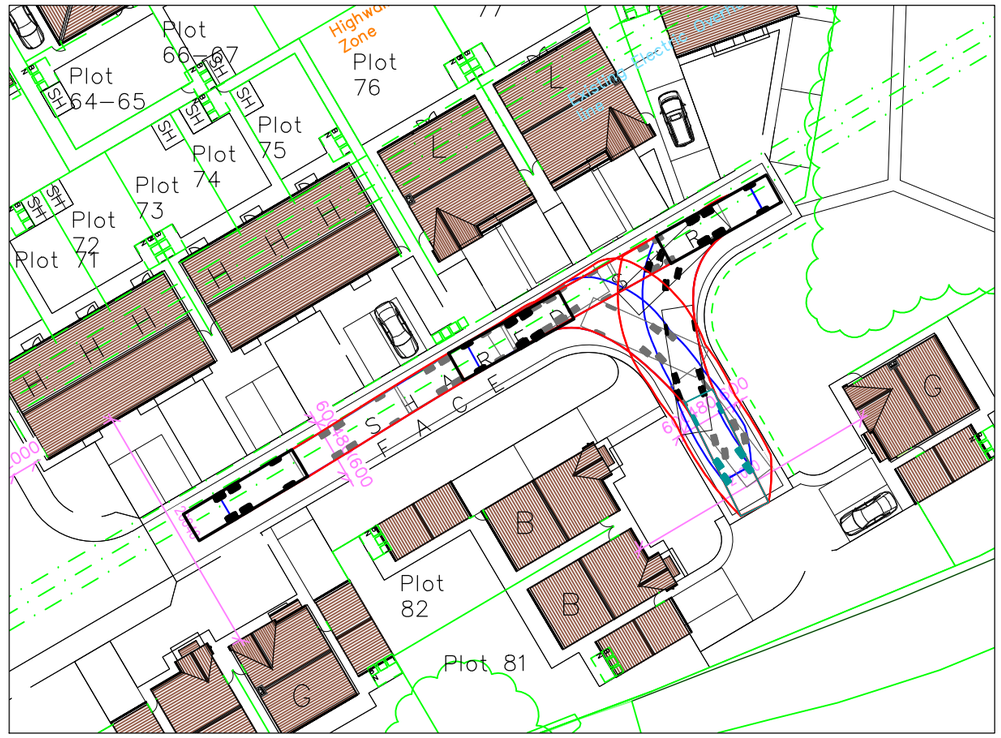
SWEPT PATH ANALYSIS

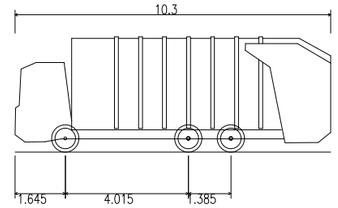
SCALE: 1:500 @A3

DATE: JULY 2021

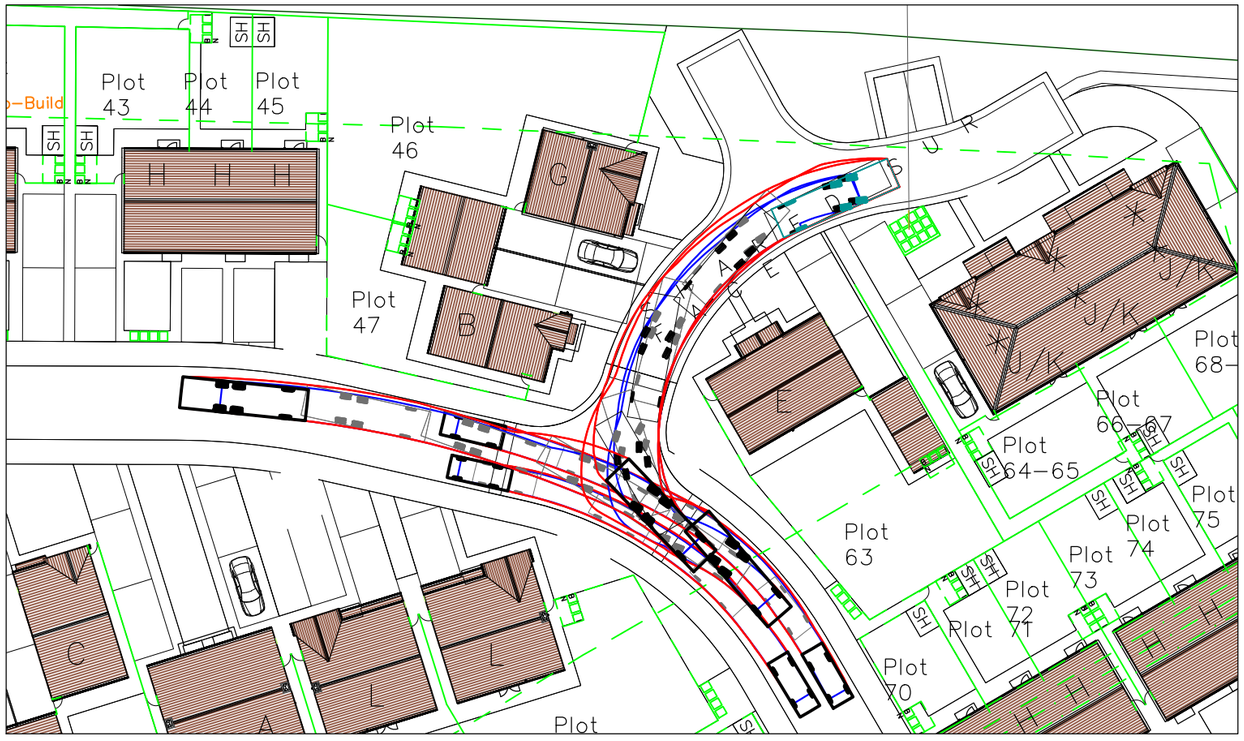
DRAWING NO: 2100202







BARNSLEY DENNIS REAR STEER	
OVERALL LENGTH	10.300m
OVERALL WIDTH	2.530m
OVERALL BODY HEIGHT	3.756m
MIN BODY GROUND CLEARANCE	0.309m
TRACK WIDTH	2.530m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	9.450m



NOTES

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email: highwaymen@viasolutions.co.uk

PROPOSED RESIDENTIAL DEVELOPMENT

WOOD WALK, HOYLAND

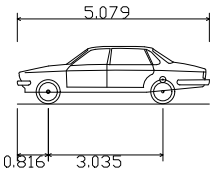
SWEPT PATH ANALYSIS

SCALE: 1:500 @A3

DATE: JULY 2021

DRAWING NO: 2100203





LARGE CAR (2006)	
OVERALL LENGTH	5.079m
OVERALL WIDTH	1.872m
OVERALL BODY HEIGHT	1.525m
MIN BODY GROUND CLEARANCE	0.310m
MAX TRACK WIDTH	1.831m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	5.900m

