



SCHEDULE OF ACCOMMODATION PER SIMION

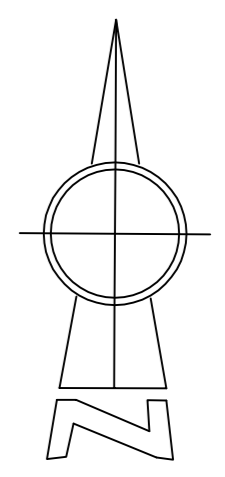
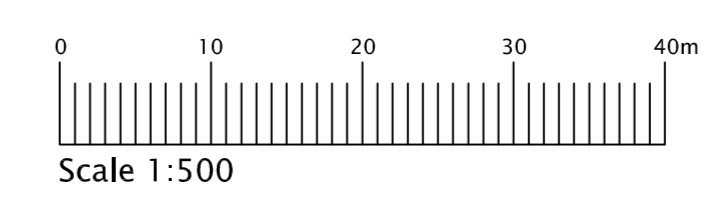
Housetype	No.	Housetype	No.	Housetype	No.
Brampton 2 Storey 2 Bed Semi Detached	4	Rufford detached 2 Storey 3 Bed Detached House	16	Chedworth 2 Storey 4 Bed Detached House	8
Bickleigh 2 1/2 Storey 3 Bed Terraced House	7	Rufford semi 2 Storey 3 Bed Semi Detached	10	Kendal 2 Storey 4 Bed Detached House	7
Willow Bungalow 2 Bed Semi Detached	4	Souter 2 1/2 Storey 3 Bed Semi Detached / Terraced House	9	Winstar 2 Storey 4 Bed Detached House	11
Alnwick 2 Storey 2 Bed Semi detached / Terraced House	12	Clayton Corner 2 Storey 3 Bed Detached House	7		
Hambury 2 Storey 3 Bed Semi Detached / Terraced House	20	Roseberry 2 Storey 4 Bed Detached House	16		
Hatfield 2 Storey 3 Bed Detached House	15	Lumley 2 1/2 Storey 4 Bed Detached House	4		
					Total = 150

KEY:

- DENOTES 1800 HIGH CLOSE BOARDED FENCE
- DENOTES 900 HIGH 2 POST AND RAIL TIMBER FENCE
- DENOTES 1800 HIGH SCREEN WALL / FENCE
- DENOTES 450 HIGH TIMBER RACECOURSE FENCE TO POND
- DENOTES 450 KNEE RAIL TIMBER FENCE TO FRONT OF HEDGE
- DENOTES AFFORDABLE HOUSING
- DENOTES PROPOSED TREES
- EXISTING TREE (REMOVED)
- EXISTING TREE (RETAINED)
- HIBERNACULA
- BLOCK PAVING
- TURF PLANTING AREA
- ROUGH GRASS AREA
- MARSH GRASS AREA

FOR FULL LANDSCAPE DETAILS SEE LANDSCAPE ARCHITECTS PLANS

PARKING SPACES TO BE 5m X 2.5m
 ALL DRIVEWAYS ARE A MIN OF 5.6m LONG
 SINGLE DRIVES ARE 3m WIDE
 DOUBLE DRIVES ARE 6m WIDE
 6m X 3m GARAGES ARE INDICATED ON PLAN



Rev A - 03.03.17 - CJB
 Substation added & layout revised to incorporate drainage, scheme reduced to 150 plots.

PERSIMMON
 Together, we make a home

Proposed Residential Development
 Lundhill Road, Wombwell

Proposed Planning Layout

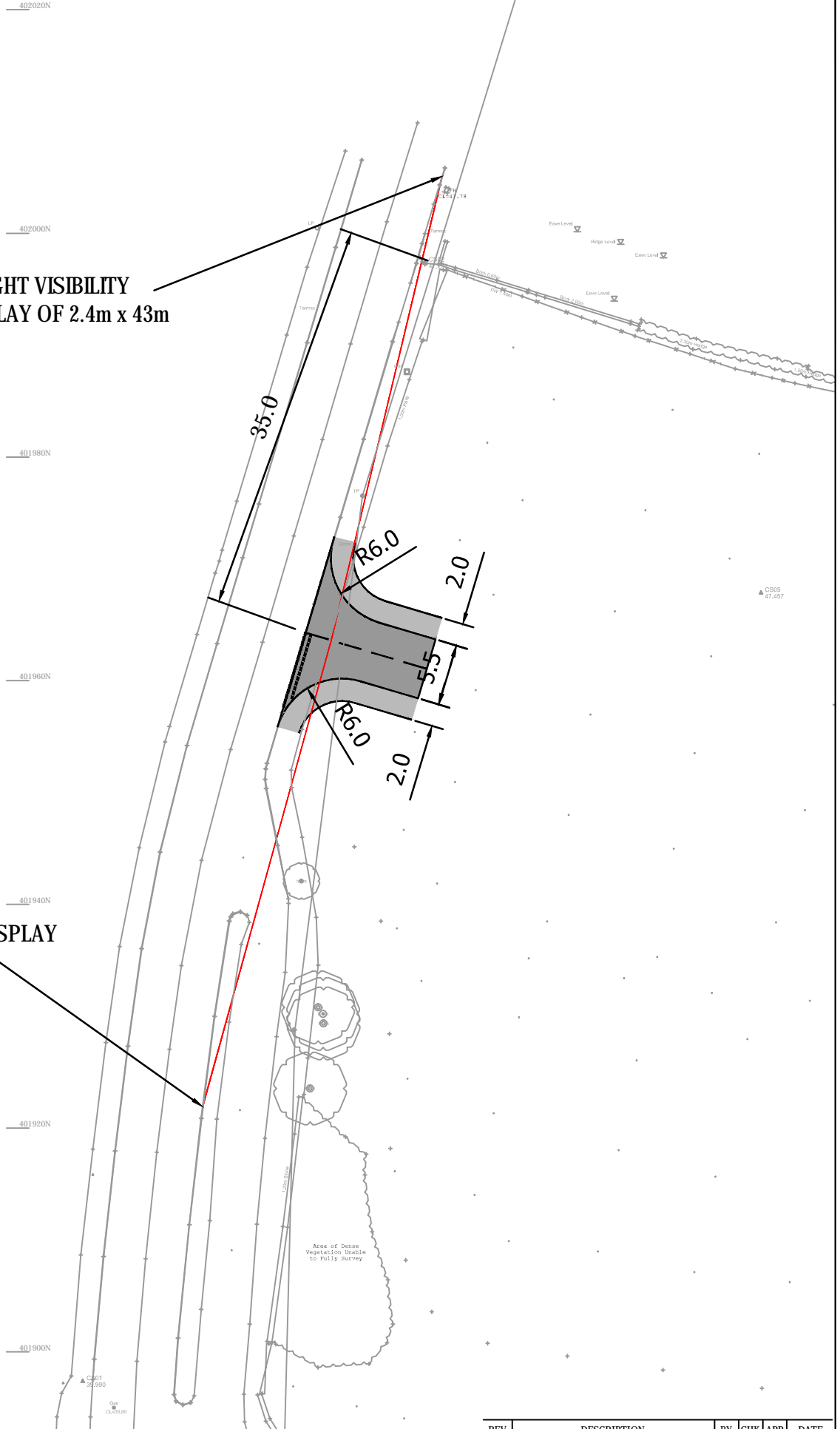
Scale 1:500@A0 Drawing Number
 Drawn By CJB LRW-2017-001A
 Checked By SAC FEB 17

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS



RIGHT VISIBILITY
SPLAY OF 2.4m x 43m

LEFT VISIBILITY
SPLAY OF 2.4m x 43m



FILENAME: W:\PROJECTS\A098689\ACAD\DWG\TRANSPORT PLANNING\SKETCHES\SK 001.DWG; PROPOSED SITE ACCESS.DWG | PLOTTED BY: ANARJIT BILWANI |

AREDALE COURT
HEADINGLEY
LEEDS
LS10 2JL
TEL: +44 (0)113 278 7111
FAX: +44 (0)113 278 3487
e-mail: leeds@wyg.com



Client
PERSIMMONS

Project:
LUNDHILL ROAD, WOMBWELL

Drawing Title:
ACCESS

REV	DESCRIPTION	BY	CHK	APP	DATE

Scale @ A4 1:500	Drawn AB	Date JULY 16	Checked	Date	Approved	Date
Project No. A098689	Office 21	Type TP	Drawing No. SK 001	Revision P1		



APPENDIX J

Calculation Reference: AUDIT-705101-160815-0806

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 52 to 237 (units:)
 Range Selected by User: 50 to 250 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

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	3 days
Wednesday	2 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known

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

Filtering Stage 3 selection:

Use Class:

C3	15 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	2 days
5,001 to 10,000	4 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	2 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
25,001 to 50,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	2 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	3 days
1.1 to 1.5	12 days

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

Travel Plan:

Yes	1 days
No	14 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09			Survey Type: MANUAL
2	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 129 Survey date: TUESDAY 14/10/08			Survey Type: MANUAL
3	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 Survey date: FRIDAY 25/09/15			Survey Type: MANUAL
4	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15			Survey Type: MANUAL
5	EX-03-A-01	SEMI-DET.		ESSEX
	MILTON ROAD CORRINGHAM STANFORD-LE-HOPE Edge of Town Residential Zone Total Number of dwellings: 237 Survey date: TUESDAY 13/05/08			Survey Type: MANUAL
6	FA-03-A-02	MIXED HOUSES		FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 161 Survey date: WEDNESDAY 29/05/13			Survey Type: MANUAL
7	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

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-06 HORSEFAIR	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11			
9	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING		Survey Type: MANUAL NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13			
10	NY-03-A-10 BOROUGHBRIDGE ROAD	HOUSES AND FLATS		Survey Type: MANUAL NORTH YORKSHIRE
	RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13			
11	SC-03-A-04 HIGH ROAD	DETACHED & TERRACED		Survey Type: MANUAL SURREY
	BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14			
12	SH-03-A-04 ST MICHAEL'S STREET	TERRACED		Survey Type: MANUAL SHROPSHIRE
	SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108 Survey date: THURSDAY 11/06/09			
13	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD	SEMI-DETACHED/TERRACED		Survey Type: MANUAL SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13			
14	SY-03-A-01 A19 BENTLEY ROAD BENTLEY RISE DONCASTER	SEMI DETACHED HOUSES		Survey Type: MANUAL SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 Survey date: WEDNESDAY 18/09/13			

LIST OF SITES relevant to selection parameters (Cont.)

15	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	105	0.075	15	105	0.266	15	105	0.341
08:00 - 09:00	15	105	0.142	15	105	0.370	15	105	0.512
09:00 - 10:00	15	105	0.153	15	105	0.176	15	105	0.329
10:00 - 11:00	15	105	0.133	15	105	0.175	15	105	0.308
11:00 - 12:00	15	105	0.149	15	105	0.150	15	105	0.299
12:00 - 13:00	15	105	0.177	15	105	0.154	15	105	0.331
13:00 - 14:00	15	105	0.175	15	105	0.164	15	105	0.339
14:00 - 15:00	15	105	0.150	15	105	0.163	15	105	0.313
15:00 - 16:00	15	105	0.269	15	105	0.188	15	105	0.457
16:00 - 17:00	15	105	0.278	15	105	0.171	15	105	0.449
17:00 - 18:00	15	105	0.331	15	105	0.184	15	105	0.515
18:00 - 19:00	15	105	0.206	15	105	0.154	15	105	0.360
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.238			2.315			4.553

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 237 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	105	0.006	15	105	0.004	15	105	0.010
08:00 - 09:00	15	105	0.003	15	105	0.004	15	105	0.007
09:00 - 10:00	15	105	0.004	15	105	0.003	15	105	0.007
10:00 - 11:00	15	105	0.002	15	105	0.001	15	105	0.003
11:00 - 12:00	15	105	0.003	15	105	0.003	15	105	0.006
12:00 - 13:00	15	105	0.003	15	105	0.003	15	105	0.006
13:00 - 14:00	15	105	0.003	15	105	0.002	15	105	0.005
14:00 - 15:00	15	105	0.003	15	105	0.003	15	105	0.006
15:00 - 16:00	15	105	0.008	15	105	0.006	15	105	0.014
16:00 - 17:00	15	105	0.003	15	105	0.004	15	105	0.007
17:00 - 18:00	15	105	0.004	15	105	0.003	15	105	0.007
18:00 - 19:00	15	105	0.002	15	105	0.003	15	105	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.039			0.083

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 237 (units:)
 Survey date date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	105	0.001	15	105	0.001	15	105	0.002
08:00 - 09:00	15	105	0.002	15	105	0.001	15	105	0.003
09:00 - 10:00	15	105	0.003	15	105	0.001	15	105	0.004
10:00 - 11:00	15	105	0.002	15	105	0.002	15	105	0.004
11:00 - 12:00	15	105	0.003	15	105	0.002	15	105	0.005
12:00 - 13:00	15	105	0.004	15	105	0.004	15	105	0.008
13:00 - 14:00	15	105	0.004	15	105	0.004	15	105	0.008
14:00 - 15:00	15	105	0.001	15	105	0.003	15	105	0.004
15:00 - 16:00	15	105	0.001	15	105	0.001	15	105	0.002
16:00 - 17:00	15	105	0.000	15	105	0.001	15	105	0.001
17:00 - 18:00	15	105	0.001	15	105	0.001	15	105	0.002
18:00 - 19:00	15	105	0.001	15	105	0.001	15	105	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.022			0.045

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	105	0.000	15	105	0.000	15	105	0.000
08:00 - 09:00	15	105	0.001	15	105	0.001	15	105	0.002
09:00 - 10:00	15	105	0.000	15	105	0.000	15	105	0.000
10:00 - 11:00	15	105	0.000	15	105	0.000	15	105	0.000
11:00 - 12:00	15	105	0.002	15	105	0.002	15	105	0.004
12:00 - 13:00	15	105	0.000	15	105	0.000	15	105	0.000
13:00 - 14:00	15	105	0.000	15	105	0.000	15	105	0.000
14:00 - 15:00	15	105	0.000	15	105	0.000	15	105	0.000
15:00 - 16:00	15	105	0.000	15	105	0.000	15	105	0.000
16:00 - 17:00	15	105	0.000	15	105	0.000	15	105	0.000
17:00 - 18:00	15	105	0.000	15	105	0.000	15	105	0.000
18:00 - 19:00	15	105	0.000	15	105	0.000	15	105	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	105	0.005	15	105	0.013	15	105	0.018
08:00 - 09:00	15	105	0.002	15	105	0.018	15	105	0.020
09:00 - 10:00	15	105	0.002	15	105	0.006	15	105	0.008
10:00 - 11:00	15	105	0.003	15	105	0.007	15	105	0.010
11:00 - 12:00	15	105	0.003	15	105	0.003	15	105	0.006
12:00 - 13:00	15	105	0.005	15	105	0.004	15	105	0.009
13:00 - 14:00	15	105	0.004	15	105	0.003	15	105	0.007
14:00 - 15:00	15	105	0.004	15	105	0.004	15	105	0.008
15:00 - 16:00	15	105	0.015	15	105	0.007	15	105	0.022
16:00 - 17:00	15	105	0.015	15	105	0.005	15	105	0.020
17:00 - 18:00	15	105	0.018	15	105	0.011	15	105	0.029
18:00 - 19:00	15	105	0.013	15	105	0.006	15	105	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.087			0.176

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 237 (units:)
 Survey date date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	105	0.085	15	105	0.321	15	105	0.406
08:00 - 09:00	15	105	0.180	15	105	0.534	15	105	0.714
09:00 - 10:00	15	105	0.181	15	105	0.233	15	105	0.414
10:00 - 11:00	15	105	0.165	15	105	0.222	15	105	0.387
11:00 - 12:00	15	105	0.189	15	105	0.196	15	105	0.385
12:00 - 13:00	15	105	0.225	15	105	0.187	15	105	0.412
13:00 - 14:00	15	105	0.228	15	105	0.213	15	105	0.441
14:00 - 15:00	15	105	0.188	15	105	0.208	15	105	0.396
15:00 - 16:00	15	105	0.402	15	105	0.251	15	105	0.653
16:00 - 17:00	15	105	0.370	15	105	0.233	15	105	0.603
17:00 - 18:00	15	105	0.430	15	105	0.238	15	105	0.668
18:00 - 19:00	15	105	0.270	15	105	0.217	15	105	0.487
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.913			3.053			5.966

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 237 (units:)
 Survey date date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	105	0.030	15	105	0.073	15	105	0.103
08:00 - 09:00	15	105	0.050	15	105	0.166	15	105	0.216
09:00 - 10:00	15	105	0.054	15	105	0.069	15	105	0.123
10:00 - 11:00	15	105	0.050	15	105	0.055	15	105	0.105
11:00 - 12:00	15	105	0.033	15	105	0.031	15	105	0.064
12:00 - 13:00	15	105	0.043	15	105	0.031	15	105	0.074
13:00 - 14:00	15	105	0.031	15	105	0.043	15	105	0.074
14:00 - 15:00	15	105	0.041	15	105	0.052	15	105	0.093
15:00 - 16:00	15	105	0.157	15	105	0.076	15	105	0.233
16:00 - 17:00	15	105	0.099	15	105	0.056	15	105	0.155
17:00 - 18:00	15	105	0.079	15	105	0.040	15	105	0.119
18:00 - 19:00	15	105	0.062	15	105	0.047	15	105	0.109
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.729			0.739			1.468

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 237 (units:)
 Survey date date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	105	0.001	15	105	0.011	15	105	0.012
08:00 - 09:00	15	105	0.003	15	105	0.013	15	105	0.016
09:00 - 10:00	15	105	0.001	15	105	0.007	15	105	0.008
10:00 - 11:00	15	105	0.003	15	105	0.006	15	105	0.009
11:00 - 12:00	15	105	0.004	15	105	0.007	15	105	0.011
12:00 - 13:00	15	105	0.006	15	105	0.008	15	105	0.014
13:00 - 14:00	15	105	0.006	15	105	0.001	15	105	0.007
14:00 - 15:00	15	105	0.003	15	105	0.004	15	105	0.007
15:00 - 16:00	15	105	0.003	15	105	0.005	15	105	0.008
16:00 - 17:00	15	105	0.005	15	105	0.003	15	105	0.008
17:00 - 18:00	15	105	0.013	15	105	0.002	15	105	0.015
18:00 - 19:00	15	105	0.011	15	105	0.000	15	105	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.067			0.126

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 237 (units:)
 Survey date date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	105	0.120	15	105	0.418	15	105	0.538
08:00 - 09:00	15	105	0.236	15	105	0.731	15	105	0.967
09:00 - 10:00	15	105	0.237	15	105	0.315	15	105	0.552
10:00 - 11:00	15	105	0.221	15	105	0.291	15	105	0.512
11:00 - 12:00	15	105	0.229	15	105	0.236	15	105	0.465
12:00 - 13:00	15	105	0.279	15	105	0.229	15	105	0.508
13:00 - 14:00	15	105	0.268	15	105	0.259	15	105	0.527
14:00 - 15:00	15	105	0.237	15	105	0.269	15	105	0.506
15:00 - 16:00	15	105	0.577	15	105	0.340	15	105	0.917
16:00 - 17:00	15	105	0.489	15	105	0.298	15	105	0.787
17:00 - 18:00	15	105	0.540	15	105	0.292	15	105	0.832
18:00 - 19:00	15	105	0.356	15	105	0.271	15	105	0.627
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.789			3.949			7.738

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 52 - 237 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



APPENDIX K

Table A AM Peak (08:00 to 08:59)

Trip purpose to and from with trip start time between 08:00 and 08:59, Monday to Friday (car / van driver trips only): Great Britain: 2008/12

