

Pell Frischmann

Land off Shaw Lane, Carlton, Barnsley

Updated Transport Assessment

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1 Introduction

1.1 Overview

- 1.1.1 Pell Frischmann has been commissioned by Network Space (the Applicant) to prepare an Updated Transport Assessment (TA) to support an outline planning application for residential development located to the north of Shaw Lane, Carlton, Barnsley.
- 1.1.2 The development proposals comprise circa 215 new residential dwellings with access via a new priority junction located on Shaw Lane. The site has been identified in the Barnsley Local Plan as being appropriate for residential development (ref: MU3), following its allocation in the Barnsley Local Plan. The site has been allocated L11 in the Carlton Masterplan Framework which sets out the principals in which the site should be delivered.
- 1.1.3 A planning application (2022/0115) for the proposed development was submitted in February 2022. The application included a full Transport Assessment, which considered the impact of the proposed development on the local highway network. In July 2022, comments on the TA were received from officers at Barnsley Metropolitan Borough Council (BMBC), the Local Highway Authority (LHA). The comments recommended some additional data collection, changes to the base assumptions, required some updated modelling and raised a number of issues that required further assessment.
- 1.1.4 This Updated Transport Assessment has thus been prepared to consider and address the comments received from the LHA. It follows the same format of the original TA and where appropriate the original content remains. Changes to the assessment resulting in comments from the LHA are identified and discussed as appropriate.

1.2 Pre-application Discussions

- 1.2.1 Prior to preparing the original TA and the submission of the outline planning application, pre-application discussions were held between the applicant and BMBC. These set out the general principals in which the TA should be prepared. The pre-application email correspondence is contained in **Appendix A**. This TA has been prepared broadly in accordance with these principals.
- 1.2.2 Following the submission of the original TA in February 2022, comments on the report were received from the LHA, these are included as **Appendix B** for reference.

1.3 Report Structure

- 1.3.1 Following this introduction, the structure of the report is as follows:
- **Chapter 2** – Outlines the relevant national, regional and local policy context and the guidance documents which form the basis for assessing the proposed development.
 - **Chapter 3** – Sets out the baseline conditions including: defining the sites' location, describing the study area, details the existing traffic flows, sets out the results of the baseline capacity modelling and provides a review of the recorded personal injury accident records.
 - **Chapter 4** – Examines the accessibility of the site by sustainable modes of travel.
 - **Chapter 5** – Presents a description of the proposed development, including access and servicing arrangements, parking provision and proposed offsite junction improvements.
 - **Chapter 6** – Summaries the traffic movements generated by the proposals and their distribution on the wider highway network.
 - **Chapter 7** – Presents a detailed assessment of the impact of the development proposals on the local highway network.
 - **Chapter 8** – Sets out the proposed mitigation strategy for ensuring the development will not have a severe impact upon the highway network.
 - **Chapter 9** – Provides a summary of the report findings and any conclusions drawn from the assessment.

2 Policy Context

2.1 Introduction

2.1.1 This section of the report sets out the local, regional, and national transport planning policies which are pertinent to the proposed development and describes how the proposed development adheres to these policies.

2.2 National Policy

National Planning Policy Framework

2.2.1 The Ministry of Housing, Communities & Local Government published the updated NPPF in July 2021.

2.2.2 The NPPF emphasises a favourability towards sustainable development, as is evident in Paragraph 105: ***“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health”***

2.2.3 Paragraph 110 sets out the criteria upon which new developments should be judged from a highways and transportation perspective. When deciding upon planning applications it should be ensured that:

“a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking area, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

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

2.2.5 Paragraph 112 outlines the following requirements for developments in the context of the above: ***“Applications for development should:***

a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimises the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.2.6 Paragraph 113 states that: **“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”**

2.2.7 The proposed junction arrangement has been designed to current Manual for Streets standard, and the application is supported by this Transport Assessment which clearly demonstrate that the development proposals will not have a ‘severe’ impact on highway safety or the operation of the local highway network. Furthermore, the applicant is committed to the implementation of a Travel Plan which has been submitted alongside this application which will aim to maximise the uptake of sustainable modes of travel. These confirm that the proposals adhere to the NPPF policy set out above.

2.3 Regional Policy

Sheffield City Region Transport Strategy 2040

2.3.1 The Sheffield City region Transport Strategy 2040 sets out the mayor’s transport vision to transform the regions transport network by 2040. The Strategy has been developed in conjunction with the local authorities for Sheffield, Doncaster, Barnsley and Rotherham. The overarching transport vision for the region is as follows:

“We will build a transport system that works for everyone, connecting people to the places they want to go within the Sheffield City Region as well as nationally and internationally. Our transport system will be safe, reliable, clean, green and affordable. It will be one of the best in the United Kingdom and Europe.”

2.3.2 The documents sets out three key goals for the transport network over the strategy period. These are as follows:

- Residents and connected to economic opportunity.
- A cleaner and greener Sheffield City Region.
- Safe, reliable and accessibly transport network.

2.3.3 The specific policy relevant to the proposals include ‘*Policy 8 – Enhance or multimodal transport system and encourage active travel*’. This policy sets out a number of commitments from the SCR in relation to an enhanced multi-modal transport system and the encouragement of active travel. These include:

- Invest over a sustained period in high quality cycling and walking infrastructure that better connects homes, transport interchanges, education, employment and recreational opportunities using safer, direct and convenient routes;
- Work to reduce the reliance on private transport, encouraging people and working with businesses to choose greener and healthier forms of transport both for existing journeys and new journeys stemming from investment in the City Region;

2.3.4 The site forms part of an identified mixed use development allocation set out in the Barnsley Local Plan. As such, a Masterplan Framework has been adopted to ensure the site is developed in a sustainable manner and that active travel is at the heart of future development. Although the development proposals are in outline with all matters reserved except for means of access, the applicant is committed to providing good pedestrian and cycle connections to link with the wider land allocations in Carlton. In addition, the proposals are supported by a Travel Plan Framework which will form the basis of a comprehensive Travel Plan which will include a package of measures and initiatives to promote sustainable travel to and from the site. This confirms that development proposals are consummate with the strategy document.

2.3.5 The site will provide 2m wide footways on both sides of the internal spine roads that will link in with existing provision along Shaw Lane, the internal proposals for pedestrian and cycle connections have been designed to tie in with the wider land allocations in Carlton specifically those to the north of the site.

2.3.6 In addition to the on-site pedestrian and cycle links being provided by the development, improvements at the Shaw Lane / Church Street / Fish Dam Lane in the form of two new pedestrian crossings on the Shaw Lane and Church Street arms are included as part of the development proposals.

South Yorkshire Residential Design Guide 2011

2.3.7 The South Yorkshire Residential Design Guide was adopted in 2011 and provides guidance to developers on the design aspects of new residential developments consisting of more than 10 dwellings. The document provides guidance regarding the geometric and layout of access roads and junctions and sets out the required visibility requirements. The proposed site access junction has been designed with consideration of the guidance document.

2.4 Local Policy

Barnsley Local Plan 2014 to 2033

2.4.1 Barnsley's Local Plan was adopted in January 2019 and sets out the Council's strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of the local environment. To deliver the vision of the Plan, a number of strategic priorities have been identified, these include:

- Provide opportunities for the creation of new jobs and protection of existing jobs;
- Improve the conditions in which people live, work, travel and take leisure;
- Widen the choice of high-quality homes; Improve the design of development; and
- Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity

2.4.2 Chapter 9 sets out a number of housing policies and details a number of strategic housing sites. Policy H1 details the number of houses which are required to be delivered over the plan period. It states that the Council will seek to **'achieve at least 21,546 net additional dwellings during the plan period 2014 to 2033.'** Delivery of the site will actively contribute towards delivery of these dwellings over the plan period.

2.4.3 Chapter 10 of the document sets out the identified mixed-use development allocations and identifies that the site forms part of a wider mixed use development allocation called '*Site MU3 Land off Shaw Lane Carlton*'. Figure 2-1 shows the extent of Site MU3 (source: www.barnsley.gov.uk).



Figure 2-1 Local Plan Site Allocation Extract – Site MU3

2.4.4 In relation to the site allocation, the Local Plan states the following:

‘This site is proposed for mixed use for housing and green space. The indicative number of dwellings proposed for this site is 1683. These are included in the Housing figures for Urban Barnsley in the Housing chapter. The development will be subject to the production of a phased Masterplan Framework covering the entire site to ensure that development is brought forward in a comprehensive manner’.

2.4.5 As the above policy suggests, the site is subject to the development of a Masterplan Framework which will guide the development on site. Although the planning application is in outline, the development proposals do take due regard for the adopted Masterplan Framework. In particular, providing the first section of the north west link road, through the proposed site, between Shaw Lane and Royston Lane.

2.4.6 The development proposals demonstrate compliance with Policy T2.

- **“Policy T3 - New Development and Sustainable Travel: “New development will be expected to:**
 - ***Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;***
 - ***Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;***

- *Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and*
- *Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.”*

2.4.7 The site is located close to existing cycle links and a relatively high frequency bus route which can be accessed from Fish Dam Lane. It is proposed that 3 direct links to the Trans Pennine Trail running to the west of the site will be provided as part of the development, in addition to this a link will be provided that ties into the TPT to the south of the site these can be seen in the layout provided in **Appendix G**.

2.4.8 Furthermore, the planning application is supported by this Transport Assessment and a Travel Plan Framework demonstrating compliance with Policy T3 of the Local Plan.

➤ **“Policy T4 – New Development and Transport Safety**

- *New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. If a development is not suitably served by the existing highway or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition”.*

2.4.9 The proposed access junction has been designed to current design standards and will provide safe access for all road users. The impact of the modest increase in additional vehicle trips generated by the proposals can be successfully mitigated by the proposed junction improvement scheme set out in Chapter 8 of this report. Accordingly, the proposals comply with the above policy.

Carlton Masterplan Framework

2.4.10 The Carlton Masterplan Framework is now adopted and is a strategic document that sits beneath the Local Plan and provides the key principles that future planning applications for the Local Plan allocation should align to. Although the proposals do not strictly align with this policy, consideration has been given to it in developing the proposals for the site.

2.4.11 The document states that the overall Local Plan allocation will come forward in phases and provides a Phasing and Delivery Strategy for the wider allocation. This includes five phases with the development site allocated to Phase 3. The document recognises that the phases do not need to be delivered sequentially meaning that phases can be delivered in parallel. The specific infrastructure requirements for the application site are as follows:

“To provide highway infrastructure for adoption by the Highway Authority to permit access to Shaw Lane via parcel L11.

Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.

Make available land to allow improvements to Shaw Lane.

Reason: to provide an active travel corridor for the site occupants and the local community and allow for road safety improvements on Shaw Lane.

To provide the active travel route through the parcel as indicated in the Masterplan Framework.

Reason: to provide active travel routes for the local community”

2.4.12 The proposals will provide the connection between Shaw Lane and Royston Lane. This will be to adoptable standard and will include active travel provision in line with the above. The site frontage on Shaw Lane will also include active travel infrastructure resulting in land being available for improvements to Shaw Lane.

2.4.13 The applicant is committed to providing appropriate linkages and will deliver the first phase of the northern access road through their site, an aspiration of BMBC. An extract of the Masterplan Framework showing the sustainable transport links and proposed highway scheme is shown in Figure 2-2.

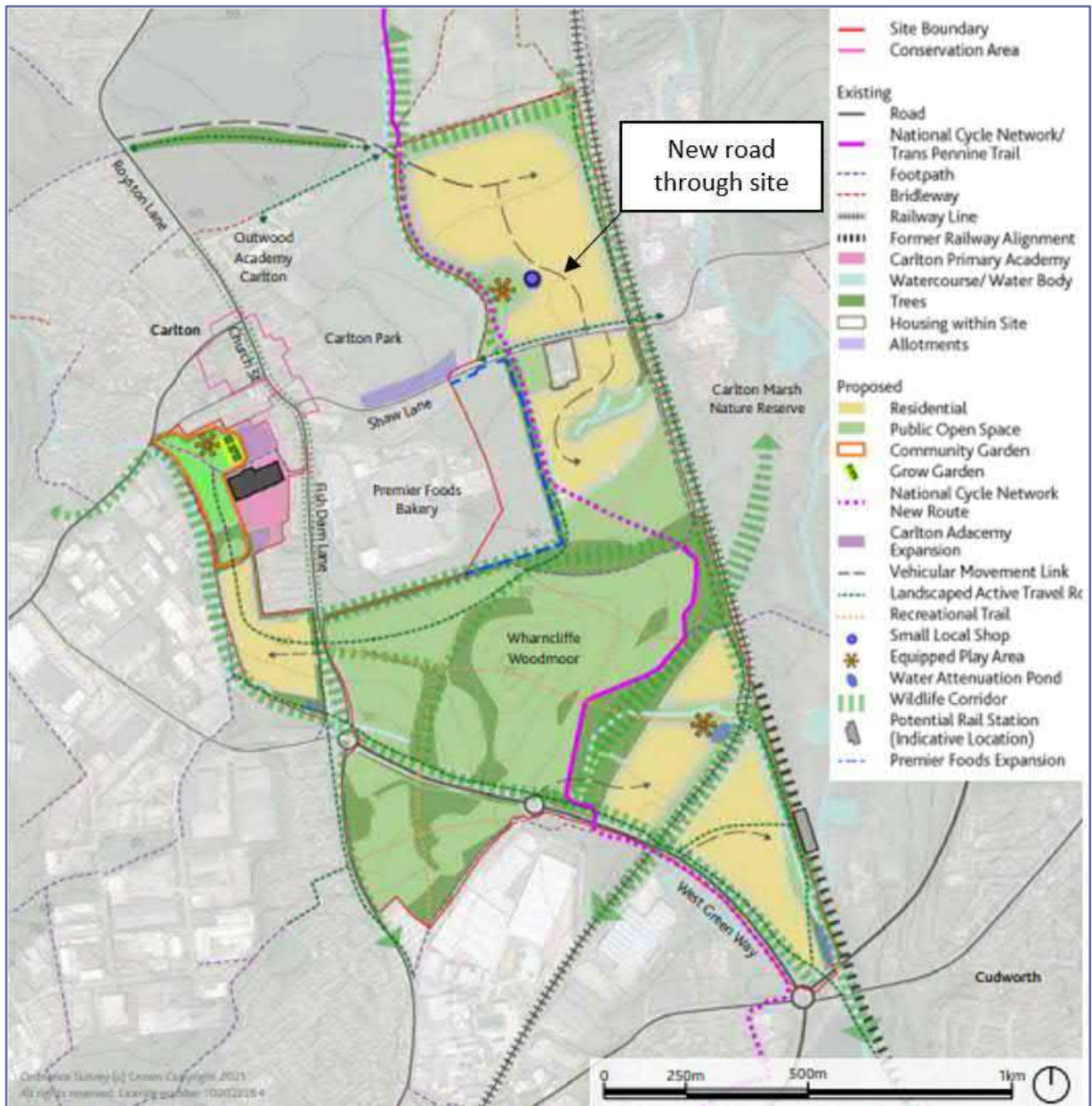


Figure 2-2 Carlton Masterplan Framework Extract

2.4.14 Figure 2-2 shows that as part of the Masterplan framework, a new vehicular link is proposed from Shaw Lane to Royston Lane. The layout and location of the site access will not compromise the ambition of BMBC to provide this link through the site and the first section of the link road will be provided within the curtilage of the site. It can therefore be considered that the proposals do not compromise the delivery of the Masterplan Framework.

2.4.15 Further information regarding the Carlton Masterplan Framework can be found here:

<https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/masterplan-frameworks/carlton-masterplan-framework/>

2.5 Compliance with Policy

- 2.5.1 In conclusion, it is considered that the current proposal is consistent with national, regional and local policy aspirations. The site is in a sustainable location and is part of a wider development allocation which will be developed in a way where sustainable transport can be maximised. Although the proposals do not comply fully with the Carlton Masterplan Framework in terms of phasing, the layout of the site and the provision of a new access road running north from Shaw Lane into the site will allow for the extension of the north west link from Shaw Lane to Royston Lane. The delivery of the proposed mitigation strategy will also result in traffic from the 215 dwellings being able to be accommodated on the highway network without an increase in congestion levels.
- 2.5.2 The forthcoming chapters demonstrate that the proposals for the site are in accordance with the aims and objectives of the planning policy and guidance outlined in this chapter. Further details of the relevant planning policy background are set out in the Planning Statement which also accompanies this application.

3 Baseline Conditions

3.1 Introduction

3.1.1 This section of the TA describes the baseline conditions within the local highway network in the vicinity of the site.

3.2 Site Location and Description

3.2.1 The site is located approximately 650m to the east of Carlton and 5km north-east of Barnsley. Figure 3-1 shows the location of the site relative to the surrounding area and Figure 3-2 shows the location of the site in relation to the immediate highway network.

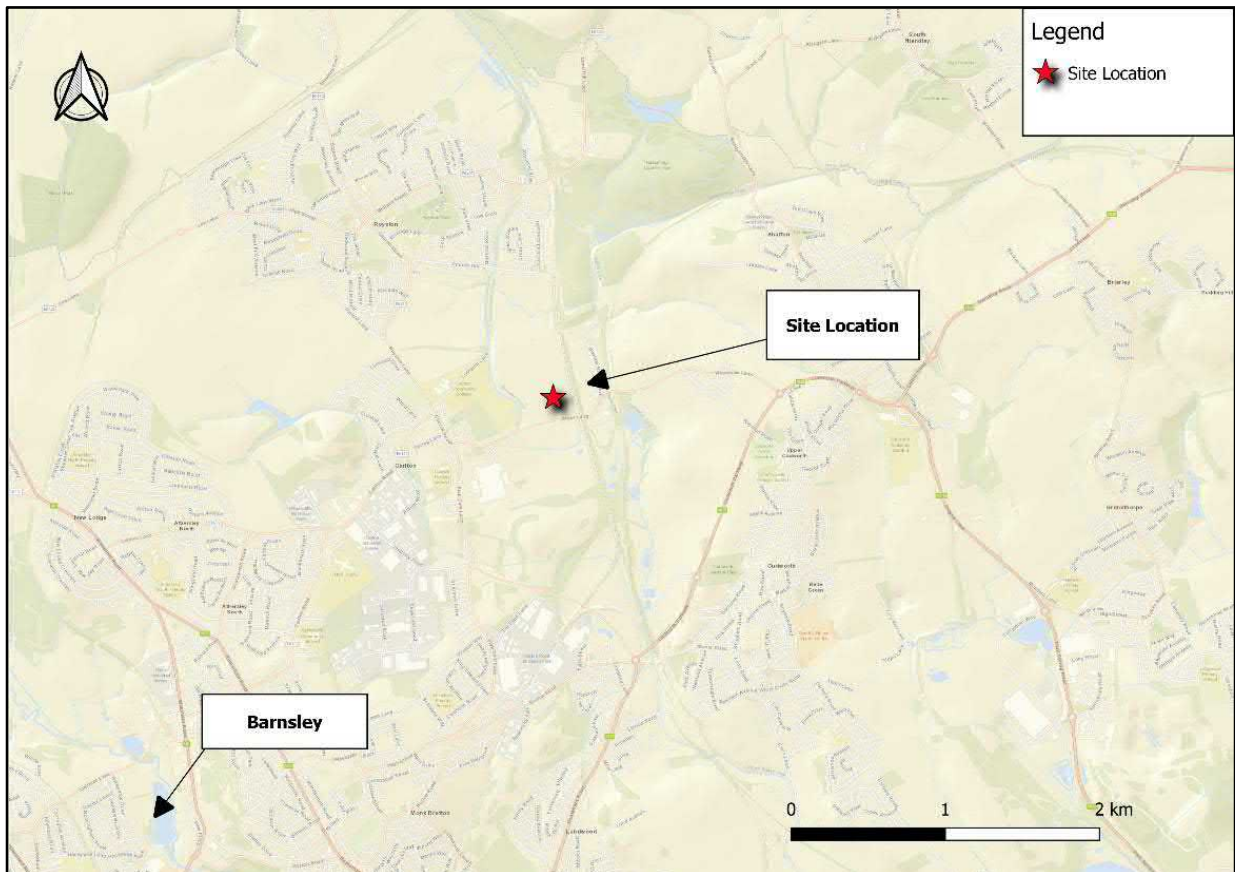


Figure 3-1: Site Location - Wider Context

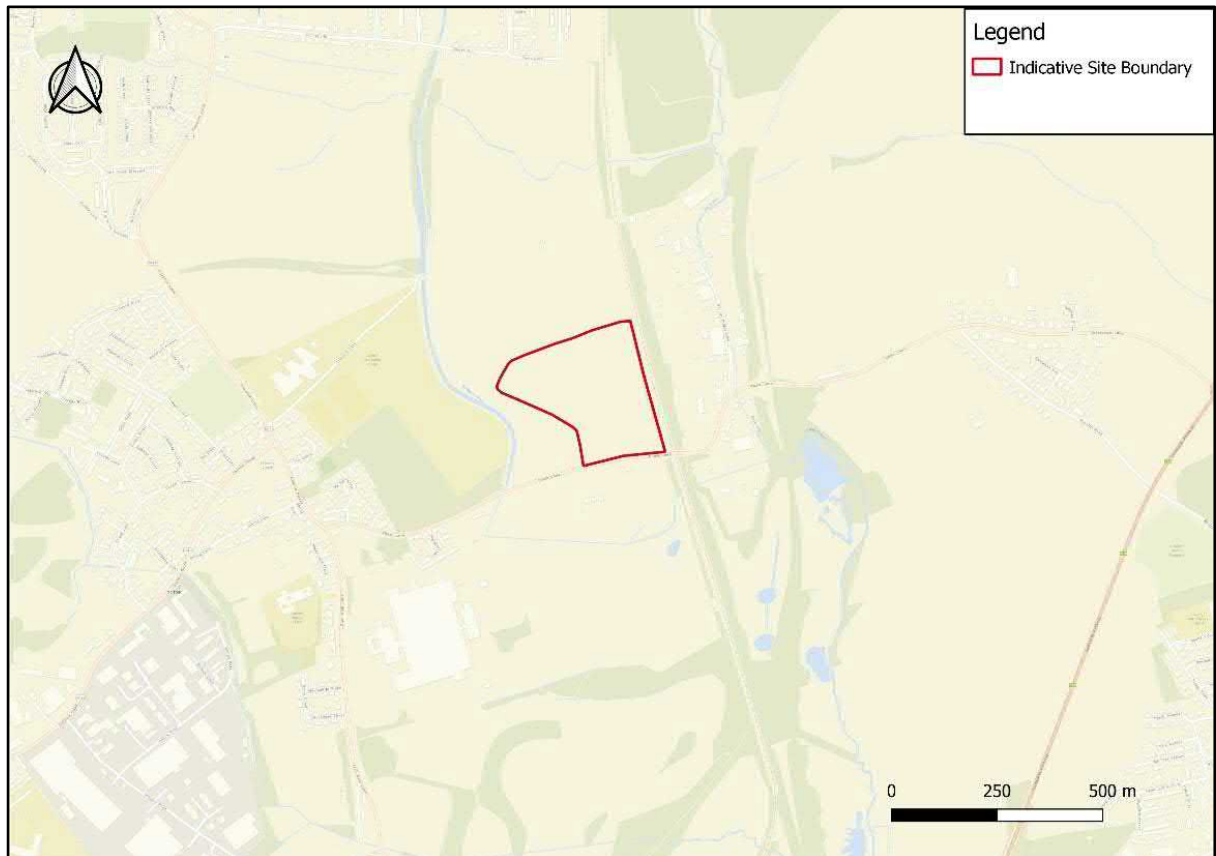


Figure 3-2: Site Location - Local Context

- 3.2.2 The site is located to the north of Shaw Lane approximately 650m east of Carlton. The site currently comprises open agricultural Land.
- 3.2.3 The site is bound to the north by agricultural land and to the west by the disused Barnsley Canal and the Trans-Pennine Cycle Trail. Shaw Lane is located immediately to the south and there is an existing freight rail line running in a north – south alignment along the site eastern boundary.

Shaw Lane

- 3.2.4 The site is currently accessed via an existing gated access located on Shaw Lane. Shaw Lane runs in an east – west alignment along the southern boundary of the site and links the site to the A628 to the east and Carlton to the west. In the vicinity of the site, Shaw Lane is a single carriageway road with a width of approximately 6.5m. Immediately to the west of the site boundary, the gradient of the road increases as it approaches Carlton. Shaw Lane has a speed limit of 30mph, street lighting is provided and there is a footway with a width of approximately 1.5m to 2m running along the south side of the carriageway.
- 3.2.5 To the immediate east of the site, Shaw Lane passes under an existing railway bridge with a height restriction of 4.8m. The carriageway width of Shaw Lane reduces to approximately 4.0m as it runs under the bridge and a priority shuttle system is in force giving priority to eastbound traffic. A photograph showing the railway bridge is shown in Figure 3-3. There is currently no footway provided under the railway bridge.



Figure 3-3 Shaw Lane Bridge Shuttle Working (Source: Google Maps)

3.3 Study Area

3.3.1 The study area for this TA, that was discussed in informal scoping with BMBC, includes the local highway network immediately surrounding the site as well as a number of offsite junctions, these include:

- Shaw Lane within 150m of the site
- B6132 Church Street / Shaw Lane / Fish Dam Lane priority junction
- B6132 / B6428 Royston Crossroads
- Fish Dam Lane / West Green Way / Industry Road Roundabout
- A628 Pontefract Road / West Green Way / Burton Road Roundabout

3.3.2 The location of the above links and junctions are shown in Figure 3-4.

3.3.3 DfT Guidance on Transport Assessment states that any junction that experiences an increase of 30 or more two-way vehicle movements should be subject to an impact assessment. Based on the distribution of development trips from the site it has been determined that the offsite junctions that will be considered by this TA are as follows:

- Shaw Lane Site Access
- B6132 Church Street / Shaw Lane / Fish Dam Lane
- Fish Dam Lane / West Green Way / Industry Road

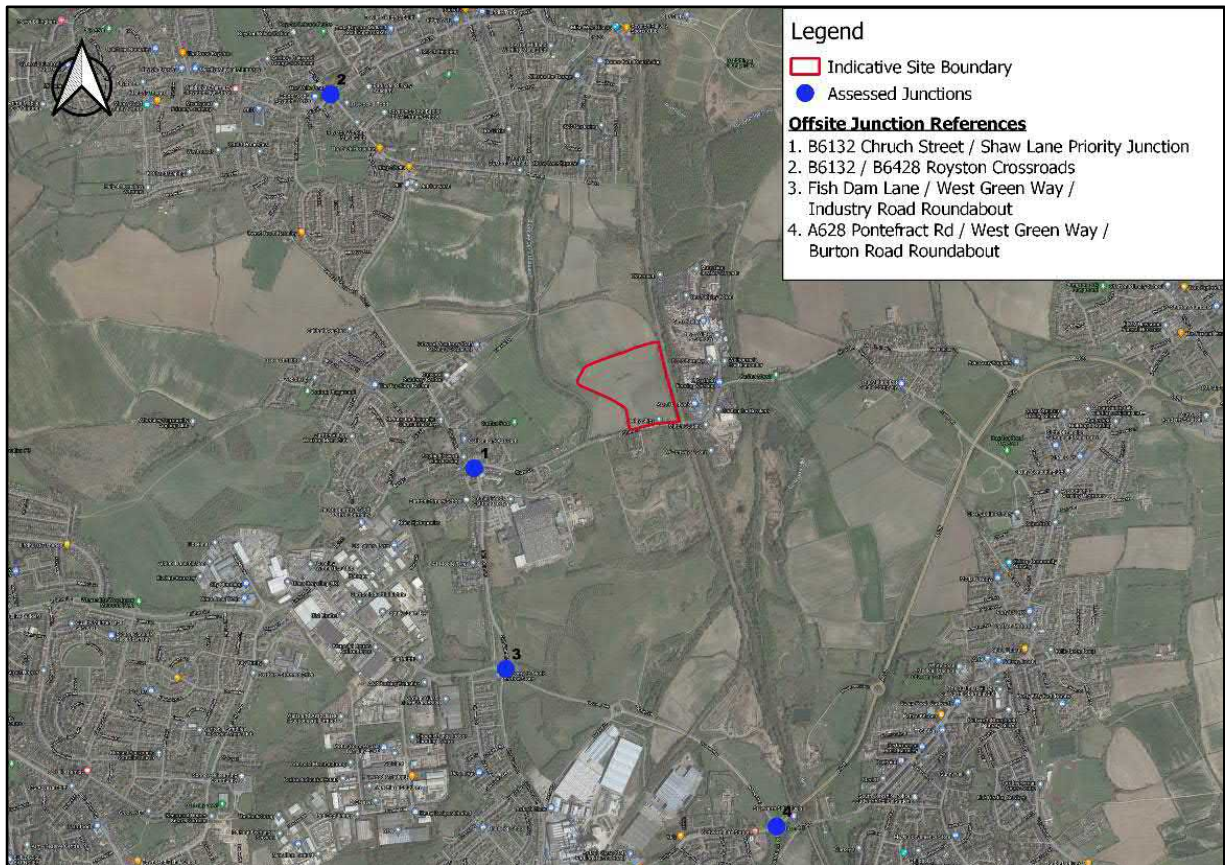


Figure 3-4 Transport Assessment Study Area

3.4 Baseline Traffic Flows and Existing Highway Capacity

- 3.4.1 In order to determine the existing traffic conditions on the surrounding highway network, traffic survey data has been collected via Classified Turning Count surveys and Automatic Traffic Count surveys (ATC).
- 3.4.2 Following comments from the LHA on the original TA which utilised survey data collected in 2019, updated surveys have been undertaken in November 2022 to provide more recent data and inform this report. The remainder of this assessment is therefore based on the new 2022 survey data.
- 3.4.3 The AM Peak period turning movements were recorded between 0700 and 0900 and the PM Peak period turning movements were recorded between 1600 and 1800. The raw traffic count data is included in **Appendix C** for reference.
- 3.4.4 The analysis of the traffic survey data confirmed that the Weekday AM Peak hour occurs between 07:45 and 08:45 and the Weekday PM Peak hour occurs between 16:45 and 17:45. The 2022 AM and PM peak hour traffic survey flows are shown in Figures 1 & 2 contained in **Appendix D**.
- 3.4.5 Base Capacity assessments have been undertaken for the following offsite junctions:
 - B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction
 - Fish Dam Lane / West Green Way / Industry Road Roundabout
- 3.4.6 The geometric and validation parameters used for the analysis and coded into the models have been measured from OS base data. Industry standard Junctions 9 (ARCADY & PICADY) has been utilised to understand how the existing junctions are currently performing. The Key Performance Indicators (KPI's) from Junctions 9 modelling software include delay in seconds, Mean Maximum Queue (MMQ) and the Ratio of Flow to Capacity (RFC).

B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction

3.4.7 The junction is a priority-controlled junction located approximately 650m west of the site. The layout of the junction is shown in Figure 3-5. The junction comprises a priority arrangement with Church Street and Fish Dam Lane forming the major arms of the junction and Shaw Lane forming the minor arm of the junction. The junction benefits from having footways on all arms of the junction and street lighting is provided. Shaw Lane has a small flare which can accommodate approximately 1 PCU. The roads forming the junction have a speed limit of 30mph and there are no formal pedestrian crossings provided on any of the arms of the junction.



Figure 3-5 B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction

3.4.8 The junction has been modelled using Junctions 9 software. A summary of the 2022 base year modelling results is shown in Table 3-1. The full model outputs are contained in **Appendix E**.

Table 3-1 Summary of B6132 Church Lane / Shaw Lane / Fish Dam Lane Capacity Results Junctions 9 Results – 2022 Base Year

Approach	AM Peak Hour			PM Peak Hour		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Shaw Lane to Fish Dam Lane	0	18.64	0.25	0	20.22	0.17
Shaw Lane to Church Street	2	35.47	0.70	3	38.27	0.76
Fish Dam Lane to Church Street / Shaw Lane	0	5.52	0.15	0	5.73	0.17

3.4.9 Table 3-1 shows that the junction is subject to minimal queuing with a maximum queue of 2 and 3 PCU in the AM and PM Peak hours respectively. The analysis shows that that the junction is forecast to operate within its theoretical capacity with a maximum RFC of 0.70 in the AM peak hour and 0.76 in the PM peak hour. It is noted that flows at this junction have actually marginally declined since the original surveys carried out in 2019.

Fish Dam Lane / West Green Way / Industry Road Roundabout

3.4.10 The Fish Dam Lane / West Green Way / Industry Road roundabout is a large four arm roundabout located approximately 1.2km south west of the site. The layout of the junction is shown Figure 3-6. The roundabout has an ICD of approximately 25.3m with all approaches except the West Green Way arm having a speed limit of 30mph. The West Green Way arm has a derestricted (60mph) speed limit which changes to 30mph approximately 10m from the stop line on approach to the roundabout. The junction benefits from pedestrian footways / cycleways on all arms with uncontrolled pedestrian crossings on each arm where tactile paving and refuge islands are provided.



Figure 3-6 Fish Dam Lane / West Green Way / Industry Road Roundabout

3.4.11 The junction has been modelled using Junctions 9 software. A summary of the 2022 base year results is shown in Table 3-2 with the full modelling outputs contained in **Appendix E**.

Table 3-2 Summary of Fish Dam Lane / West Green Way / Industry Road Roundabout Modelling Results – 2022 Base Year

Approach	AM Peak Hour			PM Peak Hour		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Fish Dam Lane (N)	1	6.88	0.48	1	6.06	0.41
West Green Way	2	8.38	0.63	1	5.37	0.44
Fish Dam Lane (S)	1	7.32	0.47	0	4.43	0.24
Industry Road	1	7.65	0.51	1	6.62	0.48

3.4.12 Table 3-2 shows that the junction is currently operating within capacity with minimal queues and delays in both the AM and PM Peak hours.

Existing Junction Modelling Summary

3.4.13 The results of the junction capacity assessments have demonstrated the two junctions within the study area currently operate within their theoretical capacity limits (based on 2022 survey data). The results of the modelling have confirmed that the local junctions do not see significant queuing or delay at present.

3.5 Personal Injury Accident Analysis

3.5.1 To consider whether there are any existing safety issues in the study area (Figure 3-7) which have the potential to be exacerbated by the proposed development, Personal Injury Collision (PIC) data for the study area has been obtained from BMBC. The data has been obtained for the years between 2017 and 2021. The data provided by BMBD can be seen in **Appendix F**.

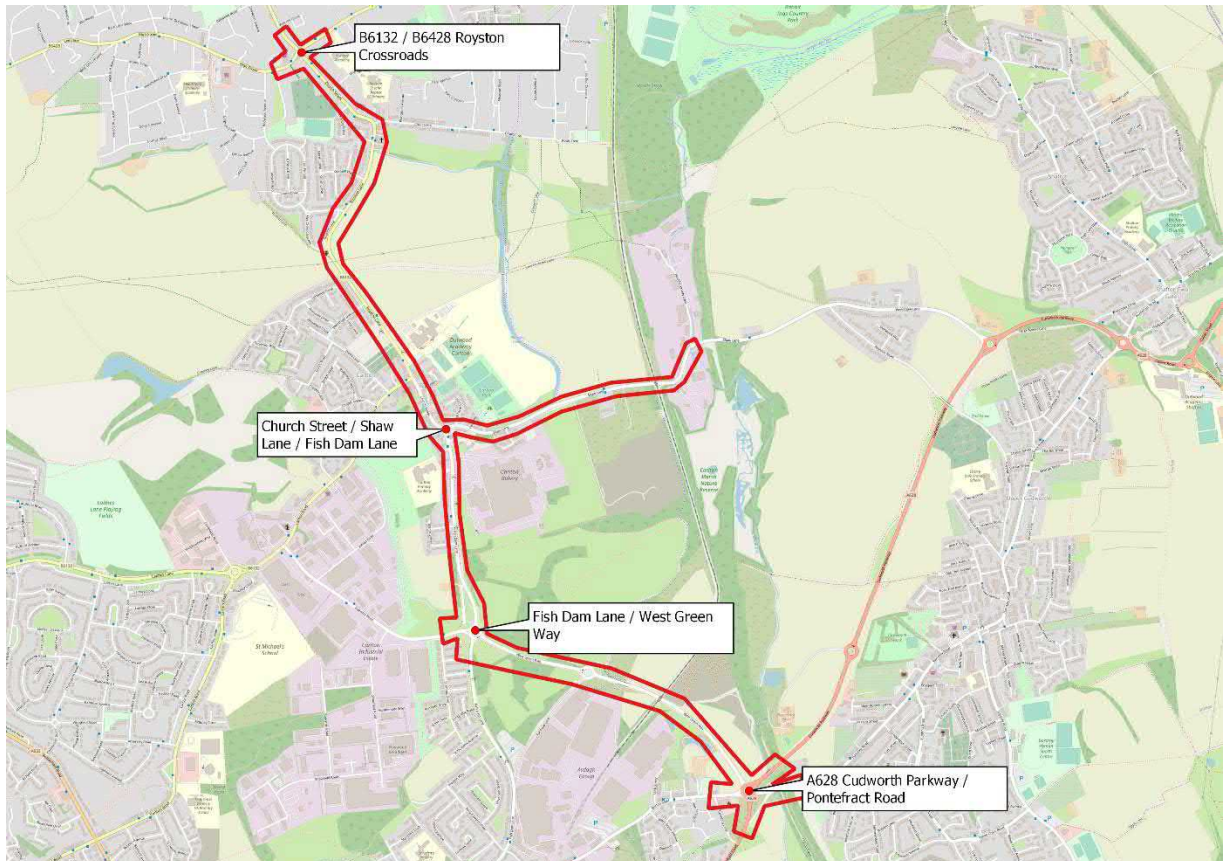


Figure 3-7: Personal Injury Collision (PIC) Survey Area

3.5.2 The annual number of reported collisions across all the junctions are shown in Table 3-3.

Table 3-3: Aggregated Number of Accidents by Year and Severity

Year	2017	2018	2019	2020	2021	Total
Slight	9	5	9	7	10	40
Serious	3	2	3	1	2	11
Fatal	1	1	0	0	0	2
Total	13	8	12	8	12	53

3.5.3 The table shows that 53 PICs have been recorded during the five-year period with 40 being slight in severity, 11 serious and 2 fatal. Collisions have been generally consistent in numbers over the five-year period with no particular year where a high number of collisions were recorded Table 3-4 and Table 3-5 shows the number of accidents by location in the study area.

Table 3-4: Number of Accidents by Location and Year

Junction Name	2017	2018	2019	2020	2021	Total
Site Access / Shaw Lane / Boulder Bridge Lane	2	1	1	0	1	5
B6132 Church Street / Shaw Lane Priority Junction	0	0	1	2	1	4
B6132 / B6428 Royston Crossroads	3	2	3	0	2	10
B6132 Royston Lane / Church Street / Church Hill	2	0	3	0	1	6
Fish Dam Lane / West Green Way / Industry Road Roundabout	3	1	0	3	0	7
A628 Pontefract Rd / West Green Way / Burton Road Roundabout	1	1	3	1	5	11
Total	11	5	11	6	10	43

Table 3-5: Number of Accidents by Location and Severity

Junction Name	Slight	Serious	Fatal	Total
Site Access / Shaw Lane / Boulder Bridge Lane	4	0	1	5
B6132 Church Street / Shaw Lane Priority Junction	3	1	0	4
B6132 / B6428 Royston Crossroads	6	4	0	10
B6132 Royston Lane / Church Street / Church Hill	5	1	0	6
Fish Dam Lane / West Green Way / Industry Road Roundabout	6	0	1	7
A628 Pontefract Rd / West Green Way / Burton Road Roundabout	7	4	0	11
Total	31	10	2	43

3.5.4 The additional 10 collisions not accounted for in Tables 3-5 and 3-6 occurred along the stretches of the B6132, Fish Dam Lane and West Green Way within the study area that can be seen in Figure 3-7. Of these 10 collisions 9 were classified as slight and one as serious.

3.5.5 The tables show that the number of accidents at the junctions appear to be evenly spread over the five-year period with the A628 Pontefract Road / Cudworth Parkway roundabout seeing the highest number of collisions with 11 (21%) PICs recorded followed by the B6132 / B6428 Royston Crossroads with 10 (19%) PICs recorded and the Fish Dam Lane / West Green Way / Industry Road Roundabout with 7 (13%) PICs recorded. The area surrounding the site access and the Church Street / Shaw Lane junction saw the lowest reported number of PICs with 5 and 4 PICs recorded respectively over the five-year period. There is no evidence of clusters to suggest that any of the junctions have untypical accident patterns.

Table 3-6: Accidents Involving a Pedestrian or Cyclist

Junction Name	Pedestrian	Pedal Cyclist	Motorcycle	Total
Site Access / Shaw Lane	0	1	0	1
B6132 Church Street / Shaw Lane Priority Junction	0	1	0	1
B6132 / B6428 Royston Crossroads	5	0	0	5
B6132 Royston Lane / Church Street / Church Hill	1	1	0	0
Fish Dam Lane / West Green Way / Industry Road Roundabout	0	1	0	1
A628 Pontefract Rd / West Green Way / Burton Road Roundabout	0	3	1	4
Total	6	7	1	14

3.5.6 Table 3-6 shows that there were 6 accidents recorded which involved a pedestrian and 7 which involved a cyclist. All but one of the pedestrian accidents occurred at the B6132 / B6428 Royston Crossroads

which is unsurprising given the busy urban nature of the junction. There is nothing in the data to suggest that these accidents have been caused by the existing road layout.

- 3.5.7 The 7 collisions which involved a pedal cyclist were split relatively evenly over the study area with a collision being recorded at each offsite junction except for the B6132 / B6428 Royston Crossroads where there were no accidents reported involving a pedal cyclist. The only collision which involved a motorcyclist occurred at the A628 Pontefract Rd / West Green Way / Burton Road Roundabout.

Personal Collision Summary

- 3.5.8 It is clear from the review of accident data extracted obtained from BMBC that the study area has a relatively low collision rate and that there appears to be no pre-existing safety issues on the highway network which could be exacerbated by the proposals, particularly with regard to collisions involving cyclists, pedestrians, and motorcyclists.

4 Accessibility by Sustainable Modes

4.1 Introduction

4.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, close to public transport facilities and close to key services. The site has a reasonable level of sustainable transport opportunities and has been identified in the Barnsley Local Plan as being suitable for residential development. In addition, the applicant is committed to encouraging trips by sustainable modes and will be implementing a Framework Travel Plan (which forms a separate document within the planning application).

4.2 Accessibility on Foot

4.2.1 The site benefits from being located on the edge of Carlton, an existing urban area which has existing footways and street lighting available. These will provide future residents with safe and convenient routes from the site to public transport and local facilities.

4.2.2 There is a continuous footway running along the southern side of Shaw Lane which links the site to Carlton located to the west. In the vicinity of the site, the existing footway appear to be in a good condition and have a general width of between 1.5 to 2m. There are no existing footways adjacent to the site along the northern side of Shaw Lane. This changes approximately 500m to the west of the site where a footway is provided on both sides of the carriageway. Street lighting is present between the site and Carlton. The existing footway along the southern side of Shaw Lane is shown in Figure 4-1.



Figure 4-1 Existing Footway on Shaw Lane (Source: GOOGLE)

4.2.3 Walking has traditionally been recognised as a significant mode of travel when accessing local services and attractions and has the greatest potential to substitute for short car borne trips (i.e., those journeys of less than 2km in length). In addition, walking can easily be integrated within other forms of transport for journeys further afield, as part of a multimodal journey. This is consistent with government advice and guidance from the Chartered Institute of Highways and Transportation (CIHT) which suggests a preferred maximum walking distance to facilities as 2km.

4.2.4 Figure 4-2 shows an 800m, 1,200m, 1,600m and 2,000m walking catchment area (originating from the centre of the site). It demonstrates that the site lies within walking distance of existing residential areas

and Carlton Village Centre which offers a range of employment and retail opportunities as well as primary and secondary schools.

