

APPENDIX A – GENERAL ARRANGEMENT PLAN

A



	FOOTBRIDGE LEVEL
	FORECOURT/CP LEVEL
	PLATFORM LEVEL

SPACE TYPE	EXISTING CAPACITY	PROPOSED CAPACITY (FORECOURT + CAR PARK)
STANDARD SPACES	13	93
ACCESSIBLE SPACES	2	7 (2 + 5)
ENLARGED SPACES	0	5
TOTAL PARKING SPACES	15	105
PICK-UP/DROP-OFF SPACES	0	3 (2 + 1)

NOTE: REQUIREMENT TO FACILITATE FUTURE INSTALLATION OF EV CHARGING POINTS TO 20% OF PROPOSED SPACES. POTENTIAL EV SPACES SHOWN INDICATIVELY IN BLUE.

- Notes/Legend:
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS ARE IN MM UNLESS STATED OTHERWISE.
 - TOPOGRAPHICAL INFORMATION OBTAINED FROM DRAWING P22-01501-MET-EXT-XX-TOP-M2-G-001-2 BY MET GEO ENVIRONMENTAL (07/12/2022) & DRAWING T-1120-001-DRG-SU-0001 A02 BY PWM UK (03/06/2024)
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- KEY
- EXISTING PLATFORMS
 - PROPOSED PLATFORM EXTENSION
 - PROPOSED FORECOURT ACCESS TO LIFT AND STAIRS
 - AREAS FOR POTENTIAL SUDS DRAINAGE
 - WAITING SHELTER WITH SEATING
 - POTENTIAL LOCATION FOR FUTURE PARCEL LOCKERS INSTALLATION (TO BE REVIEWED WITH NTL AT NEXT STAGE)
 - COVERED CYCLE SHELTER PROVIDING UP TO 9no SHEFFIELD STANDS (FORECOURT) & 5no SHEFFIELD STANDS (CAR PARK)
 - 5no SECURE BIKE LOCKERS (BIKEAWAY WARRIOR-1 OR SIMILAR APPROVED)
 - 1no TICKET VENDING MACHINE (TVM)
 - 1no SUMMARY OF DEPARTURES SCREEN (SOD) & STATION BRAILLE MAP
 - AREAS FOR LANDSCAPING AND BIO-DIVERSITY NET GAIN (BNG) RE-PROVISION

Status: **PRELIMINARY**

REV	DATE	DESCRIPTION	DR	CHK	APVD
01	26/03/2026	Initial Version	KM	AS	SP



Client: **BARNSELY METROPOLITAN BOROUGH COUNCIL**

Project Title: **PENISTONE FOOTBRIDGE & CAR PARK**

Drawing Title: **PROPOSED GENERAL ARRANGEMENT**

Sheet Size: A1 Scale: 1:250 Sheet: 1 of 1

Drawing Number: **PSF-SLC-XX-DRG-CIV-0002-01**

NOTE - FEATURES SHOWN IN DASHED OUTLINE BETWEEN FORECOURT AND SHEFFIELD ROAD ARE OUTSIDE OF AREA COVERED BY TOPOGRAPHICAL SURVEYS, SHOWN INDICATIVELY BASED ON PUBLICLY AVAILABLE MAPPING INFORMATION

EXISTING NETWORK RAIL PEDESTRIAN ACCESS GATE TO GRAVEL TRACK TO BE MAINTAINED

INDICATIVE POSITION OF EXISTING SIGNAL BY1053

EXISTING HIGHWAY ACCESS TO STATION, FOOTWAY ACCESS TO STATION, GATE TO NR-OWNED ALLOTMENTS, ACCESS TO LAVENDER INTERNATIONAL

EXISTING WALL LOCALLY MODIFIED TO ACCOMMODATE PROPOSED STAIRS AND LANDING

EXISTING SOD RELOCATED TO NEW PLATFORM ACCESS POINT AND PROPOSED STATION BRAILLE MAP SHOWN INDICATIVELY

PROPOSED DESIGNATED CROSSING POINTS

EXISTING ACCESS TO TRANS PENNINE TRAIL

PROPOSED ENLARGED SHORT-STAY BAY FOR PICK-UP/DROP-OFF

EXISTING TOILET POD

INDICATIVE ALIGNMENT OF EXISTING TRANS PENNINE TRAIL (TPT)

LOCATION OF EXISTING LEASEHOLDER PARKING

NO PARKING OR STOPPING (TURNING AREA) AND EMERGENCY SERVICE ACCESS

INDICATIVE STOPPING POSITIONS OF CLASS 150 ROLLING STOCK OBSERVED ON SITE VISIT 23/01/2026

2no EXISTING TICKET VENDING MACHINES (TVM) ON PLATFORM 2, PROJECT TO CONSIDER RELOCATING 1no TVM TO NEW ACCESS POINT WITHIN FORECOURT

PROPOSED RAMP TO PROVIDE ALTERNATIVE ACCESS FROM LAIRDS WAY TO PLATFORM 1

NOTE - EXISTING RAMP 2 LENGTH ~23.5m NEGOTIATES VERTICAL LEVEL DIFFERENCE OF ~1.5m THEREFORE AVERAGE GRADIENT IS 1:15.7 AND RETURN LANDING LEVEL ~215.3m

SCALE BAR 1:250 0 5m 10m 20m 50m

EXISTING NETWORK RAIL PALISADE FENCE TO BE RETAINED UNLESS IMPACTED BY PROPOSED ASSETS

EXISTING NETWORK RAIL TROUGH ROUTE RETAINED OR RE-PROVIDED WHERE IMPACTED BY PROPOSED ASSETS

INDICATIVE POSITION OF RELOCATED SUBSTATION (SUBJECT TO UTILITY OWNER ENGAGEMENT REVIEW)

PROPOSED TIMBER POST AND RAIL FENCE AROUND PROPOSED CAR PARK WITH ACCESS GATES AND VEGETATION MAINTENANCE (LOCATION OF GATES TBC)

PROPOSED CAR PARK SAFE WALKING ROUTE

EXISTING RETAINING WALL WILL NOT BE DIRECTLY IMPACTED BY PROPOSED CAR PARK BUT MAY REQUIRE REMEDIATION AND AESTHETIC REPAIR WORKS FACING ON TO LAIRDS WAY

ADDITIONAL LINK TO STATION AND CAR PARK FROM LAIRDS WAY VIA EXISTING MOTHBALLED STEPS. REQUIRES FURTHER SITE INVESTIGATION TO ASSESS CONDITION AND LAYOUT OF STEPS AT NEXT STAGE.

PROPOSED HEIGHT RESTRICTION BARRIER ON ENTRY/EXIT

EXISTING NR RRAP VEHICULAR GATE TO BE RETAINED OR RELOCATED SOUTH

ACCESS TO PRIVATE LAND FOR YORKSHIRE LAND AND NETWORK RAIL, ALIGNMENT TO BE REVIEWED AT NEXT STAGE

PROPOSED MAINTENANCE-ONLY ACCESS GATES OR FENCES ON BOTH SIDES TO PREVENT PUBLIC ACCESS TO TRACK

BARROW CROSSING TO BE CLOSED AND REMOVED FOLLOWING FOOTBRIDGE, LIFTS AND STAIRS BEING OPEN FOR PASSENGER USE

INDICATIVE POSITION EXISTING SIGNAL BY1052

INDICATIVE POSITION EXISTING SIGNAL BY1050

APPENDIX B – SWEPT PATH ASSESSMENT

B



CLOSURE OF 1No CAR SPACE DURING
RAIL REPLACEMENT BUS OPERATION
(SUBJECT TO OPERATOR DECISION TO
PROVIDE THE CAR SPACE)

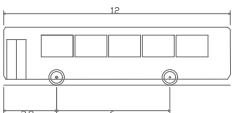
500mm CARRIAGEWAY CLEARANCE

VEHICLE FRONT BODY ENVELOPE
OVERHANGS PROPOSED SUSTAINABLE
DRAINAGE SYSTEM (SUDS) AREA

RED LINE BOUNDARY (SEE DRAWING
(PNS-SLC-XX-DRG-EMF-0001) FOR FULL EXTENTS

VEHICLE REAR BODY ENVELOPE
OVERHANGS PROPOSED SUSTAINABLE
DRAINAGE SYSTEM (SUDS) AREA

VEHICLE FRONT BODY ENVELOPE
OVERHANGS PROPOSED SUSTAINABLE
DRAINAGE SYSTEM (SUDS) AREA



Rail Replacement Bus
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.069m
Min Body Ground Clearance 0.300m
Track Width 2.350m
Lock to lock time 4.09s
Wall to wall Turning Radius 10.771m

KEY

- VECHILE CHASSIS / WHEEL PATH
- VEHICLE BODY EVELOPE
- CARRIAGEWAY CLEARANCE
- RED LINE BOUNDARY

Status:

FOR PLANNING

P01	21/09/2026	CLIENT ISSUE	KM	GZC	GZC
REV	DATE	DESCRIPTION	DR	CHK	APVD



Client:

**BARNSELY METROPOLITAN
BOROUGH COUNCIL**

Project Title:

PENISTONE STATION CAR PARK

Drawing Title:

**PROPOSED CAR PARK
RAIL REPLACEMENT BUS
SWEEP PATH**

Sheet Size: A1 | Scale: 1:200 | Sheet: 1 of 1

Drawing Number: PNS-SLC-XX-DRG-HWY-9001 | Rev: P01

SCALE BAR 1:200
0 10m 20m 40m



CLOSURE OF 1No CAR SPACE DURING
RAIL REPLACEMENT BUS OPERATION
(SUBJECT TO OPERATOR DECISION TO
PROVIDE THE CAR SPACE)

SHEFFIELD RD

500mm CARRIAGEWAY CLEARANCE

500mm

VEHICLE FRONT BODY ENVELOPE
OVERHANGS PROPOSED SUSTAINABLE
DRAINAGE SYSTEM (SUDS) AREA

RED LINE BOUNDARY (SEE DRAWING
(PNS-SLC-XX-DRG-EMF-0001) FOR FULL EXTENTS

VEHICLE REAR BODY ENVELOPE
OVERHANGS PROPOSED SUSTAINABLE
DRAINAGE SYSTEM (SUDS) AREA

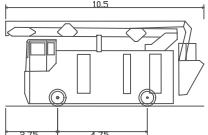
NO ENTRY

NO ENTRY

PLATFORM 1

PLATFORM 2

Scania Turntable Ladder
Scania Turntable Ladder



Scania Turntable Ladder
Overall Length 10.500m
Overall Width 2.750m
Overall Body Height 4.750m
Min Body Ground Clearance 0.130m
Track Width 2.550m
Lock to lock time 4.00s
Wall to Wall Turning Radius 9.500m

KEY

- VEHICLE CHASSIS / WHEEL PATH
- VEHICLE BODY ENVELOPE
- CARRIAGEWAY CLEARANCE
- RED LINE BOUNDARY

Status:

FOR PLANNING

REV	DATE	DESCRIPTION	DR	CHK	APVD
P01	21/09/2026	CLIENT ISSUE	KM	GZC	GZC



Client:

BARNSELY METROPOLITAN
BOROUGH COUNCIL

Project Title:

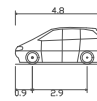
PENISTONE STATION CAR PARK

Drawing Title:

PROPOSED CAR PARK
SCANIA TURNTABLE LADDER
SWEEP PATH

Sheet Size: A1	Scale: 1:200	Sheet: 1 of 1
Drawing Number: PNS-SLC-XX-DRG-HWY-9002	Rev: P01	





Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

500mm CARRIAGEWAY CLEARANCE

500mm

RED LINE BOUNDARY (SEE DRAWING
(PNS-SLC-XX-DRG-EMF-0001) FOR FULL EXTENTS

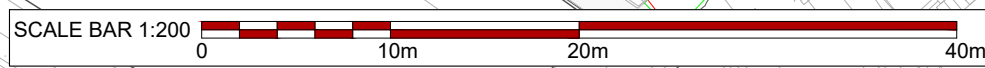
LAIRDS WAY

NO ENTRY

NO ENTRY

X-DISTANCE = 2.4m
Y-DISTANCE = 43m

NEUTRAL GRASSLAND WILL GROW TO A
MAXIMUM HEIGHT OF 500-600mm WITH A
GENERAL HEIGHT OF 300-400mm. GRASSLAND
SHOULD BE CUT DOWN 1-2 TIMES A YEAR. THE
TYPE OF PLANTING WILL NOT HAVE AN IMPACT
ON VISUAL DISPLAY TO THE CAR PARK



- Notes/Legend:
- ALL DIMENSIONS ARE IN MM UNLESS STATED OTHERWISE.
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- KEY
- VECHILE CHASSIS / WHEEL PATH
 - VEHICLE BODY EVELOPE
 - CARRIAGEWAY CLEARANCE
 - RED LINE BOUNDARY
 - VISIBILITY SPLAY

Status: FOR PLANNING

P01	21/09/2026	CLIENT ISSUE	KM	GZC	GZC
REV	DATE	DESCRIPTION	DR	CHK	APVD



Client: BARNSELY METROPOLITAN BOROUGH COUNCIL

Project Title: PENISTONE STATION CAR PARK

Drawing Title: PROPOSED CAR PARK
STANDARD DESIGN VEHICLE
SWEEP PATH

Sheet Size: A1 | Scale: 1:200 | Sheet: 1 of 1
Drawing Number: PNS-SLC-XX-DRG-HWY-9004 | Rev: P01

APPENDIX C – ASSIGNMENT GRAVITY MODEL

C

Penistone Park and Ride

Transport Assessment

Appendix D: Gravity Model

- 1: Baseline Validation
- 2: Trip Calculation
- 3: Gravity Model
- 4: Journey to Work Data
- 5: MSOA Trip Distribution
- 6: Passby Trips
- 7: Passby Trip Diagrams

Penistone Park and Ride TA Gravity Model

1: Baseline Validation

This methodology is based on the Evri HGV Gravity Model used in Appendix D of their TA in planning applicaton 2020/0647

Baseline Validation

West	Pop	East	Pop	
Barnsley 016D	1838	Barnsley 024D	2835	
Barnsley 024A	1678	Barnsley 027B	1542	
Barnsley 024B	1519	Barnsley 027C	1654	
Barnsley 024C	1446			
Barnsley 024E	1382			
Barnsley 024F	1688			
	9551		6031	15582
	61.30%		38.70%	

The above LSOA's have been included because their main population centres are within a 5km catchment of the Rail Station. Research undertaken by TfGM (2012) and Steer (2021) identifies a park and ride catchment area of around 5km. This therefore evidences that using the data for the Penistone area is appropriate for analysing the scheme Trip Generation.

This demonstrates that for the LSOA's within 5km of the Rail Station, 61% of the population is in LSOA's to the west of the proposed Car Park, and 39% is to the east. Therefore this can be approximated to producing a 60%/40% split in the trips produced by the proposed Car Park at the Site Access Junction.

Baseline Model AM

Lairds Way Junction

West Approach

Ahead	164
Right tn	3

East Approach

Ahead	205
Left tn	2

Scheme Model AM

Lairds Way Junction

West Approach

Ahead	164
Right tn	63

East Approach

Ahead	205
Left tn	42

The Scheme Model allocates the 100 uplifted trips in a 60/40 split between Western and Eastern approaches to the Lairds Way Junction.

Existing Station Car Park

Baseline	15
Scheme	3
Already on	12

Existing car park volumes subtracted from Western approach as these are already on the network and would now approach from this direction.

NET CHANGE

Lairds Way Junction

West Approach

Ahead	0
Right tn	48

East Approach

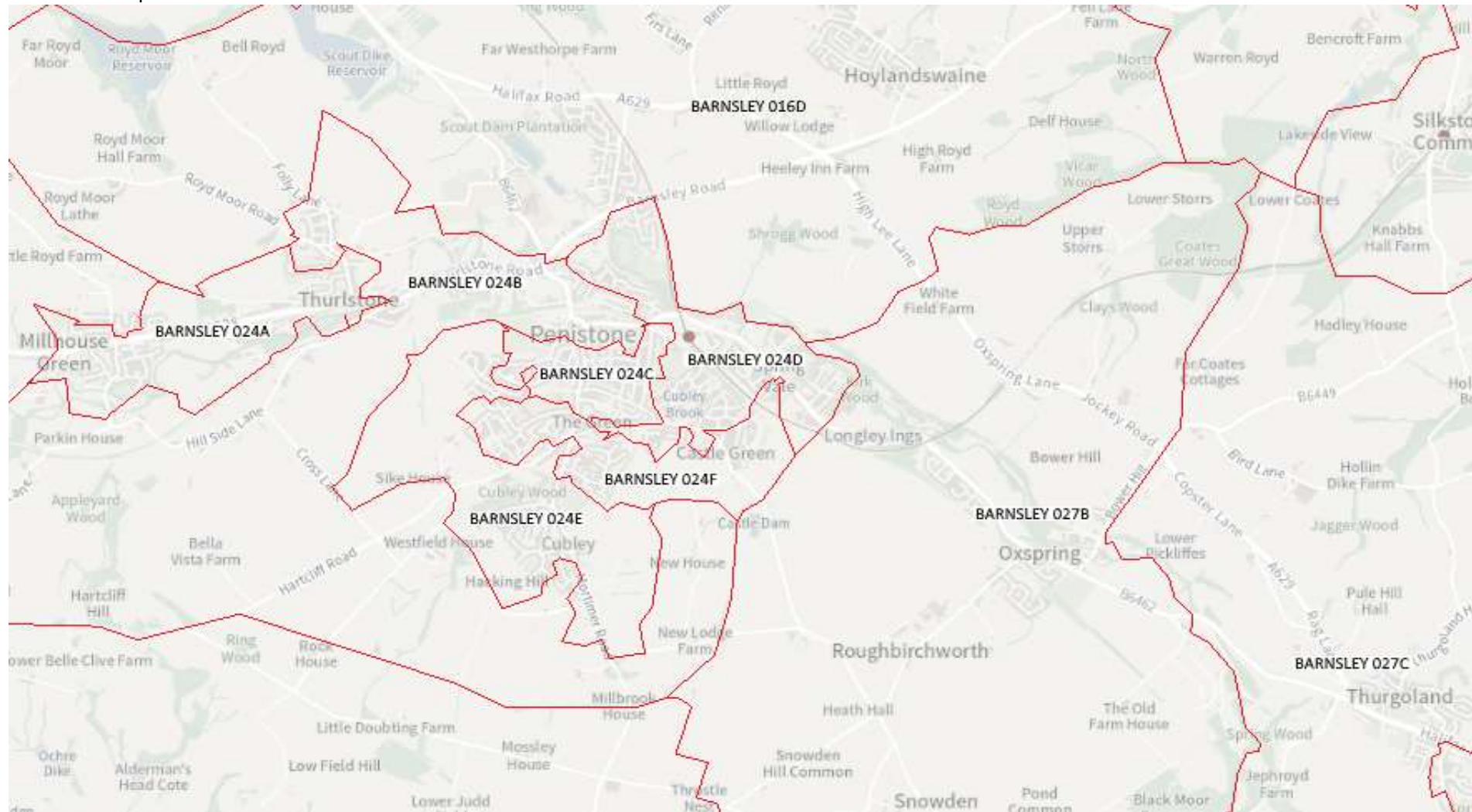
Ahead	0
Left tn	40

As the proposed scheme will reduce the existing western car park from space for 15 vehicles to 3, this will then reduce the net impact by 12 as these vehicles are already on the network. This demonstrates that the scheme expects an additional 88 vehicles to be generated at the Lairds Way junction.

The 88 generated trips are then distributed to originating LSOA's within the nearby area based on the following gravity model. It is expected that the following LSOAs ditributions are likely to approach the Lairds Way junction from the West

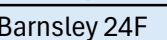
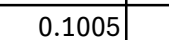
- Barnsley16D 100% from Bridge Street
- Barnsley 24A 100% from Bridge Street
- Barnsley 24B 100% from Bridge Street
- Barnsley 24C 50% from Market St south
- Barnsley 24C 50% from Eastfields
- Barlsey 24D 16% from Bridge Street
- Barnsley 24D 16% from Sheffield Road
- Barnsley 24D 50% from Greed Road
- Barnsley 24E 100% from Market St South
- Barnsley 24F 50% from Market St south
- Barnsley 24F 50% from Green Road
- Barnsley 27B 100% from Sheffield road
- Barnsley 27C 100% from Sheffield Road

The below map shows the locations of the included LSOA's.