Trip purpose to	Trip purpose from																				Home	% Home	All purposes		
	Work	In course of work	Education	Food shopping	Non food shopping	Personal business medical	Personal business eat / drink	Personal business other	Eat / drink with friends	Visit friends	Other social	Entertain / public activity	Sport: participate	Holiday: base	Day trip / just walk	Other non-escort	Escort home	Escort work	Escort in course of work	Escort education				Escort shopping / personal business	Other escort
Work	0	106	0	49	66	53	2	99	10	159	1	62	27	66	31	0	11	564	3	2,219	699	402	20,566	48.8%	25,194
In course of work	274	312	5	6	8	5	0	9	1	26	1	6	2	29	2	0	1	42	13	191	32	16	2,428	5.8%	3,408
Education	2	3	0	0	0	0	0	2	0	17	0	1	0	11	0	0	0	9	1	21	1	5	620	1.5%	693
Food shopping	15	5	0	5	2	5	0	13	2	7	1	5	2	4	1	0	0	31	1	250	28	8	886	2.1%	1,270
Non food shopping	14	1	0	9	4	8	0	10	0	8	0	2	2	12	3	0	1	25	0	173	25	9	791	1.9%	1,097
Personal business medical	15	2	0	2	4	3	0	4	2	8	0	0	0	2	0	0	3	11	0	43	7	6	761	1.8%	873
Personal business eat / drink	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0
Personal business other	17	2	0	5	9	2	0	18	1	2	1	8	7	0	0	0	31	0	88	20	8	1,046	2.5%	1,282	
Eat / drink with friends	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	8	1	2	20	0.0%	35
Visit friends	16	2	1	7	9	0	0	9	0	11	0	0	0	5	4	0	0	19	0	125	8	8	616	1.5%	841
Other social	0	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	8	0	0	32	0.1%	44
Entertain / public activity	1	0	0	4	2	0	0	5	0	8	0	2	0	2	1	0	0	17	0	56	6	6	477	1.1%	585
Sport: participate	1	0	0	0	0	0	0	4	1	1	0	1	0	8	0	0	0	2	3	31	0	0	351	0.8%	403
Holiday: base	0	2	0	4	8	0	0	3	0	0	0	0	0	2	1	0	0	5	0	7	1	1	31	0.1%	63
Day trip / just walk	0	0	0	2	2	0	0	3	0	8	0	0	0	13	1	0	0	8	0	53	4	3	361	0.9%	459
Other non-escort	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	11	0.0%	13
Escort home	0	0	0	2	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	4	4	18	0.0%	34
Escort work	3	3	0	1	2	1	0	8	1	17	0	1	0	4	0	0	23	0	58	18	8	1,270	3.0%	1,418	
Escort in course of work	1	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	34	0.1%	41
Escort education	43	1	0	7	8	3	0	11	0	88	2	0	0	17	0	0	1	89	0	563	99	48	9,582	22.7%	10,562
Escort shopping / personal business	4	2	0	0	5	1	0	2	1	19	0	0	0	2	0	0	21	0	168	29	25	1,498	3.6%	1,776	
Other escort	9	4	0	6	5	0	0	4	0	6	0	0	0	7	1	0	1	22	0	60	16	21	779	1.8%	941
Home	439	118	2	240	332	114	0	185	3	118	3	98	75	17	188	2	9	779	28	3,585	316	211	42,178		6,863
% Home	6.4%	1.7%	0.0%	3.5%	4.8%	1.7%	0.0%	2.7%	0.0%	1.7%	0.0%	1.4%	1.1%	0.2%	2.7%	0.0%	0.1%	11.4%	0.4%	52.2%	4.6%	3.1%			
All purposes	855	566	8	349	468	196	2	387	23	520	11	179	110	213	240	4	27	1,700	48	7,707	1,314	791	20,566	48.8%	25,194
Unweighted sample size: trip	796	541	8	340	468	186	2	374	22	489	11	168	112	210	248	4	22	1,477	44	7,305	1,222	758	39,290		54,097

Telephone: 020 7944 3097
Email: national.travelsurvey@dtf.gsi.gov.uk

Source: National Travel Survey, Department for Transport

AM Peak Car Arrivals

Work Trips	19.9%
Education	52.3%
Other Trips	27.9%

AM Peak Car Departures

Work Trips	57.6%
Education	24.2%
Other Trips	18.2%

Education Escort Linked Trips

	Trips	%	Next stage journey purpose
Trips from Escort education to Home	3,585	50%	
Trips from Escort education to Work	2,468	35%	8.4%
Trips from Escort education to Other	1,070	15%	3.6%

AM Peak Car Departures Adjusted for Education Escort Linked Trips

Work Trips	66.0%	(8.4% via Escort education)
Education	12.2%	
Other Trips	21.8%	(3.6% via Escort education)

Table B PM Peak (17:00 to 17:59)

Trip purpose to and from with trip start time between 17:00 and 17:59, Monday to Friday (car / van driver trips only): Great Britain: 2008/12

Trip purpose to	Trip purpose from																				Home	% Home	All purposes		
	Work	In course of work	Education	Food shopping	Non food shopping	Personal business medical	Personal business eat / drink	Personal business other	Eat / drink with friends	Visit friends	Other social	Entertain / public activity	Sport: participate	Holiday: base	Day trip / just walk	Other non-escort	Escort home	Escort work	Escort in course of work	Escort education				Escort shopping / personal business	Other escort
Work	0	59	1	6	18	2	0	6	0	24	0	1	1	2	0	0	5	9	0	2	2	15	1,068	10.7%	1,218
In course of work	155	181	0	7	3	5	1	5	0	2	1	5	2	0	0	3	0	0	2	1	0	4	250	2.5%	622
Education	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	5	29	0.3%	49	
Food shopping	536	45	4	35	54	21	1	42	8	59	3	18	13	15	16	0	12	37	0	18	30	47	990	9.9%	2,004
Non food shopping	304	30	1	23	52	11	0	19	2	46	2	8	2	7	3	0	6	16	0	5	15	35	541	5.4%	1,128
Personal business medical	43	4	0	5	5	6	0	1	0	8	0	0	0	0	0	0	1	0	0	0	0	1	161	1.6%	237
Personal business eat / drink	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.0%	8
Personal business other	183	15	0	16	15	1	0	34	0	20	1	2	5	8	0	0	5	7	1	3	11	14	671	6.7%	1,013
Eat / drink with friends	61	5	0	2	10	3	0	6	2	21	0	10	1	13	12	0	1	7	0	3	4	28	259	2.6%	449
Visit friends	509	56	2	55	74	19	0	48	4	101	3	23	9	9	22	0	15	36	0	8	25	48	1,133	11.4%	2,198
Other social	35	5	1	1	8	1	0	3	0	3	2	4	3	0	0	0	0	0	0	0	0	5	99	1.0%	170
Entertain / public activity	283	24	2	6	11	0	0	8	9	19	1	9	1	6	1	0	3	8	0	3	3	24	908	9.1%	1,329
Sport: participate	122	8	1	1	2	1	0	3	0	11	0	0	2	4	0	0	5	0	1	0	10	401	4.0%	570	
Holiday: base	71	26	3	20	22	0	0	6	4	18	3	9	5	1	66	0	0	1	0	0	1	4	38	0.4%	298
Day trip / just walk	33	1	0	3	4	1	0	7	2	9	0	1	0	8	11	0	1	0	1	1	1	5	275	2.8%	363
Other non-escort	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0.1%	12
Escort home	80	5	0	25	29	1	0	8	7	14	4	10	1	1	10	0	14	24	0	7	16	48	124	1.2%	429
Escort work	287	18	3	10	15	0	0	10	6	22	0	4	2	2	2	0	6	13	0	16	20	17	740	7.4%	1,193
Escort in course of work	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	23	0.2%	31
Escort education	194	12	3	11	3	2	0	3	0	2	2	2	1	0	1	0	6	0	12	11	9	248	2.5%	526	
Escort shopping / personal business	414	19	1	14	6	1	0	4	1	9	0	3	3	2	7	0	16	0	27	15	23	421	4.2%	987	
Other escort	444	22	5	30	25	5	0	18	6	39	1	13	4	5	3	0	8	10	1	40	29	91	1,583	15.9%	2,383
Home	20,673	1,932	137	1,951	1,541	374	5	1,157	103	1,645	101	477	288	31	449	20	486	1,139	38	604	1,177	1,633	42,178		6,863
% Home	57.5%	5.4%	0.4%	5.4%	4.3%	1.0%	0.0%	3.2%	0.3%	4.6%	0.3%	1.3%	0.8%	0.1%	1.2%	0.1%	1.4%	3.2%	0.1%	1.7%	3.3%	4.5%			
All purposes	24,445	2,471	165	2,220	1,897	452	7	1,387	152	2,074	128	595	341	111	612	20	563	1,339	42	751	1,363	2,066	20,566	48.8%	25,194
Unweighted sample size: trip	21,704	2,392	140	1,984	1,689	439	7	1,308	151	2,060	131	598	344	108	630	18	533	1,146	37	707	1,276	1,930	39,290		54,097

Telephone: 020 7944 3097
Email: national.travelsurvey@dtf.gsi.gov.uk

Source: National Travel Survey, Department for Transport

PM Peak Car Arrivals

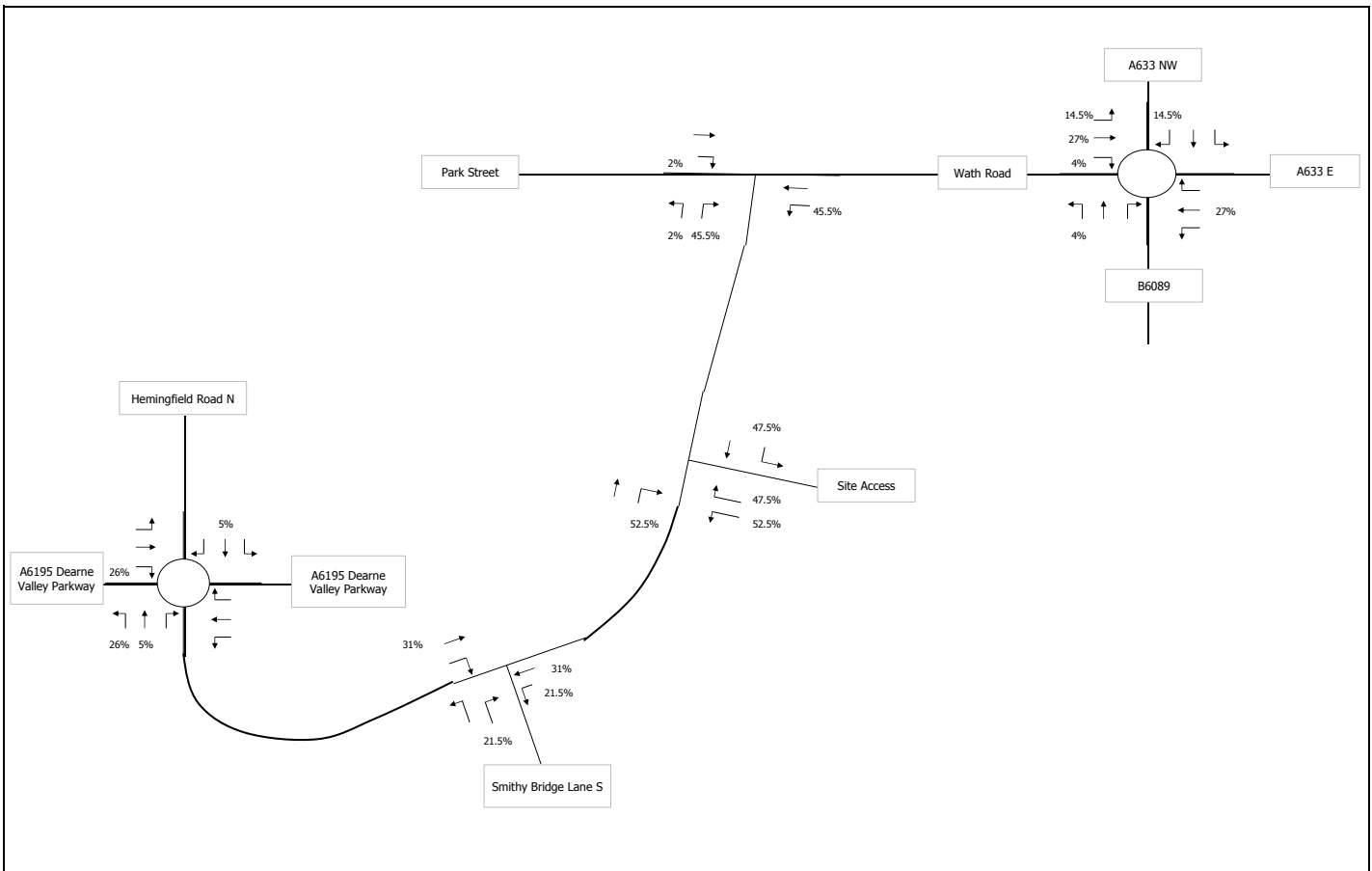
Work Trips	66.1%
Education	2.1%
Other Trips	31.8%