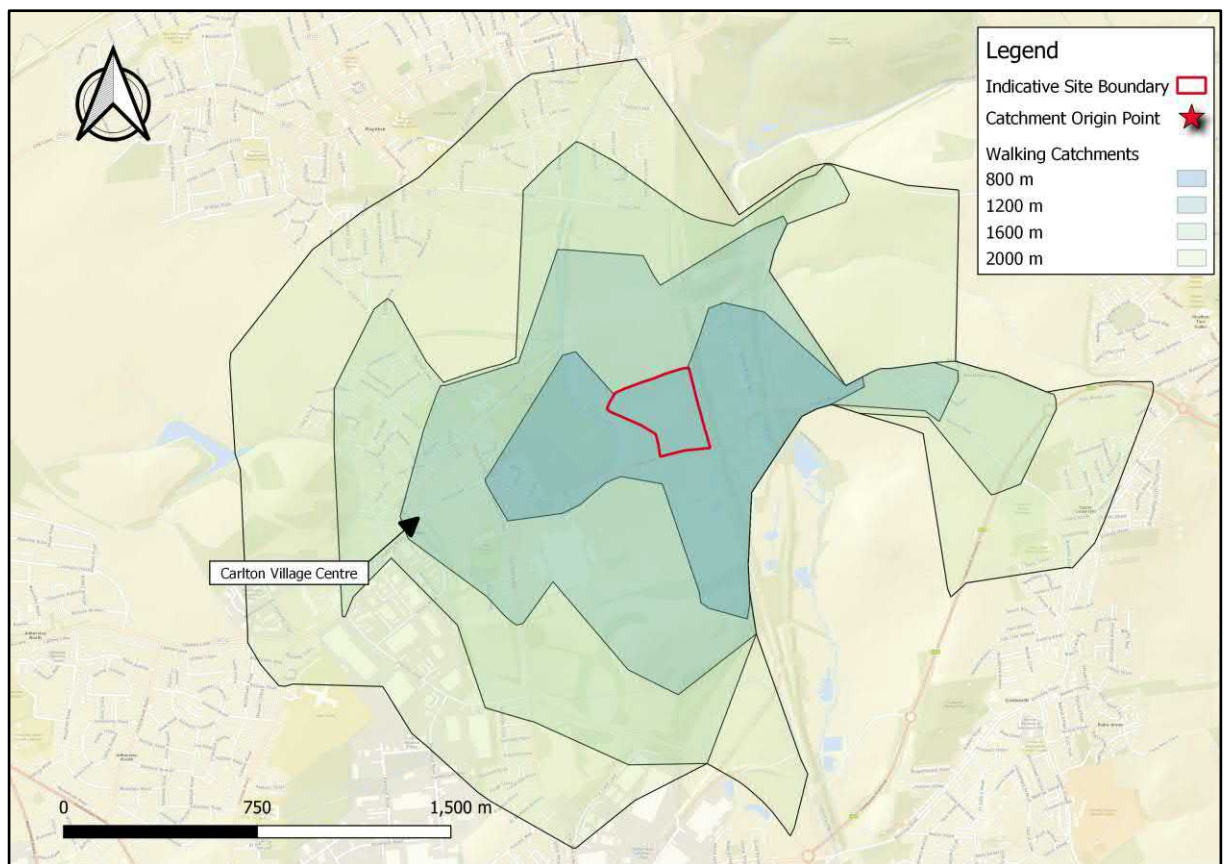


Figure 4-2 Walking Catchment Plan

4.2.5 Figure 4-3 shows the existing Public Rights of Way (PRoW) which are located in the proximity of the proposed development (source: www.barnsley.gov.uk)

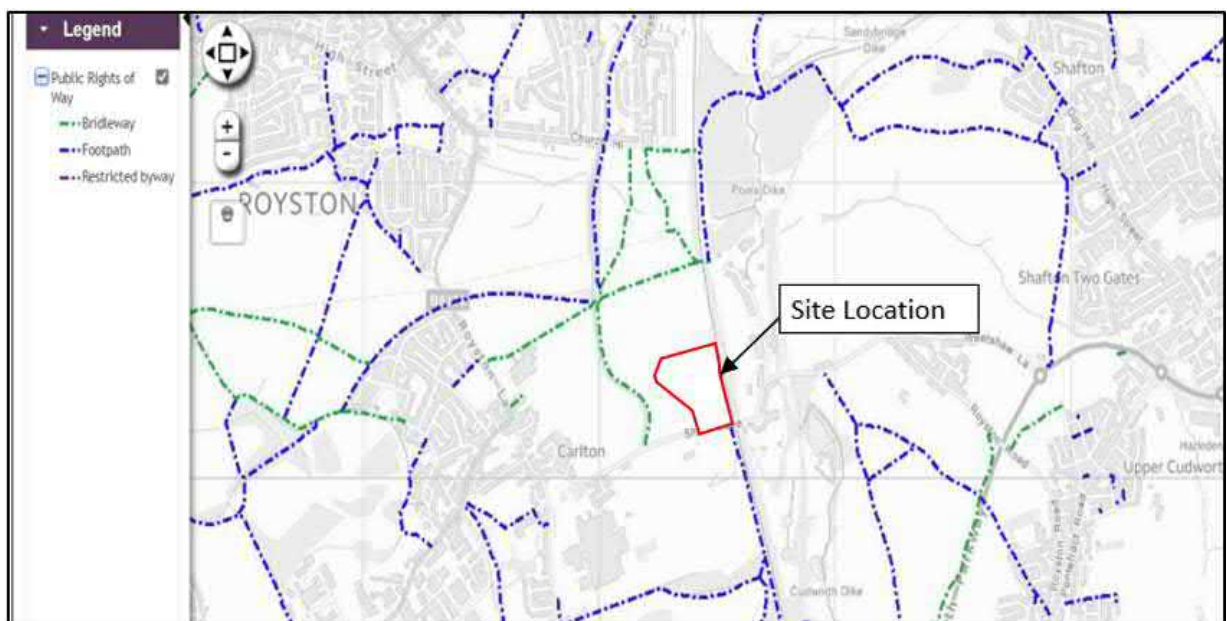


Figure 4-3 Public Rights of Way

4.2.6 The figure shows that there are two PRoW, the Trans-Pennine Trail which is a bridleway running along the disused Barnsley Canal, located in the immediate vicinity of the site. This runs north to south and links the site with a number of other ProW located to the north west. The Trans-Pennine Trail also runs

south from Shaw Lane down the site of the existing railway line. Both routes are way marked and can be accessed easily from Shaw Lane.

4.3 Accessibility by Cycle

4.3.1 Cycling is a convenient way to travel and keep fit at the same time. The site is located close to the Trans-Pennine trail which runs in a north - south alignment close to the site. Advice contained within the DfT published 'Local Transport Note 2/08' suggests that a 3.0 miles (approximately 5km) catchment represents an acceptable maximum distance with 5.0 miles (approximately 8km) forming the preferred maximum distance. As such, the range of employment and retail areas within cycling distance.

4.3.2 Figure 4-4 illustrates a 3km and 5km indicative cycling catchment area (originating from the centre of the proposed development).

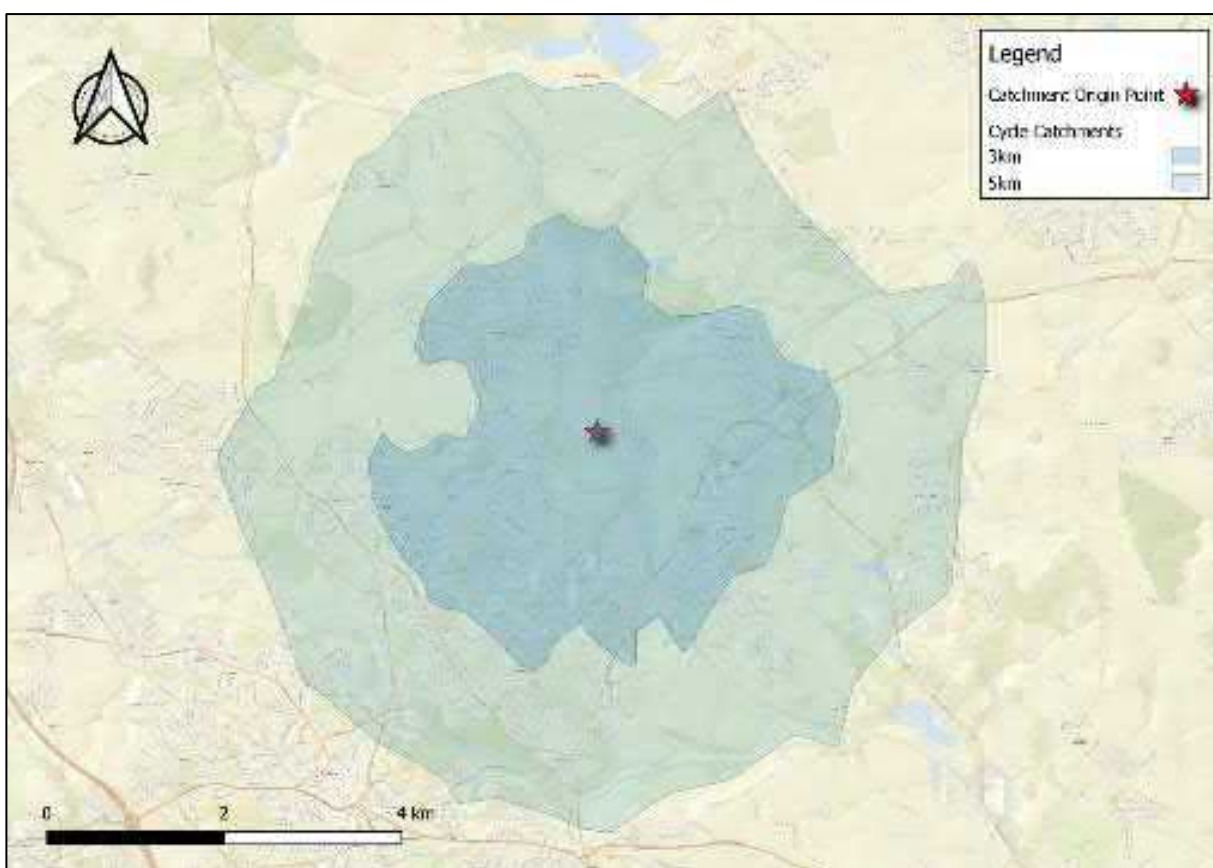


Figure 4-4 Cycle Catchment Plan

4.3.3 Figure 4-4 demonstrates that the site lies within an acceptable cycling distance of the wider area with a range of employment destinations withing cycling distance. These destinations include:

- Carlton
- Carlton Industrial Estate
- Burton Road Business Park
- Wharnccliffe Business Park
- Cudworth
- Sandybridge Lane Industrial Estate

4.3.4 In can therefore be concluded that the site is relatively accessible by cycle.

4.4 Accessibility by Public Transport

Bus

- 4.4.1 The nearest bus stops to the proposed development are located on Fish Dam Lane, approximately 700m west of the site. Pedestrian access from the site to the bus stop are via the existing footways on Shaw Lane.
- 4.4.2 The stops are served by relatively high frequency bus services which are run by Stagecoach. The existing bus service frequency is summarised in Table 4-1.

Table 4-1 Summary of Bus Services on Fish Dam Street

Bus Service	Route	Daytime One-way Frequency (Minutes)		
		Mon – Friday	Saturday	Sunday
57	Barnsley – Carlton – Royston	30	30	-
59	Barnsley – Carlton – Royston – Wakefield	60	60	60
59A	Barnsley – Carlton – Royston	60	60	60

- 4.4.3 Table 4-1 demonstrates that the site is located close to high frequency bus routes with an average frequency of one service every 15 minutes in a single direction between Monday and Saturday. Services are still accessible on a Sunday, albeit at a slightly reduced frequency with an average of one service in a single direction every 30 minutes. It can therefore be concluded that the site is relatively accessible by bus.
- 4.4.4 It is understood that as part of the Carlton Masterplan Framework, that there may be the potential for future bus upgrades to directly serve the site and that discussions are ongoing between BMBC and bus operators. The design of the access road which will form the first phase of the new route between Shaw Lane and Royston Lane has been designed to accommodate buses through the site once the full link road is built,
- 4.4.5 Bus timetables and services for that can be accessed from Fish Dam Lane can be found at <https://www.stagecoachbus.com/timetables>

Rail

- 4.4.6 There is currently no rail station which can be considered accessible on foot from the site. However, Barnsley Railway Station can be accessed via one of the frequent bus services accessible from Fish Dam Lane. The bus journey takes approximately 18 minutes. Barnsley Railway Station provides regular services to regional destinations including Leeds, Sheffield, Nottingham and Huddersfield.

4.5 Accessibility Summary

- 4.5.1 It can be concluded from the analysis set out above that a range of destinations are accessible from the site by walking, cycling and public transport. Moreover, the implementation of the Carton Masterplan Framework may result in additional provision being provided. Therefore, it can be concluded that the site is located in an area where sustainable modes can be maximised in accordance with national, regional and local transport policy.

5 Development Proposals

5.1 Development Summary

- 5.1.1 The proposed residential development comprises construction of up to 215 dwellings. The proposals include a new vehicular access and an internal access road. The new road would act as the first phase of a future link between Shaw Lane and Royston Lane to be constructed in accordance with the adopted Carlton Masterplan Framework. The proposals will also include pedestrian footways and upgrades to the Shaw Lane / Church Street junction to mitigate any potential impact of the proposals.
- 5.1.2 The indicative Masterplan is contained in **Appendix G**, which shows the application redline boundary and proposed access arrangement.

5.2 Proposed Access Arrangement

Vehicle Access Arrangements

- 5.2.1 Vehicular access to the site will be achieved by means of a new priority-controlled junction located on Shaw Lane. The proposed layout of the junction has been designed in accordance with the South Yorkshire Residential Design Guide (2011) and Manual for Streets and is of an appropriate design to serve the type and scale of development which is proposed. The access road will form the first phase of the proposed link between Shaw Lane and Royston Lane, as set out in the Carlton Masterplan Framework. The design of the road will have sufficient geometry to accommodate future bus provision.
- 5.2.2 In terms of the achievable lateral visibility, ATC surveys were undertaken on Shaw Lane, adjacent to the proposed to site access. The survey recorded that the 85th percentile speeds of 41.5mph eastbound and 38.5mph westbound. The ATC data is contained in **Appendix C**.
- 5.2.3 Guidance specified in Manual for Streets (MfS) states that for these observed speeds, the required visibility envelope is 2.4m x 66.0m eastbound and 2.4m x 58m westbound. Checks of the junction layout have confirmed that in excess of this distance is achievable within the adopted highway and land controlled by the applicant, therefore, the achieved visibility at the access is commensurate with guidance set out in the MfS. The lateral visibility splays are shown on **Drawing IPD-22-580-101** which is contained in **Appendix H**. With regard to the maximum achievable visibility splay from the site access to the right it is approximately 250m and to the left approximately 200m. The proposed junction is therefore well within the required design standards relating to side road visibility.

Parking Provision

- 5.2.4 The proposed development will provide a sufficient number of all types of parking in accordance with Barnsley Local Plan Supplementary Planning Document: Parking (2019). These parking standards are set out in Table 5-1.

Table 5-1 Summary of BMBC Parking Standards

Number of Bedrooms	Cycle Spaces	Car Parking Spaces
1 to 2	1 secure cycle space in garage or separate covered area within plot	1 per dwelling
3 or more	1 secure cycle space in garage or separate covered area within plot	2 per dwelling
Visitor	N/A	1 space per 4 dwellings

*source: <https://www.barnsley.gov.uk/media/15726/parking-spd-adopted-2019.pdf>

- 5.2.5 Further details of the level of parking provision for the proposed development will be submitted to BMBC at the reserved matters stage.

Serving Arrangements

- 5.2.6 The serving of the site will be via the new priority junction which has been designed to accommodate large vehicles. Drawings included in **Appendix H** demonstrate that the site access can comfortably accommodate refuse and public service vehicles and the internal layout of the site is suitable for a refuse vehicle to navigate the site in order to enter and exit in a forward gear.

5.3 Offsite Highway Works

- 5.3.1 Although the development proposals will generate a modest amount of traffic on the local highway network, there is concern from the LHA that the Church Street / Shaw Lane / Fish Dam Lane junction will approach capacity following the delivery of the scheme. Accordingly, it is proposed to upgrade the junction to a signalised arrangement which will mitigate any potential impact from the delivery of the proposals. Further details of the impact of the development on this junction and the mitigation strategy are detailed in Section 8 of this report.
- 5.3.2 It is noted that the proposed link road identified in the adopted Carlton Masterplan Framework, of which the proposed development will facilitate through its site, would in the long term provide considerable relief to this junction. The link road would provide vehicles travelling along Shaw Lane with an alternative route to the B6132, taking development and background traffic away from this junction. The signalisation of the junction will not only mitigate the impacts of the development prior to the link road being fully constructed, but it will also provide a betterment in terms of the operational performance and efficiency at the junction following delivery of the full link road between Shaw Lane and Royston Lane.
- 5.3.3 The development proposals involve the provision of a toucan crossing on Shaw Lane approximately 40m west of the site access, this can be seen in the site access drawing included as **Appendix H**. The proposed toucan crossing provides a link between the active travel provision as part of the development on the northern side of Shaw Lane and the footway to the south of Shaw Lane. In addition to the provision of a toucan crossing the development proposals include widening of the footway on Shaw Lane to the west of the site to a minimum of 2m wide.
- 5.3.4 The proposals include a number of active travel provisions that link the site and the wider land allocations in Carlton with existing provision such as the Trans Pennine Trail located to the west of the site along the disused Barnsley Canal. The active travel proposals at the site include a route across the site frontage on Shaw Lane that connects the Trans Pennie Trail to the north of Shaw Lane to the west of the site with section and south of Shaw Lane along the railway line to the east of the site.
- 5.3.5 In addition to this a number of connections from within the site to the section of the Trans Pennine Trail to the east are proposed. The active travel provisions at the site can be seen on the Masterplan included as **Appendix G**.

Framework Travel Plan

- 5.3.6 A Framework Travel Plan (FTP) has been developed for the site and submitted in support of the planning application. The FTP will form the basis of a comprehensive Travel Plan which will set out a range of measures and initiatives aimed at increasing the use of sustainable transport modes and reducing the use of the private car.

6 Development Traffic Movements

6.1 Introduction

6.1.1 This section of the report sets out the estimated trip generation and travel patterns following the delivery of the scheme.

6.2 Vehicular Trip Generation

6.2.1 The proposed development site is currently undeveloped greenfield land, and as such does not currently generate any traffic. Therefore, all trips generated will be new to the network.

6.2.2 In order to establish the trip generation associated with the site, the Trip Rate Information Computer System (TRICS) database has been utilised. TRICS users observed data from similar developments to produce a trip rate which can be applied to a site with similar characteristics. The vehicular trip rates and traffic generation for the proposed development during the weekday AM and PM Peak hours are set out in Error! Reference source not found. with the TRICS outputs contained in **Appendix I**.

Table 6-1: Trip Rates and Potential Trip Generation of Proposed Residential Development

Time Period	Trip Rates			Trip Generation		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
AM Peak	0.126	0.362	0.488	27	78	105
PM Peak	0.331	0.155	0.486	71	33	105

6.2.3 Error! Reference source not found. shows that a development of 215 residential units has the potential to generate up to 110 two-way vehicle movements in the AM Peak hour and up to 120 two-way vehicle movements in the PM Peak hour. This equates to less than two vehicle movements every minute on average in both time periods

6.2.4 In commenting on the original TA, the LHA suggested the TRICS selection criteria be amended to reflect a sample they found more representative. These comments have been reflected in the above and it is noted that the overall resultant trip generation has actually decreased slightly since the original TA assessment.

6.2.5 The vehicular trip generation shown in Table 6-1 has been utilised along with 2011 journey to work statistics to derive the multimodal trip generation for the site. Census data was extracted at a MSOA level for Barnsley and the proportion of trips made by each mode calculated. This was then applied to estimate the arrival and departures for each mode. This estimated multi-modal trip generation is shown in Table 6-2.

Table 6-2 Multi-modal Trip Generation

Method of Travel to Work	Number	Percent	AM Peak			PM Peak		
			Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Train	27	1.06%	0	1	2	1	1	2
Bus, minibus or coach	163	6.42%	2	7	10	7	4	11
Taxi	16	0.63%	0	1	1	1	0	1
Motorcycle, scooter or moped	32	1.26%	0	1	2	1	1	2
Driving a car or van	1,819	71.67%	28	83	110	79	41	120
Passenger in a car or van	195	7.68%	3	9	12	8	4	13
Bicycle	23	0.91%	0	1	1	1	1	2
On foot	250	9.85%	4	11	15	11	6	17
Other method of travel to work	13	0.51%	0	1	1	1	0	1
*Total	2,538	100.00%	39	115	154	111	57	168

*derived by dividing 'vehicle trip rate by proportion of car / van drivers according to the 2011 census data

6.2.6 Table 6-2 shows that the largest proportion of trips is estimated to be by the car followed by journeys on foot. Cycling is estimated to make up less than 1% of journeys (based on 2011 census data).

6.3 Trip Distribution

6.3.1 A distribution of development traffic has been calculated using 'Location of usual residence and place of work by method of travel to work (MSOA level)' 2011 census data for the Middle Super Output Area 'E02001510: Barnsley 002'.

6.3.2 A distribution was synthesised based on this data and a number of zones created on the local highway network based on routing to zones on the edge of the study area. The trips were then assigned to the local network using logical routing assumptions derived from online mapping software. The zones are shown in Figure 6-1 with the distribution calculations contained in **Appendix J**.

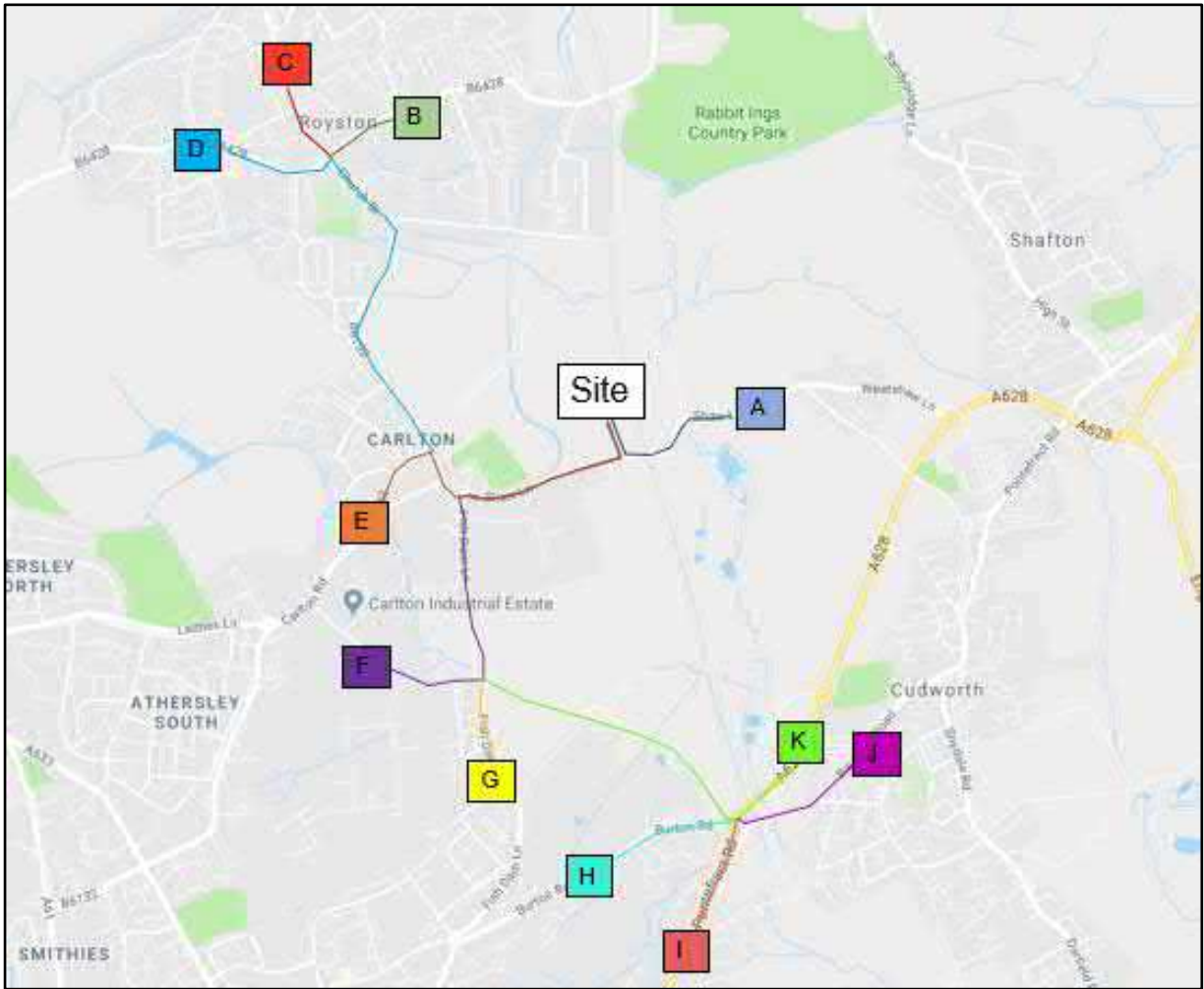


Figure 6-1 Trip Distribution Zones

6.3.3 The development trips have been distributed and assigned to the local highway network based on the distribution. The AM and PM Peak hour development traffic flows are presented in Figures 8 and 9 contained in **Appendix C**.

7 Highway Impact Assessment

7.1 Introduction

7.1.1 This section of the report provides an assessment of the future performance of the local highway network following the opening of the proposed development. It is noted this section has been updated to reflect the new survey data collected and revised trip rates requested by the LHA.

7.2 Study Area

7.2.1 The following junctions has been assessed:

- Shaw Lane / Site Access
- Church Street / Shaw Street / Fish Dam Lane Priority Junction
- B6132 / B6428 Royston Crossroads
- Fish Dam Lane / West Green Way / Industry Road Roundabout
- A628 Pontefract Road / West Green Way / Burton Road Roundabout

7.3 Methodology

7.3.1 The assessment methodology adopted to understand how the development proposals will affect the operation of local highway network has followed an industry standard approach for schemes of this type. This is detailed below.

Surveyed Traffic Flows

7.3.2 As stated in Section 3 of this report, Classified Turning Count surveys and Automatic Traffic Count surveys (ATC) were carried out in November 2022 to inform this report.

Assessment Years and Scenarios

7.3.3 To assess the impact of the proposed development, the following scenarios have been considered for the AM and PM Peak hours.

- **Scenario 1:** 2022 (Existing Baseline).
- **Scenario 2:** 2028 Without Development (Future Baseline), which includes:
 - TEMPRO growth
- **Scenario 3:** 2028 With Development (Future Design Year), which includes:
 - TEMPRO growth.
 - Proposed development trips.

Background Growth and Committed Development

7.3.4 Growth in background traffic has been derived for the periods between the surveyed year and future years using the TEMPRO software package to provide growth factors for Barnsley 002, within which the site is located. Table 7-1 shows the resultant growth factors adopted to forecast traffic growth between 2022 and the future year scenarios detailed above. To ensure a robust assessment, no alternative assumptions have been applied to the growth factors to account for the double counting of trips due to the site being allocated in the Local Plan.

Table 7-1 Barnsley 002 MSOA Traffic Growth Factor

Period	Peak Hour	
	AM Peak	PM Peak
2022 – 2028	1.0498	1.0506

7.3.5 A review of all committed developments in the area provided by BMBC has indicated that all but one has been fully built out and as such those trips have been accounted for by the 2022 survey data. With regard to the committed development that is yet to be fully built out (2020/0330 Lee Lane) this would only result in additional trips being noticed at the B6132 / B6148 Royston Crossroads, as noted previously in Section 3.3 and discussed further in Section 7.5, that junction has been scoped out of the assessment for this report. Accordingly, no committed development trips have been included in subsequent assessments.

Assessment Flows

7.3.6 The 2028 'without development' flows have been derived by applying the growth factors shown in Table 7-1 to the 2022 baseline flows.

7.3.7 The 2028 'with development' flows have been derived by adding the development generated traffic flows to the 2028 'without development' flows.

7.3.8 All traffic flows used in the assessments are contained in **Appendix D**.

7.4 Percentage Impact Assessments

7.4.1 Table 7-2 and Table 7-3 summarised the AM and PM Peak hour percentage change to the overall flows at the junctions within the study area (excluding site access junction). The changes have been determined by comparing the overall 2028 without development traffic flows at each junction to the increase in traffic due to the development proposals.

Table 7-2 Percentage Impact Assessment - 2028 AM Peak Hour

Junction	2028 Without Development Flow	2028 With Development Flow	Net Change	% Change
B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction	1,485	1,572	87	5.86%
B6132 / B6428 Royston Crossroads	1,317	1,343	26	1.97%
Fish Dam Lane / West Green Way / Industry Road Roundabout	2,020	2,077	57	2.82%
A628 Pontefract Road /West Green Way /Burton Road Roundabout	3,208	3,219	11	0.34%

Table 7-3 Percentage Impact Assessment - 2028 PM Peak Hour

Junction	2028 Without Development Flow	2028 With Development Flow	Net Change	% Change
B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction	1,334	1,421	87	6.52%
B6132 / B6428 Royston Crossroads	1,555	1,581	26	1.67%
Fish Dam Lane / West Green Way / Industry Road Roundabout	1,612	1,669	57	3.54%
A628 Pontefract Road /West Green Way /Burton Road Roundabout	3,089	3,100	11	0.36%

7.4.2 Table 7-2 and Table 7-3 demonstrates that the highest increase in traffic as a result of the proposals will be at the Church Street / Shaw Lane / Fish Dam Lane priority junction. It is expected that the junction will see an overall increase in vehicles in 2028 of 5.86% in the AM Peak hour and 6.52% in the PM Peak hour.

7.4.3 The tables also show that the other junctions will see modest increases in traffic in both time periods. As can be seen in Tables 7-2 and 7-3 only two of the off-site junctions identified by this report see an increase of 30 or more vehicles within the peak hours. Based on the withdrawn but still relevant Department of Transport document Guidance on Transport Assessment and comments received from BMBC (20/07/2022) it has been deemed that in addition to the site access only the B6132 Church Street / Shaw Lane / Fish Dam Lane junction and the Fish Dam Lane / West Green Way / Industry Road roundabout will be considered by this Transport Assessment.

7.5 Junction Capacity Modelling

7.5.1 The below sections detailed the results of the junction capacity assessments for the 2028 'with' and 'without' development scenarios. The full modelling outputs including the 2022 baseline are contained in **Appendix D**.

Site Access / Shaw Lane Priority Junction

7.5.2 The proposed site access on Shaw Lane has been tested using TRL's Junction 9 software. The results are summarised in Table 7-4.

Table 7-4 2028 Site Access Junction Capacity Assessments

Approach	AM Peak Hour			PM Peak Hour		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Site Access	0	9.70	0.19	0	9.14	0.09
Shaw Lane (E)	0	5.21	0.01	0	5.18	0.03

7.5.3 Table 7-4 indicates that the site access junction will operate well within its theoretical capacity with significant capacity to accommodate potential increases in traffic should the wider allocation come forward. This demonstrates that the proposals are in line with current policy including the Carlton Development Framework as the design would likely be able to accommodate additional traffic using the junction.

B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction

7.5.4 The B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction has been tested using TRL's Junction 9 software. The results are summarised in Table 7-5 and Table 7-6.

Table 7-5 2028 Junction Capacity Assessments - B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction - AM Peak Hour

Approach	Without Development			With Development		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Shaw Lane to Fish Dam Lane	0	25.49	0.33	5	155.83	0.95
Shaw Lane to Church Street	3	47.18	0.77	8	115.80	0.95
Fish Dam Lane to Church Street / Shaw Lane	0	5.47	0.16	1	5.86	0.22

**Table 7-6 2028 Junction Capacity Assessments - B6132 Church Street / Shaw Lane / Fish Dam Lane
Priority Junction - PM Peak Hour**

Approach	Without Development			With Development		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Shaw Lane to Fish Dam Lane	0	29.08	0.24	2	116.41	0.71
Shaw Lane to Church Street	4	50.04	0.82	7	84.67	0.91
Fish Dam Lane to Church Street / Shaw Lane	0	5.76	0.18	1	6.83	0.31

- 7.5.5 Table 7-5 shows that in the AM Peak hour the junction is forecast to operate within its theoretical capacity in the 2028 ‘without’ development scenario with a maximum RFC of 0.77 and a queue of 3 vehicles on the Shaw Lane approach. Following the delivery of the development the junction would still be expected to operate within its capacity with a maximum theoretical RFC of 0.95 for both movements on the Shaw Lane approach. The resultant change in queues from the without to with development scenarios, see the largest queue increase from 3 vehicles to 8 vehicles.
- 7.5.6 Table 7-6 shows that in the PM Peak hour the junction is forecast to operate within its theoretical capacity in the 2028 ‘without’ development scenario with a maximum RFC of 0.82 and a queue of 4 vehicles on the Shaw Lane approach. Following the delivery of the development the junction would still be expected to operate within its capacity with a maximum RFC of 0.91 and a queue of 7 vehicles on the Shaw Lane approach. Again, the junction remains within this maximum theoretical capacity and the impact of the development is small.
- 7.5.7 To ensure that the modelling is as robust as possible, a ‘One Hour’ traffic flow profile was adopted within the modelling. This approach applies a synthesised profile over the course of the hour to replicate a peak within the peak hour. I.e., it assumes the middle 30 minutes of the hour will see 12.5% higher traffic volumes than the preceding and subsequent 15-minute intervals. Although this offers a robust assessment, it does not account for the potential of peak spreading of traffic due to the network becoming more congested. I.e., the junction may see a more level profile and consistent arrival rate of traffic at the junction. Accordingly, by adopting a ‘One Hour’ profile across all scenarios, the modelling software can sometimes overestimate the RFC and levels of queuing within the modelling results.
- 7.5.8 In the original TA, the modelling of this junction showed a deterioration of conditions that warranted mitigation works in the form of the signalisation of the junction. With the revised analysis it is evident that even with the additional of development trips the junction operates within its maximum capacity and the impact of the development is negligible. The resultant change in queues and delays would not be considered ‘severe’ in the context of NPPF guidance.
- 7.5.9 Nevertheless, in order to demonstrate a robust solution, the client intends to retain the proposal to offer the update of the junction to traffic signal control. Which will improve capacity at the junction and provide controlled pedestrian facilities.

B6132 / B6428 Royston Crossroads

- 7.5.10 Based on guidance contained in the DfT’s Guidance on Transport Assessment and comments received from BMBC on 20th July 2022, the threshold for formal assessment is 30 two-way peak hour vehicle movements.
- 7.5.11 As can be seen in Tables 7-2 and 7-3 the B6132 / B6428 Royston crossroads will not meet this threshold as a result of the development proposals and as such the assessment of this junction has been scoped out.

Fish Dam Lane / West Green Way / Industry Road Roundabout

7.5.12 The junction has been modelled using TfL's Junction 9 modelling software. A summary of the 2027 junction capacity results is shown in Table 7-7 and

7.5.13 Table 7-8.

Table 7-7 2028 Junction Capacity Assessments - Fish Dam Lane / West Green Way / Industry Road Roundabout - AM Peak Hour

Approach	Without Development			With Development		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Fish Dam Lane (N)	1	7.38	0.51	1	8.15	0.56
West Green Way	2	9.38	0.66	2	10.04	0.68
Fish Dame Lane (S)	1	8.00	0.50	1	8.28	0.52
Industry Road	1	8.34	0.54	1	8.52	0.55

Table 7-8 2028 Junction Capacity Assessments - Fish Dam Lane / West Green Way / Industry Road Roundabout - PM Peak Hour

Approach	Without Development			With Development		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Fish Dam Lane (N)	1	6.42	0.44	1	6.65	0.46
West Green Way	1	5.66	0.46	1	5.83	0.47
Fish Dame Lane (S)	0	4.58	0.25	0	4.83	0.29
Industry Road	1	7.07	0.51	1	7.43	0.52

7.5.14 Table 7-7 and

7.5.15 Table 7-8 show that the junction is forecast to operate well within capacity in the 'with' and 'without' development scenarios in 2027. The estimated level of queuing at the junction is expected to be three PCU in the AM Peak hour and two PCU in the PM Peak hour. Accordingly, it can be concluded that the proposals will not have a negative impact upon the operation of the roundabout.

Pontefract Road / West Green Way / Burton Road Roundabout

7.5.16 Similarly to the B6132 / B6428 Royston crossroads, this junction does not meet the threshold of 30 two-way peak hour vehicle movements as can be seen in Tables 7-2 and 7-3 and as such the assessment of this junction has been scoped out.

7.6 Consideration of Traffic Impact

7.6.1 The traffic impact of any development should be considered in the context of the NPPF which promotes sustainable development and economic growth. It sets out that ***"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*** This provides the context for which the traffic impacts of the proposals should be assessed.

7.6.2 The increase in traffic flow through each junction as a direct result of the development proposal would be a maximum increase of less than 7%, which is insignificant when compared to the usual daily variations in traffic volumes.

7.6.3 The junction capacity assessment has demonstrated that the following junctions are all forecast to operate within capacity in both scenarios and in all time periods:

- Shaw Lane / Site Access
- B6132 / B6428 Royston Crossroads
- Fish Dam Lane / West Green Way / Industry Road Roundabout

7.6.4 Although it has been demonstrated that increase in traffic flow through the Church Street / Shaw Lane / Fish Dam Lane junction as a direct result of the development proposal, would be modest, with a maximum of 1.5 PCU per minute in the AM peak and PM peak hours, a mitigation scheme has been developed to signalise the junction, which will limit any potential 'severe' impacts as a result of the proposals. This scheme is set out in the subsequent section of this report, although it is again noted that the updated analysis shows a level of impact that would not warrant physical intervention.

7.6.5 It is noted that the adopted Masterplan Framework for the wider area proposes a new link road through the proposed development connecting Shaw Lane to Royston Lane (in which the proposals are delivering a significant proportion of the new route). The delivery of the road in full will provide considerable relief and reduction in traffic flows at the Church Street / Shaw Lane / Fish Dish Dam Lane junction, to an extent where the mitigation set out above and described in the next section would not be required. However, the proposed signalisation of the junction will mitigate any negative impacts of the development and will allow the development to come forward should there be a delay in delivering the link road in full or sections of the route become unviable. Accordingly, the proposals provide the LHA with confidence that the traffic generated from the development can be adequately mitigated should the full link road not be constructed.

7.6.6 In addition, the proposed mitigation will also provide a significant betterment in terms of junction operation and efficiency when compared to the current junction layout and will improve the safety for pedestrians by providing crossing facilities on key desire lines where none currently exist. These benefits will still be applicable once the full link road is constructed.

8 Church Street / Shaw Lane / Fish Dam Lane Mitigation Strategy

8.1 Introduction

8.1.1 This section of the report sets out the proposed mitigation strategy for the Church Street / Shaw Lane / Fish Dam Lane junction. It is again noted that no mitigation would be required at this junction when the proposed link road put forward as part of the adopted Masterplan Framework (in which the proposals will deliver a significant proportion of) is in place

8.1.2 The updated junction modelling also shows no 'severe' impacts at the junction and as such mitigation is not strictly required. Nevertheless, the client retains the offer to provide a signal scheme at this location to improve capacity and pedestrian facilities.

8.2 Proposed Junction Mitigation

8.2.1 The proposed junction mitigation is a simple, signal-controlled crossroads with pedestrian crossings, provided on the Church Street and Shaw Lane approaches. The signals would comprise a simple, three stage set up, running an on-demand pedestrian all red phase. The proposed mitigation scheme is shown in **Appendix L**.

8.2.2 The pedestrian crossings will improve pedestrian safety, severance and accessibility across the junction by providing safe crossing points where none exist. This will significantly improve safety for vulnerable road users such as the elderly or people with visual or mobility impairments.

8.2.3 The drawing also shows that the swept path assessment of 16.5 metre articulated HGV is able to negotiate the junction.

8.2.4 Comments received from BMBC raised a concern that the narrowing of Shaw Lane to the east of its junction with Church Street and Fish Dam Lane may prevent larger vehicles from passing each other and therefore may result in queueing issues at the junction. Based on Manual for Streets Figure 7.1, a carriageway width of 5.5m is suitable for two HGVs to pass each other. Onsite measurements of Shaw Lane have shown that at its narrowest point to the east of the junction it measures 5.8m and is therefore suitable for large vehicles to pass. It is noted that original OS mapping suggested a narrowing at this point, but in practice this is not the case.

8.2.5 Further comments from BMBC stated that the proposed mitigation had insufficient intervisibility for the junction. A topographical survey of this junction was subsequently undertaken which allows for the highway boundary to be accurately established. The existing brick walls on either side of the Shaw Lane approach and the brick walls along Fish Dam and Church Street have been assumed as the highway boundary and consequently the amended mitigation has been based upon this. The intervisibility on the proposed mitigation now goes through either verge or footway in front of these pinch points. The vegetation around the brick wall to the north would need to be cut back flush to the wall.

8.2.6 The following is noted in response to the comments received from the LHA on the preliminary design of the proposed signal junction:

- The attached mitigation plan is now based on a topographical survey of the junction;
- The design has been revised to address the points raised;
- The concern regarding the narrowing on Shaw Lane is as described above;
- The intervisibility has been re-measured on the topo base and is now shown to be compliant.

8.3 Junction Capacity Modelling Results

8.3.1 The junction has been modelled using LinSig software to ensure it is of an appropriate design to accommodate the development traffic. The model includes a 3-stage setup with a 90 second cycle time.

It has been assumed that the pedestrian stage will be called every cycle. The results of the modelling are shown in Table 8-1 with the full outputs contained in **Appendix M**.

Table 8-1 2028 Junction Modelling Results - Church Street / Shaw Lane / Fish Dam Lane Signalised Mitigation Scheme

Approach	AM Peak Hour		PM Peak Hour	
	Degree of Saturation (%)	Mean Max Queue	Degree of Saturation (%)	Mean Max Queue
Fish Dam Lane Ahead Right	46.1%	8	48.5%	8
Church St Ahead Left	71.6%	15	63.0%	12
Shaw Lane Right Left	72.3%	9	63.7%	8
PRC	24.5		41.4	

8.3.2 Table 8-1 shows that the proposed junction improvement scheme would be able to mitigate the negative impacts of the development proposals. The Degree of Saturation is well within the acceptable limits with a PRC of 24.5% in the AM peak hour and 41.4% in the PM peak hour. This also offers spare capacity should the other Local Plan allocations come forward.

8.3.3 The Phasing and Delivery strategy set out in the Masterplan Framework states that the development site would be delivered in Phase 3 once the northern access road has been constructed due to the impact of the development on congestion on the network. The proposed mitigation strategy detailed above clearly demonstrates that the development can be delivered in a way which would not increase congestion on the network. Accordingly, the 215 dwelling development can be delivered prior to the full link being constructed.

9 Summary and Conclusion

9.1 Summary

9.1.1 Pell Frischmann has been commissioned by Network Space (the Applicant) to prepare An Update Transport Assessment (UTA) for a proposed residential development located to the north of Shaw Lane, Carlton, Barnsley.

9.1.2 The site has been identified in the Barnsley Local Plan as appropriate for residential development. The development proposals comprise;

- The construction of circa 215 new residential dwellings
- New priority-controlled access located on Shaw Lane.
- Upgrade to the Church Street / Shaw Lane / Fish Dam Lane junction to improve junction efficiency and pedestrian safety.

9.1.3 From the analysis presented in this TA, the following conclusions can be drawn:

- The development proposals are consistent with national, regional and local transport policy.
- The site is in a relatively sustainable location where sustainable transport options can be maximised.
- There is an existing footway and street lighting is provided on Shaw Lane between the site and Carlton.
- The Trans-Pennine cycle route runs to the west of the site and can be accessed from the site.
- There are regular high frequency bus services accessible from Fish Dam Lane located circa 700m from the centre of the site.
- New toucan crossing to be provided on Shaw Lane and widening of the footway on the southern side of Shaw Lane and active travel measures within the site to provide a connection between the site and wider Carlton land allocations with existing provision in the area including the Trans Pennine Trail.
- A review of personal injury collision records has confirmed that there are no untypical highway safety issues which could be exacerbated by the proposals.
- Safe and appropriate access to the site can be achieved via a new priority junction on Shaw Lane. The junction has been designed to standard thereby complying with national and local policy.
- The layout and location of the site access will not compromise BMBCs ambition to provide a north west link between Shaw Lane and Royston Lane and that the first section of the link road will be provided within the curtilage of the site.
- The proposals will generate 105 vehicles movements in both the AM and PM Peak hours.
- Junction capacity assessments have confirmed that the existing highway infrastructure can accommodate the additional traffic
- Nevertheless, a junction improvement scheme is proposed at the Church Street / Shaw Lane / Fish Dam Lane junction. The proposals would signalise the junction improving junction efficiency and pedestrian safety.
- The traffic impact assessment has demonstrated that the following the delivery of the mitigation scheme, the proposals will not have a 'severe' impact upon the highway network even without the delivery of the link road between Shaw Lane and Royston Lane.

9.2 Conclusion

9.2.1 In light of the information presented within this TA, it is considered that the proposals are broadly in accordance with local policy as well as policy contained within the NPPF, which states that ***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*** The proposals successfully mitigate any 'severe' impact associated with the proposals and will improve highway safety at the Church Street / Shaw Lane / Fish Dam Lane junction. Therefore, it is considered that there are no highway related reasons why planning consent should not be granted for the proposed development.

Appendices

Appendix A – Pre-Application Discussions Correspondence

Andrew Carpenter

Subject: FW: 2021/00520 - Land off Shaw Lane, Carlton, Barnsley

From: White , Stacey (SPATIAL PLANNING PROJECT MANAGER) <StaceyWhite@barnsley.gov.uk>
Sent: 01 November 2021 11:49
To: Hannah Richardson <Hannah.Richardson@spawforths.co.uk>
Subject: FW: 2021/00520 - Land off Shaw Lane, Carlton, Barnsley

See below response from Highways DC.

Many Thanks

Stacey

From: Lake , Wayne (GROUP LEADER HDC) <WayneLake@barnsley.gov.uk>
Sent: 27 October 2021 09:49
To: White , Stacey (SPATIAL PLANNING PROJECT MANAGER) <StaceyWhite@barnsley.gov.uk>
Cc: HighwaysPIngApps <HighwaysPIngApps@barnsley.gov.uk>
Subject: 2021/00520 - Land off Shaw Lane, Carlton, Barnsley

Good morning Stacey,

Re: 2021/00520 - Pre-application advice prior to submission of outline planning application for 200 dwellings and associated car parking, garages, landscaping, open space, and drainage provision, including details of a new vehicular access onto Shaw Lane

Due to the lack of detail presented in relation to the development proposal, I am unable to comment in detail on any proposals, however please find the following:

The development shall be designed and implemented in accordance with the Carlton masterplan framework, design code and with adherence to the delivery strategy, especially from a highways perspective in relation to the movement framework for highways and active travel.