Penistone Park and Ride TA Gravity Model

3: Gravity Model

LSOA	Population	Weighting (x split x dist)	Proportion	Distribution	Trips				
					Bridge St	Mkt South	Eastfield	Grn Rd	Sheff Rd
West Approach									
Barnsley 16D	1863	1304.1	0.1492	7.1599	7				
Barnsley 24A	1678	1510.2	0.1727	8.2914	8				
Barnsley 24B	1519	1519	0.1737	8.3398	8				
Barnsley 24C	1446	723	0.0827	3.9695		4			
Barnsley 24C	1446	723	0.0827	3.9695			4		
Barnsley 24D	2835	453.6	0.0519	2.4904	3				
Barnsley 24E	1382	1243.8	0.1423	6.8288		7			
Barnsley 24F	1688	1266	0.1448	6.9507		7			
	13857	8742.7		48					
East Approach									
Barnsley 24D	2835	1417.5	0.3375	13.5016				14	
Barnsley 24D	2835	453.6	0.1080	4.3205					4
Barnsley 24F	1688	422	0.1005	4.0195				4	
Barnsley 27B	1542	1079.4	0.2570	10.2812					10
Barnsley 27C	1654	827	0.1969	7.8771					8
	10554	4199.5		40	26	18	4	18	22

This table demonstrates the allocation of the 88 produced trips to the five primary approaches to the station on the existing road network. The allocations are split by approach to the Lairds Way junction based on the junction model. This will then need to be adjusted to account for passby trips already on the network.

Penistone Park and Ride TA Gravity Model

4: Journey to Work Data

Middle layer MSOA of w Count

Barnsley 02 Barnsley 02	478
Barnsley 02 Barnsley 01	185
Barnsley 02 Barnsley 02	162
Barnsley 02 Barnsley 01	145
Barnsley 02 Barnsley 01	143
Barnsley 02 Sheffield 01	83
Barnsley 02 Sheffield 02	56
Barnsley 02 Sheffield 02	53
Barnsley 02 Sheffield 02	45
Barnsley 02 Barnsley 01	42
Barnsley 02 Barnsley 02	42
Barnsley 02 Barnsley 01	41
Barnsley 02 Sheffield 02	38
Barnsley 02 Wakefield 01	36
Barnsley 02 Kirklees 05	33
Barnsley 02 Sheffield 02	33
Barnsley 02 Barnsley 01	31
Barnsley 02 Sheffield 01	30
Barnsley 02 Kirklees 05	28
Barnsley 02 Barnsley 02	27
Barnsley 02 Sheffield 02	24
Barnsley 02 Kirklees 02	22
Barnsley 02 Barnsley 01	21
Barnsley 02 Barnsley 02	21
Barnsley 02 Leeds 111	21
Barnsley 02 Rotherham	21
Barnsley 02 Wakefield 01	21
Barnsley 02 Barnsley 01	20
Barnsley 02 Leeds 112	18
Barnsley 02 Rotherham	18
Barnsley 02 Rotherham	17
Barnsley 02 Sheffield 01	17
Barnsley 02 Sheffield 02	17
Barnsley 02 Wakefield 01	17
Barnsley 02 Barnsley 01	16
Barnsley 02 Barnsley 02	16
Barnsley 02 Barnsley 02	16
Barnsley 02 Rotherham	16
Barnsley 02 Wakefield 01	16
Barnsley 02 Barnsley 01	15
Barnsley 02 Barnsley 02	14
Barnsley 02 Kirklees 04	14
Barnsley 02 Sheffield 02	14
Barnsley 02 Sheffield 02	14
Barnsley 02 Barnsley 01	13
Barnsley 02 Barnsley 01	13
Barnsley 02 Kirklees 05	13
Barnsley 02 Kirklees 03	12
Barnsley 02 Barnsley 01	11
Barnsley 02 Kirklees 05	11
Barnsley 02 Kirklees 05	11
Barnsley 02 Leeds 064	11
Barnsley 02 Sheffield 02	11
Barnsley 02 Wakefield 01	11
Barnsley 02 Barnsley 01	10
Barnsley 02 Doncaster 01	10
Barnsley 02 Rotherham	10
Barnsley 02 Sheffield 02	10
Barnsley 02 Doncaster 01	9
Barnsley 02 Sheffield 01	9
Barnsley 02 Sheffield 02	9
Barnsley 02 Sheffield 02	9
Barnsley 02 Wakefield 01	9
Barnsley 02 Wakefield 01	9
Barnsley 02 Barnsley 01	8
Barnsley 02 Sheffield 01	8

Barnsley 02 Sheffield 03	8
Barnsley 02 Wakefield C	8
Barnsley 02 Barnsley 02	7
Barnsley 02 Barnsley 02	7
Barnsley 02 Kirklees 04	7
Barnsley 02 Sheffield 02	7
Barnsley 02 Sheffield 04	7
Barnsley 02 Wakefield C	7
Barnsley 02 Kirklees 05	6
Barnsley 02 Rotherham	6
Barnsley 02 Rotherham	6
Barnsley 02 Sheffield 06	6
Barnsley 02 Sheffield 06	6
Barnsley 02 Sheffield 07	6
Barnsley 02 Sheffield 07	6
Barnsley 02 Wakefield C	6
Barnsley 02 Wakefield C	6
Barnsley 02 Wakefield C	6
Barnsley 02 Barnsley 0C	5
Barnsley 02 Doncaster I	5
Barnsley 02 Kirklees 03	5
Barnsley 02 Leeds 106	5
Barnsley 02 Rotherham	5
Barnsley 02 Rotherham	5
Barnsley 02 Rotherham	5
Barnsley 02 Wakefield C	5
Barnsley 02 Wakefield C	5
Barnsley 02 Wakefield C	5
Barnsley 02 Barnsley 01	4
Barnsley 02 Chesterfiel	4
Barnsley 02 Kirklees 00	4
Barnsley 02 Kirklees 01	4
Barnsley 02 Kirklees 02	4
Barnsley 02 Kirklees 02	4
Barnsley 02 Kirklees 04	4
Barnsley 02 Kirklees 05	4
Barnsley 02 Leeds 075	4
Barnsley 02 Leeds 083	4
Barnsley 02 Leeds 090	4
Barnsley 02 Leeds 104	4
Barnsley 02 Rotherham	4
Barnsley 02 Rotherham	4
Barnsley 02 Sheffield 07	4
Barnsley 02 Sheffield 07	4
Barnsley 02 Sheffield 07	4
Barnsley 02 Sheffield 07	4
Barnsley 02 Sheffield 07	4
Barnsley 02 Sheffield 06	4
Barnsley 02 Wakefield C	4
Barnsley 02 Wakefield C	4
Barnsley 02 Wakefield C	4
Barnsley 02 Wakefield C	4
Barnsley 02 Wakefield C	4
Barnsley 02 Wakefield C	4
Barnsley 02 Wakefield C	4
Barnsley 02 Barnsley 0C	3
Barnsley 02 Barnsley 01	3
Barnsley 02 Bradford 03	3
Barnsley 02 Bradford 04	3
Barnsley 02 Bradford 06	3
Barnsley 02 Doncaster I	3
Barnsley 02 Doncaster I	3
Barnsley 02 Doncaster I	3
Barnsley 02 Doncaster I	3
Barnsley 02 Doncaster I	3
Barnsley 02 Doncaster I	3
Barnsley 02 High Peak C	3
Barnsley 02 Kirklees 01	3
Barnsley 02 Kirklees 02	3
Barnsley 02 Kirklees 02	3

Barnsley 02 Kirklees 03	3
Barnsley 02 Kirklees 03	3
Barnsley 02 Kirklees 03	3
Barnsley 02 Kirklees 03	3
Barnsley 02 Kirklees 04	3
Barnsley 02 Kirklees 05	3
Barnsley 02 Kirklees 05	3
Barnsley 02 Leeds 007	3
Barnsley 02 Leeds 071	3
Barnsley 02 Richmonds	3
Barnsley 02 Rotherham	3
Barnsley 02 Rotherham	3
Barnsley 02 Rotherham	3
Barnsley 02 Sheffield 06	3
Barnsley 02 Sheffield 04	3
Barnsley 02 Sheffield 05	3
Barnsley 02 Sheffield 05	3
Barnsley 02 Tameside 0	3
Barnsley 02 Wakefield C	3
Barnsley 02 Wakefield C	3
Barnsley 02 Amber Vall	2
Barnsley 02 Barnsley 02	2
Barnsley 02 Bassetlaw C	2
Barnsley 02 Bolsover 0C	2
Barnsley 02 Bolsover 0C	2
Barnsley 02 Bradford 05	2
Barnsley 02 Bradford 06	2
Barnsley 02 Calderdale	2
Barnsley 02 Calderdale	2
Barnsley 02 Calderdale	2
Barnsley 02 Chesterfiel	2
Barnsley 02 Derbyshire	2
Barnsley 02 Doncaster C	2
Barnsley 02 Doncaster C	2
Barnsley 02 Doncaster C	2
Barnsley 02 Doncaster C	2
Barnsley 02 Kirklees 00	2
Barnsley 02 Kirklees 01	2
Barnsley 02 Kirklees 01	2
Barnsley 02 Kirklees 01	2
Barnsley 02 Kirklees 01	2
Barnsley 02 Kirklees 02	2
Barnsley 02 Kirklees 02	2
Barnsley 02 Kirklees 04	2
Barnsley 02 Kirklees 05	2
Barnsley 02 Leeds 005	2
Barnsley 02 Leeds 030	2
Barnsley 02 Leeds 050	2
Barnsley 02 Leeds 058	2
Barnsley 02 Leeds 063	2
Barnsley 02 Leeds 070	2
Barnsley 02 Leeds 073	2
Barnsley 02 Leeds 081	2
Barnsley 02 Leeds 087	2
Barnsley 02 Leeds 110	2
Barnsley 02 Mancheste	2
Barnsley 02 Mancheste	2
Barnsley 02 Rotherham	2
Barnsley 02 Rotherham	2
Barnsley 02 Rotherham	2
Barnsley 02 Rotherham	2
Barnsley 02 Sheffield 03	2
Barnsley 02 Sheffield 04	2
Barnsley 02 Sheffield 04	2
Barnsley 02 Sheffield 05	2
Barnsley 02 Sheffield 05	2
Barnsley 02 Sheffield 06	2
Barnsley 02 Sheffield 06	2
Barnsley 02 Tameside 0	2
Barnsley 02 Wakefield C	2

Barnsley 02 Wakefield C	2
Barnsley 02 Wakefield C	2
Barnsley 02 Wakefield C	2
Barnsley 02 Wakefield C	2
Barnsley 02 Wakefield C	2
Barnsley 02 York 003	2
Barnsley 02 Amber Vall	1
Barnsley 02 Ashfield 00	1
Barnsley 02 Bassetlaw C	1
Barnsley 02 Blaby 003	1
Barnsley 02 Bolton 020	1
Barnsley 02 Bournemou	1
Barnsley 02 Bradford 0C	1
Barnsley 02 Bradford 01	1
Barnsley 02 Bradford 01	1
Barnsley 02 Bradford 02	1
Barnsley 02 Bradford 04	1
Barnsley 02 Bradford 0E	1
Barnsley 02 Bradford 0E	1
Barnsley 02 Bradford 0E	1
Barnsley 02 Bradford 0E	1
Barnsley 02 Buckinghar	1
Barnsley 02 Calderdale	1
Barnsley 02 Calderdale	1
Barnsley 02 Calderdale	1
Barnsley 02 Calderdale	1
Barnsley 02 Calderdale	1
Barnsley 02 Calderdale	1
Barnsley 02 Central Bec	1
Barnsley 02 Chesterfiel	1
Barnsley 02 Chesterfiel	1
Barnsley 02 Chesterfiel	1
Barnsley 02 Cornwall 0C	1
Barnsley 02 Craven 008	1
Barnsley 02 Derby 017	1
Barnsley 02 Derby 023	1
Barnsley 02 Derby 024	1
Barnsley 02 Doncaster C	1
Barnsley 02 Doncaster C	1
Barnsley 02 Doncaster C	1
Barnsley 02 Doncaster C	1
Barnsley 02 Doncaster C	1
Barnsley 02 Doncaster C	1
Barnsley 02 Doncaster C	1
Barnsley 02 East Lindse	1
Barnsley 02 East Riding	1
Barnsley 02 East Riding	1
Barnsley 02 Harrogate C	1
Barnsley 02 Harrogate C	1
Barnsley 02 High Peak C	1
Barnsley 02 Hounslow C	1
Barnsley 02 Hounslow C	1
Barnsley 02 Kingston up	1
Barnsley 02 Kirklees 00C	1
Barnsley 02 Kirklees 00C	1
Barnsley 02 Kirklees 01C	1
Barnsley 02 Kirklees 03C	1
Barnsley 02 Kirklees 03C	1
Barnsley 02 Kirklees 03C	1
Barnsley 02 Kirklees 04C	1
Barnsley 02 Kirklees 04C	1
Barnsley 02 Kirklees 04C	1
Barnsley 02 Lambeth 0C	1
Barnsley 02 Lancaster C	1
Barnsley 02 Leeds 006	1
Barnsley 02 Leeds 021	1
Barnsley 02 Leeds 042	1
Barnsley 02 Leeds 046	1
Barnsley 02 Leeds 055	1
Barnsley 02 Leeds 056	1

Barnsley 02 Leeds 069	1
Barnsley 02 Leeds 085	1
Barnsley 02 Leeds 091	1
Barnsley 02 Leeds 096	1
Barnsley 02 Leeds 102	1
Barnsley 02 Luton 012	1
Barnsley 02 Luton 014	1
Barnsley 02 Mancheste	1
Barnsley 02 Mancheste	1
Barnsley 02 Mancheste	1
Barnsley 02 Mancheste	1
Barnsley 02 Mancheste	1
Barnsley 02 Newark and	1
Barnsley 02 North East	1
Barnsley 02 North East	1
Barnsley 02 North East	1
Barnsley 02 North Lincc	1
Barnsley 02 North Lincc	1
Barnsley 02 North Warw	1
Barnsley 02 North West	1
Barnsley 02 Nottingham	1
Barnsley 02 Nuneaton a	1
Barnsley 02 Oldham 019	1
Barnsley 02 Oldham 029	1
Barnsley 02 Oldham 029	1
Barnsley 02 Reading 01	1
Barnsley 02 Richmonds	1
Barnsley 02 Rochdale 0	1
Barnsley 02 Rossendale	1
Barnsley 02 Rotherham	1
Barnsley 02 Rotherham	1
Barnsley 02 Rotherham	1
Barnsley 02 Rotherham	1
Barnsley 02 Rugby 003	1
Barnsley 02 Rugby 013	1
Barnsley 02 Runnymede	1
Barnsley 02 Salford 021	1
Barnsley 02 Selby 010	1
Barnsley 02 Sheffield 00	1
Barnsley 02 Sheffield 01	1
Barnsley 02 Sheffield 02	1
Barnsley 02 Sheffield 02	1
Barnsley 02 Sheffield 04	1
Barnsley 02 Sheffield 04	1
Barnsley 02 Sheffield 05	1
Barnsley 02 Sheffield 05	1
Barnsley 02 Sheffield 05	1
Barnsley 02 Sheffield 07	1
Barnsley 02 South Ribbl	1
Barnsley 02 St Albans 0	1
Barnsley 02 Stockport 0	1
Barnsley 02 Three River	1
Barnsley 02 Torfaen 001	1
Barnsley 02 Uttlesford C	1
Barnsley 02 Vale of Whi	1
Barnsley 02 Wakefield C	1
Barnsley 02 Wakefield C	1
Barnsley 02 Wakefield C	1
Barnsley 02 Wakefield C	1
Barnsley 02 Wakefield C	1
Barnsley 02 Wakefield C	1
Barnsley 02 Wakefield C	1
Barnsley 02 Wakefield C	1
Barnsley 02 Wakefield C	1
Barnsley 02 Waverley 01	1
Barnsley 02 Wigan 015	1
Barnsley 02 Wiltshire 06	1
Barnsley 02 Winchester	1
Barnsley 02 Wirral 005	1
Barnsley 02 Wirral 024	1
Barnsley 02 York 007	1
Barnsley 02 York 013	1

Barnsley 02 York 020	1
Barnsley 02 York 022	1

2021 JTW OD Trip Distribution			
	North	South	East
Barnsley TC	191		
Ro Barnsley	852		
Sheffield TC	217		
Stocksbridge		92	
No Sheffield			173
Ro Sheffield	103		
Kirklees	243		
Wakefield	221		
Rotherham E			69
Rotherham N	69		
Doncaster	57		
Leeds	108		
Totals	2061	92	242
%	86.05%	3.84%	10.10%

Trip Distribution has then used the MSOA destination within nearby Local Authorities.

This table demonstrates the trip distribution of the current Journey to Work data from the Penistone MSOA.

This reflects the overall allocation of trip destinations.

This then shows which route choice is most likely to be taken by each destination.

It is assumed that journeys to Stocksbridge via the south would not be affected by the Rail Station as there are no Rail journeys in that direction.

Therefore the 3.84% of trips via the south are discounted for trip distribution of the uplifted trips

It is therefore assumed that existing passby trips would expect to see a 90/10 ratio of making journeys by North and East respectively.

This trip distribution is then allocated to the trips generated by the gravity model

The 90/10 split of previous route choice is then assigned to the trips produced in the Gravity Model.

Passby Trips	Trips	Would have gone North	Would have gone East
Barnsley 16D	7	6	1
Barnsley 24A	8	7	1
Barnsley 24B	8	7	1
Barnsley 24C	4	4	0
Barnsley 24C	4	4	0
Barnsley 24D	3	3	0
Barnsley 24E	7	6	1
Barnsley 24F	7	6	1
Barnsley 24D	14	13	1
Barnsley 24D	4	4	0
Barnsley 24F	4	4	0
Barnsley 27B	10	9	1
Barnsley 27C	8	7	1

western
eastern
Northern Section

western
Green Rd Section
Sheffield Rd Section
eastern

This uses Penistone's MSOA Journey to Work data to assign which route those trips may have previously made
As such it is assumed that 90% of trips would have gone via the northern route on the A628, and 10% would have gone via the eastern route on Sheffield Road

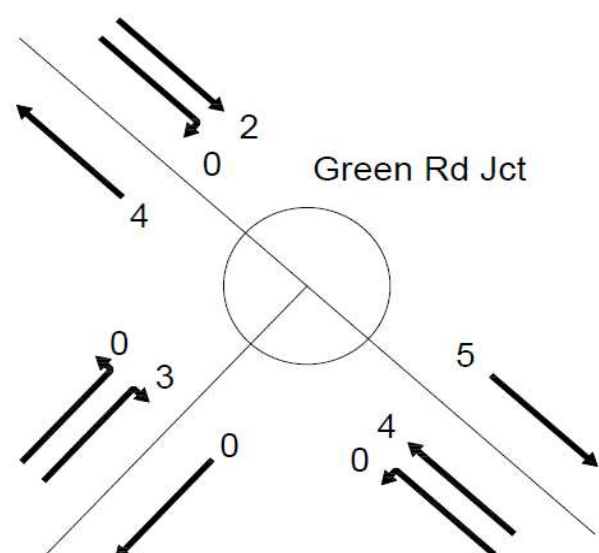
- Because of geographical locations of the LSOA's, it is assumed that:
- Trips from Northern LSOA's travelling along the East route would likely pass through the junctions.
 - Trips from Southern LSOA's travelling along the East route would have likely travel along Green Rd.
 - Trips from Southern LSOA's travelling along the North route would likely pass through Market St Jct.
 - Trips from Northern LSOA's travelling along the North route would likely have avoided the junctions.
 - Trips from Barnsley 027 B&C travelling on any route would have likely avoided the junctions.
 - Trips from Barnsley 24D from the northern section travelling on any route would have likely avoided the junctions.
 - Trips from Barnsley 24D from the southern section travelling North would likely pass through Market St Jct.
 - Trips from Barnsley 24D from the eastern section travelling North would likely pass through the junctions.
 - Trips from Barnsley 16D travelling on any route would have likely avoided the junctions.

These trips are then plotted onto a network diagram to demonstrate their influence on the existing road network at the assessed junctions.
Passby Trips are therefore trips which would have already have travelled on the existing network before the change of destination.

The below diagrams show how these trips are assigned to the local network at the assessed junctions affected by the scheme.