NOTES

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PROPOSED RESIDENTIAL DEVELOPMENT

WOOD WALK, HOYLAND

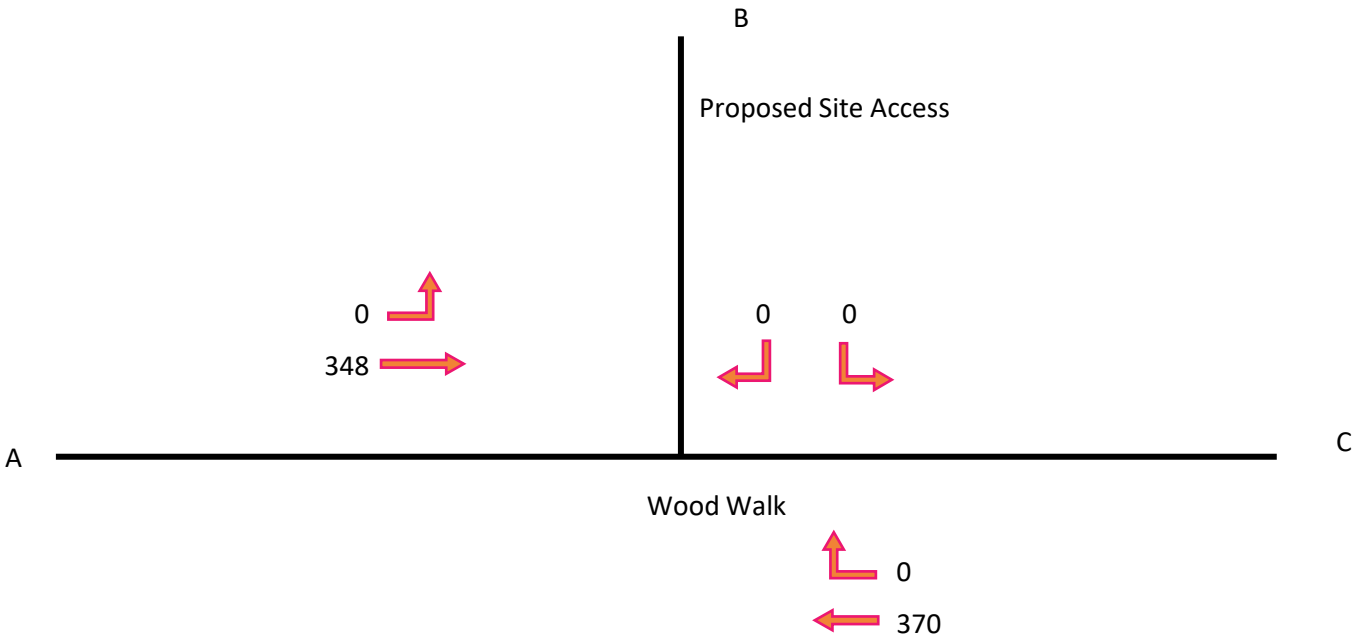
SWEPT PATH ANALYSIS

SCALE: 1:250 @A4

DATE: JULY 2021

DRAWING NUMBER 2100204

APPENDIX F: Flow Diagrams



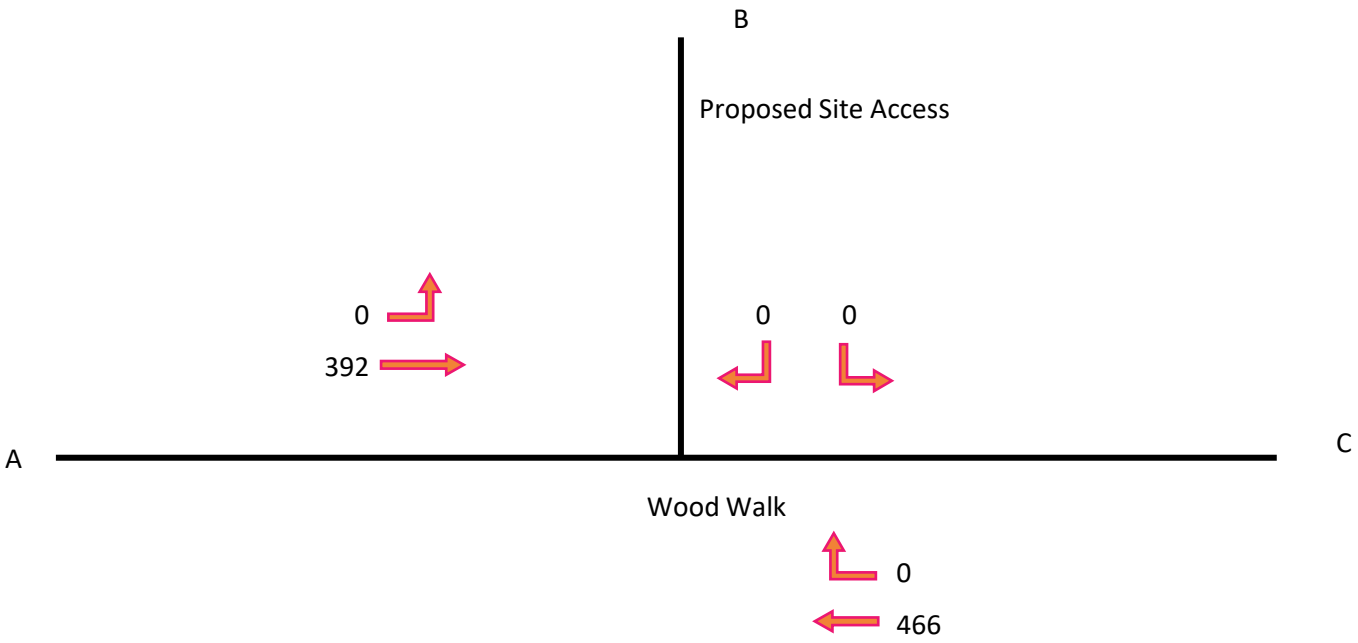
VIASOLUTIONS

Wood Walk, Hoyland

FIGURE 2

2021 AM FLOWS

(FLOWS IN PCUs)



VIASOLUTIONS

Wood Walk, Hoyland

FIGURE 3

2021 PM FLOWS

(FLOWS IN PCUs)