PM Peak Car Departures

Work Trips	20.9%
Education	2.8%
Other Trips	76.4%



APPENDIX L



A098689 - Lunhill Road, Wombwell

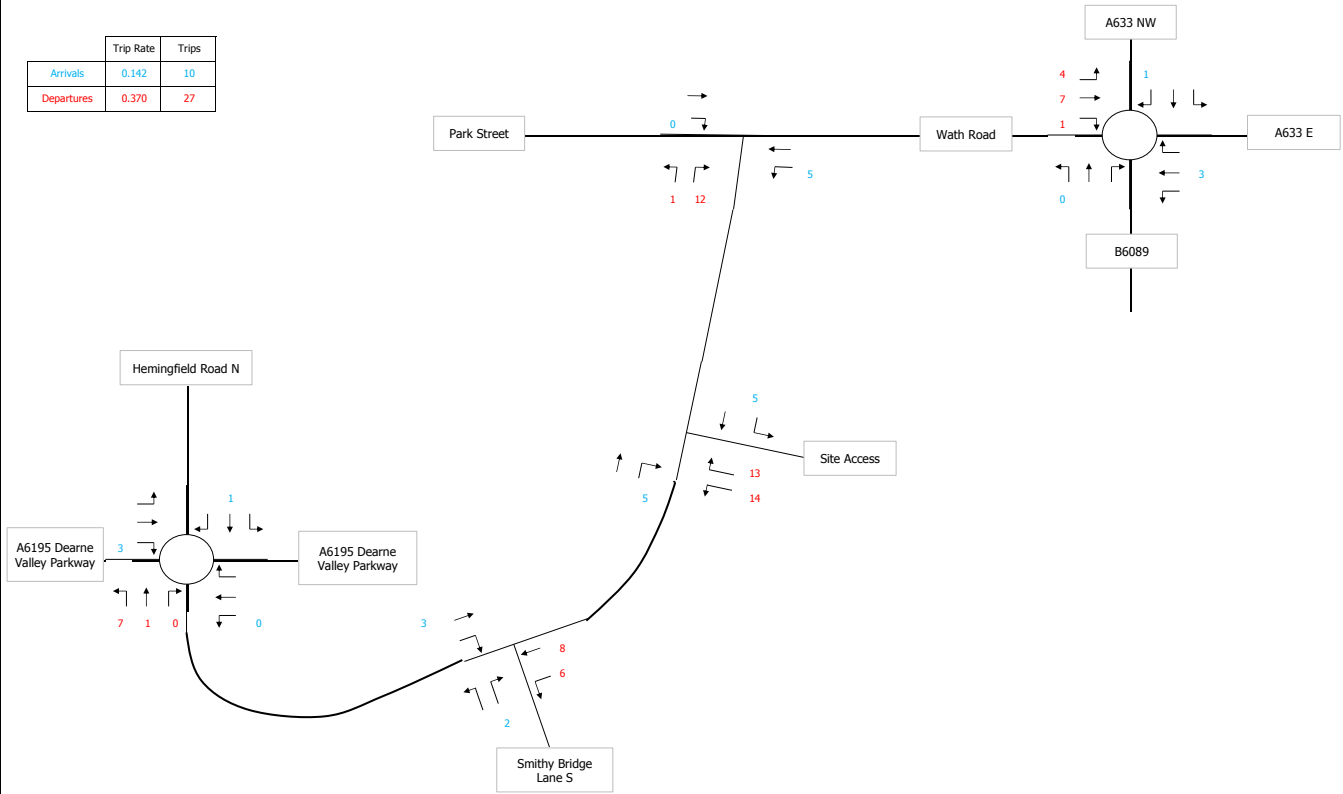
Journey to Work Distribution

Flows are in Passenger Car Units



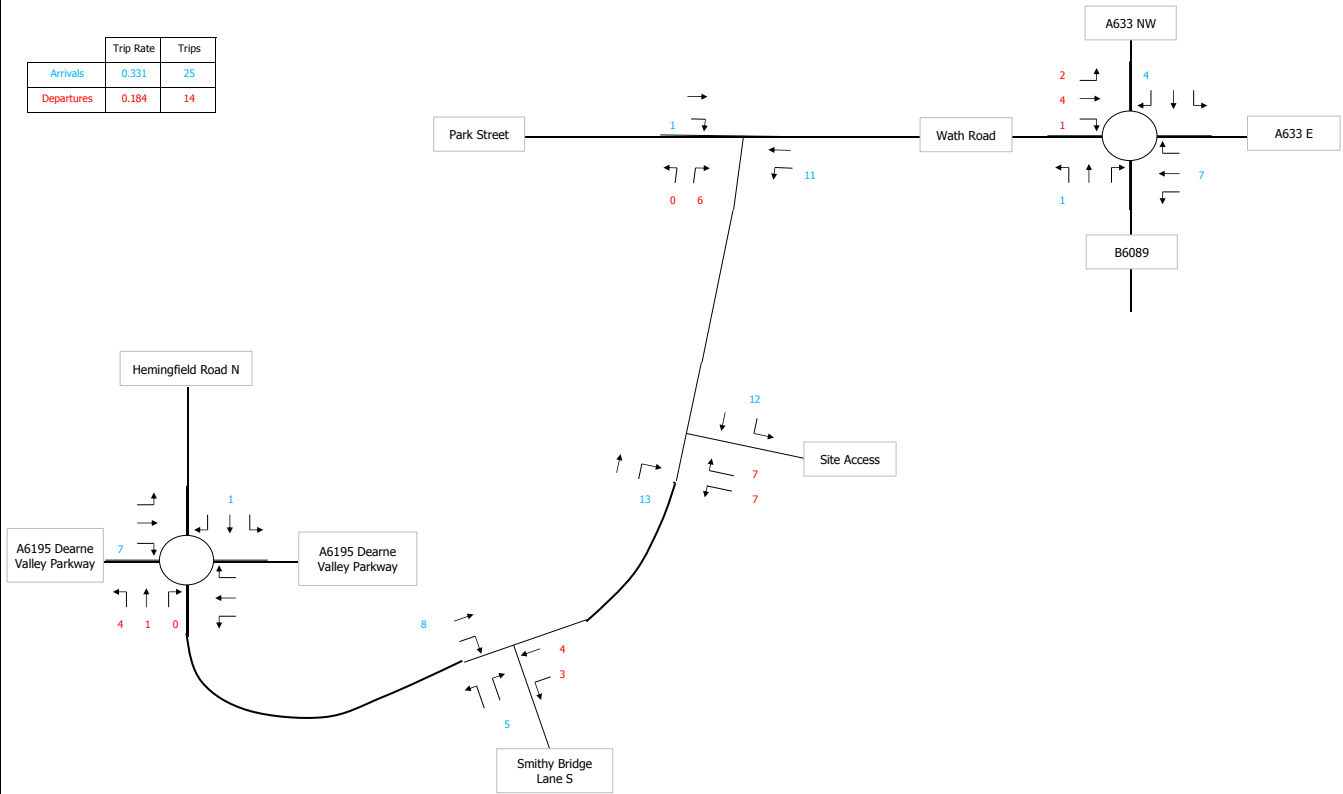
AM

	Trip Rate	Trips
Arrivals	0.142	10
Departures	0.370	27



PM

	Trip Rate	Trips
Arrivals	0.331	25
Departures	0.184	14

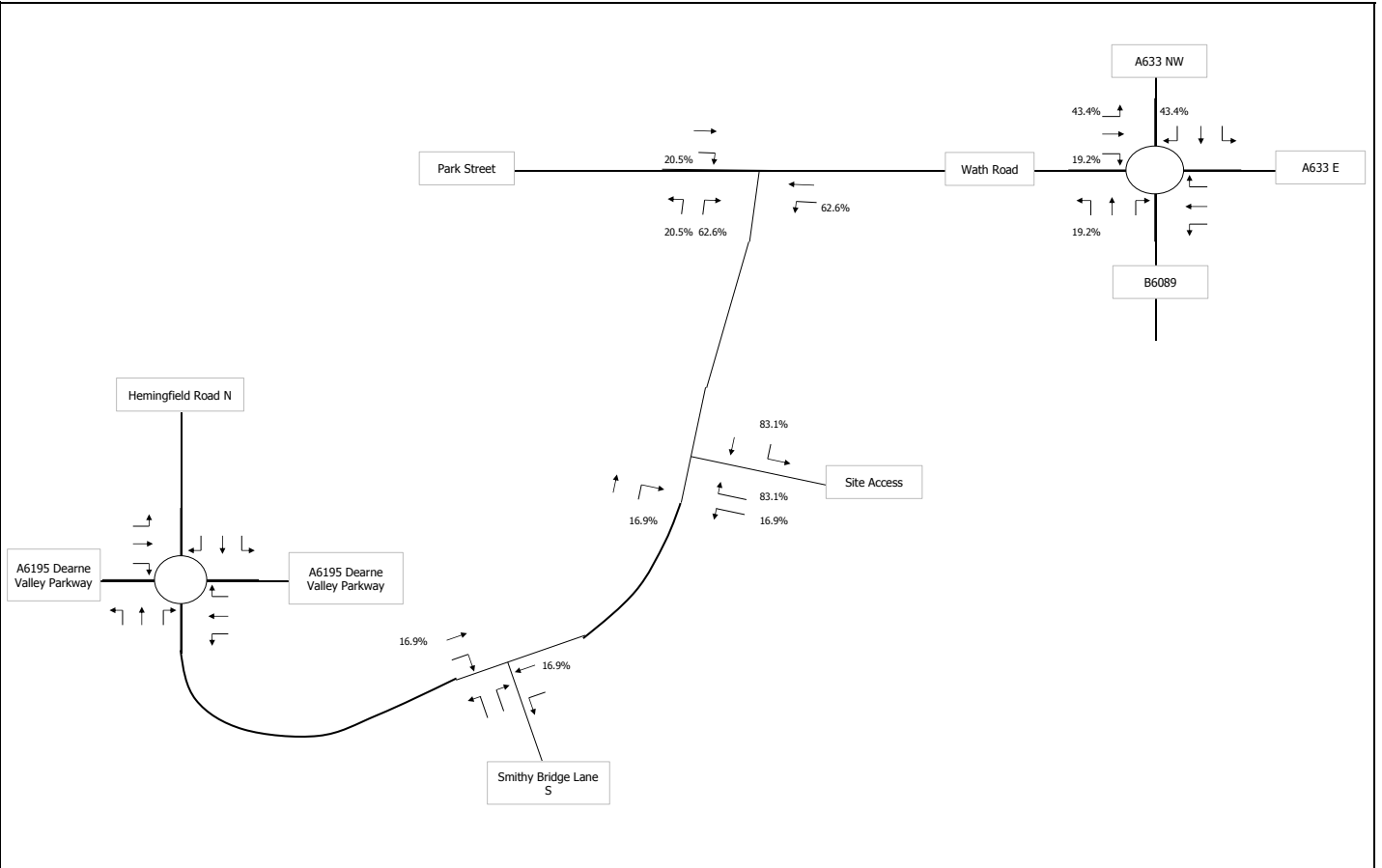


A098689 - Lunhill Road, Wombwell

Journeys to Work Assignment

Flows are in Passenger Car Units





A098689 - Lunhill Road, Wombwell

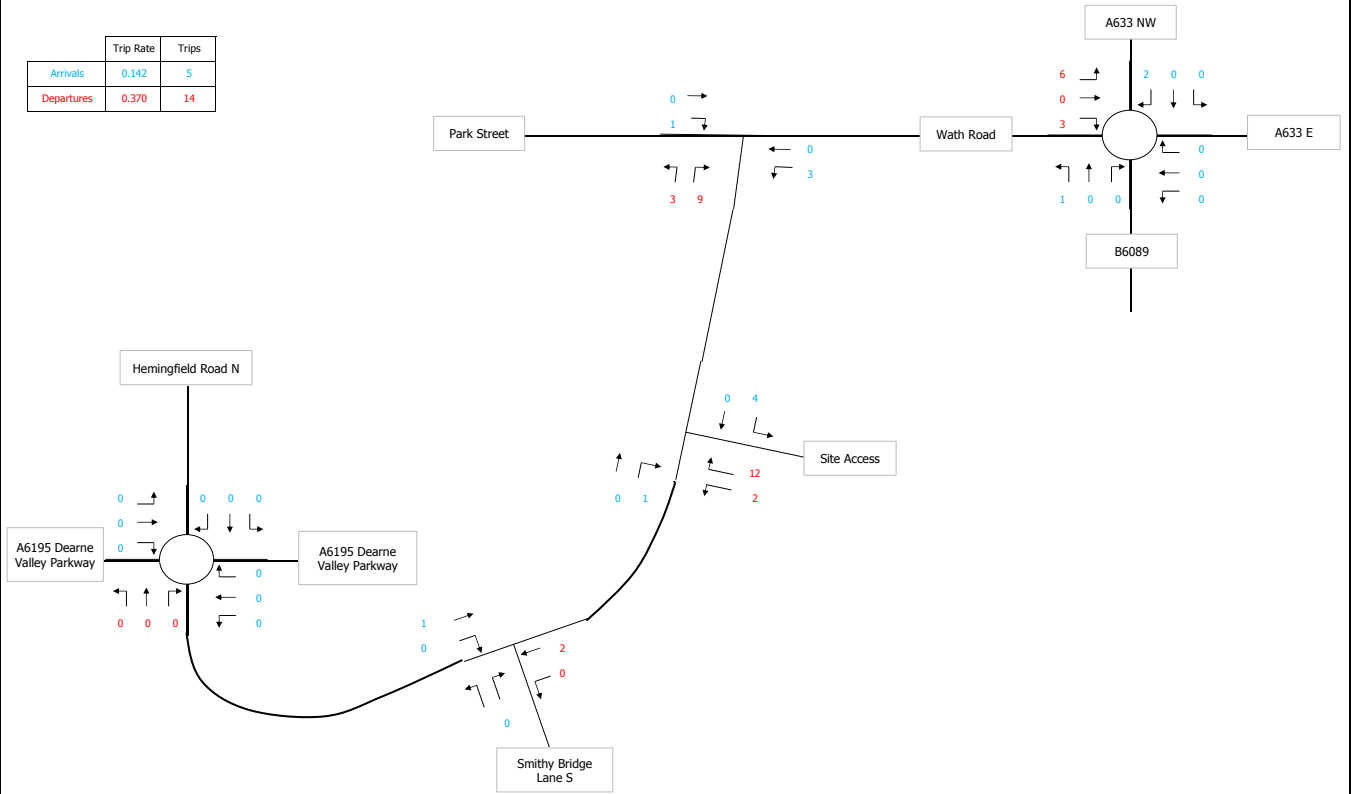
Journeys to Education Distribution

Flows are in Passenger Car Units



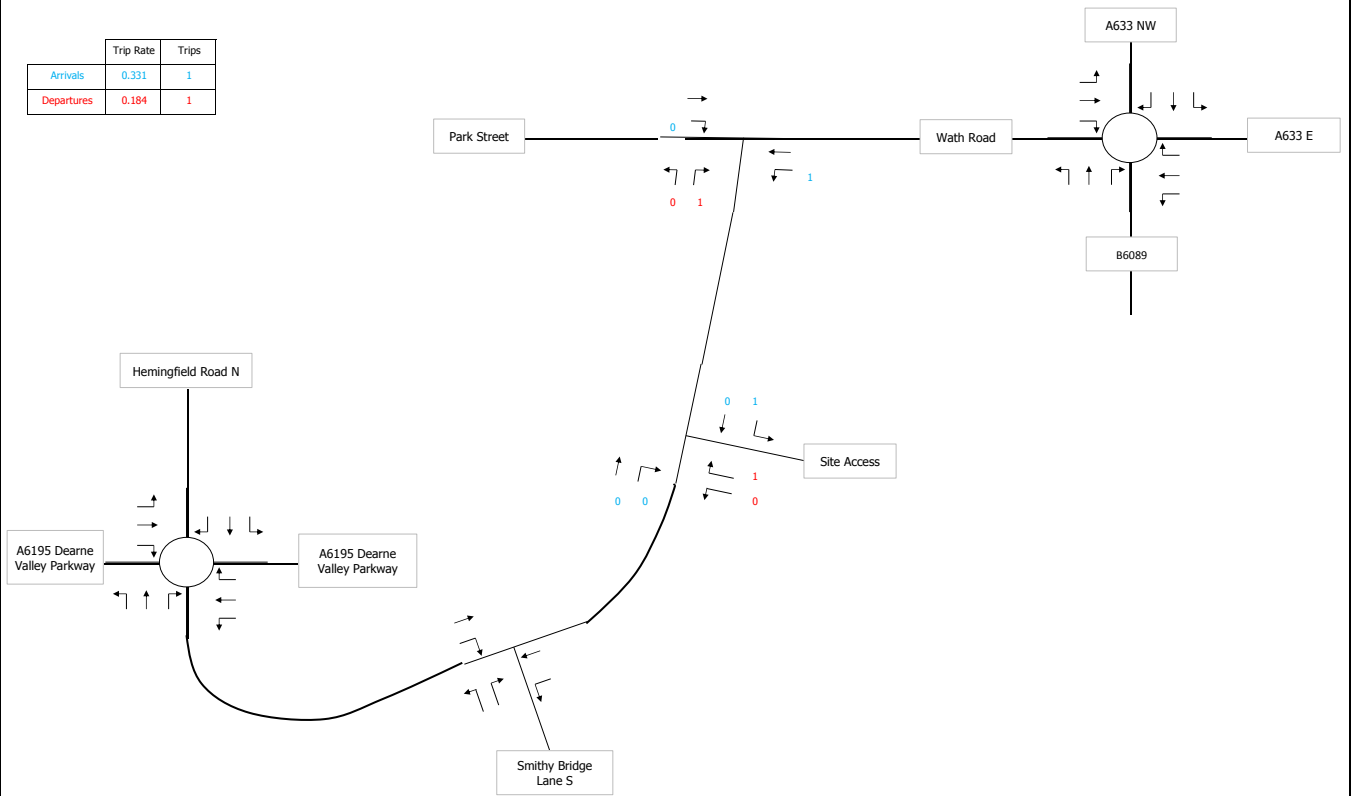
AM

	Trip Rate	Trips
Arrivals	0.142	5
Departures	0.370	14



PM

	Trip Rate	Trips
Arrivals	0.331	1
Departures	0.184	1

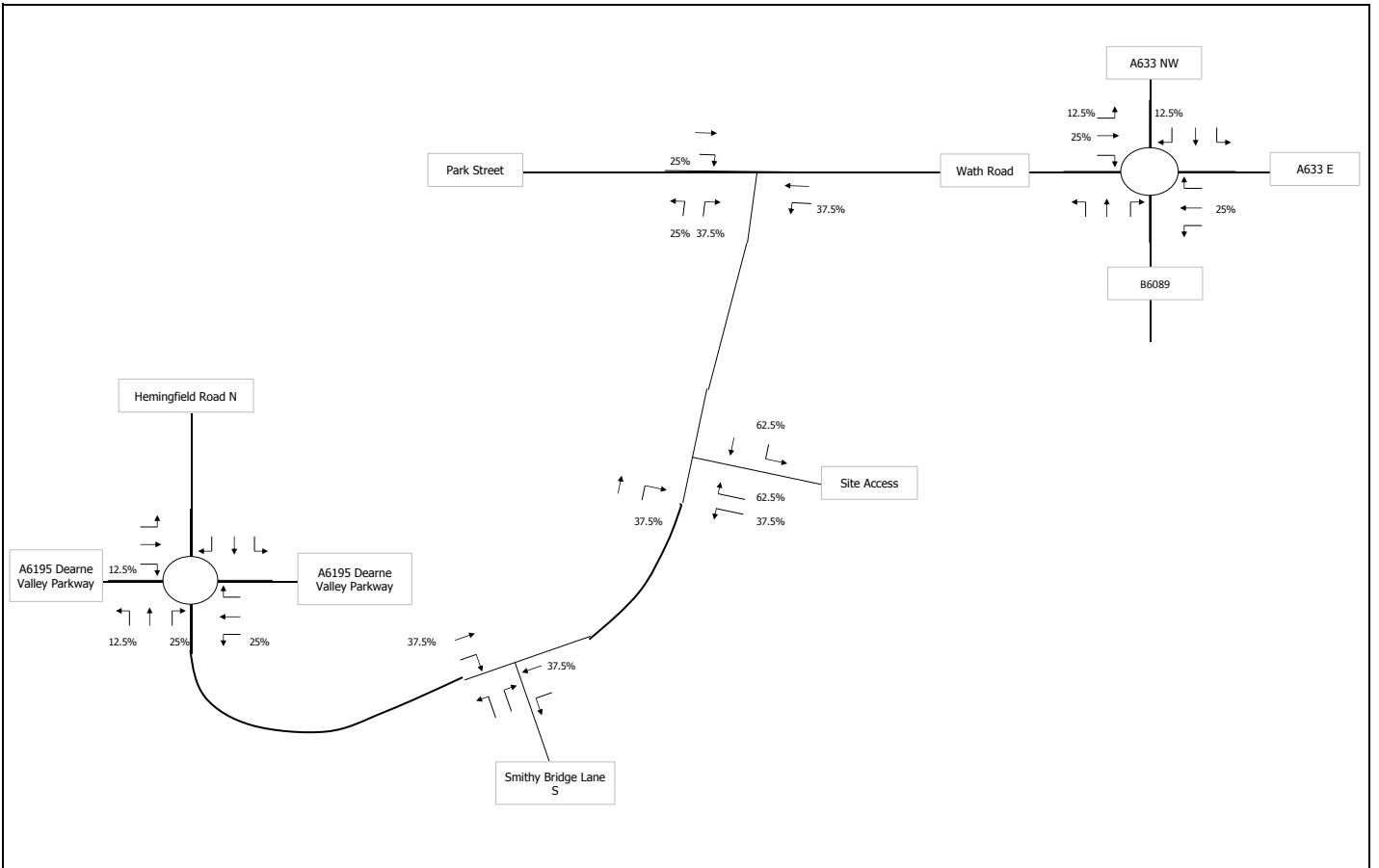


A098689 - Lunhill Road, Wombwell

Journeys to Education Assignment



Flows are in Passenger Car Units



A098689 - Lunhill Road, Wombwell

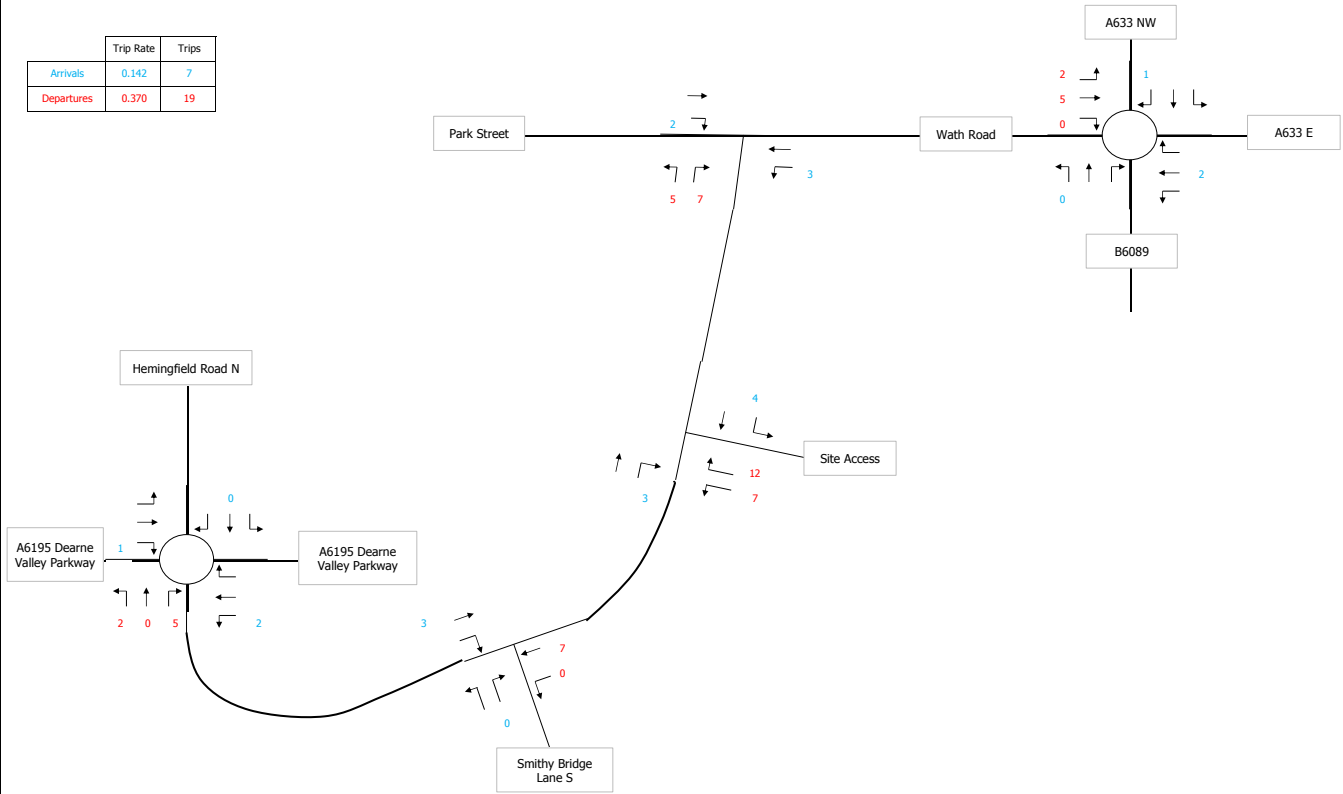
Journeys to Leisure Distribution

Flows are in Passenger Car Units



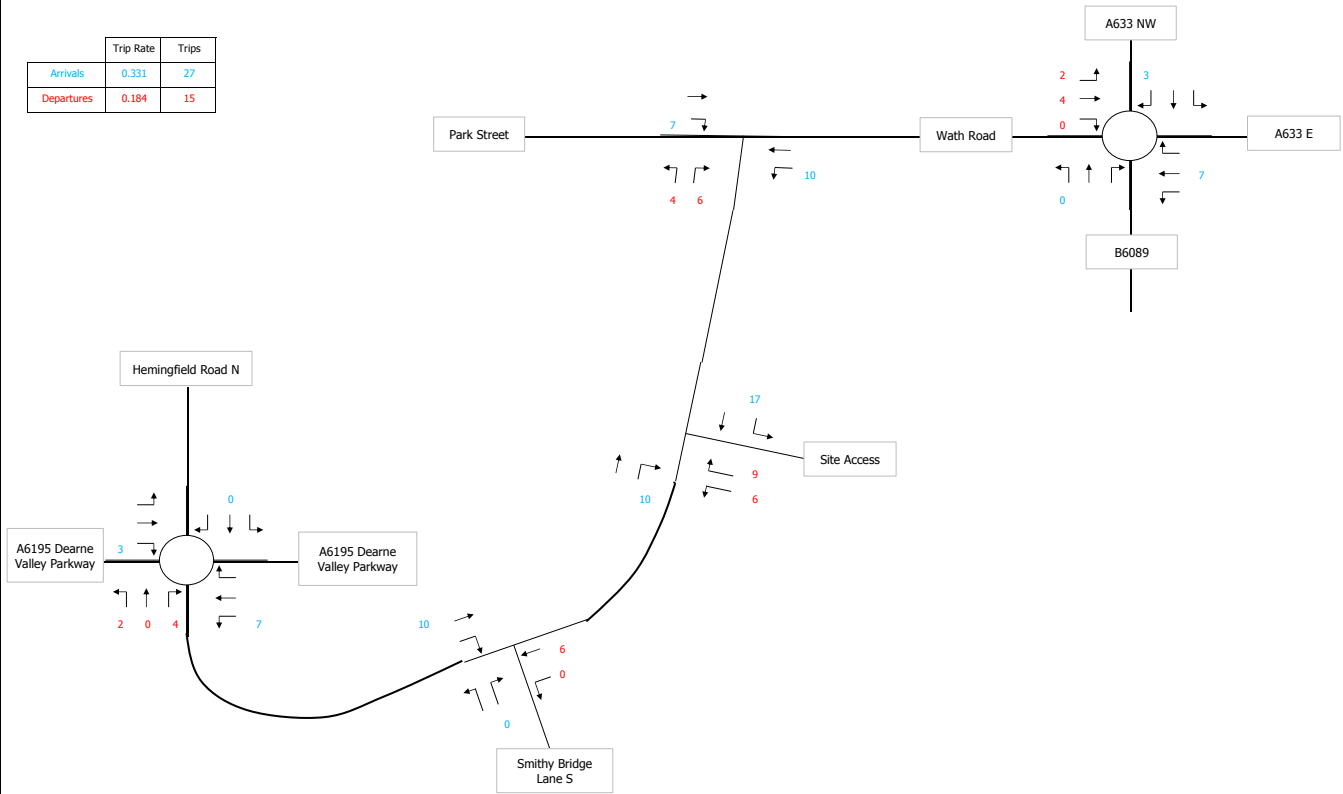
AM

	Trip Rate	Trips
Arrivals	0.142	7
Departures	0.370	19



PM

	Trip Rate	Trips
Arrivals	0.331	27
Departures	0.184	15



A098689 - Lunhill Road, Wombwell

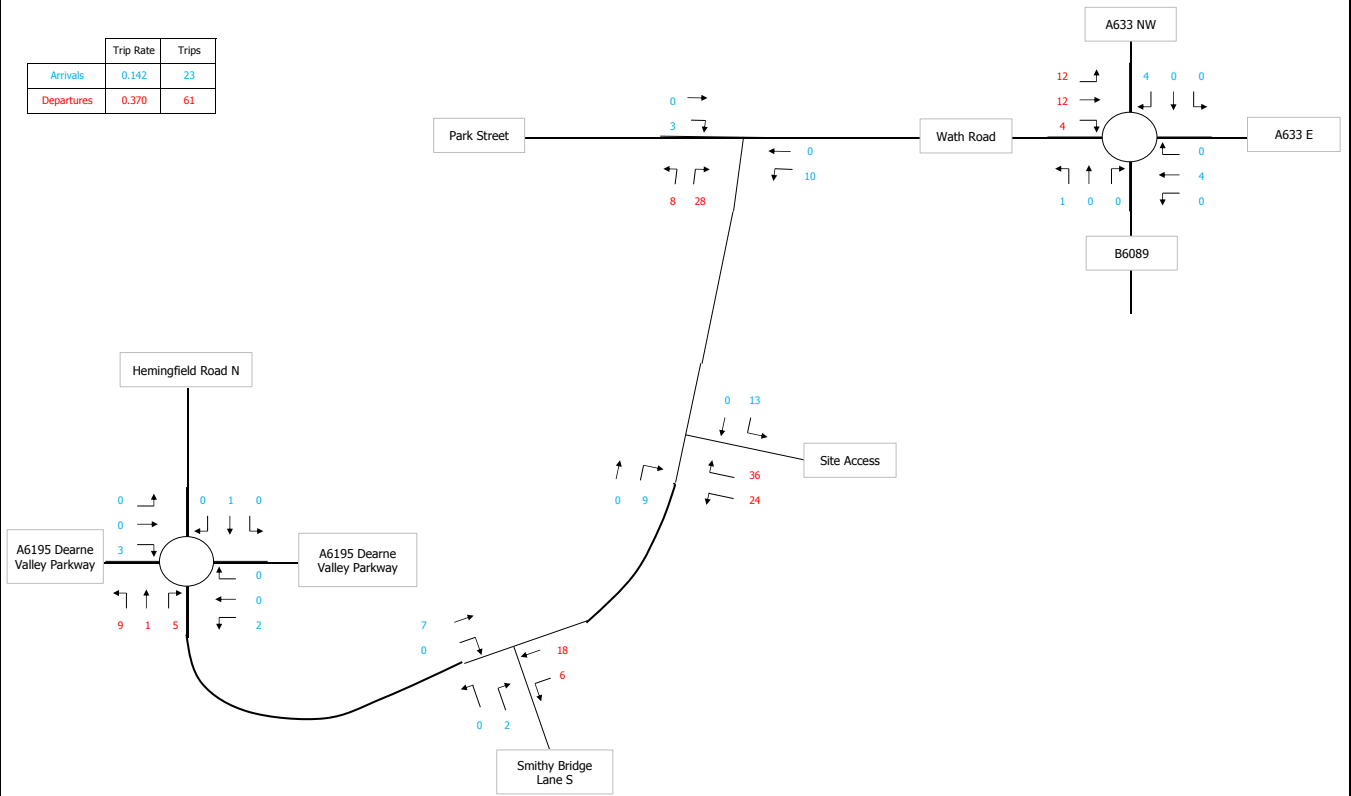
Journeys to Leisure Assignment

Flows are in Passenger Car Units



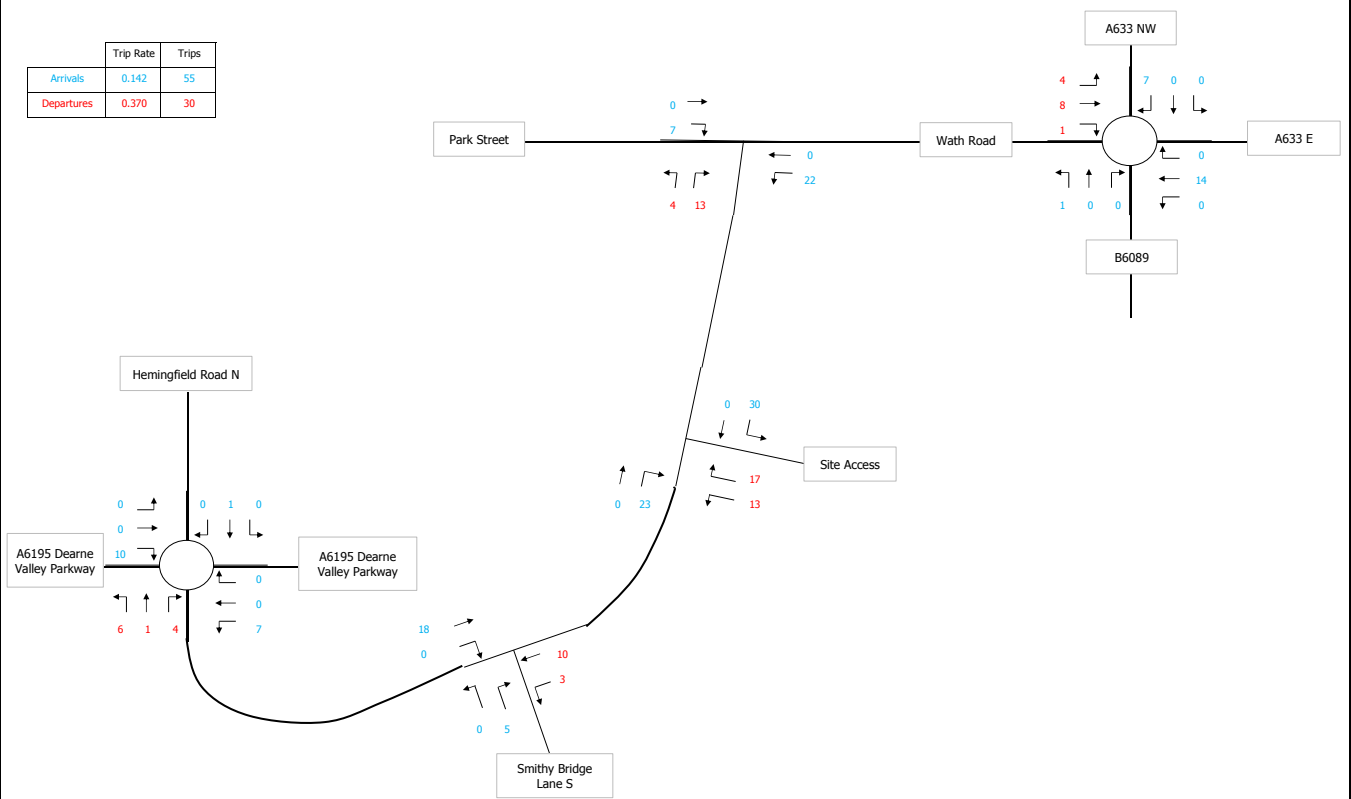
AM

	Trip Rate	Trips
Arrivals	0.142	23
Departures	0.370	61



PM

	Trip Rate	Trips
Arrivals	0.142	55
Departures	0.370	30



A098689 - Lunhill Road, Wombwell

Combined Development Flows



Flows are in Passenger Car Units



APPENDIX M

Dataset Version:	70
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2022
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions applied:	Yes

Area Description		All purposes	
Level	Name	Origin	Destination
GB	GB	1.0493	1.0493
Region	YH	1.0539	1.0539
County	South Yorkshire	1.0469	1.0469
Authority	Barnsley	1.0485	1.0438