Comments made by the Public Right of Way officers are noted and endorsed in relation to the lack of available linkages to the TPT, Bridleway 30 due to the spatial coverage of the proposed development area.

Whilst there is a lack of detail presented, it is noted that the development principles plan shows a route provided to the potential rail station, however the station has been relocated to within a separate development parcel within the wider masterplan area.

Site Layout - General:

The design of residential streets within the development shall follow the guiding principles and technical guidance contained within the South Yorkshire Residential Design Guide (SYRDG). This can be accessed at: <https://www.barnsley.gov.uk/media/17250/south-yorkshire-residential-design-guide2011.pdf>

Please note Section 4 – Technical Requirements – 4B Site and Parking Geometry particularly (but not exclusively)

B1.1 Street Types

B1.2.1 Design Speed – Residential Streets

B.1.3 Forward Visibility

B1.6.5/B1.6.6 Emergency Vehicle Access

B.2.1.5 Minimum carriageway / vehicle track space width

B.3.7 Turning Areas – Turning Areas should be avoided where possible by the use of well-connected street networks. Note: Where they do form part of the street layout cul-de-sacs longer than 20m require a turning area suitable for the turning requirements of a refuse vehicle.

B.4 Speed Restraint – Individual speed controlling features for following design speeds are required at these spacing's:

20mph – 70 metres

Less than 20mph – 40 metres

Autotracking Requirements:

- Refuse Vehicle – Dennis 10.3m rear steer (For information the refuse vehicles currently in use in Barnsley has a wheelie Bin Lifting facility and measures 10.3m x 2.5m.)
- Car – Large Car (2006)
- Track tests are to be carried out in accordance with the requirements contained within the South Yorkshire Residential Design Guide sections 4b.2.1.28-29 and 4B.3.3.9-4B.3.3.12.

Parking Requirements: The minimum level of parking (including cycle and EVCP) should be in line with the parking standards contained within the Councils Parking SPD. This can be accessed

via: <https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/>

The site layout should be designed to maximise and encourage safe, sustainable movement through walking and cycling, providing links to existing networks.

Additional Supplementary Planning documents providing further advice in relation to highways, design and sustainable travel can be found via: <https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/>

Assessment:

A Transport Assessment and Travel Plan will be required to be submitted with any forthcoming application, the scope of which is to be agreed with BMBC at the earliest opportunity. Key items for inclusion (but not be limited to) are:

Trip generation by mode

Distribution methodology

Parking

Road Safety

Study area for assessment, identifying junctions requiring operational analysis (junctions experiencing 30 or more two way trips as a result of development traffic)

Assessment Years

Committed Developments – (see below)

Accessibility by mode

Infrastructure Requirements (on and offsite)

Measures to influence Travel behaviour and promote Active travel

Travel Plan

The developers transport consultant should be cognisant of the following, taken from the guidance on Travel Plans, Transport Assessment and Statements found on the Gov.uk website:

It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will

proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.

Further guidance can be found via following address: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

Kind Regards

Wayne

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Re: 2022/0115 - Residential development of up to 215 dwellings with associated car parking/garages, landscaping, public open space including both equipped and non-equipped areas of play, SUDS and drainage, with details of a new vehicular access onto Shaw Lane (Outline with all matters reserved apart from means of access)

Many thanks for consulting Highways Development Control in respect of this planning application.

The application seeks outline approval for a residential development of up to 215 dwellings with all matters reserved apart from means of access. The site forms part of the mixed use development allocation within the Local Plan under site plan policy MU3 which is mixed use for housing and green space with an indicative yield of 1683 dwellings. Within the MU3 policy the development has been the subject of a phased masterplan framework covering the entire allocation to ensure the development is brought forward in a coherent and comprehensive manner. The masterplan framework covering sites MU2 and MU3 was informed by a six week public consultation exercise and adopted by full Council on 25th November 2021. In addition to the masterplan framework a delivery strategy was produced which set out the roles and responsibilities of the various landowners and developers alongside BMBC as both the Local Planning Authority and Highway Authority. The issues considered within the delivery strategy being the planning and phasing strategy together with the infrastructure requirements and delivery. The delivery strategy sets out that it is expected that development will come forward in a series of phases and whilst it is noted that phases may not necessarily be delivered sequentially, the delivery of certain phases will be dependent upon the availability of infrastructure networks including highways to serve respective parts of the site.

This development parcel is identified as L11 and contained within Phase 3 of the phasing strategy. Within the strategy for Phase 3 it states "Due to congestion on the existing highway network, access needs to be secured off Royston Lane via the northern access road. This access road fits in with BMBC's wider strategic transport aspirations." However in order to secure access to Royston Lane, phased development of the parcels will require L12 to be brought forward in advance of L11 and as such this application is deemed to be premature seeking to gain access from Shaw Lane prior to the northern access being secured from Royston Lane.

This site was the subject to a pre-application enquiry for 200 dwellings and a response provided in October 2021. Due to the lack of information presented at that time HDC were unable to provide comment in detail on the proposals. However crucial advice to the request was that the development shall be designed and implemented in accordance with the Carlton masterplan framework, design code and with adherence to the delivery strategy, especially from a highways perspective in relation to the movement framework for highways and active travel. Whilst advice was provided in the response to agree the scope of the Transport Assessment at the earliest opportunity, no scope was provided / agreed prior to submission of the application.

Notwithstanding the above it would be remiss not to comment on the submitted documentation. With reference to the submitted transport assessment (TA), this response focusses on the fundamentals of assessment and access proposals rather than the finer detailed elements of the application and operational analysis undertaken.

Transport Assessment

2.2.7 – Reference to junction arrangement being designed to current standard. Clarification is sought over which design standards are being referred to. Furthermore, no swept paths have been presented for the appropriate design vehicles noting that the masterplan framework details indicative bus routes through the site via the Shaw Lane / Royston Lane junctions.

2.3.4 – Reference to the applicant being committed to providing good pedestrian and cycle connections to link with the wider land allocations in Carlton. Whilst it is noted that the development proposals are in outline (except for access) the development of this land parcel as a first phase constrains the ability to provide these connections beyond the red line boundary. How is this to be addressed?

2.4.8 – Reference to the site being located close to existing cycle links and relatively high frequency bus route. The walk distance to existing bus infrastructure is some 1km from the site centroid. Furthermore, with reference to comments above, and whilst proximity to cycle links is noted, how are these connections to be made?

2.4.9 – Reference to junction design standards and safe access for all road users. Please note previous comments requesting details of design standards / swept path analysis. Furthermore, how has the safety of this junction been assessed for all modes? No Road Safety Audit accompanied the application.

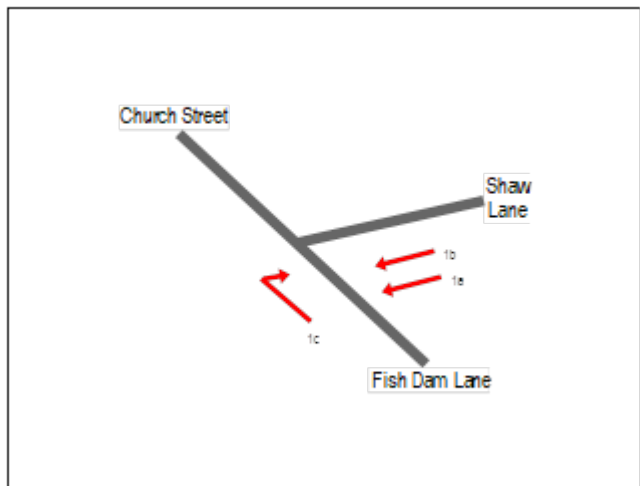
2.4.12 – Reference to the proposals providing the first stage of the link between Shaw Lane and Royston Lane. The masterplan framework and delivery strategy is clear in that the due to congestion on the existing highway network, access needs to be secured off Royston Lane via the northern access road. The first phase of the link road would therefore be the northern section link to Royston Lane.

Sections 3 onwards – It should be noted that as part of the pre-application response it was stated that the scope of the TA and TP be agreed with BMBC at the earliest opportunity, however the scope was not agreed prior to submission of the application.

3.3 – On what basis was the study area defined? This would have been agreed as part of the scoping exercise. Current adopted supplementary planning guidance provides the underlying thresholds of assessment. This includes any development generating 30 or more two-way vehicles movements in any hour and/or any development generating 100 or more two-way vehicle movements per day. Where there are no firm threshold figures within current TAG guidance for practitioners and appraisers, current policy conforms to the now withdrawn Department for Transport document Guidance on Transport Assessment. This is not purely used to determine the need for a transport assessment but should also be considered as the appropriate metric for determining network impact and therefore the need for individual junction assessment with the TA submission. Please clarify.

3.4.2 – Whilst traffic count data was collected for the Arup Study, this was collected in June 2021, where car borne traffic was circa 90% of pre-covid levels (DfT stats) and given the previous counts were undertaken in 2018, up to date traffic count information will be required to establish the baseline traffic flows. These surveys are to also include queue length surveys to assist validation of the discrete junction modelling works.

3.4.8 – Notwithstanding comments made above in respect of new traffic count data requirements, queue length surveys undertaken in June 2021 at the B6132 Church Lane / Shaw Lane / Fish Dam Lane junction for the modelled period revealed the following queues:



TIME	1a	1b	1c
0745 - 0750	1	7	0
0750 - 0755	1	4	0
0755 - 0800	1	5	1
0800 - 0805	1	10	1
0805 - 0810	1	8	0
0810 - 0815	1	11	0
0815 - 0820	1	6	0
0820 - 0825	1	4	1
0825 - 0830	1	4	0
0830 - 0835	1	4	0

0835 - 0840	1	6	1
0840 - 0845	3	5	1
Hourly Average	1.17	6.17	0.42

TIME	1a	1b	1c
1600 - 1605	0	8	1
1605 - 1610	0	8	1
1610 - 1615	2	7	0
1615 - 1620	1	9	0
1620 - 1625	1	8	1
1625 - 1630	2	8	1
1630 - 1635	0	3	1
1635 - 1640	2	5	1
1640 - 1645	1	3	0
1645 - 1650	1	7	1
1650 - 1655	0	5	1
1655 - 1700	1	7	1
Hourly Average	0.92	6.50	0.75

3.5 – Notwithstanding comments made above regarding study area, this analysis is based on the use of crashmap data. From the information presented, it appears to be a high level review. However a full assessment of all personal injury collision records are required to identify and discernible patterns in collision data that may be attributable to the highway environment or where there may be common causation factors. In addition, any additional critical locations on the highway network within the study area that demonstrate a poor accident history are to be identified and assessed. This is to determine if the proposed development will exacerbate existing problems and what highway mitigation works or traffic management measures would be required to mitigate the effects.

Section 4 – Accessibility by sustainable modes

This section and summary concludes that a range of destinations are accessible from the site by walking, cycling and public transport. However this is based purely on measured distances from the site and no assessment has been undertaken to demonstrate the suitability of the highway and transport network to accommodate the increased level of trips by sustainable modes.

5.1 – Please see previous comments

5.2.1 – Please see previous comments in respect of swept paths and safety audit.

5.2.3 – please provide details of the max achievable visibility splay.

5.2.5 – It should be noted that some on street parking is shown on the illustrative masterplan drawing ref P3921-Spa-XX-ZZ-00-M2 10-006, however in accordance with the South Yorkshire Residential Design Guide, where streets are less than 6m in width, it is necessary to discourage footway parking by providing defined bays beyond the carriageway or by some other means.

5.2.6 – see previous comments regarding swept path requirements.

5.3 The proposal seeks to introduce a traffic signal arrangement as the junction of Church Street / Shaw Lane / Fish Dam Lane in order to mitigate junction capacity issues arising from development traffic. However it should be noted that this is not considered to be acceptable due to the following:

The existing buildings and boundary walls of surrounding properties restrict intervisibility at the junction. The design does not therefore conform to design standards .

Shaw Lane narrows to the east of the junction which may prevent larger vehicles from passing each other and therefore may result in issues with queuing etc at the junction.

The plan shows indicative primary signal head locations – this reduces the footway widths to circa 1.2m in some places. This is below the desirable minimum and provides constraint for those with reduced mobility, pushchairs etc as well potentially restricting safe access for maintenance etc.

Local accesses to properties, including the shared access to the two homes at the former pub and 2 Church Street, exit into the junction. These would need to be incorporated into the signal design.

Bus stops located close to the junction on the Shaw Lane and Fish Dam Lane approaches would need to be relocated.

Traffic signals at the junction may result in traffic queues in all directions, specifically long queues to the north extending into the heart of the conservation area around Stud Farm, Churchfield Gardens and St. John's Church, would introduce visual harm.

The necessary infrastructure (signal heads, control boxes, road markings etc.) would also introduce some minor harm to the setting of the conservation area.

To accommodate the alterations, there are a number of intervisibility issues caused by standing buildings or historic walls as well as areas of footpath that are quite narrow at certain pinch points (as noted above). The conservation officer would not support measures to alleviate these issues, such as removal of walls or structures that contribute to the conservation area.

6.2 – Vehicular trip Generation

The dataset includes a selected survey undertaken on a Saturday which is not acceptable. Furthermore, whilst it is acknowledged within the TRICs good practice guide that there is a significantly higher correlation between location type and vehicle trip rates than there is between region and vehicular trip rates, I question the comparability of data from surveys undertaken in Munster, Greater Dublin and Ulster and request that these are also removed unless justification can be provided on comparability and filtering criteria used in data selection. Furthermore, in order to capture additional survey data it is suggested that the dwelling parameter range is extended below 200 units during the filtering process.

Section 7 – Highway Impact Assessment

Given earlier comments no detailed comments are provided on this section.

Background Growth – There is a need to include actual committed development flows; Attention should be given to current TAG guidance where "It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval". However given comments above regarding prematurity of the application no further detail in respect of committed development is given at this stage. This will be subject to change over time.

7.5.7 – see earlier comments in respect of the proposed mitigation scheme.

Table 7-8 / 7.5.9 – Whilst this response is focussed on the fundamentals of assessment, it should be noted that junctions are deemed to have reached capacity when the practical reserve capacity (PRC) reaches zero. The PRC of a traffic signal junction is breached when the worst degree of saturation of any link exceeds 90% and therefore those results which surpass this threshold indicate that the junctions are operating over capacity.

Section 8 – See earlier comments in respect of the proposed mitigation scheme

Kind regards

Wayne

Wayne Lake MSc MCIHT



Car LGV OGV1 OGV2 PSV MCI PCL
 1.0 1.0 1.9 2.9 2.5 0.4 0.2
 SITE: 1

DATE: 24/11/2022

LOCATION: B6132 Church Street / Shaw Lane Junction

DAY: Thursday

TIME	A to C							TOT	PCUs	A to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	3	2	1	2	0	0	0	8	11.1	18	7	0	2	0	0	0	27	29.6
07:15	8	1	4	1	0	0	0	14	17.3	47	8	1	0	0	1	0	57	56.9
07:30	8	0	0	0	0	0	0	8	8	39	8	1	0	0	0	0	48	48.5
07:45	9	2	3	0	0	0	0	14	15.5	38	8	2	0	0	0	0	48	49
H/TOT	28	5	8	3	0	0	0	44	51.9	142	31	4	2	0	1	0	180	184
08:00	10	2	0	0	0	0	0	12	12	43	9	1	0	0	0	0	53	53.5
08:15	10	3	1	1	0	0	0	15	16.8	34	7	1	1	0	0	0	43	44.8
08:30	7	1	0	2	0	0	0	10	12.6	44	12	3	0	0	0	0	59	60.5
08:45	8	2	0	1	0	0	0	11	12.3	53	10	4	0	0	0	0	67	69
H/TOT	35	8	1	4	0	0	0	48	53.7	174	38	9	1	0	0	0	222	227.8
P/TOT	63	13	9	7	0	0	0	92	105.6	316	69	13	3	0	1	0	402	411.8
PCU	36	8	7.6	8.7	0	0	0	60		159	36	13.3	2.9	0	0	0	211	

TIME	A to C							TOT	PCUs	A to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	4	1	1	1	0	0	0	7	8.8	49	14	0	0	0	1	0	64	63.4
16:15	5	3	0	0	0	0	0	8	8	42	8	0	0	0	0	1	51	50.2
16:30	7	1	0	0	0	0	0	8	8	51	10	0	0	0	1	0	62	61.4
16:45	6	0	0	0	0	0	0	6	6	47	13	0	1	0	1	0	62	62.7
H/TOT	22	5	1	1	0	0	0	29	30.8	189	45	0	1	0	3	1	239	237.7
17:00	9	0	0	2	0	0	1	12	13.8	57	11	0	0	0	0	0	68	68
17:15	5	1	0	0	0	0	0	6	6	54	11	0	0	0	0	0	65	65
17:30	6	0	0	0	0	0	0	6	6	50	14	0	0	0	0	0	64	64
17:45	7	0	0	0	0	0	0	7	7	38	5	0	0	0	0	0	43	43
H/TOT	27	1	0	2	0	0	1	31	32.8	199	41	0	0	0	0	0	240	240
P/TOT	49	6	1	3	0	0	1	60	63.6	388	86	0	1	0	3	1	479	477.7
PCU	26	1	0	5.8	0	0	0.2	33		208	49	0	2.9	0	0.4	0	260	



SITE: 1

DATE: 24/11/2022

LOCATION: B6132 Church Street / Shaw Lane Junction

DAY: Thursday

TIME	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0
PCU	0	0	0	0	0	0	0	0	0

TIME	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0
PCU	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 24/11/2022

LOCATION: B6132 Church Street / Shaw Lane Junction

DAY: Thursday

TIME	B to A							TOT	PCUs	B to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	31	3	0	0	0	0	0	34	34	29	4	1	0	1	0	0	35	36.5
07:15	36	5	1	0	0	0	1	43	42.7	38	10	0	0	1	0	0	49	50
07:30	60	13	3	0	0	2	1	79	78.5	51	12	1	0	2	0	0	66	68.5
07:45	60	13	1	1	0	0	0	75	76.8	103	14	1	0	2	0	0	120	122.5
H/TOT	187	34	5	1	0	2	2	231	232	221	40	3	0	6	0	0	270	277.5
08:00	47	11	1	0	0	2	0	61	60.3	92	10	1	1	2	0	0	106	109.8
08:15	29	8	2	2	0	0	0	41	44.6	106	11	4	2	2	0	0	125	131.6
08:30	38	9	2	0	0	0	0	49	50	69	11	4	0	0	0	0	84	86
08:45	43	7	1	0	0	0	0	51	51.5	67	11	2	2	1	0	0	83	87.6
H/TOT	157	35	6	2	0	2	0	202	206.4	334	43	11	5	5	0	0	398	415
P/TOT	344	69	11	3	0	4	2	433	438.4	555	83	14	5	11	0	0	668	692.5
PCU	174	41	11.4	8.7	0	0.8	0	236		370	46	19	8.7	15	0	0	459	

TIME	B to A							TOT	PCUs	B to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	41	5	3	1	0	2	0	52	53.6	53	14	1	0	0	0	0	68	68.5
16:15	55	11	1	0	0	0	0	67	67.5	47	12	2	0	2	0	0	63	66
16:30	45	10	0	0	0	0	0	55	55	50	6	0	0	1	0	0	57	58
16:45	55	10	0	0	0	0	0	65	65	57	9	0	0	1	0	0	67	68
H/TOT	196	36	4	1	0	2	0	239	241.1	207	41	3	0	4	0	0	255	260.5
17:00	54	5	3	0	0	0	0	62	63.5	70	12	0	0	1	0	0	83	84
17:15	46	11	0	0	0	0	0	57	57	74	4	3	0	1	1	0	83	84.9
17:30	38	5	1	0	0	0	0	44	44.5	87	6	1	0	1	0	0	95	96.5
17:45	45	7	1	0	0	0	0	53	53.5	53	7	0	0	2	1	1	64	64.6
H/TOT	183	28	5	0	0	0	0	216	218.5	284	29	4	0	5	2	1	325	330
P/TOT	379	64	9	1	0	2	0	455	459.6	491	70	7	0	9	2	1	580	590.5
PCU	193	31	7.6	0	0	0	0	232		288	31	7.6	0	10	0.4	0	337	



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LOCATION: B6132 Church Street / Shaw Lane Junction

DAY: Thursday

TIME	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0
PCU	0	0	0	0	0	0	0	0	0

TIME	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0
PCU	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 24/11/2022

LOCATION: B6132 Church Street / Shaw Lane Junction

DAY: Thursday

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	32	2	2	0	0	0	0	36	37	3	0	0	1	0	0	0	4	5.3
07:15	39	10	0	1	2	0	0	52	55.3	2	1	0	0	0	0	0	3	3
07:30	48	9	1	0	0	0	0	58	58.5	5	2	2	0	0	0	0	9	10
07:45	65	12	2	0	1	0	0	80	82	7	1	0	1	0	0	0	9	10.3
H/TOT	184	33	5	1	3	0	0	226	232.8	17	4	2	2	0	0	0	25	28.6
08:00	109	16	3	0	1	1	0	130	131.9	2	2	0	1	0	0	0	5	6.3
08:15	71	15	1	2	1	0	0	90	94.1	6	1	0	1	0	0	0	8	9.3
08:30	76	5	2	0	2	0	0	85	88	4	2	3	2	0	0	0	11	15.1
08:45	76	6	2	1	2	0	0	87	91.3	6	1	1	2	0	0	0	10	13.1
H/TOT	332	42	8	3	6	1	0	392	405.3	18	6	4	6	0	0	0	34	43.8
P/TOT	516	75	13	4	9	1	0	618	638.1	35	10	6	8	0	0	0	59	72.4
PCU	321	48	15.2	5.8	12.5	0.4	0	403		19	6	5.7	14.5	0	0	0	45	

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	74	11	2	0	1	0	0	88	90	7	0	0	1	0	1	0	9	9.7
16:15	82	11	1	0	1	0	0	95	96.5	7	3	1	1	0	0	0	12	13.8
16:30	67	15	2	0	1	0	0	85	87	8	3	0	1	0	0	0	12	13.3
16:45	72	6	1	0	3	1	0	83	85.9	8	0	0	0	0	0	0	8	8
H/TOT	295	43	6	0	6	1	0	351	359.4	30	6	1	3	0	1	0	41	44.8
17:00	71	12	2	0	1	0	0	86	88	16	1	0	0	0	0	0	17	17
17:15	77	3	1	1	0	0	0	82	83.8	11	0	0	1	0	0	0	12	13.3
17:30	70	11	2	0	2	0	0	85	88	10	3	2	0	0	0	0	15	16
17:45	62	6	1	0	0	0	0	69	69.5	4	0	0	0	0	0	0	4	4
H/TOT	280	32	6	1	3	0	0	322	329.3	41	4	2	1	0	0	0	48	50.3
P/TOT	575	75	12	1	9	1	0	673	688.7	71	10	3	4	0	1	0	89	95.1
PCU	290	32	11.4	2.9	15	0.4	0	352		45	4	3.8	2.9	0	0	0	56	



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LOCATION: B6132 Church Street / Shaw Lane Junction

DAY: Thursday

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

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



SITE: 1

DATE: 24/11/2022

LOCATION: B6132 Church Street / Shaw Lane Junction

DAY: Thursday

TIME	To ARM A							TOT	PCUs	From ARM A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	34	3	0	1	0	0	0	38	39.3	21	9	1	4	0	0	0	35	40.7
07:15	38	6	1	0	0	0	1	46	45.7	55	9	5	1	0	1	0	71	74.2
07:30	65	15	5	0	0	2	1	88	88.5	47	8	1	0	0	0	0	56	56.5
07:45	67	14	1	2	0	0	0	84	87.1	47	10	5	0	0	0	0	62	64.5
H/TOT	204	38	7	3	0	2	2	256	260.6	170	36	12	5	0	1	0	224	235.9
08:00	49	13	1	1	0	2	0	66	66.6	53	11	1	0	0	0	0	65	65.5
08:15	35	9	2	3	0	0	0	49	53.9	44	10	2	2	0	0	0	58	61.6
08:30	42	11	5	2	0	0	0	60	65.1	51	13	3	2	0	0	0	69	73.1
08:45	49	8	2	2	0	0	0	61	64.6	61	12	4	1	0	0	0	78	81.3
H/TOT	175	41	10	8	0	2	0	236	250.2	209	46	10	5	0	0	0	270	281.5
P/TOT	379	79	17	11	0	4	2	492	510.8	379	82	22	10	0	1	0	494	517.4

TIME	To ARM A							TOT	PCUs	From ARM A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	48	5	3	2	0	3	0	61	63.3	53	15	1	1	0	1	0	71	72.2
16:15	62	14	2	1	0	0	0	79	81.3	47	11	0	0	0	0	1	59	58.2
16:30	53	13	0	1	0	0	0	67	68.3	58	11	0	0	0	1	0	70	69.4
16:45	63	10	0	0	0	0	0	73	73	53	13	0	1	0	1	0	68	68.7
H/TOT	226	42	5	4	0	3	0	280	285.9	211	50	1	2	0	3	1	268	268.5
17:00	70	6	3	0	0	0	0	79	80.5	66	11	0	2	0	0	1	80	81.8
17:15	57	11	0	1	0	0	0	69	70.3	59	12	0	0	0	0	0	71	71
17:30	48	8	3	0	0	0	0	59	60.5	56	14	0	0	0	0	0	70	70
17:45	49	7	1	0	0	0	0	57	57.5	45	5	0	0	0	0	0	50	50
H/TOT	224	32	7	1	0	0	0	264	268.8	226	42	0	2	0	0	1	271	272.8
P/TOT	450	74	12	5	0	3	0	544	554.7	437	92	1	4	0	3	2	539	541.3



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DAY: Thursday

TIME	To ARM B							TOT	PCUs	From ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	50	9	2	2	0	0	0	63	66.6	60	7	1	0	1	0	0	69	70.5
07:15	86	18	1	1	2	1	0	109	112.2	74	15	1	0	1	0	1	92	92.7
07:30	87	17	2	0	0	0	0	106	107	111	25	4	0	2	2	1	145	147
07:45	103	20	4	0	1	0	0	128	131	163	27	2	1	2	0	0	195	199.3
H/TOT	326	64	9	3	3	1	0	406	416.8	408	74	8	1	6	2	2	501	509.5
08:00	152	25	4	0	1	1	0	183	185.4	139	21	2	1	2	2	0	167	170.1
08:15	105	22	2	3	1	0	0	133	138.9	135	19	6	4	2	0	0	166	176.2
08:30	120	17	5	0	2	0	0	144	148.5	107	20	6	0	0	0	0	133	136
08:45	129	16	6	1	2	0	0	154	160.3	110	18	3	2	1	0	0	134	139.1
H/TOT	506	80	17	4	6	1	0	614	633.1	491	78	17	7	5	2	0	600	621.4
P/TOT	832	144	26	7	9	2	0	1020	1049.9	899	152	25	8	11	4	2	1101	1130.9

TIME	To ARM B							TOT	PCUs	From ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	123	25	2	0	1	1	0	152	153.4	94	19	4	1	0	2	0	120	122.1
16:15	124	19	1	0	1	0	1	146	146.7	102	23	3	0	2	0	0	130	133.5
16:30	118	25	2	0	1	1	0	147	148.4	95	16	0	0	1	0	0	112	113
16:45	119	19	1	1	3	2	0	145	148.6	112	19	0	0	1	0	0	132	133
H/TOT	484	88	6	1	6	4	1	590	597.1	403	77	7	1	4	2	0	494	501.6
17:00	128	23	2	0	1	0	0	154	156	124	17	3	0	1	0	0	145	147.5
17:15	131	14	1	1	0	0	0	147	148.8	120	15	3	0	1	1	0	140	141.9
17:30	120	25	2	0	2	0	0	149	152	125	11	2	0	1	0	0	139	141
17:45	100	11	1	0	0	0	0	112	112.5	98	14	1	0	2	1	1	117	118.1
H/TOT	479	73	6	1	3	0	0	562	569.3	467	57	9	0	5	2	1	541	548.5
P/TOT	963	161	12	2	9	4	1	1152	1166.4	870	134	16	1	9	4	1	1035	1050.1



SITE: 1

DATE: 24/11/2022

LOCATION: B6132 Church Street / Shaw Lane Junction

DAY: Thursday

TIME	To ARM C							TOT	PCUs	From ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	32	6	2	2	1	0	0	43	47.6	35	2	2	1	0	0	0	40	42.3
07:15	46	11	4	1	1	0	0	63	67.3	41	11	0	1	2	0	0	55	58.3
07:30	59	12	1	0	2	0	0	74	76.5	53	11	3	0	0	0	0	67	68.5
07:45	112	16	4	0	2	0	0	134	138	72	13	2	1	1	0	0	89	92.3
H/TOT	249	45	11	3	6	0	0	314	329.4	201	37	7	3	3	0	0	251	261.4
08:00	102	12	1	1	2	0	0	118	121.8	111	18	3	1	1	1	0	135	138.2
08:15	116	14	5	3	2	0	0	140	148.4	77	16	1	3	1	0	0	98	103.4
08:30	76	12	4	2	0	0	0	94	98.6	80	7	5	2	2	0	0	96	103.1
08:45	75	13	2	3	1	0	0	94	99.9	82	7	3	3	2	0	0	97	104.4
H/TOT	369	51	12	9	5	0	0	446	468.7	350	48	12	9	6	1	0	426	449.1
P/TOT	618	96	23	12	11	0	0	760	798.1	551	85	19	12	9	1	0	677	710.5

TIME	To ARM C							TOT	PCUs	From ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	57	15	2	1	0	0	0	75	77.3	81	11	2	1	1	1	0	97	99.7
16:15	52	15	2	0	2	0	0	71	74	89	14	2	1	1	0	0	107	110.3
16:30	57	7	0	0	1	0	0	65	66	75	18	2	1	1	0	0	97	100.3
16:45	63	9	0	0	1	0	0	73	74	80	6	1	0	3	1	0	91	93.9
H/TOT	229	46	4	1	4	0	0	284	291.3	325	49	7	3	6	2	0	392	404.2
17:00	79	12	0	2	1	0	1	95	97.8	87	13	2	0	1	0	0	103	105
17:15	79	5	3	0	1	1	0	89	90.9	88	3	1	2	0	0	0	94	97.1
17:30	93	6	1	0	1	0	0	101	102.5	80	14	4	0	2	0	0	100	104
17:45	60	7	0	0	2	1	1	71	71.6	66	6	1	0	0	0	0	73	73.5
H/TOT	311	30	4	2	5	2	2	356	362.8	321	36	8	2	3	0	0	370	379.6
P/TOT	540	76	8	3	9	2	2	640	654.1	646	85	15	5	9	2	0	762	783.8



SITE: 1

DATE: 24/11/2022

LOCATION: B6132 Church Street / Shaw Lane Junction

DAY: Thursday

TIME	JUNCTION TOTAL								TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			
07:00	116	18	4	5	1	0	0	144	153.5	
07:15	170	35	6	2	3	1	1	218	225.2	
07:30	211	44	8	0	2	2	1	268	272	
07:45	282	50	9	2	3	0	0	346	356.1	
H/TOT	779	147	27	9	9	3	2	976	1006.8	
08:00	303	50	6	2	3	3	0	367	373.8	
08:15	256	45	9	9	3	0	0	322	341.2	
08:30	238	40	14	4	2	0	0	298	312.2	
08:45	253	37	10	6	3	0	0	309	324.8	
H/TOT	1050	172	39	21	11	3	0	1296	1352	
P/TOT	1829	319	66	30	20	6	2	2272	2358.8	

PEAK HOUR CALCULATION	TOT	PCUs
07:00 to 08:00	976	1007
07:15 to 08:15	1199	1227
07:30 to 08:30	1303	1343
07:45 to 08:45	1333	1383
08:00 to 09:00	1296	1352
AM Peak	1333	1383

6749
 7812
 8475
8609

8412

TIME	JUNCTION TOTAL								TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			
16:00	228	45	7	3	1	4	0	288	294	
16:15	238	48	5	1	3	0	1	296	302	
16:30	228	45	2	1	2	1	0	279	282.7	
16:45	245	38	1	1	4	2	0	291	295.6	
H/TOT	939	176	15	6	10	7	1	1154	1174.3	
17:00	277	41	5	2	2	0	1	328	334.3	
17:15	267	30	4	2	1	1	0	305	310	
17:30	261	39	6	0	3	0	0	309	315	
17:45	209	25	2	0	2	1	1	240	241.6	
H/TOT	1014	135	17	4	8	2	2	1182	1200.9	
P/TOT	1953	311	32	10	18	9	3	2336	2375.2	

PEAK HOUR CALCULATION	TOT	PCUs
16:00 to 17:00	1154	1174
16:15 to 17:15	1194	1215
16:30 to 17:30	1203	1223
16:45 to 17:45	1233	1255
17:00 to 18:00	1182	1201
PM Peak	1233	1255

8190
 8262
 8350
8402

8185



Car LGV OGV1 OGV2 PSV MCI PCL
 1.0 1.0 1.9 2.9 2.5 0.4 0.2
 SITE: 2

DATE: 24/11/2022

LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	18	3	1	1	0	0	0	23	8	1	1	0	1	0	0	11
07:15	24	3	1	2	1	0	0	31	17	3	0	0	1	0	0	21
07:30	24	8	3	0	0	0	0	35	15	4	0	0	1	0	0	20
07:45	35	7	1	0	2	0	0	45	46	5	1	0	1	0	0	53
H/TOT	101	21	6	3	3	0	0	134	86	13	2	0	4	0	0	105
08:00	41	5	1	1	1	0	0	49	46	6	1	1	1	0	0	55
08:15	31	3	1	1	0	0	0	36	46	8	0	0	1	0	0	55
08:30	22	4	2	1	0	0	0	29	30	3	3	0	1	0	0	37
08:45	40	7	1	3	0	0	0	51	45	8	1	0	1	0	0	55
H/TOT	134	19	5	6	1	0	0	165	167	25	5	1	4	0	0	202
P/TOT	235	40	11	9	4	0	0	299	253	38	7	1	8	0	0	307
PCU	129	19	9.5	8.7	7.5	0	0	174	168	22	9.5	2.9	10	0	0	212

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	30	7	1	1	0	0	0	39	40	10	1	0	0	0	0	51
16:15	21	6	1	0	0	0	0	28	30	8	1	0	2	0	0	41
16:30	23	4	0	2	0	0	0	29	30	8	0	0	1	0	0	39
16:45	31	7	0	0	0	0	0	38	28	3	0	0	1	0	0	32
H/TOT	105	24	2	3	0	0	0	134	128	29	2	0	4	0	0	163
17:00	37	3	1	0	0	0	0	41	49	8	0	0	1	0	1	59
17:15	33	2	3	2	0	0	0	40	40	4	0	0	1	1	0	46
17:30	40	1	0	1	0	0	0	42	42	3	1	0	1	0	0	47
17:45	29	3	0	1	0	0	0	33	34	1	0	0	2	1	0	38
H/TOT	139	9	4	4	0	0	0	156	165	16	1	0	5	2	1	190
P/TOT	244	33	6	7	0	0	0	290	293	45	3	0	9	2	1	353
PCU	141	13	7.6	8.7	0	0	0	170	159	18	1.9	0	10	0.4	0.2	190



SITE: 2

DATE: 24/11/2022

LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	A to B							TOT	A to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
07:15	2	3	1	0	0	0	0	6	1	0	0	0	0	0	0	0	1
07:30	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
07:45	11	2	1	0	0	0	0	14	0	0	0	0	0	0	0	0	0
H/TOT	20	7	2	0	0	0	0	29	1	0	0	0	0	0	0	0	1
08:00	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
08:15	12	3	2	1	0	0	0	18	0	0	0	0	0	0	0	0	0
08:30	8	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0
08:45	19	0	0	0	0	0	0	19	2	0	0	0	0	0	0	0	2
H/TOT	41	6	3	1	0	0	0	51	2	0	0	0	0	0	0	0	2
P/TOT	61	13	5	1	0	0	0	80	3	0	0	0	0	0	0	0	3
PCU	33	8	7.6	2.9	0	0	0	52	0	0	0	0	0	0	0	0	0

TIME	A to B							TOT	A to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
16:15	4	1	0	0	0	0	0	5	0	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	0
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
H/TOT	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0
17:00	7	0	0	1	0	0	0	8	2	0	0	0	0	0	0	0	2
17:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
H/TOT	16	0	0	1	0	0	0	17	3	0	0	0	0	0	0	0	3
P/TOT	31	1	0	1	0	0	0	33	3	0	0	0	0	0	0	0	3
PCU	16	0	0	2.9	0	0	0	19	3	0	0	0	0	0	0	0	3



SITE: 2

DATE: 24/11/2022

LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	2	0	0	0	0	0	0	2	21	11	8	4	0	0	0	44
07:15	2	1	0	0	0	0	0	3	28	10	7	4	2	0	0	51
07:30	5	1	2	0	0	0	0	8	34	10	8	7	3	0	0	62
07:45	6	0	0	1	0	0	0	7	32	14	5	7	2	0	0	60
H/TOT	15	2	2	1	0	0	0	20	115	45	28	22	7	0	0	217
08:00	7	2	0	0	0	0	0	9	27	7	8	5	2	0	0	49
08:15	10	1	0	0	0	0	0	11	47	15	11	5	0	0	0	78
08:30	9	3	2	0	0	0	0	14	40	8	4	7	0	0	0	59
08:45	7	1	0	0	0	0	0	8	45	16	3	7	1	0	0	72
H/TOT	33	7	2	0	0	0	0	42	159	46	26	24	3	0	0	258
P/TOT	48	9	4	1	0	0	0	62	274	91	54	46	10	0	0	475
PCU	32	6	3.8	2.9	0	0	0	45	146	44	53.2	69.6	10	0	0	323

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	13	2	1	1	0	1	0	18	75	15	4	3	0	0	0	97
16:15	18	0	0	0	0	0	0	18	54	18	2	1	0	0	0	75
16:30	17	5	1	1	0	0	0	24	75	16	0	4	0	1	0	96
16:45	10	0	0	0	0	0	0	10	61	8	1	2	0	0	0	72
H/TOT	58	7	2	2	0	1	0	70	265	57	7	10	0	1	0	340
17:00	24	1	0	1	0	0	0	26	72	12	1	1	0	1	0	87
17:15	8	1	0	0	0	0	0	9	59	4	1	7	0	0	0	71
17:30	11	3	0	0	0	0	0	14	66	3	1	0	0	0	0	70
17:45	1	0	0	0	0	0	0	1	60	7	1	1	0	0	0	69
H/TOT	44	5	0	1	0	0	0	50	257	26	4	9	0	1	0	297
P/TOT	102	12	2	3	0	1	0	120	522	83	11	19	0	2	0	637
PCU	53	5	0	2.9	0	0	0	61	258	27	7.6	29	0	0.4	0	322



SITE: 2

DATE: 24/11/2022

LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	B to C							TOT	B to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	3	2	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0
07:15	5	1	0	0	0	1	0	7	0	0	0	0	0	0	0	0	0
07:30	8	3	2	1	1	0	0	15	0	0	0	0	0	0	0	0	0
07:45	6	2	0	1	1	0	0	10	0	1	0	0	0	0	0	0	1
H/TOT	22	8	4	2	2	1	0	39	0	1	0	0	0	0	0	0	1
08:00	14	3	1	0	1	0	0	19	0	0	0	0	0	0	0	0	0
08:15	10	3	1	0	1	0	0	15	0	0	0	2	0	0	0	0	2
08:30	13	6	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0
08:45	10	10	3	0	0	0	0	23	0	0	0	0	0	0	0	0	0
H/TOT	47	22	5	0	2	0	0	76	0	0	0	2	0	0	0	0	2
P/TOT	69	30	9	2	4	1	0	115	0	1	0	2	0	0	0	0	3
PCU	43	14	3.8	2.9	7.5	0	0	71	0	1	0	5.8	0	0	0	0	7

TIME	B to C							TOT	B to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0
16:15	18	3	1	1	0	0	0	23	0	0	0	0	0	0	0	0	0
16:30	20	4	0	0	0	1	0	25	0	0	0	0	0	0	0	0	0
16:45	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0
H/TOT	77	10	1	1	0	1	0	90	0	0	0	0	0	0	0	0	0
17:00	18	3	0	1	0	0	0	22	0	0	0	0	0	0	0	0	0
17:15	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0
17:30	10	2	0	1	0	1	0	14	0	0	0	0	0	0	0	0	0
17:45	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
H/TOT	54	7	0	2	0	1	0	64	0	0	0	0	0	0	0	0	0
P/TOT	131	17	1	3	0	2	0	154	0	0	0	0	0	0	0	0	0
PCU	56	8	0	5.8	0	0.4	0	70	0	0	0	0	0	0	0	0	0



SITE: 2

DATE: 24/11/2022

LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	C to B								TOT	C to A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	TOT	
07:00	12	3	1	0	0	0	0	16	11	3	0	0	0	0	0	14		
07:15	9	3	0	0	0	0	0	12	21	4	0	0	2	0	0	27		
07:30	20	6	1	1	0	0	0	28	25	3	1	0	0	0	0	29		
07:45	18	11	1	0	0	0	0	30	36	9	0	0	1	0	0	46		
H/TOT	59	23	3	1	0	0	0	86	93	19	1	0	3	0	0	116		
08:00	16	6	2	0	0	0	0	24	87	5	2	0	1	1	0	96		
08:15	36	1	4	0	0	0	0	41	43	6	0	0	1	0	0	50		
08:30	21	3	0	0	0	1	0	25	38	3	1	0	2	0	0	44		
08:45	19	5	0	0	1	0	0	25	24	1	1	0	1	0	0	27		
H/TOT	92	15	6	0	1	1	0	115	192	15	4	0	5	1	0	217		
P/TOT	151	38	9	1	1	1	0	201	285	34	5	0	8	1	0	333		
PCU	91	21	13.3	0	0	0.4	0	126	204	23	5.7	0	12.5	0.4	0	246		

TIME	C to B								TOT	C to A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	TOT	
16:00	7	4	1	3	1	0	0	16	24	6	0	1	1	0	0	32		
16:15	11	2	1	0	0	0	0	14	36	2	1	0	1	0	0	40		
16:30	18	4	2	1	0	0	0	25	32	4	0	0	1	1	0	38		
16:45	15	3	0	0	0	0	0	18	28	2	0	0	2	0	0	32		
H/TOT	51	13	4	4	1	0	0	73	120	14	1	1	5	1	0	142		
17:00	12	2	1	0	0	1	0	16	26	3	0	0	0	0	0	29		
17:15	9	3	0	0	1	0	0	13	40	0	1	0	1	0	0	42		
17:30	10	1	1	1	1	0	0	14	34	4	2	0	1	0	0	41		
17:45	16	0	0	0	0	0	0	16	39	2	0	0	0	0	0	41		
H/TOT	47	6	2	1	2	1	0	59	139	9	3	0	2	0	0	153		
P/TOT	98	19	6	5	3	1	0	132	259	23	4	1	7	1	0	295		
PCU	46	9	3.8	2.9	5	0.4	0	67	128	9	5.7	0	10	0	0	153		



SITE: 2

DATE: 24/11/2022

LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	C to D							TOT	C to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
07:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
07:30	5	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0
07:45	6	1	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0
H/TOT	16	1	0	3	0	0	0	20	0	0	0	0	0	0	0	0	0
08:00	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
08:30	2	1	0	0	0	0	0	3	0	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	0
H/TOT	9	1	1	0	0	0	0	11	0	0	0	0	0	0	0	0	0
P/TOT	25	2	1	3	0	0	0	31	0	0	0	0	0	0	0	0	0
PCU	14	2	1.9	2.9	0	0	0	21	0	0	0	0	0	0	0	0	0

TIME	C to D							TOT	C to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
16:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
16:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
16:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
H/TOT	16	3	0	0	0	0	0	19	0	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	0
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
H/TOT	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
P/TOT	27	4	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0
PCU	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0



SITE: 2

DATE: 24/11/2022

LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	1	0	0	0	0	0	0	1	31	17	3	7	1	0	0	59
07:15	1	2	0	1	0	0	0	4	38	16	5	6	0	1	1	67
07:30	1	0	0	0	0	0	0	1	50	15	3	5	0	1	0	74
07:45	0	2	1	0	0	0	0	3	72	19	5	7	0	1	0	104
H/TOT	3	4	1	1	0	0	0	9	191	67	16	25	1	3	1	304
08:00	1	2	0	0	0	0	0	3	59	12	2	3	0	0	0	76
08:15	2	1	0	0	0	0	0	3	68	15	2	7	0	0	0	92
08:30	1	0	1	0	0	0	0	2	67	19	4	5	0	0	0	95
08:45	2	0	0	0	0	0	0	2	46	12	6	14	0	0	0	78
H/TOT	6	3	1	0	0	0	0	10	240	58	14	29	0	0	0	341
P/TOT	9	7	2	1	0	0	0	19	431	125	30	54	1	3	1	645
PCU	4	5	3.8	0	0	0	0	13	266	65	24.7	63.8	0	0.4	0	420

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	6	0	0	0	0	0	0	6	49	9	6	5	2	0	0	71
16:15	2	0	0	0	0	0	0	2	35	5	2	5	0	0	0	47
16:30	1	0	1	0	0	0	0	2	41	3	1	2	1	0	0	48
16:45	5	0	0	0	0	0	0	5	51	6	5	3	1	0	0	66
H/TOT	14	0	1	0	0	0	0	15	176	23	14	15	4	0	0	232
17:00	7	1	0	0	0	0	0	8	53	7	2	2	0	0	1	65
17:15	4	1	0	0	0	0	0	5	46	1	3	1	0	0	0	51
17:30	5	0	0	0	0	0	0	5	41	12	1	3	1	0	0	58
17:45	5	0	0	0	0	0	0	5	44	5	2	1	2	0	0	54
H/TOT	21	2	0	0	0	0	0	23	184	25	8	7	3	0	1	228
P/TOT	35	2	1	0	0	0	0	38	360	48	22	22	7	0	1	460
PCU	21	2	0	0	0	0	0	23	191	26	20.9	26.1	5	0	0.2	269