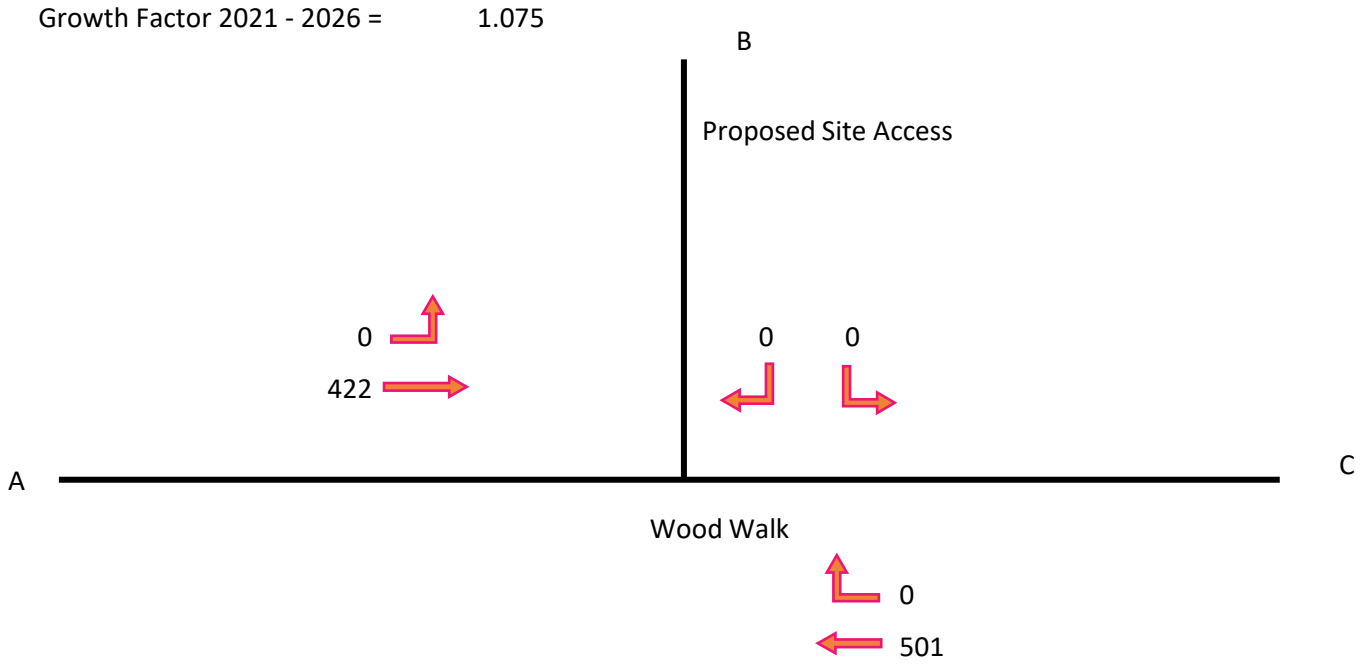
VIASOLUTIONS

Wood Walk, Hoyland

FIGURE 4

2026 AM FLOWS

(FLOWS IN PCUs)



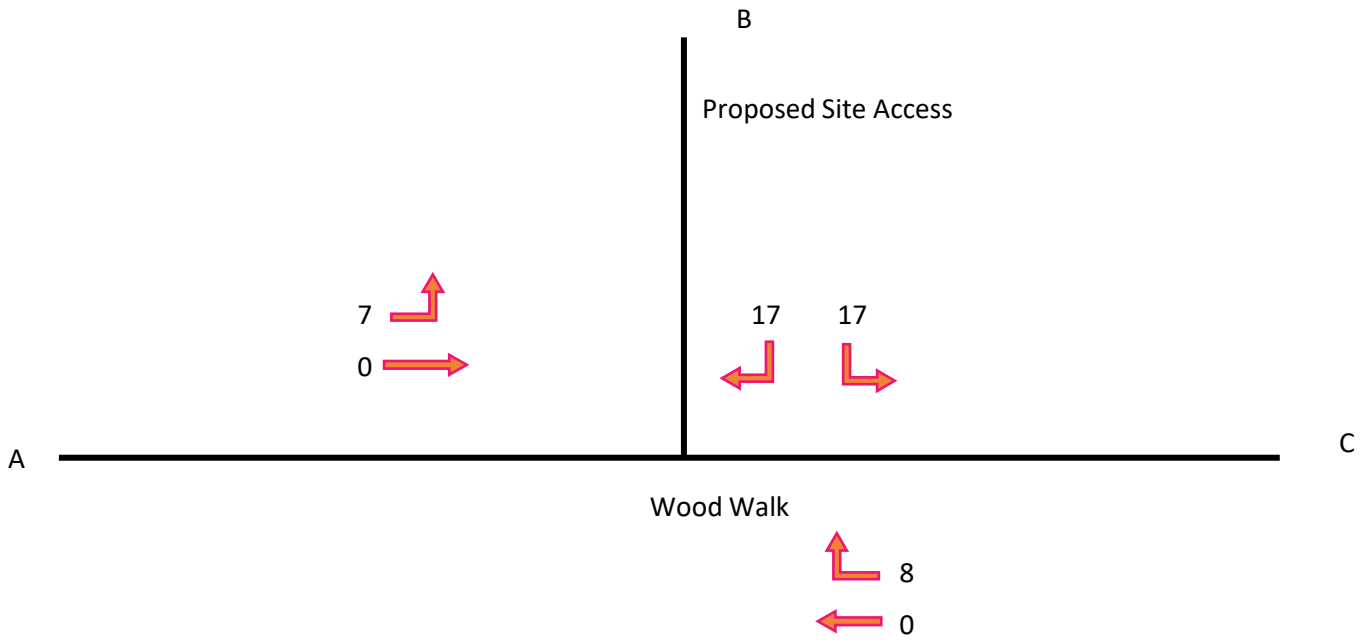
VIASOLUTIONS

Wood Walk, Hoyland

FIGURE 5

2026 PM FLOWS

(FLOWS IN PCUs)