E02001534	Barnsley 026	1.0115	1.0324

Level	Area	Local Growth Figure
Region	YH	1.0594
County	South Yorkshire	1.0923
Authority	Barnsley	1.0923
E02001534	Barnsley 026	1.0661

Weekday AM peak period (0700 - 0959)

Local Growth Figure		
Level	Area	Local Growth Figure
Region	YH	1.0594
County	South Yorkshire	1.0923
Authority	Barnsley	1.0913
E02001534	Barnsley 026	1.0661

Dataset Version:	70
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2022
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions applied:	Yes

Area Description		All purposes	
Level	Name	Origin	Destination
GB	GB	1.0484	1.0484
Region	YH	1.0516	1.0516
County	South Yorkshire	1.0452	1.0452
Authority	Barnsley	1.043	1.0456
E02001534	Barnsley 026	1.0234	1.0106

Level	Area	Local Growth Figure
Region	YH	1.0570
County	South Yorkshire	1.0903
Authority	Barnsley	1.0894
E02001534	Barnsley 026	1.0609

Weekday PM peak period (1600 - 1859)

Local Growth Figure		
Level	Area	Local Growth Figure
Region	YH	1.0970
County	South Yorkshire	1.0903
Authority	Barnsley	1.0894
E02001534	Barnsley 026	1.0609

Area	Base 191	Base Jobs	Future 191	Future Jobs	Base 191	Base Jobs	Future 191	Future Jobs
GB (GB)	20947617	32279468	20947617	32279468	20947617	32279468	20947617	32279468
YH (Region)	22962231	26326374	24062211	26981117	22962231	26326374	24062211	26981117
South Yorkshire (Co.)	3829144	4472329	4036232	4618232	3829144	4472329	4036232	4618232
Barnsley (Authority)	105307	11993	110428	12665	105307	11993	110428	12665
Barnsley 026 (E02001534)	3960	3315	4140	3367	3960	3315	4140	3367

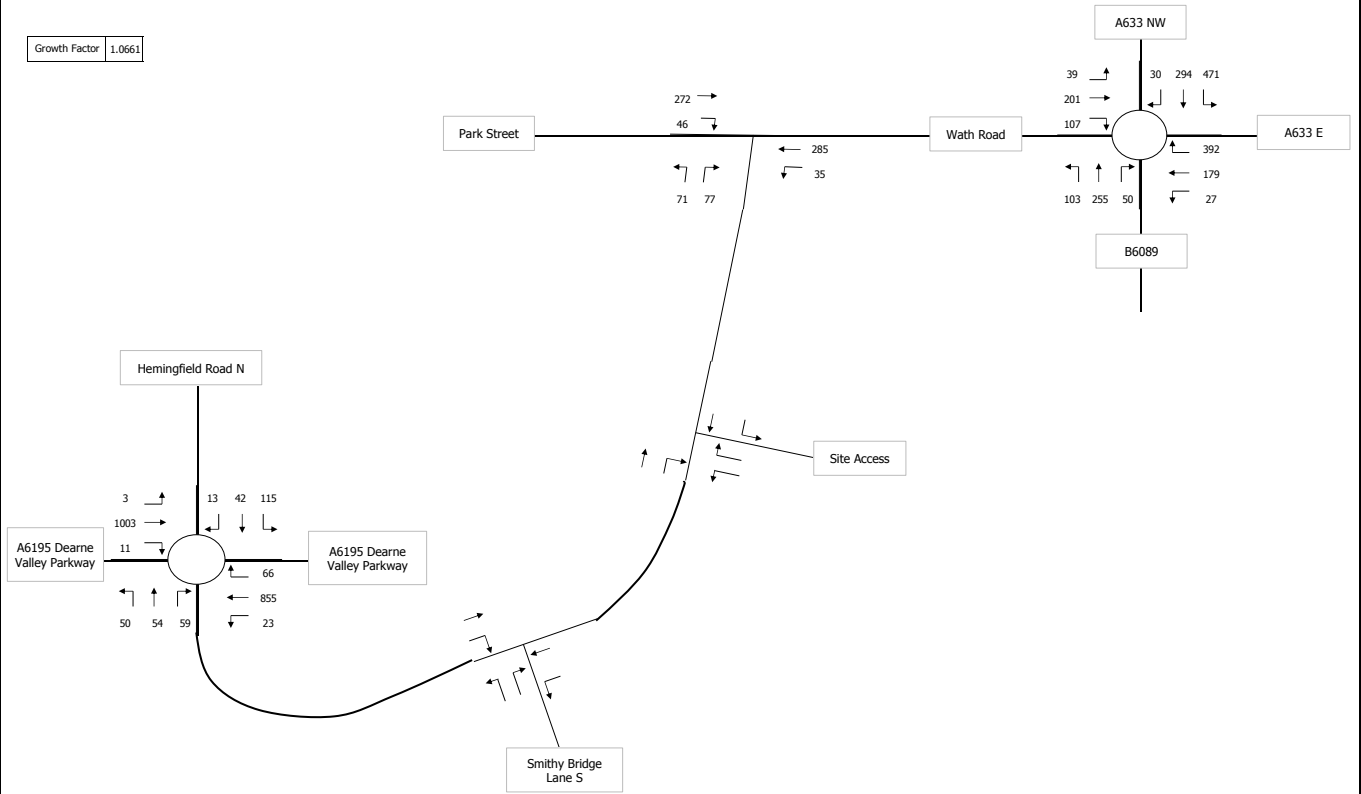
Area	Base 191	Base Jobs	Future 191	Future Jobs	Base 191	Base Jobs	Future 191	Future Jobs
GB (GB)	20947617	32279468	20947617	32279468	20947617	32279468	20947617	32279468
YH (Region)	22962231	26326374	24062211	26981117	22962231	26326374	24062211	26981117
South Yorkshire (Co.)	3829144	4472329	4036232	4618232	3829144	4472329	4036232	4618232
Barnsley (Authority)	105307	11993	110428	12665	105307	11993	110428	12665
Barnsley 026 (E02001534)	3960	3315	4140	3367	3960	3315	3990	3367