SITE: 2

DATE: 24/11/2022

LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	D to A							TOT	D to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	23	2	1	2	0	0	0	28	0	0	0	0	0	0	0	0	0
07:15	27	4	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0
07:30	40	6	0	1	0	0	0	47	0	0	0	0	0	0	0	0	0
07:45	41	4	2	1	0	0	0	48	0	0	0	0	0	0	0	0	0
H/TOT	131	16	3	4	0	0	0	154	0	0	0	0	0	0	0	0	0
08:00	48	9	1	1	0	0	0	59	0	0	0	0	0	0	0	0	0
08:15	30	8	2	4	0	0	0	44	0	0	0	0	0	0	0	0	0
08:30	39	2	2	3	1	0	0	47	0	0	0	0	0	0	0	0	0
08:45	17	1	1	2	0	0	0	21	0	0	0	0	0	0	0	0	0
H/TOT	134	20	6	10	1	0	0	171	0	0	0	0	0	0	0	0	0
P/TOT	265	36	9	14	1	0	0	325	0	0	0	0	0	0	0	0	0
PCU	158	23	13.3	26.1	2.5	0	0	223	0	0	0	0	0	0	0	0	0

TIME	D to A							TOT	D to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	31	5	0	1	0	0	0	37	0	0	0	0	0	0	0	0	0
16:15	36	9	2	1	0	0	0	48	0	0	0	0	0	0	0	0	0
16:30	23	7	1	1	0	0	0	32	0	0	0	0	0	0	0	0	0
16:45	34	5	1	0	2	0	0	42	0	0	0	0	0	0	0	0	0
H/TOT	124	26	4	3	2	0	0	159	0	0	0	0	0	0	0	0	0
17:00	37	5	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0
17:15	39	3	2	0	0	0	0	44	0	0	0	0	0	0	0	0	0
17:30	35	5	2	0	0	0	0	42	0	0	0	0	0	0	0	0	0
17:45	34	4	1	0	0	0	0	39	0	0	0	0	0	0	0	0	0
H/TOT	145	17	5	0	0	0	0	167	0	0	0	0	0	0	0	0	0
P/TOT	269	43	9	3	2	0	0	326	0	0	0	0	0	0	0	0	0
PCU	145	18	9.5	0	5	0	0	178	0	0	0	0	0	0	0	0	0



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DATE: 24/11/2022

LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	To ARM A							TOT	From ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	36	5	1	2	0	0	0	44	30	4	2	1	1	0	0	38
07:15	51	9	0	0	2	0	0	62	44	9	2	2	2	0	0	59
07:30	70	10	3	1	0	0	0	84	42	14	3	0	1	0	0	60
07:45	83	13	2	2	1	0	0	101	92	14	3	0	3	0	0	112
H/TOT	240	37	6	5	3	0	0	291	208	41	10	3	7	0	0	269
08:00	142	16	3	1	1	1	0	164	89	14	2	2	2	0	0	109
08:15	83	15	2	4	1	0	0	105	89	14	3	2	1	0	0	109
08:30	86	8	5	3	3	0	0	105	60	7	6	1	1	0	0	75
08:45	50	3	2	2	1	0	0	58	106	15	2	3	1	0	0	127
H/TOT	361	42	12	10	6	1	0	432	344	50	13	8	5	0	0	420
P/TOT	601	79	18	15	9	1	0	723	552	91	23	11	12	0	0	689

TIME	To ARM A							TOT	From ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	68	13	1	3	1	1	0	87	74	17	2	1	0	0	0	94
16:15	90	11	3	1	1	0	0	106	55	15	2	0	2	0	0	74
16:30	72	16	2	2	1	1	0	94	57	12	0	2	1	0	0	72
16:45	72	7	1	0	4	0	0	84	62	10	0	0	1	0	0	73
H/TOT	302	47	7	6	7	2	0	371	248	54	4	3	4	0	0	313
17:00	89	9	0	1	0	0	0	99	95	11	1	1	1	0	1	110
17:15	88	4	3	0	1	0	0	96	77	6	3	2	1	1	0	90
17:30	80	12	4	0	1	0	0	97	85	4	1	1	1	0	0	92
17:45	74	6	1	0	0	0	0	81	66	4	0	1	2	1	0	74
H/TOT	331	31	8	1	2	0	0	373	323	25	5	5	5	2	1	366
P/TOT	633	78	15	7	9	2	0	744	571	79	9	8	9	2	1	679



SITE: 2

DATE: 24/11/2022

LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	To ARM B							TOT	From ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	47	20	4	7	1	0	0	79	26	13	10	4	0	0	0	53
07:15	49	22	6	6	0	1	1	85	35	12	7	4	2	1	0	61
07:30	73	23	4	6	0	1	0	107	47	14	12	8	4	0	0	85
07:45	101	33	7	7	0	1	0	149	44	17	5	9	3	0	0	78
H/TOT	270	98	21	26	1	3	1	420	152	56	34	25	9	1	0	277
08:00	77	21	4	3	0	0	0	105	48	12	9	5	3	0	0	77
08:15	116	19	8	10	0	0	0	153	67	19	12	7	1	0	0	106
08:30	96	22	5	5	0	1	0	129	62	17	6	7	0	0	0	92
08:45	84	17	6	14	1	0	0	122	62	27	6	7	1	0	0	103
H/TOT	373	79	23	32	1	1	0	509	239	75	33	26	5	0	0	378
P/TOT	643	177	44	58	2	4	1	929	391	131	67	51	14	1	0	655

TIME	To ARM B							TOT	From ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	60	13	7	8	3	0	0	91	114	18	5	4	0	1	0	142
16:15	50	8	3	5	0	0	0	66	90	21	3	2	0	0	0	116
16:30	63	7	3	3	1	0	0	77	112	25	1	5	0	2	0	145
16:45	69	9	5	3	1	0	0	87	84	10	1	2	0	0	0	97
H/TOT	242	37	18	19	5	0	0	321	400	74	10	13	0	3	0	500
17:00	72	9	3	3	0	1	1	89	114	16	1	3	0	1	0	135
17:15	58	4	3	1	1	0	0	67	82	6	1	7	0	0	0	96
17:30	54	13	2	4	2	0	0	75	87	8	1	1	0	1	0	98
17:45	63	5	2	1	2	0	0	73	72	8	1	1	0	0	0	82
H/TOT	247	31	10	9	5	1	1	304	355	38	4	12	0	2	0	411
P/TOT	489	68	28	28	10	1	1	625	755	112	14	25	0	5	0	911



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LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	To ARM C							TOT	From ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	12	3	3	0	1	0	0	19	24	6	1	1	0	0	0	32
07:15	23	6	0	1	1	1	0	32	34	7	0	0	2	0	0	43
07:30	24	7	2	1	2	0	0	36	50	9	2	2	0	0	0	63
07:45	52	9	2	1	2	0	0	66	60	21	1	1	1	0	0	84
H/TOT	111	25	7	3	6	1	0	153	168	43	4	4	3	0	0	222
08:00	61	11	2	1	2	0	0	77	107	11	5	0	1	1	0	125
08:15	58	12	1	0	2	0	0	73	81	7	4	0	1	0	0	93
08:30	44	9	4	0	1	0	0	58	61	7	1	0	2	1	0	72
08:45	57	18	4	0	1	0	0	80	44	6	1	0	2	0	0	53
H/TOT	220	50	11	1	6	0	0	288	293	31	11	0	6	2	0	343
P/TOT	331	75	18	4	12	1	0	441	461	74	15	4	9	2	0	565

TIME	To ARM C							TOT	From ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	72	11	1	0	0	0	0	84	34	11	1	4	2	0	0	52
16:15	50	11	2	1	2	0	0	66	49	5	2	0	1	0	0	57
16:30	51	12	1	0	1	1	0	66	53	9	2	1	1	1	0	67
16:45	46	5	0	0	1	0	0	52	51	5	0	0	2	0	0	58
H/TOT	219	39	4	1	4	1	0	268	187	30	5	5	6	1	0	234
17:00	74	12	0	1	1	0	1	89	39	5	1	0	0	1	0	46
17:15	59	6	0	0	1	1	0	67	51	3	1	0	2	0	0	57
17:30	57	5	1	1	1	1	0	66	46	5	3	1	2	0	0	57
17:45	50	2	0	0	2	1	0	55	61	3	0	0	0	0	0	64
H/TOT	240	25	1	2	5	3	1	277	197	16	5	1	4	1	0	224
P/TOT	459	64	5	3	9	4	1	545	384	46	10	6	10	2	0	458



SITE: 2

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LOCATION: Fish Dam Lane / West Green Way / Industry Road

DAY: Thursday

TIME	To ARM D							TOT	From ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	40	14	9	6	0	0	0	69	55	19	4	9	1	0	0	88
07:15	56	13	8	6	3	0	0	86	66	22	5	7	0	1	1	102
07:30	63	18	11	8	3	0	0	103	91	21	3	6	0	1	0	122
07:45	73	22	6	8	4	0	0	113	113	25	8	8	0	1	0	155
H/TOT	232	67	34	28	10	0	0	371	325	87	20	30	1	3	1	467
08:00	72	12	10	6	3	0	0	103	108	23	3	4	0	0	0	138
08:15	80	18	12	6	0	0	0	116	100	24	4	11	0	0	0	139
08:30	64	13	6	8	0	0	0	91	107	21	7	8	1	0	0	144
08:45	86	23	4	10	1	0	0	124	65	13	7	16	0	0	0	101
H/TOT	302	66	32	30	4	0	0	434	380	81	21	39	1	0	0	522
P/TOT	534	133	66	58	14	0	0	805	705	168	41	69	2	3	1	989

TIME	To ARM D							TOT	From ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	108	23	5	4	0	0	0	140	86	14	6	6	2	0	0	114
16:15	77	25	3	1	0	0	0	106	73	14	4	6	0	0	0	97
16:30	101	21	0	6	0	1	0	129	65	10	3	3	1	0	0	82
16:45	100	15	1	2	0	0	0	118	90	11	6	3	3	0	0	113
H/TOT	386	84	9	13	0	1	0	493	314	49	19	18	6	0	0	406
17:00	110	15	2	1	0	1	0	129	97	13	2	2	0	0	1	115
17:15	94	6	4	9	0	0	0	113	89	5	5	1	0	0	0	100
17:30	108	4	1	1	0	0	0	114	81	17	3	3	1	0	0	105
17:45	95	11	1	2	0	0	0	109	83	9	3	1	2	0	0	98
H/TOT	407	36	8	13	0	1	0	465	350	44	13	7	3	0	1	418
P/TOT	793	120	17	26	0	2	0	958	664	93	32	25	9	0	1	824



SITE: 2

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DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	135	42	17	15	2	0	0	211
07:15	179	50	14	13	6	2	1	265
07:30	230	58	20	16	5	1	0	330
07:45	309	77	17	18	7	1	0	429
H/TOT	853	227	68	62	20	4	1	1235
08:00	352	60	19	11	6	1	0	449
08:15	337	64	23	20	3	0	0	447
08:30	290	52	20	16	4	1	0	383
08:45	277	61	16	26	4	0	0	384
H/TOT	1256	237	78	73	17	2	0	1663
P/TOT	2109	464	146	135	37	6	1	2898

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	1235
07:15 to 08:15	1473
07:30 to 08:30	1655
07:45 to 08:45	1708
08:00 to 09:00	1663
AM Peak	1708

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	308	60	14	15	4	1	0	402
16:15	267	55	11	8	3	0	0	344
16:30	287	56	6	11	3	3	0	366
16:45	287	36	7	5	6	0	0	341
H/TOT	1149	207	38	39	16	4	0	1453
17:00	345	45	5	6	1	2	2	406
17:15	299	20	10	10	3	1	0	343
17:30	299	34	8	6	4	1	0	352
17:45	282	24	4	3	4	1	0	318
H/TOT	1225	123	27	25	12	5	2	1419
P/TOT	2374	330	65	64	28	9	2	2872

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	1453
16:15 to 17:15	1457
16:30 to 17:30	1456
16:45 to 17:45	1442
17:00 to 18:00	1419
PM Peak	1457



Car LGV OGV1 OGV2 PSV MCI PCL
 1.0 1.0 1.9 2.9 2.5 0.4 0.2
 SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	A to E							TOT	A to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	0	0	0	0	0	0	0	0	33	10	2	0	1	0	0	46
07:15	1	0	0	0	0	0	0	1	44	5	1	1	0	0	0	51
07:30	1	0	0	0	0	0	0	1	63	10	3	1	0	1	0	78
07:45	1	0	0	1	0	0	0	2	47	13	0	2	0	0	0	62
H/TOT	3	0	0	1	0	0	0	4	187	38	6	4	1	1	0	237
08:00	2	1	0	0	0	0	0	3	59	9	1	0	0	0	0	69
08:15	1	0	0	0	0	0	0	1	56	5	2	0	0	0	0	63
08:30	0	0	0	0	0	0	0	0	51	7	4	0	0	0	0	62
08:45	2	0	0	0	0	0	0	2	43	7	0	1	0	0	0	51
H/TOT	5	1	0	0	0	0	0	6	209	28	7	1	0	0	0	245
P/TOT	8	1	0	1	0	0	0	10	396	66	13	5	1	1	0	482
PCU	4	1	0	2.9	0	0	0	8	213	34	13.3	5.8	0	0	0	266

TIME	A to E							TOT	A to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	2	0	1	0	0	0	0	3	60	6	1	0	0	0	0	67
16:15	1	0	0	0	0	0	0	1	28	8	1	0	0	0	0	37
16:30	0	0	0	0	0	0	0	0	42	5	1	0	0	0	0	48
16:45	1	0	0	0	0	0	0	1	56	4	2	0	0	0	0	62
H/TOT	4	0	1	0	0	0	0	5	186	23	5	0	0	0	0	214
17:00	0	0	0	0	0	0	0	0	52	2	0	0	0	0	0	54
17:15	0	1	0	0	0	0	0	1	44	9	0	1	0	0	0	54
17:30	0	0	0	0	0	0	0	0	34	5	1	0	0	0	0	40
17:45	1	0	0	0	0	0	0	1	41	2	0	0	0	0	0	43
H/TOT	1	1	0	0	0	0	0	2	171	18	1	1	0	0	0	191
P/TOT	5	1	1	0	0	0	0	7	357	41	6	1	0	0	0	405
PCU	1	1	0	0	0	0	0	2	186	20	5.7	2.9	0	0	0	215



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	28	8	2	1	0	1	0	40	9	3	0	6	0	0	0	18
07:15	26	7	1	6	0	0	0	40	15	4	1	3	0	0	0	23
07:30	49	4	0	2	0	0	0	55	16	2	1	7	0	0	0	26
07:45	29	4	1	1	0	0	0	35	22	7	1	4	0	0	0	34
H/TOT	132	23	4	10	0	1	0	170	62	16	3	20	0	0	0	101
08:00	33	5	1	1	0	0	0	40	18	4	1	5	0	0	0	28
08:15	43	2	1	1	0	0	0	47	8	1	2	3	0	0	0	14
08:30	45	7	2	3	2	0	0	59	21	6	3	6	0	0	0	36
08:45	31	3	0	2	0	0	0	36	17	3	4	9	0	0	0	33
H/TOT	152	17	4	7	2	0	0	182	64	14	10	23	0	0	0	111
P/TOT	284	40	8	17	2	1	0	352	126	30	13	43	0	0	0	212
PCU	150	18	9.5	17.4	5	0	0	200	69	18	13.3	52.2	0	0	0	153

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	34	8	2	3	0	0	0	47	13	2	5	6	2	0	0	28
16:15	50	5	0	2	0	1	0	58	8	3	1	0	0	0	0	12
16:30	22	8	1	1	0	0	0	32	13	1	0	2	0	0	0	16
16:45	42	4	1	0	0	0	0	47	14	1	4	1	3	0	0	23
H/TOT	148	25	4	6	0	1	0	184	48	7	10	9	5	0	0	79
17:00	32	3	0	0	1	0	0	36	20	1	2	3	0	0	0	26
17:15	40	2	1	0	0	0	0	43	24	4	3	0	0	0	0	31
17:30	28	4	2	1	0	1	0	36	21	6	1	3	0	0	0	31
17:45	31	9	2	1	0	0	0	43	15	2	1	1	0	0	0	19
H/TOT	131	18	5	2	1	1	0	158	80	13	7	7	0	0	0	107
P/TOT	279	43	9	8	1	2	0	342	128	20	17	16	5	0	0	186
PCU	142	13	7.6	2.9	2.5	0.4	0	168	79	12	19	20.3	7.5	0	0	138



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	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
P/TOT	0	0	0	0	0	0	0	0
PCU	0	0	0	0	0	0	0	0

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
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
P/TOT	0	0	0	0	0	0	0	0
PCU	0	0	0	0	0	0	0	0



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	B to A							TOT	B to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	13	7	2	4	0	0	0	26	5	4	0	0	0	0	0	9
07:15	12	4	5	4	1	0	0	26	15	2	1	0	0	0	0	18
07:30	20	3	2	6	1	0	0	32	21	3	1	0	0	0	0	25
07:45	14	7	3	3	3	0	0	30	24	3	0	0	0	0	0	27
H/TOT	59	21	12	17	5	0	0	114	65	12	2	0	0	0	0	79
08:00	9	3	9	0	1	0	0	22	32	5	1	0	2	0	0	40
08:15	9	5	6	5	0	0	0	25	38	6	1	0	1	0	0	46
08:30	12	4	4	6	0	0	0	26	23	3	0	1	0	0	0	27
08:45	14	3	2	5	2	0	0	26	34	3	1	0	0	0	0	38
H/TOT	44	15	21	16	3	0	0	99	127	17	3	1	3	0	0	151
P/TOT	103	36	33	33	8	0	0	213	192	29	5	1	3	0	0	230
PCU	44	19	41.8	40.6	10	0	0	155	117	17	3.8	2.9	7.5	0	0	148

TIME	B to A							TOT	B to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	26	2	3	2	0	0	0	33	35	9	1	0	0	0	0	45
16:15	13	5	1	0	0	0	0	19	34	9	0	0	0	0	0	43
16:30	16	3	0	2	0	1	0	22	35	13	0	1	0	0	0	49
16:45	18	2	0	3	0	0	0	23	39	6	0	0	0	0	0	45
H/TOT	73	12	4	7	0	1	0	97	143	37	1	1	0	0	0	182
17:00	12	6	1	1	0	0	0	20	40	4	0	0	0	0	0	44
17:15	15	6	3	5	0	0	0	29	34	5	0	0	0	0	0	39
17:30	19	3	0	2	0	0	0	24	44	3	0	0	0	0	0	47
17:45	11	2	0	1	0	0	0	14	46	5	0	0	0	0	0	51
H/TOT	57	17	4	9	0	0	0	87	164	17	0	0	0	0	0	181
P/TOT	130	29	8	16	0	1	0	184	307	54	1	1	0	0	0	363
PCU	64	17	7.6	31.9	0	0	0	121	157	18	0	0	0	0	0	175



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	B to D							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	20	4	5	1	0	0	0	30	0	1	0	1	0	0	0	2
07:15	23	5	2	2	1	0	0	33	2	2	0	0	1	0	0	5
07:30	21	8	8	0	1	0	0	38	3	2	1	2	0	0	0	8
07:45	33	12	2	4	1	0	0	52	5	2	0	0	0	0	0	7
H/TOT	97	29	17	7	3	0	0	153	10	7	1	3	1	0	0	22
08:00	31	6	0	3	0	0	0	40	5	0	0	2	0	0	0	7
08:15	33	4	3	3	1	0	0	44	3	1	0	0	0	0	0	4
08:30	31	7	1	0	0	0	0	39	1	0	0	1	0	0	0	2
08:45	30	10	2	2	0	0	0	44	7	0	0	2	0	0	0	9
H/TOT	125	27	6	8	1	0	0	167	16	1	0	5	0	0	0	22
P/TOT	222	56	23	15	4	0	0	320	26	8	1	8	1	0	0	44
PCU	128	29	11.4	29	5	0	0	202	14	3	0	8.7	0	0	0	26

TIME	B to D							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	45	14	2	2	0	0	0	63	4	1	2	0	0	0	0	7
16:15	40	7	2	2	0	0	0	51	2	2	0	0	0	0	0	4
16:30	34	8	0	1	0	0	0	43	4	1	0	0	0	0	0	5
16:45	42	7	1	0	0	0	0	50	3	2	0	0	0	0	0	5
H/TOT	161	36	5	5	0	0	0	207	13	6	2	0	0	0	0	21
17:00	58	4	0	0	0	1	0	63	6	1	0	0	0	0	0	7
17:15	31	10	1	1	0	0	0	43	4	1	0	0	0	0	0	5
17:30	47	2	2	3	0	0	0	54	6	1	0	0	0	0	0	7
17:45	36	2	1	2	0	0	0	41	7	0	0	0	0	0	0	7
H/TOT	172	18	4	6	0	1	0	201	23	3	0	0	0	0	0	26
P/TOT	333	54	9	11	0	1	0	408	36	9	2	0	0	0	0	47
PCU	178	23	7.6	11.6	0	0.4	0	221	19	5	0	0	0	0	0	24



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	0	1
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	1	0	0	0	1
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
P/TOT	0	0	0	1	0	0	0	1
PCU	0	0	0	0	0	0	0	0

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
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
P/TOT	1	0	0	0	0	0	0	1
PCU	0	0	0	0	0	0	0	0



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	6	2	1	3	0	0	0	12	25	4	2	2	0	0	0	33
07:15	8	0	0	1	0	0	0	9	24	10	1	2	0	0	0	37
07:30	5	0	1	0	0	0	0	6	23	9	3	2	0	0	0	37
07:45	9	0	1	3	0	0	0	13	40	7	2	0	0	1	0	50
H/TOT	28	2	3	7	0	0	0	40	112	30	8	6	0	1	0	157
08:00	11	1	0	0	0	0	0	12	34	3	2	1	0	0	0	40
08:15	10	3	1	2	0	0	0	16	27	11	0	3	0	0	0	41
08:30	14	2	1	0	0	0	0	17	27	2	3	1	0	0	0	33
08:45	5	0	0	2	0	0	0	7	35	5	1	0	0	0	0	41
H/TOT	40	6	2	4	0	0	0	52	123	21	6	5	0	0	0	155
P/TOT	68	8	5	11	0	0	0	92	235	51	14	11	0	1	0	312
PCU	44	6	5.7	14.5	0	0	0	70	128	23	13.3	14.5	0	0.4	0	179

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	6	0	0	0	0	0	0	6	27	8	0	2	0	2	0	39
16:15	5	0	2	0	0	0	0	7	49	4	0	0	0	0	0	53
16:30	4	2	0	0	0	0	0	6	35	5	1	1	0	0	0	42
16:45	5	0	0	0	0	0	0	5	41	4	1	1	0	0	0	47
H/TOT	20	2	2	0	0	0	0	24	152	21	2	4	0	2	0	181
17:00	5	0	0	0	0	0	0	5	45	5	0	2	0	0	0	52
17:15	4	1	0	1	0	0	0	6	56	6	0	0	0	1	0	63
17:30	3	1	0	0	0	0	0	4	43	9	1	2	2	0	0	57
17:45	2	0	1	0	0	0	0	3	51	2	0	1	0	0	0	54
H/TOT	14	2	1	1	0	0	0	18	195	22	1	5	2	1	0	226
P/TOT	34	4	3	1	0	0	0	42	347	43	3	9	2	3	0	407
PCU	17	2	0	2.9	0	0	0	22	185	24	3.8	14.5	5	0.4	0	233



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	C to E							TOT	C to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	4	4	0	0	0	0	0	8	5	2	0	1	0	0	0	8
07:15	13	3	1	0	0	0	0	17	6	5	0	1	0	0	0	12
07:30	19	4	1	0	0	0	0	24	5	1	1	0	1	0	0	8
07:45	31	2	0	0	2	0	0	35	2	1	1	0	0	0	0	4
H/TOT	67	13	2	0	2	0	0	84	18	9	2	2	1	0	0	32
08:00	41	4	1	1	0	0	0	47	3	0	0	3	0	0	0	6
08:15	41	5	1	0	0	0	0	47	3	1	0	0	0	0	0	4
08:30	43	2	1	0	0	0	0	46	3	0	0	0	0	0	0	3
08:45	43	4	1	0	0	0	0	48	4	2	2	0	0	0	0	8
H/TOT	168	15	4	1	0	0	0	188	13	3	2	3	0	0	0	21
P/TOT	235	28	6	1	2	0	0	272	31	12	4	5	1	0	0	53
PCU	156	13	5.7	2.9	5	0	0	183	11	2	1.9	8.7	0	0	0	24

TIME	C to E							TOT	C to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	38	3	1	0	0	0	0	42	9	2	0	0	0	0	0	11
16:15	52	5	2	0	0	0	0	59	4	0	0	2	0	0	0	6
16:30	54	11	1	0	0	0	0	66	2	3	0	0	0	0	0	5
16:45	61	6	0	0	0	1	0	68	1	0	0	0	0	0	0	1
H/TOT	205	25	4	0	0	1	0	235	16	5	0	2	0	0	0	23
17:00	50	5	0	0	0	0	0	55	1	1	0	1	0	0	0	3
17:15	56	5	0	0	0	0	0	61	0	1	0	0	0	0	0	1
17:30	51	4	1	0	0	0	0	56	0	1	0	1	0	0	0	2
17:45	56	4	0	0	0	0	0	60	1	0	0	1	0	0	0	2
H/TOT	213	18	1	0	0	0	0	232	2	3	0	3	0	0	0	8
P/TOT	418	43	5	0	0	1	0	467	18	8	0	5	0	0	0	31
PCU	218	20	1.9	0	0	0.4	0	240	2	3	0	5.8	0	0	0	11



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	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	1	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1
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
P/TOT	0	1	0	0	0	0	0	1
PCU	0	1	0	0	0	0	0	1

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
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
P/TOT	0	0	0	0	0	0	0	0
PCU	0	0	0	0	0	0	0	0



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	4	0	0	0	0	0	0	4	25	7	3	1	0	0	0	36
07:15	14	0	0	2	0	0	0	16	37	7	3	1	0	1	0	49
07:30	9	2	0	0	0	0	0	11	42	6	2	1	0	1	0	52
07:45	8	1	0	0	0	0	0	9	42	8	2	1	0	1	0	54
H/TOT	35	3	0	2	0	0	0	40	146	28	10	4	0	3	0	191
08:00	7	3	0	1	0	0	0	11	48	11	2	1	0	0	0	62
08:15	17	1	1	0	0	0	0	19	49	10	0	1	0	0	0	60
08:30	12	2	0	2	0	0	0	16	44	6	2	3	0	0	0	55
08:45	8	0	1	0	0	0	0	9	18	4	4	6	0	0	0	32
H/TOT	44	6	2	3	0	0	0	55	159	31	8	11	0	0	0	209
P/TOT	79	9	2	5	0	0	0	95	305	59	18	15	0	3	0	400
PCU	44	7	1.9	8.7	0	0	0	62	183	35	11.4	17.4	0	0.4	0	247

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	6	0	0	0	0	0	0	6	34	6	2	1	0	0	0	43
16:15	8	2	0	0	0	0	0	10	43	11	1	0	0	0	0	55
16:30	11	1	0	0	0	0	0	12	24	6	1	1	0	0	0	32
16:45	9	3	1	0	0	0	0	13	29	3	0	1	0	0	1	34
H/TOT	34	6	1	0	0	0	0	41	130	26	4	3	0	0	1	164
17:00	10	2	0	1	0	0	0	13	41	4	0	0	0	0	0	45
17:15	11	3	0	0	0	0	0	14	40	4	2	0	0	0	0	46
17:30	14	1	0	0	0	0	0	15	34	2	1	0	1	0	0	38
17:45	12	0	0	0	0	0	0	12	29	3	0	0	1	0	0	33
H/TOT	47	6	0	1	0	0	0	54	144	13	3	0	2	0	0	162
P/TOT	81	12	1	1	0	0	0	95	274	39	7	3	2	0	1	326
PCU	44	9	1.9	2.9	0	0	0	58	144	13	5.7	2.9	2.5	0	0.2	168



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	D to A							TOT	D to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	23	8	2	1	0	1	0	35	12	5	1	1	2	0	0	21
07:15	33	13	2	3	0	1	0	52	12	6	2	0	2	0	0	22
07:30	46	10	2	0	0	0	0	58	27	5	1	0	0	1	0	34
07:45	50	4	4	2	0	0	0	60	42	4	0	0	4	1	0	51
H/TOT	152	35	10	6	0	2	0	205	93	20	4	1	8	2	0	128
08:00	36	4	2	0	0	0	0	42	61	8	2	0	0	0	0	71
08:15	27	3	2	1	0	0	0	33	44	6	1	0	3	0	0	54
08:30	26	8	3	0	0	0	0	37	58	8	1	1	1	0	0	69
08:45	11	8	2	0	1	0	0	22	40	8	0	0	2	0	0	50
H/TOT	100	23	9	1	1	0	0	134	203	30	4	1	6	0	0	244
P/TOT	252	58	19	7	1	2	0	339	296	50	8	2	14	2	0	372
PCU	139	19	20.9	8.7	0	0	0	188	205	26	7.6	2.9	20	0.4	0	262

TIME	D to A							TOT	D to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	52	10	0	0	0	0	0	62	51	6	1	0	2	0	0	60
16:15	58	5	3	1	0	0	0	67	46	9	0	0	1	0	0	56
16:30	49	7	1	0	0	0	0	57	66	4	2	0	3	1	0	76
16:45	40	2	1	1	0	0	0	44	59	6	1	0	1	1	0	68
H/TOT	199	24	5	2	0	0	0	230	222	25	4	0	7	2	0	260
17:00	48	4	1	0	0	0	0	53	58	9	1	0	1	0	0	69
17:15	55	5	1	0	0	0	0	61	61	5	2	0	0	1	0	69
17:30	42	4	2	0	0	1	0	49	57	9	0	0	5	0	0	71
17:45	43	6	0	1	0	0	0	50	63	13	1	0	2	1	0	80
H/TOT	188	19	4	1	0	1	0	213	239	36	4	0	8	2	0	289
P/TOT	387	43	9	3	0	1	0	443	461	61	8	0	15	4	0	549
PCU	185	15	9.5	2.9	0	0.4	0	213	235	29	7.6	0	17.5	0.8	0	290



SITE: 3

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LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
P/TOT	3	0	0	0	0	0	0	3
PCU	2	0	0	0	0	0	0	2

TIME	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	0	1
16:45	1	0	1	0	0	0	0	2
H/TOT	1	0	2	0	0	0	0	3
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
P/TOT	1	0	2	0	0	0	0	3
PCU	1	0	1.9	0	0	0	0	3



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DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	E to D							TOT	E to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	47	13	2	0	1	0	0	63	20	5	2	0	0	0	0	27
07:15	45	8	0	0	1	0	0	54	24	2	1	0	0	0	0	27
07:30	52	8	2	0	3	0	0	65	38	2	2	0	0	0	0	42
07:45	57	12	2	1	1	1	0	74	45	9	0	0	0	1	0	55
H/TOT	201	41	6	1	6	1	0	256	127	18	5	0	0	1	0	151
08:00	70	3	1	0	1	0	0	75	55	3	0	0	0	0	0	58
08:15	61	10	1	0	3	0	0	75	32	4	1	0	0	0	0	37
08:30	64	7	0	0	5	0	2	78	24	3	0	0	0	0	0	27
08:45	79	11	0	0	2	0	0	92	46	7	2	0	0	0	0	55
H/TOT	274	31	2	0	11	0	2	320	157	17	3	0	0	0	0	177
P/TOT	475	72	8	1	17	1	2	576	284	35	8	0	0	1	0	328
PCU	252	32	7.6	2.9	25	0.4	0.4	320	156	19	1.9	0	0	0.4	0	177

TIME	E to D							TOT	E to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	69	5	0	0	2	0	0	76	36	11	1	0	0	0	0	48
16:15	57	5	0	0	3	0	0	65	44	2	0	0	0	0	0	46
16:30	59	6	0	0	1	0	0	66	38	9	2	0	0	0	0	49
16:45	61	2	0	0	1	0	0	64	35	3	0	0	0	1	0	39
H/TOT	246	18	0	0	7	0	0	271	153	25	3	0	0	1	0	182
17:00	67	3	0	0	1	0	0	71	49	7	0	0	0	0	0	56
17:15	68	6	0	0	2	0	0	76	42	1	1	1	0	0	0	45
17:30	61	6	2	0	1	0	0	70	39	1	0	0	0	0	0	40
17:45	56	7	0	0	3	0	0	66	33	3	0	0	0	0	0	36
H/TOT	252	22	2	0	7	0	0	283	163	12	1	1	0	0	0	177
P/TOT	498	40	2	0	14	0	0	554	316	37	4	1	0	1	0	359
PCU	257	17	3.8	0	12.5	0	0	290	165	12	1.9	2.9	0	0.4	0	182



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LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	E to B							TOT	E to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	20	12	0	0	0	0	0	32	0	1	0	0	0	0	0	0	1
07:15	19	8	1	0	0	1	0	29	1	0	0	0	0	0	0	0	1
07:30	34	10	1	0	0	0	0	45	0	0	1	0	0	0	0	0	1
07:45	44	10	2	0	0	0	0	56	0	0	0	0	0	0	0	0	0
H/TOT	117	40	4	0	0	1	0	162	1	1	1	0	0	0	0	0	3
08:00	36	8	1	0	0	0	0	45	0	0	0	0	0	0	0	0	0
08:15	34	8	0	0	0	0	0	42	1	0	0	0	0	0	0	0	1
08:30	29	7	2	0	0	0	0	38	0	0	0	0	0	0	0	0	0
08:45	28	4	0	0	0	0	0	32	1	0	0	0	0	0	0	0	1
H/TOT	127	27	3	0	0	0	0	157	2	0	0	0	0	0	0	0	2
P/TOT	244	67	7	0	0	1	0	319	3	1	1	0	0	0	0	0	5
PCU	143	33	9.5	0	0	0	0	186	1	0	0	0	0	0	0	0	1

TIME	E to B							TOT	E to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	40	5	1	0	0	0	0	46	3	0	0	0	0	0	0	0	3
16:15	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0
16:30	30	3	0	0	1	0	0	34	0	0	1	0	0	0	0	0	1
16:45	41	5	2	1	0	0	0	49	1	0	0	0	0	0	0	0	1
H/TOT	132	13	3	1	1	0	0	150	4	0	1	0	0	0	0	0	5
17:00	37	6	0	0	0	0	0	43	0	0	0	0	1	0	0	0	1
17:15	25	0	1	0	1	0	0	27	0	0	0	0	0	0	0	0	0
17:30	35	7	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0
17:45	24	4	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0
H/TOT	121	17	1	0	1	0	0	140	0	0	0	0	1	0	0	0	1
P/TOT	253	30	4	1	2	0	0	290	4	0	1	0	1	0	0	0	6
PCU	138	18	5.7	2.9	2.5	0	0	167	1	0	0	0	2.5	0	0	0	4



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LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	E to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	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	1	0	0	1
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	0	1
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	1	1	0	0	0	0	2
H/TOT	0	1	1	0	0	0	0	2
P/TOT	0	1	1	0	1	0	0	3
PCU	0	0	0	0	0	0	0	0

TIME	E to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
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
P/TOT	1	0	0	0	0	0	0	1
PCU	0	0	0	0	0	0	0	0



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LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	To ARM A							TOT	From ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	61	20	6	7	0	1	0	95	70	21	4	7	1	1	0	104
07:15	70	27	8	9	1	1	0	116	86	16	3	10	0	0	0	115
07:30	89	22	8	8	1	0	0	128	129	16	4	10	0	1	0	160
07:45	104	18	9	5	3	1	0	140	99	24	2	8	0	0	0	133
H/TOT	324	87	31	29	5	3	0	479	384	77	13	35	1	2	0	512
08:00	79	10	13	1	1	0	0	104	112	19	3	6	0	0	0	140
08:15	64	19	8	9	0	0	0	100	108	8	5	4	0	0	0	125
08:30	65	14	10	7	0	0	0	96	117	20	9	9	2	0	0	157
08:45	61	16	5	5	3	0	0	90	93	13	4	12	0	0	0	122
H/TOT	269	59	36	22	4	0	0	390	430	60	21	31	2	0	0	544
P/TOT	593	146	67	51	9	3	0	869	814	137	34	66	3	2	0	1056

TIME	To ARM A							TOT	From ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	108	20	3	4	0	2	0	137	109	16	9	9	2	0	0	145
16:15	120	14	4	1	0	0	0	139	87	16	2	2	0	1	0	108
16:30	100	15	3	3	0	1	0	122	77	14	2	3	0	0	0	96
16:45	100	8	2	5	0	0	0	115	113	9	7	1	3	0	0	133
H/TOT	428	57	12	13	0	3	0	513	386	55	20	15	5	1	0	482
17:00	105	15	2	3	1	0	0	126	104	6	2	3	1	0	0	116
17:15	126	17	4	5	0	1	0	153	108	16	4	1	0	0	0	129
17:30	104	16	3	4	2	1	0	130	83	15	4	4	0	1	0	107
17:45	105	10	0	3	0	0	0	118	88	13	3	2	0	0	0	106
H/TOT	440	58	9	15	3	2	0	527	383	50	13	10	1	1	0	458
P/TOT	868	115	21	28	3	5	0	1040	769	105	33	25	6	2	0	940



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DAY: Thursday

TIME	To ARM B							TOT	From ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	60	24	4	10	0	0	0	98	38	16	7	6	0	0	0	67
07:15	79	19	5	6	0	2	0	111	52	13	8	7	3	0	0	83
07:30	97	18	5	8	0	1	0	129	65	16	12	8	2	0	0	103
07:45	117	25	6	8	0	1	0	157	76	24	5	7	4	0	0	116
H/TOT	353	86	20	32	0	4	0	495	231	69	32	28	9	0	0	369
08:00	113	24	4	6	0	0	0	147	77	14	10	5	3	0	0	109
08:15	101	22	3	6	0	0	0	132	83	16	10	8	2	0	0	119
08:30	108	21	8	9	0	0	0	146	67	14	5	8	0	0	0	94
08:45	68	11	8	17	0	0	0	104	85	16	5	9	2	0	0	117
H/TOT	390	78	23	38	0	0	0	529	312	60	30	30	7	0	0	439
P/TOT	743	164	43	70	0	4	0	1024	543	129	62	58	16	0	0	808

TIME	To ARM B							TOT	From ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	93	13	8	7	2	0	0	123	110	26	8	4	0	0	0	148
16:15	77	14	4	0	0	0	0	95	89	23	3	2	0	0	0	117
16:30	72	12	1	3	1	0	0	89	90	25	0	4	0	1	0	120
16:45	89	9	6	3	3	0	1	111	102	17	1	3	0	0	0	123
H/TOT	331	48	19	13	6	0	1	418	391	91	12	13	0	1	0	508
17:00	103	11	2	3	0	0	0	119	116	15	1	1	0	1	0	134
17:15	93	9	6	1	1	0	0	110	84	22	4	6	0	0	0	116
17:30	93	16	2	3	1	0	0	115	116	9	2	5	0	0	0	132
17:45	70	9	2	1	1	0	0	83	100	9	1	3	0	0	0	113
H/TOT	359	45	12	8	3	0	0	427	416	55	8	15	0	1	0	495
P/TOT	690	93	31	21	9	0	1	845	807	146	20	28	0	2	0	1003



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DAY: Thursday

TIME	To ARM C							TOT	From ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	52	14	4	2	0	1	0	73	40	12	3	6	0	0	0	61
07:15	66	11	2	8	1	0	0	88	51	18	2	4	0	0	0	75
07:30	99	10	3	4	0	0	0	116	52	14	6	2	1	0	0	75
07:45	87	17	1	1	0	1	0	107	82	11	4	3	2	1	0	103
H/TOT	304	52	10	15	1	2	0	384	225	55	15	15	3	1	0	314
08:00	100	11	1	4	0	0	0	116	89	8	3	5	0	0	0	105
08:15	95	8	3	1	0	0	0	107	81	20	2	5	0	0	0	108
08:30	82	12	2	6	2	0	0	104	87	6	5	1	0	0	0	99
08:45	92	10	3	4	0	0	0	109	87	11	4	2	0	0	0	104
H/TOT	369	41	9	15	2	0	0	436	344	45	14	13	0	0	0	416
P/TOT	673	93	19	30	3	2	0	820	569	100	29	28	3	1	0	730

TIME	To ARM C							TOT	From ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	80	20	5	3	0	0	0	108	80	13	1	2	0	2	0	98
16:15	104	11	0	2	0	1	0	118	110	9	4	2	0	0	0	125
16:30	75	19	3	1	0	0	0	98	95	21	2	1	0	0	0	119
16:45	89	12	2	0	0	1	0	104	108	10	1	1	0	1	0	121
H/TOT	348	62	10	6	0	2	0	428	393	53	8	6	0	3	0	463
17:00	97	13	0	1	1	0	0	112	101	11	0	3	0	0	0	115
17:15	97	7	2	1	0	0	0	107	116	13	0	1	0	1	0	131
17:30	87	7	2	1	0	1	0	98	97	15	2	3	2	0	0	119
17:45	83	12	2	1	0	0	0	98	110	6	1	2	0	0	0	119
H/TOT	364	39	6	4	1	1	0	415	424	45	3	9	2	1	0	484
P/TOT	712	101	16	10	1	3	0	843	817	98	11	15	2	4	0	947



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	To ARM D							TOT	From ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	105	29	9	2	2	0	0	147	64	20	6	3	2	1	0	96
07:15	119	23	3	4	2	0	0	151	97	26	7	6	2	2	0	140
07:30	141	27	14	1	5	1	0	189	124	23	5	1	0	2	0	155
07:45	139	38	5	7	2	1	0	192	142	17	6	3	4	2	0	174
H/TOT	504	117	31	14	11	2	0	679	427	86	24	13	8	7	0	565
08:00	164	18	2	6	1	0	0	191	153	26	6	2	0	0	0	187
08:15	154	20	6	3	4	0	0	187	138	20	4	2	3	0	0	167
08:30	149	21	5	0	5	0	2	182	140	24	6	6	1	0	0	177
08:45	156	30	4	3	2	0	0	195	77	20	7	6	3	0	0	113
H/TOT	623	89	17	12	12	0	2	755	508	90	23	16	7	0	0	644
P/TOT	1127	206	48	26	23	2	2	1434	935	176	47	29	15	7	0	1209

TIME	To ARM D							TOT	From ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	183	27	3	2	2	0	0	217	143	22	3	1	2	0	0	171
16:15	129	20	3	4	3	0	0	159	155	27	4	1	1	0	0	188
16:30	137	22	2	1	1	0	0	163	150	18	5	1	3	1	0	178
16:45	161	13	4	0	1	0	0	179	138	14	4	2	1	1	1	161
H/TOT	610	82	12	7	7	0	0	718	586	81	16	5	7	2	1	698
17:00	178	10	0	1	1	1	0	191	157	19	2	1	1	0	0	180
17:15	143	26	1	2	2	0	0	174	167	17	5	0	0	1	0	190
17:30	142	14	5	4	1	0	0	166	147	16	3	0	6	1	0	173
17:45	134	11	1	3	3	0	0	152	147	22	1	1	3	1	0	175
H/TOT	597	61	7	10	7	1	0	683	618	74	11	2	10	3	0	718
P/TOT	1207	143	19	17	14	1	0	1401	1204	155	27	7	17	5	1	1416



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	To ARM E							TOT	From ARM E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	21	13	1	1	2	0	0	38	87	31	4	0	1	0	0	123
07:15	41	11	4	0	2	0	0	58	89	18	2	0	1	1	0	111
07:30	68	12	3	0	1	1	0	85	124	20	6	0	4	0	0	154
07:45	98	9	0	1	6	1	0	115	146	31	4	1	1	2	0	185
H/TOT	228	45	8	2	11	2	0	296	446	100	16	1	7	3	0	573
08:00	136	18	4	1	2	0	0	161	161	14	2	0	1	0	0	178
08:15	124	17	3	0	4	0	0	148	128	22	2	0	3	0	0	155
08:30	124	13	2	2	1	0	0	142	117	17	2	0	5	0	2	143
08:45	119	16	3	0	2	0	0	140	154	23	3	0	2	0	0	182
H/TOT	503	64	12	3	9	0	0	591	560	76	9	0	11	0	2	658
P/TOT	731	109	20	5	20	2	0	887	1006	176	25	1	18	3	2	1231

TIME	To ARM E							TOT	From ARM E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	126	18	4	0	2	0	0	150	148	21	2	0	2	0	0	173
16:15	134	23	2	0	1	0	0	160	123	7	0	0	3	0	0	133
16:30	155	28	3	1	3	1	0	191	127	18	3	0	2	0	0	150
16:45	160	18	1	0	1	2	0	182	138	10	2	1	1	1	0	153
H/TOT	575	87	10	1	7	3	0	683	536	56	7	1	8	1	0	609
17:00	148	18	1	0	1	0	0	168	153	16	0	0	2	0	0	171
17:15	151	16	2	0	0	1	0	170	135	7	2	1	3	0	0	148
17:30	152	16	1	0	5	0	0	174	135	14	2	0	1	0	0	152
17:45	166	22	1	0	2	1	0	192	113	14	0	0	3	0	0	130
H/TOT	617	72	5	0	8	2	0	704	536	51	4	1	9	0	0	601
P/TOT	1192	159	15	1	15	5	0	1387	1072	107	11	2	17	1	0	1210