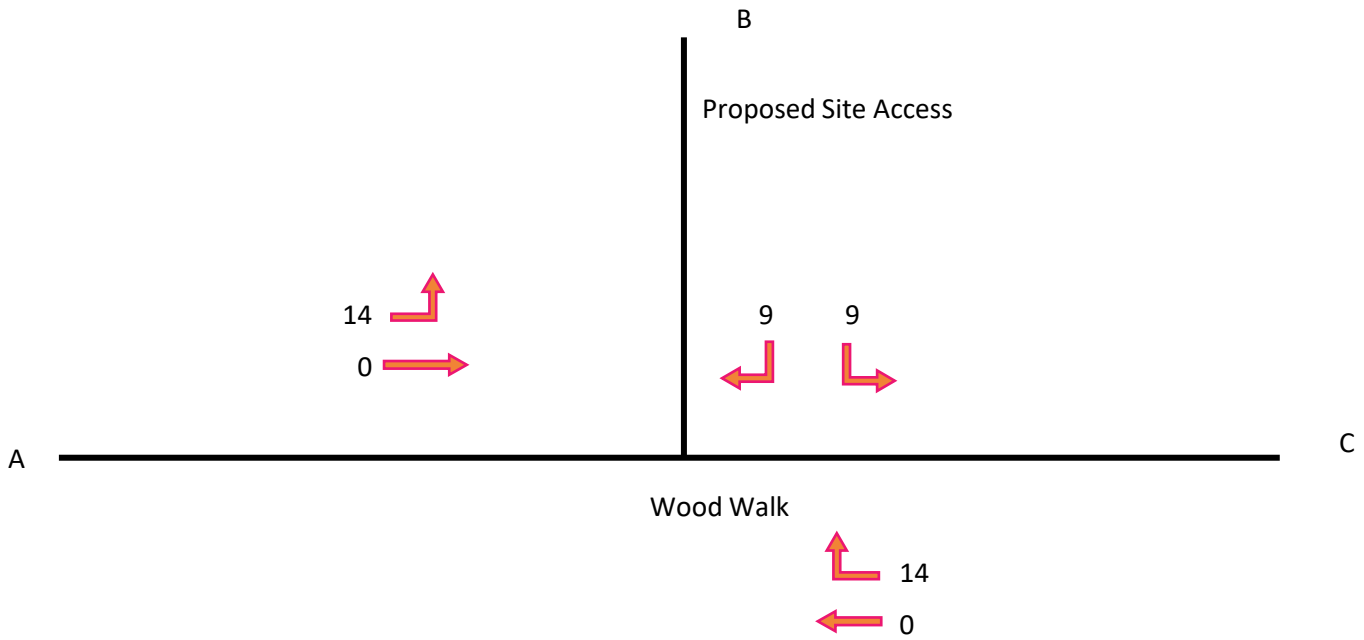
VIASOLUTIONS

Wood Walk, Hoyland

FIGURE 6

DEVELOPMENT AM FLOWS

(FLOWS IN PCUs)



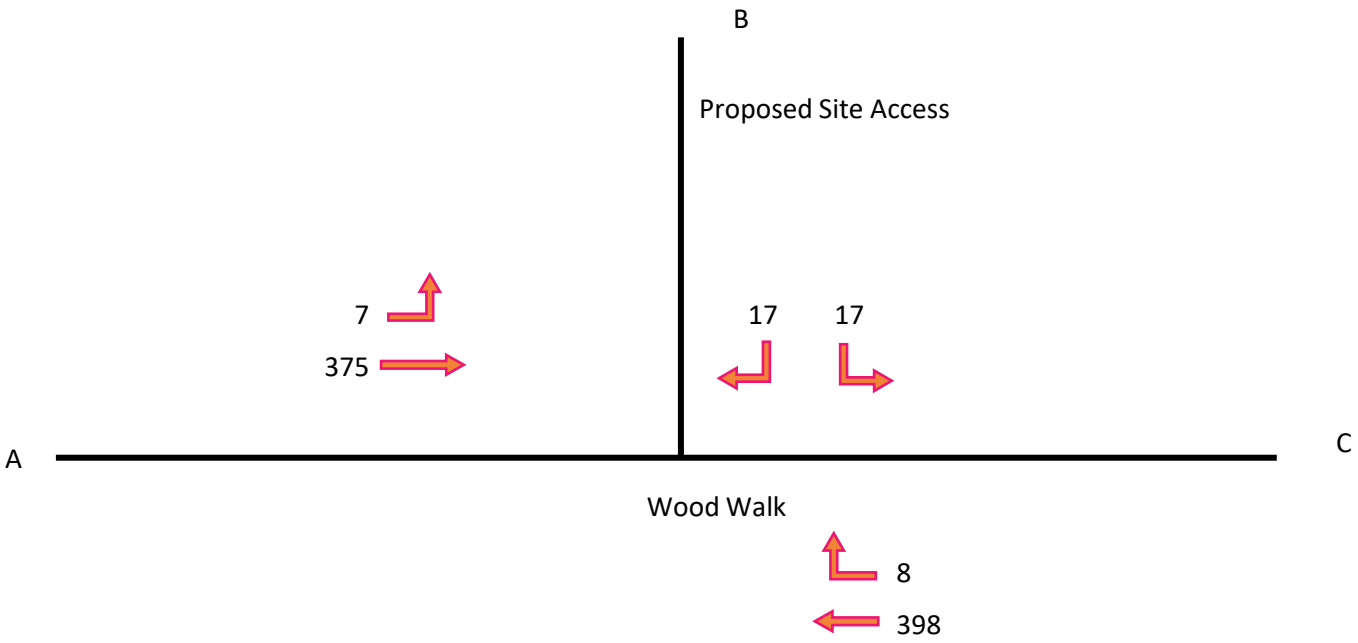
VIASOLUTIONS

Wood Walk, Hoyland

FIGURE 7

DEVELOPMENT PM FLOWS

(FLOWS IN PCUs)