APPENDIX N

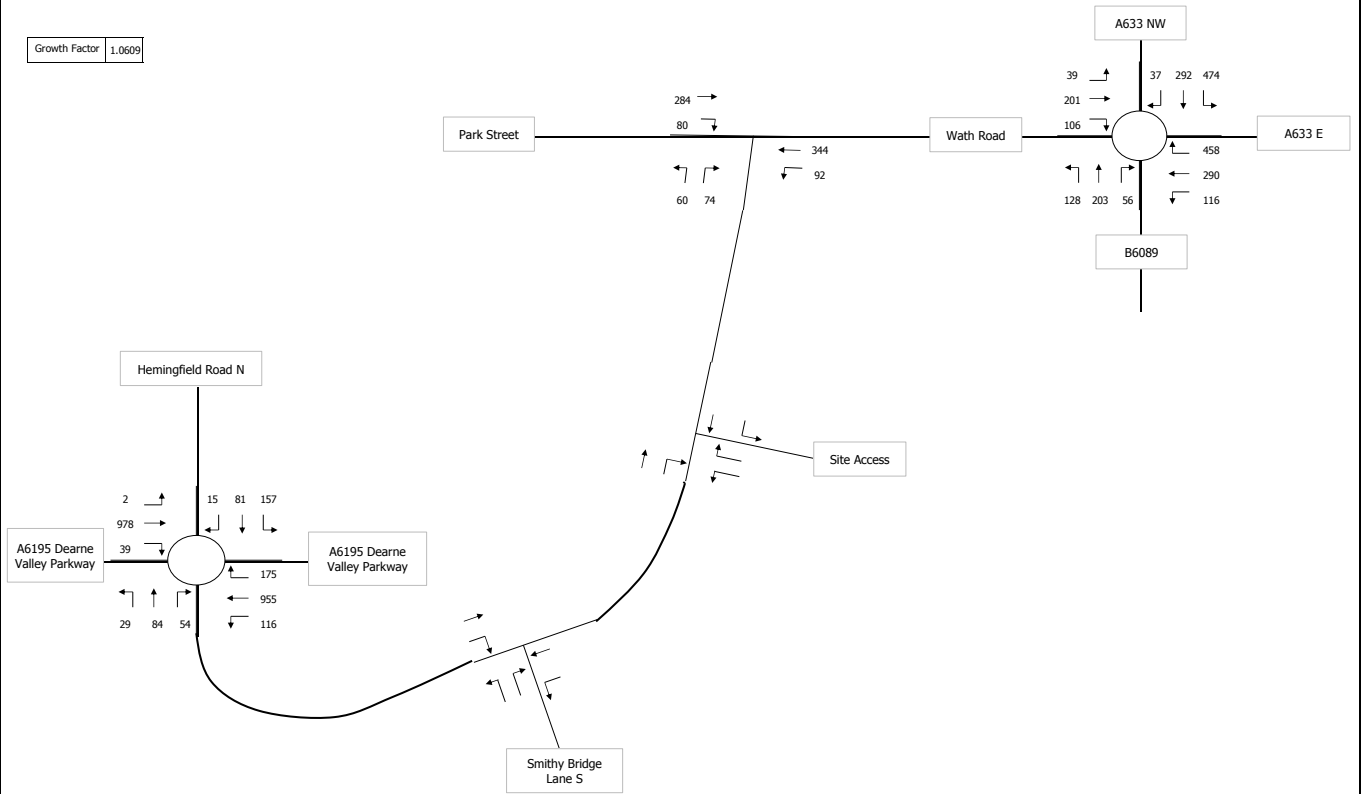
AM 07:30 - 08:30

Growth Factor 1.0661



PM 17:00 - 18:00

Growth Factor 1.0609



A098689 - Lunhill Road, Wombwell

2022 Base

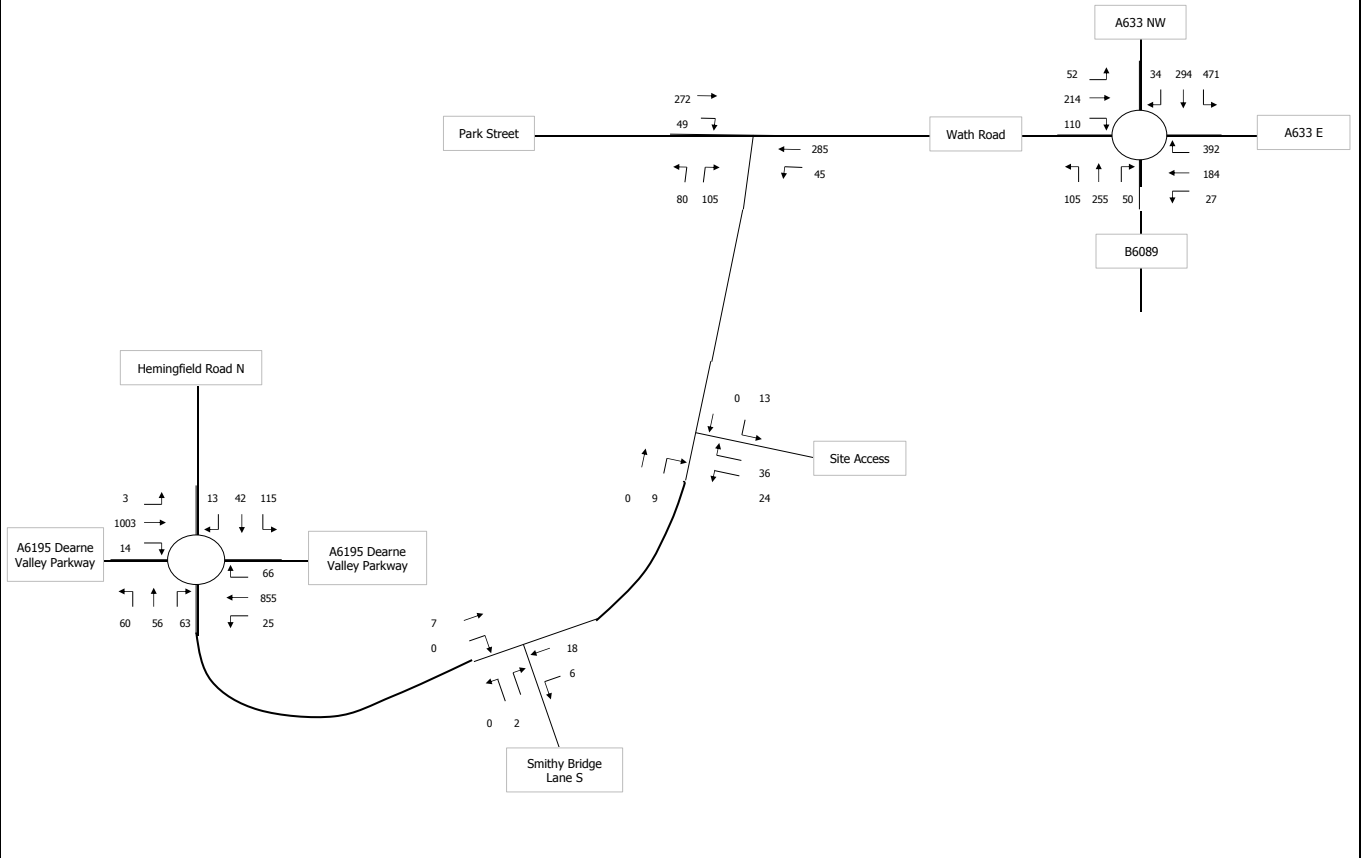


Flows are in Passenger Car Units

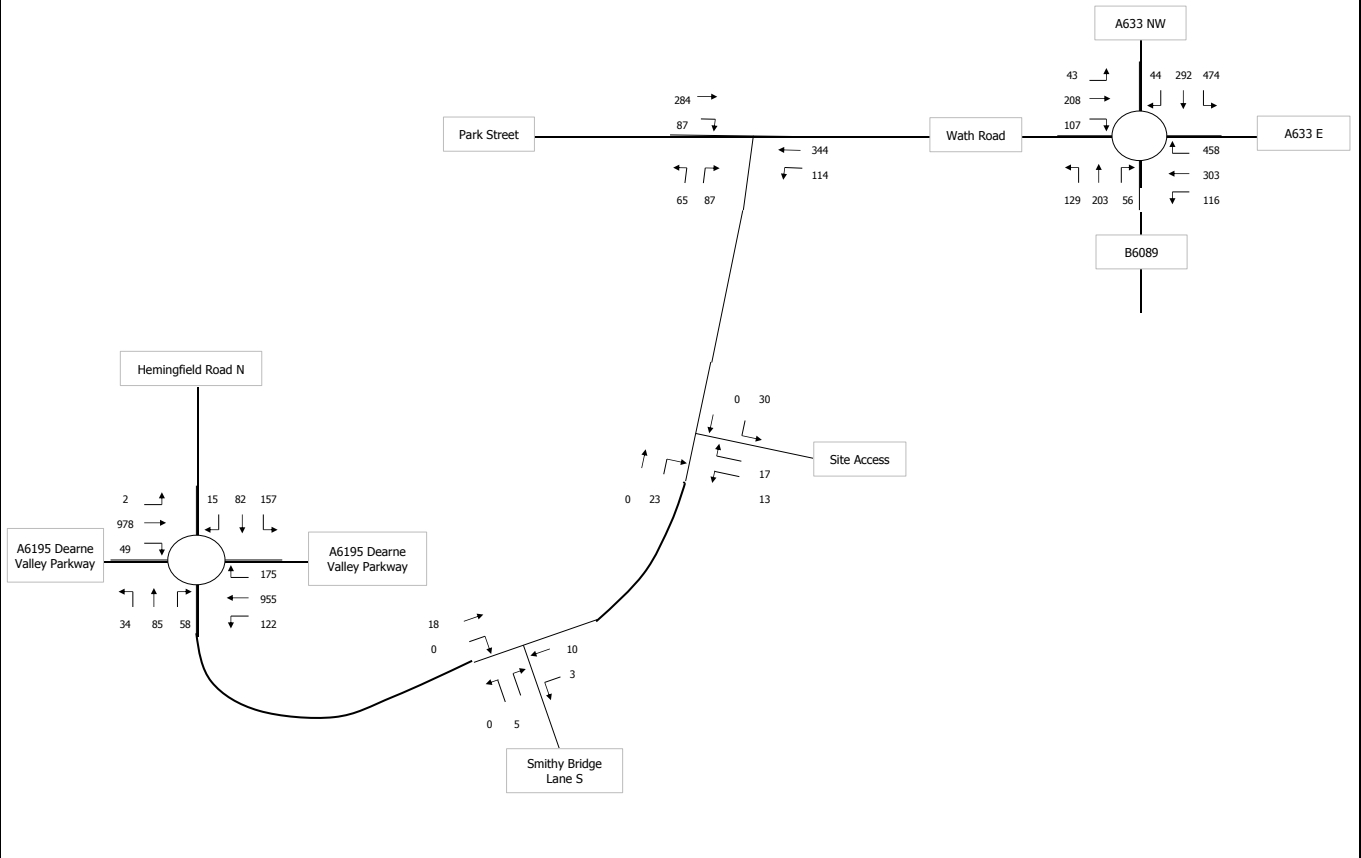


APPENDIX O

AM 07:30 - 08:30



PM 17:00 - 18:00



A098689 - Lunhill Road, Wombwell

2022 Base + Development Traffic Flows

Flows are in Passenger Car Units





APPENDIX P

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://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: Park St Wath Rd Lundhill Rd 160 units.j9

Path: \\leeds2\EnvData\Projects\A090000 - A09999\A098689\calculations\Transport Planning\Junction Models\Park St _Wath Rd_ Lundhill Rd\160 Units

Report generation date: 24/04/2017 09:49:37

- »2016, AM
- »2016, PM
- »2022 Base, AM
- »2022 Base, PM
- »2022 Base + Dev, AM
- »2022 Base + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2016								
Stream B-C	0.2	8.09	0.14	A	0.1	8.40	0.13	A
Stream B-A	0.3	12.21	0.21	B	0.3	13.17	0.22	B
Stream C-B	0.1	6.16	0.08	A	0.2	6.95	0.14	A
2022 Base								
Stream B-C	0.2	8.31	0.15	A	0.2	8.62	0.14	A
Stream B-A	0.3	12.76	0.23	B	0.3	13.83	0.24	B
Stream C-B	0.1	6.26	0.08	A	0.2	7.12	0.15	A
2022 Base + Dev								
Stream B-C	0.2	9.04	0.18	A	0.2	9.03	0.15	A
Stream B-A	0.4	13.92	0.31	B	0.4	14.67	0.28	B
Stream C-B	0.1	6.33	0.09	A	0.2	7.32	0.16	A

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

File summary

File Description

Title	Park St Wath Rd Lundhill Rd
Location	Wombwell
Site number	
Date	16/08/2016
Version	
Status	
Identifier	
Client	
Jobnumber	A098689
Enumerator	WYG\d.liddell-crewe
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	mph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
--------------------	-----------------------------	-----------------------------------	-----------------------------	---------------	-----------------------------	-----------------------

5.75				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	2016	AM	ONE HOUR	07:15	08:45	15	✓
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓
D3	2022 Base	AM	ONE HOUR	07:15	08:45	15	✓
D4	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2022 Base + Dev	AM	ONE HOUR	07:15	08:45	15	✓
D6	2022 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wath Road		Major
B	Lundhill Road		Minor
C	Park Street		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	8.15			242.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	7.70	4.50	4.50	4.50	4.46	✓	3.00	17	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	486	0.080	0.203	0.128	0.290
1	B-C	616	0.086	0.216	-	-
1	C-B	714	0.251	0.251	-	-

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	2016	AM	ONE HOUR	07:15	08:45	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		ONE HOUR	✓	300	100.000
B		ONE HOUR	✓	139	100.000
C		ONE HOUR	✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	33	267
	B	72	0	67
	C	255	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	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-C	0.14	8.09	0.2	A	61	92
B-A	0.21	12.21	0.3	B	66	99
C-A					234	351
C-B	0.08	6.16	0.1	A	39	59
A-B					30	45
A-C					245	368

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	50	13	551	0.092	50	0.0	0.1	7.174	A
B-A	54	14	409	0.132	54	0.0	0.2	10.102	B
C-A	192	48			192				
C-B	32	8	657	0.049	32	0.0	0.1	5.756	A
A-B	25	6			25				
A-C	201	50			201				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	60	15	538	0.112	60	0.1	0.1	7.536	A
B-A	65	16	395	0.164	65	0.2	0.2	10.903	B
C-A	229	57			229				
C-B	39	10	646	0.060	39	0.1	0.1	5.922	A
A-B	30	7			30				
A-C	240	60			240				

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)	LOS
B-C	74	18	519	0.142	74	0.1	0.2	8.078	A
B-A	79	20	374	0.212	79	0.2	0.3	12.191	B
C-A	281	70			281				
C-B	47	12	631	0.075	47	0.1	0.1	6.164	A
A-B	36	9			36				
A-C	294	73			294				

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)	LOS
B-C	74	18	519	0.142	74	0.2	0.2	8.086	A
B-A	79	20	374	0.212	79	0.3	0.3	12.213	B
C-A	281	70			281				
C-B	47	12	631	0.075	47	0.1	0.1	6.164	A
A-B	36	9			36				
A-C	294	73			294				

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)	LOS
B-C	60	15	537	0.112	60	0.2	0.1	7.550	A
B-A	65	16	395	0.164	65	0.3	0.2	10.928	B
C-A	229	57			229				
C-B	39	10	646	0.060	39	0.1	0.1	5.923	A
A-B	30	7			30				
A-C	240	60			240				

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)	LOS
B-C	50	13	550	0.092	51	0.1	0.1	7.204	A
B-A	54	14	410	0.132	54	0.2	0.2	10.143	B
C-A	192	48			192				
C-B	32	8	657	0.049	32	0.1	0.1	5.761	A
A-B	25	6			25				
A-C	201	50			201				

2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2016	PM	ONE HOUR	16:45	18:15	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		ONE HOUR	✓	411	100.000
B		ONE HOUR	✓	127	100.000
C		ONE HOUR	✓	343	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	87	324
	B	70	0	57
	C	268	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-C	0.13	8.40	0.1	A	52	78
B-A	0.22	13.17	0.3	B	64	96
C-A					246	369
C-B	0.14	6.95	0.2	A	69	103
A-B					80	120
A-C					297	446

Main Results for each time segment

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)	LOS
B-C	43	11	529	0.081	43	0.0	0.1	7.397	A
B-A	53	13	396	0.133	52	0.0	0.2	10.450	B

C-A	202	50			202				
C-B	56	14	637	0.089	56	0.0	0.1	6.198	A
A-B	65	16			65				
A-C	244	61			244				

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)	LOS
B-C	51	13	513	0.100	51	0.1	0.1	7.788	A
B-A	63	16	377	0.167	63	0.2	0.2	11.451	B
C-A	241	60			241				
C-B	67	17	621	0.109	67	0.1	0.1	6.497	A
A-B	78	20			78				
A-C	291	73			291				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	63	16	491	0.128	63	0.1	0.1	8.394	A
B-A	77	19	350	0.220	77	0.2	0.3	13.136	B
C-A	295	74			295				
C-B	83	21	601	0.137	82	0.1	0.2	6.945	A
A-B	96	24			96				
A-C	357	89			357				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	63	16	491	0.128	63	0.1	0.1	8.403	A
B-A	77	19	350	0.220	77	0.3	0.3	13.165	B
C-A	295	74			295				
C-B	83	21	601	0.137	83	0.2	0.2	6.948	A
A-B	96	24			96				
A-C	357	89			357				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	51	13	513	0.100	51	0.1	0.1	7.805	A
B-A	63	16	377	0.167	63	0.3	0.2	11.485	B
C-A	241	60			241				
C-B	67	17	621	0.109	68	0.2	0.1	6.500	A
A-B	78	20			78				
A-C	291	73			291				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	43	11	528	0.081	43	0.1	0.1	7.421	A
B-A	53	13	396	0.133	53	0.2	0.2	10.495	B
C-A	202	50			202				
C-B	56	14	637	0.089	57	0.1	0.1	6.207	A
A-B	65	16			65				
A-C	244	61			244				

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base	AM	ONE HOUR	07:15	08:45	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		ONE HOUR	✓	320	100.000
B		ONE HOUR	✓	148	100.000
C		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	35	285
	B	77	0	71
	C	272	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-C	0.15	8.31	0.2	A	65	98
B-A	0.23	12.76	0.3	B	71	106
C-A					250	374
C-B	0.08	6.26	0.1	A	42	63
A-B					32	48
A-C					262	392

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	53	13	546	0.098	53	0.0	0.1	7.298	A
B-A	58	14	405	0.143	57	0.0	0.2	10.344	B
C-A	205	51			205				
C-B	35	9	654	0.053	34	0.0	0.1	5.812	A
A-B	26	7			26				
A-C	215	54			215				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	64	16	531	0.120	64	0.1	0.1	7.694	A
B-A	69	17	389	0.178	69	0.2	0.2	11.248	B
C-A	245	61			245				
C-B	41	10	642	0.064	41	0.1	0.1	5.993	A
A-B	31	8			31				
A-C	256	64			256				

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)	LOS
B-C	78	20	512	0.153	78	0.1	0.2	8.299	A
B-A	85	21	367	0.231	84	0.2	0.3	12.731	B
C-A	299	75			299				
C-B	51	13	626	0.081	51	0.1	0.1	6.259	A
A-B	39	10			39				
A-C	314	78			314				

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)	LOS
B-C	78	20	511	0.153	78	0.2	0.2	8.310	A
B-A	85	21	367	0.231	85	0.3	0.3	12.758	B
C-A	299	75			299				
C-B	51	13	626	0.081	51	0.1	0.1	6.259	A
A-B	39	10			39				
A-C	314	78			314				

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)	LOS
B-C	64	16	531	0.120	64	0.2	0.1	7.711	A
B-A	69	17	389	0.178	70	0.3	0.2	11.282	B
C-A	245	61			245				
C-B	41	10	642	0.064	41	0.1	0.1	5.994	A
A-B	31	8			31				
A-C	256	64			256				

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)	LOS
B-C	53	13	545	0.098	54	0.1	0.1	7.322	A
B-A	58	14	405	0.143	58	0.2	0.2	10.389	B
C-A	205	51			205				
C-B	35	9	654	0.053	35	0.1	0.1	5.815	A
A-B	26	7			26				
A-C	215	54			215				

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base	PM	ONE HOUR	16:45	18:15	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		ONE HOUR	✓	436	100.000
B		ONE HOUR	✓	134	100.000
C		ONE HOUR	✓	364	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	92	344
	B	74	0	60
	C	284	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-C	0.14	8.62	0.2	A	55	83
B-A	0.24	13.83	0.3	B	68	102
C-A					261	391
C-B	0.15	7.12	0.2	A	73	110
A-B					84	127
A-C					316	473

Main Results for each time segment

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)	LOS
B-C	45	11	524	0.086	45	0.0	0.1	7.514	A
B-A	56	14	390	0.143	55	0.0	0.2	10.723	B
C-A	214	53			214				
C-B	60	15	632	0.095	60	0.0	0.1	6.290	A
A-B	69	17			69				
A-C	259	65			259				

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)	LOS
B-C	54	13	507	0.106	54	0.1	0.1	7.940	A
B-A	67	17	370	0.180	66	0.2	0.2	11.851	B
C-A	255	64			255				
C-B	72	18	616	0.117	72	0.1	0.1	6.615	A
A-B	83	21			83				
A-C	309	77			309				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	66	17	484	0.137	66	0.1	0.2	8.613	A
B-A	81	20	342	0.238	81	0.2	0.3	13.794	B
C-A	313	78			313				
C-B	88	22	594	0.148	88	0.1	0.2	7.116	A
A-B	101	25			101				
A-C	379	95			379				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	66	17	483	0.137	66	0.2	0.2	8.624	A
B-A	81	20	342	0.238	81	0.3	0.3	13.829	B
C-A	313	78			313				
C-B	88	22	594	0.148	88	0.2	0.2	7.118	A
A-B	101	25			101				
A-C	379	95			379				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	54	13	507	0.106	54	0.2	0.1	7.958	A
B-A	67	17	370	0.180	67	0.3	0.2	11.893	B
C-A	255	64			255				
C-B	72	18	616	0.117	72	0.2	0.1	6.622	A
A-B	83	21			83				
A-C	309	77			309				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	45	11	523	0.086	45	0.1	0.1	7.535	A
B-A	56	14	390	0.143	56	0.2	0.2	10.774	B
C-A	214	53			214				
C-B	60	15	632	0.095	60	0.1	0.1	6.300	A
A-B	69	17			69				
A-C	259	65			259				

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base + Dev	AM	ONE HOUR	07:15	08:45	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		ONE HOUR	✓	330	100.000
B		ONE HOUR	✓	185	100.000
C		ONE HOUR	✓	321	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	285
	B	105	0	80
	C	272	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-C	0.18	9.04	0.2	A	73	110
B-A	0.31	13.92	0.4	B	96	145
C-A					250	374
C-B	0.09	6.33	0.1	A	45	67
A-B					41	62
A-C					262	392

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	60	15	525	0.115	60	0.0	0.1	7.735	A
B-A	79	20	414	0.191	78	0.0	0.2	10.707	B
C-A	205	51			205				
C-B	37	9	652	0.057	37	0.0	0.1	5.852	A
A-B	34	8			34				
A-C	215	54			215				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	72	18	509	0.141	72	0.1	0.2	8.235	A
B-A	94	24	397	0.238	94	0.2	0.3	11.870	B
C-A	245	61			245				
C-B	44	11	640	0.069	44	0.1	0.1	6.043	A
A-B	40	10			40				
A-C	256	64			256				