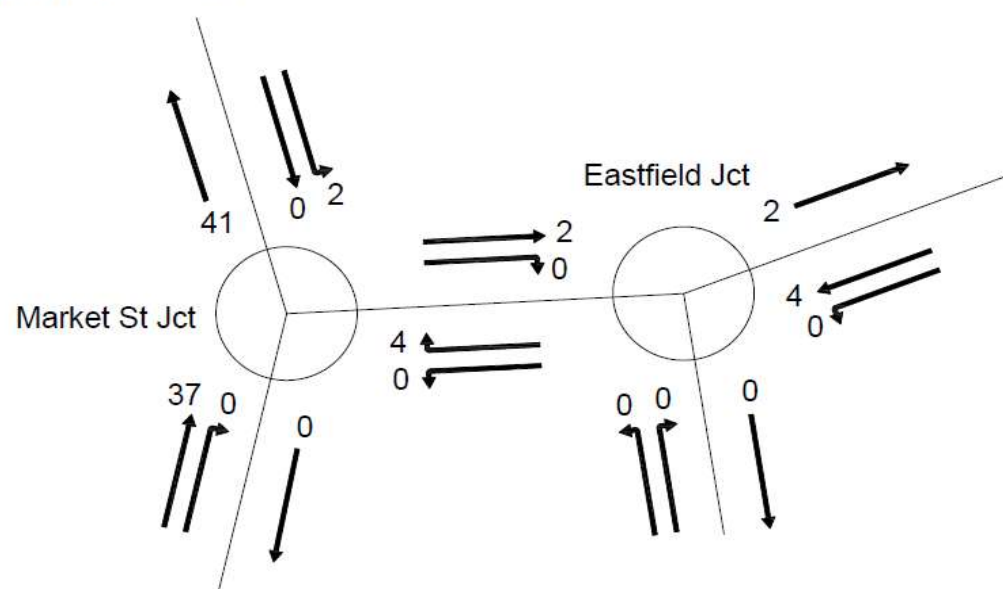
Green Rd Junction Baseline Trips

AM TOTAL BASELINE



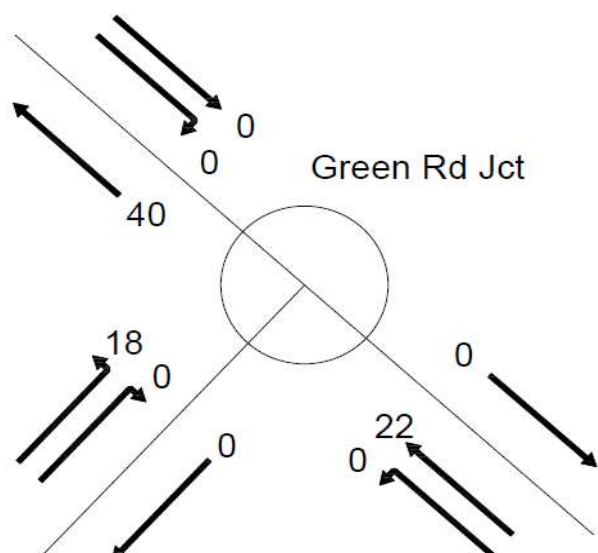
Market St Junctions Baseline Trips

AM TOTAL BASELINE



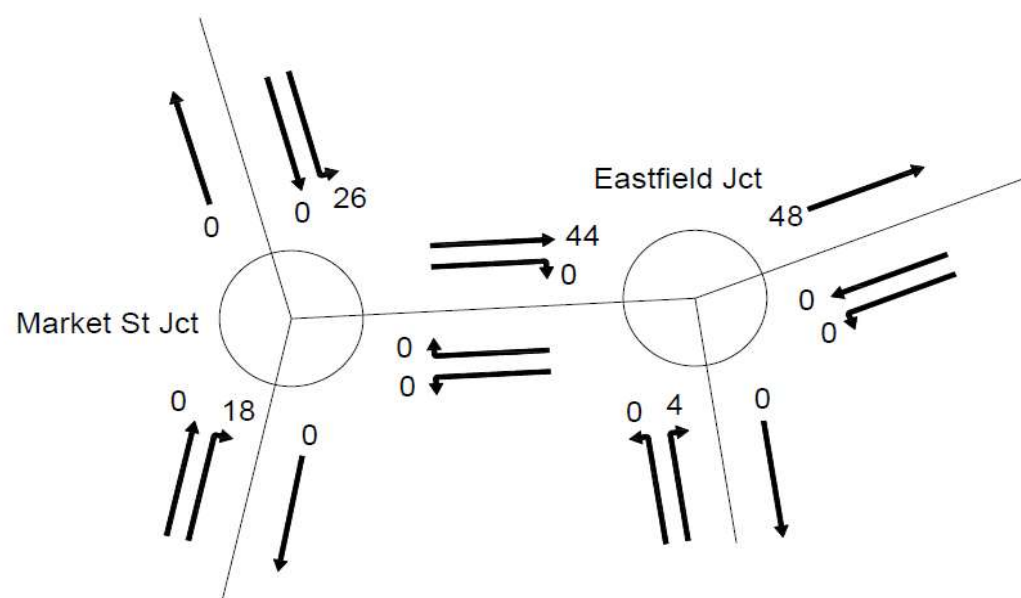
Green Rd Junction Scheme Trips

AM TOTAL DO SOMETHING



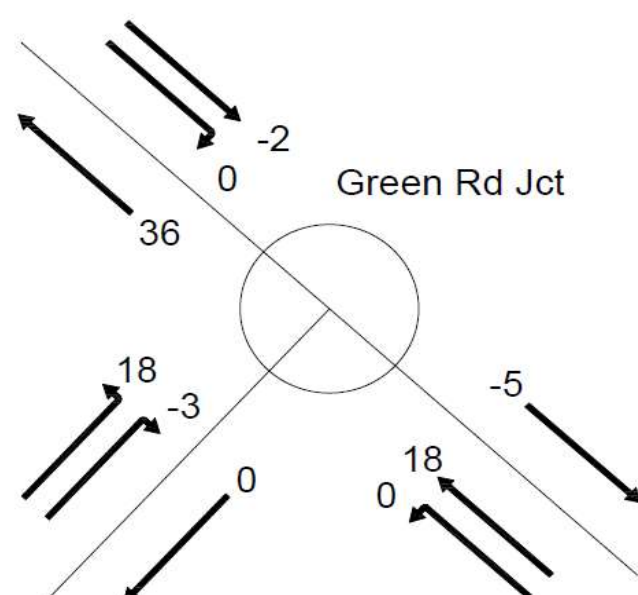
Market St Junctions Scheme Trips

AM TOTAL DO SOMETHING



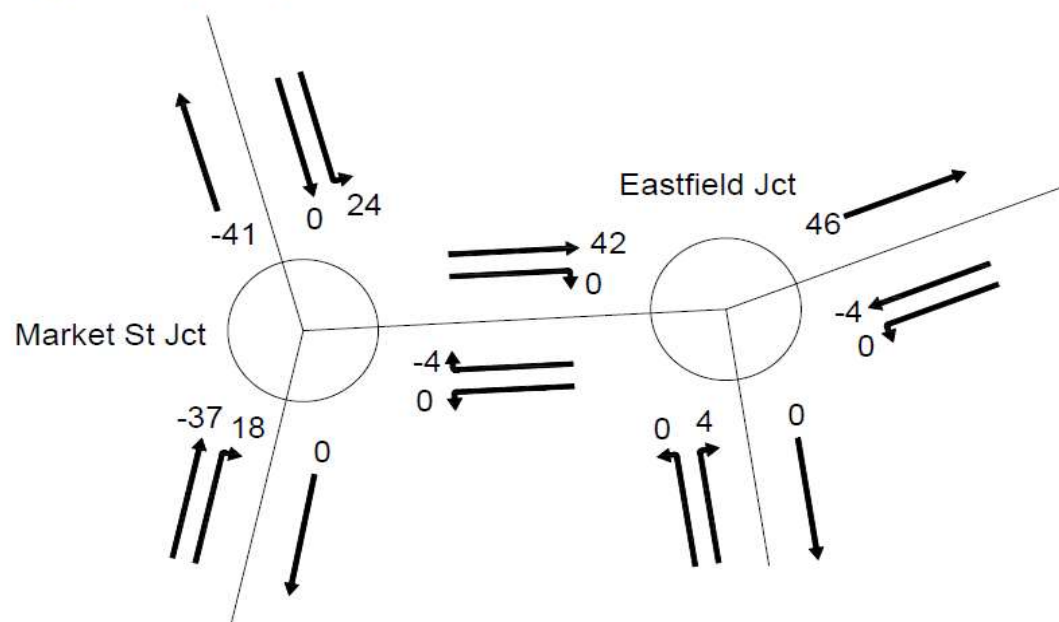
Green Rd Junction Net Trips

AM TOTAL MOVEMENT CHANGE



Market St Junctions Net Trips

AM TOTAL MOVEMENT CHANGE



The Net Trips diagrams demonstrates the total influence of the new Park and Ride on the network, once passby trips have been accounted for.

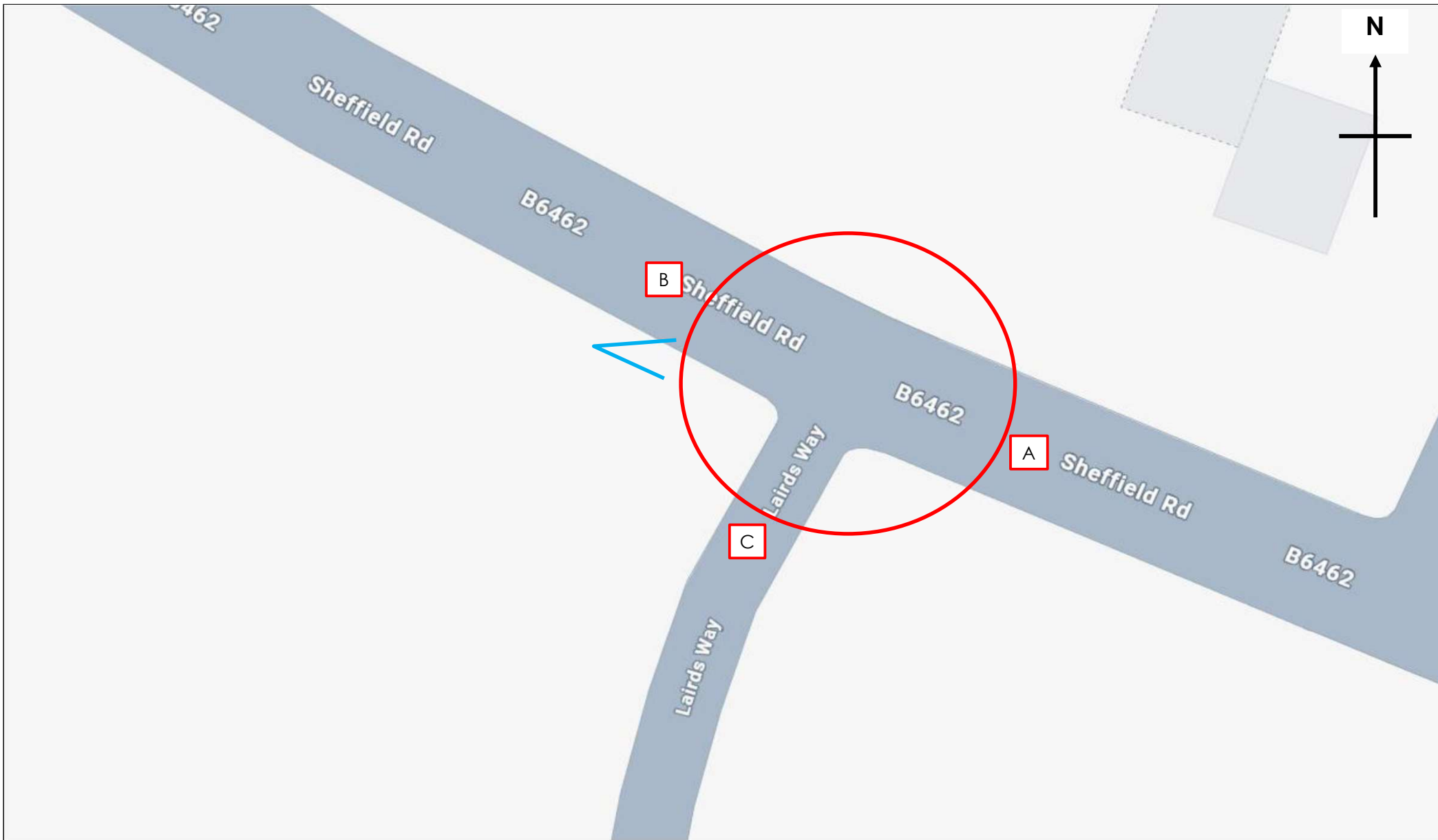
This demonstrates that no junction entry will see a greater than 30 two way peak hour flow.

An exception being the Shrewsbury Road west approach to the Eastfield Junction approach.

However this flow has priority travelling ahead and would not conflict with traffic at this junction.

APPENDIX D – TRAFFIC SURVEY RESULTS

D



	Site / Location:	Site 1 – Lairds Way/Sheffield Road	Project No:	18624	Drawing No:	18624-01	Drawn By:	MN
	Survey Date:	Tuesday 15th, Wednesday 16th, Thursday 17th and Saturday 19th September 2026	Project Name:	Penistone Park				
	Survey Times:	Weekdays 0700 – 1000 / 1500 – 1900 Saturday 1000 – 1600	Drawing Title:	Site Layout and Observed Movements				



SITE: 1

DATE: 15/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Tuesday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	15	3	1	0	0	0	1	20
07:15	0	0	0	0	0	0	0	0	15	2	2	0	1	0	0	20
07:30	0	0	1	0	0	0	0	1	29	1	4	0	0	0	0	34
07:45	0	0	0	0	0	0	0	0	31	6	2	0	0	0	0	39
H/TOT	0	0	1	0	0	0	0	1	90	12	9	0	1	0	1	113
08:00	0	0	0	0	0	0	0	0	23	5	3	0	1	0	0	32
08:15	0	0	0	0	0	0	0	0	28	4	0	0	0	0	0	32
08:30	1	0	0	0	0	0	0	1	28	2	2	2	0	0	0	34
08:45	0	1	0	0	0	0	0	1	41	7	1	0	0	0	0	49
H/TOT	1	1	0	0	0	0	0	2	120	18	6	2	1	0	0	147
09:00	1	0	0	0	0	0	0	1	38	7	5	0	1	0	0	51
09:15	1	1	0	0	0	0	0	2	31	5	2	0	0	0	0	38
09:30	0	0	0	0	0	0	0	0	27	3	1	0	1	0	0	32
09:45	0	0	0	0	0	0	0	0	30	4	1	0	0	0	1	36
H/TOT	2	1	0	0	0	0	0	3	126	19	9	0	2	0	1	157
P/TOT	3	2	1	0	0	0	0	6	336	49	24	2	4	0	2	417

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	1	2	0	0	0	0	0	3	29	5	0	0	1	1	0	36
15:15	3	0	0	0	0	0	0	3	43	3	0	0	0	0	0	46
15:30	1	0	0	0	0	0	0	1	39	7	0	1	0	0	0	47
15:45	0	0	0	0	0	0	0	0	32	2	1	0	0	0	0	35
H/TOT	5	2	0	0	0	0	0	7	143	17	1	1	1	1	0	164
16:00	1	0	0	0	0	0	0	1	42	7	3	1	0	0	1	54
16:15	1	0	0	0	0	0	0	1	46	1	0	0	0	0	0	47
16:30	1	0	0	0	0	0	0	1	47	7	0	0	0	0	1	55
16:45	1	0	0	0	0	0	0	1	44	3	0	0	0	0	0	47
H/TOT	4	0	0	0	0	0	0	4	179	18	3	1	0	0	2	203
17:00	0	0	0	0	0	0	0	0	54	5	0	0	1	1	1	62
17:15	3	0	0	0	0	0	0	3	47	1	3	0	0	1	0	52
17:30	2	0	0	0	0	0	0	2	47	2	0	0	0	2	0	51
17:45	1	0	0	0	0	0	0	1	52	3	0	0	0	0	1	56
H/TOT	6	0	0	0	0	0	0	6	200	11	3	0	1	4	2	221
18:00	0	0	0	0	0	0	0	0	46	2	0	0	0	0	1	49
18:15	0	0	0	0	0	0	0	0	44	0	0	0	1	0	0	45
18:30	1	0	0	0	0	0	0	1	26	1	0	0	0	1	1	29
18:45	1	0	0	0	0	0	0	1	33	1	0	0	1	0	0	35
H/TOT	2	0	0	0	0	0	0	2	149	4	0	0	2	1	2	158
P/TOT	17	2	0	0	0	0	0	19	671	50	7	2	4	6	6	746



SITE: 1

DATE: 15/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Tuesday

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	14	1	1	0	1	0	1	18
07:15	0	0	0	0	0	0	0	0	20	4	2	0	0	0	0	26
07:30	0	0	0	0	0	0	0	0	27	4	1	1	0	1	0	34
07:45	0	0	0	0	0	0	0	0	40	6	3	0	0	1	0	50
H/TOT	0	0	0	0	0	0	0	0	101	15	7	1	1	2	1	128
08:00	0	0	0	0	0	0	0	0	51	6	0	2	0	0	0	59
08:15	0	0	0	0	0	0	0	0	26	7	2	1	0	0	0	36
08:30	0	0	0	0	0	0	0	0	42	3	2	0	0	1	0	48
08:45	0	0	0	0	0	0	0	0	28	6	0	1	0	0	0	35
H/TOT	0	0	0	0	0	0	0	0	147	22	4	4	0	1	0	178
09:00	0	0	0	0	0	0	0	0	26	6	1	0	1	1	0	35
09:15	0	0	0	0	0	0	0	0	21	8	0	0	0	0	0	29
09:30	0	0	0	0	0	0	0	0	15	2	2	2	1	0	0	22
09:45	0	0	0	0	0	0	0	0	21	3	1	1	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	83	19	4	3	2	1	0	112
P/TOT	0	0	0	0	0	0	0	0	331	56	15	8	3	4	1	418

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0	35	3	1	0	1	0	1	41
15:15	0	0	0	0	0	0	0	0	37	1	4	0	0	0	0	42
15:30	0	0	0	0	0	0	0	0	29	6	0	1	1	0	0	37
15:45	0	0	0	0	0	0	0	0	31	4	2	1	0	2	0	40
H/TOT	0	0	0	0	0	0	0	0	132	14	7	2	2	2	1	160
16:00	0	0	0	0	0	0	0	0	34	4	1	0	0	0	0	39
16:15	0	0	0	0	0	0	0	0	37	3	1	0	0	0	0	41
16:30	0	0	0	0	0	0	0	0	31	2	1	0	0	0	2	36
16:45	0	0	0	0	0	0	0	0	37	2	0	0	0	0	1	40
H/TOT	0	0	0	0	0	0	0	0	139	11	3	0	0	0	3	156
17:00	1	0	0	0	0	0	0	1	42	2	0	0	0	0	2	46
17:15	0	0	0	0	0	0	0	0	41	3	0	0	1	1	1	47
17:30	0	0	0	0	0	0	0	0	38	3	0	0	2	0	1	44
17:45	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	38
H/TOT	1	0	0	0	0	0	0	1	155	12	0	0	3	1	4	175
18:00	0	0	0	0	0	0	0	0	29	4	0	0	0	1	0	34
18:15	0	0	0	0	0	0	0	0	39	4	0	0	1	0	2	46
18:30	0	0	0	0	0	0	0	0	29	1	0	1	1	2	0	34
18:45	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24
H/TOT	0	0	0	0	0	0	0	0	120	10	0	1	2	3	2	138
P/TOT	1	0	0	0	0	0	0	1	546	47	10	3	7	6	10	629



SITE: 1

DATE: 15/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Tuesday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
08:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
P/TOT	12	2	1	0	0	0	0	15	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
P/TOT	31	3	0	0	0	0	0	34	0	0	0	0	0	0	0	0



SITE: 1

DATE: 15/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Tuesday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	1	0	1	0	0	0	0	2	4	0	0	0	0	0	0	4
07:45	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	9	0	1	0	0	0	0	10	10	1	0	0	0	0	0	11
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
08:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	9	1	0	0	0	0	0	10	3	0	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	4	0	0	0	0	0	0	4	1	1	0	0	0	0	0	2
H/TOT	8	0	0	0	0	0	0	8	2	3	0	0	0	0	0	5
P/TOT	26	1	1	0	0	0	0	28	15	4	0	0	0	0	0	19