SITE: 3

DATE: 24/11/2022

LOCATION: A628 Pontefract Road / West Green Way / Burton Road

DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	299	100	24	22	4	2	0	451
07:15	375	91	22	27	6	3	0	524
07:30	494	89	33	21	7	3	0	647
07:45	545	107	21	22	11	5	0	711
H/TOT	1713	387	100	92	28	13	0	2333
08:00	592	81	24	18	4	0	0	719
08:15	538	86	23	19	8	0	0	674
08:30	528	81	27	24	8	0	2	670
08:45	496	83	23	29	7	0	0	638
H/TOT	2154	331	97	90	27	0	2	2701
P/TOT	3867	718	197	182	55	13	2	5034

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	2333
07:15 to 08:15	2601
07:30 to 08:30	2751
07:45 to 08:45	2774
08:00 to 09:00	2701
AM Peak	2774

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	590	98	23	16	6	2	0	735
16:15	564	82	13	7	4	1	0	671
16:30	539	96	12	9	5	2	0	663
16:45	599	60	15	8	5	3	1	691
H/TOT	2292	336	63	40	20	8	1	2760
17:00	631	67	5	8	4	1	0	716
17:15	610	75	15	9	3	2	0	714
17:30	578	69	13	12	9	2	0	683
17:45	558	64	6	8	6	1	0	643
H/TOT	2377	275	39	37	22	6	0	2756
P/TOT	4669	611	102	77	42	14	1	5516

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	2760
16:15 to 17:15	2741
16:30 to 17:30	2784
16:45 to 17:45	2804
17:00 to 18:00	2756
PM Peak	2804



Car LGV OGV1 OGV2 PSV MCL PCL
 1.0 1.0 1.9 2.9 2.5 0.4 0.2
 SITE: 4

DATE: 24/11/2022

LOCATION: B6132 Church Street / B6132 Carlton Road

DAY: Thursday

TIME	A to C							TOT	PCUs	A to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	38	10	1	0	1	0	0	50	51.5	22	8	2	0	0	0	0	32	33
07:15	59	10	0	0	1	0	0	70	71	30	4	1	0	0	0	0	35	35.5
07:30	84	17	2	0	2	1	0	106	108.4	57	10	0	0	0	0	0	67	67
07:45	122	21	2	1	2	0	0	148	152.3	57	9	2	0	0	0	0	68	69
H/TOT	303	58	5	1	6	1	0	374	383.2	166	31	5	0	0	0	0	202	204.5
08:00	93	14	1	0	2	1	0	111	112.9	60	6	1	0	0	0	1	68	67.7
08:15	89	19	4	1	2	0	0	115	120.3	64	5	2	0	2	0	0	73	76
08:30	74	9	1	0	1	0	0	85	86.5	68	9	1	0	0	1	0	79	78.9
08:45	79	14	3	1	0	0	0	97	99.8	49	9	3	2	1	0	0	64	69.1
H/TOT	335	56	9	2	5	1	0	408	419.5	241	29	7	2	3	1	1	284	291.7
P/TOT	638	114	14	3	11	2	0	782	802.7	407	60	12	2	3	1	1	486	496.2
PCU	378	63	15.2	5.8	17.5	0.4	0	480		249	29	11.4	0	5	0.4	0.2	295	

TIME	A to C							TOT	PCUs	A to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	70	17	3	0	0	0	0	90	91.5	42	11	0	0	0	0	0	53	53
16:15	69	16	2	0	1	0	0	88	90	47	5	0	0	0	1	0	53	52.4
16:30	68	9	0	0	1	0	0	78	79	56	5	2	0	2	0	0	65	68
16:45	81	10	0	0	1	0	0	92	93	39	6	0	0	0	0	0	45	45
H/TOT	288	52	5	0	3	0	0	348	353.5	184	27	2	0	2	1	0	216	218.4
17:00	81	12	3	0	1	0	0	97	99.5	47	5	0	0	0	0	0	52	52
17:15	85	8	1	0	1	1	0	96	96.9	49	9	1	0	0	2	0	61	60.3
17:30	93	3	1	0	1	0	0	98	99.5	36	2	0	0	0	0	0	38	38
17:45	79	5	0	0	2	1	0	87	88.4	38	4	0	0	0	0	0	42	42
H/TOT	338	28	5	0	5	2	0	378	384.3	170	20	1	0	0	2	0	193	192.3
P/TOT	626	80	10	0	8	2	0	726	737.8	354	47	3	0	2	3	0	409	410.7
PCU	340	33	9.5	0	10	0.4	0	393		171	22	1.9	0	0	0.8	0	196	



SITE: 4

DATE: 24/11/2022

LOCATION: B6132 Church Street / B6132 Carlton Road

DAY: Thursday

TIME	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0
PCU	0	0	0	0	0	0	0	0	0

TIME	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0
PCU	0	0	0	0	0	0	0	0	0



SITE: 4

DATE: 24/11/2022

LOCATION: B6132 Church Street / B6132 Carlton Road

DAY: Thursday

TIME	B to A							TOT	PCUs	B to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	10	5	0	0	1	0	0	16	17	14	2	0	0	0	0	0	16	16
07:15	24	1	0	0	2	1	0	28	29.4	5	3	1	0	0	0	0	9	9.5
07:30	35	7	1	0	1	0	0	44	45.5	6	3	0	0	0	0	0	9	9
07:45	41	11	3	0	0	0	2	57	56.9	8	3	0	0	0	0	0	11	11
H/TOT	110	24	4	0	4	1	2	145	148.8	33	11	1	0	0	0	0	45	45.5
08:00	57	8	1	0	0	1	0	67	66.9	11	2	0	0	0	0	0	13	13
08:15	46	6	0	0	0	0	0	52	52	7	2	2	4	0	0	0	15	21.2
08:30	43	10	1	0	0	0	0	54	54.5	7	3	2	0	0	0	0	12	13
08:45	42	3	0	0	0	1	0	46	45.4	10	1	0	1	0	0	0	12	13.3
H/TOT	188	27	2	0	0	2	0	219	218.8	35	8	4	5	0	0	0	52	60.5
P/TOT	298	51	6	0	4	3	2	364	367.6	68	19	5	5	0	0	0	97	106
PCU	187	35	9.5	0	0	0.4	0.4	232		33	10	7.6	11.6	0	0	0	62	

TIME	B to A							TOT	PCUs	B to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	46	12	0	0	0	0	0	58	58	6	1	1	1	0	0	0	9	10.8
16:15	38	8	0	0	0	0	0	46	46	11	2	0	0	0	0	0	13	13
16:30	46	6	1	0	0	0	0	53	53.5	7	1	0	0	0	0	0	8	8
16:45	56	4	1	0	0	0	0	61	61.5	9	3	0	0	0	0	0	12	12
H/TOT	186	30	2	0	0	0	0	218	219	33	7	1	1	0	0	0	42	43.8
17:00	58	5	1	0	0	0	0	64	64.5	17	1	0	0	0	0	0	18	18
17:15	49	4	0	0	0	1	0	54	53.4	9	2	1	0	0	0	0	12	12.5
17:30	54	2	0	0	0	0	1	57	56.2	9	2	1	0	0	1	0	13	12.9
17:45	52	3	1	0	0	0	0	56	56.5	12	2	0	0	0	0	0	14	14
H/TOT	213	14	2	0	0	1	1	231	230.6	47	7	2	0	0	1	0	57	57.4
P/TOT	399	44	4	0	0	1	1	449	449.6	80	14	3	1	0	1	0	99	101.2
PCU	217	15	3.8	0	0	0.4	0.2	236		44	8	3.8	0	0	0.4	0	56	



SITE: 4

DATE: 24/11/2022

LOCATION: B6132 Church Street / B6132 Carlton Road

DAY: Thursday

TIME	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0
PCU	0	0	0	0	0	0	0	0	0

TIME	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0
PCU	0	0	0	0	0	0	0	0	0



SITE: 4

DATE: 24/11/2022

LOCATION: B6132 Church Street / B6132 Carlton Road

DAY: Thursday

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	15	3	0	2	0	0	0	20	22.6	36	6	1	0	0	0	0	43	43.5
07:15	27	9	1	1	0	0	0	38	39.8	55	12	0	0	2	1	0	70	71.4
07:30	19	3	1	0	0	0	0	23	23.5	74	14	1	0	0	0	0	89	89.5
07:45	24	7	3	0	0	0	0	34	35.5	79	10	1	0	1	0	0	91	92.5
H/TOT	85	22	5	3	0	0	0	115	121.4	244	42	3	0	3	1	0	293	296.9
08:00	34	7	1	0	0	0	0	42	42.5	95	16	2	0	1	1	0	115	116.4
08:15	38	8	0	1	0	0	0	47	48.3	79	18	3	1	1	0	0	102	105.8
08:30	50	11	3	1	0	0	0	65	67.8	61	5	3	0	2	0	0	71	74.5
08:45	69	7	4	1	0	0	0	81	84.3	76	12	3	0	2	0	0	93	96.5
H/TOT	191	33	8	3	0	0	0	235	242.9	311	51	11	1	6	1	0	381	393.2
P/TOT	276	55	13	6	0	0	0	350	364.3	555	93	14	1	9	2	0	674	690.1
PCU	146	33	13.3	5.8	0	0	0	198		314	49	17.1	2.9	12.5	0.4	0	396	

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	41	9	1	0	0	1	0	52	51.9	83	18	1	0	1	0	0	103	104.5
16:15	36	7	0	0	0	0	1	44	43.2	83	14	1	0	1	0	0	99	100.5
16:30	40	9	0	0	0	2	0	51	49.8	84	18	2	0	1	0	0	105	107
16:45	36	8	0	0	0	1	0	45	44.4	86	8	2	1	3	1	0	101	105.7
H/TOT	153	33	1	0	0	4	1	192	189.3	336	58	6	1	6	1	0	408	417.7
17:00	44	9	0	0	0	0	0	53	53	89	14	1	0	1	0	0	105	106.5
17:15	50	3	0	1	0	0	0	54	55.3	85	7	2	0	0	0	0	94	95
17:30	38	11	0	0	0	0	0	49	49	79	13	2	0	2	0	0	96	99
17:45	30	1	0	0	0	0	0	31	31	80	8	1	0	0	0	0	89	89.5
H/TOT	162	24	0	1	0	0	0	187	188.3	333	42	6	0	3	0	0	384	390
P/TOT	315	57	1	1	0	4	1	379	377.6	669	100	12	1	9	1	0	792	807.7
PCU	168	31	0	2.9	0	0.4	0	202		339	42	13.3	2.9	15	0.4	0	413	



SITE: 4

DATE: 24/11/2022

LOCATION: B6132 Church Street / B6132 Carlton Road

DAY: Thursday

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

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



SITE: 4

DATE: 24/11/2022

LOCATION: B6132 Church Street / B6132 Carlton Road

DAY: Thursday

TIME	To ARM A							TOT	PCUs	From ARM A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	46	11	1	0	1	0	0	59	60.5	60	18	3	0	1	0	0	82	84.5
07:15	79	13	0	0	4	2	0	98	100.8	89	14	1	0	1	0	0	105	106.5
07:30	109	21	2	0	1	0	0	133	135	141	27	2	0	2	1	0	173	175.4
07:45	120	21	4	0	1	0	2	148	149.4	179	30	4	1	2	0	0	216	221.3
H/TOT	354	66	7	0	7	2	2	438	445.7	469	89	10	1	6	1	0	576	587.7
08:00	152	24	3	0	1	2	0	182	183.3	153	20	2	0	2	1	1	179	180.6
08:15	125	24	3	1	1	0	0	154	157.8	153	24	6	1	4	0	0	188	196.3
08:30	104	15	4	0	2	0	0	125	129	142	18	2	0	1	1	0	164	165.4
08:45	118	15	3	0	2	1	0	139	141.9	128	23	6	3	1	0	0	161	168.9
H/TOT	499	78	13	1	6	3	0	600	612	576	85	16	4	8	2	1	692	711.2
P/TOT	853	144	20	1	13	5	2	1038	1057.7	1045	174	26	5	14	3	1	1268	1298.9

TIME	To ARM A							TOT	PCUs	From ARM A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	129	30	1	0	1	0	0	161	162.5	112	28	3	0	0	0	0	143	144.5
16:15	121	22	1	0	1	0	0	145	146.5	116	21	2	0	1	1	0	141	142.4
16:30	130	24	3	0	1	0	0	158	160.5	124	14	2	0	3	0	0	143	147
16:45	142	12	3	1	3	1	0	162	167.2	120	16	0	0	1	0	0	137	138
H/TOT	522	88	8	1	6	1	0	626	636.7	472	79	7	0	5	1	0	564	571.9
17:00	147	19	2	0	1	0	0	169	171	128	17	3	0	1	0	0	149	151.5
17:15	134	11	2	0	0	1	0	148	148.4	134	17	2	0	1	3	0	157	157.2
17:30	133	15	2	0	2	0	1	153	155.2	129	5	1	0	1	0	0	136	137.5
17:45	132	11	2	0	0	0	0	145	146	117	9	0	0	2	1	0	129	130.4
H/TOT	546	56	8	0	3	1	1	615	620.6	508	48	6	0	5	4	0	571	576.6
P/TOT	1068	144	16	1	9	2	1	1241	1257.3	980	127	13	0	10	5	0	1135	1148.5



SITE: 4

DATE: 24/11/2022

LOCATION: B6132 Church Street / B6132 Carlton Road

DAY: Thursday

TIME	To ARM B							TOT	PCUs	From ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	37	11	2	2	0	0	0	52	55.6	24	7	0	0	1	0	0	32	33
07:15	57	13	2	1	0	0	0	73	75.3	29	4	1	0	2	1	0	37	38.9
07:30	76	13	1	0	0	0	0	90	90.5	41	10	1	0	1	0	0	53	54.5
07:45	81	16	5	0	0	0	0	102	104.5	49	14	3	0	0	0	2	68	67.9
H/TOT	251	53	10	3	0	0	0	317	325.9	143	35	5	0	4	1	2	190	194.3
08:00	94	13	2	0	0	0	1	110	110.2	68	10	1	0	0	1	0	80	79.9
08:15	102	13	2	1	2	0	0	120	124.3	53	8	2	4	0	0	0	67	73.2
08:30	118	20	4	1	0	1	0	144	146.7	50	13	3	0	0	0	0	66	67.5
08:45	118	16	7	3	1	0	0	145	153.4	52	4	0	1	0	1	0	58	58.7
H/TOT	432	62	15	5	3	1	1	519	534.6	223	35	6	5	0	2	0	271	279.3
P/TOT	683	115	25	8	3	1	1	836	860.5	366	70	11	5	4	3	2	461	473.6

TIME	To ARM B							TOT	PCUs	From ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	83	20	1	0	0	1	0	105	104.9	52	13	1	1	0	0	0	67	68.8
16:15	83	12	0	0	0	1	1	97	95.6	49	10	0	0	0	0	0	59	59
16:30	96	14	2	0	2	2	0	116	117.8	53	7	1	0	0	0	0	61	61.5
16:45	75	14	0	0	0	1	0	90	89.4	65	7	1	0	0	0	0	73	73.5
H/TOT	337	60	3	0	2	5	1	408	407.7	219	37	3	1	0	0	0	260	262.8
17:00	91	14	0	0	0	0	0	105	105	75	6	1	0	0	0	0	82	82.5
17:15	99	12	1	1	0	2	0	115	115.6	58	6	1	0	0	1	0	66	65.9
17:30	74	13	0	0	0	0	0	87	87	63	4	1	0	0	1	1	70	69.1
17:45	68	5	0	0	0	0	0	73	73	64	5	1	0	0	0	0	70	70.5
H/TOT	332	44	1	1	0	2	0	380	380.6	260	21	4	0	0	2	1	288	288
P/TOT	669	104	4	1	2	7	1	788	788.3	479	58	7	1	0	2	1	548	550.8



SITE: 4

DATE: 24/11/2022

LOCATION: B6132 Church Street / B6132 Carlton Road

DAY: Thursday

TIME	To ARM C							TOT	PCUs	From ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	52	12	1	0	1	0	0	66	67.5	51	9	1	2	0	0	0	63	66.1
07:15	64	13	1	0	1	0	0	79	80.5	82	21	1	1	2	1	0	108	111.2
07:30	90	20	2	0	2	1	0	115	117.4	93	17	2	0	0	0	0	112	113
07:45	130	24	2	1	2	0	0	159	163.3	103	17	4	0	1	0	0	125	128
H/TOT	336	69	6	1	6	1	0	419	428.7	329	64	8	3	3	1	0	408	418.3
08:00	104	16	1	0	2	1	0	124	125.9	129	23	3	0	1	1	0	157	158.9
08:15	96	21	6	5	2	0	0	130	141.5	117	26	3	2	1	0	0	149	154.1
08:30	81	12	3	0	1	0	0	97	99.5	111	16	6	1	2	0	0	136	142.3
08:45	89	15	3	2	0	0	0	109	113.1	145	19	7	1	2	0	0	174	180.8
H/TOT	370	64	13	7	5	1	0	460	480	502	84	19	4	6	1	0	616	636.1
P/TOT	706	133	19	8	11	2	0	879	908.7	831	148	27	7	9	2	0	1024	1054.4

TIME	To ARM C							TOT	PCUs	From ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	76	18	4	1	0	0	0	99	102.3	124	27	2	0	1	1	0	155	156.4
16:15	80	18	2	0	1	0	0	101	103	119	21	1	0	1	0	1	143	143.7
16:30	75	10	0	0	1	0	0	86	87	124	27	2	0	1	2	0	156	156.8
16:45	90	13	0	0	1	0	0	104	105	122	16	2	1	3	2	0	146	150.1
H/TOT	321	59	6	1	3	0	0	390	397.3	489	91	7	1	6	5	1	600	607
17:00	98	13	3	0	1	0	0	115	117.5	133	23	1	0	1	0	0	158	159.5
17:15	94	10	2	0	1	1	0	108	109.4	135	10	2	1	0	0	0	148	150.3
17:30	102	5	2	0	1	1	0	111	112.4	117	24	2	0	2	0	0	145	148
17:45	91	7	0	0	2	1	0	101	102.4	110	9	1	0	0	0	0	120	120.5
H/TOT	385	35	7	0	5	3	0	435	441.7	495	66	6	1	3	0	0	571	578.3
P/TOT	706	94	13	1	8	3	0	825	839	984	157	13	2	9	5	1	1171	1185.3



SITE: 4

DATE: 24/11/2022

LOCATION: B6132 Church Street / B6132 Carlton Road

DAY: Thursday

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	135	34	4	2	2	0	0	177	183.6
07:15	200	39	3	1	5	2	0	250	256.6
07:30	275	54	5	0	3	1	0	338	342.9
07:45	331	61	11	1	3	0	2	409	417.2
H/TOT	941	188	23	4	13	3	2	1174	1200.3
08:00	350	53	6	0	3	3	1	416	419.4
08:15	323	58	11	7	5	0	0	404	423.6
08:30	303	47	11	1	3	1	0	366	375.2
08:45	325	46	13	5	3	1	0	393	408.4
H/TOT	1301	204	41	13	14	5	1	1579	1626.6
P/TOT	2242	392	64	17	27	8	3	2753	2826.9

PEAK HOUR CALCULATION	TOT	PCUs
07:00 to 08:00	1174	1200
07:15 to 08:15	1413	1436
07:30 to 08:30	1567	1603
07:45 to 08:45	1595	1635
08:00 to 09:00	1579	1627
AM Peak	1595	1635

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	288	68	6	1	1	1	0	365	369.7
16:15	284	52	3	0	2	1	1	343	345.1
16:30	301	48	5	0	4	2	0	360	365.3
16:45	307	39	3	1	4	2	0	356	361.6
H/TOT	1180	207	17	2	11	6	1	1424	1441.7
17:00	336	46	5	0	2	0	0	389	393.5
17:15	327	33	5	1	1	4	0	371	373.4
17:30	309	33	4	0	3	1	1	351	354.6
17:45	291	23	2	0	2	1	0	319	321.4
H/TOT	1263	135	16	1	8	6	1	1430	1442.9
P/TOT	2443	342	33	3	19	12	2	2854	2884.6

PEAK HOUR CALCULATION	TOT	PCUs
16:00 to 17:00	1424	1442
16:15 to 17:15	1448	1466
16:30 to 17:30	1476	1494
16:45 to 17:45	1467	1483
17:00 to 18:00	1430	1443
PM Peak	1476	1494



Car LGV OGV1 OGV2 PSV MCI PCL
 1.0 1.0 1.9 2.9 2.5 0.4 0.2
 SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	14	4	0	0	0	0	0	18	32	8	1	0	0	0	0	41
07:15	12	0	0	0	0	0	0	12	18	10	1	0	0	0	0	29
07:30	24	3	1	0	0	0	0	28	28	4	0	0	1	0	0	33
07:45	28	5	1	0	0	0	0	34	33	4	1	0	0	0	0	38
H/TOT	78	12	2	0	0	0	0	92	111	26	3	0	1	0	0	141
08:00	23	7	2	0	1	0	0	33	43	6	1	0	1	0	0	51
08:15	21	2	0	1	0	0	0	24	39	5	5	0	1	0	0	50
08:30	17	2	1	0	0	0	0	20	41	7	0	0	0	0	0	48
08:45	15	4	3	0	0	0	0	22	38	7	0	0	1	0	0	46
H/TOT	76	15	6	1	1	0	0	99	161	25	6	0	3	0	0	195
P/TOT	154	27	8	1	1	0	0	191	272	51	9	0	4	0	0	336
PCU	89	16	7.6	2.9	2.5	0	0	118	156	22	13.3	0	5	0	0	196

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	14	5	0	0	0	0	0	19	45	11	1	0	0	0	0	57
16:15	23	3	0	0	0	0	0	26	38	7	1	0	3	0	0	49
16:30	16	4	0	0	0	0	0	20	46	2	5	0	0	1	0	54
16:45	15	2	0	0	0	0	0	17	53	17	1	0	1	0	0	72
H/TOT	68	14	0	0	0	0	0	82	182	37	8	0	4	1	0	232
17:00	23	2	0	0	0	0	0	25	48	8	0	0	1	0	0	57
17:15	18	1	0	0	0	1	0	20	52	1	1	0	0	0	0	54
17:30	25	0	0	0	0	0	0	25	55	3	0	0	1	0	0	59
17:45	23	3	0	0	0	0	0	26	34	1	0	0	0	0	0	35
H/TOT	89	6	0	0	0	1	0	96	189	13	1	0	2	0	0	205
P/TOT	157	20	0	0	0	1	0	178	371	50	9	0	6	1	0	437
PCU	81	5	0	0	0	0.4	0	86	208	29	3.8	0	7.5	0	0	248



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	A to B							TOT	A to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0
07:15	6	4	1	0	0	1	0	12	0	0	0	0	0	0	0	0	0
07:30	13	3	0	0	1	0	0	17	0	0	0	0	0	0	0	0	0
07:45	15	1	0	0	0	1	0	17	0	0	0	0	0	0	0	0	0
H/TOT	47	8	1	0	1	2	0	59	0	0	0	0	0	0	0	0	0
08:00	15	3	0	0	1	0	0	19	0	0	0	0	0	0	0	0	0
08:15	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0
08:30	14	1	1	0	1	0	0	17	0	0	0	0	0	0	0	0	0
08:45	10	1	0	0	1	0	0	12	0	0	0	0	0	0	0	0	0
H/TOT	56	8	1	0	3	0	0	68	0	0	0	0	0	0	0	0	0
P/TOT	103	16	2	0	4	2	0	127	0	0	0	0	0	0	0	0	0
PCU	61	8	1.9	0	5	0.4	0	76	0	0	0	0	0	0	0	0	0

TIME	A to B							TOT	A to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
16:15	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
16:30	10	1	1	0	0	0	0	12	0	0	0	0	0	0	0	0	0
16:45	13	1	0	0	1	0	0	15	0	0	0	0	0	0	0	0	0
H/TOT	44	3	1	0	1	0	0	49	0	0	0	0	0	0	0	0	0
17:00	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
17:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
17:30	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
17:45	5	0	0	0	1	0	0	6	0	0	0	0	0	0	0	0	0
H/TOT	29	3	0	0	1	0	0	33	0	0	0	0	0	0	0	0	0
P/TOT	73	6	1	0	2	0	0	82	0	0	0	0	0	0	0	0	0
PCU	37	4	0	0	2.5	0	0	44	0	0	0	0	0	0	0	0	0



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	2	0	0	0	0	0	0	2	12	4	0	0	0	0	0	16
07:15	2	1	0	0	0	0	0	3	18	2	0	0	0	0	0	20
07:30	4	1	0	0	0	0	0	5	29	6	1	0	0	0	0	36
07:45	5	0	1	0	0	0	0	6	40	3	0	1	0	0	0	44
H/TOT	13	2	1	0	0	0	0	16	99	15	1	1	0	0	0	116
08:00	9	1	1	0	1	0	0	12	37	6	0	0	0	0	0	43
08:15	6	1	0	0	0	0	0	7	21	3	1	0	0	0	0	25
08:30	7	1	1	0	0	0	0	9	18	5	1	0	0	0	0	24
08:45	13	2	0	0	1	0	0	16	22	8	1	2	0	1	0	34
H/TOT	35	5	2	0	2	0	0	44	98	22	3	2	0	1	0	126
P/TOT	48	7	3	0	2	0	0	60	197	37	4	3	0	1	0	242
PCU	27	3	5.7	0	2.5	0	0	38	116	17	3.8	2.9	0	0	0	140

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	14	5	0	0	2	0	0	21	23	10	1	0	0	0	0	34
16:15	11	3	1	0	0	0	0	15	24	6	0	0	0	0	0	30
16:30	12	1	1	0	1	0	0	15	33	6	0	0	0	0	0	39
16:45	15	3	0	0	1	0	0	19	34	3	0	0	0	0	0	37
H/TOT	52	12	2	0	4	0	0	70	114	25	1	0	0	0	0	140
17:00	18	0	0	0	0	0	0	18	37	5	0	0	0	0	0	42
17:15	21	1	0	0	1	0	0	23	48	3	1	0	0	0	0	52
17:30	17	1	0	0	0	1	0	19	37	3	1	0	0	0	0	41
17:45	13	2	0	0	1	1	0	17	28	2	0	0	0	0	1	31
H/TOT	69	4	0	0	2	2	0	77	150	13	2	0	0	0	1	166
P/TOT	121	16	2	0	6	2	0	147	264	38	3	0	0	0	1	306
PCU	71	5	0	0	5	0.4	0	81	156	14	3.8	0	0	0	0	174



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	B to C							TOT	B to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
07:00	1	2	0	0	0	0	0	3	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	0
07:30	1	1	0	0	0	0	0	2	0	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	0
H/TOT	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
08:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
08:15	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
08:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
08:45	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
H/TOT	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0
P/TOT	16	7	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0
PCU	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		
16:00	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
16:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
16:30	5	5	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
16:45	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
H/TOT	21	10	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0
17:00	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
17:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
17:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
17:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
H/TOT	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0
P/TOT	41	13	0	0	0	0	0	54	0	0	0	0	0	0	0	0	0
PCU	22	6	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	0	1	0	0	0	0	0	1	17	6	1	0	2	1	0	27
07:15	7	0	0	0	0	0	0	7	20	1	1	0	1	0	2	25
07:30	7	0	0	0	0	0	0	7	27	5	1	0	1	0	0	34
07:45	3	0	1	0	0	0	0	4	30	5	0	0	2	0	0	37
H/TOT	17	1	1	0	0	0	0	19	94	17	3	0	6	1	2	123
08:00	6	1	0	0	0	0	0	7	24	7	1	0	0	0	0	32
08:15	5	2	0	0	0	0	0	7	27	5	2	0	1	0	0	35
08:30	7	2	1	0	0	0	0	10	47	9	0	0	1	0	0	57
08:45	8	1	1	0	0	0	0	10	42	5	1	0	1	0	0	49
H/TOT	26	6	2	0	0	0	0	34	140	26	4	0	3	0	0	173
P/TOT	43	7	3	0	0	0	0	53	234	43	7	0	9	1	2	296
PCU	21	5	3.8	0	0	0	0	30	128	26	5.7	0	10	0	0	170

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	4	2	0	0	0	0	0	6	52	5	1	0	2	0	0	60
16:15	6	1	0	0	0	0	0	7	70	11	1	0	0	0	0	82
16:30	8	0	0	0	0	0	0	8	43	4	1	0	1	0	0	49
16:45	6	0	0	0	0	0	0	6	46	7	0	0	0	0	0	53
H/TOT	24	3	0	0	0	0	0	27	211	27	3	0	3	0	0	244
17:00	3	3	0	0	0	0	0	6	50	8	1	0	1	0	1	61
17:15	5	1	0	0	0	0	0	6	54	5	0	0	0	0	0	59
17:30	6	0	1	0	0	0	0	7	52	8	0	0	0	0	0	60
17:45	10	1	0	0	0	0	0	11	66	4	0	0	1	0	0	71
H/TOT	24	5	1	0	0	0	0	30	222	25	1	0	2	0	1	251
P/TOT	48	8	1	0	0	0	0	57	433	52	4	0	5	0	1	495
PCU	20	4	1.9	0	0	0	0	26	202	28	1.9	0	2.5	0	0.2	235



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	C to D								TOT	C to C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	CAR		LGV	OGV1	OGV2	PSV	MCI	PCL			
07:00	12	6	1	0	0	0	0	19	0	0	0	0	0	0	0	0	0	
07:15	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	
07:30	40	2	0	0	0	1	0	43	0	0	0	0	0	0	0	0	0	
07:45	41	6	1	0	3	0	0	51	0	0	0	0	0	0	0	0	0	
H/TOT	121	16	2	0	3	1	0	143	0	0	0	0	0	0	0	0	0	
08:00	33	4	2	0	0	0	0	39	0	0	0	0	0	0	0	0	0	
08:15	18	4	2	0	0	0	0	24	0	0	0	0	0	0	0	0	0	
08:30	33	4	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	
08:45	38	4	1	0	0	1	0	44	0	0	0	0	0	0	0	0	0	
H/TOT	122	16	5	0	0	1	0	144	0	0	0	0	0	0	0	0	0	
P/TOT	243	32	7	0	3	2	0	287	0	0	0	0	0	0	0	0	0	
PCU	125	18	9.5	0	7.5	0	0	160	0	0	0	0	0	0	0	0	0	

TIME	C to D								TOT	C to C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	CAR		LGV	OGV1	OGV2	PSV	MCI	PCL			
16:00	42	5	0	0	0	1	0	48	0	0	0	0	0	0	0	0	0	
16:15	33	8	0	0	0	1	0	42	0	0	0	0	0	0	0	0	0	
16:30	38	7	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	
16:45	33	7	1	0	0	0	0	41	0	0	0	0	0	0	0	0	0	
H/TOT	146	27	1	0	0	2	0	176	0	0	0	0	0	0	0	0	0	
17:00	37	5	1	0	0	0	0	43	0	0	0	0	0	0	0	0	0	
17:15	38	5	1	0	0	0	0	44	0	0	0	0	0	0	0	0	0	
17:30	43	5	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	
17:45	31	6	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	
H/TOT	149	21	2	0	0	0	0	172	0	0	0	0	0	0	0	0	0	
P/TOT	295	48	3	0	0	2	0	348	0	0	0	0	0	0	0	0	0	
PCU	151	22	5.7	0	0	0	0	179	0	0	0	0	0	0	0	0	0	



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	20	5	0	0	0	0	0	25	22	5	0	0	1	0	0	28
07:15	13	5	0	0	1	1	0	20	28	6	1	0	0	0	0	35
07:30	21	4	0	0	0	0	0	25	42	7	0	0	0	0	0	49
07:45	31	3	0	0	0	0	0	34	48	6	2	0	0	0	0	56
H/TOT	85	17	0	0	1	1	0	104	140	24	3	0	1	0	0	168
08:00	14	3	1	0	0	1	0	19	17	6	0	0	0	0	0	23
08:15	28	2	0	0	0	0	0	30	32	5	0	0	0	0	0	37
08:30	17	2	2	0	0	0	0	21	28	9	0	0	0	0	0	37
08:45	34	4	1	0	0	0	0	39	20	1	1	0	0	0	0	22
H/TOT	93	11	4	0	0	1	0	109	97	21	1	0	0	0	0	119
P/TOT	178	28	4	0	1	2	0	213	237	45	4	0	1	0	0	287
PCU	90	10	5.7	0	0	0.4	0	106	125	26	3.8	0	0	0	0	155

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	37	4	0	1	1	0	0	43	19	8	0	0	0	0	0	27
16:15	36	5	0	0	0	0	0	41	24	3	0	0	0	0	0	27
16:30	27	5	0	0	0	0	0	32	11	2	0	0	0	0	0	13
16:45	36	1	2	1	2	0	0	42	19	7	0	0	0	0	0	26
H/TOT	136	15	2	2	3	0	0	158	73	20	0	0	0	0	0	93
17:00	32	2	0	0	0	0	0	34	25	1	1	0	0	0	0	27
17:15	32	2	0	0	0	0	0	34	26	3	0	0	0	0	0	29
17:30	34	4	0	0	0	0	0	38	21	5	1	0	0	0	1	28
17:45	22	1	0	0	0	0	0	23	19	1	0	0	0	0	0	20
H/TOT	120	9	0	0	0	0	0	129	91	10	2	0	0	0	1	104
P/TOT	256	24	2	2	3	0	0	287	164	30	2	0	0	0	1	197
PCU	134	9	3.8	2.9	5	0	0	155	91	16	3.8	0	0	0	0.2	111



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	D to A							TOT	D to D							TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0
07:30	11	2	0	0	1	0	0	14	0	0	0	0	0	0	0	0	0	0
07:45	16	3	1	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0
H/TOT	37	6	1	0	1	0	0	45	0	0	0	0	0	0	0	0	0	0
08:00	4	2	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
08:15	7	3	1	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0
08:30	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0
08:45	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0
H/TOT	33	8	2	1	0	0	0	44	0	0	0	0	0	0	0	0	0	0
P/TOT	70	14	3	1	1	0	0	89	0	0	0	0	0	0	0	0	0	0
PCU	35	10	5.7	2.9	0	0	0	54	0	0	0	0	0	0	0	0	0	0

TIME	D to A							TOT	D to D							TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL			
16:00	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0
16:15	19	4	0	0	1	0	0	24	0	0	0	0	0	0	0	0	0	0
16:30	34	3	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0
16:45	18	6	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0
H/TOT	83	13	0	0	1	0	0	97	0	0	0	0	0	0	0	0	0	0
17:00	31	3	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0
17:15	30	4	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0
17:30	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0
17:45	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0
H/TOT	100	12	0	0	0	0	0	112	0	0	0	0	0	0	0	0	0	0
P/TOT	183	25	0	0	1	0	0	209	0	0	0	0	0	0	0	0	0	0
PCU	98	16	0	0	0	0	0	114	0	0	0	0	0	0	0	0	0	0



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	To ARM A							TOT	From ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	19	6	1	0	2	1	0	29	59	12	1	0	0	0	0	72
07:15	32	3	1	0	1	0	2	39	36	14	2	0	0	1	0	53
07:30	42	8	1	0	2	0	0	53	65	10	1	0	2	0	0	78
07:45	51	8	2	0	2	0	0	63	76	10	2	0	0	1	0	89
H/TOT	144	25	5	0	7	1	2	184	236	46	6	0	2	2	0	292
08:00	37	10	3	0	1	0	0	51	81	16	3	0	3	0	0	103
08:15	40	9	3	1	1	0	0	54	77	10	5	1	1	0	0	94
08:30	62	12	1	0	1	0	0	76	72	10	2	0	1	0	0	85
08:45	69	8	1	0	2	0	0	80	63	12	3	0	2	0	0	80
H/TOT	208	39	8	1	5	0	0	261	293	48	13	1	7	0	0	362
P/TOT	352	64	13	1	12	1	2	445	529	94	19	1	9	2	0	654

TIME	To ARM A							TOT	From ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	78	10	1	0	4	0	0	93	69	16	1	0	0	0	0	86
16:15	100	18	2	0	1	0	0	121	72	11	1	0	3	0	0	87
16:30	89	8	2	0	2	0	0	101	72	7	6	0	0	1	0	86
16:45	79	16	0	0	1	0	0	96	81	20	1	0	2	0	0	104
H/TOT	346	52	5	0	8	0	0	411	294	54	9	0	5	1	0	363
17:00	99	11	1	0	1	0	1	113	80	12	0	0	1	0	0	93
17:15	105	10	0	0	1	0	0	116	79	2	1	0	0	1	0	83
17:30	88	12	0	0	0	1	0	101	86	4	0	0	1	0	0	91
17:45	99	8	0	0	2	1	0	110	62	4	0	0	1	0	0	67
H/TOT	391	41	1	0	4	2	1	440	307	22	1	0	3	1	0	334
P/TOT	737	93	6	0	12	2	1	851	601	76	10	0	8	2	0	697



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	To ARM B							TOT	From ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	35	6	0	0	1	0	0	42	15	6	0	0	0	0	0	21
07:15	41	10	2	0	0	1	0	54	20	3	0	0	0	0	0	23
07:30	62	10	0	0	1	0	0	73	34	8	1	0	0	0	0	43
07:45	66	7	3	0	0	1	0	77	45	3	1	1	0	0	0	50
H/TOT	204	33	5	0	2	2	0	246	114	20	2	1	0	0	0	137
08:00	38	10	0	0	1	0	0	49	49	7	1	0	1	0	0	58
08:15	54	10	0	0	0	0	0	64	31	6	1	0	0	0	0	38
08:30	49	12	2	0	1	0	0	64	28	6	2	0	0	0	0	36
08:45	38	3	2	0	1	0	0	44	39	12	1	2	1	1	0	56
H/TOT	179	35	4	0	3	0	0	221	147	31	5	2	2	1	0	188
P/TOT	383	68	9	0	5	2	0	467	261	51	7	3	2	1	0	325

TIME	To ARM B							TOT	From ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	33	10	0	0	0	0	0	43	39	17	1	0	2	0	0	59
16:15	41	5	0	0	0	0	0	46	40	9	1	0	0	0	0	50
16:30	29	3	1	0	0	0	0	33	50	12	1	0	1	0	0	64
16:45	38	8	0	0	1	0	0	47	58	9	0	0	1	0	0	68
H/TOT	141	26	1	0	1	0	0	169	187	47	3	0	4	0	0	241
17:00	37	6	1	0	0	0	0	44	59	7	0	0	0	0	0	66
17:15	40	4	0	0	0	0	0	44	73	5	1	0	1	0	0	80
17:30	33	6	2	0	0	0	1	42	59	4	1	0	0	1	0	65
17:45	34	2	0	0	1	0	0	37	48	4	0	0	1	1	1	55
H/TOT	144	18	3	0	1	0	1	167	239	20	2	0	2	2	1	266
P/TOT	285	44	4	0	2	0	1	336	426	67	5	0	6	2	1	507



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	To ARM C							TOT	From ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	53	15	1	0	0	0	0	69	29	13	2	0	2	1	0	47
07:15	31	15	1	0	1	1	0	49	55	3	1	0	1	0	2	62
07:30	50	9	0	0	1	0	0	60	74	7	1	0	1	1	0	84
07:45	64	7	1	0	0	0	0	72	74	11	2	0	5	0	0	92
H/TOT	198	46	3	0	2	1	0	250	232	34	6	0	9	2	2	285
08:00	60	9	2	0	1	1	0	73	63	12	3	0	0	0	0	78
08:15	71	9	5	0	1	0	0	86	50	11	4	0	1	0	0	66
08:30	61	9	2	0	0	0	0	72	87	15	1	0	1	0	0	104
08:45	76	13	1	0	1	0	0	91	88	10	3	0	1	1	0	103
H/TOT	268	40	10	0	3	1	0	322	288	48	11	0	3	1	0	351
P/TOT	466	86	13	0	5	2	0	572	520	82	17	0	12	3	2	636

TIME	To ARM C							TOT	From ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	84	17	1	1	1	0	0	104	98	12	1	0	2	1	0	114
16:15	79	12	1	0	3	0	0	95	109	20	1	0	0	1	0	131
16:30	78	12	5	0	0	1	0	96	89	11	1	0	1	0	0	102
16:45	98	21	3	1	3	0	0	126	85	14	1	0	0	0	0	100
H/TOT	339	62	10	2	7	1	0	421	381	57	4	0	3	2	0	447
17:00	84	12	0	0	1	0	0	97	90	16	2	0	1	0	1	110
17:15	88	4	1	0	0	0	0	93	97	11	1	0	0	0	0	109
17:30	94	7	0	0	1	0	0	102	101	13	1	0	0	0	0	115
17:45	63	2	0	0	0	0	0	65	107	11	0	0	1	0	0	119
H/TOT	329	25	1	0	2	0	0	357	395	51	4	0	2	0	1	453
P/TOT	668	87	11	2	9	1	0	778	776	108	8	0	5	2	1	900



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday

TIME	To ARM D							TOT	From ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	38	14	1	0	0	0	0	53	42	10	0	0	1	0	0	53
07:15	58	4	0	0	0	0	0	62	51	12	1	0	1	1	0	66
07:30	93	11	2	0	0	1	0	107	74	13	0	0	1	0	0	88
07:45	109	14	2	1	3	0	0	129	95	12	3	0	0	0	0	110
H/TOT	298	43	5	1	3	1	0	351	262	47	4	0	3	1	0	317
08:00	93	17	4	0	1	0	0	115	35	11	2	0	0	1	0	49
08:15	60	9	3	1	0	0	0	73	67	10	1	1	0	0	0	79
08:30	68	11	2	0	0	0	0	81	53	13	2	0	0	0	0	68
08:45	75	16	5	2	0	2	0	100	68	6	2	0	0	0	0	76
H/TOT	296	53	14	3	1	2	0	369	223	40	7	1	0	1	0	272
P/TOT	594	96	19	4	4	3	0	720	485	87	11	1	3	2	0	589

TIME	To ARM D							TOT	From ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL		CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	79	20	1	0	0	1	0	101	68	12	0	1	1	0	0	82
16:15	80	17	0	0	0	1	0	98	79	12	0	0	1	0	0	92
16:30	87	17	0	0	0	0	0	104	72	10	0	0	0	0	0	82
16:45	82	12	1	0	0	0	0	95	73	14	2	1	2	0	0	92
H/TOT	328	66	2	0	0	2	0	398	292	48	2	2	4	0	0	348
17:00	97	12	1	0	0	0	0	110	88	6	1	0	0	0	0	95
17:15	104	9	2	0	0	1	0	116	88	9	0	0	0	0	0	97
17:30	105	8	1	0	0	0	0	114	74	12	1	0	0	0	1	88
17:45	82	11	0	0	0	0	1	94	61	4	0	0	0	0	0	65
H/TOT	388	40	4	0	0	1	1	434	311	31	2	0	0	0	1	345
P/TOT	716	106	6	0	0	3	1	832	603	79	4	2	4	0	1	693



SITE: 5

DATE: 24/11/2022

LOCATION: B6128 / B6428 Royston Crossroads Junction

DAY: Thursday


TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
07:00	145	41	3	0	3	1	0	193
07:15	162	32	4	0	2	2	2	204
07:30	247	38	3	0	4	1	0	293
07:45	290	36	8	1	5	1	0	341
H/TOT	844	147	18	1	14	5	2	1031
08:00	228	46	9	0	4	1	0	288
08:15	225	37	11	2	2	0	0	277
08:30	240	44	7	0	2	0	0	293
08:45	258	40	9	2	4	2	0	315
H/TOT	951	167	36	4	12	3	0	1173
P/TOT	1795	314	54	5	26	8	2	2204

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	1031
07:15 to 08:15	1126
07:30 to 08:30	1199
07:45 to 08:45	1199
08:00 to 09:00	1173
AM Peak	1199

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCI	PCL	
16:00	274	57	3	1	5	1	0	341
16:15	300	52	3	0	4	1	0	360
16:30	283	40	8	0	2	1	0	334
16:45	297	57	4	1	5	0	0	364
H/TOT	1154	206	18	2	16	3	0	1399
17:00	317	41	3	0	2	0	1	364
17:15	337	27	3	0	1	1	0	369
17:30	320	33	3	0	1	1	1	359
17:45	278	23	0	0	3	1	1	306
H/TOT	1252	124	9	0	7	3	3	1398
P/TOT	2406	330	27	2	23	6	3	2797

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	1399
16:15 to 17:15	1422
16:30 to 17:30	1431
16:45 to 17:45	1456
17:00 to 18:00	1398
PM Peak	1456



	Site / Location:	Shaw Lane - 53.586865, -1.435257	Project No:	9406	Photo No:	1	Drawn By:	RN
	Survey Date:	Wednesday 21 November 2018 - Tuesday 27 November 2018	Project Name:		Shaw Lane			
	Survey Times:	00:00 - 00:00 (24 Hour)	Title:		Site Photograph - looking eastbound			