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)	LOS
B-C	88	22	486	0.181	88	0.2	0.2	9.026	A
B-A	116	29	374	0.309	115	0.3	0.4	13.867	B
C-A	299	75			299				
C-B	54	13	623	0.087	54	0.1	0.1	6.325	A
A-B	50	12			50				
A-C	314	78			314				

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)	LOS
B-C	88	22	486	0.181	88	0.2	0.2	9.042	A
B-A	116	29	374	0.309	116	0.4	0.4	13.917	B
C-A	299	75			299				
C-B	54	13	623	0.087	54	0.1	0.1	6.325	A
A-B	50	12			50				
A-C	314	78			314				

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)	LOS
B-C	72	18	508	0.142	72	0.2	0.2	8.260	A
B-A	94	24	397	0.238	95	0.4	0.3	11.927	B
C-A	245	61			245				
C-B	44	11	640	0.069	44	0.1	0.1	6.044	A
A-B	40	10			40				
A-C	256	64			256				

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)	LOS
B-C	60	15	524	0.115	60	0.2	0.1	7.771	A
B-A	79	20	414	0.191	79	0.3	0.2	10.778	B
C-A	205	51			205				
C-B	37	9	652	0.057	37	0.1	0.1	5.857	A
A-B	34	8			34				
A-C	215	54			215				

2022 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base + Dev	PM	ONE HOUR	16:45	18:15	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		ONE HOUR	✓	458	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	371	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	114	344
	B	87	0	65
	C	284	87	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	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-C	0.15	9.03	0.2	A	60	89
B-A	0.28	14.67	0.4	B	80	120
C-A					261	391
C-B	0.16	7.32	0.2	A	80	120

A-B					105	157
A-C					316	473

Main Results for each time segment

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)	LOS
B-C	49	12	513	0.095	49	0.0	0.1	7.736	A
B-A	65	16	391	0.167	65	0.0	0.2	10.996	B
C-A	214	53			214				
C-B	65	16	628	0.104	65	0.0	0.1	6.393	A
A-B	86	21			86				
A-C	259	65			259				

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)	LOS
B-C	58	15	496	0.118	58	0.1	0.1	8.229	A
B-A	78	20	370	0.211	78	0.2	0.3	12.306	B
C-A	255	64			255				
C-B	78	20	611	0.128	78	0.1	0.1	6.755	A
A-B	102	26			102				
A-C	309	77			309				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	72	18	471	0.152	71	0.1	0.2	9.012	A
B-A	96	24	341	0.281	95	0.3	0.4	14.623	B
C-A	313	78			313				
C-B	96	24	588	0.163	96	0.1	0.2	7.311	A
A-B	126	31			126				
A-C	379	95			379				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	72	18	470	0.152	72	0.2	0.2	9.026	A
B-A	96	24	341	0.281	96	0.4	0.4	14.675	B
C-A	313	78			313				
C-B	96	24	588	0.163	96	0.2	0.2	7.318	A
A-B	126	31			126				
A-C	379	95			379				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	58	15	495	0.118	59	0.2	0.1	8.251	A
B-A	78	20	370	0.211	79	0.4	0.3	12.364	B
C-A	255	64			255				
C-B	78	20	611	0.128	78	0.2	0.1	6.765	A
A-B	102	26			102				
A-C	309	77			309				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	49	12	513	0.095	49	0.1	0.1	7.766	A
B-A	65	16	391	0.167	66	0.3	0.2	11.066	B
C-A	214	53			214				

C-B	65	16	628	0.104	66	0.1	0.1	6.408	A
A-B	86	21			86				
A-C	259	65			259				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://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: A633 Brampton Rd Wath Rd 160 Units.j9

Path: \\leeds2\EnvData\Projects\A090000 - A09999\A098689\calculations\Transport Planning\Junction Models\A633 Valley Way_A633 Wath Rd_B6089 Brampton Rd\160 Units

Report generation date: 24/04/2017 09:56:58

- »2016 Base, AM
- »2016 Base, PM
- »2022 Base, AM
- »2022 Base, PM
- »2022 Base + Dev, AM
- »2022 Base + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2016 Base								
Arm 1	0.6	3.79	0.39	A	1.3	5.41	0.57	A
Arm 2	0.4	3.06	0.26	A	0.4	3.39	0.27	A
Arm 3	0.4	3.65	0.27	A	0.4	3.71	0.27	A
Arm 4	1.2	5.13	0.54	A	1.2	5.25	0.55	A
2022 Base								
Arm 1	0.7	4.05	0.43	A	1.6	6.08	0.62	A
Arm 2	0.4	3.21	0.29	A	0.4	3.59	0.30	A
Arm 3	0.4	3.87	0.29	A	0.4	3.92	0.29	A
Arm 4	1.4	5.69	0.58	A	1.4	5.81	0.59	A
2022 Base + Dev								
Arm 1	0.8	4.10	0.43	A	1.7	6.29	0.63	A
Arm 2	0.4	3.24	0.29	A	0.4	3.66	0.30	A
Arm 3	0.5	4.01	0.32	A	0.4	3.98	0.30	A
Arm 4	1.4	5.84	0.59	A	1.5	5.94	0.60	A

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

File summary

File Description

Title	A633 Valley Way / A633 / Wath Rd / Brampton Rd
Location	Wombwell
Site number	
Date	18/07/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A098689
Enumerator	WYG\d.liddell-crewe
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
--------------------	-----------------------------	-----------------------------------	-----------------------------	---------------	-----------------------------	-----------------------

5.75				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	2016 Base	AM	ONE HOUR	07:15	08:45	15	✓
D2	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2022 Base	AM	ONE HOUR	07:15	08:45	15	✓
D4	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2022 Base + Dev	AM	ONE HOUR	07:15	08:45	15	✓
D6	2022 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2016 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	4.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A633 E	
2	B6089 Brampton Rd	
3	Wath Rd	
4	A633 Valley Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Incribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	5.40	8.70	3.4	9.6	43.2	18.0	
2	5.24	8.07	9.0	11.6	43.2	17.0	
3	4.05	8.65	10.9	11.4	43.2	20.0	
4	3.53	8.00	11.8	17.1	43.2	13.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.662	1861
2	0.702	2034
3	0.655	1815
4	0.662	1768

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

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	2016 Base	AM	ONE HOUR	07:15	08:45	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 (%)
1		ONE HOUR	✓	561	100.000
2		ONE HOUR	✓	383	100.000
3		ONE HOUR	✓	326	100.000
4		ONE HOUR	✓	746	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	25	168	368
	2	47	0	97	239
	3	189	100	0	37
	4	442	276	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.39	3.79	0.6	A	515	772
2	0.26	3.06	0.4	A	351	527
3	0.27	3.65	0.4	A	299	449
4	0.54	5.13	1.2	A	685	1027

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	422	106	303	1660	0.254	421	509	0.0	0.3	2.903	A
2	288	72	423	1737	0.166	288	301	0.0	0.2	2.483	A
3	245	61	491	1494	0.164	245	220	0.0	0.2	2.881	A
4	562	140	252	1601	0.351	559	483	0.0	0.5	3.448	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	504	126	363	1621	0.311	504	609	0.3	0.4	3.222	A
2	344	86	507	1678	0.205	344	360	0.2	0.3	2.698	A
3	293	73	587	1430	0.205	293	263	0.2	0.3	3.164	A
4	671	168	302	1568	0.428	670	578	0.5	0.7	4.003	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	618	154	444	1567	0.394	617	745	0.4	0.6	3.786	A

2	422	105	620	1599	0.264	421	441	0.3	0.4	3.058	A
3	359	90	719	1344	0.267	359	322	0.3	0.4	3.650	A
4	821	205	370	1524	0.539	820	708	0.7	1.2	5.101	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	618	154	445	1566	0.394	618	746	0.6	0.6	3.794	A
2	422	105	621	1598	0.264	422	441	0.4	0.4	3.059	A
3	359	90	720	1344	0.267	359	323	0.4	0.4	3.655	A
4	821	205	370	1523	0.539	821	709	1.2	1.2	5.127	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	504	126	364	1620	0.311	505	611	0.6	0.5	3.233	A
2	344	86	508	1677	0.205	345	361	0.4	0.3	2.701	A
3	293	73	589	1430	0.205	293	264	0.4	0.3	3.169	A
4	671	168	302	1568	0.428	672	580	1.2	0.8	4.025	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	422	106	305	1659	0.255	423	511	0.5	0.3	2.914	A
2	288	72	425	1735	0.166	289	302	0.3	0.2	2.489	A
3	245	61	493	1492	0.164	246	221	0.3	0.2	2.889	A
4	562	140	253	1601	0.351	562	485	0.8	0.5	3.472	A

2016 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	4.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2016 Base	PM	ONE HOUR	16:45	18:15	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 (%)
1		ONE HOUR	✓	814	100.000
2		ONE HOUR	✓	365	100.000
3		ONE HOUR	✓	326	100.000
4		ONE HOUR	✓	757	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	109	273	432
	2	53	0	121	191
	3	189	100	0	37
	4	447	275	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.57	5.41	1.3	A	747	1120
2	0.27	3.39	0.4	A	335	502
3	0.27	3.71	0.4	A	299	449
4	0.55	5.25	1.2	A	695	1042

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	613	153	308	1657	0.370	610	517	0.0	0.6	3.433	A
2	275	69	555	1644	0.167	274	363	0.0	0.2	2.626	A
3	245	61	507	1483	0.165	245	322	0.0	0.2	2.905	A
4	570	142	257	1598	0.357	568	495	0.0	0.6	3.485	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	732	183	368	1617	0.453	731	619	0.6	0.8	4.058	A
2	328	82	664	1567	0.209	328	435	0.2	0.3	2.904	A
3	293	73	607	1418	0.207	293	385	0.2	0.3	3.200	A
4	681	170	307	1565	0.435	680	593	0.6	0.8	4.063	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	896	224	451	1562	0.574	894	757	0.8	1.3	5.371	A
2	402	100	813	1463	0.275	401	532	0.3	0.4	3.388	A
3	359	90	743	1329	0.270	358	471	0.3	0.4	3.709	A
4	833	208	376	1519	0.549	832	725	0.8	1.2	5.221	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	896	224	451	1562	0.574	896	759	1.3	1.3	5.407	A
2	402	100	815	1462	0.275	402	533	0.4	0.4	3.395	A
3	359	90	744	1328	0.270	359	472	0.4	0.4	3.715	A
4	833	208	377	1519	0.549	833	727	1.2	1.2	5.250	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	732	183	369	1616	0.453	734	621	1.3	0.8	4.089	A
2	328	82	667	1566	0.210	329	436	0.4	0.3	2.912	A
3	293	73	609	1416	0.207	293	387	0.4	0.3	3.206	A
4	681	170	308	1564	0.435	682	595	1.2	0.8	4.090	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	613	153	309	1656	0.370	614	519	0.8	0.6	3.459	A
2	275	69	558	1642	0.167	275	365	0.3	0.2	2.635	A
3	245	61	510	1481	0.166	246	323	0.3	0.2	2.915	A
4	570	142	258	1598	0.357	571	498	0.8	0.6	3.507	A

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	4.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base	AM	ONE HOUR	07:15	08:45	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 (%)
1		ONE HOUR	✓	598	100.000
2		ONE HOUR	✓	408	100.000
3		ONE HOUR	✓	347	100.000
4		ONE HOUR	✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	27	179	392
	2	50	0	103	255
	3	201	107	0	39
	4	471	294	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	4.05	0.7	A	549	823
2	0.29	3.21	0.4	A	374	562
3	0.29	3.87	0.4	A	318	478
4	0.58	5.69	1.4	A	730	1094

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	450	113	323	1647	0.273	449	542	0.0	0.4	3.001	A
2	307	77	451	1717	0.179	306	321	0.0	0.2	2.550	A
3	261	65	523	1473	0.177	260	234	0.0	0.2	2.968	A
4	599	150	269	1590	0.376	596	515	0.0	0.6	3.611	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	538	134	387	1604	0.335	537	648	0.4	0.5	3.370	A
2	367	92	540	1655	0.222	367	384	0.2	0.3	2.794	A
3	312	78	626	1405	0.222	312	280	0.2	0.3	3.292	A
4	715	179	322	1555	0.459	714	616	0.6	0.8	4.274	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	658	165	474	1547	0.426	657	793	0.5	0.7	4.042	A
2	449	112	661	1570	0.286	449	470	0.3	0.4	3.208	A
3	382	96	766	1313	0.291	382	343	0.3	0.4	3.863	A
4	875	219	394	1508	0.581	873	754	0.8	1.4	5.656	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	658	165	475	1547	0.426	658	795	0.7	0.7	4.053	A
2	449	112	662	1569	0.286	449	471	0.4	0.4	3.213	A
3	382	96	767	1312	0.291	382	344	0.4	0.4	3.868	A
4	875	219	394	1507	0.581	875	755	1.4	1.4	5.695	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	538	134	388	1604	0.335	539	651	0.7	0.5	3.385	A
2	367	92	541	1654	0.222	367	386	0.4	0.3	2.800	A
3	312	78	628	1404	0.222	312	281	0.4	0.3	3.298	A
4	715	179	322	1555	0.460	717	618	1.4	0.9	4.305	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	450	113	325	1646	0.274	451	544	0.5	0.4	3.013	A
2	307	77	453	1716	0.179	307	323	0.3	0.2	2.555	A
3	261	65	525	1471	0.178	262	235	0.3	0.2	2.978	A
4	599	150	270	1590	0.377	600	517	0.9	0.6	3.641	A

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	5.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base	PM	ONE HOUR	16:45	18:15	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 (%)
1		ONE HOUR	✓	864	100.000
2		ONE HOUR	✓	387	100.000
3		ONE HOUR	✓	346	100.000
4		ONE HOUR	✓	803	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	116	290	458
	2	56	0	128	203
	3	201	106	0	39
	4	474	292	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.62	6.08	1.6	A	793	1189
2	0.30	3.59	0.4	A	355	533
3	0.29	3.92	0.4	A	317	476
4	0.59	5.81	1.4	A	737	1105

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	650	163	326	1645	0.395	648	548	0.0	0.6	3.603	A
2	291	73	589	1621	0.180	290	385	0.0	0.2	2.705	A
3	260	65	538	1463	0.178	260	341	0.0	0.2	2.990	A
4	605	151	272	1588	0.381	602	525	0.0	0.6	3.642	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	777	194	391	1602	0.485	776	656	0.6	0.9	4.349	A
2	348	87	705	1539	0.226	348	461	0.2	0.3	3.021	A
3	311	78	644	1394	0.223	311	409	0.2	0.3	3.324	A
4	722	180	326	1552	0.465	721	629	0.6	0.9	4.323	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	951	238	478	1544	0.616	949	803	0.9	1.6	6.017	A
2	426	107	862	1429	0.298	426	565	0.3	0.4	3.586	A
3	381	95	788	1299	0.293	380	500	0.3	0.4	3.917	A
4	884	221	399	1504	0.588	882	769	0.9	1.4	5.768	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	951	238	479	1544	0.616	951	805	1.6	1.6	6.076	A
2	426	107	864	1427	0.299	426	566	0.4	0.4	3.595	A
3	381	95	789	1298	0.293	381	501	0.4	0.4	3.925	A
4	884	221	400	1504	0.588	884	771	1.4	1.4	5.809	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	777	194	392	1601	0.485	779	659	1.6	1.0	4.395	A
2	348	87	708	1537	0.226	348	463	0.4	0.3	3.029	A
3	311	78	646	1392	0.223	312	410	0.4	0.3	3.335	A
4	722	180	327	1552	0.465	724	631	1.4	0.9	4.359	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	650	163	328	1644	0.396	652	551	1.0	0.7	3.632	A
2	291	73	592	1618	0.180	292	388	0.3	0.2	2.715	A
3	260	65	541	1461	0.178	261	343	0.3	0.2	2.999	A
4	605	151	274	1587	0.381	606	528	0.9	0.6	3.673	A

2022 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	4.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base + Dev	AM	ONE HOUR	07:15	08:45	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 (%)
1		ONE HOUR	✓	603	100.000
2		ONE HOUR	✓	410	100.000
3		ONE HOUR	✓	376	100.000
4		ONE HOUR	✓	799	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	27	184	392
	2	50	0	105	255
	3	214	110	0	52
	4	471	294	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	4.10	0.8	A	553	830
2	0.29	3.24	0.4	A	376	564
3	0.32	4.01	0.5	A	345	518
4	0.59	5.84	1.4	A	733	1100

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	454	113	328	1643	0.276	452	551	0.0	0.4	3.019	A
2	309	77	458	1713	0.180	308	323	0.0	0.2	2.561	A
3	283	71	523	1473	0.192	282	242	0.0	0.2	3.020	A
4	602	150	281	1582	0.380	599	525	0.0	0.6	3.651	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	542	136	393	1600	0.339	542	660	0.4	0.5	3.398	A

2	369	92	548	1649	0.223	368	387	0.2	0.3	2.810	A
3	338	85	626	1405	0.241	338	290	0.2	0.3	3.372	A
4	718	180	336	1546	0.465	717	628	0.6	0.9	4.339	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	664	166	481	1542	0.431	663	808	0.5	0.8	4.090	A
2	451	113	671	1563	0.289	451	474	0.3	0.4	3.235	A
3	414	103	766	1313	0.315	413	355	0.3	0.5	3.998	A
4	880	220	411	1496	0.588	878	769	0.9	1.4	5.799	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	664	166	482	1541	0.431	664	809	0.8	0.8	4.102	A
2	451	113	672	1562	0.289	451	475	0.4	0.4	3.239	A
3	414	103	767	1312	0.315	414	356	0.5	0.5	4.006	A
4	880	220	412	1496	0.588	880	770	1.4	1.4	5.843	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	542	136	395	1599	0.339	543	662	0.8	0.5	3.410	A
2	369	92	549	1648	0.224	369	388	0.4	0.3	2.814	A
3	338	85	628	1404	0.241	339	291	0.5	0.3	3.382	A
4	718	180	337	1545	0.465	720	629	1.4	0.9	4.375	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	454	113	330	1642	0.276	454	554	0.5	0.4	3.034	A
2	309	77	460	1711	0.180	309	325	0.3	0.2	2.569	A
3	283	71	525	1471	0.192	283	243	0.3	0.2	3.031	A
4	602	150	282	1582	0.380	603	527	0.9	0.6	3.679	A

2022 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	5.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base + Dev	PM	ONE HOUR	16:45	18:15	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 (%)
1		ONE HOUR	✓	877	100.000
2		ONE HOUR	✓	388	100.000
3		ONE HOUR	✓	358	100.000
4		ONE HOUR	✓	810	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	116	303	458
	2	56	0	129	203
	3	208	107	0	43
	4	474	292	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.63	6.29	1.7	A	805	1207
2	0.30	3.66	0.4	A	356	534
3	0.30	3.98	0.4	A	329	493
4	0.60	5.94	1.5	A	743	1115

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	660	165	332	1641	0.402	658	553	0.0	0.7	3.653	A
2	292	73	604	1610	0.181	291	386	0.0	0.2	2.728	A
3	270	67	538	1463	0.184	269	357	0.0	0.2	3.013	A
4	610	152	278	1584	0.385	607	528	0.0	0.6	3.677	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	788	197	398	1597	0.494	787	663	0.7	1.0	4.437	A
2	349	87	723	1527	0.228	349	462	0.2	0.3	3.055	A
3	322	80	644	1394	0.231	322	427	0.2	0.3	3.358	A
4	728	182	333	1548	0.470	727	632	0.6	0.9	4.382	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
-----	-----------------------	-------------------------	---------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-----