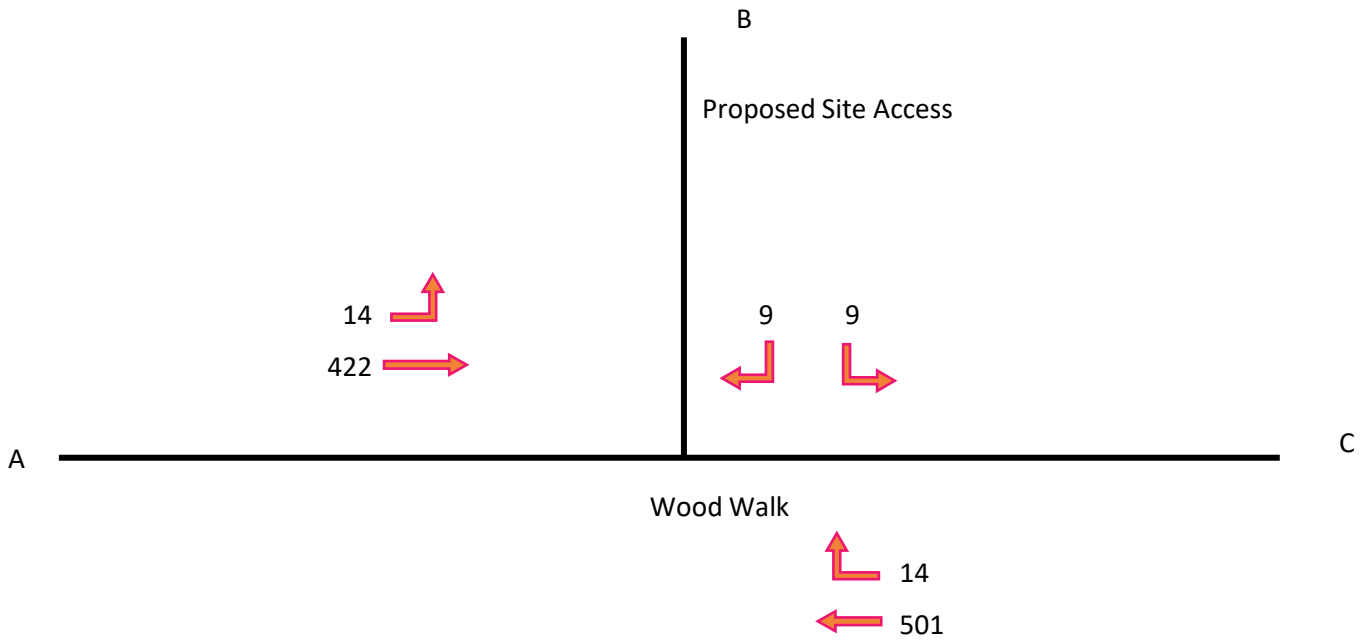
VIASOLUTIONS

Wood Walk, Hoyland

FIGURE 8

2026 + DEV AM FLOWS

(FLOWS IN PCUs)



VIASOLUTIONS

Wood Walk, Hoyland

FIGURE 9

2026 + DEV PM FLOWS

(FLOWS IN PCUs)

APPENDIX G: TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	DH	DURHAM	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 71 to 207 (units:)
Range Selected by User: 60 to 240 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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	3 days
Tuesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local 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	5
Village	2
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.

Secondary Filtering selection:

Use Class:

C3	8 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:

1,001 to 5,000	4 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	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	3 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	2 days
1.1 to 1.5	6 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	8 days

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

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

2 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

3 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

4 NE-03-A-03 PRIVATE HOUSES NORTH EAST LINCOLNSHIRE
STATION ROAD
SCUNTHORPE

Edge of Town Centre
Residential Zone
Total Number of dwellings: 180
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

5 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

6 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

7 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

8 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total Number of dwellings: 89
Survey date: MONDAY *21/11/16* *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.

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

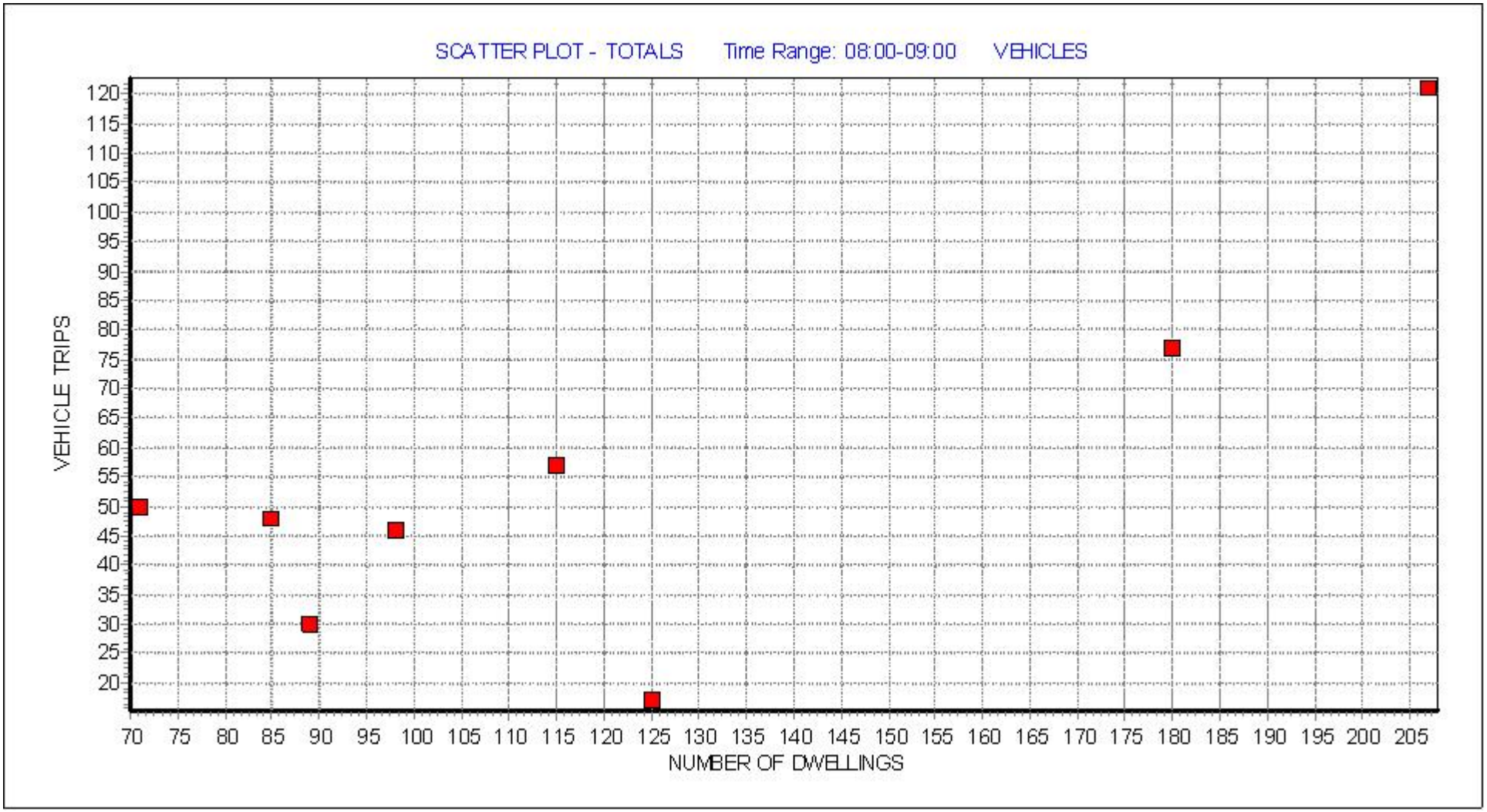
Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 7 WM-03-A-05 Tot: 0.337
85th Percentile = No. 2 CA-03-A-06 Tot: 0.585

Median Values		Mean Values	
Arrivals:	0.109	Arrivals:	0.132
Departures:	0.373	Departures:	0.333
Totals:	0.482	Totals:	0.465

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
2	CA-03-A-06	MIXED HOUSES	NEAR CAMBRIDGE	CAMBRIDGESHIRE	207	Fri	22/06/18	0.184	0.401	0.585	3.75
3	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.212	0.353	0.565	4.27
4	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	3.50
5	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	2.24
6	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	NORTH EAST LINCOLNS	180	Tue	20/05/14	0.144	0.283	0.427	2.68
7	WM-03-A-05	TERRACED & DET	COVENTRY	WEST MIDLANDS	89	Mon	21/11/16	0.079	0.258	0.337	1.12
8	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.032	0.104	0.136	0.99

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	DH	DURHAM	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 71 to 207 (units:)
Range Selected by User: 60 to 240 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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	3 days
Tuesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local 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	5
Village	2
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.