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	4	0	0	0	0	0	0	4	2	1	0	0	0	0	0	3
16:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
16:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	6	1	1	0	0	0	0	8	2	0	0	0	0	0	0	2
17:00	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	2	1	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
P/TOT	22	1	1	0	0	0	0	24	7	2	0	0	0	0	0	9

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 1

DATE: 15/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Tuesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	16	2	1	0	1	0	1	21	15	3	1	0	0	0	1	20
07:15	20	4	2	0	0	0	0	26	15	2	2	0	1	0	0	20
07:30	31	4	1	1	0	1	0	38	29	1	5	0	0	0	0	35
07:45	44	6	3	0	0	1	0	54	31	6	2	0	0	0	0	39
H/TOT	111	16	7	1	1	2	1	139	90	12	10	0	1	0	1	114
08:00	51	6	0	2	0	0	0	59	23	5	3	0	1	0	0	32
08:15	26	7	2	1	0	0	0	36	28	4	0	0	0	0	0	32
08:30	44	3	2	0	0	1	0	50	29	2	2	2	0	0	0	35
08:45	29	6	0	1	0	0	0	36	41	8	1	0	0	0	0	50
H/TOT	150	22	4	4	0	1	0	181	121	19	6	2	1	0	0	149
09:00	27	8	1	0	1	1	0	38	39	7	5	0	1	0	0	52
09:15	21	8	0	0	0	0	0	29	32	6	2	0	0	0	0	40
09:30	15	2	2	2	1	0	0	22	27	3	1	0	1	0	0	32
09:45	22	4	1	1	0	0	0	28	30	4	1	0	0	0	1	36
H/TOT	85	22	4	3	2	1	0	117	128	20	9	0	2	0	1	160
P/TOT	346	60	15	8	3	4	1	437	339	51	25	2	4	0	2	423

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	36	4	1	0	1	0	1	43	30	7	0	0	1	1	0	39
15:15	37	1	4	0	0	0	0	42	46	3	0	0	0	0	0	49
15:30	29	6	0	1	1	0	0	37	40	7	0	1	0	0	0	48
15:45	32	4	2	1	0	2	0	41	32	2	1	0	0	0	0	35
H/TOT	134	15	7	2	2	2	1	163	148	19	1	1	1	1	0	171
16:00	35	4	1	0	0	0	0	40	43	7	3	1	0	0	1	55
16:15	37	3	1	0	0	0	0	41	47	1	0	0	0	0	0	48
16:30	32	2	1	0	0	0	2	37	48	7	0	0	0	0	1	56
16:45	37	2	0	0	0	0	1	40	45	3	0	0	0	0	0	48
H/TOT	141	11	3	0	0	0	3	158	183	18	3	1	0	0	2	207
17:00	44	3	0	0	0	0	2	49	55	5	0	0	1	1	1	63
17:15	42	3	0	0	1	1	1	48	50	1	3	0	0	1	0	55
17:30	38	3	0	0	2	0	1	44	49	2	0	0	0	2	0	53
17:45	34	4	0	0	0	0	0	38	53	3	0	0	0	0	1	57
H/TOT	158	13	0	0	3	1	4	179	207	11	3	0	1	4	2	228
18:00	29	4	0	0	0	1	0	34	46	2	0	0	0	0	1	49
18:15	40	4	0	0	1	0	2	47	44	0	0	0	1	0	0	45
18:30	29	1	0	1	1	2	0	34	27	1	0	0	0	1	1	30
18:45	23	1	0	0	0	0	0	24	34	1	0	0	1	0	0	36
H/TOT	121	10	0	1	2	3	2	139	151	4	0	0	2	1	2	160
P/TOT	554	49	10	3	7	6	10	639	689	52	7	2	4	6	6	766



SITE: 1

DATE: 15/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Tuesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	16	3	1	0	0	0	1	21	14	1	1	0	1	0	1	18
07:15	17	2	2	0	1	0	0	22	21	4	2	0	0	0	0	27
07:30	30	1	5	0	0	0	0	36	27	4	1	1	0	1	0	34
07:45	36	6	2	0	0	0	0	44	42	6	4	0	0	1	0	53
H/TOT	99	12	10	0	1	0	1	123	104	15	8	1	1	2	1	132
08:00	24	5	3	0	1	0	0	33	52	7	0	2	0	0	0	61
08:15	31	4	0	0	0	0	0	35	27	7	2	1	0	0	0	37
08:30	30	2	2	2	0	0	0	36	42	3	2	0	0	1	0	48
08:45	44	8	1	0	0	0	0	53	30	6	0	1	0	0	0	37
H/TOT	129	19	6	2	1	0	0	157	151	23	4	4	0	1	0	183
09:00	39	7	5	0	1	0	0	52	28	6	1	0	1	1	0	37
09:15	34	5	2	0	0	0	0	41	22	8	0	0	0	0	0	30
09:30	27	3	1	0	1	0	0	32	16	2	2	2	1	0	0	23
09:45	34	4	1	0	0	0	1	40	22	4	1	1	0	0	0	28
H/TOT	134	19	9	0	2	0	1	165	88	20	4	3	2	1	0	118
P/TOT	362	50	25	2	4	0	2	445	343	58	16	8	3	4	1	433

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	32	5	0	0	1	1	0	39	36	3	1	0	1	0	1	42
15:15	44	3	0	0	0	0	0	47	38	1	4	0	0	0	0	43
15:30	39	7	0	1	0	0	0	47	30	6	0	1	1	0	0	38
15:45	32	2	1	0	0	0	0	35	32	4	2	1	0	2	0	41
H/TOT	147	17	1	1	1	1	0	168	136	14	7	2	2	2	1	164
16:00	42	7	4	1	0	0	1	55	35	4	1	0	0	0	0	40
16:15	47	1	0	0	0	0	0	48	37	3	1	0	0	0	0	41
16:30	50	7	0	0	0	0	1	58	34	4	1	0	0	0	2	41
16:45	46	4	0	0	0	0	0	50	41	2	0	0	0	0	1	44
H/TOT	185	19	4	1	0	0	2	211	147	13	3	0	0	0	3	166
17:00	56	5	0	0	1	1	1	64	44	3	0	0	0	0	2	49
17:15	48	1	3	0	0	1	0	53	43	3	0	0	1	1	1	49
17:30	48	2	0	0	0	2	0	52	41	3	0	0	2	0	1	47
17:45	54	3	0	0	0	0	1	58	35	4	0	0	0	0	0	39
H/TOT	206	11	3	0	1	4	2	227	163	13	0	0	3	1	4	184
18:00	46	2	0	0	0	0	1	49	32	4	0	0	0	1	0	37
18:15	46	0	0	0	1	0	0	47	43	4	0	0	1	0	2	50
18:30	27	1	0	0	0	1	1	30	32	1	0	1	1	2	0	37
18:45	36	1	0	0	1	0	0	38	24	1	0	0	0	0	0	25
H/TOT	155	4	0	0	2	1	2	164	131	10	0	1	2	3	2	149
P/TOT	693	51	8	2	4	6	6	770	577	50	10	3	7	6	10	663



SITE: 1

DATE: 15/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Tuesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:30	0	0	1	0	0	0	0	1	5	0	1	0	0	0	0	6
07:45	2	0	1	0	0	0	0	3	9	0	0	0	0	0	0	9
H/TOT	3	0	2	0	0	0	0	5	19	1	1	0	0	0	0	21
08:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
08:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
08:45	2	1	0	0	0	0	0	3	4	1	0	0	0	0	0	5
H/TOT	5	2	0	0	0	0	0	7	12	1	0	0	0	0	0	13
09:00	3	0	0	0	0	0	0	3	2	2	0	0	0	0	0	4
09:15	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	1	0	0	0	0	0	2	5	1	0	0	0	0	0	6
H/TOT	7	2	0	0	0	0	0	9	10	3	0	0	0	0	0	13
P/TOT	15	4	2	0	0	0	0	21	41	5	1	0	0	0	0	47

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	2	2	0	0	0	0	0	4	4	1	0	0	0	0	0	5
15:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	9	2	0	0	0	0	0	11	6	1	0	0	0	0	0	7
16:00	2	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2
16:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:30	4	2	0	0	0	0	0	6	4	0	0	0	0	0	0	4
16:45	5	0	0	0	0	0	0	5	2	1	0	0	0	0	0	3
H/TOT	12	2	0	0	0	0	0	14	8	1	1	0	0	0	0	10
17:00	2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	4
17:15	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
17:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
17:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	14	1	0	0	0	0	0	15	8	1	0	0	0	0	0	9
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
18:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
18:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
H/TOT	13	0	0	0	0	0	0	13	7	0	0	0	0	0	0	7
P/TOT	48	5	0	0	0	0	0	53	29	3	1	0	0	0	0	33

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	32	5	2	0	1	0	2	42
07:15	38	6	4	0	1	0	0	49
07:30	61	5	7	1	0	1	0	75
07:45	82	12	6	0	0	1	0	101
H/TOT	213	28	19	1	2	2	2	267
08:00	76	12	3	2	1	0	0	94
08:15	58	11	2	1	0	0	0	72
08:30	75	5	4	2	0	1	0	87
08:45	75	15	1	1	0	0	0	92
H/TOT	284	43	10	6	1	1	0	345
09:00	69	15	6	0	2	1	0	93
09:15	57	14	2	0	0	0	0	73
09:30	43	5	3	2	2	0	0	55
09:45	57	9	2	1	0	0	1	70
H/TOT	226	43	13	3	4	1	1	291
P/TOT	723	114	42	10	7	4	3	903

PEAK HOUR	
CALCULATION	TOT
07:00 to 08:00	267
07:15 to 08:15	319
07:30 to 08:30	342
07:45 to 08:45	354
08:00 to 09:00	345
08:15 to 09:15	344
08:30 to 09:30	345
08:45 to 09:45	313
09:00 to 10:00	291
A.M. Peak	354

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	70	11	1	0	2	1	1	86
15:15	85	4	4	0	0	0	0	93
15:30	70	13	0	2	1	0	0	86
15:45	65	6	3	1	0	2	0	77
H/TOT	290	34	8	3	3	3	1	342
16:00	79	11	5	1	0	0	1	97
16:15	85	4	1	0	0	0	0	90
16:30	86	11	1	0	0	0	3	101
16:45	88	6	0	0	0	0	1	95
H/TOT	338	32	7	1	0	0	5	383
17:00	102	9	0	0	1	1	3	116
17:15	95	4	3	0	1	2	1	106
17:30	91	5	0	0	2	2	1	101
17:45	90	7	0	0	0	0	1	98
H/TOT	378	25	3	0	4	5	6	421
18:00	78	6	0	0	0	1	1	86
18:15	90	4	0	0	2	0	2	98
18:30	60	2	0	1	1	3	1	68
18:45	61	2	0	0	1	0	0	64
H/TOT	289	14	0	1	4	4	4	316
P/TOT	1295	105	18	5	11	12	16	1462

PEAK HOUR	
CALCULATION	TOT
15:00 to 16:00	342
15:15 to 16:15	353
15:30 to 16:30	350
15:45 to 16:45	365
16:00 to 17:00	383
16:15 to 17:15	402
16:30 to 17:30	418
16:45 to 17:45	418
17:00 to 18:00	421
17:15 to 18:15	391
17:30 to 18:30	383
17:45 to 18:45	350
18:00 to 19:00	316
P.M. Peak	421



SITE: 1

DATE: 16/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Wednesday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	22	3	3	0	0	0	0	28
07:15	0	0	0	0	0	0	0	0	26	2	1	0	1	0	0	30
07:30	0	0	0	0	0	0	0	0	33	3	3	0	0	0	0	39
07:45	0	1	0	0	0	0	0	1	38	8	0	0	2	0	1	49
H/TOT	0	1	0	0	0	0	0	1	119	16	7	0	3	0	1	146
08:00	1	0	0	0	0	0	0	1	28	2	3	0	1	0	0	34
08:15	0	0	0	0	0	0	0	0	32	7	1	0	0	0	0	40
08:30	1	0	0	0	0	0	0	1	29	3	2	1	0	0	0	35
08:45	1	0	0	0	0	0	0	1	47	4	0	0	0	0	0	51
H/TOT	3	0	0	0	0	0	0	3	136	16	6	1	1	0	0	160
09:00	0	0	0	0	0	0	0	0	41	5	2	0	0	0	0	48
09:15	1	0	0	0	0	0	0	1	21	2	2	0	0	0	0	25
09:30	1	0	0	0	0	0	0	1	24	4	2	0	1	0	0	31
09:45	0	0	0	0	0	0	0	0	28	5	3	0	0	0	0	36
H/TOT	2	0	0	0	0	0	0	2	114	16	9	0	1	0	0	140
P/TOT	5	1	0	0	0	0	0	6	369	48	22	1	5	0	1	446

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	2	0	0	0	0	0	0	2	25	3	1	0	0	0	0	29
15:15	1	0	0	0	0	0	0	1	44	3	1	0	0	0	0	48
15:30	1	0	0	0	0	0	0	1	33	2	1	0	0	0	0	36
15:45	1	0	0	0	0	0	0	1	45	4	1	0	0	0	0	50
H/TOT	5	0	0	0	0	0	0	5	147	12	4	0	0	0	0	163
16:00	0	0	0	0	0	0	0	0	36	6	0	0	0	1	2	45
16:15	1	0	0	0	0	0	0	1	55	1	1	0	0	0	0	57
16:30	0	0	0	0	0	0	0	0	50	1	0	0	0	2	0	53
16:45	0	0	0	0	0	0	0	0	46	4	0	0	0	0	0	50
H/TOT	1	0	0	0	0	0	0	1	187	12	1	0	0	3	2	205
17:00	2	2	0	0	0	0	0	4	63	2	2	0	1	0	0	68
17:15	1	0	0	0	0	0	0	1	44	6	0	0	1	0	0	51
17:30	1	0	0	0	0	0	0	1	53	3	0	0	0	1	0	57
17:45	1	0	0	0	0	0	0	1	34	3	0	0	0	0	1	38
H/TOT	5	2	0	0	0	0	0	7	194	14	2	0	2	1	1	214
18:00	1	0	0	0	0	0	0	1	28	7	1	0	0	1	0	37
18:15	2	0	0	0	0	0	0	2	30	1	0	0	1	0	1	33
18:30	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	34
18:45	1	0	0	0	0	0	0	1	37	0	0	0	1	0	0	38
H/TOT	4	0	0	0	0	0	0	4	129	8	1	0	2	1	1	142
P/TOT	15	2	0	0	0	0	0	17	657	46	8	0	4	5	4	724



SITE: 1

DATE: 16/09/2026

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DAY: Wednesday

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	11	2	0	1	1	0	0	15
07:15	0	0	0	0	0	0	0	0	18	4	0	0	0	1	0	23
07:30	0	0	0	0	0	0	0	0	23	7	0	0	0	1	0	31
07:45	0	0	0	0	0	0	0	0	29	4	0	0	0	0	0	33
H/TOT	0	0	0	0	0	0	0	0	81	17	0	1	1	2	0	102
08:00	0	0	0	0	0	0	0	0	44	6	0	0	0	0	0	50
08:15	0	0	0	0	0	0	0	0	24	4	1	1	0	0	0	30
08:30	0	0	0	0	0	0	0	0	38	3	0	0	0	0	0	41
08:45	0	0	0	0	0	0	0	0	21	3	3	1	0	0	0	28
H/TOT	0	0	0	0	0	0	0	0	127	16	4	2	0	0	0	149
09:00	0	0	0	0	0	0	0	0	37	5	0	0	1	0	0	43
09:15	0	0	0	0	0	0	0	0	24	6	2	1	1	0	0	34
09:30	0	0	0	0	0	0	0	0	26	6	2	0	1	0	0	35
09:45	0	0	0	0	0	0	0	0	29	8	0	1	0	0	0	38
H/TOT	0	0	0	0	0	0	0	0	116	25	4	2	3	0	0	150
P/TOT	0	0	0	0	0	0	0	0	324	58	8	5	4	2	0	401

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0	47	9	1	0	1	0	0	58
15:15	0	0	0	0	0	0	0	0	37	5	3	0	1	0	0	46
15:30	0	0	0	0	0	0	0	0	27	3	1	0	1	0	0	32
15:45	0	0	0	0	0	0	0	0	25	3	0	0	0	0	1	29
H/TOT	0	0	0	0	0	0	0	0	136	20	5	0	3	0	1	165
16:00	0	0	0	0	0	0	0	0	38	4	0	0	0	0	0	42
16:15	0	0	0	0	0	0	0	0	34	4	0	0	0	0	1	39
16:30	0	0	0	0	0	0	0	0	37	7	0	0	1	0	0	45
16:45	0	0	0	0	0	0	0	0	44	2	0	0	0	0	0	46
H/TOT	0	0	0	0	0	0	0	0	153	17	0	0	1	0	1	172
17:00	1	1	0	0	0	0	0	2	37	1	1	0	0	0	0	39
17:15	0	0	0	0	0	0	0	0	36	3	0	0	2	2	0	43
17:30	0	0	0	0	0	0	0	0	48	5	0	0	1	0	0	54
17:45	0	0	0	0	0	0	0	0	40	3	0	0	0	0	0	43
H/TOT	1	1	0	0	0	0	0	2	161	12	1	0	3	2	0	179
18:00	0	0	0	0	0	0	0	0	27	4	0	0	0	1	1	33
18:15	0	0	0	0	0	0	0	0	26	0	0	0	0	0	1	27
18:30	0	0	0	0	0	0	0	0	30	2	0	0	2	0	1	35
18:45	0	0	0	0	0	0	0	0	23	2	0	0	0	0	1	26
H/TOT	0	0	0	0	0	0	0	0	106	8	0	0	2	1	4	121
P/TOT	1	1	0	0	0	0	0	2	556	57	6	0	9	3	6	637



SITE: 1

DATE: 16/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Wednesday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
P/TOT	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
P/TOT	33	1	0	0	0	0	0	34	0	0	0	0	0	0	0	0



SITE: 1

DATE: 16/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Wednesday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	8	0	0	0	0	0	0	8	5	0	0	0	0	0	0	5
08:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	9	1	0	0	0	0	0	10	3	0	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3
P/TOT	20	1	0	0	0	0	0	21	10	1	0	0	0	0	0	11

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	0	1	0	0	0	0	5	1	1	0	0	0	0	0	2
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	1	7	2	0	0	0	0	0	0	2
17:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	8	1	0	0	0	0	0	9	2	1	0	0	0	0	0	3
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
P/TOT	26	1	1	0	0	0	1	29	6	2	0	0	0	0	0	8

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 1

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LOCATION: Lairds Way/Sheffield Road

DAY: Wednesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	12	2	0	1	1	0	0	16	22	3	3	0	0	0	0	28
07:15	20	4	0	0	0	1	0	25	26	2	1	0	1	0	0	30
07:30	23	7	0	0	0	1	0	31	33	3	3	0	0	0	0	39
07:45	31	4	0	0	0	0	0	35	38	9	0	0	2	0	1	50
H/TOT	86	17	0	1	1	2	0	107	119	17	7	0	3	0	1	147
08:00	45	6	0	0	0	0	0	51	29	2	3	0	1	0	0	35
08:15	25	4	1	1	0	0	0	31	32	7	1	0	0	0	0	40
08:30	39	3	0	0	0	0	0	42	30	3	2	1	0	0	0	36
08:45	21	3	3	1	0	0	0	28	48	4	0	0	0	0	0	52
H/TOT	130	16	4	2	0	0	0	152	139	16	6	1	1	0	0	163
09:00	37	6	0	0	1	0	0	44	41	5	2	0	0	0	0	48
09:15	25	6	2	1	1	0	0	35	22	2	2	0	0	0	0	26
09:30	27	6	2	0	1	0	0	36	25	4	2	0	1	0	0	32
09:45	29	8	0	1	0	0	0	38	28	5	3	0	0	0	0	36
H/TOT	118	26	4	2	3	0	0	153	116	16	9	0	1	0	0	142
P/TOT	334	59	8	5	4	2	0	412	374	49	22	1	5	0	1	452