1	966	241	487	1539	0.628	963	811	1.0	1.7	6.223	A
2	427	107	884	1413	0.302	427	566	0.3	0.4	3.646	A
3	394	99	788	1299	0.303	394	523	0.3	0.4	3.972	A
4	892	223	408	1498	0.595	890	773	0.9	1.4	5.891	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	966	241	488	1538	0.628	966	813	1.7	1.7	6.288	A
2	427	107	886	1412	0.303	427	567	0.4	0.4	3.655	A
3	394	99	789	1298	0.304	394	524	0.4	0.4	3.982	A
4	892	223	408	1498	0.595	892	775	1.4	1.5	5.939	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	788	197	399	1596	0.494	791	665	1.7	1.0	4.485	A
2	349	87	726	1524	0.229	349	464	0.4	0.3	3.067	A
3	322	80	646	1392	0.231	322	429	0.4	0.3	3.369	A
4	728	182	334	1547	0.471	730	635	1.5	0.9	4.419	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	660	165	334	1640	0.403	661	556	1.0	0.7	3.687	A
2	292	73	607	1608	0.182	292	388	0.3	0.2	2.739	A
3	270	67	541	1461	0.184	270	359	0.3	0.2	3.022	A
4	610	152	280	1583	0.385	611	531	0.9	0.6	3.705	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://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: Dearne Valley Parkway Hemingfield Road 160 units.j9

Path: \\leeds2\EnvData\Projects\A090000 - A09999\A098689\calculations\Transport Planning\Junction Models\Dearne Valley Parkway_Hemingfield Rd\160 Units

Report generation date: 24/04/2017 10:19:48

- »2016, AM
- »2016, PM
- »2022 Base, AM
- »2022 Base, PM
- »2022 Base + Dev, AM
- »2022 Base + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2016								
Arm 1	0.8	2.85	0.44	A	1.4	3.97	0.59	A
Arm 2	0.2	3.63	0.15	A	0.2	4.07	0.16	A
Arm 3	0.6	2.08	0.38	A	0.6	2.20	0.39	A
Arm 4	0.2	4.57	0.18	A	0.4	5.15	0.27	A
2022 Base								
Arm 1	0.9	3.01	0.46	A	1.7	4.38	0.63	A
Arm 2	0.2	3.79	0.16	A	0.2	4.29	0.18	A
Arm 3	0.7	2.17	0.40	A	0.7	2.31	0.42	A
Arm 4	0.3	4.84	0.20	A	0.4	5.51	0.30	A
2022 Base + Dev								
Arm 1	0.9	3.02	0.47	A	1.7	4.45	0.63	A
Arm 2	0.2	3.86	0.17	A	0.2	4.34	0.19	A
Arm 3	0.7	2.18	0.41	A	0.7	2.33	0.42	A
Arm 4	0.3	4.86	0.20	A	0.4	5.57	0.30	A

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

File summary

File Description

Title	Hemingfield Road Roundabout
Location	Wombwell
Site number	
Date	19/07/2016
Version	
Status	
Identifier	
Client	
Jobnumber	A098689
Enumerator	WYG\d.liddell-crewe
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	mph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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	2016	AM	ONE HOUR	07:15	08:45	15	✓
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓
D3	2022 Base	AM	ONE HOUR	07:15	08:45	15	✓
D4	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2022 Base + Dev	AM	ONE HOUR	07:15	08:45	15	✓
D6	2022 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	2.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
-----	------	-------------

1	A6195 Dearne Valley Parkway E	
2	Hemingfield Road S	
3	A6195 Dearne Valley Parkway W	
4	Hemingfield Road N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I* - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.70	7.70	0.0	9.2	80.2	20.5	
2	3.88	6.32	10.2	12.6	80.2	20.5	
3	9.36	9.36	0.0	11.9	80.2	13.5	
4	3.10	5.56	19.5	8.9	80.2	19.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.551	2276
2	0.458	1601
3	0.654	2904
4	0.428	1437

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

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	2016	AM	ONE HOUR	07:15	08:45	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 (%)
1		ONE HOUR	✓	886	100.000
2		ONE HOUR	✓	153	100.000
3		ONE HOUR	✓	954	100.000
4		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	22	802	62
	2	55	0	47	51
	3	941	10	0	3
	4	108	39	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.44	2.85	0.8	A	813	1220
2	0.15	3.63	0.2	A	140	211
3	0.38	2.08	0.6	A	875	1313
4	0.18	4.57	0.2	A	146	219

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	667	167	46	2251	0.296	665	829	0.0	0.4	2.269	A
2	115	29	658	1300	0.089	115	53	0.0	0.1	3.038	A
3	718	180	126	2822	0.255	717	647	0.0	0.3	1.710	A
4	120	30	756	1113	0.108	119	87	0.0	0.1	3.619	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	796	199	55	2246	0.355	796	992	0.4	0.5	2.483	A
2	138	34	787	1241	0.111	137	64	0.1	0.1	3.262	A
3	858	214	151	2805	0.306	857	774	0.3	0.4	1.847	A
4	143	36	904	1050	0.136	143	104	0.1	0.2	3.969	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	976	244	67	2239	0.436	975	1215	0.5	0.8	2.846	A
2	168	42	964	1160	0.145	168	78	0.1	0.2	3.631	A
3	1050	263	185	2783	0.377	1050	947	0.4	0.6	2.077	A
4	175	44	1107	963	0.182	175	128	0.2	0.2	4.566	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	976	244	67	2239	0.436	975	1216	0.8	0.8	2.848	A
2	168	42	964	1159	0.145	168	78	0.2	0.2	3.632	A
3	1050	263	185	2783	0.377	1050	948	0.6	0.6	2.077	A
4	175	44	1108	963	0.182	175	128	0.2	0.2	4.570	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	796	199	55	2246	0.355	797	993	0.8	0.6	2.488	A

2	138	34	788	1240	0.111	138	64	0.2	0.1	3.265	A
3	858	214	151	2805	0.306	858	775	0.6	0.4	1.848	A
4	143	36	905	1049	0.136	143	104	0.2	0.2	3.975	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	667	167	46	2251	0.296	668	832	0.6	0.4	2.276	A
2	115	29	660	1299	0.089	115	54	0.1	0.1	3.043	A
3	718	180	127	2821	0.255	719	649	0.4	0.3	1.714	A
4	120	30	758	1112	0.108	120	87	0.2	0.1	3.629	A

2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2016	PM	ONE HOUR	16:45	18:15	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 (%)
1		ONE HOUR	✓	1174	100.000
2		ONE HOUR	✓	157	100.000
3		ONE HOUR	✓	961	100.000
4		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	109	900	165
	2	51	0	27	79
	3	922	37	0	2
	4	148	76	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.59	3.97	1.4	A	1077	1616
2	0.16	4.07	0.2	A	144	216
3	0.39	2.20	0.6	A	882	1323
4	0.27	5.15	0.4	A	218	328

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	884	221	95	2224	0.397	881	842	0.0	0.7	2.678	A
2	118	30	810	1230	0.096	118	167	0.0	0.1	3.236	A
3	723	181	221	2759	0.262	722	706	0.0	0.4	1.767	A
4	179	45	759	1112	0.161	178	185	0.0	0.2	3.853	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1055	264	114	2213	0.477	1054	1007	0.7	0.9	3.103	A
2	141	35	969	1157	0.122	141	199	0.1	0.1	3.542	A
3	864	216	265	2731	0.316	863	845	0.4	0.5	1.928	A
4	214	53	908	1048	0.204	214	221	0.2	0.3	4.312	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1293	323	140	2199	0.588	1291	1233	0.9	1.4	3.953	A
2	173	43	1186	1058	0.163	173	244	0.1	0.2	4.066	A
3	1058	265	324	2692	0.393	1057	1034	0.5	0.6	2.201	A
4	262	66	1111	961	0.273	262	270	0.3	0.4	5.143	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1293	323	140	2199	0.588	1293	1234	1.4	1.4	3.971	A
2	173	43	1188	1057	0.164	173	244	0.2	0.2	4.072	A
3	1058	265	325	2692	0.393	1058	1036	0.6	0.6	2.203	A
4	262	66	1112	961	0.273	262	271	0.4	0.4	5.151	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
-----	-----------------------	-------------------------	---------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-----

1	1055	264	114	2213	0.477	1057	1009	1.4	0.9	3.119	A
2	141	35	972	1156	0.122	141	200	0.2	0.1	3.551	A
3	864	216	266	2730	0.316	865	848	0.6	0.5	1.931	A
4	214	53	909	1048	0.204	214	222	0.4	0.3	4.323	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	884	221	96	2223	0.398	885	845	0.9	0.7	2.691	A
2	118	30	813	1229	0.096	118	167	0.1	0.1	3.242	A
3	723	181	222	2759	0.262	724	709	0.5	0.4	1.768	A
4	179	45	761	1111	0.161	179	185	0.3	0.2	3.864	A

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	2.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base	AM	ONE HOUR	07:15	08:45	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 (%)
1		ONE HOUR	✓	944	100.000
2		ONE HOUR	✓	163	100.000
3		ONE HOUR	✓	1017	100.000
4		ONE HOUR	✓	170	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	23	855	66
	2	59	0	50	54
	3	1003	11	0	3
	4	115	42	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.46	3.01	0.9	A	866	1299
2	0.16	3.79	0.2	A	150	224
3	0.40	2.17	0.7	A	933	1400
4	0.20	4.84	0.3	A	156	234

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	711	178	50	2249	0.316	709	884	0.0	0.5	2.334	A
2	123	31	701	1280	0.096	122	57	0.0	0.1	3.110	A
3	766	191	134	2816	0.272	764	689	0.0	0.4	1.754	A
4	128	32	806	1092	0.117	127	92	0.0	0.1	3.731	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	849	212	59	2243	0.378	848	1058	0.5	0.6	2.578	A
2	147	37	839	1217	0.120	146	68	0.1	0.1	3.363	A
3	914	229	161	2799	0.327	914	825	0.4	0.5	1.909	A
4	153	38	964	1024	0.149	153	110	0.1	0.2	4.130	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1039	260	73	2236	0.465	1038	1295	0.6	0.9	3.002	A
2	179	45	1027	1130	0.159	179	84	0.1	0.2	3.784	A
3	1120	280	197	2775	0.403	1119	1010	0.5	0.7	2.172	A
4	187	47	1181	931	0.201	187	135	0.2	0.2	4.832	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1039	260	73	2236	0.465	1039	1296	0.9	0.9	3.007	A
2	179	45	1028	1130	0.159	179	84	0.2	0.2	3.786	A
3	1120	280	197	2775	0.403	1120	1011	0.7	0.7	2.174	A
4	187	47	1181	931	0.201	187	135	0.2	0.3	4.838	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1039	260	73	2236	0.465	1039	1296	0.9	0.9	3.007	A
2	179	45	1028	1130	0.159	179	84	0.2	0.2	3.786	A
3	1120	280	197	2775	0.403	1120	1011	0.7	0.7	2.174	A
4	187	47	1181	931	0.201	187	135	0.2	0.3	4.838	A

1	849	212	59	2243	0.378	850	1059	0.9	0.6	2.586	A
2	147	37	841	1216	0.121	147	68	0.2	0.1	3.366	A
3	914	229	161	2799	0.327	915	826	0.7	0.5	1.913	A
4	153	38	965	1024	0.149	153	111	0.3	0.2	4.137	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	711	178	50	2249	0.316	711	887	0.6	0.5	2.343	A
2	123	31	704	1279	0.096	123	57	0.1	0.1	3.116	A
3	766	191	135	2816	0.272	766	692	0.5	0.4	1.755	A
4	128	32	808	1091	0.117	128	93	0.2	0.1	3.742	A

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base	PM	ONE HOUR	16:45	18:15	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 (%)
1		ONE HOUR	✓	1246	100.000
2		ONE HOUR	✓	167	100.000
3		ONE HOUR	✓	1019	100.000
4		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	116	955	175
	2	54	0	29	84
	3	978	39	0	2
	4	157	81	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.63	4.38	1.7	A	1143	1715
2	0.18	4.29	0.2	A	153	230
3	0.42	2.31	0.7	A	935	1403
4	0.30	5.51	0.4	A	232	348

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	938	235	101	2220	0.422	935	893	0.0	0.7	2.796	A
2	126	31	859	1207	0.104	125	177	0.0	0.1	3.324	A
3	767	192	235	2751	0.279	766	750	0.0	0.4	1.814	A
4	190	48	805	1092	0.174	190	196	0.0	0.2	3.985	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1120	280	121	2209	0.507	1119	1068	0.7	1.0	3.299	A
2	150	38	1028	1130	0.133	150	212	0.1	0.2	3.672	A
3	916	229	281	2720	0.337	916	897	0.4	0.5	1.995	A
4	227	57	962	1025	0.222	227	234	0.2	0.3	4.512	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1372	343	148	2194	0.625	1369	1308	1.0	1.6	4.351	A
2	184	46	1258	1025	0.179	184	259	0.2	0.2	4.279	A
3	1122	280	344	2679	0.419	1121	1098	0.5	0.7	2.309	A
4	279	70	1178	932	0.299	278	287	0.3	0.4	5.496	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1372	343	149	2194	0.625	1372	1309	1.6	1.7	4.377	A
2	184	46	1261	1024	0.180	184	260	0.2	0.2	4.286	A
3	1122	280	345	2679	0.419	1122	1100	0.7	0.7	2.311	A
4	279	70	1179	932	0.299	279	287	0.4	0.4	5.508	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
-----	-----------------------	-------------------------	---------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-----

1	1120	280	122	2209	0.507	1123	1070	1.7	1.0	3.322	A
2	150	38	1032	1129	0.133	150	213	0.2	0.2	3.680	A
3	916	229	282	2720	0.337	917	900	0.7	0.5	1.999	A
4	227	57	964	1024	0.222	228	235	0.4	0.3	4.523	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	938	235	102	2220	0.423	939	896	1.0	0.7	2.812	A
2	126	31	863	1206	0.104	126	178	0.2	0.1	3.333	A
3	767	192	236	2750	0.279	768	753	0.5	0.4	1.818	A
4	190	48	807	1091	0.175	191	197	0.3	0.2	3.999	A

2022 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	2.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base + Dev	AM	ONE HOUR	07:15	08:45	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 (%)
1		ONE HOUR	✓	946	100.000
2		ONE HOUR	✓	179	100.000
3		ONE HOUR	✓	1020	100.000
4		ONE HOUR	✓	170	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	25	855	66
	2	63	0	60	56
	3	1003	14	0	3
	4	115	42	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.47	3.02	0.9	A	868	1302
2	0.17	3.86	0.2	A	164	246
3	0.41	2.18	0.7	A	936	1404
4	0.20	4.86	0.3	A	156	234

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	712	178	52	2248	0.317	710	887	0.0	0.5	2.338	A
2	135	34	701	1280	0.105	134	61	0.0	0.1	3.140	A
3	768	192	139	2813	0.273	766	697	0.0	0.4	1.759	A
4	128	32	811	1089	0.117	127	94	0.0	0.1	3.740	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	850	213	62	2242	0.379	850	1061	0.5	0.6	2.584	A
2	161	40	839	1217	0.132	161	73	0.1	0.2	3.408	A
3	917	229	166	2795	0.328	917	834	0.4	0.5	1.915	A
4	153	38	970	1021	0.150	153	112	0.1	0.2	4.142	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1042	260	76	2234	0.466	1041	1299	0.6	0.9	3.012	A
2	197	49	1027	1130	0.174	197	89	0.2	0.2	3.855	A
3	1123	281	203	2771	0.405	1122	1021	0.5	0.7	2.182	A
4	187	47	1188	928	0.202	187	137	0.2	0.3	4.854	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1042	260	76	2234	0.466	1042	1300	0.9	0.9	3.017	A
2	197	49	1028	1130	0.174	197	89	0.2	0.2	3.858	A
3	1123	281	204	2771	0.405	1123	1022	0.7	0.7	2.184	A
4	187	47	1189	928	0.202	187	138	0.3	0.3	4.860	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1042	260	76	2234	0.466	1042	1300	0.9	0.9	3.017	A
2	197	49	1028	1130	0.174	197	89	0.2	0.2	3.858	A
3	1123	281	204	2771	0.405	1123	1022	0.7	0.7	2.184	A
4	187	47	1189	928	0.202	187	138	0.3	0.3	4.860	A

1	850	213	62	2242	0.379	851	1063	0.9	0.6	2.592	A
2	161	40	841	1216	0.132	161	73	0.2	0.2	3.415	A
3	917	229	167	2795	0.328	918	835	0.7	0.5	1.920	A
4	153	38	972	1021	0.150	153	113	0.3	0.2	4.151	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	712	178	52	2247	0.317	713	890	0.6	0.5	2.346	A
2	135	34	704	1279	0.105	135	61	0.2	0.1	3.149	A
3	768	192	139	2813	0.273	768	699	0.5	0.4	1.760	A
4	128	32	814	1089	0.118	128	94	0.2	0.1	3.748	A

2022 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2022 Base + Dev	PM	ONE HOUR	16:45	18:15	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 (%)
1		ONE HOUR	✓	1252	100.000
2		ONE HOUR	✓	177	100.000
3		ONE HOUR	✓	1029	100.000
4		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	122	955	175
	2	58	0	34	85
	3	978	49	0	2
	4	157	82	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.63	4.45	1.7	A	1149	1723
2	0.19	4.34	0.2	A	162	244
3	0.42	2.33	0.7	A	944	1416
4	0.30	5.57	0.4	A	233	350

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	943	236	110	2216	0.425	940	896	0.0	0.7	2.815	A
2	133	33	859	1207	0.110	133	190	0.0	0.1	3.347	A
3	775	194	239	2748	0.282	773	753	0.0	0.4	1.820	A
4	191	48	815	1088	0.176	190	197	0.0	0.2	4.008	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1126	281	131	2204	0.511	1124	1072	0.7	1.0	3.332	A
2	159	40	1028	1130	0.141	159	227	0.1	0.2	3.706	A
3	925	231	286	2717	0.340	925	902	0.4	0.5	2.008	A
4	228	57	975	1019	0.224	228	235	0.2	0.3	4.548	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1378	345	160	2188	0.630	1376	1312	1.0	1.7	4.420	A
2	195	49	1258	1025	0.190	195	278	0.2	0.2	4.336	A
3	1133	283	350	2676	0.423	1132	1103	0.5	0.7	2.331	A
4	280	70	1194	926	0.302	279	288	0.3	0.4	5.561	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1378	345	161	2188	0.630	1378	1314	1.7	1.7	4.449	A
2	195	49	1261	1024	0.190	195	279	0.2	0.2	4.343	A
3	1133	283	350	2675	0.424	1133	1105	0.7	0.7	2.333	A
4	280	70	1195	925	0.302	280	288	0.4	0.4	5.574	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
-----	-----------------------	-------------------------	---------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-----