Secondary Filtering selection:

Use Class:

C3	8 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:

1,001 to 5,000	4 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	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	3 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	2 days
1.1 to 1.5	6 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	8 days

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

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

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CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

2 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

3 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

4 NE-03-A-03 PRIVATE HOUSES NORTH EAST LINCOLNSHIRE
STATION ROAD
SCUNTHORPE

Edge of Town Centre
Residential Zone
Total Number of dwellings: 180
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

5 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

6 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

7 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

8 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total Number of dwellings: 89
Survey date: MONDAY *21/11/16* *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.

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

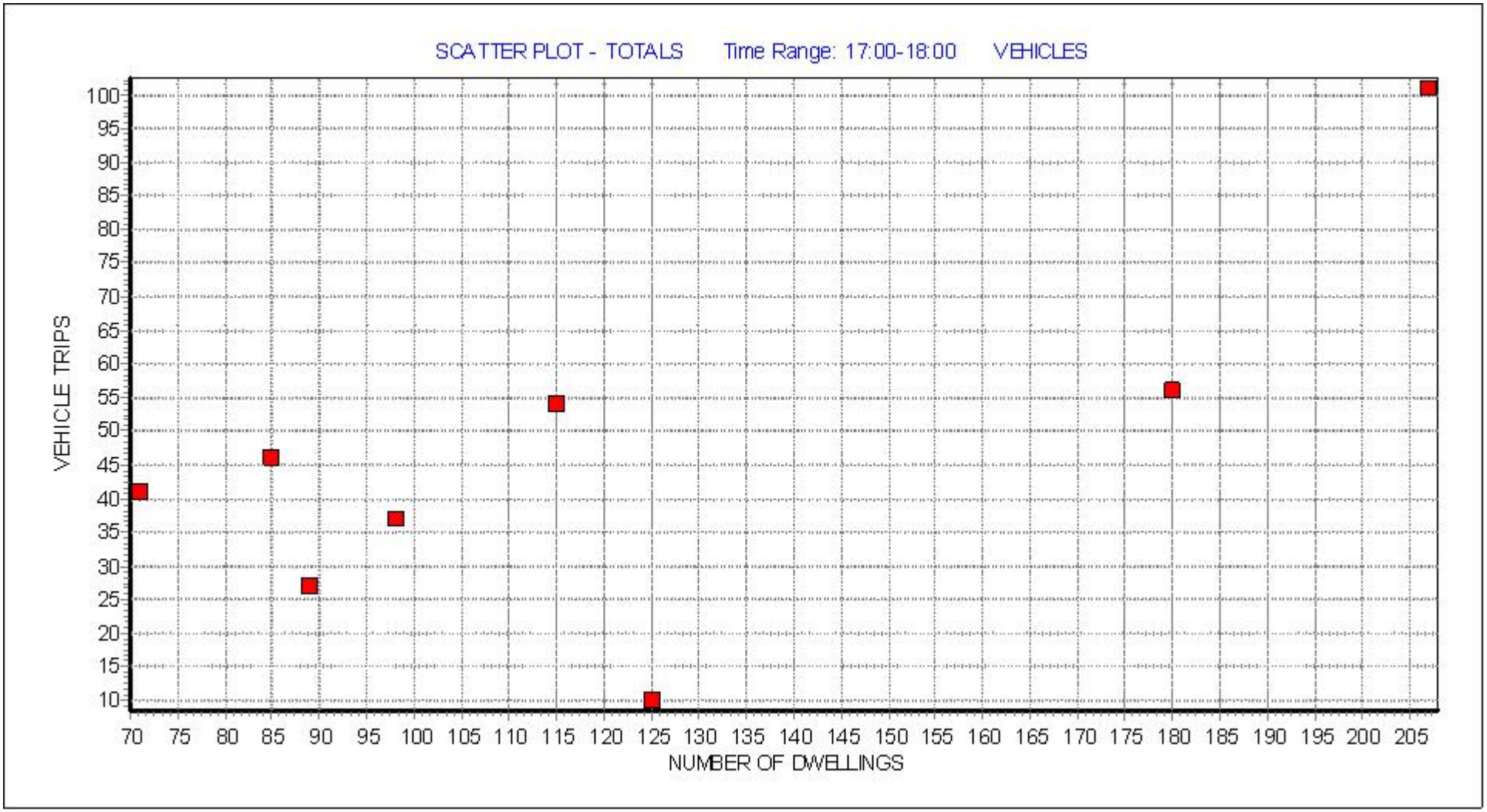
Ranking Type: TOTALS Time Range: 17:00-18:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 7 WM-03-A-05 Tot: 0.303
85th Percentile = No. 2 LE-03-A-02 Tot: 0.541

Median Values		Mean Values	
Arrivals:	0.265	Arrivals:	0.262
Departures:	0.158	Departures:	0.132
Totals:	0.424	Totals:	0.394

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
2	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.329	0.212	0.541	4.27
3	CA-03-A-06	MIXED HOUSES	NEAR CAMBRIDGE	CAMBRIDGESHIRE	207	Fri	22/06/18	0.348	0.140	0.488	3.75
4	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	3.50
5	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	2.24
6	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	NORTH EAST LINCOLNS	180	Tue	20/05/14	0.128	0.183	0.311	2.68
7	WM-03-A-05	TERRACED & DET	COVENTRY	WEST MIDLANDS	89	Mon	21/11/16	0.213	0.090	0.303	1.12
8	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.064	0.016	0.080	0.99

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

APPENDIX G: PICADY Results

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Wood Walk_Proposed Site Access.j9
Path: C:\Users\highw\Google Drive\21002 Woodwalk, Hoyland\PICADY
Report generation date: 13/07/2021 11:45:14