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	48	9	1	0	1	0	0	59	27	3	1	0	0	0	0	31
15:15	37	5	3	0	1	0	0	46	45	3	1	0	0	0	0	49
15:30	27	4	1	0	1	0	0	33	34	2	1	0	0	0	0	37
15:45	25	3	0	0	0	0	1	29	46	4	1	0	0	0	0	51
H/TOT	137	21	5	0	3	0	1	167	152	12	4	0	0	0	0	168
16:00	38	4	0	0	0	0	0	42	36	6	0	0	0	1	2	45
16:15	36	4	0	0	0	0	1	41	56	1	1	0	0	0	0	58
16:30	37	7	0	0	1	0	0	45	50	1	0	0	0	2	0	53
16:45	44	2	0	0	0	0	0	46	46	4	0	0	0	0	0	50
H/TOT	155	17	0	0	1	0	1	174	188	12	1	0	0	3	2	206
17:00	38	2	1	0	0	0	0	41	66	5	2	0	1	0	0	74
17:15	36	4	0	0	2	2	0	44	45	6	0	0	1	0	0	52
17:30	49	5	0	0	1	0	0	55	54	3	0	0	0	1	0	58
17:45	41	3	0	0	0	0	0	44	35	3	0	0	0	0	1	39
H/TOT	164	14	1	0	3	2	0	184	200	17	2	0	2	1	1	223
18:00	27	4	0	0	0	1	1	33	29	7	1	0	0	1	0	38
18:15	26	0	0	0	0	0	1	27	32	1	0	0	1	0	1	35
18:30	30	2	0	0	2	0	1	35	34	0	0	0	0	0	0	34
18:45	24	2	0	0	0	0	1	27	38	0	0	0	1	0	0	39
H/TOT	107	8	0	0	2	1	4	122	133	8	1	0	2	1	1	146
P/TOT	563	60	6	0	9	3	6	647	673	49	8	0	4	5	4	743



SITE: 1

DATE: 16/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Wednesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	22	3	3	0	0	0	0	28	11	2	0	1	1	0	0	15
07:15	30	2	1	0	1	0	0	34	19	4	0	0	0	1	0	24
07:30	35	3	3	0	0	0	0	41	24	7	0	0	0	1	0	32
07:45	40	8	0	0	2	0	1	51	30	4	0	0	0	0	0	34
H/TOT	127	16	7	0	3	0	1	154	84	17	0	1	1	2	0	105
08:00	29	2	3	0	1	0	0	35	45	6	0	0	0	0	0	51
08:15	36	7	1	0	0	0	0	44	24	4	1	1	0	0	0	30
08:30	30	3	2	1	0	0	0	36	39	3	0	0	0	0	0	42
08:45	50	5	0	0	0	0	0	55	21	3	3	1	0	0	0	28
H/TOT	145	17	6	1	1	0	0	170	129	16	4	2	0	0	0	151
09:00	42	5	2	0	0	0	0	49	38	6	0	0	1	0	0	45
09:15	22	2	2	0	0	0	0	26	25	6	2	1	1	0	0	35
09:30	25	4	2	0	1	0	0	32	27	7	2	0	1	0	0	37
09:45	28	5	3	0	0	0	0	36	30	8	0	1	0	0	0	39
H/TOT	117	16	9	0	1	0	0	143	120	27	4	2	3	0	0	156
P/TOT	389	49	22	1	5	0	1	467	333	60	8	5	4	2	0	412

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	28	3	1	0	0	0	0	32	47	9	1	0	1	0	0	58
15:15	44	3	1	0	0	0	0	48	39	5	3	0	1	0	0	48
15:30	33	2	2	0	0	0	0	37	27	3	1	0	1	0	0	32
15:45	46	4	1	0	0	0	0	51	26	3	0	0	0	0	1	30
H/TOT	151	12	5	0	0	0	0	168	139	20	5	0	3	0	1	168
16:00	38	6	0	0	0	1	2	47	39	4	0	0	0	0	0	43
16:15	56	1	1	0	0	0	0	58	38	4	0	0	0	0	1	43
16:30	50	1	0	0	0	2	0	53	37	7	0	0	1	0	0	45
16:45	49	4	0	0	0	0	1	54	47	2	0	0	0	0	0	49
H/TOT	193	12	1	0	0	3	3	212	161	17	0	0	1	0	1	180
17:00	67	3	2	0	1	0	0	73	42	1	1	0	0	0	0	44
17:15	47	6	0	0	1	0	0	54	42	3	0	0	2	2	0	49
17:30	54	3	0	0	0	1	0	58	49	5	0	0	1	0	0	55
17:45	34	3	0	0	0	0	1	38	42	4	0	0	0	0	0	46
H/TOT	202	15	2	0	2	1	1	223	175	13	1	0	3	2	0	194
18:00	30	7	1	0	0	1	0	39	28	4	0	0	0	1	1	34
18:15	32	1	0	0	1	0	1	35	30	0	0	0	0	0	1	31
18:30	37	0	0	0	0	0	0	37	31	2	0	0	2	0	1	36
18:45	38	0	0	0	1	0	0	39	25	2	0	0	0	0	1	28
H/TOT	137	8	1	0	2	1	1	150	114	8	0	0	2	1	4	129
P/TOT	683	47	9	0	4	5	5	753	589	58	6	0	9	3	6	671



SITE: 1

DATE: 16/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Wednesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
07:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:45	1	1	0	0	0	0	0	2	4	0	0	0	0	0	0	4
H/TOT	3	1	0	0	0	0	0	4	13	0	0	0	0	0	0	13
08:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
08:45	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
H/TOT	5	0	0	0	0	0	0	5	12	1	0	0	0	0	0	13
09:00	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
09:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
09:30	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	6	2	0	0	0	0	0	8	5	1	0	0	0	0	0	6
P/TOT	14	3	0	0	0	0	0	17	30	2	0	0	0	0	0	32

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
15:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	2
15:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	8	0	0	0	0	0	0	8	5	1	1	0	0	0	0	7
16:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:15	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	1	4
H/TOT	9	0	0	0	0	0	0	9	8	0	0	0	0	0	1	9
17:00	7	2	0	0	0	0	0	9	4	1	0	0	0	0	0	5
17:15	7	0	0	0	0	0	0	7	3	1	0	0	0	0	0	4
17:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	19	3	0	0	0	0	0	22	10	2	0	0	0	0	0	12
18:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:15	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
18:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	12	0	0	0	0	0	0	12	9	0	0	0	0	0	0	9
P/TOT	48	3	0	0	0	0	0	51	32	3	1	0	0	0	1	37

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	34	5	3	1	1	0	0	44
07:15	51	6	1	0	1	1	0	60
07:30	59	10	3	0	0	1	0	73
07:45	72	13	0	0	2	0	1	88
H/TOT	216	34	7	1	4	2	1	265
08:00	76	8	3	0	1	0	0	88
08:15	61	11	2	1	0	0	0	75
08:30	71	6	2	1	0	0	0	80
08:45	72	8	3	1	0	0	0	84
H/TOT	280	33	10	3	1	0	0	327
09:00	80	12	2	0	1	0	0	95
09:15	49	8	4	1	1	0	0	63
09:30	54	11	4	0	2	0	0	71
09:45	58	13	3	1	0	0	0	75
H/TOT	241	44	13	2	4	0	0	304
P/TOT	737	111	30	6	9	2	1	896

PEAK HOUR	
CALCULATION	TOT
07:00 to 08:00	265
07:15 to 08:15	309
07:30 to 08:30	324
07:45 to 08:45	331
08:00 to 09:00	327
08:15 to 09:15	334
08:30 to 09:30	322
08:45 to 09:45	313
09:00 to 10:00	304
A.M. Peak	334

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	78	12	2	0	1	0	0	93
15:15	84	8	4	0	1	0	0	97
15:30	61	6	3	0	1	0	0	71
15:45	73	7	1	0	0	0	1	82
H/TOT	296	33	10	0	3	0	1	343
16:00	77	10	0	0	0	1	2	90
16:15	97	5	1	0	0	0	1	104
16:30	87	8	0	0	1	2	0	98
16:45	96	6	0	0	0	0	1	103
H/TOT	357	29	1	0	1	3	4	395
17:00	112	7	3	0	1	0	0	123
17:15	90	10	0	0	3	2	0	105
17:30	105	8	0	0	1	1	0	115
17:45	78	7	0	0	0	0	1	86
H/TOT	385	32	3	0	5	3	1	429
18:00	59	11	1	0	0	2	1	74
18:15	64	1	0	0	1	0	2	68
18:30	68	2	0	0	2	0	1	73
18:45	65	2	0	0	1	0	1	69
H/TOT	256	16	1	0	4	2	5	284
P/TOT	1294	110	15	0	13	8	11	1451

PEAK HOUR	
CALCULATION	TOT
15:00 to 16:00	343
15:15 to 16:15	340
15:30 to 16:30	347
15:45 to 16:45	374
16:00 to 17:00	395
16:15 to 17:15	428
16:30 to 17:30	429
16:45 to 17:45	446
17:00 to 18:00	429
17:15 to 18:15	380
17:30 to 18:30	343
17:45 to 18:45	301
18:00 to 19:00	284
P.M. Peak	446



SITE: 1

DATE: 17/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Thursday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	15	7	1	1	0	0	0	24
07:15	0	0	0	0	0	0	0	0	26	1	1	1	1	0	0	30
07:30	0	0	0	0	0	0	0	0	32	4	3	0	1	0	0	40
07:45	0	1	0	0	0	0	0	1	35	3	0	0	1	0	0	39
H/TOT	0	1	0	0	0	0	0	1	108	15	5	2	3	0	0	133
08:00	0	0	0	0	0	0	0	0	26	8	2	0	1	0	0	37
08:15	0	0	0	0	0	0	0	0	24	3	1	0	0	0	0	28
08:30	0	0	0	0	0	0	0	0	25	5	2	0	0	0	0	32
08:45	1	1	0	0	0	0	0	2	45	6	1	0	0	0	0	52
H/TOT	1	1	0	0	0	0	0	2	120	22	6	0	1	0	0	149
09:00	1	0	0	0	0	0	0	1	31	5	0	0	0	0	1	37
09:15	0	0	0	0	0	0	0	0	24	7	3	0	1	0	0	35
09:30	0	0	0	0	0	0	0	0	28	6	3	0	0	0	0	37
09:45	1	0	0	0	0	0	0	1	22	2	1	0	0	1	0	26
H/TOT	2	0	0	0	0	0	0	2	105	20	7	0	1	1	1	135
P/TOT	3	2	0	0	0	0	0	5	333	57	18	2	5	1	1	417

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	2	0	0	0	0	0	0	2	38	7	0	0	1	1	0	47
15:15	0	0	0	0	0	0	0	0	40	5	2	1	0	0	1	49
15:30	0	0	0	0	0	0	0	0	42	3	0	0	0	2	0	47
15:45	1	0	0	0	0	0	0	1	43	7	0	0	0	0	0	50
H/TOT	3	0	0	0	0	0	0	3	163	22	2	1	1	3	1	193
16:00	0	0	0	0	0	0	0	0	35	4	1	1	0	0	0	41
16:15	1	1	0	0	0	0	1	3	50	5	0	0	0	1	2	58
16:30	1	0	0	0	0	0	0	1	41	6	0	0	0	1	1	49
16:45	0	0	0	0	0	0	0	0	52	4	1	0	0	0	0	57
H/TOT	2	1	0	0	0	0	1	4	178	19	2	1	0	2	3	205
17:00	0	0	0	0	0	0	0	0	52	5	0	0	0	0	0	57
17:15	1	0	0	0	0	0	0	1	45	6	1	0	1	1	0	54
17:30	1	0	0	0	0	0	0	1	54	3	1	0	0	0	0	58
17:45	1	0	0	0	0	0	0	1	47	1	0	0	0	1	0	49
H/TOT	3	0	0	0	0	0	0	3	198	15	2	0	1	2	0	218
18:00	3	0	0	0	0	0	0	3	38	3	0	0	0	0	1	42
18:15	2	0	0	0	0	0	0	2	46	1	0	0	1	0	0	48
18:30	0	0	0	0	0	0	0	0	42	4	0	0	0	0	0	46
18:45	1	0	0	0	0	0	0	1	35	3	1	0	0	2	0	41
H/TOT	6	0	0	0	0	0	0	6	161	11	1	0	1	2	1	177
P/TOT	14	1	0	0	0	0	1	16	700	67	7	2	3	9	5	793



SITE: 1

DATE: 17/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Thursday

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15
07:15	0	0	0	0	0	0	0	0	26	8	0	0	0	0	0	34
07:30	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25
07:45	0	0	0	0	0	0	0	0	34	6	0	0	0	0	0	40
H/TOT	0	0	0	0	0	0	0	0	94	20	0	0	0	0	0	114
08:00	0	0	0	0	0	0	0	0	55	10	1	0	0	0	0	66
08:15	0	0	0	0	0	0	0	0	38	3	1	0	0	0	0	42
08:30	0	0	0	0	0	0	0	0	39	3	0	0	0	0	0	42
08:45	0	0	0	0	0	0	0	0	29	6	1	0	0	1	0	37
H/TOT	0	0	0	0	0	0	0	0	161	22	3	0	0	1	0	187
09:00	0	0	0	0	0	0	0	0	28	5	2	0	1	1	0	37
09:15	0	0	0	0	0	0	0	0	12	2	1	1	0	0	0	16
09:30	0	0	0	0	0	0	0	0	11	5	1	1	1	0	0	19
09:45	0	0	0	0	0	0	0	0	29	9	2	1	0	0	0	41
H/TOT	0	0	0	0	0	0	0	0	80	21	6	3	2	1	0	113
P/TOT	0	0	0	0	0	0	0	0	335	63	9	3	2	2	0	414

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	1	0	0	0	0	0	0	1	50	8	2	0	1	0	0	61
15:15	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25
15:30	0	0	0	0	0	0	0	0	33	2	4	0	1	0	0	40
15:45	0	0	0	0	0	0	0	0	21	6	0	0	0	0	1	28
H/TOT	1	0	0	0	0	0	0	1	127	18	6	0	2	0	1	154
16:00	0	0	0	0	0	0	0	0	30	8	1	0	0	0	0	39
16:15	0	0	0	0	0	0	0	0	46	4	0	0	0	0	0	50
16:30	0	0	0	0	0	0	0	0	26	7	1	0	0	0	1	35
16:45	0	0	0	0	0	0	0	0	40	1	1	0	0	0	0	42
H/TOT	0	0	0	0	0	0	0	0	142	20	3	0	0	0	1	166
17:00	0	0	0	0	0	0	0	0	41	4	0	0	0	0	0	45
17:15	0	0	0	0	0	0	0	0	36	3	1	0	2	0	0	42
17:30	0	0	0	0	0	0	0	0	50	0	0	0	1	0	0	51
17:45	0	0	0	0	0	0	0	0	39	2	0	0	0	0	0	41
H/TOT	0	0	0	0	0	0	0	0	166	9	1	0	3	0	0	179
18:00	0	0	0	0	0	0	0	0	38	3	0	0	0	0	0	41
18:15	0	0	0	0	0	0	0	0	30	4	0	0	0	0	1	35
18:30	0	0	0	0	0	0	0	0	33	3	0	0	2	0	0	38
18:45	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25
H/TOT	0	0	0	0	0	0	0	0	124	12	0	0	2	0	1	139
P/TOT	1	0	0	0	0	0	0	1	559	59	10	0	7	0	3	638



SITE: 1

DATE: 17/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Thursday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
P/TOT	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0
H/TOT	12	0	0	0	0	0	1	13	0	0	0	0	0	0	0	0
P/TOT	41	1	0	0	0	0	1	43	0	0	0	0	0	0	0	0



SITE: 1

DATE: 17/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
07:45	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
H/TOT	10	0	0	0	0	0	0	10	6	0	0	0	0	0	0	6
08:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5	2	1	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
H/TOT	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
P/TOT	23	0	0	0	0	0	0	23	12	1	0	0	0	0	0	13

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	1	0	0	0	0	5	1	2	0	0	0	0	0	3
16:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	8	0	0	0	0	0	0	8	2	1	0	0	0	0	0	3
17:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	1	3	1	0	0	0	0	0	0	1
H/TOT	11	0	0	0	0	0	1	12	1	0	0	0	0	0	0	1
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
P/TOT	26	0	1	0	0	0	1	28	7	3	0	0	0	0	0	10

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 1

DATE: 17/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Thursday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	12	3	0	0	0	0	0	15	15	7	1	1	0	0	0	24
07:15	26	8	0	0	0	0	0	34	26	1	1	1	1	0	0	30
07:30	25	3	0	0	0	0	0	28	32	4	3	0	1	0	0	40
07:45	37	6	0	0	0	0	0	43	35	4	0	0	1	0	0	40
H/TOT	100	20	0	0	0	0	0	120	108	16	5	2	3	0	0	134
08:00	55	10	1	0	0	0	0	66	26	8	2	0	1	0	0	37
08:15	39	3	1	0	0	0	0	43	24	3	1	0	0	0	0	28
08:30	40	4	0	0	0	0	0	44	25	5	2	0	0	0	0	32
08:45	29	6	1	0	0	1	0	37	46	7	1	0	0	0	0	54
H/TOT	163	23	3	0	0	1	0	190	121	23	6	0	1	0	0	151
09:00	28	5	2	0	1	1	0	37	32	5	0	0	0	0	1	38
09:15	12	2	1	1	0	0	0	16	24	7	3	0	1	0	0	35
09:30	12	5	1	1	1	0	0	20	28	6	3	0	0	0	0	37
09:45	32	9	2	1	0	0	0	44	23	2	1	0	0	1	0	27
H/TOT	84	21	6	3	2	1	0	117	107	20	7	0	1	1	1	137
P/TOT	347	64	9	3	2	2	0	427	336	59	18	2	5	1	1	422

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	51	8	2	0	1	0	0	62	41	7	0	0	1	1	0	50
15:15	23	2	0	0	0	0	0	25	40	5	2	1	0	0	1	49
15:30	34	4	4	0	1	0	0	43	42	3	0	0	0	2	0	47
15:45	21	6	0	0	0	0	1	28	44	7	0	0	0	0	0	51
H/TOT	129	20	6	0	2	0	1	158	167	22	2	1	1	3	1	197
16:00	30	8	1	0	0	0	0	39	35	4	1	1	0	0	0	41
16:15	46	5	0	0	0	0	0	51	51	6	0	0	0	1	3	61
16:30	27	7	1	0	0	0	1	36	42	6	0	0	0	1	1	50
16:45	41	1	1	0	0	0	0	43	52	4	1	0	0	0	0	57
H/TOT	144	21	3	0	0	0	1	169	180	20	2	1	0	2	4	209
17:00	41	4	0	0	0	0	0	45	52	5	0	0	0	0	0	57
17:15	36	3	1	0	2	0	0	42	46	6	1	0	1	1	0	55
17:30	50	0	0	0	1	0	0	51	55	3	1	0	0	0	0	59
17:45	40	2	0	0	0	0	0	42	48	1	0	0	0	1	0	50
H/TOT	167	9	1	0	3	0	0	180	201	15	2	0	1	2	0	221
18:00	38	3	0	0	0	0	0	41	41	3	0	0	0	0	1	45
18:15	32	4	0	0	0	0	1	37	48	1	0	0	1	0	0	50
18:30	33	3	0	0	2	0	0	38	42	4	0	0	0	0	0	46
18:45	24	2	0	0	0	0	0	26	36	3	1	0	0	2	0	42
H/TOT	127	12	0	0	2	0	1	142	167	11	1	0	1	2	1	183
P/TOT	567	62	10	0	7	0	3	649	715	68	7	2	3	9	6	810



SITE: 1

DATE: 17/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Thursday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	17	7	1	1	0	0	0	26	12	3	0	0	0	0	0	15
07:15	27	1	1	1	1	0	0	31	26	8	0	0	0	0	0	34
07:30	34	4	3	0	1	0	0	42	24	3	0	0	0	0	0	27
07:45	40	3	0	0	1	0	0	44	34	6	0	0	0	0	0	40
H/TOT	118	15	5	2	3	0	0	143	96	20	0	0	0	0	0	116
08:00	28	8	2	0	1	0	0	39	56	11	1	0	0	0	0	68
08:15	26	3	1	0	0	0	0	30	39	3	1	0	0	0	0	43
08:30	26	5	2	0	0	0	0	33	40	3	0	0	0	0	0	43
08:45	45	6	1	0	0	0	0	52	30	6	1	0	0	1	0	38
H/TOT	125	22	6	0	1	0	0	154	165	23	3	0	0	1	0	192
09:00	32	5	0	0	0	0	1	38	30	5	2	0	1	1	0	39
09:15	27	7	3	0	1	0	0	38	14	2	1	1	0	0	0	18
09:30	30	6	3	0	0	0	0	39	14	5	1	1	1	0	0	22
09:45	24	2	1	0	0	1	0	28	29	9	2	1	0	0	0	41
H/TOT	113	20	7	0	1	1	1	143	87	21	6	3	2	1	0	120
P/TOT	356	57	18	2	5	1	1	440	348	64	9	3	2	2	0	428