Automatic Tr

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed
1	Shaw Lane - 53.586865, -1.435257	East	30	Wednesday 21 November 2018	Tuesday 27 November 2018	19600	3124	2800	16727	85.3	10446	53.3	1316	6.7	35.9
		West	30	Wednesday 21 November 2018	Tuesday 27 November 2018	19129	3021	2733	14574	76.2	6676	34.9	490	2.6	33.5
		Both Directions	30	Wednesday 21 November 2018	Tuesday 27 November 2018	38729	6145	5533	31301	80.8	17122	44.2	1806	4.7	34.7

9406
Shaw Lane
Nov-18
Traffic Count

85%ile Speed
41.5
38.5
40.2

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	10	90.9	4	36.4	0	0.0	34.6	41.9
0100	9	0	8	0	1	0	0	0	0	0	0	0	0	8	88.9	6	66.7	0	0.0	36.2	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	4	80.0	0	0.0	38.2	-
0300	11	0	9	0	2	0	0	0	0	0	0	0	0	11	100.0	7	63.6	2	18.2	39	47
0400	37	0	35	0	2	0	0	0	0	0	0	0	0	36	97.3	30	81.1	9	24.3	40.8	47.9
0500	94	1	87	0	6	0	0	0	0	0	0	0	0	87	92.6	72	76.6	10	10.6	38.7	44
0600	148	2	129	0	13	1	1	0	0	0	2	0	0	143	96.6	102	68.9	10	6.8	37.5	42.3
0700	239	2	205	1	23	0	6	0	0	1	1	0	0	202	84.5	126	52.7	9	3.8	35.1	39.6
0800	257	1	227	1	20	3	2	0	1	1	1	0	0	216	84.1	130	50.6	6	2.3	35	40.1
0900	186	0	168	0	17	0	1	0	0	0	0	0	0	163	87.6	97	52.2	7	3.8	35.7	40.5
1000	141	3	114	0	17	0	5	0	0	2	0	0	0	108	76.6	61	43.3	9	6.4	34.4	41.3
1100	151	1	122	2	20	1	2	2	1	0	0	0	0	125	82.8	74	49.0	9	6.0	35.3	40.3
1200	165	0	143	0	17	1	4	0	0	0	0	0	0	133	80.6	83	50.3	3	1.8	34.6	39.5
1300	153	1	128	0	18	0	3	0	0	1	2	0	0	128	83.7	70	45.8	10	6.5	34.9	39.9
1400	213	2	186	1	20	0	3	1	0	0	0	0	0	193	90.6	123	57.8	11	5.2	36.1	41.7
1500	234	1	215	0	13	0	3	0	0	1	1	0	0	199	85.0	121	51.7	7	3.0	35.5	40.8
1600	300	4	265	0	25	0	4	0	1	1	0	0	0	230	76.7	120	40.0	13	4.3	34.2	39.1
1700	288	0	272	1	14	0	1	0	0	0	0	0	0	229	79.5	129	44.8	11	3.8	34.7	40.3
1800	199	0	189	3	7	0	0	0	0	0	0	0	0	174	87.4	116	58.3	11	5.5	36.1	40.7
1900	93	2	88	0	3	0	0	0	0	0	0	0	0	78	83.9	41	44.1	7	7.5	35.3	40.2
2000	64	0	62	0	2	0	0	0	0	0	0	0	0	62	96.9	38	59.4	6	9.4	37.6	42.7
2100	75	1	73	0	1	0	0	0	0	0	0	0	0	68	90.7	47	62.7	11	14.7	37.6	44.9
2200	49	2	47	0	0	0	0	0	0	0	0	0	0	41	83.7	22	44.9	5	10.2	35.5	44.4
2300	17	0	15	0	2	0	0	0	0	0	0	0	0	14	82.4	9	52.9	0	0.0	34.9	39.6
07-19	2526	15	2234	9	211	5	34	3	3	7	5	0	0	2100	83.1	1250	49.5	106	4.2	35.1	40.3
06-22	2906	20	2586	9	230	6	35	3	3	7	7	0	0	2451	84.3	1478	50.9	140	4.8	35.4	40.5
06-00	2972	22	2648	9	232	6	35	3	3	7	7	0	0	2506	84.3	1509	50.8	145	4.9	35.4	40.5
00-00	3139	23	2803	9	243	6	35	3	3	7	7	0	0	2663	84.8	1632	52.0	166	5.3	35.5	40.7

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Thursday 22 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	11	0	2	0	0	0	0	0	0	0	0	11	84.6	8	61.5	3	23.1	38.6	47.4
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	38	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100.0	6	75.0	1	12.5	37.6	-
0300	13	0	13	0	0	0	0	0	0	0	0	0	0	13	100.0	10	76.9	1	7.7	38.8	43.4
0400	31	0	30	0	1	0	0	0	0	0	0	0	0	31	100.0	22	71.0	6	19.4	38.9	47.3
0500	89	1	81	0	6	0	0	0	0	0	1	0	0	79	88.8	56	62.9	7	7.9	36.9	43
0600	141	3	117	0	18	0	1	0	0	0	2	0	0	121	85.8	84	59.6	12	8.5	36.5	43
0700	219	2	199	2	14	0	1	0	0	0	1	0	0	193	88.1	101	46.1	6	2.7	34.9	39.8
0800	262	1	236	0	23	0	1	0	0	1	0	0	0	235	89.7	146	55.7	16	6.1	36.2	41.2
0900	185	0	159	1	21	1	3	0	0	0	0	0	0	144	77.8	81	43.8	11	5.9	34.8	41.2
1000	155	1	126	0	21	1	6	0	0	0	0	0	0	127	81.9	60	38.7	8	5.2	34.6	40.3
1100	186	2	154	0	23	1	2	1	1	1	1	0	0	153	82.3	81	43.6	7	3.8	34.9	41.3
1200	164	0	134	0	23	2	3	0	1	1	0	0	0	129	78.7	75	45.7	11	6.7	34.9	41.6
1300	176	2	144	1	23	0	3	1	0	1	1	0	0	143	81.3	86	48.9	8	4.5	34.3	39.1
1400	233	3	204	0	18	2	5	0	0	0	1	0	0	192	82.4	118	50.6	11	4.7	35.2	41.2
1500	219	1	195	1	16	1	3	0	1	1	0	0	0	171	78.1	77	35.2	10	4.6	34	38.9
1600	280	3	261	1	14	0	1	0	0	0	0	0	0	223	79.6	110	39.3	11	3.9	34.4	40.4
1700	303	2	280	2	17	0	1	0	1	0	0	0	0	269	88.8	152	50.2	16	5.3	35.7	40.7
1800	143	0	133	0	9	0	0	0	0	0	0	1	0	131	91.6	83	58.0	14	9.8	36.6	42
1900	118	0	116	0	2	0	0	0	0	0	0	0	0	104	88.1	76	64.4	15	12.7	37.3	44.2
2000	66	0	62	0	4	0	0	0	0	0	0	0	0	58	87.9	42	63.6	5	7.6	37	41.5
2100	87	1	81	0	5	0	0	0	0	0	0	0	0	80	92.0	63	72.4	12	13.8	37.9	44.1
2200	58	1	56	0	1	0	0	0	0	0	0	0	0	53	91.4	31	53.5	9	15.5	37.1	45.1
2300	15	0	12	0	3	0	0	0	0	0	0	0	0	15	100.0	8	53.3	0	0.0	37	42.4
07-19	2525	17	2225	8	222	8	29	2	4	5	4	1	0	2110	83.6	1170	46.3	129	5.1	35.1	40.7
06-22	2937	21	2601	8	251	8	30	2	4	5	6	1	0	2473	84.2	1435	48.9	173	5.9	35.3	40.9
06-00	3010	22	2669	8	255	8	30	2	4	5	6	1	0	2541	84.4	1474	49.0	182	6.0	35.4	40.9
00-00	3165	23	2813	8	264	8	30	2	4	5	7	1	0	2684	84.8	1577	49.8	200	6.3	35.5	41.1

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Friday 23 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	10	0	1	0	0	0	0	0	0	0	0	11	100.0	10	90.9	3	27.3	43.9	58.9
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	10	90.9	6	54.6	3	27.3	38.8	47.8
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100.0	5	83.3	1	16.7	41.1	-
0300	10	0	8	0	2	0	0	0	0	0	0	0	0	10	100.0	8	80.0	3	30.0	39.6	-
0400	23	0	22	0	1	0	0	0	0	0	0	0	0	23	100.0	19	82.6	8	34.8	41.8	53
0500	88	2	82	0	4	0	0	0	0	0	0	0	0	86	97.7	67	76.1	13	14.8	39.3	45
0600	131	3	112	0	14	0	1	0	0	0	1	0	0	124	94.7	93	71.0	16	12.2	38.1	43.8
0700	228	2	201	0	21	1	3	0	0	0	0	0	0	206	90.4	136	59.7	14	6.1	36.6	41.6
0800	231	1	204	1	20	1	3	0	0	1	0	0	0	200	86.6	123	53.3	21	9.1	36.1	42.4
0900	170	3	146	0	14	1	5	0	0	0	1	0	0	151	88.8	107	62.9	14	8.2	36.8	42.5
1000	166	1	141	3	18	2	1	0	0	0	0	0	0	135	81.3	87	52.4	7	4.2	35	40.1
1100	167	1	137	1	21	2	4	0	1	0	0	0	0	124	74.3	83	49.7	6	3.6	34.4	40.1
1200	190	2	157	1	24	0	4	0	0	0	2	0	0	143	75.3	82	43.2	11	5.8	34.2	39.7
1300	205	1	180	2	17	2	2	0	0	0	1	0	0	173	84.4	103	50.2	15	7.3	35.5	41
1400	236	1	212	2	18	0	1	0	0	1	1	0	0	203	86.0	116	49.2	12	5.1	35.5	40.5
1500	278	3	251	0	19	0	5	0	0	0	0	0	0	237	85.3	131	47.1	8	2.9	35	39.9
1600	285	3	251	2	26	0	2	0	1	0	0	0	0	232	81.4	120	42.1	10	3.5	34.8	40.2
1700	271	0	258	0	12	0	0	0	0	0	1	0	0	220	81.2	122	45.0	17	6.3	35.1	40.3
1800	182	2	172	1	7	0	0	0	0	0	0	0	0	158	86.8	113	62.1	11	6.0	36.3	42
1900	118	1	115	0	2	0	0	0	0	0	0	0	0	105	89.0	85	72.0	17	14.4	38.3	44
2000	77	0	71	0	5	0	1	0	0	0	0	0	0	70	90.9	51	66.2	10	13.0	38	44
2100	54	1	51	0	2	0	0	0	0	0	0	0	0	51	94.4	43	79.6	10	18.5	40.2	46
2200	40	2	37	0	1	0	0	0	0	0	0	0	0	31	77.5	21	52.5	2	5.0	35.4	41.8
2300	32	0	29	0	3	0	0	0	0	0	0	0	0	30	93.8	23	71.9	4	12.5	38	44.1
07-19	2609	20	2310	13	217	9	30	0	2	2	6	0	0	2182	83.6	1323	50.7	146	5.6	35.4	40.7
06-22	2989	25	2659	13	240	9	32	0	2	2	7	0	0	2532	84.7	1595	53.4	199	6.7	35.8	41.4
06-00	3061	27	2725	13	244	9	32	0	2	2	7	0	0	2593	84.7	1639	53.5	205	6.7	35.8	41.4
00-00	3210	29	2864	13	252	9	32	0	2	2	7	0	0	2739	85.3	1754	54.6	236	7.4	36	41.8

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Saturday 24 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	0	22	0	0	0	0	0	0	0	0	0	0	18	81.8	16	72.7	6	27.3	41	53.9
0100	10	1	9	0	0	0	0	0	0	0	0	0	0	8	80.0	5	50.0	0	0.0	35.4	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100.0	6	85.7	3	42.9	44.9	-
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100.0	6	85.7	2	28.6	42.6	-
0400	13	0	13	0	0	0	0	0	0	0	0	0	0	12	92.3	9	69.2	1	7.7	37.8	42.9
0500	58	2	55	0	1	0	0	0	0	0	0	0	0	57	98.3	43	74.1	10	17.2	39.8	46.2
0600	61	0	54	0	7	0	0	0	0	0	0	0	0	59	96.7	40	65.6	9	14.8	38.5	45.2
0700	69	0	62	0	6	0	1	0	0	0	0	0	0	65	94.2	50	72.5	10	14.5	39.1	45.1
0800	92	1	83	1	7	0	0	0	0	0	0	0	0	76	82.6	62	67.4	10	10.9	37.3	43.2
0900	143	5	130	0	5	0	3	0	0	0	0	0	0	121	84.6	88	61.5	19	13.3	36.8	44.4
1000	168	0	151	2	12	0	2	0	1	0	0	0	0	155	92.3	98	58.3	15	8.9	36.6	42.9
1100	213	2	199	0	9	0	3	0	0	0	0	0	0	199	93.4	126	59.2	3	1.4	35.9	40.5
1200	162	4	149	1	7	0	1	0	0	0	0	0	0	151	93.2	110	67.9	11	6.8	37	42.1
1300	171	0	161	0	10	0	0	0	0	0	0	0	0	159	93.0	110	64.3	18	10.5	37.6	43.1
1400	167	4	155	3	5	0	0	0	0	0	0	0	0	154	92.2	105	62.9	17	10.2	37.3	43.2
1500	141	7	128	0	4	0	1	0	0	1	0	0	0	127	90.1	92	65.3	13	9.2	37.4	43.2
1600	138	0	124	0	14	0	0	0	0	0	0	0	0	115	83.3	70	50.7	11	8.0	36	42.5
1700	147	1	142	1	3	0	0	0	0	0	0	0	0	131	89.1	92	62.6	13	8.8	36.9	42.2
1800	134	0	130	0	4	0	0	0	0	0	0	0	0	117	87.3	76	56.7	7	5.2	36.2	41.7
1900	85	0	84	0	1	0	0	0	0	0	0	0	0	74	87.1	52	61.2	9	10.6	37	44.1
2000	66	1	63	0	2	0	0	0	0	0	0	0	0	57	86.4	29	43.9	7	10.6	35.9	43.7
2100	44	2	41	0	1	0	0	0	0	0	0	0	0	40	90.9	31	70.5	6	13.6	38	43.6
2200	53	1	50	0	2	0	0	0	0	0	0	0	0	46	86.8	37	69.8	10	18.9	39	48.3
2300	33	0	31	0	2	0	0	0	0	0	0	0	0	31	93.9	24	72.7	7	21.2	39.1	47.9
07-19	1745	24	1614	8	86	0	11	0	1	1	0	0	0	1570	90.0	1079	61.8	147	8.4	36.9	42.6
06-22	2001	27	1856	8	97	0	11	0	1	1	0	0	0	1800	90.0	1231	61.5	178	8.9	36.9	42.9
06-00	2087	28	1937	8	101	0	11	0	1	1	0	0	0	1877	89.9	1292	61.9	195	9.3	37	43
00-00	2204	31	2050	8	102	0	11	0	1	1	0	0	0	1986	90.1	1377	62.5	217	9.8	37.2	43.2

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Sunday 25 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	26	1	24	0	1	0	0	0	0	0	0	0	0	25	96.2	17	65.4	1	3.8	37.3	42.1
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	10	100.0	9	90.0	3	30.0	42	-
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	10	90.9	8	72.7	3	27.3	40.7	50.2
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100.0	4	57.1	2	28.6	40.6	-
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	11	100.0	9	81.8	3	27.3	41.2	48.1
0500	40	2	38	0	0	0	0	0	0	0	0	0	0	39	97.5	32	80.0	14	35.0	41.8	49.6
0600	42	0	40	0	2	0	0	0	0	0	0	0	0	38	90.5	29	69.1	10	23.8	39.4	46.5
0700	29	1	27	0	1	0	0	0	0	0	0	0	0	26	89.7	15	51.7	2	6.9	35.5	40.7
0800	51	0	49	0	2	0	0	0	0	0	0	0	0	51	100.0	44	86.3	12	23.5	40.2	46.8
0900	98	0	94	0	4	0	0	0	0	0	0	0	0	94	95.9	63	64.3	7	7.1	37.4	42.2
1000	136	0	132	0	4	0	0	0	0	0	0	0	0	120	88.2	85	62.5	11	8.1	36.9	42.8
1100	160	1	156	0	3	0	0	0	0	0	0	0	0	148	92.5	102	63.8	10	6.3	37.3	42.2
1200	165	3	153	1	8	0	0	0	0	0	0	0	0	144	87.3	103	62.4	12	7.3	36.6	41.1
1300	135	4	125	0	5	0	0	0	1	0	0	0	0	113	83.7	73	54.1	11	8.1	35.9	42.6
1400	127	0	122	0	5	0	0	0	0	0	0	0	0	109	85.8	84	66.1	18	14.2	37.6	44.2
1500	103	0	99	0	4	0	0	0	0	0	0	0	0	92	89.3	64	62.1	9	8.7	36.7	41.7
1600	135	0	131	0	4	0	0	0	0	0	0	0	0	120	88.9	77	57.0	15	11.1	37	43.3
1700	129	0	125	0	4	0	0	0	0	0	0	0	0	114	88.4	75	58.1	9	7.0	36.4	41.3
1800	102	1	98	0	3	0	0	0	0	0	0	0	0	92	90.2	60	58.8	12	11.8	37.1	43.8
1900	89	0	88	0	1	0	0	0	0	0	0	0	0	81	91.0	54	60.7	8	9.0	37.3	43
2000	50	0	48	0	2	0	0	0	0	0	0	0	0	44	88.0	34	68.0	6	12.0	37.5	43.9
2100	51	1	49	0	1	0	0	0	0	0	0	0	0	48	94.1	35	68.6	6	11.8	37.8	44
2200	41	1	39	0	1	0	0	0	0	0	0	0	0	37	90.2	27	65.9	3	7.3	37.5	42.4
2300	28	0	27	0	1	0	0	0	0	0	0	0	0	21	75.0	15	53.6	3	10.7	35.6	44.2
07-19	1370	10	1311	1	47	0	0	0	1	0	0	0	0	1223	89.3	845	61.7	128	9.3	37	42.7
06-22	1602	11	1536	1	53	0	0	0	1	0	0	0	0	1434	89.5	997	62.2	158	9.9	37.1	42.8
06-00	1671	12	1602	1	55	0	0	0	1	0	0	0	0	1492	89.3	1039	62.2	164	9.8	37.1	42.8
00-00	1776	15	1703	1	56	0	0	0	1	0	0	0	0	1594	89.8	1118	63.0	190	10.7	37.3	43.3

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Monday 26 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100.0	4	50.0	0	0.0	35.8	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100.0	0	0.0	0	0.0	32	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	39.7	-
0300	12	0	10	0	2	0	0	0	0	0	0	0	0	12	100.0	10	83.3	2	16.7	40.3	47.5
0400	38	0	36	0	2	0	0	0	0	0	0	0	0	37	97.4	30	79.0	5	13.2	39	44.6
0500	97	2	85	0	8	0	0	0	0	0	2	0	0	81	83.5	49	50.5	7	7.2	35.5	42.2
0600	125	0	112	0	12	0	1	0	0	0	0	0	0	116	92.8	89	71.2	5	4.0	37.5	42.5
0700	223	4	199	1	19	0	0	0	0	0	0	0	0	188	84.3	121	54.3	11	4.9	35.6	40.7
0800	254	1	233	2	15	1	0	0	1	1	0	0	0	225	88.6	168	66.1	16	6.3	36.7	41.9
0900	187	0	163	0	17	1	1	0	1	1	2	1	0	155	82.9	90	48.1	5	2.7	35.1	39.7
1000	166	1	134	0	28	2	0	0	0	0	1	0	0	131	78.9	84	50.6	11	6.6	35.6	41.8
1100	156	1	128	2	17	2	2	1	0	2	1	0	0	122	78.2	76	48.7	11	7.1	34.6	40.7
1200	160	2	136	2	17	1	1	0	0	1	0	0	0	138	86.3	93	58.1	13	8.1	36.4	42
1300	188	3	155	2	20	1	5	0	0	2	0	0	0	166	88.3	109	58.0	7	3.7	35.8	40.9
1400	194	0	165	2	22	0	3	0	0	1	1	0	0	159	82.0	89	45.9	5	2.6	34.8	40.3
1500	238	0	211	1	19	1	4	0	0	0	2	0	0	197	82.8	87	36.6	5	2.1	34.1	38.3
1600	296	3	262	2	24	1	3	0	1	0	0	0	0	230	77.7	125	42.2	5	1.7	34.2	39.4
1700	278	3	260	2	10	1	1	0	0	0	1	0	0	227	81.7	130	46.8	7	2.5	34.8	40.2
1800	142	1	135	0	6	0	0	0	0	0	0	0	0	127	89.4	87	61.3	13	9.2	37	43.7
1900	100	0	96	0	4	0	0	0	0	0	0	0	0	87	87.0	51	51.0	6	6.0	35.7	40.3
2000	71	0	64	0	6	0	0	0	0	1	0	0	0	62	87.3	54	76.1	10	14.1	37.5	44.3
2100	52	0	52	0	0	0	0	0	0	0	0	0	0	47	90.4	26	50.0	5	9.6	36.2	42.9
2200	42	2	39	0	1	0	0	0	0	0	0	0	0	37	88.1	27	64.3	5	11.9	37	44.6
2300	15	0	12	0	3	0	0	0	0	0	0	0	0	12	80.0	10	66.7	3	20.0	38.4	46.4
07-19	2482	19	2181	16	214	11	20	1	3	8	8	1	0	2065	83.2	1259	50.7	109	4.4	35.3	40.6
06-22	2830	19	2505	16	236	11	21	1	3	9	8	1	0	2377	84.0	1479	52.3	135	4.8	35.5	40.8
06-00	2887	21	2556	16	240	11	21	1	3	9	8	1	0	2426	84.0	1516	52.5	143	5.0	35.5	40.9
00-00	3048	23	2700	16	253	11	21	1	3	9	10	1	0	2570	84.3	1611	52.9	157	5.2	35.6	41

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Tuesday 27 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	11	84.6	7	53.9	3	23.1	37.8	50.5
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0.0	37.4	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	6	85.7	5	71.4	1	14.3	38.7	-
0300	11	0	9	0	2	0	0	0	0	0	0	0	0	11	100.0	10	90.9	2	18.2	41.7	48.7
0400	32	0	32	0	0	0	0	0	0	0	0	0	0	29	90.6	24	75.0	1	3.1	37.4	42.4
0500	89	0	80	0	9	0	0	0	0	0	0	0	0	77	86.5	55	61.8	8	9.0	36.5	42.3
0600	141	1	127	1	11	0	1	0	0	0	0	0	0	126	89.4	71	50.4	6	4.3	35.8	41.2
0700	244	5	220	0	14	0	2	0	0	1	2	0	0	202	82.8	124	50.8	11	4.5	35.2	41.2
0800	231	0	206	1	17	1	3	0	0	2	1	0	0	196	84.9	126	54.6	12	5.2	35.5	42
0900	190	0	164	1	22	2	1	0	0	0	0	0	0	165	86.8	94	49.5	5	2.6	35.5	40.5
1000	164	2	133	0	21	1	3	1	0	2	1	0	0	134	81.7	51	31.1	11	6.7	34.1	40.1
1100	142	2	116	1	15	2	5	0	0	1	0	0	0	108	76.1	60	42.3	6	4.2	33.8	39.9
1200	142	1	118	1	16	1	4	0	1	0	0	0	0	115	81.0	66	46.5	9	6.3	35	41.3
1300	182	5	151	0	16	1	4	0	1	1	3	0	0	133	73.1	76	41.8	8	4.4	33.9	39.6
1400	201	1	168	1	21	2	6	1	0	0	1	0	0	153	76.1	80	39.8	5	2.5	34.1	39.7
1500	237	1	214	0	15	2	4	0	1	0	0	0	0	183	77.2	79	33.3	6	2.5	33.4	38.3
1600	274	1	246	1	25	0	0	0	0	0	1	0	0	206	75.2	90	32.9	4	1.5	33.3	37.8
1700	278	2	260	1	14	0	1	0	0	0	0	0	0	226	81.3	99	35.6	5	1.8	33.8	38.4
1800	163	0	151	1	11	0	0	0	0	0	0	0	0	140	85.9	71	43.6	3	1.8	34.6	39.8
1900	119	0	110	1	5	0	2	0	1	0	0	0	0	94	79.0	59	49.6	7	5.9	35.1	41.2
2000	71	1	68	0	2	0	0	0	0	0	0	0	0	64	90.1	41	57.8	8	11.3	37.5	43.7
2100	59	0	59	0	0	0	0	0	0	0	0	0	0	49	83.1	36	61.0	12	20.3	38.2	47
2200	58	1	54	0	3	0	0	0	0	0	0	0	0	55	94.8	46	79.3	13	22.4	39.6	46.2
2300	7	0	6	0	1	0	0	0	0	0	0	0	0	6	85.7	5	71.4	4	57.1	41.2	-
07-19	2448	20	2147	8	207	12	33	2	3	7	9	0	0	1961	80.1	1016	41.5	85	3.5	34.3	39.7
06-22	2838	22	2511	10	225	12	36	2	4	7	9	0	0	2294	80.8	1223	43.1	118	4.2	34.6	40.1
06-00	2903	23	2571	10	229	12	36	2	4	7	9	0	0	2355	81.1	1274	43.9	135	4.7	34.7	40.3
00-00	3058	23	2715	10	240	12	36	2	4	7	9	0	0	2491	81.5	1377	45.0	150	4.9	34.8	40.5

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	15	0	14	0	1	0	0	0	0	0	0	0	0	13	90.4	9	63.5	2	15.4	38.6	45.3
0100	7	0	6	0	0	0	0	0	0	0	0	0	0	6	89.4	4	61.7	1	12.8	37.7	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	6	95.7	5	76.6	1	19.2	40.2	-
0300	10	0	9	0	1	0	0	0	0	0	0	0	0	10	100.0	8	77.5	2	19.7	40.2	46.6
0400	26	0	26	0	1	0	0	0	0	0	0	0	0	26	96.8	20	77.3	5	17.8	39.5	46
0500	79	1	73	0	5	0	0	0	0	0	0	0	0	72	91.2	53	67.4	10	12.4	37.9	44.3
0600	113	1	99	0	11	0	1	0	0	0	1	0	0	104	92.1	73	64.4	10	8.6	37.3	43
0700	179	2	159	1	14	0	2	0	0	0	1	0	0	155	86.5	96	53.8	9	5.0	35.7	41
0800	197	1	177	1	15	1	1	0	0	1	0	0	0	171	87.0	114	58.0	13	6.7	36.2	41.9
0900	166	1	146	0	14	1	2	0	0	0	0	0	0	142	85.7	89	53.5	10	5.9	35.9	41.4
1000	157	1	133	1	17	1	2	0	0	1	0	0	0	130	83.0	75	48.0	10	6.6	35.3	41.2
1100	168	1	145	1	15	1	3	1	0	1	0	0	0	140	83.3	86	51.2	7	4.4	35.2	40.8
1200	164	2	141	1	16	1	2	0	0	0	0	0	0	136	83.0	87	53.3	10	6.1	35.5	41.2
1300	173	2	149	1	16	1	2	0	0	1	1	0	0	145	83.9	90	51.8	11	6.4	35.4	41.1
1400	196	2	173	1	16	1	3	0	0	0	1	0	0	166	84.8	102	52.2	11	5.8	35.7	41.4
1500	207	2	188	0	13	1	3	0	0	0	0	0	0	172	83.2	93	44.9	8	4.0	34.9	40.3
1600	244	2	220	1	19	0	1	0	0	0	0	0	0	194	79.4	102	41.7	10	4.0	34.5	39.8
1700	242	1	228	1	11	0	1	0	0	0	0	0	0	202	83.6	114	47.2	11	4.6	35.1	40.3
1800	152	1	144	1	7	0	0	0	0	0	0	0	0	134	88.2	87	56.9	10	6.7	36.2	41.7
1900	103	0	100	0	3	0	0	0	0	0	0	0	0	89	86.3	60	57.9	10	9.6	36.6	42.5
2000	66	0	63	0	3	0	0	0	0	0	0	0	0	60	89.7	41	62.2	7	11.2	37.3	43.4
2100	60	1	58	0	1	0	0	0	0	0	0	0	0	55	90.8	40	66.6	9	14.7	38	44.8
2200	49	1	46	0	1	0	0	0	0	0	0	0	0	43	88.0	30	61.9	7	13.8	37.4	44.6
2300	21	0	19	0	2	0	0	0	0	0	0	0	0	18	87.8	13	64.0	3	14.3	37.5	44.5
07-19	2244	18	2003	9	172	6	22	1	2	4	5	0	0	1887	84.1	1135	50.6	121	5.4	35.4	40.9
06-22	2586	21	2322	9	190	7	24	1	3	4	5	0	0	2194	84.9	1348	52.1	157	6.1	35.7	41.2
06-00	2656	22	2387	9	194	7	24	1	3	4	5	0	0	2256	84.9	1392	52.4	167	6.3	35.7	41.3
00-00	2800	24	2521	9	201	7	24	1	3	4	6	0	0	2390	85.3	1492	53.3	188	6.7	35.9	41.5



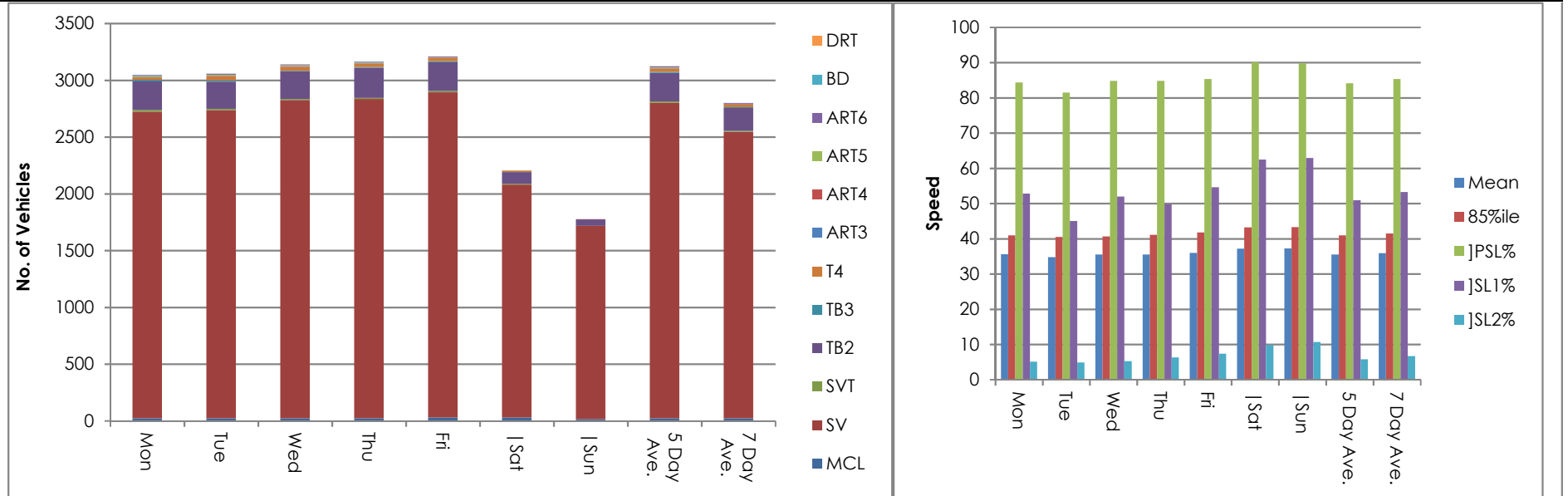
Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	3048	23	2700	16	253	11	21	1	3	9	10	1	0	2570	84.3	1611	52.9	157	5.2	35.6	41
Tue	3058	23	2715	10	240	12	36	2	4	7	9	0	0	2491	81.5	1377	45.0	150	4.9	34.8	40.5
Wed	3139	23	2803	9	243	6	35	3	3	7	7	0	0	2663	84.8	1632	52.0	166	5.3	35.5	40.7
Thu	3165	23	2813	8	264	8	30	2	4	5	7	1	0	2684	84.8	1577	49.8	200	6.3	35.5	41.1
Fri	3210	29	2864	13	252	9	32	0	2	2	7	0	0	2739	85.3	1754	54.6	236	7.4	36	41.8
Sat	2204	31	2050	8	102	0	11	0	1	1	0	0	0	1986	90.1	1377	62.5	217	9.8	37.2	43.2
Sun	1776	15	1703	1	56	0	0	0	1	0	0	0	0	1594	89.8	1118	63.0	190	10.7	37.3	43.3
5 Day Ave.	3124	24	2779	11	250	9	31	2	3	6	8	0	0	2629	84.2	1590	50.9	182	5.8	35.5	41.0
7 Day Ave.	2800	24	2521	9	201	7	24	1	3	4	6	0	0	2390	85.3	1492	53.3	188	6.7	35.9	41.5
--	19600	167	17648	65	1410	46	165	8	18	31	40	2	0	16727	85.3	10446	53.3	1316	6.7	35.9	41.5

Summary Graphs



Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	1	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	1	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	0	4	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	37	0	0	0	0	0	1	6	10	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	94	0	0	0	0	0	7	15	41	21	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	148	0	0	0	0	0	5	41	63	29	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	239	0	0	0	5	2	30	76	94	23	5	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	257	0	0	0	2	4	35	86	89	35	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	186	0	0	0	0	1	22	66	63	27	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	141	0	0	1	1	8	23	47	36	16	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	151	0	0	1	0	2	23	51	51	14	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	165	0	0	0	0	6	26	50	63	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	153	0	0	0	2	2	21	58	48	12	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	213	0	0	0	0	2	18	70	76	36	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	234	0	0	0	0	1	34	78	68	46	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	300	0	0	0	0	7	63	110	85	22	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	288	0	0	0	0	4	55	100	81	37	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	199	0	0	0	0	2	23	58	77	28	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	93	0	0	0	0	2	13	37	26	8	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	64	0	0	0	0	0	2	24	19	13	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	75	0	0	0	0	0	7	21	29	7	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	0	2	0	6	19	10	7	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	0	3	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2526	0	0	2	10	41	373	850	831	313	76	23	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2906	0	0	2	10	43	400	973	968	370	96	33	6	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2972	0	0	2	12	43	409	997	985	379	98	36	6	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3139	0	0	2	12	44	418	1031	1045	421	110	43	8	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Thursday 22 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	0	2	3	2	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	13	0	0	0	0	0	0	3	7	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	31	0	0	0	0	0	0	9	10	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	89	0	0	0	0	0	10	23	30	19	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	141	0	0	0	0	3	17	37	48	24	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	219	0	0	0	1	1	24	92	71	24	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	262	0	0	0	0	1	26	89	86	44	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	185	0	0	0	1	8	32	63	46	24	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	155	0	0	0	0	1	27	67	34	18	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	186	0	0	0	0	5	28	72	46	28	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	164	0	0	0	0	5	30	54	43	21	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	176	0	1	1	1	6	24	57	64	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	233	0	0	0	1	5	35	74	70	37	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	219	0	0	0	0	6	42	94	50	17	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	280	0	0	0	0	7	50	113	66	33	9	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
1700	303	0	0	0	0	0	34	117	96	40	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	143	0	0	0	0	0	12	48	47	22	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	118	0	0	0	0	1	13	28	45	16	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	66	0	0	0	0	0	8	16	25	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	87	0	0	0	0	0	7	17	38	13	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	58	0	0	0	1	0	4	22	17	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	15	0	0	0	0	0	0	7	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2525	0	1	1	4	45	364	940	719	322	94	24	10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
06-22	2937	0	1	1	4	49	409	1038	875	387	127	33	11	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
06-00	3010	0	1	1	5	49	413	1067	895	397	133	36	11	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
00-00	3165	0	1	1	5	49	425	1107	949	428	146	38	14	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	



Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Friday 23 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	0	1	2	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	1	4	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	2	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	23	0	0	0	0	0	0	4	8	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	88	0	0	0	0	0	2	19	28	26	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	131	0	0	0	0	2	5	31	46	31	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	228	0	0	0	1	4	17	70	81	41	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	231	0	0	0	0	7	24	77	61	41	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	170	0	0	0	0	5	14	44	61	32	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	166	0	0	1	0	9	21	48	62	18	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	167	0	0	0	0	3	40	41	58	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	190	0	0	0	1	5	41	61	56	15	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	205	0	0	0	3	3	26	70	64	24	11	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	236	0	0	0	0	1	32	87	75	29	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	278	0	0	0	0	6	35	106	91	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	285	0	0	0	0	3	50	112	75	35	6	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	271	0	0	0	0	3	48	98	80	25	10	3	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	182	0	0	0	0	5	19	45	72	30	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	118	0	0	0	0	0	13	20	49	19	10	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	77	0	0	0	1	0	6	19	25	16	6	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	54	0	0	0	0	1	2	8	12	21	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	1	0	8	10	7	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	0	0	0	0	2	7	13	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2609	0	0	1	5	54	367	859	836	341	107	22	13	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2989	0	0	1	6	57	393	937	968	428	140	33	19	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3061	0	0	1	7	57	403	954	988	446	145	33	20	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3210	0	0	1	7	57	406	985	1031	487	166	40	23	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Saturday 24 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	22	0	0	0	0	0	4	2	5	5	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	1	2	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	1	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	1	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	58	0	0	0	0	0	1	14	17	16	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	61	0	0	0	0	0	2	19	18	13	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	69	0	0	0	0	1	3	15	21	19	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	92	0	0	0	0	0	16	14	33	19	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	143	0	0	0	2	2	18	33	47	22	16	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	168	0	0	0	0	2	11	57	63	20	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	213	0	0	1	1	1	11	73	88	35	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	162	0	0	0	1	0	10	41	67	32	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	171	0	0	0	0	0	12	49	60	32	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	167	0	0	0	0	0	13	49	57	31	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	141	0	0	1	0	0	13	35	45	34	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	138	0	0	0	0	1	22	45	37	22	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	147	0	0	0	0	0	16	39	57	22	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	134	0	0	0	0	0	17	41	44	25	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	85	0	0	0	0	0	11	22	27	16	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	66	0	1	0	0	1	7	28	13	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	44	0	0	0	0	1	3	9	15	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	53	0	0	0	1	0	6	9	17	10	4	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	33	0	0	0	0	0	2	7	13	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1745	0	0	2	4	7	162	491	619	313	108	33	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2001	0	1	2	4	9	185	569	692	361	131	41	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2087	0	1	2	5	9	193	585	722	375	139	48	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2204	0	1	2	5	9	201	609	757	403	149	54	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Sunday 25 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	26	0	0	0	0	1	0	8	6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	0	1	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	1	2	2	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	0	2	3	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	40	0	0	0	0	0	1	7	12	6	9	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	42	0	0	0	0	0	4	9	7	12	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	29	0	0	0	1	0	2	11	11	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	51	0	0	0	0	0	0	7	21	11	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	98	0	0	0	0	0	4	31	31	25	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	136	0	0	0	0	0	16	35	47	27	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	160	0	0	0	0	1	11	46	51	41	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	165	0	0	0	1	0	20	41	65	26	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	135	0	0	0	1	4	17	40	43	19	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	127	0	0	0	0	0	18	25	48	18	13	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	103	0	0	0	0	1	10	28	43	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	135	0	0	0	0	0	15	43	41	21	10	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	129	0	0	0	0	1	14	39	51	15	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	102	0	0	0	0	2	8	32	31	17	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	89	0	0	0	0	1	7	27	31	15	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	50	0	0	0	0	1	5	10	20	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	51	0	0	0	1	0	2	13	20	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	41	0	0	0	0	0	4	10	14	10	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	7	6	9	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1370	0	0	0	3	9	135	378	483	234	90	24	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1602	0	0	0	4	11	153	437	561	278	110	30	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1671	0	0	0	4	11	164	453	584	291	114	31	11	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1776	0	0	0	4	12	166	476	611	317	131	35	14	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Monday 26 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	8	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	0	0	0	0	0	0	2	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	38	0	0	0	0	0	1	7	15	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	97	0	0	0	0	2	14	32	29	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	125	0	0	0	0	0	9	27	51	33	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	223	0	0	0	1	2	32	67	80	30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	254	0	0	0	3	2	24	57	102	50	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	187	0	0	0	1	5	26	65	65	20	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	166	0	0	0	0	5	30	47	46	27	6	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	156	0	0	0	1	12	21	46	47	18	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	160	0	0	0	0	1	21	45	49	31	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	188	0	0	0	0	6	16	57	75	27	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	194	0	0	0	1	4	30	70	57	27	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	238	0	0	0	0	3	38	110	64	18	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	296	0	0	0	0	5	61	105	89	31	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	278	0	0	0	0	5	46	97	85	38	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	142	0	0	0	0	1	14	40	48	26	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	100	0	0	0	0	0	13	36	36	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	71	0	0	1	2	0	6	8	35	9	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	52	0	0	0	0	0	5	21	16	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	42	0	0	0	1	1	3	10	13	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	15	0	0	0	0	0	3	2	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2482	0	0	0	7	51	359	806	807	343	76	23	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	2830	0	0	1	9	51	392	898	945	399	94	31	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	2887	0	0	1	10	52	398	910	961	412	100	32	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	3048	0	0	1	10	54	413	959	1013	441	110	36	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0		

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Tuesday 27 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	0	2	4	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	1	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	0	1	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	32	0	0	0	0	0	3	5	15	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	89	0	0	0	0	1	11	22	30	17	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	141	0	0	0	0	0	15	55	42	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	244	0	0	1	2	7	32	78	76	37	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	231	0	0	4	4	4	23	70	78	36	7	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	190	0	0	0	0	3	22	71	61	28	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	164	0	0	0	0	2	28	83	27	13	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	142	0	0	3	2	5	24	48	39	15	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	142	0	0	0	2	5	20	49	38	19	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	182	0	0	1	2	8	38	57	52	16	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	201	0	0	0	1	6	41	73	52	23	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	237	0	0	0	1	14	39	104	59	14	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	274	0	0	0	0	12	56	116	73	13	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	278	0	0	0	0	5	47	127	74	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	163	0	0	0	0	2	21	69	48	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	119	0	0	0	1	4	20	35	32	20	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	71	0	0	0	0	0	7	23	23	10	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	59	0	0	0	0	0	10	13	13	11	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	58	0	0	0	0	0	3	9	24	9	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	1	1	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2448	0	0	9	14	73	391	945	677	254	61	15	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2838	0	0	9	15	77	443	1071	787	318	82	22	7	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2903	0	0	9	15	77	447	1081	812	327	92	28	8	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3058	0	0	9	15	78	465	1114	867	360	100	34	9	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction East

9406
 Shaw Lane
 Nov 18

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	15	0	0	0	0	0	1	4	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	26	0	0	0	0	0	1	5	10	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	79	0	0	0	0	0	7	19	27	17	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	113	0	0	0	0	1	8	31	39	24	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	179	0	0	0	2	2	20	58	62	25	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	197	0	0	1	1	3	21	57	67	34	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	166	0	0	0	1	3	20	53	53	25	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	157	0	0	0	0	4	22	55	45	20	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	168	0	0	1	1	4	23	54	54	24	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	164	0	0	0	1	3	24	49	54	23	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	173	0	0	0	1	4	22	55	58	21	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	196	0	0	0	0	3	27	64	62	29	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	207	0	0	0	0	4	30	79	60	25	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	244	0	0	0	0	5	45	92	67	25	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	242	0	0	0	0	3	37	88	75	28	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	152	0	0	0	0	2	16	48	52	24	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	103	0	0	0	0	1	13	29	35	15	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	66	0	0	0	0	0	6	18	23	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	60	0	0	0	0	0	5	15	20	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	0	1	0	5	13	15	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	21	0	0	0	0	0	3	5	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2244	0	0	2	7	40	307	753	710	303	87	23	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2586	0	0	2	7	42	339	846	828	363	111	32	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2656	0	0	2	8	43	347	864	850	375	117	35	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2800	0	0	2	8	43	356	897	896	408	130	40	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0



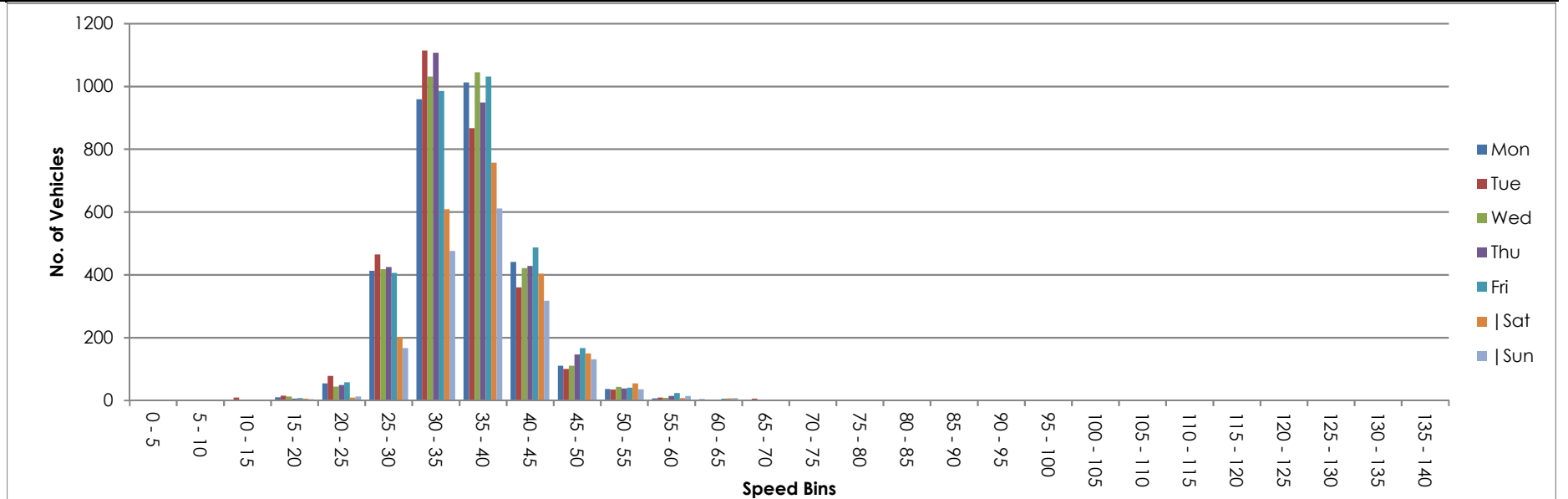
Site 1
Location Shaw Lane - 53.586865, -1.435257
Direction East