»2021, AM
»2021, PM
»2026, AM
»2026, PM
»2026 + Dev, AM
»2026 + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2021											
Stream B-AC	D1	0.0	0.00	0.00	A	900 %	D2	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	2026											
Stream B-AC	D3	0.0	0.00	0.00	A	900 %	D4	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	2026 + Dev											
Stream B-AC	D5	0.1	8.39	0.08	A	152 %	D6	0.0	8.61	0.05	A	130 %
Stream C-AB		0.0	4.58	0.02	A	[Stream B-AC]		0.1	4.39	0.04	A	[Stream B-AC]

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

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

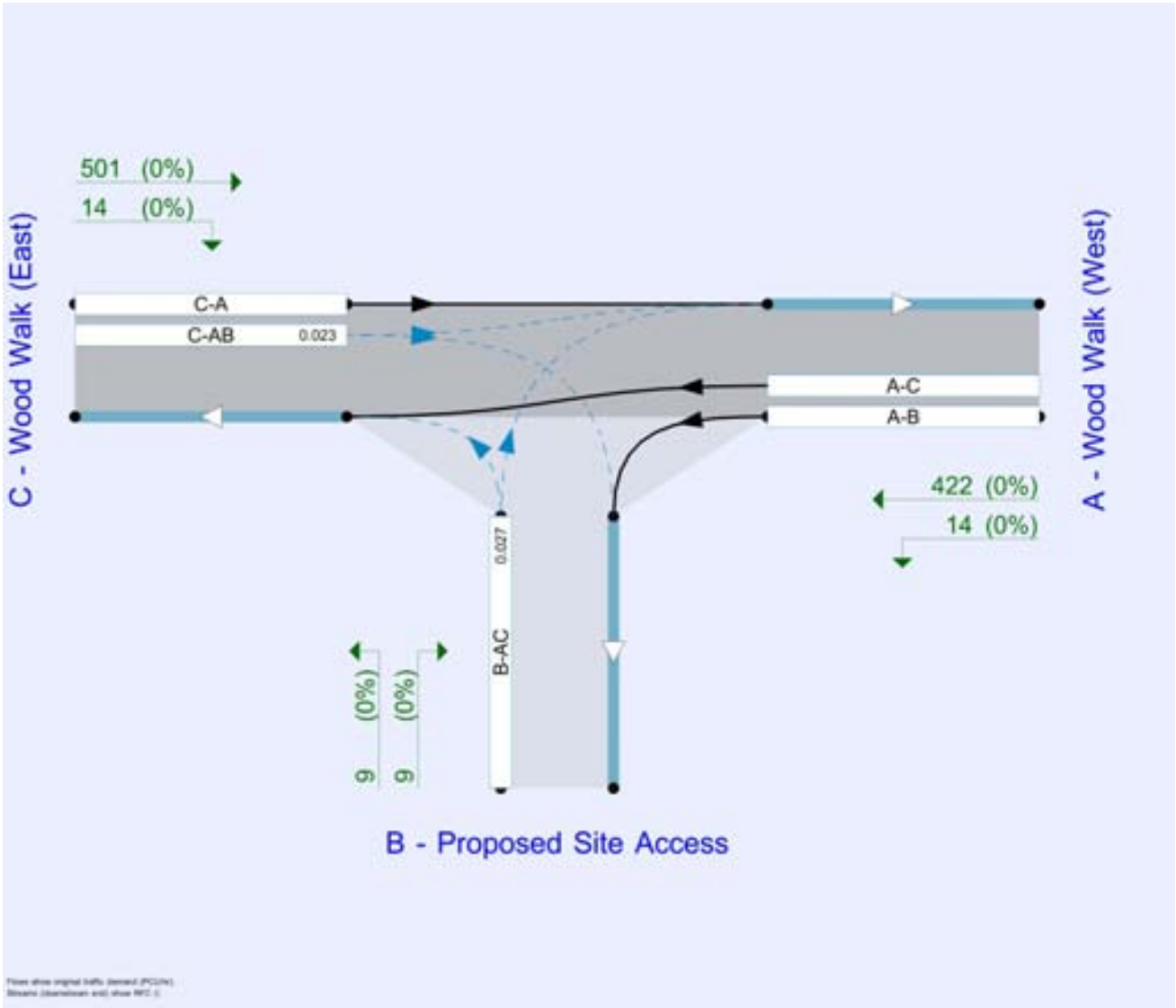
File summary

File Description

Title	
Location	
Site number	
Date	13/07/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PC2-ERIC-OFFICE\highw
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021	PM	ONE HOUR	15:45	17:15	15	✓
D3	2026	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026	PM	ONE HOUR	15:45	17:15	15	✓
D5	2026 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wood Walk / Proposed Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Arms

Arms

Arm	Name	Description	Arm type
A	Wood Walk (West)		Major
B	Proposed Site Access		Minor
C	Wood Walk (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Wood Walk (East)	7.32			155.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Proposed Site Access	One lane	4.11	23	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.094	0.239	0.150	0.341
B-C	707	0.102	0.258	-	-
C-B	664	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wood Walk (West)		ONE HOUR	✓	348	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - Wood Walk (East)		ONE HOUR	✓	370	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	0	348
	B - Proposed Site Access	0	0	0
	C - Wood Walk (East)	370	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	0	0
	B - Proposed Site Access	0	0	0
	C - Wood Walk (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					340	509
A-B					0	0
A-C					319	479

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	279	70			279				
A-B	0	0			0				
A-C	262	65			262				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	507	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	588	0.000	0	0.0	0.0	0.000	A
C-A	333	83			333				
A-B	0	0			0				
A-C	313	78			313				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	481	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	407	102			407				
A-B	0	0			0				
A-C	383	96			383				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	481	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	407	102			407				
A-B	0	0			0				
A-C	383	96			383				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	507	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	588	0.000	0	0.0	0.0	0.000	A
C-A	333	83			333				
A-B	0	0			0				
A-C	313	78			313				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	279	70			279				
A-B	0	0			0				
A-C	262	65			262				

2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wood Walk / Proposed Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wood Walk (West)		ONE HOUR	✓	392	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - Wood Walk (East)		ONE HOUR	✓	466	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	0	392
	B - Proposed Site Access	0	0	0
	C - Wood Walk (East)	466	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	0	0
	B - Proposed Site Access	0	0	0
	C - Wood Walk (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					428	641
A-B					0	0
A-C					360	540