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	39	7	1	0	1	1	0	49	50	8	2	0	1	0	0	61
15:15	42	5	2	1	0	0	1	51	23	2	0	0	0	0	0	25
15:30	43	3	0	0	0	2	0	48	34	3	4	0	1	0	0	42
15:45	43	7	0	0	0	0	0	50	22	6	0	0	0	0	1	29
H/TOT	167	22	3	1	1	3	1	198	129	19	6	0	2	0	1	157
16:00	39	4	1	1	0	0	0	45	34	8	1	0	0	0	0	43
16:15	50	5	0	0	0	1	2	58	49	4	0	0	0	0	0	53
16:30	42	6	0	0	0	1	1	50	30	7	1	0	0	0	1	39
16:45	55	4	1	0	0	0	0	60	44	1	1	0	0	0	0	46
H/TOT	186	19	2	1	0	2	3	213	157	20	3	0	0	0	1	181
17:00	55	5	0	0	0	0	0	60	42	4	0	0	0	0	0	46
17:15	48	6	1	0	1	1	0	57	39	3	1	0	2	0	0	45
17:30	57	3	1	0	0	0	0	61	53	0	0	0	1	0	0	54
17:45	49	1	0	0	0	1	1	52	44	2	0	0	0	0	0	46
H/TOT	209	15	2	0	1	2	1	230	178	9	1	0	3	0	0	191
18:00	39	3	0	0	0	0	1	43	40	3	0	0	0	0	0	43
18:15	46	1	0	0	1	0	0	48	33	4	0	0	0	0	1	38
18:30	44	4	0	0	0	0	0	48	38	3	0	0	2	0	0	43
18:45	35	3	1	0	0	2	0	41	25	2	0	0	0	0	1	28
H/TOT	164	11	1	0	1	2	1	180	136	12	0	0	2	0	2	152
P/TOT	726	67	8	2	3	9	6	821	600	60	10	0	7	0	4	681



SITE: 1

DATE: 17/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
07:45	0	1	0	0	0	0	0	1	8	0	0	0	0	0	0	8
H/TOT	2	1	0	0	0	0	0	3	16	0	0	0	0	0	0	16
08:00	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
08:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
08:30	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
08:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	5	2	0	0	0	0	0	7	7	1	0	0	0	0	0	8
09:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
09:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
09:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
09:45	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
H/TOT	9	0	0	0	0	0	0	9	12	0	0	0	0	0	0	12
P/TOT	16	3	0	0	0	0	0	19	35	1	0	0	0	0	0	36

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	2	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:30	1	1	0	0	0	0	0	2	2	2	0	0	0	0	0	4
15:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	0	6	5	2	1	0	0	0	0	8
16:00	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
16:15	4	1	0	0	0	0	1	6	0	1	0	0	0	0	0	1
16:30	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
16:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
H/TOT	17	1	0	0	0	0	1	19	10	1	0	0	0	0	0	11
17:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
17:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
17:45	6	0	0	0	0	0	0	6	3	0	0	0	0	0	1	4
H/TOT	15	0	0	0	0	0	0	15	12	0	0	0	0	0	1	13
18:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
18:15	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
18:30	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
18:45	3	0	0	0	0	0	1	4	1	0	0	0	0	0	0	1
H/TOT	18	0	0	0	0	0	1	19	6	0	0	0	0	0	0	6
P/TOT	55	2	0	0	0	0	2	59	33	3	1	0	0	0	1	38

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	29	10	1	1	0	0	0	41
07:15	53	9	1	1	1	0	0	65
07:30	61	7	3	0	1	0	0	72
07:45	77	10	0	0	1	0	0	88
H/TOT	220	36	5	2	3	0	0	266
08:00	84	19	3	0	1	0	0	107
08:15	66	6	2	0	0	0	0	74
08:30	67	9	2	0	0	0	0	78
08:45	76	13	2	0	0	1	0	92
H/TOT	293	47	9	0	1	1	0	351
09:00	63	10	2	0	1	1	1	78
09:15	41	9	4	1	1	0	0	56
09:30	45	11	4	1	1	0	0	62
09:45	57	11	3	1	0	1	0	73
H/TOT	206	41	13	3	3	2	1	269
P/TOT	719	124	27	5	7	3	1	886

PEAK HOUR	
CALCULATION	TOT
07:00 to 08:00	266
07:15 to 08:15	332
07:30 to 08:30	341
07:45 to 08:45	347
08:00 to 09:00	351
08:15 to 09:15	322
08:30 to 09:30	304
08:45 to 09:45	288
09:00 to 10:00	269
A.M. Peak	351

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	92	15	3	0	2	1	0	113
15:15	65	7	2	1	0	0	1	76
15:30	78	8	4	0	1	2	0	93
15:45	66	13	0	0	0	0	1	80
H/TOT	301	43	9	1	3	3	2	362
16:00	73	12	2	1	0	0	0	88
16:15	100	11	0	0	0	1	3	115
16:30	74	13	1	0	0	1	2	91
16:45	100	5	2	0	0	0	0	107
H/TOT	347	41	5	1	0	2	5	401
17:00	97	9	0	0	0	0	0	106
17:15	88	9	2	0	3	1	0	103
17:30	111	3	1	0	1	0	0	116
17:45	95	3	0	0	0	1	1	100
H/TOT	391	24	3	0	4	2	1	425
18:00	82	6	0	0	0	0	1	89
18:15	83	5	0	0	1	0	1	90
18:30	82	7	0	0	2	0	0	91
18:45	62	5	1	0	0	2	1	71
H/TOT	309	23	1	0	3	2	3	341
P/TOT	1348	131	18	2	10	9	11	1529

PEAK HOUR	
CALCULATION	TOT
15:00 to 16:00	362
15:15 to 16:15	337
15:30 to 16:30	376
15:45 to 16:45	374
16:00 to 17:00	401
16:15 to 17:15	419
16:30 to 17:30	407
16:45 to 17:45	432
17:00 to 18:00	425
17:15 to 18:15	408
17:30 to 18:30	395
17:45 to 18:45	370
18:00 to 19:00	341
P.M. Peak	432



SITE: 1

DATE: 19/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Saturday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	36	2	0	0	1	0	0	39
10:15	0	0	0	0	0	0	0	0	40	3	0	0	0	0	0	43
10:30	0	0	0	0	0	0	0	0	41	1	0	0	0	0	2	44
10:45	2	0	0	0	0	0	0	2	33	4	1	0	0	0	2	40
H/TOT	2	0	0	0	0	0	0	2	150	10	1	0	1	0	4	166
11:00	1	0	0	0	0	0	0	1	28	6	0	0	0	0	1	35
11:15	1	0	0	0	0	0	0	1	43	5	1	0	1	0	0	50
11:30	0	0	0	0	0	0	0	0	35	1	0	0	0	1	0	37
11:45	0	0	0	0	0	0	0	0	50	6	1	0	1	0	0	58
H/TOT	2	0	0	0	0	0	0	2	156	18	2	0	2	1	1	180
12:00	3	0	0	0	0	0	0	3	44	2	0	2	1	1	1	51
12:15	0	0	0	0	0	0	0	0	42	1	0	0	0	0	2	45
12:30	2	0	0	0	0	0	0	2	36	2	0	0	0	0	0	38
12:45	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32
H/TOT	5	0	0	0	0	0	0	5	152	7	0	2	1	1	3	166
13:00	1	1	0	0	0	0	0	2	30	4	0	0	0	0	0	34
13:15	2	0	0	0	0	0	0	2	41	2	0	0	0	0	1	44
13:30	1	0	0	0	0	0	0	1	31	1	0	0	0	0	0	32
13:45	1	0	0	0	0	0	0	1	30	2	0	0	0	0	0	32
H/TOT	5	1	0	0	0	0	0	6	132	9	0	0	0	0	1	142
14:00	0	0	0	0	0	0	0	0	25	2	0	0	1	0	1	29
14:15	1	0	0	0	0	0	1	2	27	3	0	0	0	0	0	30
14:30	1	0	0	0	0	0	0	1	21	2	0	0	0	0	1	24
14:45	0	0	0	0	0	0	0	0	18	3	0	0	1	1	2	25
H/TOT	2	0	0	0	0	0	1	3	91	10	0	0	2	1	4	108
15:00	0	0	0	0	0	0	0	0	30	2	0	0	1	1	0	34
15:15	0	0	0	0	0	0	0	0	43	4	0	0	0	0	0	47
15:30	0	0	0	0	0	0	0	0	33	2	0	0	0	0	1	36
15:45	1	0	0	0	0	0	0	1	25	3	0	0	0	0	0	28
H/TOT	1	0	0	0	0	0	0	1	131	11	0	0	1	1	1	145
P/TOT	17	1	0	0	0	0	1	19	812	65	3	2	7	4	14	907



SITE: 1

DATE: 19/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Saturday

TIME	A to A							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0	40	2	0	0	0	0	0	42
10:15	0	0	0	0	0	0	0	0	30	3	0	0	0	0	0	33
10:30	0	0	0	0	0	0	0	0	38	1	1	0	0	0	9	49
10:45	0	0	0	0	0	0	0	0	24	4	2	0	0	0	0	30
H/TOT	0	0	0	0	0	0	0	0	132	10	3	0	0	0	9	154
11:00	0	0	0	0	0	0	0	0	52	2	2	0	0	0	2	58
11:15	0	0	0	0	0	0	0	0	29	1	1	0	0	0	0	31
11:30	0	0	0	0	0	0	0	0	35	0	0	2	1	1	0	39
11:45	0	0	0	0	0	0	0	0	32	2	1	0	0	0	0	35
H/TOT	0	0	0	0	0	0	0	0	148	5	4	2	1	1	2	163
12:00	1	0	0	0	0	0	0	1	32	2	0	0	1	1	0	36
12:15	0	0	0	0	0	0	0	0	40	4	0	0	0	0	2	46
12:30	0	0	0	0	0	0	0	0	45	2	0	0	0	0	0	47
12:45	0	0	0	0	0	0	0	0	40	1	0	0	0	0	2	43
H/TOT	1	0	0	0	0	0	0	1	157	9	0	0	1	1	4	172
13:00	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32
13:15	0	0	0	0	0	0	0	0	34	2	0	0	0	0	2	38
13:30	0	0	0	0	0	0	0	0	30	1	0	0	1	0	0	32
13:45	0	0	0	0	0	0	0	0	29	2	0	0	1	0	0	32
H/TOT	0	0	0	0	0	0	0	0	123	7	0	0	2	0	2	134
14:00	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23
14:15	0	0	0	0	0	0	0	0	25	0	0	0	0	0	2	27
14:30	0	0	0	0	0	0	0	0	21	0	0	0	1	0	0	22
14:45	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
H/TOT	0	0	0	0	0	0	0	0	86	5	0	0	1	0	2	94
15:00	0	0	0	0	0	0	0	0	34	3	0	0	0	1	0	38
15:15	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	38
15:30	0	0	0	0	0	0	0	0	29	3	0	0	1	0	0	33
15:45	0	0	0	0	0	0	0	0	19	1	0	0	1	0	0	21
H/TOT	0	0	0	0	0	0	0	0	119	8	0	0	2	1	0	130
P/TOT	1	0	0	0	0	0	0	1	765	44	7	2	7	3	19	847



SITE: 1

DATE: 19/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Saturday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
11:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
12:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
15:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
P/TOT	32	4	0	0	0	0	0	36	0	0	0	0	0	0	0	0



SITE: 1

DATE: 19/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Saturday

TIME	C to B							TOT	C to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
10:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
11:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
H/TOT	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
12:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1
H/TOT	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:15	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	0	1
13:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	0	3
14:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
14:15	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	2
15:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	2
15:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
15:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
H/TOT	9	0	0	0	0	0	0	9	1	1	0	0	0	0	0	0	2
P/TOT	40	2	0	0	0	0	2	44	8	1	0	0	0	0	0	0	9

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 1

DATE: 19/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Saturday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	40	2	0	0	0	0	0	42	36	2	0	0	1	0	0	39
10:15	31	3	0	0	0	0	0	34	40	3	0	0	0	0	0	43
10:30	38	1	1	0	0	0	9	49	41	1	0	0	0	0	2	44
10:45	24	4	2	0	0	0	0	30	35	4	1	0	0	0	2	42
H/TOT	133	10	3	0	0	0	9	155	152	10	1	0	1	0	4	168
11:00	52	2	2	0	0	0	2	58	29	6	0	0	0	0	1	36
11:15	29	1	1	0	0	0	0	31	44	5	1	0	1	0	0	51
11:30	35	0	0	2	1	1	0	39	35	1	0	0	0	1	0	37
11:45	32	2	1	0	0	0	0	35	50	6	1	0	1	0	0	58
H/TOT	148	5	4	2	1	1	2	163	158	18	2	0	2	1	1	182
12:00	33	2	0	0	1	1	0	37	48	2	0	2	1	1	1	55
12:15	40	4	0	0	0	0	2	46	42	1	0	0	0	0	2	45
12:30	45	2	0	0	0	0	0	47	38	2	0	0	0	0	0	40
12:45	41	1	0	0	0	0	2	44	30	2	0	0	0	0	0	32
H/TOT	159	9	0	0	1	1	4	174	158	7	0	2	1	1	3	172
13:00	31	2	0	0	0	0	0	33	31	5	0	0	0	0	0	36
13:15	35	2	0	0	0	0	2	39	43	2	0	0	0	0	1	46
13:30	31	1	0	0	1	0	0	33	32	1	0	0	0	0	0	33
13:45	29	2	0	0	1	0	0	32	31	2	0	0	0	0	0	33
H/TOT	126	7	0	0	2	0	2	137	137	10	0	0	0	0	1	148
14:00	21	3	0	0	0	0	0	24	25	2	0	0	1	0	1	29
14:15	25	0	0	0	0	0	2	27	28	3	0	0	0	0	1	32
14:30	21	0	0	0	1	0	0	22	22	2	0	0	0	0	1	25
14:45	21	2	0	0	0	0	0	23	18	3	0	0	1	1	2	25
H/TOT	88	5	0	0	1	0	2	96	93	10	0	0	2	1	5	111
15:00	35	4	0	0	0	1	0	40	30	2	0	0	1	1	0	34
15:15	37	1	0	0	0	0	0	38	43	4	0	0	0	0	0	47
15:30	29	3	0	0	1	0	0	33	33	2	0	0	0	0	1	36
15:45	19	1	0	0	1	0	0	21	26	3	0	0	0	0	0	29
H/TOT	120	9	0	0	2	1	0	132	132	11	0	0	1	1	1	146
P/TOT	774	45	7	2	7	3	19	857	830	66	3	2	7	4	15	927



SITE: 1

DATE: 19/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Saturday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	39	3	0	0	1	0	0	43	44	2	0	0	0	0	0	46
10:15	41	3	0	0	0	0	0	44	31	3	0	0	0	0	0	34
10:30	41	1	0	0	0	0	2	44	40	1	1	0	0	0	9	51
10:45	34	4	1	0	0	0	2	41	25	4	2	0	0	0	0	31
H/TOT	155	11	1	0	1	0	4	172	140	10	3	0	0	0	9	162
11:00	28	6	0	0	0	0	1	35	53	3	2	0	0	0	2	60
11:15	44	5	1	0	1	0	0	51	31	1	1	0	0	0	0	33
11:30	38	1	0	0	0	1	0	40	36	1	0	2	1	1	0	41
11:45	53	6	1	0	1	0	0	61	32	2	1	0	0	0	0	35
H/TOT	163	18	2	0	2	1	1	187	152	7	4	2	1	1	2	169
12:00	47	2	0	2	1	1	1	54	33	2	0	0	1	1	0	37
12:15	43	1	0	0	0	0	2	46	41	4	0	0	0	0	2	47
12:30	37	2	0	0	0	0	0	39	45	2	0	0	0	0	0	47
12:45	33	2	0	0	0	0	0	35	40	1	0	0	0	0	2	43
H/TOT	160	7	0	2	1	1	3	174	159	9	0	0	1	1	4	174
13:00	30	4	0	0	0	0	0	34	33	2	0	0	0	0	0	35
13:15	45	3	0	0	0	0	1	49	34	2	0	0	0	0	2	38
13:30	32	1	0	0	0	0	0	33	31	1	0	0	1	0	0	33
13:45	31	2	0	0	0	0	0	33	30	2	0	0	1	0	0	33
H/TOT	138	10	0	0	0	0	1	149	128	7	0	0	2	0	2	139
14:00	26	2	0	0	1	0	1	30	21	3	0	0	0	0	0	24
14:15	29	3	0	0	0	0	1	33	25	0	0	0	0	0	2	27
14:30	21	2	0	0	0	0	1	24	24	0	0	0	1	0	0	25
14:45	20	3	0	0	1	1	3	28	22	3	0	0	0	0	0	25
H/TOT	96	10	0	0	2	1	6	115	92	6	0	0	1	0	2	101
15:00	31	2	0	0	1	1	0	35	35	4	0	0	0	1	0	40
15:15	46	4	0	0	0	0	0	50	38	1	0	0	0	0	0	39
15:30	36	2	0	0	0	0	1	39	32	3	0	0	1	0	0	36
15:45	27	3	0	0	0	0	0	30	21	1	0	0	1	0	0	23
H/TOT	140	11	0	0	1	1	1	154	126	9	0	0	2	1	0	138
P/TOT	852	67	3	2	7	4	16	951	797	48	7	2	7	3	19	883



SITE: 1

DATE: 19/09/2026

LOCATION: Lairds Way/Sheffield Road

DAY: Saturday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
10:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
10:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	10	0	0	0	0	0	0	10	6	1	0	0	0	0	0	7
11:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
11:30	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
11:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	6	2	0	0	0	0	0	8	7	0	0	0	0	0	0	7
12:00	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
12:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
12:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	7	0	0	0	0	0	0	7	9	0	0	0	0	0	0	9
13:00	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
13:15	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
13:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
13:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	10	1	0	0	0	0	0	11	9	1	0	0	0	0	0	10
14:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
14:15	1	0	0	0	0	0	1	2	2	0	0	0	0	0	1	3
14:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:45	2	1	0	0	0	0	0	3	3	0	0	0	0	0	1	4
H/TOT	8	1	0	0	0	0	1	10	7	0	0	0	0	0	2	9
15:00	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	3
15:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
15:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
15:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	8	1	0	0	0	0	0	9	10	1	0	0	0	0	0	11
P/TOT	49	5	0	0	0	0	1	55	48	3	0	0	0	0	2	53

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
10:00	83	5	0	0	1	0	0	89
10:15	73	6	0	0	0	0	0	79
10:30	81	2	1	0	0	0	11	95
10:45	61	8	3	0	0	0	2	74
H/TOT	298	21	4	0	1	0	13	337
11:00	82	9	2	0	0	0	3	96
11:15	76	6	2	0	1	0	0	85
11:30	74	2	0	2	1	2	0	81
11:45	85	8	2	0	1	0	0	96
H/TOT	317	25	6	2	3	2	3	358
12:00	84	4	0	2	2	2	1	95
12:15	84	5	0	0	0	0	4	93
12:30	84	4	0	0	0	0	0	88
12:45	74	3	0	0	0	0	2	79
H/TOT	326	16	0	2	2	2	7	355
13:00	65	7	0	0	0	0	0	72
13:15	82	5	0	0	0	0	3	90
13:30	65	2	0	0	1	0	0	68
13:45	62	4	0	0	1	0	0	67
H/TOT	274	18	0	0	2	0	3	297
14:00	48	5	0	0	1	0	1	55
14:15	55	3	0	0	0	0	4	62
14:30	46	2	0	0	1	0	1	50
14:45	43	6	0	0	1	1	3	54
H/TOT	192	16	0	0	3	1	9	221
15:00	67	7	0	0	1	2	0	77
15:15	84	5	0	0	0	0	0	89
15:30	68	5	0	0	1	0	1	75
15:45	49	4	0	0	1	0	0	54
H/TOT	268	21	0	0	3	2	1	295
P/TOT	1675	117	10	4	14	7	36	1863