9406
Shaw Lane
Nov 18

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	3048	0	0	1	10	54	413	959	1013	441	110	36	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3058	0	0	9	15	78	465	1114	867	360	100	34	9	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	3139	0	0	2	12	44	418	1031	1045	421	110	43	8	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3165	0	1	1	5	49	425	1107	949	428	146	38	14	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Fri	3210	0	0	1	7	57	406	985	1031	487	166	40	23	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	2204	0	1	2	5	9	201	609	757	403	149	54	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	1776	0	0	0	4	12	166	476	611	317	131	35	14	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	3124	0	0	3	10	56	425	1039	981	427	126	38	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	2800	0	0	2	8	43	356	897	896	408	130	40	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
--	19600	0	2	16	58	303	2494	6281	6273	2857	912	280	81	26	9	6	1	0	0	0	1	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	10	0	1	0	0	0	0	0	0	0	0	9	81.8	8	72.7	1	9.1	38.7	44.9
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100.0	2	40.0	0	0.0	34	-
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	9	90.0	5	50.0	0	0.0	35.7	-
0300	10	0	10	0	0	0	0	0	0	0	0	0	0	10	100.0	8	80.0	1	10.0	37.8	-
0400	12	0	10	0	2	0	0	0	0	0	0	0	0	9	75.0	6	50.0	0	0.0	35.1	43
0500	63	2	55	0	5	0	1	0	0	0	0	0	0	52	82.5	19	30.2	5	7.9	34.9	40.8
0600	111	1	98	1	8	0	1	0	2	0	0	0	0	95	85.6	51	46.0	3	2.7	34.6	39.9
0700	197	3	173	0	12	0	9	0	0	0	0	0	0	150	76.1	55	27.9	4	2.0	33.1	37.5
0800	252	3	230	1	13	0	4	0	0	1	0	0	0	176	69.8	79	31.4	3	1.2	32.3	37.9
0900	167	1	144	1	15	1	0	0	2	1	2	0	0	119	71.3	46	27.5	1	0.6	32.4	37.5
1000	134	0	116	0	12	0	3	0	0	2	1	0	0	97	72.4	39	29.1	4	3.0	32.9	37.9
1100	174	2	137	3	24	0	6	0	0	1	1	0	0	117	67.2	59	33.9	1	0.6	33.3	38.9
1200	158	1	139	0	16	1	1	0	0	0	0	0	0	117	74.1	47	29.8	3	1.9	33	37.9
1300	187	3	156	0	22	2	4	0	0	0	0	0	0	127	67.9	61	32.6	6	3.2	32.7	38.8
1400	243	4	208	0	25	0	2	0	2	2	0	0	0	203	83.5	76	31.3	6	2.5	33.7	38.1
1500	272	1	254	1	15	0	0	0	0	1	0	0	0	195	71.7	79	29.0	2	0.7	32.7	36.9
1600	255	5	224	0	24	0	1	0	0	0	1	0	0	180	70.6	67	26.3	5	2.0	32.5	37.3
1700	260	1	240	0	18	0	0	0	0	0	1	0	0	195	75.0	73	28.1	8	3.1	33.2	37.5
1800	180	0	173	1	6	0	0	0	0	0	0	0	0	151	83.9	55	30.6	4	2.2	33.6	37.5
1900	114	0	109	1	3	0	1	0	0	0	0	0	0	93	81.6	46	40.4	8	7.0	35	41
2000	80	1	78	0	1	0	0	0	0	0	0	0	0	66	82.5	44	55.0	5	6.3	35.7	40.8
2100	54	0	51	0	3	0	0	0	0	0	0	0	0	43	79.6	23	42.6	1	1.9	34.7	40.6
2200	54	0	53	0	1	0	0	0	0	0	0	0	0	40	74.1	23	42.6	1	1.9	33.8	38
2300	25	2	22	0	1	0	0	0	0	0	0	0	0	21	84.0	13	52.0	0	0.0	34	40.2
07-19	2479	24	2194	7	202	4	30	0	4	8	6	0	0	1827	73.7	736	29.7	47	1.9	32.9	37.7
06-22	2838	26	2530	9	217	4	32	0	6	8	6	0	0	2124	74.8	900	31.7	64	2.3	33.2	38
06-00	2917	28	2605	9	219	4	32	0	6	8	6	0	0	2185	74.9	936	32.1	65	2.2	33.2	38
00-00	3028	30	2703	9	229	4	33	0	6	8	6	0	0	2279	75.3	984	32.5	72	2.4	33.3	38.1

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Thursday 22 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	14	0	11	0	3	0	0	0	0	0	0	0	0	13	92.9	9	64.3	2	14.3	38.5	45
0100	7	0	6	0	1	0	0	0	0	0	0	0	0	7	100.0	6	85.7	1	14.3	39.5	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100.0	4	57.1	1	14.3	37.3	-
0300	11	1	10	0	0	0	0	0	0	0	0	0	0	11	100.0	6	54.6	0	0.0	36.2	42.1
0400	20	1	15	0	4	0	0	0	0	0	0	0	0	14	70.0	9	45.0	2	10.0	34	43.3
0500	58	2	53	1	2	0	0	0	0	0	0	0	0	44	75.9	20	34.5	5	8.6	34.7	41.6
0600	121	0	110	0	8	0	2	0	1	0	0	0	0	96	79.3	45	37.2	5	4.1	34.2	39.1
0700	214	1	184	0	19	0	9	0	0	1	0	0	0	168	78.5	59	27.6	3	1.4	33	37.9
0800	230	2	217	1	8	1	1	0	0	0	0	0	0	191	83.0	95	41.3	4	1.7	34	39
0900	167	0	143	0	16	1	3	0	0	1	2	1	0	128	76.7	57	34.1	4	2.4	33.5	38.8
1000	147	0	122	0	19	1	5	0	0	0	0	0	0	111	75.5	52	35.4	5	3.4	33.4	38.5
1100	154	1	130	0	17	1	5	0	0	0	0	0	0	101	65.6	42	27.3	1	0.6	32.3	37.1
1200	170	0	150	0	14	1	2	0	1	1	1	0	0	131	77.1	52	30.6	1	0.6	33.4	37.5
1300	169	4	139	2	20	0	2	0	0	1	1	0	0	99	58.6	47	27.8	4	2.4	31.7	37.6
1400	226	2	195	0	23	2	3	0	0	1	0	0	0	157	69.5	62	27.4	3	1.3	32.7	36.7
1500	260	3	240	0	14	1	1	0	0	1	0	0	0	189	72.7	78	30.0	3	1.2	32.9	37.8
1600	281	1	254	1	22	2	0	0	0	0	1	0	0	213	75.8	61	21.7	1	0.4	32.4	35.9
1700	254	1	237	0	16	0	0	0	0	0	0	0	0	196	77.2	71	28.0	4	1.6	33.1	36.6
1800	181	0	177	0	4	0	0	0	0	0	0	0	0	143	79.0	79	43.7	3	1.7	34.3	38.9
1900	122	0	119	0	3	0	0	0	0	0	0	0	0	97	79.5	63	51.6	3	2.5	35	39.5
2000	81	1	78	0	2	0	0	0	0	0	0	0	0	66	81.5	41	50.6	3	3.7	35	42.2
2100	60	0	58	0	2	0	0	0	0	0	0	0	0	46	76.7	28	46.7	3	5.0	35.1	41.4
2200	46	0	44	0	2	0	0	0	0	0	0	0	0	35	76.1	23	50.0	3	6.5	35.1	39.5
2300	27	2	23	0	2	0	0	0	0	0	0	0	0	24	88.9	14	51.9	1	3.7	34.7	39.2
07-19	2453	15	2188	4	192	10	31	0	1	6	5	1	0	1827	74.5	755	30.8	36	1.5	33.1	37.5
06-22	2837	16	2553	4	207	10	33	0	2	6	5	1	0	2132	75.2	932	32.9	50	1.8	33.3	38
06-00	2910	18	2620	4	211	10	33	0	2	6	5	1	0	2191	75.3	969	33.3	54	1.9	33.3	38
00-00	3027	22	2722	5	221	10	33	0	2	6	5	1	0	2287	75.6	1023	33.8	65	2.1	33.4	38.2

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Friday 23 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	15	1	13	0	0	0	1	0	0	0	0	0	0	14	93.3	8	53.3	0	0.0	35.9	42.5
0100	8	0	6	0	2	0	0	0	0	0	0	0	0	7	87.5	6	75.0	1	12.5	38.4	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100.0	5	71.4	1	14.3	38.5	-
0300	14	1	11	0	2	0	0	0	0	0	0	0	0	13	92.9	9	64.3	0	0.0	37.3	41.6
0400	14	0	10	0	2	1	0	0	0	0	1	0	0	9	64.3	6	42.9	2	14.3	34.9	47.1
0500	65	2	58	0	5	0	0	0	0	0	0	0	0	57	87.7	26	40.0	3	4.6	35	40.3
0600	114	0	105	0	8	0	1	0	0	0	0	0	0	98	86.0	51	44.7	9	7.9	35.7	41.1
0700	198	2	167	0	16	1	10	1	1	0	0	0	0	132	66.7	62	31.3	5	2.5	32.4	37.8
0800	218	2	194	2	16	1	3	0	0	0	0	0	0	157	72.0	77	35.3	1	0.5	32.9	38.1
0900	173	2	145	0	17	1	5	0	0	1	2	0	0	128	74.0	55	31.8	4	2.3	33.5	39
1000	156	0	132	0	21	1	2	0	0	0	0	0	0	103	66.0	40	25.6	2	1.3	31.4	37.6
1100	138	1	118	0	14	0	4	0	0	1	0	0	0	112	81.2	46	33.3	5	3.6	33.6	38.5
1200	194	2	170	2	17	0	2	0	1	0	0	0	0	144	74.2	52	26.8	5	2.6	32.3	36.5
1300	170	2	141	1	21	0	2	0	1	1	1	0	0	121	71.2	45	26.5	5	2.9	32.5	36.9
1400	248	3	228	0	17	0	0	0	0	0	0	0	0	185	74.6	87	35.1	9	3.6	33.4	38
1500	305	1	282	1	15	0	4	0	0	1	1	0	0	208	68.2	67	22.0	6	2.0	32.3	36.2
1600	266	2	245	1	18	0	0	0	0	0	0	0	0	194	72.9	75	28.2	11	4.1	33.1	37.6
1700	266	3	248	2	12	0	0	0	0	0	1	0	0	193	72.6	63	23.7	8	3.0	32.5	36.5
1800	168	2	156	1	9	0	0	0	0	0	0	0	0	140	83.3	58	34.5	3	1.8	34	38.9
1900	141	2	136	0	3	0	0	0	0	0	0	0	0	125	88.7	73	51.8	6	4.3	35.6	39.5
2000	76	0	74	0	1	0	0	0	1	0	0	0	0	63	82.9	34	44.7	5	6.6	35.4	42
2100	49	0	47	0	2	0	0	0	0	0	0	0	0	42	85.7	27	55.1	1	2.0	35.6	40.9
2200	40	1	39	0	0	0	0	0	0	0	0	0	0	29	72.5	20	50.0	2	5.0	34.4	40.5
2300	51	2	47	0	2	0	0	0	0	0	0	0	0	44	86.3	26	51.0	3	5.9	36.1	42.2
07-19	2500	22	2226	10	193	4	32	1	3	4	5	0	0	1817	72.7	727	29.1	64	2.6	32.8	37.6
06-22	2880	24	2588	10	207	4	33	1	4	4	5	0	0	2145	74.5	912	31.7	85	3.0	33.2	38.1
06-00	2971	27	2674	10	209	4	33	1	4	4	5	0	0	2218	74.7	958	32.3	90	3.0	33.2	38.2
00-00	3094	31	2779	10	220	5	34	1	4	4	6	0	0	2325	75.2	1018	32.9	97	3.1	33.3	38.4

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Saturday 24 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	0	22	0	0	0	0	0	0	0	0	0	0	18	81.8	14	63.6	1	4.5	35.6	41.7
0100	10	0	8	0	2	0	0	0	0	0	0	0	0	7	70.0	4	40.0	1	10.0	35.1	-
0200	11	0	10	0	1	0	0	0	0	0	0	0	0	9	81.8	8	72.7	1	9.1	36.9	43.6
0300	8	1	6	0	1	0	0	0	0	0	0	0	0	8	100.0	6	75.0	1	12.5	38.9	-
0400	11	0	9	0	2	0	0	0	0	0	0	0	0	10	90.9	6	54.6	1	9.1	36.7	43.8
0500	39	1	36	0	2	0	0	0	0	0	0	0	0	33	84.6	23	59.0	1	2.6	35.7	40.4
0600	54	1	49	0	2	0	1	0	0	1	0	0	0	50	92.6	38	70.4	9	16.7	37.8	45.5
0700	73	0	61	1	5	0	6	0	0	0	0	0	0	51	69.9	34	46.6	7	9.6	34.7	42.5
0800	98	3	86	0	8	0	0	0	0	1	0	0	0	89	90.8	55	56.1	6	6.1	36.4	41.5
0900	115	0	103	0	11	0	1	0	0	0	0	0	0	99	86.1	61	53.0	5	4.3	35.2	40
1000	177	3	159	0	14	0	1	0	0	0	0	0	0	145	81.9	57	32.2	7	4.0	33.8	38.1
1100	181	0	171	0	8	0	1	1	0	0	0	0	0	132	72.9	63	34.8	6	3.3	33.8	38.5
1200	226	1	215	1	9	0	0	0	0	0	0	0	0	195	86.3	75	33.2	6	2.7	33.9	38.2
1300	184	4	168	1	11	0	0	0	0	0	0	0	0	156	84.8	73	39.7	5	2.7	34.2	38.6
1400	200	4	189	1	6	0	0	0	0	0	0	0	0	161	80.5	91	45.5	6	3.0	34.2	39.9
1500	175	2	164	0	8	0	0	1	0	0	0	0	0	152	86.9	73	41.7	3	1.7	34.7	39.4
1600	151	2	142	0	7	0	0	0	0	0	0	0	0	115	76.2	55	36.4	4	2.6	33.4	39.6
1700	146	0	137	1	8	0	0	0	0	0	0	0	0	125	85.6	74	50.7	3	2.1	35.3	40.6
1800	117	3	112	0	2	0	0	0	0	0	0	0	0	92	78.6	54	46.2	2	1.7	34.4	40
1900	80	0	78	0	2	0	0	0	0	0	0	0	0	71	88.8	39	48.8	4	5.0	35.6	40.6
2000	57	0	56	0	1	0	0	0	0	0	0	0	0	52	91.2	27	47.4	2	3.5	35.6	41.3
2100	47	0	45	0	2	0	0	0	0	0	0	0	0	42	89.4	28	59.6	3	6.4	36.3	40.4
2200	37	1	36	0	0	0	0	0	0	0	0	0	0	31	83.8	24	64.9	4	10.8	37.9	44.7
2300	36	0	36	0	0	0	0	0	0	0	0	0	0	33	91.7	21	58.3	3	8.3	37	44.7
07-19	1843	22	1707	5	97	0	9	2	0	1	0	0	0	1512	82.0	765	41.5	60	3.3	34.4	39.7
06-22	2081	23	1935	5	104	0	10	2	0	2	0	0	0	1727	83.0	897	43.1	78	3.7	34.6	39.9
06-00	2154	24	2007	5	104	0	10	2	0	2	0	0	0	1791	83.2	942	43.7	85	3.9	34.7	40
00-00	2255	26	2098	5	112	0	10	2	0	2	0	0	0	1876	83.2	1003	44.5	91	4.0	34.7	40.1

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Sunday 25 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	26	0	23	0	3	0	0	0	0	0	0	0	0	22	84.6	12	46.2	1	3.8	35.2	38.2
0100	16	0	15	0	1	0	0	0	0	0	0	0	0	13	81.3	8	50.0	1	6.3	35.7	42
0200	12	0	11	0	1	0	0	0	0	0	0	0	0	9	75.0	7	58.3	0	0.0	35.2	44
0300	11	0	11	0	0	0	0	0	0	0	0	0	0	8	72.7	6	54.6	0	0.0	35.2	41
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	6	85.7	5	71.4	1	14.3	38.1	-
0500	30	1	29	0	0	0	0	0	0	0	0	0	0	28	93.3	17	56.7	0	0.0	35.9	40.2
0600	43	0	37	0	6	0	0	0	0	0	0	0	0	42	97.7	25	58.1	2	4.7	37.6	41.8
0700	41	1	39	0	1	0	0	0	0	0	0	0	0	32	78.1	23	56.1	0	0.0	34.7	41.4
0800	49	0	48	0	1	0	0	0	0	0	0	0	0	44	89.8	28	57.1	2	4.1	35.8	40.4
0900	102	0	100	0	1	0	1	0	0	0	0	0	0	84	82.4	48	47.1	5	4.9	35	42.1
1000	102	1	98	1	2	0	0	0	0	0	0	0	0	83	81.4	39	38.2	3	2.9	34	38.6
1100	127	3	119	0	5	0	0	0	0	0	0	0	0	108	85.0	56	44.1	2	1.6	34.3	39.2
1200	166	3	158	0	5	0	0	0	0	0	0	0	0	148	89.2	72	43.4	2	1.2	34.6	39.7
1300	140	0	135	0	5	0	0	0	0	0	0	0	0	117	83.6	66	47.1	4	2.9	35	40.4
1400	170	1	161	0	8	0	0	0	0	0	0	0	0	149	87.7	82	48.2	5	2.9	34.9	38.8
1500	144	0	140	1	3	0	0	0	0	0	0	0	0	131	91.0	64	44.4	4	2.8	35.1	39.8
1600	141	1	134	0	6	0	0	0	0	0	0	0	0	121	85.8	60	42.6	9	6.4	35.4	41
1700	111	1	109	0	1	0	0	0	0	0	0	0	0	82	73.9	44	39.6	3	2.7	34	39.3
1800	105	2	101	0	2	0	0	0	0	0	0	0	0	88	83.8	46	43.8	6	5.7	35.1	41.2
1900	79	1	74	0	4	0	0	0	0	0	0	0	0	73	92.4	39	49.4	5	6.3	36	41.7
2000	49	0	48	0	1	0	0	0	0	0	0	0	0	39	79.6	19	38.8	0	0.0	33.7	39.2
2100	34	0	33	0	1	0	0	0	0	0	0	0	0	29	85.3	21	61.8	2	5.9	36.2	41.1
2200	32	0	32	0	0	0	0	0	0	0	0	0	0	29	90.6	20	62.5	1	3.1	37	41.5
2300	32	1	30	0	1	0	0	0	0	0	0	0	0	25	78.1	14	43.8	2	6.3	34.5	39.4
07-19	1398	13	1342	2	40	0	1	0	0	0	0	0	0	1187	84.9	628	44.9	45	3.2	34.8	39.9
06-22	1603	14	1534	2	52	0	1	0	0	0	0	0	0	1370	85.5	732	45.7	54	3.4	34.9	40.2
06-00	1667	15	1596	2	53	0	1	0	0	0	0	0	0	1424	85.4	766	46.0	57	3.4	35	40.2
00-00	1769	16	1692	2	58	0	1	0	0	0	0	0	0	1510	85.4	821	46.4	60	3.4	35	40.2

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Monday 26 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	12	0	12	0	0	0	0	0	0	0	0	0	0	11	91.7	5	41.7	1	8.3	35.6	42.3
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	37.2	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	3	60.0	1	20.0	39.1	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	9	100.0	7	77.8	0	0.0	37.8	-
0400	18	1	13	0	4	0	0	0	0	0	0	0	0	16	88.9	10	55.6	1	5.6	35.4	42.3
0500	70	2	62	0	5	0	0	0	0	0	1	0	0	36	51.4	18	25.7	0	0.0	30.3	36.6
0600	106	1	97	0	6	0	1	0	1	0	0	0	0	82	77.4	45	42.5	2	1.9	33.7	39.4
0700	228	2	205	1	13	1	5	1	0	0	0	0	0	165	72.4	59	25.9	2	0.9	32.5	36.5
0800	224	1	200	2	17	1	1	0	0	0	2	0	0	170	75.9	78	34.8	6	2.7	33.5	38.6
0900	148	0	124	0	17	0	2	0	3	0	2	0	0	113	76.4	53	35.8	3	2.0	33.4	38.9
1000	148	0	122	0	21	1	1	1	1	0	1	0	0	85	57.4	30	20.3	1	0.7	31.3	36.3
1100	154	1	121	0	23	2	3	1	1	2	0	0	0	106	68.8	45	29.2	1	0.6	32.5	37.5
1200	167	0	149	0	15	1	0	0	1	0	1	0	0	126	75.5	63	37.7	3	1.8	33.3	38.1
1300	164	2	138	2	15	1	3	1	1	0	1	0	0	117	71.3	40	24.4	0	0.0	32.1	36.5
1400	223	1	198	0	17	2	3	1	0	0	1	0	0	163	73.1	64	28.7	2	0.9	33.1	37.7
1500	262	2	237	0	15	3	2	0	1	0	2	0	0	169	64.5	58	22.1	7	2.7	32	36
1600	301	3	274	2	19	0	2	0	0	0	1	0	0	207	68.8	83	27.6	6	2.0	32.6	37.8
1700	239	1	226	0	10	0	1	0	0	1	0	0	0	178	74.5	60	25.1	3	1.3	32.9	36.9
1800	167	1	156	1	9	0	0	0	0	0	0	0	0	137	82.0	73	43.7	4	2.4	34.4	39.6
1900	112	0	110	0	2	0	0	0	0	0	0	0	0	99	88.4	51	45.5	6	5.4	35.4	41.4
2000	70	2	64	0	3	0	0	0	0	1	0	0	0	53	75.7	26	37.1	1	1.4	33.4	39.1
2100	40	0	36	0	4	0	0	0	0	0	0	0	0	34	85.0	18	45.0	0	0.0	34.9	39.2
2200	36	0	33	0	3	0	0	0	0	0	0	0	0	32	88.9	25	69.4	4	11.1	37.1	41.2
2300	30	1	26	0	3	0	0	0	0	0	0	0	0	25	83.3	16	53.3	0	0.0	35.4	41.4
07-19	2425	14	2150	8	191	12	23	5	8	3	11	0	0	1736	71.6	706	29.1	38	1.6	32.8	37.6
06-22	2753	17	2457	8	206	12	24	5	9	4	11	0	0	2004	72.8	846	30.7	47	1.7	33	37.7
06-00	2819	18	2516	8	212	12	24	5	9	4	11	0	0	2061	73.1	887	31.5	51	1.8	33	37.9
00-00	2936	21	2619	8	222	12	24	5	9	4	12	0	0	2141	72.9	932	31.7	54	1.8	33	38

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Tuesday 27 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	9	0	0	0	1	0	0	0	0	0	0	7	70.0	2	20.0	1	10.0	33	-
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100.0	4	80.0	0	0.0	36.8	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	35.4	-
0300	9	0	7	0	2	0	0	0	0	0	0	0	0	8	88.9	4	44.4	0	0.0	34.6	-
0400	23	0	22	0	1	0	0	0	0	0	0	0	0	20	87.0	15	65.2	2	8.7	34.7	42
0500	69	2	63	0	3	0	0	0	0	0	1	0	0	53	76.8	20	29.0	4	5.8	33.5	39.7
0600	102	0	90	0	11	0	1	0	0	0	0	0	0	79	77.5	30	29.4	1	1.0	33.6	37.9
0700	219	1	190	1	19	0	8	0	0	0	0	0	0	164	74.9	67	30.6	1	0.5	32.7	37.4
0800	240	0	216	1	15	2	3	0	0	0	1	2	0	173	72.1	78	32.5	2	0.8	32.6	37.3
0900	170	0	147	0	16	2	2	1	0	1	1	0	0	128	75.3	55	32.4	2	1.2	33.4	38.8
1000	152	0	124	0	21	1	2	2	0	2	0	0	0	89	58.6	43	28.3	2	1.3	29.3	37.1
1100	146	0	124	0	15	1	3	0	0	2	1	0	0	106	72.6	46	31.5	0	0.0	32.6	38
1200	149	0	129	0	11	0	6	0	1	0	2	0	0	106	71.1	42	28.2	3	2.0	32.5	37.3
1300	165	2	148	0	12	0	2	0	1	0	0	0	0	114	69.1	58	35.2	6	3.6	33.1	38.6
1400	220	2	200	1	10	0	4	0	0	2	1	0	0	158	71.8	60	27.3	1	0.5	32.3	37.2
1500	280	0	242	0	31	0	5	0	0	1	1	0	0	166	59.3	47	16.8	2	0.7	31.1	35.4
1600	271	2	249	1	17	1	0	0	1	0	0	0	0	153	56.5	55	20.3	0	0.0	31.1	35.8
1700	258	2	241	0	15	0	0	0	0	0	0	0	0	188	72.9	60	23.3	1	0.4	32.4	36.2
1800	210	1	201	0	8	0	0	0	0	0	0	0	0	167	79.5	72	34.3	7	3.3	33.5	37.5
1900	111	0	108	0	3	0	0	0	0	0	0	0	0	93	83.8	46	41.4	4	3.6	34.8	40.3
2000	67	0	66	0	1	0	0	0	0	0	0	0	0	58	86.6	23	34.3	4	6.0	34.7	40.9
2100	64	1	59	0	4	0	0	0	0	0	0	0	0	55	85.9	30	46.9	3	4.7	35.5	41.4
2200	46	2	43	0	1	0	0	0	0	0	0	0	0	40	87.0	23	50.0	3	6.5	35.5	41.8
2300	31	0	30	0	1	0	0	0	0	0	0	0	0	23	74.2	14	45.2	2	6.5	34.9	39.5
07-19	2480	10	2211	4	190	7	35	3	3	8	7	2	0	1712	69.0	683	27.5	27	1.1	32.2	37.1
06-22	2824	11	2534	4	209	7	36	3	3	8	7	2	0	1997	70.7	812	28.8	39	1.4	32.5	37.5
06-00	2901	13	2607	4	211	7	36	3	3	8	7	2	0	2060	71.0	849	29.3	44	1.5	32.5	37.6
00-00	3020	15	2715	4	218	7	37	3	3	8	8	2	0	2156	71.4	895	29.6	51	1.7	32.6	37.6

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	16	0	14	0	1	0	0	0	0	0	0	0	0	13	85.5	8	52.7	1	6.4	36	41.3
0100	8	0	6	0	1	0	0	0	0	0	0	0	0	7	87.0	5	59.3	1	7.4	36.5	-
0200	8	0	7	0	0	0	0	0	0	0	0	0	0	7	89.1	5	60.0	1	7.3	36.7	-
0300	10	0	9	0	1	0	0	0	0	0	0	0	0	10	93.1	7	63.9	0	2.8	36.8	41.3
0400	15	0	12	0	2	0	0	0	0	0	0	0	0	12	80.0	8	54.3	1	8.6	35.2	42.5
0500	56	2	51	0	3	0	0	0	0	0	0	0	0	43	76.9	20	36.3	3	4.6	34	39.7
0600	93	0	84	0	7	0	1	0	1	0	0	0	0	77	83.3	41	43.8	4	4.8	34.9	40.3
0700	167	1	146	0	12	0	7	0	0	0	0	0	0	123	73.7	51	30.7	3	1.9	32.9	37.9
0800	187	2	170	1	11	1	2	0	0	0	0	0	0	143	76.3	70	37.4	3	1.8	33.4	38.6
0900	149	0	129	0	13	1	2	0	1	1	1	0	0	114	76.7	54	36.0	3	2.3	33.6	39
1000	145	1	125	0	16	1	2	0	0	1	0	0	0	102	70.2	43	29.5	3	2.4	32.2	37.8
1100	153	1	131	0	15	1	3	0	0	1	0	0	0	112	72.8	51	33.2	2	1.5	33.2	38.4
1200	176	1	159	0	12	0	2	0	1	0	1	0	0	138	78.6	58	32.8	3	1.9	33.3	37.9
1300	168	2	146	1	15	0	2	0	0	0	0	0	0	122	72.2	56	33.1	4	2.5	33	38
1400	219	2	197	0	15	1	2	0	0	1	0	0	0	168	76.9	75	34.1	5	2.1	33.4	38
1500	243	1	223	0	14	1	2	0	0	1	1	0	0	173	71.3	67	27.4	4	1.6	32.7	37.1
1600	238	2	217	1	16	0	0	0	0	0	0	0	0	169	71.0	65	27.4	5	2.2	32.7	37.4
1700	219	1	205	0	11	0	0	0	0	0	0	0	0	165	75.4	64	29.0	4	2.0	33.1	37.5
1800	161	1	154	0	6	0	0	0	0	0	0	0	0	131	81.4	62	38.7	4	2.6	34.1	38.8
1900	108	0	105	0	3	0	0	0	0	0	0	0	0	93	85.8	51	47.0	5	4.7	35.3	40.6
2000	69	1	66	0	1	0	0	0	0	0	0	0	0	57	82.7	31	44.6	3	4.2	34.8	40.6
2100	50	0	47	0	3	0	0	0	0	0	0	0	0	42	83.6	25	50.3	2	3.7	35.4	40.6
2200	42	1	40	0	1	0	0	0	0	0	0	0	0	34	81.1	23	54.3	3	6.2	35.6	41.1
2300	33	1	31	0	1	0	0	0	0	0	0	0	0	28	84.1	17	50.9	2	4.7	35.4	41.2
07-19	2225	17	2003	6	158	5	23	2	3	4	5	0	0	1660	74.6	714	32.1	45	2.0	33.1	38
06-22	2545	19	2304	6	172	5	24	2	3	5	5	0	0	1928	75.8	862	33.9	60	2.3	33.4	38.3
06-00	2620	20	2375	6	174	5	24	2	3	5	5	0	0	1990	76.0	901	34.4	64	2.4	33.4	38.4
00-00	2733	23	2475	6	183	5	25	2	3	5	5	0	0	2082	76.2	954	34.9	70	2.6	33.5	38.5



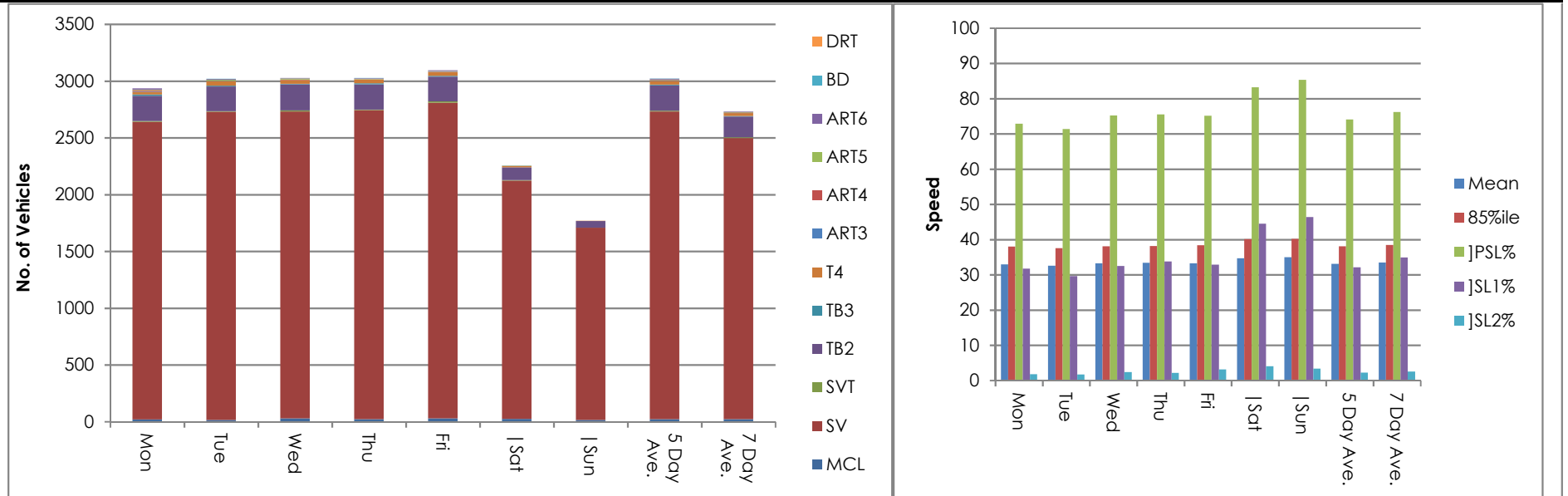
Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2936	21	2619	8	222	12	24	5	9	4	12	0	0	2141	72.9	932	31.7	54	1.8	33	38
Tue	3020	15	2715	4	218	7	37	3	3	8	8	2	0	2156	71.4	895	29.6	51	1.7	32.6	37.6
Wed	3028	30	2703	9	229	4	33	0	6	8	6	0	0	2279	75.3	984	32.5	72	2.4	33.3	38.1
Thu	3027	22	2722	5	221	10	33	0	2	6	5	1	0	2287	75.6	1023	33.8	65	2.1	33.4	38.2
Fri	3094	31	2779	10	220	5	34	1	4	4	6	0	0	2325	75.2	1018	32.9	97	3.1	33.3	38.4
Sat	2255	26	2098	5	112	0	10	2	0	2	0	0	0	1876	83.2	1003	44.5	91	4.0	34.7	40.1
Sun	1769	16	1692	2	58	0	1	0	0	0	0	0	0	1510	85.4	821	46.4	60	3.4	35	40.2
5 Day Ave.	3021	24	2708	7	222	8	32	2	5	6	7	1	0	2238	74.1	970	32.1	68	2.3	33.1	38.1
7 Day Ave.	2733	23	2475	6	183	5	25	2	3	5	5	0	0	2082	76.2	954	34.9	70	2.6	33.5	38.5
--	19129	161	17328	43	1280	38	172	11	24	32	37	3	0	14574	76.2	6676	34.9	490	2.6	33.5	38.5

Summary Graphs



Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	2	1	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	10	0	0	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	10	0	0	0	0	0	0	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	12	0	0	0	0	1	2	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	63	0	0	1	0	0	10	33	9	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	111	0	0	0	0	2	14	44	35	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	197	0	0	0	0	13	34	95	38	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	252	0	1	4	2	12	57	97	61	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	167	0	0	0	4	7	37	73	35	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	134	0	0	0	0	6	31	58	28	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	174	0	0	0	0	5	52	58	39	19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	158	0	0	0	0	7	34	70	36	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	187	0	2	0	0	11	47	66	43	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	243	0	0	0	0	2	38	127	55	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	272	0	0	0	1	10	66	116	60	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	255	0	2	1	0	2	70	113	55	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	260	0	0	0	0	5	60	122	52	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	180	0	0	0	0	1	28	96	42	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	114	0	0	0	0	0	21	47	25	13	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	80	0	0	0	0	2	12	22	29	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	54	0	0	0	0	1	10	20	14	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	54	0	0	0	0	1	13	17	18	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	25	0	1	0	0	0	3	8	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2479	0	5	5	7	81	554	1091	544	145	36	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	2838	0	5	5	7	86	611	1224	647	189	45	11	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	2917	0	6	5	7	87	627	1249	674	197	45	12	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	3028	0	6	6	7	88	642	1295	702	210	48	14	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Thursday 22 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	14	0	0	0	0	0	1	4	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	20	0	1	0	0	1	4	5	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	58	0	0	0	0	0	14	24	9	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	121	0	0	0	0	1	24	51	31	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	214	0	0	0	0	3	43	109	44	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	230	0	0	0	1	5	33	96	73	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	167	0	0	0	0	8	31	71	40	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	147	0	0	0	0	8	28	59	37	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	154	0	0	0	0	7	46	59	33	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	170	0	0	0	0	3	36	79	40	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	169	0	1	1	0	14	54	52	35	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	226	0	0	0	0	6	63	95	49	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	260	0	0	0	0	13	58	111	55	20	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	281	0	0	0	2	7	59	152	54	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	254	0	0	0	0	2	56	125	55	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	181	0	0	0	0	0	38	64	56	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	122	0	0	0	0	2	23	34	48	12	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	81	0	0	0	0	3	12	25	26	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	60	0	0	0	0	0	14	18	17	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	46	0	0	0	0	0	11	12	18	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	27	0	2	0	0	0	1	10	11	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2453	0	1	1	3	76	545	1072	571	148	24	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2837	0	1	1	3	82	618	1200	693	189	34	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2910	0	3	1	3	82	630	1222	722	193	36	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3027	0	4	1	3	83	649	1264	749	209	44	12	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Friday 23 November 2018

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	15	0	0	0	0	0	1	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	8	0	0	0	0	0	1	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	7	0	0	0	0	0	0	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	14	0	0	0	0	0	1	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	14	0	0	0	0	0	5	3	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	65	0	0	0	0	0	8	31	15	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	114	0	0	0	0	0	16	47	27	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	198	0	0	1	0	13	52	70	47	10	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	218	0	0	2	3	9	47	80	56	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	173	0	1	0	0	6	38	73	33	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	156	0	4	3	2	6	38	63	27	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	138	0	0	0	1	4	21	66	34	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	194	0	1	0	3	6	40	92	42	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	170	0	1	0	1	7	40	76	34	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	248	0	0	0	0	12	51	98	65	13	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	305	0	0	0	2	5	90	141	55	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	266	0	0	1	1	4	66	119	51	13	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	266	0	0	1	0	1	71	130	48	7	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	168	0	0	0	0	1	27	82	42	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	141	0	0	0	0	1	15	52	54	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	76	0	0	0	0	1	12	29	21	8	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	49	0	0	0	0	1	6	15	16	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	40	0	0	0	0	0	11	9	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	51	0	1	0	0	0	6	18	11	12	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2500	0	7	8	13	74	581	1090	534	129	42	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	2880	0	7	8	13	77	630	1233	652	175	56	20	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2971	0	8	8	13	77	647	1260	676	192	60	20	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3094	0	8	8	13	77	663	1307	709	212	63	24	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Saturday 24 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	22	0	0	0	0	0	4	4	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	3	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	2	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	1	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	39	0	0	0	0	1	5	10	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	54	0	1	0	0	1	2	12	17	12	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	73	0	0	0	0	6	16	17	19	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	98	0	0	2	0	0	7	34	31	18	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	115	0	0	0	0	0	16	38	44	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	177	0	0	0	2	2	28	88	38	12	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	181	0	0	0	0	0	49	69	48	9	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	226	0	0	0	4	5	22	120	48	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	184	0	1	0	0	3	24	83	53	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	200	0	2	3	1	3	30	70	62	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	175	0	0	1	0	0	22	79	50	20	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	151	0	0	0	7	3	26	60	36	15	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	146	0	0	0	0	1	20	51	48	23	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	117	0	0	0	0	1	24	38	37	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	80	0	0	0	0	1	8	32	24	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	57	0	0	0	0	0	5	25	17	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	47	0	0	0	0	0	5	14	19	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	37	0	0	0	0	0	6	7	12	8	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	36	0	0	0	0	0	3	12	12	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1843	0	3	6	14	24	284	747	514	191	40	15	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2081	0	4	6	14	26	304	830	591	228	54	18	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2154	0	4	6	14	26	313	849	615	242	57	21	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2255	0	4	6	14	27	328	873	656	256	63	21	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Sunday 25 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	26	0	0	0	0	0	4	10	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	0	0	0	3	5	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	1	2	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	3	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	1	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	0	0	0	2	11	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	43	0	0	0	0	0	1	17	13	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	41	0	0	0	0	1	8	9	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	49	0	0	0	0	0	5	16	19	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	102	0	1	0	0	1	16	36	29	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	102	0	0	1	0	0	18	44	30	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	127	0	1	1	0	0	17	52	41	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	166	0	0	0	1	3	14	76	52	18	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	140	0	0	0	0	1	22	51	39	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	170	0	0	1	0	1	19	67	64	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	144	0	0	0	0	0	13	67	44	16	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	141	0	0	0	0	0	20	61	32	19	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	111	0	0	0	0	3	26	38	32	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	105	0	0	0	0	2	15	42	25	15	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	79	0	0	0	0	0	6	34	21	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	49	0	0	0	0	1	9	20	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	34	0	0	0	0	0	5	8	14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	32	0	0	0	0	0	3	9	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	0	0	0	0	7	11	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1398	0	2	3	1	12	193	559	423	160	35	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1603	0	2	3	1	13	214	638	484	194	39	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1667	0	2	3	1	13	224	658	507	202	41	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1769	0	2	3	1	15	238	689	544	217	42	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Monday 26 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	12	0	0	0	0	0	1	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	1	0	0	0	1	6	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	70	0	1	2	0	9	22	18	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	106	0	1	2	0	1	20	37	32	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	228	0	0	0	0	5	58	106	49	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	224	0	0	0	3	6	45	92	58	14	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	148	0	0	0	0	8	27	60	40	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	148	0	0	0	4	8	51	55	22	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	154	0	1	0	0	7	40	61	36	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	167	0	0	0	0	5	36	63	48	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	164	0	0	0	3	6	38	77	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	223	0	0	0	0	3	57	99	50	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	262	0	0	2	3	6	82	111	44	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	301	0	0	0	0	8	86	124	60	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	239	0	0	0	0	2	59	118	50	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	167	0	0	0	0	2	28	64	52	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	112	0	0	0	0	0	13	48	32	13	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	70	0	0	1	2	2	12	27	19	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	40	0	0	0	0	0	6	16	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	36	0	0	0	1	0	3	7	18	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	30	0	0	0	0	1	4	9	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2425	0	1	2	13	66	607	1030	545	123	33	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2753	0	2	5	15	69	658	1158	644	155	38	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2819	0	2	5	16	70	665	1174	671	165	39	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2936	0	4	7	16	79	689	1209	703	175	40	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Tuesday 27 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	0	3	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	23	0	0	2	0	0	1	5	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	69	0	1	0	0	0	15	33	13	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	102	0	0	0	0	0	23	49	26	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	219	0	0	0	3	5	47	97	58	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	240	0	0	0	1	15	51	95	62	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	170	0	0	0	0	5	37	73	38	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	152	0	18	3	2	6	34	46	30	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	146	0	0	0	1	14	25	60	38	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	149	0	0	0	2	2	39	64	30	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	165	0	0	0	0	5	46	56	46	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	220	0	0	3	2	8	49	98	50	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	280	0	0	0	3	20	91	119	37	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	271	0	0	0	1	21	96	98	44	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	258	0	0	0	1	4	65	128	51	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	210	0	0	0	0	4	39	95	58	7	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	111	0	0	0	0	1	17	47	28	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	67	0	0	0	0	0	9	35	12	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	0	0	9	25	17	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	46	0	0	0	0	2	4	17	12	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	1	7	9	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2480	0	18	6	16	109	619	1029	542	114	21	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2824	0	18	6	16	110	677	1185	625	148	28	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2901	0	18	6	16	113	688	1211	648	157	32	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3020	0	19	8	16	113	708	1261	680	164	37	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	16	0	0	0	0	0	2	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	2	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	56	0	0	0	0	1	11	23	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	93	0	0	0	0	1	14	37	26	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	167	0	0	0	0	7	37	72	39	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	187	0	0	1	1	7	35	73	51	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	149	0	0	0	1	5	29	61	37	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	145	0	3	1	1	5	33	59	30	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	153	0	0	0	0	5	36	61	38	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	176	0	0	0	1	4	32	81	42	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	168	0	1	0	1	7	39	66	41	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	219	0	0	1	0	5	44	93	56	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	243	0	0	0	1	8	60	106	49	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	238	0	0	0	2	6	60	104	47	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	219	0	0	0	0	3	51	102	48	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	161	0	0	0	0	2	28	69	45	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	108	0	0	0	0	1	15	42	33	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	69	0	0	0	0	1	10	26	20	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	50	0	0	0	0	0	8	17	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	42	0	0	0	0	0	7	11	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	33	0	1	0	0	0	4	11	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2225	0	5	4	10	63	483	945	525	144	33	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2545	0	6	5	10	66	530	1067	619	183	42	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2620	0	6	5	10	67	542	1089	645	193	44	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2733	0	7	6	10	69	560	1128	678	206	48	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0