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	509	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	592	0.000	0	0.0	0.0	0.000	A
C-A	351	88			351				
A-B	0	0			0				
A-C	295	74			295				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	487	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	419	105			419				
A-B	0	0			0				
A-C	352	88			352				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	456	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	513	128			513				
A-B	0	0			0				
A-C	432	108			432				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	456	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	513	128			513				
A-B	0	0			0				
A-C	432	108			432				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	487	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	419	105			419				
A-B	0	0			0				
A-C	352	88			352				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	509	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	592	0.000	0	0.0	0.0	0.000	A
C-A	351	88			351				
A-B	0	0			0				
A-C	295	74			295				

2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wood Walk / Proposed Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wood Walk (West)		ONE HOUR	✓	375	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - Wood Walk (East)		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	0	375
	B - Proposed Site Access	0	0	0
	C - Wood Walk (East)	398	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	0	0
	B - Proposed Site Access	0	0	0
	C - Wood Walk (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					365	548
A-B					0	0
A-C					344	516

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	595	0.000	0	0.0	0.0	0.000	A
C-A	300	75			300				
A-B	0	0			0				
A-C	282	71			282				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	358	89			358				
A-B	0	0			0				
A-C	337	84			337				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	470	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	438	110			438				
A-B	0	0			0				
A-C	413	103			413				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	470	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	438	110			438				
A-B	0	0			0				
A-C	413	103			413				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	358	89			358				
A-B	0	0			0				
A-C	337	84			337				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	595	0.000	0	0.0	0.0	0.000	A
C-A	300	75			300				
A-B	0	0			0				
A-C	282	71			282				

2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wood Walk / Proposed Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wood Walk (West)		ONE HOUR	✓	422	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - Wood Walk (East)		ONE HOUR	✓	501	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	0	422
	B - Proposed Site Access	0	0	0
	C - Wood Walk (East)	501	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	0	0
	B - Proposed Site Access	0	0	0
	C - Wood Walk (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					460	690
A-B					0	0
A-C					387	581

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	501	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	587	0.000	0	0.0	0.0	0.000	A
C-A	377	94			377				
A-B	0	0			0				
A-C	318	79			318				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	477	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	450	113			450				
A-B	0	0			0				
A-C	379	95			379				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	443	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	551	0.000	0	0.0	0.0	0.000	A
C-A	552	138			552				
A-B	0	0			0				
A-C	465	116			465				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	443	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	551	0.000	0	0.0	0.0	0.000	A
C-A	552	138			552				
A-B	0	0			0				
A-C	465	116			465				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	477	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	450	113			450				
A-B	0	0			0				
A-C	379	95			379				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	501	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	587	0.000	0	0.0	0.0	0.000	A
C-A	377	94			377				
A-B	0	0			0				
A-C	318	79			318				

2026 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wood Walk / Proposed Site Access	T-Junction	Two-way		0.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	152	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wood Walk (West)		ONE HOUR	✓	382	100.000
B - Proposed Site Access		ONE HOUR	✓	34	100.000
C - Wood Walk (East)		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	7	375
	B - Proposed Site Access	17	0	17
	C - Wood Walk (East)	398	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	0	0
	B - Proposed Site Access	0	0	0
	C - Wood Walk (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	8.39	0.1	A	31	47
C-AB	0.02	4.58	0.0	A	13	20
C-A					359	539
A-B					6	10
A-C					344	516

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	516	0.050	25	0.0	0.1	7.334	A
C-AB	10	2	795	0.012	10	0.0	0.0	4.585	A
C-A	296	74			296				
A-B	5	1			5				
A-C	282	71			282				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	495	0.062	31	0.1	0.1	7.742	A
C-AB	13	3	823	0.015	13	0.0	0.0	4.443	A
C-A	352	88			352				
A-B	6	2			6				
A-C	337	84			337				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	467	0.080	37	0.1	0.1	8.382	A
C-AB	18	4	863	0.021	18	0.0	0.0	4.258	A
C-A	429	107			429				
A-B	8	2			8				
A-C	413	103			413				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	467	0.080	37	0.1	0.1	8.386	A
C-AB	18	4	863	0.021	18	0.0	0.0	4.260	A
C-A	429	107			429				
A-B	8	2			8				
A-C	413	103			413				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	495	0.062	31	0.1	0.1	7.746	A
C-AB	13	3	823	0.016	13	0.0	0.0	4.443	A
C-A	352	88			352				
A-B	6	2			6				
A-C	337	84			337				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	516	0.050	26	0.1	0.1	7.342	A
C-AB	10	2	795	0.012	10	0.0	0.0	4.585	A
C-A	296	74			296				
A-B	5	1			5				
A-C	282	71			282				

2026 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wood Walk / Proposed Site Access	T-Junction	Two-way		0.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	130	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 + Dev	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wood Walk (West)		ONE HOUR	✓	436	100.000
B - Proposed Site Access		ONE HOUR	✓	18	100.000
C - Wood Walk (East)		ONE HOUR	✓	515	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	14	422
	B - Proposed Site Access	9	0	9
	C - Wood Walk (East)	501	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wood Walk (West)	B - Proposed Site Access	C - Wood Walk (East)
From	A - Wood Walk (West)	0	0	0
	B - Proposed Site Access	0	0	0
	C - Wood Walk (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	8.61	0.0	A	17	25
C-AB	0.04	4.39	0.1	A	28	42
C-A					445	667
A-B					13	19
A-C					387	581

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	497	0.027	13	0.0	0.0	7.442	A
C-AB	19	5	839	0.023	19	0.0	0.0	4.391	A
C-A	369	92			369				
A-B	11	3			11				
A-C	318	79			318				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	472	0.034	16	0.0	0.0	7.890	A
C-AB	26	6	877	0.030	26	0.0	0.0	4.230	A
C-A	437	109			437				
A-B	13	3			13				
A-C	379	95			379				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	438	0.045	20	0.0	0.0	8.611	A
C-AB	38	9	931	0.041	38	0.0	0.1	4.029	A
C-A	529	132			529				
A-B	15	4			15				
A-C	465	116			465				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	438	0.045	20	0.0	0.0	8.613	A
C-AB	38	9	931	0.041	38	0.1	0.1	4.029	A
C-A	529	132			529				
A-B	15	4			15				
A-C	465	116			465				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	472	0.034	16	0.0	0.0	7.891	A
C-AB	26	6	877	0.030	26	0.1	0.0	4.231	A
C-A	437	109			437				
A-B	13	3			13				
A-C	379	95			379				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	497	0.027	14	0.0	0.0	7.446	A
C-AB	19	5	839	0.023	19	0.0	0.0	4.391	A
C-A	369	92			369				
A-B	11	3			11				
A-C	318	79			318				


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