PEAK HOUR	TOT
CALCULATION	
10:00 to 11:00	337
10:15 to 11:15	344
10:30 to 11:30	350
10:45 to 11:45	336
11:00 to 12:00	358
11:15 to 12:15	357
11:30 to 12:30	365
11:45 to 12:45	372
12:00 to 13:00	355
12:15 to 13:15	332
12:30 to 13:30	329
12:45 to 13:45	309
13:00 to 14:00	297
13:15 to 14:15	280
13:30 to 14:30	252
13:45 to 14:45	234
14:00 to 15:00	221
14:15 to 15:15	243
14:30 to 15:30	270
14:45 to 15:45	295
15:00 to 16:00	295
Inter Peak	372

APPENDIX E – TRAFFIC FLOW DIAGRAMS

E

Trip Rates and Trip Generation

0	AM			PM			SAT		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
Trip Rate			0			0			0
Trip Gen	100	0	100	0	100	100	0	0	0

Recorded Peak Hour

AM Peak 08:15 - 09:15

PM Peak 16:45 - 17:45

Sat Peak 11:00 - 12:00

2026 - 2031 AM Growth

Level Area Local Growth Figure

E0200 Barnsle 1.056

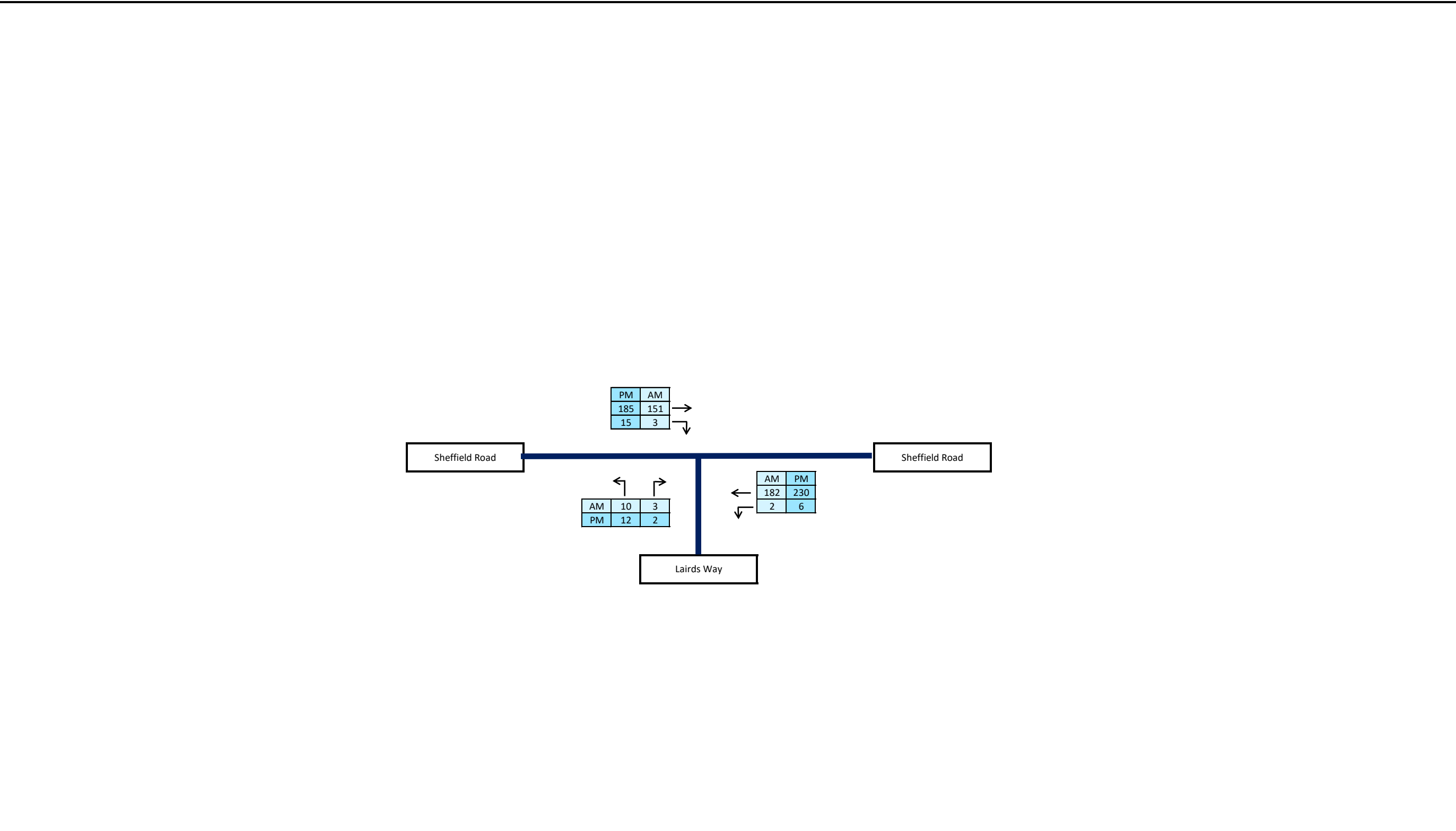
2026 - 2031 PM Growth

Level Area Local Growth Figure

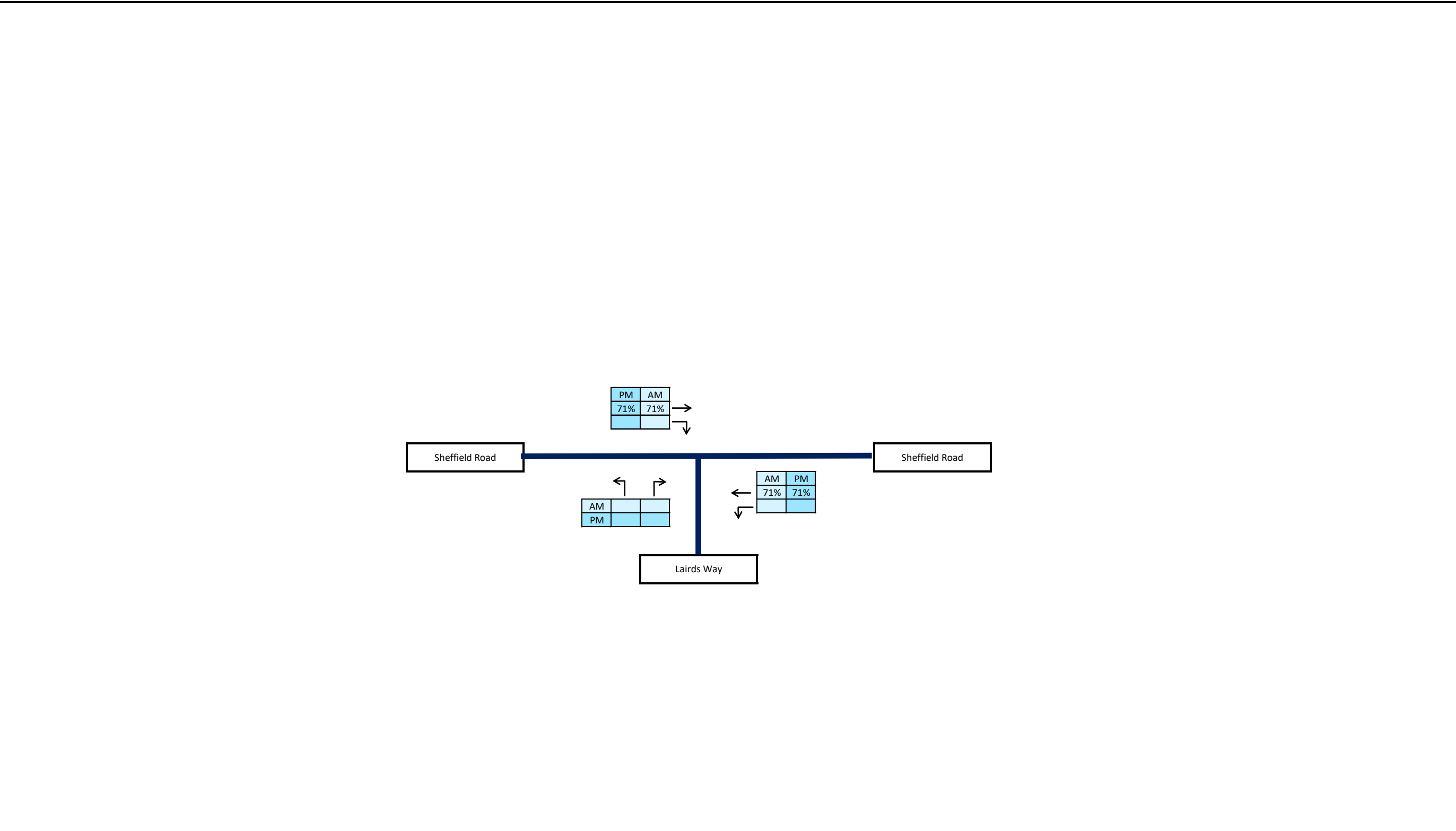
E02001 Barnsle 1.057

Committed 28 Dwellings Trip Rate/Gen

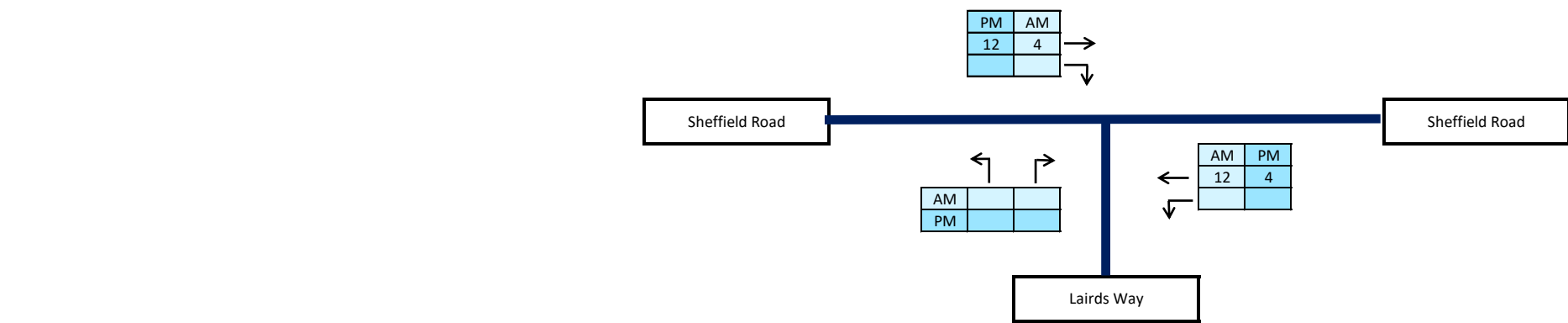
28	AM			PM			SAT		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
Trip Rate	0.2	0.6	0.8	0.6	0.2	0.8			0
Trip Gen	5.6	16.8	22.4	16.8	5.6	22.4	0	0	0



	06/10/2026	Penistone Park & Ride	In PCU's	AM	08:15 - 09:15
	AMA/301227		Drawn by: CF	PM	16:45 - 17:45
		2026 Base Flows	Checked: AMM		



	06/10/2026	Penistone Park & Ride		In PCU's	AM	08:15 - 09:15
	AMA/301227	Committed Development 2023/0692 Distribution		Drawn by: CF	PM	16:45 - 17:45
				Checked: AMM		