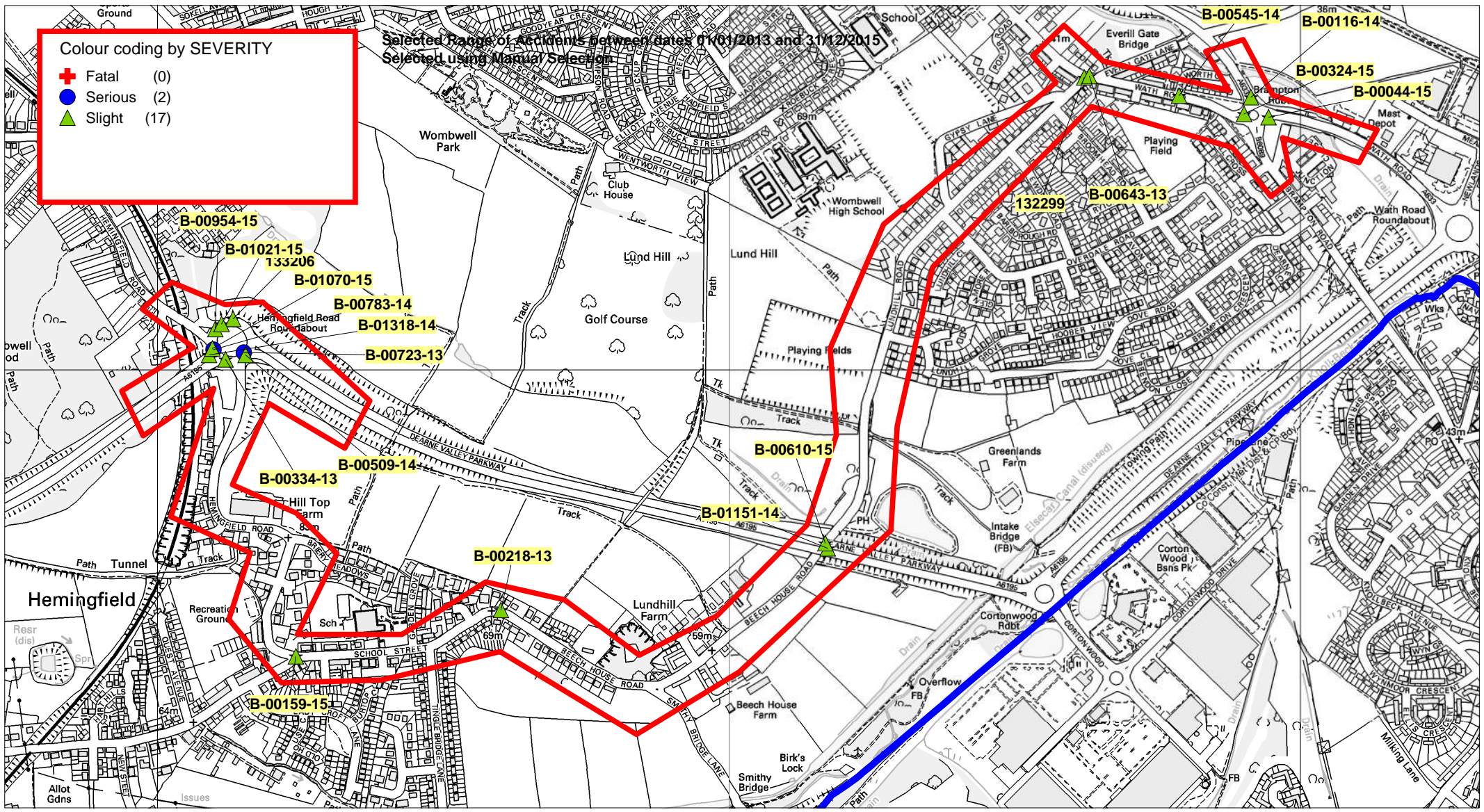
1	1126	281	132	2204	0.511	1128	1074	1.7	1.1	3.354	A
2	159	40	1032	1128	0.141	159	228	0.2	0.2	3.714	A
3	925	231	286	2717	0.340	926	905	0.7	0.5	2.010	A
4	228	57	976	1019	0.224	229	236	0.4	0.3	4.561	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	943	236	110	2215	0.425	944	899	1.1	0.7	2.835	A
2	133	33	863	1206	0.111	133	191	0.2	0.1	3.359	A
3	775	194	240	2747	0.282	775	757	0.5	0.4	1.827	A
4	191	48	817	1087	0.176	192	197	0.3	0.2	4.021	A



APPENDIX Q



All rights reserved. Rotherham MBC Licence
 No. 100019587.
 South Yorkshire LTP Partnership
 Licence No. 100019587 2016



Selected map area

SCALE	1 : 9200
DATE	27/07/2016
DRWG No.	
DRN BY	

AccsMap - Accident Analysis System

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
Selection: Notes:
Selected using Manual Selection Dominic Liddell

132299 10/01/2013 Thursday Time: 1142 Vehicles 1 Casualties 1 Slight
Easting: 440,622 Northing: 402,512
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: LUNDHILL RD AT JUNCTION WITH PARK ST WOMBWELL SOUTH YORKSHIRE
Description: VH1 M/CAR TURNING RIGHT FROM PARK RD ONTO LUNDHILL RD COLL CHILD
PEDN CROSSING JNC WITHOUT LOOKING TRV IN DIREC OF ? NO STATS

Vehicle Reference: 1 Car Turning right
First point of impact: Offside
Vehicle direction: NW to SW Journey: Other
Age of Driver : 73 Breath test:

Contributory Factors : 802

Casualty Reference: 1 Age: 8 Male Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Driver's offside
Ped Location: In cent carr

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

133206 31/01/2013 Thursday Time: 1420 Vehicles 1 Casualties 1 Slight
 Easting: 439,132 Northing: 402,089
 Fine with high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 70

Location: A 6195 DEARNE VALLEY PARKWAY AT JUNCTION WITH NEMMING FIELD ROAD
 WOMBWELL SOUTH YORKSHIRE

Description: V1 TRAVELS DEARNE VALLEY PARKWAY TOWARD DONCASTER WHILST
 TRAVELLING AROUND NEMMINGFIELD ROAD ROUNDABOUT IN LANE 1 VEHICLE
 OVERTURNS ONTO NEARSIDE ARM CODE BARRIER AND RAILINGS DRIVER
 CLAIMS WINDS PLAYED A FACTOR.

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead right hand bend
 First point of impact: Nearside
 Vehicle direction: SW to SE Journey: Journey as part of work
 Age of Driver : 43 Breath test:

Contributory Factors : 999 307 401

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

Ped Dir: Ped Movement :
 Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
Selection: Notes:
Selected using Manual Selection Dominic Liddell

B-00218-13 04/05/2013 Saturday Time: 1540 Vehicles 1 Casualties 1 Slight
Easting: 439,601 Northing: 401,579
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: BEECH HOUSE ROAD, HEMINGFIELD BARNESLEY O/S NUMBER 38
Description: RIDER OF V1 UNDER THE INFLUENCE OF DRINK FAILS TO NEGOTIATE A BEND
AT EXCESSIVE SPEED AND FALLS OFF INJURING HIMSELF

Vehicle Reference: 1 Motorcycle over 50cc and up Going ahead right hand bend

First point of impact: Front

Vehicle direction: SW to E

Journey: Other

Age of Driver : 18

Breath test: Not requested

Contributory Factors : 401 410

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-00334-13 20/06/2013 Thursday Time: 1140 Vehicles 2 Casualties 1 Slight
 Easting: 439,119 Northing: 402,018
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 60

Location: DEARNE VALLEY PARKWAY HEMINGFIELD AT J/W HEMINGFIELD RDBT
 Description: V1 IN LN 1 INTENDING TO TAKE 3RD EXIT, V2 IN LN 2 INTENDING TO TAKE 2ND
 EXIT, V1 CARRIED ON ROUND AND COLL WITH N/S OF V2.

Vehicle Reference: 1 Car Going ahead right hand bend

First point of impact: Offside

Vehicle direction: SE to NW

Journey: Other

Age of Driver : 39

Breath test: Negative

Contributory Factors : 403

Vehicle Reference: 2 Car Going ahead right hand bend

First point of impact: Nearside

Vehicle direction: SE to SW

Journey: Commuting to/from work

Age of Driver : 44

Breath test: Negative

Contributory Factors : 403

Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-00723-13 26/08/2013 Monday Time: 1800 Vehicles 1 Casualties 1 Serious
 Easting: 439,151 Northing: 402,030
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 70

Location: DEARNE VALLEY PARKWAY HEMINGFIELD J/W HEMINGFIELD RD
 Description: V1 WESTBOUND ON A6195 ENTERS R/ABOUT AT SPEED & FAILS TO NEGOTIATE R/ABOUT. VEHICLE CLIPS KERB RIDER IS THROWN FROM MACHINE.

Vehicle Reference: 1 Motorcycle over 50cc and up Going ahead
 First point of impact: Front
 Vehicle direction: E to W Journey: Other
 Age of Driver : 18 Breath test: Negative

Contributory Factors : 403 605 410

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

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-00643-13 19/10/2013 Saturday Time: 1610 Vehicles 2 Casualties 2 Slight
 Easting: 440,631 Northing: 402,514
 Unknown Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: WATH ROAD WOMBWELL J/W LUNDHILL ROAD
 Description: V1 TURNING RIGHT OUT OF JUNCTION COLL WITH V1 WHICH IS OVERTAKING
 BUS PRIOR TO JUNCTION

Vehicle Reference: 1 Car Moving off
 First point of impact: Front
 Vehicle direction: SW to E Journey: Not known
 Age of Driver : 48 Breath test: Not requested

Contributory Factors : 602 405

Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

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

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: E to W Journey: Not known
 Age of Driver : 30 Breath test: Not requested

Contributory Factors : 602 405

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-00116-14 05/02/2014 Wednesda Time: 2149 Vehicles 2 Casualties 1 Slight
 Easting: 440,914 Northing: 402,477
 Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: VALLEY WAY WOMBWELL J/W WATH ROAD
 Description: VEH2 APPROACHING RNCBT FOLLOWED BY VEH1. VEH2 STOPS AT RNCBT
 .VEH1 ANTICIPATING TRAFFIC TO HAVE CLEARED RNCBT CONTINUES AND
 RUNS INTO REAR OF VEH2

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: NW to SE Journey: Other
 Age of Driver : 41 Breath test: Not requested

Contributory Factors : 406

Vehicle Reference: 2 Car Slowing or Stopping
 First point of impact: Back
 Vehicle direction: NW to SE Journey: Other
 Age of Driver : 58 Breath test: Not requested

Contributory Factors : 406

Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-00545-14 15/04/2014 Tuesday Time: 1512 Vehicles 2 Casualties 1 Slight
 Easting: 440,788 Northing: 402,480
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: WATH ROAD WOMBWELL J/W BADSWORTH CLOSE
 Description: V1 PULLED OUT OF JUNCTION INTO PATH OF V2

Vehicle Reference: 1 Car Turning left
 First point of impact: Front
 Vehicle direction: N to E Journey: Other
 Age of Driver : 28 Breath test: Negative

Contributory Factors : 401 403

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: E to W Journey: Journey as part of work
 Age of Driver : 19 Breath test: Negative

Contributory Factors : 401 403

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-00509-14 02/06/2014 Monday Time: 1410 Vehicles 2 Casualties 1 Slight
 Easting: 439,154 Northing: 402,026
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 60

Location: DEARNE VALLEY PARKWAY WOMBWELL J/W HEMINGFIELD ROAD
 Description: VEH2, PEDAL CYCLIST TURNING RIGHT FROM DEARNE VALLEY PARKWAY ONTO HEMINGFIELD ROAD. WHILST NEGOTIATING RNCDBT IS STRUCK BY VEH1 ENTERING RNCDBT FROM DEARNE VALLEY PARKWAY TRAVELLING IN THE OPPOSITE DIRECTION.

Vehicle Reference: 1 Car Moving off
 First point of impact: Offside
 Vehicle direction: SE to NW Journey: Other
 Age of Driver : 37 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Pedal cycle Turning left
 First point of impact: Nearside
 Vehicle direction: SW to S Journey: Other
 Age of Driver : 43 Breath test: Not requested

Contributory Factors : 405

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-00783-14 22/08/2014 Friday Time: 1825 Vehicles 2 Casualties 3 Serious
 Easting: 439,098 Northing: 402,035
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 60

Location: HEMINGFIELD ROAD ROUNDABOUT BARNSELY J/W DEARNE VALLEY PARKWAY
 Description: V1 & V2 TRAVELLING ALONG 2 LN C.W FROM CORTONWOOD. V1 IS IN LN 1, V2 IS IN LN 2. ON GETTING TO HEMINGFIELD V1 IS STILL IN LN 1 WHICH IS NORKED FOR HEMINGFIELD AND A6195. V2 IN LN 2 FOR THE A6195 AND WOMBWELL RAILWAY STN. V1 CONTINUES ON RNDDBT T/W 3RD

Vehicle Reference: 1 Car Going ahead
 First point of impact: Offside
 Vehicle direction: SE to NW Journey: Other
 Age of Driver : 67 Breath test: Negative

Contributory Factors : 403 405

Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 68 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Motorcycle over 500cc Going ahead
 First point of impact: Nearside
 Vehicle direction: SE to NW Journey: Other
 Age of Driver : 37 Breath test: Negative

Contributory Factors : 403 405

Casualty Reference: 2 Age: 37 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

Selected using Manual Selection

Dominic Liddell

B-01151-14 25/11/2014 Tuesday Time: 1940 Vehicles 2 Casualties 1 Slight
 Easting: 440,173 Northing: 401,687
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY BARNSELY CORTONWOOD ROUNDABOUT
 Description: V1 MOVES INTO LANE 2. V2 APPRAOCHES REAR OF V1, V1 TRIES TO MOVE INTO LANE 1 CAUSING V2 TO BRAKE HEAVILY , LOSES CONTROL AND COLL WITH CENTRAL RESERVATION AND V1

Vehicle Reference: 1 Car Changing lane to left
 First point of impact: Front
 Vehicle direction: Parked to Parked Journey: Commuting to/from work
 Age of Driver : 36 Breath test: Negative

Contributory Factors : 406 406

Vehicle Reference: 2 Car Overtaking moving vehicle on its offside
 First point of impact: Front
 Vehicle direction: Parked to Parked Journey: Other
 Age of Driver : 45 Breath test: Not requested

Contributory Factors : 406 406

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-01318-14 15/12/2014 Monday Time: 1215 Vehicles 2 Casualties 2 Slight
 Easting: 439,090 Northing: 402,026
 Unknown Road Surface: Dry Daylight
 Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY BARNSELY J/W HEMINGFIELD ROAD ROUNDABOUT
 Description: V2 COLL WITH V1 WHILST STATIONARY AT ROUNDABOUT

Vehicle Reference: 1 Car Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: SW to NE Journey: Other
 Age of Driver : 28 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 58 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: SW to NE Journey: Other
 Age of Driver : 0 Breath test: Not requested

Contributory Factors : 405

AccsMap - Accident Analysis System

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-00044-15 15/01/2015 Thursday Time: 1830 Vehicles 1 Casualties 2 Slight
 Easting: 440,945 Northing: 402,442
 Raining with high winds Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 40

Location: WATH ROAD WOMBWELL J/W BRAMPTON ROAD
 Description: CAS001 HIT BY V1 WHILST CROSSING ON PED CROSSING

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: E to W Journey: Other
 Age of Driver : 23 Breath test: Negative

Contributory Factors : 405 501

Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 35 Male Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : Movement U/K
 Ped Location: On Ped Crossing

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

Selected using Manual Selection

Dominic Liddell

B-00159-15 18/02/2015 Wednesda Time: 1400 Vehicles 2 Casualties 1 Slight
 Easting: 439,242 Northing: 401,498
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: HEMINGFIELD ROAD HEMINGFIELD J/W CEMETERY ROAD
 Description: V1 TV ALONG HEMINGFIELD RD APPROACHING R/H BEND WHEN V2
 APPROACHED FROM OPPOSITE DIRC ON WRONG SIDE OF ROAD & COLLIDED
 WITH V1

Vehicle Reference: 1 Car Going ahead left hand bend
 First point of impact: Nearside
 Vehicle direction: N to E Journey: Other
 Age of Driver : 24 Breath test: Driver not contacted

Contributory Factors : 403 409 410

Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead right hand bend
 First point of impact: Offside
 Vehicle direction: E to N Journey: Other
 Age of Driver : Breath test: Driver not contacted

Contributory Factors : 403 409 410

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-00324-15 10/04/2015 Friday Time: 1353 Vehicles 2 Casualties 1 Slight
 Easting: 440,902 Northing: 402,448
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 30

Location: BRAMPTON ROUNDABOUT WOMBWELL J/W WATH ROAD
 Description: V1 ENTERD RDBT BUT FAILS TO SEE V2 AND COLL OCC

Vehicle Reference: 1 Car Going ahead
 First point of impact: Offside
 Vehicle direction: W to E Journey: Other
 Age of Driver : 33 Breath test: Negative

Contributory Factors : 405 405

Vehicle Reference: 2 Pedal cycle Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Other
 Age of Driver : 52 Breath test: Not requested

Contributory Factors : 405 405

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-00610-15 08/07/2015 Wednesda Time: 1620 Vehicles 2 Casualties 1 Slight
 Easting: 440,169 Northing: 401,696
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: DEARNE VALLEY PARKWAY DARFIELD
 Description: V2 EMERGED FROM SIDE ROAD AND COLL WITH V1

Vehicle Reference: 1 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: W to E Journey: Other
 Age of Driver : 19 Breath test: Not requested

Contributory Factors : 302 405 401 602 601

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

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Turning left
 First point of impact: Back
 Vehicle direction: N to E Journey: Other
 Age of Driver : Breath test: Not requested

Contributory Factors : 302 405 401 602 601

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-00954-15 19/10/2015 Monday Time: 0730 Vehicles 2 Casualties 1 Slight
 Easting: 439,101 Northing: 402,071
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 60

Location: HEMMINGFIELD ROAD ROUNDABOUT BARNSELY J/W HEMMINGFIELD ROAD
 Description: V1 ON ROUNDABOUT TURNING RIGHT, V2 ENTERS ROUNDABOUT IN FRONT OF
 V1 CAUSING COLL

Vehicle Reference: 1 Car Turning right
 First point of impact: Front
 Vehicle direction: SW to SE Journey: Commuting to/from work
 Age of Driver : 43 Breath test: Negative
 Contributory Factors : 405 406 606 709

Casualty Reference: 1 Age: 52 Male Passenger Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Moving off
 First point of impact: Front
 Vehicle direction: W to SE Journey: Journey as part of work
 Age of Driver : 68 Breath test: Negative
 Contributory Factors : 405 406 606 709

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-01021-15 09/11/2015 Monday Time: 0609 Vehicles 2 Casualties 2 Slight
 Easting: 439,112 Northing: 402,080
 Other Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Roundabout Speed Limit: 60

Location: HEMINGFIELD ROAD ROUNDABOUT BARNSELY J/W DEARNE VALLEY PARKWAY
 Description: VEH1 TV DEARNE VALLEY PARKWAY ENTERS RNDBT COLL WITH N/S OF VEH2.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Commuting to/from work
 Age of Driver : 51 Breath test: Negative
 Contributory Factors : 405 406

Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Going ahead
 First point of impact: Nearside
 Vehicle direction: NW to E Journey: Commuting to/from work
 Age of Driver : 25 Breath test: Not requested
 Contributory Factors : 405 406

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

AccsMap - Accident Analysis System

Accidents between dates 01/01/2013 and 31/12/2015 (36) months
 Selection: Notes:
 Selected using Manual Selection Dominic Liddell

B-01070-15 23/11/2015 Monday Time: 0710 Vehicles 2 Casualties 1 Slight
 Easting: 439,096 Northing: 402,037
 Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Roundabout Speed Limit: 60

Location: HEMMINGFIELD ROAD ROUNDABOUT WOMBWELL J/W DEARNE VALLEY
 PARKWAY
 Description: V1 & V2 COLL ON ROUNDABOUT

Vehicle Reference: 1 Car Moving off
 First point of impact: Nearside
 Vehicle direction: SW to NE Journey: Commuting to/from work
 Age of Driver : 65 Breath test: Negative
 Contributory Factors : 203 407

Vehicle Reference: 2 Pedal cycle Slowing or Stopping
 First point of impact: Front
 Vehicle direction: SW to NE Journey: Commuting to/from work
 Age of Driver : 49 Breath test: Not requested
 Contributory Factors : 203 407

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

Selected using Manual Selection

Dominic Liddell

Accidents involving:

Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	0	13	13
2-wheeled motor vehicles	0	2	1	3
Pedal cycles	0	0	3	3
Horses & other	0	0	0	0
Total	0	2	17	19

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	13	13
Passenger	0	0	4	4
Motorcycle rider	0	2	1	3
Cyclist	0	0	3	3
Pedestrian	0	0	2	2
Other	0	0	0	0
Total	0	2	23	25