06/10/2026

AMA/301227

Penistone Park & Ride

Committed Development 2023/0692 Trips

In PCU's

Drawn by:
CF

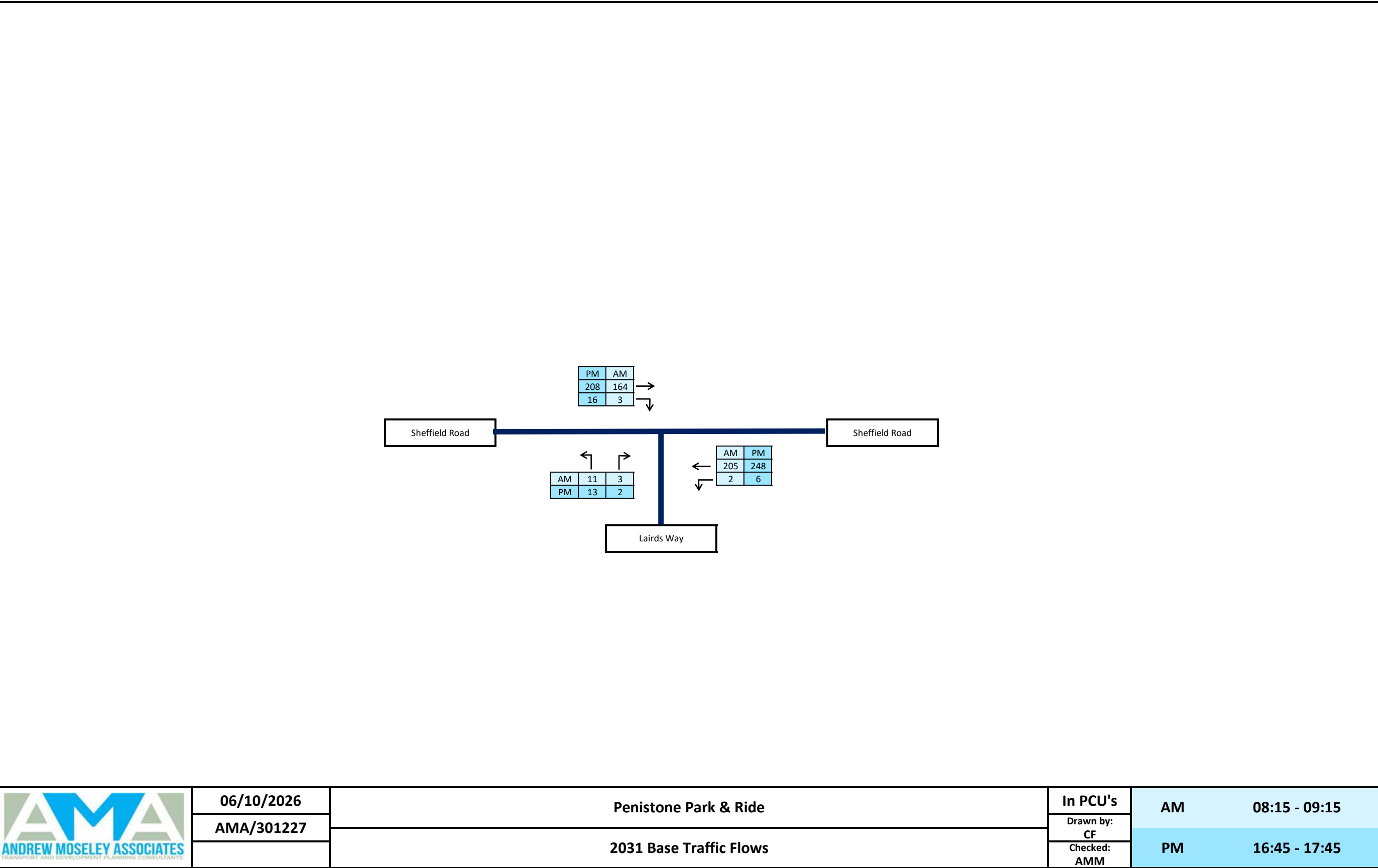
Checked:
AMM

AM

08:15 - 09:15

PM

16:45 - 17:45



06/10/2026

AMA/301227

Penistone Park & Ride

2031 Base Traffic Flows

In PCU's

Drawn by:
CF

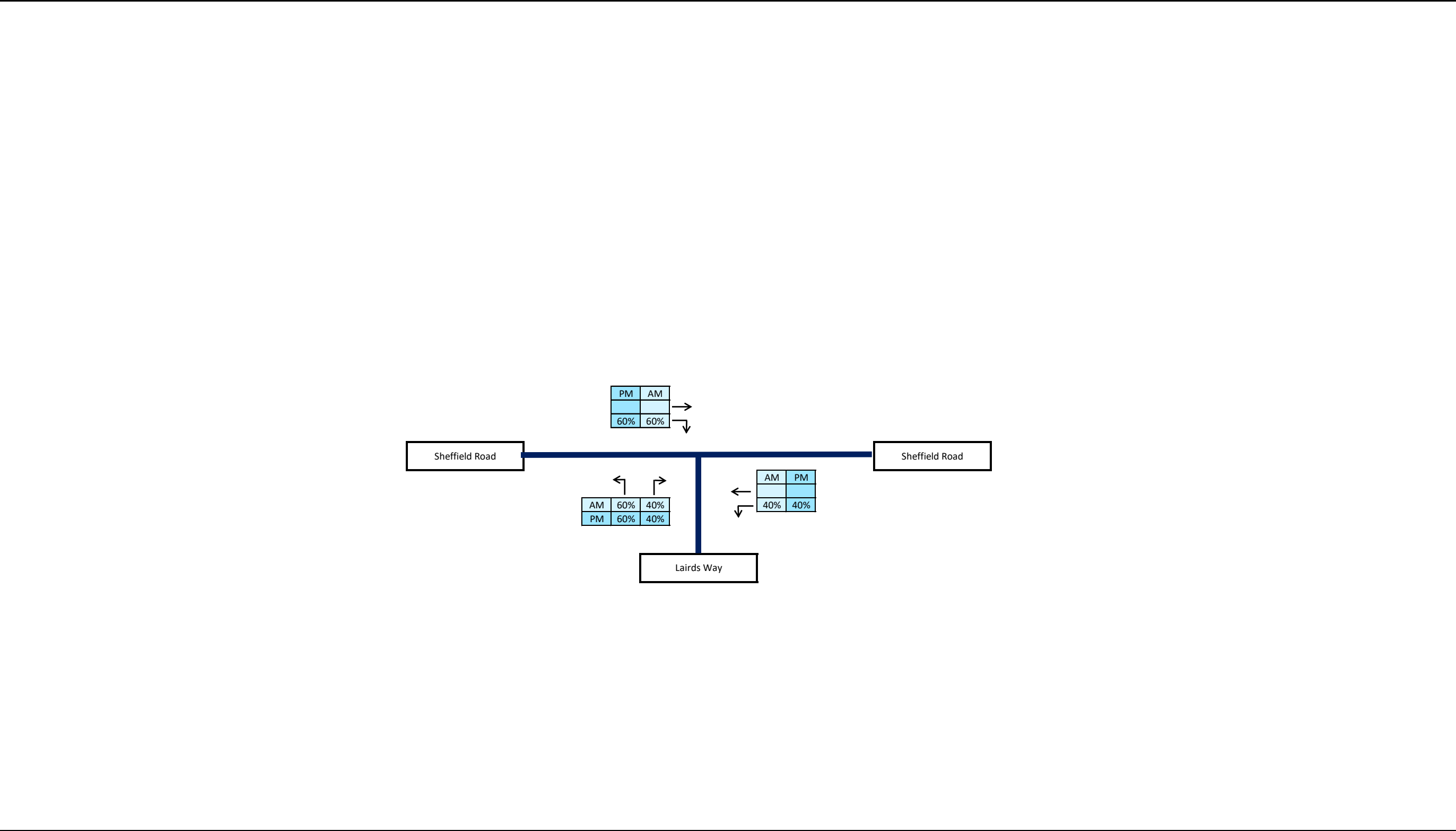
Checked:
AMM

AM

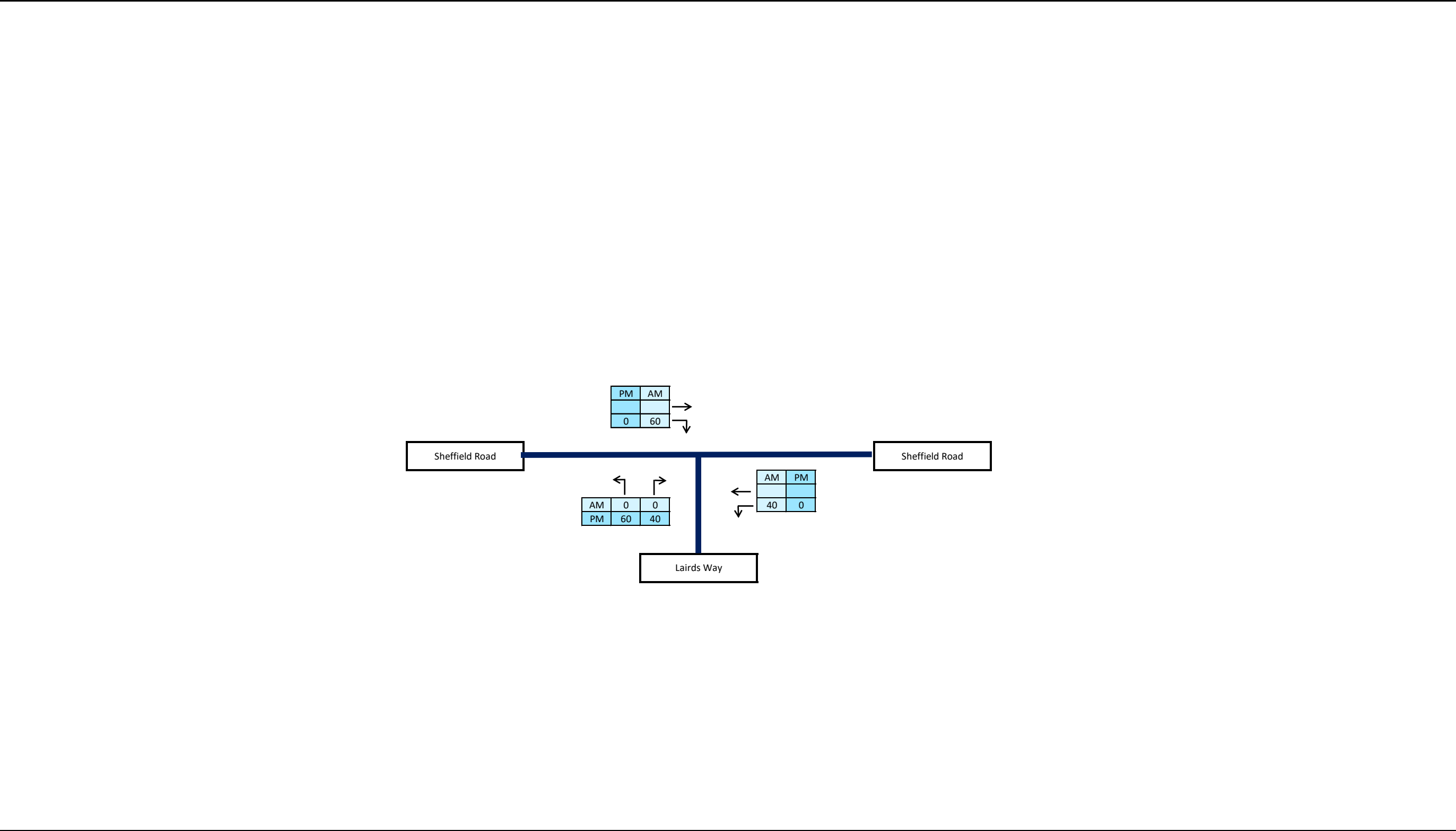
08:15 - 09:15

PM

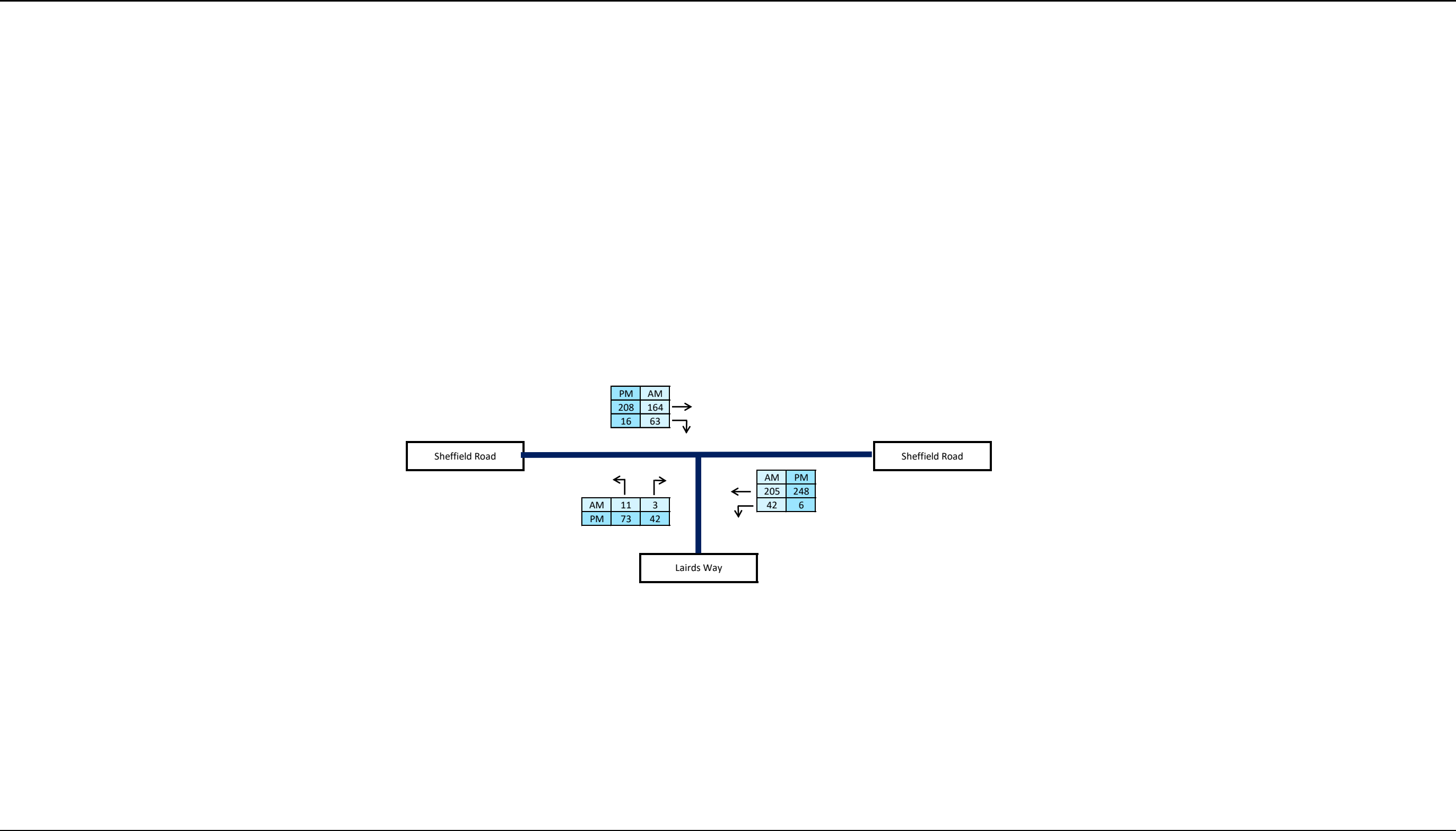
16:45 - 17:45



	06/10/2026	Penistone Park & Ride	In PCU's	AM	08:15 - 09:15
	AMA/301227			PM	16:45 - 17:45
		Development Traffic Distribution	Checked: AMM		



	06/10/2026	Penistone Park & Ride		In PCU's	AM	08:15 - 09:15
	AMA/301227	Development Traffic Flows		Drawn by: CF	PM	16:45 - 17:45
				Checked: AMM		



	06/10/2026	Penistone Park & Ride	In PCU's	AM	08:15 - 09:15
	AMA/301227		Drawn by: CF	PM	16:45 - 17:45
		2031 Design Traffic Flows	Checked: AMM		

APPENDIX F – MODELLING RESULTS

F

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.1.1.2424										
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com										
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: Sheffield Road-Lairds Way.j11

Path: C:\Users\ConnorFish\Documents\BMBC Park and Ride

Report generation date: 06/10/2026 10:18:39

»D1 - 2026 | Base | AM
 »D2 - 2026 | Base | PM
 »D3 - 2031 | Base | AM
 »D4 - 2031 | Base | PM
 »D5 - 2031 | Design | AM
 »D6 - 2031 | Design | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 - Base									
Stream B-AC	D1	0.0	5.72	0.02	A	D2	0.0	5.81	0.02	A
Stream C-B		0.0	5.69	0.00	A		0.0	5.99	0.03	A
	2031 - Base									
Stream B-AC	D3	0.0	5.86	0.02	A	D4	0.0	5.86	0.03	A
Stream C-B		0.0	5.78	0.01	A		0.0	6.05	0.03	A
	2031 - Design									
Stream B-AC	D5	0.0	5.90	0.02	A	D6	0.1	7.05	0.12	A
Stream C-B		0.1	6.41	0.10	A		0.0	6.05	0.03	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	Sheffield Road/Lairds Way Priority Junction
Location	Penistone
Site number	
Date	01/10/2026
Version	
Status	(new file)
Identifier	
Client	BMBC
Jobnumber	301227
Enumerator	AzureAD\ConnorFish
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

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2026	Base	AM	ONE HOUR	08:00	09:30		15
D2	2026	Base	PM	ONE HOUR	16:30	18:00		15
D3	2031	Base	AM	ONE HOUR	08:00	09:30		15
D4	2031	Base	PM	ONE HOUR	16:30	18:00		15
D5	2031	Design	AM	DIRECT	08:00	09:30	90	15
D6	2031	Design	PM	DIRECT	16:30	18:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sheffield Road/Lairds Way	T-Junction	Two-way	Two-way	Two-way	0.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.36	A

Arms

Arms

Arm	Name	Description	Arm type
A	Sheffield Road (E)		Major
B	Lairds Way		Minor
C	Sheffield Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sheffield Road (W)	6.57			191.3		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Lairds Way	One lane	4.52	41	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	585	0.104	0.262	0.165	0.375
B-C	744	0.111	0.281	-	-
C-B	685	0.259	0.259	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Base	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (E)			184	100.000
B - Lairds Way			13	100.000
C - Sheffield Road (W)			14	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	2	182
	B - Lairds Way	3	0	10
	C - Sheffield Road (W)	151	3	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	0	3
	B - Lairds Way	0	0	0
	C - Sheffield Road (W)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	5.72	0.0	A
C-A				
C-B	0.00	5.69	0.0	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	661	0.015	10	0.0	5.524	A
C-A	10	0.00			10			
C-B	0.21	0.00	649	0.000	0.20	0.0	5.548	A
A-B	2	0.00			2			
A-C	137	0.00			137			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	0.00	654	0.018	12	0.0	5.605	A
C-A	12	0.00			12			
C-B	0.25	0.00	642	0.000	0.24	0.0	5.609	A
A-B	2	0.00			2			
A-C	164	0.00			164			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	0.00	643	0.022	14	0.0	5.722	A
C-A	15	0.00			15			
C-B	0.30	0.00	632	0.000	0.30	0.0	5.695	A
A-B	2	0.00			2			
A-C	200	0.00			200			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	0.00	643	0.022	14	0.0	5.722	A
C-A	15	0.00			15			
C-B	0.30	0.00	632	0.000	0.30	0.0	5.695	A
A-B	2	0.00			2			
A-C	200	0.00			200			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	0.00	654	0.018	12	0.0	5.608	A
C-A	12	0.00			12			
C-B	0.25	0.00	642	0.000	0.25	0.0	5.611	A
A-B	2	0.00			2			
A-C	164	0.00			164			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	661	0.015	10	0.0	5.526	A
C-A	10	0.00			10			
C-B	0.21	0.00	649	0.000	0.21	0.0	5.551	A
A-B	2	0.00			2			
A-C	137	0.00			137			

D2 - 2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sheffield Road/Lairds Way	T-Junction	Two-way	Two-way	Two-way	0.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Base	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (E)			236	100.000
B - Lairds Way			14	100.000
C - Sheffield Road (W)			200	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	6	230
	B - Lairds Way	2	0	12
	C - Sheffield Road (W)	185	15	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	0	2
	B - Lairds Way	0	0	0
	C - Sheffield Road (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	5.81	0.0	A
C-A				
C-B	0.03	5.99	0.0	A
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	661	0.016	10	0.0	5.532	A
C-A	139	0.00			139			
C-B	11	0.00	639	0.018	11	0.0	5.736	A
A-B	5	0.00			5			
A-C	173	0.00			173			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	650	0.019	13	0.0	5.643	A
C-A	166	0.00			166			
C-B	13	0.00	630	0.021	13	0.0	5.839	A
A-B	5	0.00			5			
A-C	207	0.00			207			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	635	0.024	15	0.0	5.806	A
C-A	204	0.00			204			
C-B	17	0.00	618	0.027	16	0.0	5.989	A
A-B	7	0.00			7			
A-C	253	0.00			253			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	635	0.024	15	0.0	5.806	A
C-A	204	0.00			204			
C-B	17	0.00	618	0.027	17	0.0	5.989	A
A-B	7	0.00			7			
A-C	253	0.00			253			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	650	0.019	13	0.0	5.646	A
C-A	166	0.00			166			
C-B	13	0.00	630	0.021	14	0.0	5.842	A
A-B	5	0.00			5			
A-C	207	0.00			207			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	661	0.016	11	0.0	5.534	A
C-A	139	0.00			139			
C-B	11	0.00	639	0.018	11	0.0	5.736	A
A-B	5	0.00			5			
A-C	173	0.00			173			

D3 - 2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sheffield Road/Lairds Way	T-Junction	Two-way	Two-way	Two-way	0.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	Base	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (E)			207	100.000
B - Lairds Way			14	100.000
C - Sheffield Road (W)			167	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	2	205
	B - Lairds Way	3	0	11
	C - Sheffield Road (W)	164	3	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	0	3
	B - Lairds Way	0	0	0
	C - Sheffield Road (W)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	5.86	0.0	A
C-A				
C-B	0.01	5.78	0.0	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	653	0.016	10	0.0	5.601	A
C-A	123	0.00			123			
C-B	2	0.00	644	0.004	2	0.0	5.605	A
A-B	2	0.00			2			
A-C	154	0.00			154			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	643	0.020	13	0.0	5.706	A
C-A	147	0.00			147			
C-B	3	0.00	637	0.004	3	0.0	5.678	A
A-B	2	0.00			2			
A-C	184	0.00			184			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	630	0.024	15	0.0	5.859	A
C-A	181	0.00			181			
C-B	3	0.00	626	0.005	3	0.0	5.782	A
A-B	2	0.00			2			
A-C	226	0.00			226			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	630	0.024	15	0.0	5.859	A
C-A	181	0.00			181			
C-B	3	0.00	626	0.005	3	0.0	5.782	A
A-B	2	0.00			2			
A-C	226	0.00			226			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	643	0.020	13	0.0	5.709	A
C-A	147	0.00			147			
C-B	3	0.00	637	0.004	3	0.0	5.678	A
A-B	2	0.00			2			
A-C	184	0.00			184			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	653	0.016	11	0.0	5.601	A
C-A	123	0.00			123			
C-B	2	0.00	644	0.004	2	0.0	5.605	A
A-B	2	0.00			2			
A-C	154	0.00			154			

D4 - 2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sheffield Road/Lairds Way	T-Junction	Two-way	Two-way	Two-way	0.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.37	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	Base	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (E)			254	100.000
B - Lairds Way			15	100.000
C - Sheffield Road (W)			224	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	6	248
	B - Lairds Way	2	0	13
	C - Sheffield Road (W)	208	16	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	0	2
	B - Lairds Way	0	0	0
	C - Sheffield Road (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	5.86	0.0	A
C-A				
C-B	0.03	6.05	0.0	A
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	659	0.017	11	0.0	5.558	A
C-A	157	0.00			157			
C-B	12	0.00	635	0.019	12	0.0	5.775	A
A-B	5	0.00			5			
A-C	187	0.00			187			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	647	0.021	13	0.0	5.680	A
C-A	187	0.00			187			
C-B	14	0.00	626	0.023	14	0.0	5.888	A
A-B	5	0.00			5			
A-C	223	0.00			223			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	631	0.026	16	0.0	5.857	A
C-A	229	0.00			229			
C-B	18	0.00	612	0.029	18	0.0	6.051	A
A-B	7	0.00			7			
A-C	273	0.00			273			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	631	0.026	17	0.0	5.857	A
C-A	229	0.00			229			
C-B	18	0.00	612	0.029	18	0.0	6.051	A
A-B	7	0.00			7			
A-C	273	0.00			273			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	647	0.021	14	0.0	5.680	A
C-A	187	0.00			187			
C-B	14	0.00	626	0.023	14	0.0	5.891	A
A-B	5	0.00			5			
A-C	223	0.00			223			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	659	0.017	11	0.0	5.561	A
C-A	157	0.00			157			
C-B	12	0.00	635	0.019	12	0.0	5.775	A
A-B	5	0.00			5			
A-C	187	0.00			187			

D5 - 2031 | Design | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sheffield Road/Lairds Way	T-Junction	Two-way	Two-way	Two-way	0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2031	Design	AM	DIRECT	08:00	09:30	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sheffield Road (E)			100.000
B - Lairds Way			100.000
C - Sheffield Road (W)			100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	42	205
	B - Lairds Way	3	0	11
	C - Sheffield Road (W)	164	63	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	0	3
	B - Lairds Way	0	0	0
	C - Sheffield Road (W)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	5.90	0.0	A
C-A				
C-B	0.10	6.41	0.1	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	655	0.017	11	0.0	5.589	A
C-A	91	0.00			91			
C-B	35	0.00	644	0.054	35	0.1	5.904	A
A-B	27	0.00			27			
A-C	129	0.00			129			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	646	0.020	13	0.0	5.689	A
C-A	108	0.00			108			
C-B	42	0.00	637	0.065	42	0.1	6.049	A
A-B	32	0.00			32			
A-C	154	0.00			154			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	625	0.024	15	0.0	5.901	A
C-A	155	0.00			155			
C-B	59	0.00	621	0.096	59	0.1	6.411	A
A-B	42	0.00			42			
A-C	206	0.00			206			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	625	0.024	15	0.0	5.901	A
C-A	155	0.00			155			
C-B	59	0.00	621	0.096	59	0.1	6.414	A
A-B	42	0.00			42			
A-C	206	0.00			206			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	646	0.020	13	0.0	5.692	A
C-A	108	0.00			108			
C-B	42	0.00	637	0.065	42	0.1	6.052	A
A-B	32	0.00			32			
A-C	154	0.00			154			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	655	0.017	11	0.0	5.589	A
C-A	91	0.00			91			
C-B	35	0.00	644	0.054	35	0.1	5.909	A
A-B	27	0.00			27			
A-C	129	0.00			129			

D6 - 2031 | Design | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sheffield Road/Lairds Way	T-Junction	Two-way	Two-way	Two-way	0.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2031	Design	PM	DIRECT	16:30	18:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Sheffield Road (E)			100.000
B - Lairds Way			100.000
C - Sheffield Road (W)			100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	6	248
	B - Lairds Way	42	0	73
	C - Sheffield Road (W)	208	16	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Sheffield Road (E)	B - Lairds Way	C - Sheffield Road (W)
From	A - Sheffield Road (E)	0	0	2
	B - Lairds Way	0	0	0
	C - Sheffield Road (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	7.05	0.1	A
C-A				
C-B	0.03	6.05	0.0	A
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	609	0.018	11	0.0	6.015	A
C-A	157	0.00			157			
C-B	12	0.00	635	0.019	12	0.0	5.775	A
A-B	5	0.00			5			
A-C	186	0.00			186			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	596	0.022	13	0.0	6.172	A
C-A	187	0.00			187			
C-B	14	0.00	626	0.023	14	0.0	5.887	A
A-B	5	0.00			5			
A-C	223	0.00			223			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	577	0.116	67	0.1	7.042	A
C-A	229	0.00			229			
C-B	18	0.00	612	0.029	18	0.0	6.053	A
A-B	7	0.00			7			
A-C	273	0.00			273			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	577	0.116	67	0.1	7.053	A
C-A	229	0.00			229			
C-B	18	0.00	612	0.029	18	0.0	6.053	A
A-B	7	0.00			7			
A-C	273	0.00			273			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	596	0.022	13	0.0	6.181	A
C-A	187	0.00			187			
C-B	14	0.00	626	0.023	14	0.0	5.887	A
A-B	5	0.00			5			
A-C	223	0.00			223			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	609	0.018	11	0.0	6.018	A
C-A	157	0.00			157			
C-B	12	0.00	635	0.019	12	0.0	5.777	A
A-B	5	0.00			5			
A-C	186	0.00			186			