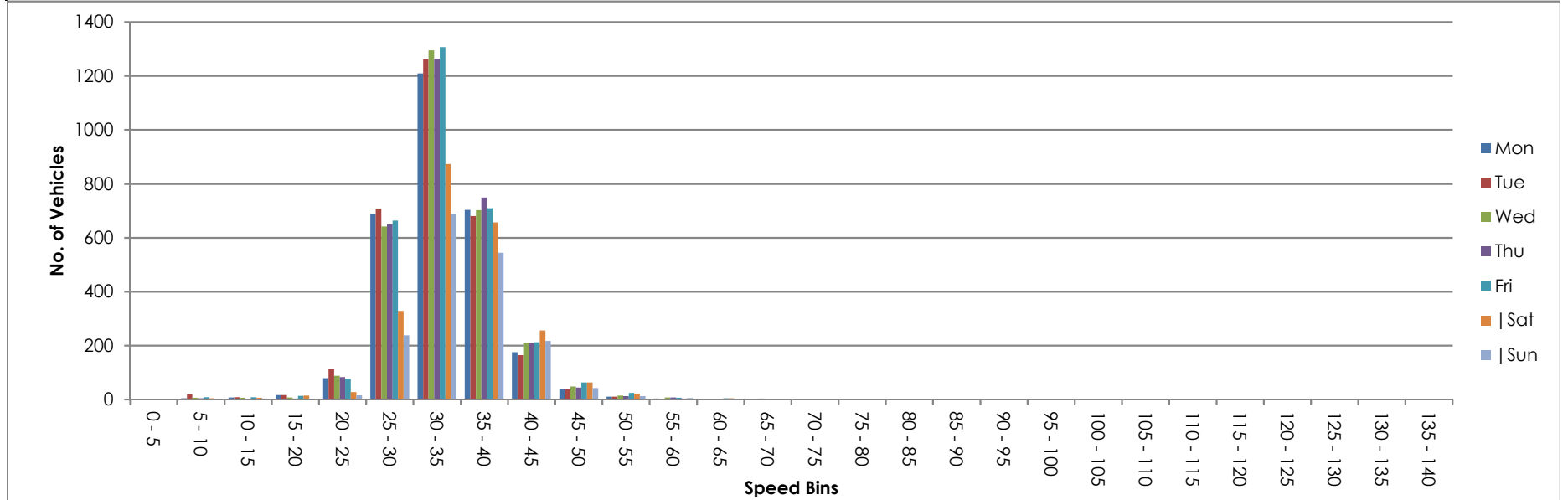
Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction West

9406
 Shaw Lane
 Nov 18

Virtual Week (1)

Time	Total	Speed Bins (mph)																																
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140					
Mon	2936	0	4	7	16	79	689	1209	703	175	40	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3020	0	19	8	16	113	708	1261	680	164	37	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	3028	0	6	6	7	88	642	1295	702	210	48	14	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3027	0	4	1	3	83	649	1264	749	209	44	12	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	3094	0	8	8	13	77	663	1307	709	212	63	24	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	2255	0	4	6	14	27	328	873	656	256	63	21	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	1769	0	2	3	1	15	238	689	544	217	42	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	3021	0	8	6	11	88	670	1267	709	194	46	14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	2733	0	7	6	10	69	560	1128	678	206	48	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	19129	0	47	39	70	482	3917	7898	4743	1443	337	103	33	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	0	21	0	1	0	0	0	0	0	0	0	0	19	86.4	12	54.6	1	4.5	36.7	40.5
0100	14	0	12	0	2	0	0	0	0	0	0	0	0	13	92.9	8	57.1	0	0.0	35.4	42.9
0200	15	0	14	0	1	0	0	0	0	0	0	0	0	14	93.3	9	60.0	0	0.0	36.6	41.7
0300	21	0	19	0	2	0	0	0	0	0	0	0	0	21	100.0	15	71.4	3	14.3	38.4	45
0400	49	0	45	0	4	0	0	0	0	0	0	0	0	45	91.8	36	73.5	9	18.4	39.4	47.4
0500	157	3	142	0	11	0	1	0	0	0	0	0	0	139	88.5	91	58.0	15	9.6	37.2	43.2
0600	259	3	227	1	21	1	2	0	2	0	2	0	0	238	91.9	153	59.1	13	5.0	36.3	40.9
0700	436	5	378	1	35	0	15	0	0	1	1	0	0	352	80.7	181	41.5	13	3.0	34.2	39.1
0800	509	4	457	2	33	3	6	0	1	2	1	0	0	392	77.0	209	41.1	9	1.8	33.7	39
0900	353	1	312	1	32	1	1	0	2	1	2	0	0	282	79.9	143	40.5	8	2.3	34.1	39.4
1000	275	3	230	0	29	0	8	0	0	4	1	0	0	205	74.6	100	36.4	13	4.7	33.7	39.1
1100	325	3	259	5	44	1	8	2	1	1	1	0	0	242	74.5	133	40.9	10	3.1	34.2	39.6
1200	323	1	282	0	33	2	5	0	0	0	0	0	0	250	77.4	130	40.3	6	1.9	33.8	38.6
1300	340	4	284	0	40	2	7	0	0	1	2	0	0	255	75.0	131	38.5	16	4.7	33.7	39.1
1400	456	6	394	1	45	0	5	1	2	2	0	0	0	396	86.8	199	43.6	17	3.7	34.8	39.9
1500	506	2	469	1	28	0	3	0	0	2	1	0	0	394	77.9	200	39.5	9	1.8	34	39.7
1600	555	9	489	0	49	0	5	0	1	1	1	0	0	410	73.9	187	33.7	18	3.2	33.4	38.4
1700	548	1	512	1	32	0	1	0	0	0	1	0	0	424	77.4	202	36.9	19	3.5	34	39.3
1800	379	0	362	4	13	0	0	0	0	0	0	0	0	325	85.8	171	45.1	15	4.0	34.9	39.6
1900	207	2	197	1	6	0	1	0	0	0	0	0	0	171	82.6	87	42.0	15	7.2	35.2	40.6
2000	144	1	140	0	3	0	0	0	0	0	0	0	0	128	88.9	82	56.9	11	7.6	36.5	41.5
2100	129	1	124	0	4	0	0	0	0	0	0	0	0	111	86.1	70	54.3	12	9.3	36.4	41.2
2200	103	2	100	0	1	0	0	0	0	0	0	0	0	81	78.6	45	43.7	6	5.8	34.6	41.2
2300	42	2	37	0	3	0	0	0	0	0	0	0	0	35	83.3	22	52.4	0	0.0	34.4	39.7
07-19	5005	39	4428	16	413	9	64	3	7	15	11	0	0	3927	78.5	1986	39.7	153	3.1	34	39.1
06-22	5744	46	5116	18	447	10	67	3	9	15	13	0	0	4575	79.7	2378	41.4	204	3.6	34.3	39.5
06-00	5889	50	5253	18	451	10	67	3	9	15	13	0	0	4691	79.7	2445	41.5	210	3.6	34.3	39.5
00-00	6167	53	5506	18	472	10	68	3	9	15	13	0	0	4942	80.1	2616	42.4	238	3.9	34.4	39.7

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Thursday 22 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	27	0	22	0	5	0	0	0	0	0	0	0	0	24	88.9	17	63.0	5	18.5	38.5	45.2
0100	8	0	7	0	1	0	0	0	0	0	0	0	0	8	100.0	7	87.5	1	12.5	39.3	-
0200	15	0	15	0	0	0	0	0	0	0	0	0	0	15	100.0	10	66.7	2	13.3	37.4	44.5
0300	24	1	23	0	0	0	0	0	0	0	0	0	0	24	100.0	16	66.7	1	4.2	37.6	42.4
0400	51	1	45	0	5	0	0	0	0	0	0	0	0	45	88.2	31	60.8	8	15.7	37	46.1
0500	147	3	134	1	8	0	0	0	0	0	1	0	0	123	83.7	76	51.7	12	8.2	36.1	42.3
0600	262	3	227	0	26	0	3	0	1	0	2	0	0	217	82.8	129	49.2	17	6.5	35.4	41.5
0700	433	3	383	2	33	0	10	0	0	1	1	0	0	361	83.4	160	37.0	9	2.1	33.9	38.8
0800	492	3	453	1	31	1	2	0	0	1	0	0	0	426	86.6	241	49.0	20	4.1	35.2	40.2
0900	352	0	302	1	37	2	6	0	0	1	2	1	0	272	77.3	138	39.2	15	4.3	34.2	39.6
1000	302	1	248	0	40	2	11	0	0	0	0	0	0	238	78.8	112	37.1	13	4.3	34	39.2
1100	340	3	284	0	40	2	7	1	1	1	1	0	0	254	74.7	123	36.2	8	2.4	33.7	39.2
1200	334	0	284	0	37	3	5	0	2	2	1	0	0	260	77.8	127	38.0	12	3.6	34.1	39.6
1300	345	6	283	3	43	0	5	1	0	2	2	0	0	242	70.1	133	38.6	12	3.5	33	38.5
1400	459	5	399	0	41	4	8	0	0	1	1	0	0	349	76.0	180	39.2	14	3.1	34	39.3
1500	479	4	435	1	30	2	4	0	1	2	0	0	0	360	75.2	155	32.4	13	2.7	33.4	38.3
1600	561	4	515	2	36	2	1	0	0	0	1	0	0	436	77.7	171	30.5	12	2.1	33.4	37.8
1700	557	3	517	2	33	0	1	0	1	0	0	0	0	465	83.5	223	40.0	20	3.6	34.5	39.2
1800	324	0	310	0	13	0	0	0	0	0	0	1	0	274	84.6	162	50.0	17	5.2	35.3	40.8
1900	240	0	235	0	5	0	0	0	0	0	0	0	0	201	83.8	139	57.9	18	7.5	36.1	41.2
2000	147	1	140	0	6	0	0	0	0	0	0	0	0	124	84.4	83	56.5	8	5.4	35.9	41.7
2100	147	1	139	0	7	0	0	0	0	0	0	0	0	126	85.7	91	61.9	15	10.2	36.8	41.9
2200	104	1	100	0	3	0	0	0	0	0	0	0	0	88	84.6	54	51.9	12	11.5	36.2	42.8
2300	42	2	35	0	5	0	0	0	0	0	0	0	0	39	92.9	22	52.4	1	2.4	35.5	41
07-19	4978	32	4413	12	414	18	60	2	5	11	9	2	0	3937	79.1	1925	38.7	165	3.3	34.1	39.2
06-22	5774	37	5154	12	458	18	63	2	6	11	11	2	0	4605	79.8	2367	41.0	223	3.9	34.3	39.6
06-00	5920	40	5289	12	466	18	63	2	6	11	11	2	0	4732	79.9	2443	41.3	236	4.0	34.4	39.6
00-00	6192	45	5535	13	485	18	63	2	6	11	12	2	0	4971	80.3	2600	42.0	265	4.3	34.5	39.9

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Friday 23 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	26	1	23	0	1	0	1	0	0	0	0	0	0	25	96.2	18	69.2	3	11.5	39.3	43.8
0100	19	0	17	0	2	0	0	0	0	0	0	0	0	17	89.5	12	63.2	4	21.1	38.6	47.4
0200	13	0	13	0	0	0	0	0	0	0	0	0	0	13	100.0	10	76.9	2	15.4	39.7	49.7
0300	24	1	19	0	4	0	0	0	0	0	0	0	0	23	95.8	17	70.8	3	12.5	38.3	43.6
0400	37	0	32	0	3	1	0	0	0	0	1	0	0	32	86.5	25	67.6	10	27.0	39.2	50.1
0500	153	4	140	0	9	0	0	0	0	0	0	0	0	143	93.5	93	60.8	16	10.5	37.5	43.6
0600	245	3	217	0	22	0	2	0	0	0	1	0	0	222	90.6	144	58.8	25	10.2	37	42.6
0700	426	4	368	0	37	2	13	1	1	0	0	0	0	338	79.3	198	46.5	19	4.5	34.7	40.6
0800	449	3	398	3	36	2	6	0	0	1	0	0	0	357	79.5	200	44.5	22	4.9	34.5	40.7
0900	343	5	291	0	31	2	10	0	0	1	3	0	0	279	81.3	162	47.2	18	5.2	35.1	41
1000	322	1	273	3	39	3	3	0	0	0	0	0	0	238	73.9	127	39.4	9	2.8	33.3	39.1
1100	305	2	255	1	35	2	8	0	1	1	0	0	0	236	77.4	129	42.3	11	3.6	34	39.5
1200	384	4	327	3	41	0	6	0	1	0	2	0	0	287	74.7	134	34.9	16	4.2	33.3	37.9
1300	375	3	321	3	38	2	4	0	1	1	2	0	0	294	78.4	148	39.5	20	5.3	34.2	39.5
1400	484	4	440	2	35	0	1	0	0	1	1	0	0	388	80.2	203	41.9	21	4.3	34.4	39.5
1500	583	4	533	1	34	0	9	0	0	1	1	0	0	445	76.3	198	34.0	14	2.4	33.6	38.6
1600	551	5	496	3	44	0	2	0	1	0	0	0	0	426	77.3	195	35.4	21	3.8	34	39
1700	537	3	506	2	24	0	0	0	0	0	2	0	0	413	76.9	185	34.5	25	4.7	33.8	38.3
1800	350	4	328	2	16	0	0	0	0	0	0	0	0	298	85.1	171	48.9	14	4.0	35.2	40.2
1900	259	3	251	0	5	0	0	0	0	0	0	0	0	230	88.8	158	61.0	23	8.9	36.8	41.7
2000	153	0	145	0	6	0	1	0	1	0	0	0	0	133	86.9	85	55.6	15	9.8	36.7	42.7
2100	103	1	98	0	4	0	0	0	0	0	0	0	0	93	90.3	70	68.0	11	10.7	38	44.3
2200	80	3	76	0	1	0	0	0	0	0	0	0	0	60	75.0	41	51.3	4	5.0	34.9	41.8
2300	83	2	76	0	5	0	0	0	0	0	0	0	0	74	89.2	49	59.0	7	8.4	36.8	42.5
07-19	5109	42	4536	23	410	13	62	1	5	6	11	0	0	3999	78.3	2050	40.1	210	4.1	34.1	39.5
06-22	5869	49	5247	23	447	13	65	1	6	6	12	0	0	4677	79.7	2507	42.7	284	4.8	34.5	40
06-00	6032	54	5399	23	453	13	65	1	6	6	12	0	0	4811	79.8	2597	43.1	295	4.9	34.6	40.2
00-00	6304	60	5643	23	472	14	66	1	6	6	13	0	0	5064	80.3	2772	44.0	333	5.3	34.7	40.4

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Saturday 24 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	44	0	44	0	0	0	0	0	0	0	0	0	0	36	81.8	30	68.2	7	15.9	38.3	46.1
0100	20	1	17	0	2	0	0	0	0	0	0	0	0	15	75.0	9	45.0	1	5.0	35.3	42.6
0200	18	0	17	0	1	0	0	0	0	0	0	0	0	16	88.9	14	77.8	4	22.2	40	49.6
0300	15	1	13	0	1	0	0	0	0	0	0	0	0	15	100.0	12	80.0	3	20.0	40.6	47.7
0400	24	0	22	0	2	0	0	0	0	0	0	0	0	22	91.7	15	62.5	2	8.3	37.3	42.5
0500	97	3	91	0	3	0	0	0	0	0	0	0	0	90	92.8	66	68.0	11	11.3	38.1	43.9
0600	115	1	103	0	9	0	1	0	0	1	0	0	0	109	94.8	78	67.8	18	15.7	38.2	45.3
0700	142	0	123	1	11	0	7	0	0	0	0	0	0	116	81.7	84	59.2	17	12.0	36.9	44.4
0800	190	4	169	1	15	0	0	0	0	1	0	0	0	165	86.8	117	61.6	16	8.4	36.8	41.9
0900	258	5	233	0	16	0	4	0	0	0	0	0	0	220	85.3	149	57.8	24	9.3	36.1	42.3
1000	345	3	310	2	26	0	3	0	1	0	0	0	0	300	87.0	155	44.9	22	6.4	35.2	40.2
1100	394	2	370	0	17	0	4	1	0	0	0	0	0	331	84.0	189	48.0	9	2.3	34.9	39.6
1200	388	5	364	2	16	0	1	0	0	0	0	0	0	346	89.2	185	47.7	17	4.4	35.2	41.1
1300	355	4	329	1	21	0	0	0	0	0	0	0	0	315	88.7	183	51.6	23	6.5	35.8	41.4
1400	367	8	344	4	11	0	0	0	0	0	0	0	0	315	85.8	196	53.4	23	6.3	35.6	41.7
1500	316	9	292	0	12	0	1	1	0	1	0	0	0	279	88.3	165	52.2	16	5.1	35.9	41.2
1600	289	2	266	0	21	0	0	0	0	0	0	0	0	230	79.6	125	43.3	15	5.2	34.6	41.2
1700	293	1	279	2	11	0	0	0	0	0	0	0	0	256	87.4	166	56.7	16	5.5	36.1	41.4
1800	251	3	242	0	6	0	0	0	0	0	0	0	0	209	83.3	130	51.8	9	3.6	35.4	41.2
1900	165	0	162	0	3	0	0	0	0	0	0	0	0	145	87.9	91	55.2	13	7.9	36.3	42.6
2000	123	1	119	0	3	0	0	0	0	0	0	0	0	109	88.6	56	45.5	9	7.3	35.7	42.5
2100	91	2	86	0	3	0	0	0	0	0	0	0	0	82	90.1	59	64.8	9	9.9	37.2	42.5
2200	90	2	86	0	2	0	0	0	0	0	0	0	0	77	85.6	61	67.8	14	15.6	38.6	45.9
2300	69	0	67	0	2	0	0	0	0	0	0	0	0	64	92.8	45	65.2	10	14.5	38	45
07-19	3588	46	3321	13	183	0	20	2	1	2	0	0	0	3082	85.9	1844	51.4	207	5.8	35.6	41.3
06-22	4082	50	3791	13	201	0	21	2	1	3	0	0	0	3527	86.4	2128	52.1	256	6.3	35.7	41.5
06-00	4241	52	3944	13	205	0	21	2	1	3	0	0	0	3668	86.5	2234	52.7	280	6.6	35.8	41.6
00-00	4459	57	4148	13	214	0	21	2	1	3	0	0	0	3862	86.6	2380	53.4	308	6.9	35.9	41.8

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Sunday 25 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	52	1	47	0	4	0	0	0	0	0	0	0	0	47	90.4	29	55.8	2	3.8	36.2	41.2
0100	26	0	25	0	1	0	0	0	0	0	0	0	0	23	88.5	17	65.4	4	15.4	38.1	45.8
0200	23	0	22	0	1	0	0	0	0	0	0	0	0	19	82.6	15	65.2	3	13.0	37.9	44.7
0300	18	0	18	0	0	0	0	0	0	0	0	0	0	15	83.3	10	55.6	2	11.1	37.3	43.7
0400	18	0	18	0	0	0	0	0	0	0	0	0	0	17	94.4	14	77.8	4	22.2	40	46.6
0500	70	3	67	0	0	0	0	0	0	0	0	0	0	67	95.7	49	70.0	14	20.0	39.3	47
0600	85	0	77	0	8	0	0	0	0	0	0	0	0	80	94.1	54	63.5	12	14.1	38.5	44.9
0700	70	2	66	0	2	0	0	0	0	0	0	0	0	58	82.9	38	54.3	2	2.9	35	41.3
0800	100	0	97	0	3	0	0	0	0	0	0	0	0	95	95.0	72	72.0	14	14.0	38	44.6
0900	200	0	194	0	5	0	1	0	0	0	0	0	0	178	89.0	111	55.5	12	6.0	36.2	42.1
1000	238	1	230	1	6	0	0	0	0	0	0	0	0	203	85.3	124	52.1	14	5.9	35.7	41.3
1100	287	4	275	0	8	0	0	0	0	0	0	0	0	256	89.2	158	55.1	12	4.2	36	41.4
1200	331	6	311	1	13	0	0	0	0	0	0	0	0	292	88.2	175	52.9	14	4.2	35.6	40.3
1300	275	4	260	0	10	0	0	0	1	0	0	0	0	230	83.6	139	50.6	15	5.5	35.5	41.6
1400	297	1	283	0	13	0	0	0	0	0	0	0	0	258	86.9	166	55.9	23	7.7	36	42.4
1500	247	0	239	1	7	0	0	0	0	0	0	0	0	223	90.3	128	51.8	13	5.3	35.8	40.6
1600	276	1	265	0	10	0	0	0	0	0	0	0	0	241	87.3	137	49.6	24	8.7	36.2	41.4
1700	240	1	234	0	5	0	0	0	0	0	0	0	0	196	81.7	119	49.6	12	5.0	35.3	40.1
1800	207	3	199	0	5	0	0	0	0	0	0	0	0	180	87.0	106	51.2	18	8.7	36	42.2
1900	168	1	162	0	5	0	0	0	0	0	0	0	0	154	91.7	93	55.4	13	7.7	36.7	42.7
2000	99	0	96	0	3	0	0	0	0	0	0	0	0	83	83.8	53	53.5	6	6.1	35.6	41
2100	85	1	82	0	2	0	0	0	0	0	0	0	0	77	90.6	56	65.9	8	9.4	37.1	43.4
2200	73	1	71	0	1	0	0	0	0	0	0	0	0	66	90.4	47	64.4	4	5.5	37.2	42
2300	60	1	57	0	2	0	0	0	0	0	0	0	0	46	76.7	29	48.3	5	8.3	35	40.1
07-19	2768	23	2653	3	87	0	1	0	1	0	0	0	0	2410	87.1	1473	53.2	173	6.3	35.9	41.4
06-22	3205	25	3070	3	105	0	1	0	1	0	0	0	0	2804	87.5	1729	54.0	212	6.6	36	41.5
06-00	3338	27	3198	3	108	0	1	0	1	0	0	0	0	2916	87.4	1805	54.1	221	6.6	36	41.5
00-00	3545	31	3395	3	114	0	1	0	1	0	0	0	0	3104	87.6	1939	54.7	250	7.1	36.1	41.7

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Monday 26 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	20	0	20	0	0	0	0	0	0	0	0	0	0	19	95.0	9	45.0	1	5.0	35.7	41.8
0100	6	0	4	0	2	0	0	0	0	0	0	0	0	6	100.0	2	33.3	0	0.0	34.6	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100.0	5	62.5	1	12.5	39.3	-
0300	21	0	19	0	2	0	0	0	0	0	0	0	0	21	100.0	17	81.0	2	9.5	39.3	45
0400	56	1	49	0	6	0	0	0	0	0	0	0	0	53	94.6	40	71.4	6	10.7	37.9	43.7
0500	167	4	147	0	13	0	0	0	0	0	3	0	0	117	70.1	67	40.1	7	4.2	33.3	39
0600	231	1	209	0	18	0	2	0	1	0	0	0	0	198	85.7	134	58.0	7	3.0	35.8	41.2
0700	451	6	404	2	32	1	5	1	0	0	0	0	0	353	78.3	180	39.9	13	2.9	34	39.1
0800	478	2	433	4	32	2	1	0	1	1	2	0	0	395	82.6	246	51.5	22	4.6	35.2	40.7
0900	335	0	287	0	34	1	3	0	4	1	4	1	0	268	80.0	143	42.7	8	2.4	34.4	39.6
1000	314	1	256	0	49	3	1	1	1	0	2	0	0	216	68.8	114	36.3	12	3.8	33.6	39.8
1100	310	2	249	2	40	4	5	2	1	4	1	0	0	228	73.6	121	39.0	12	3.9	33.5	39.4
1200	327	2	285	2	32	2	1	0	1	1	1	0	0	264	80.7	156	47.7	16	4.9	34.8	40.6
1300	352	5	293	4	35	2	8	1	1	2	1	0	0	283	80.4	149	42.3	7	2.0	34	39
1400	417	1	363	2	39	2	6	1	0	1	2	0	0	322	77.2	153	36.7	7	1.7	33.9	38.9
1500	500	2	448	1	34	4	6	0	1	0	4	0	0	366	73.2	145	29.0	12	2.4	33	37.4
1600	597	6	536	4	43	1	5	0	1	0	1	0	0	437	73.2	208	34.8	11	1.8	33.4	38.5
1700	517	4	486	2	20	1	2	0	0	1	1	0	0	405	78.3	190	36.8	10	1.9	33.9	38.5
1800	309	2	291	1	15	0	0	0	0	0	0	0	0	264	85.4	160	51.8	17	5.5	35.6	41.2
1900	212	0	206	0	6	0	0	0	0	0	0	0	0	186	87.7	102	48.1	12	5.7	35.6	40.9
2000	141	2	128	0	9	0	0	0	0	2	0	0	0	115	81.6	80	56.7	11	7.8	35.4	41.8
2100	92	0	88	0	4	0	0	0	0	0	0	0	0	81	88.0	44	47.8	5	5.4	35.6	39.6
2200	78	2	72	0	4	0	0	0	0	0	0	0	0	69	88.5	52	66.7	9	11.5	37.1	43.7
2300	45	1	38	0	6	0	0	0	0	0	0	0	0	37	82.2	26	57.8	3	6.7	36.4	43.1
07-19	4907	33	4331	24	405	23	43	6	11	11	19	1	0	3801	77.5	1965	40.0	147	3.0	34.1	39.4
06-22	5583	36	4962	24	442	23	45	6	12	13	19	1	0	4381	78.5	2325	41.6	182	3.3	34.2	39.5
06-00	5706	39	5072	24	452	23	45	6	12	13	19	1	0	4487	78.6	2403	42.1	194	3.4	34.3	39.6
00-00	5984	44	5319	24	475	23	45	6	12	13	22	1	0	4711	78.7	2543	42.5	211	3.5	34.3	39.7



Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Tuesday 27 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	23	0	22	0	0	0	1	0	0	0	0	0	0	18	78.3	9	39.1	4	17.4	35.7	49.3
0100	8	0	7	0	1	0	0	0	0	0	0	0	0	7	87.5	6	75.0	0	0.0	37	-
0200	10	0	10	0	0	0	0	0	0	0	0	0	0	9	90.0	6	60.0	1	10.0	37.7	-
0300	20	0	16	0	4	0	0	0	0	0	0	0	0	19	95.0	14	70.0	2	10.0	38.5	44.8
0400	55	0	54	0	1	0	0	0	0	0	0	0	0	49	89.1	39	70.9	3	5.5	36.2	42.2
0500	158	2	143	0	12	0	0	0	0	0	1	0	0	130	82.3	75	47.5	12	7.6	35.2	41.3
0600	243	1	217	1	22	0	2	0	0	0	0	0	0	205	84.4	101	41.6	7	2.9	34.9	39.5
0700	463	6	410	1	33	0	10	0	0	1	2	0	0	366	79.1	191	41.3	12	2.6	34	39.6
0800	471	0	422	2	32	3	6	0	0	2	2	2	0	369	78.3	204	43.3	14	3.0	34	39.5
0900	360	0	311	1	38	4	3	1	0	1	1	0	0	293	81.4	149	41.4	7	1.9	34.5	39.9
1000	316	2	257	0	42	2	5	3	0	4	1	0	0	223	70.6	94	29.8	13	4.1	31.8	38.5
1100	288	2	240	1	30	3	8	0	0	3	1	0	0	214	74.3	106	36.8	6	2.1	33.2	38.8
1200	291	1	247	1	27	1	10	0	2	0	2	0	0	221	76.0	108	37.1	12	4.1	33.7	39.6
1300	347	7	299	0	28	1	6	0	2	1	3	0	0	247	71.2	134	38.6	14	4.0	33.5	38.9
1400	421	3	368	2	31	2	10	1	0	2	2	0	0	311	73.9	140	33.3	6	1.4	33.2	38.2
1500	517	1	456	0	46	2	9	0	1	1	1	0	0	349	67.5	126	24.4	8	1.5	32.1	36.9
1600	545	3	495	2	42	1	0	0	1	0	1	0	0	359	65.9	145	26.6	4	0.7	32.2	36.9
1700	536	4	501	1	29	0	1	0	0	0	0	0	0	414	77.2	159	29.7	6	1.1	33.1	37.5
1800	373	1	352	1	19	0	0	0	0	0	0	0	0	307	82.3	143	38.3	10	2.7	34	38.8
1900	230	0	218	1	8	0	2	0	1	0	0	0	0	187	81.3	105	45.7	11	4.8	35	40.9
2000	138	1	134	0	3	0	0	0	0	0	0	0	0	122	88.4	64	46.4	12	8.7	36.1	42.2
2100	123	1	118	0	4	0	0	0	0	0	0	0	0	104	84.6	66	53.7	15	12.2	36.8	43.3
2200	104	3	97	0	4	0	0	0	0	0	0	0	0	95	91.4	69	66.4	16	15.4	37.8	45.2
2300	38	0	36	0	2	0	0	0	0	0	0	0	0	29	76.3	19	50.0	6	15.8	36.1	45.8
07-19	4928	30	4358	12	397	19	68	5	6	15	16	2	0	3673	74.5	1699	34.5	112	2.3	33.2	38.5
06-22	5662	33	5045	14	434	19	72	5	7	15	16	2	0	4291	75.8	2035	35.9	157	2.8	33.5	38.9
06-00	5804	36	5178	14	440	19	72	5	7	15	16	2	0	4415	76.1	2123	36.6	179	3.1	33.6	39
00-00	6078	38	5430	14	458	19	73	5	7	15	17	2	0	4647	76.5	2272	37.4	201	3.3	33.7	39.1

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	31	0	28	0	2	0	0	0	0	0	0	0	0	27	87.9	18	57.9	3	10.8	37.2	43.2
0100	14	0	13	0	2	0	0	0	0	0	0	0	0	13	88.1	9	60.4	1	9.9	37.1	44
0200	15	0	14	0	0	0	0	0	0	0	0	0	0	13	92.2	10	67.7	2	12.8	38.3	44.3
0300	20	0	18	0	2	0	0	0	0	0	0	0	0	20	96.5	14	70.6	2	11.2	38.5	43.9
0400	41	0	38	0	3	0	0	0	0	0	0	0	0	38	90.7	29	69.0	6	14.5	37.9	44.9
0500	136	3	123	0	8	0	0	0	0	0	1	0	0	116	85.3	74	54.5	12	9.2	36.3	42.6
0600	206	2	182	0	18	0	2	0	1	0	1	0	0	181	88.1	113	55.1	14	6.9	36.2	41.8
0700	346	4	305	1	26	0	9	0	0	0	1	0	0	278	80.3	147	42.6	12	3.5	34.3	39.7
0800	384	2	347	2	26	2	3	0	0	1	1	0	0	314	81.8	184	47.9	17	4.4	34.8	40.4
0900	314	2	276	0	28	1	4	0	1	1	2	0	0	256	81.4	142	45.2	13	4.2	34.8	40.4
1000	302	2	258	1	33	1	4	1	0	1	1	0	0	232	76.9	118	39.1	14	4.5	33.8	39.8
1100	321	3	276	1	31	2	6	1	1	1	1	0	0	252	78.3	137	42.6	10	3.0	34.2	39.8
1200	340	3	300	1	28	1	4	0	1	0	1	0	0	274	80.7	145	42.7	13	3.9	34.4	39.7
1300	341	5	296	2	31	1	4	0	1	1	1	0	0	267	78.1	145	42.6	15	4.5	34.2	39.6
1400	414	4	370	2	31	1	4	0	0	1	1	0	0	334	80.6	177	42.6	16	3.8	34.5	39.6
1500	450	3	410	1	27	1	5	0	0	1	1	0	0	345	76.8	160	35.5	12	2.7	33.7	38.9
1600	482	4	437	2	35	1	2	0	1	0	1	0	0	363	75.3	167	34.6	15	3.1	33.6	38.8
1700	461	2	434	1	22	0	1	0	0	0	1	0	0	368	79.7	178	38.5	15	3.3	34.2	39
1800	313	2	298	1	12	0	0	0	0	0	0	0	0	265	84.7	149	47.6	14	4.6	35.1	40.5
1900	212	1	204	0	5	0	0	0	0	0	0	0	0	182	86.0	111	52.3	15	7.1	35.9	41.3
2000	135	1	129	0	5	0	0	0	0	0	0	0	0	116	86.1	72	53.2	10	7.6	36	42.2
2100	110	1	105	0	4	0	0	0	0	0	0	0	0	96	87.5	65	59.2	11	9.7	36.8	42.6
2200	90	2	86	0	2	0	0	0	0	0	0	0	0	77	84.8	53	58.4	9	10.3	36.6	43
2300	54	1	49	0	4	0	0	0	0	0	0	0	0	46	85.5	30	55.9	5	8.4	36.2	42.2
07-19	4469	35	4006	15	330	12	45	3	5	9	9	1	0	3547	79.4	1849	41.4	167	3.7	34.3	39.6
06-22	5131	39	4626	15	362	12	48	3	6	9	10	1	0	4123	80.4	2210	43.1	217	4.2	34.5	40
06-00	5276	43	4762	15	368	12	48	3	6	9	10	1	0	4246	80.5	2293	43.5	231	4.4	34.6	40
00-00	5533	47	4997	15	384	12	48	3	6	9	11	1	0	4472	80.8	2446	44.2	258	4.7	34.7	40.2

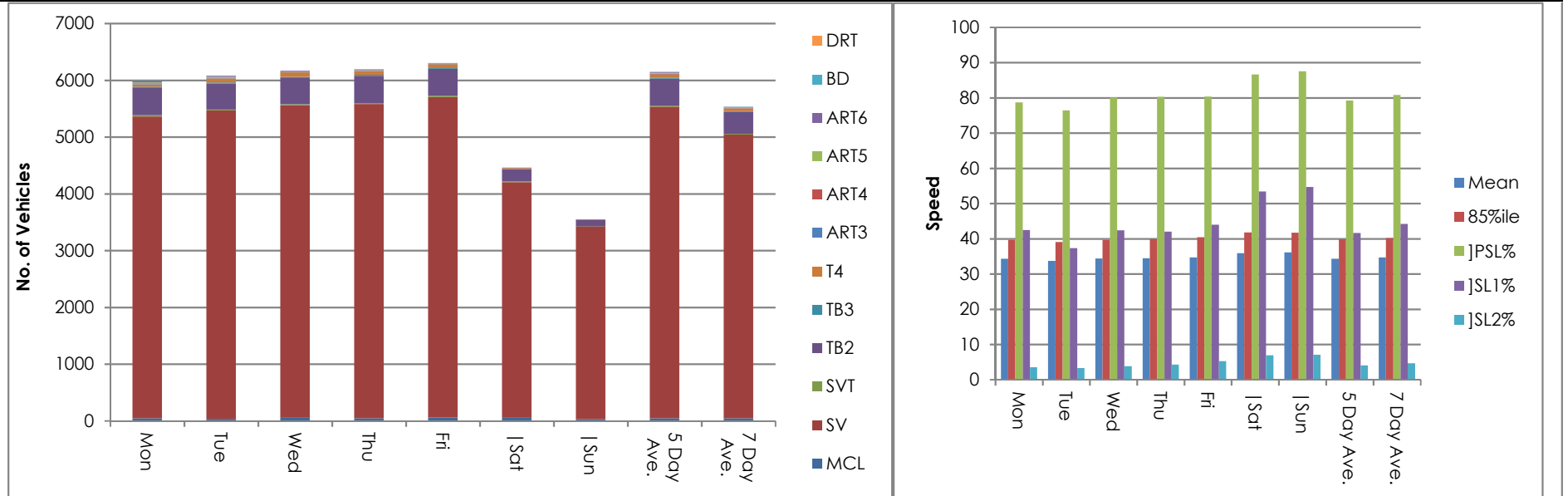
Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	5984	44	5319	24	475	23	45	6	12	13	22	1	0	4711	78.7	2543	42.5	211	3.5	34.3	39.7
Tue	6078	38	5430	14	458	19	73	5	7	15	17	2	0	4647	76.5	2272	37.4	201	3.3	33.7	39.1
Wed	6167	53	5506	18	472	10	68	3	9	15	13	0	0	4942	80.1	2616	42.4	238	3.9	34.4	39.7
Thu	6192	45	5535	13	485	18	63	2	6	11	12	2	0	4971	80.3	2600	42.0	265	4.3	34.5	39.9
Fri	6304	60	5643	23	472	14	66	1	6	6	13	0	0	5064	80.3	2772	44.0	333	5.3	34.7	40.4
Sat	4459	57	4148	13	214	0	21	2	1	3	0	0	0	3862	86.6	2380	53.4	308	6.9	35.9	41.8
Sun	3545	31	3395	3	114	0	1	0	1	0	0	0	0	3104	87.6	1939	54.7	250	7.1	36.1	41.7
5 Day Ave.	6145	48	5487	18	472	17	63	3	8	12	15	1	0	4867	79.2	2561	41.7	250	4.1	34.3	39.8
7 Day Ave.	5533	47	4997	15	384	12	48	3	6	9	11	1	0	4472	80.8	2446	44.2	258	4.7	34.7	40.2
--	38729	328	34976	108	2690	84	337	19	42	63	77	5	0	31301	80.8	17122	44.2	1806	4.7	34.7	40.2

Summary Graphs



Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	22	0	0	0	0	0	3	7	9	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	1	0	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	1	5	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	21	0	0	0	0	0	0	6	7	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	49	0	0	0	0	1	3	9	12	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	157	0	0	1	0	0	17	48	50	26	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	259	0	0	0	0	2	19	85	98	42	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	436	0	0	0	5	15	64	171	132	36	8	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	509	0	1	4	4	16	92	183	150	50	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	353	0	0	0	4	8	59	139	98	37	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	275	0	0	1	1	14	54	105	64	23	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	325	0	0	1	0	7	75	109	90	33	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	323	0	0	0	0	13	60	120	99	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	340	0	2	0	2	13	68	124	91	24	10	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	456	0	0	0	0	4	56	197	131	51	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	506	0	0	0	1	11	100	194	128	63	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	555	0	2	1	0	9	133	223	140	29	14	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	548	0	0	0	0	9	115	222	133	50	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	379	0	0	0	0	3	51	154	119	37	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	207	0	0	0	0	2	34	84	51	21	8	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	144	0	0	0	0	2	14	46	48	23	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	129	0	0	0	0	1	17	41	43	15	7	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	103	0	0	0	2	1	19	36	28	11	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	1	0	0	0	6	13	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5005	0	5	7	17	122	927	1941	1375	458	112	29	8	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5744	0	5	7	17	129	1011	2197	1615	559	141	44	12	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5889	0	6	7	19	130	1036	2246	1659	576	143	48	12	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6167	0	6	8	19	132	1060	2326	1747	631	158	57	15	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Thursday 22 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	27	0	0	0	0	0	3	7	4	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	0	5	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	24	0	0	0	0	0	0	8	11	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	51	0	1	0	0	1	4	14	16	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	147	0	0	0	0	0	24	47	39	25	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	262	0	0	0	0	4	41	88	79	33	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	433	0	0	0	1	4	67	201	115	36	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	492	0	0	0	1	6	59	185	159	62	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	352	0	0	0	1	16	63	134	86	37	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	302	0	0	0	0	9	55	126	71	28	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	340	0	0	0	0	12	74	131	79	36	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	334	0	0	0	0	8	66	133	83	32	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	345	0	2	2	1	20	78	109	99	22	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	459	0	0	0	1	11	98	169	119	47	11	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	479	0	0	0	0	19	100	205	105	37	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	561	0	0	0	2	14	109	265	120	39	9	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1700	557	0	0	0	0	2	90	242	151	52	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	324	0	0	0	0	0	50	112	103	42	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	240	0	0	0	0	3	36	62	93	28	12	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	147	0	0	0	0	3	20	41	51	24	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	147	0	0	0	0	0	21	35	55	21	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	104	0	0	0	1	0	15	34	35	7	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	2	0	0	0	1	17	14	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4978	0	2	2	7	121	909	2012	1290	470	118	29	17	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06-22	5774	0	2	2	7	131	1027	2238	1568	576	161	41	18	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06-00	5920	0	4	2	8	131	1043	2289	1617	590	169	45	18	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
00-00	6192	0	5	2	8	132	1074	2371	1698	637	190	50	21	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

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 Shaw Lane
 Nov 18

Friday 23 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	26	0	0	0	0	0	1	7	6	9	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	19	0	0	0	0	0	2	5	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	0	0	3	4	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	24	0	0	0	0	0	1	6	8	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	37	0	0	0	0	0	5	7	12	3	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	153	0	0	0	0	0	10	50	43	34	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	245	0	0	0	0	2	21	78	73	46	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	426	0	0	1	1	17	69	140	128	51	11	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	449	0	0	2	3	16	71	157	117	61	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	343	0	1	0	0	11	52	117	94	50	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	322	0	4	4	2	15	59	111	89	29	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	305	0	0	0	1	7	61	107	92	26	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	384	0	1	0	4	11	81	153	98	20	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	375	0	1	0	4	10	66	146	98	30	15	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	484	0	0	0	0	13	83	185	140	42	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	583	0	0	0	2	11	125	247	146	38	13	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	551	0	0	1	1	7	116	231	126	48	11	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	537	0	0	1	0	4	119	228	128	32	16	4	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	350	0	0	0	0	6	46	127	114	43	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	259	0	0	0	0	1	28	72	103	32	14	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	153	0	0	0	1	1	18	48	46	24	9	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	103	0	0	0	0	2	8	23	28	31	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	80	0	0	0	1	0	19	19	20	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	83	0	1	0	0	0	8	25	24	18	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5109	0	7	9	18	128	948	1949	1370	470	149	39	16	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5869	0	7	9	19	134	1023	2170	1620	603	196	53	25	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	6032	0	8	9	20	134	1050	2214	1664	638	205	53	26	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6304	0	8	9	20	134	1069	2292	1740	699	229	64	29	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Saturday 24 November 2018

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	44	0	0	0	0	0	8	6	15	8	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	20	0	0	0	0	0	5	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	18	0	0	0	0	0	2	2	7	3	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	15	0	0	0	0	0	0	3	4	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	24	0	0	0	0	0	2	7	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	97	0	0	0	0	1	6	24	34	21	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	115	0	1	0	0	1	4	31	35	25	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	142	0	0	0	0	7	19	32	40	27	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	190	0	0	2	0	0	23	48	64	37	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	258	0	0	0	2	2	34	71	91	34	21	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	345	0	0	0	2	4	39	145	101	32	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	394	0	0	1	1	1	60	142	136	44	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	388	0	0	0	5	5	32	161	115	53	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	355	0	1	0	0	3	36	132	113	47	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	367	0	2	3	1	3	43	119	119	54	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	316	0	0	2	0	0	35	114	95	54	10	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	289	0	0	0	7	4	48	105	73	37	9	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	293	0	0	0	0	1	36	90	105	45	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	251	0	0	0	0	1	41	79	81	40	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	165	0	0	0	0	1	19	54	51	27	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	123	0	1	0	0	1	12	53	30	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	91	0	0	0	0	1	8	23	34	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	90	0	0	0	1	0	12	16	29	18	6	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	69	0	0	0	0	0	5	19	25	10	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	3588	0	3	8	18	31	446	1238	1133	504	148	48	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	4082	0	5	8	18	35	489	1399	1283	589	185	59	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	4241	0	5	8	19	35	506	1434	1337	617	196	69	7	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	4459	0	5	8	19	36	529	1482	1413	659	212	75	10	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Sunday 25 November 2018

Time	Total	Speed Bins (mph)																													
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	52	0	0	0	0	1	4	18	17	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	26	0	0	0	0	0	3	6	9	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	23	0	0	0	0	1	3	4	6	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	18	0	0	0	0	0	3	5	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	18	0	0	0	0	1	0	3	5	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	70	0	0	0	0	0	3	18	23	12	9	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	85	0	0	0	0	0	5	26	20	22	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	70	0	0	0	1	1	10	20	27	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	100	0	0	0	0	0	5	23	40	18	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	200	0	1	0	0	1	20	67	60	39	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	238	0	0	1	0	0	34	79	77	33	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	287	0	1	1	0	1	28	98	92	54	9	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	331	0	0	0	2	3	34	117	117	44	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	275	0	0	0	1	5	39	91	82	42	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	297	0	0	1	0	1	37	92	112	31	16	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	247	0	0	0	0	1	23	95	87	28	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	276	0	0	0	0	0	35	104	73	40	18	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	240	0	0	0	0	4	40	77	83	24	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	207	0	0	0	0	4	23	74	56	32	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	168	0	0	0	0	1	13	61	52	28	7	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	99	0	0	0	0	2	14	30	33	14	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	85	0	0	0	1	0	7	21	34	14	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	73	0	0	0	0	0	7	19	26	17	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	60	0	0	0	0	0	14	17	20	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2768	0	2	3	4	21	328	937	906	394	125	29	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3205	0	2	3	5	24	367	1075	1045	472	149	39	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3338	0	2	3	5	24	388	1111	1091	493	155	41	16	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3545	0	2	3	5	27	404	1165	1155	534	173	47	19	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Monday 26 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	20	0	0	0	0	0	1	10	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	0	3	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	21	0	0	0	0	0	0	4	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	56	0	1	0	0	0	2	13	22	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	167	0	1	2	0	11	36	50	44	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	231	0	1	2	0	1	29	64	83	44	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	451	0	0	0	1	7	90	173	129	38	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	478	0	0	0	6	8	69	149	160	64	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	335	0	0	0	1	13	53	125	105	30	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	314	0	0	0	4	13	81	102	68	34	6	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	310	0	1	0	1	19	61	107	83	26	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	327	0	0	0	0	6	57	108	97	43	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	352	0	0	0	3	12	54	134	111	31	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	417	0	0	0	1	7	87	169	107	39	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	500	0	0	2	3	9	120	221	108	25	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	597	0	0	0	0	13	147	229	149	48	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	517	0	0	0	0	7	105	215	135	45	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	309	0	0	0	0	3	42	104	100	43	13	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	212	0	0	0	0	0	26	84	68	22	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	141	0	0	2	4	2	18	35	54	15	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	92	0	0	0	0	0	11	37	32	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	78	0	0	0	2	1	6	17	31	12	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	45	0	0	0	0	1	7	11	12	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4907	0	1	2	20	117	966	1836	1352	466	109	26	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5583	0	2	6	24	120	1050	2056	1589	554	132	37	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5706	0	2	6	26	122	1063	2084	1632	577	139	40	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5984	0	4	8	26	133	1102	2168	1716	616	150	46	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Tuesday 27 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	23	0	0	0	0	0	5	9	3	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	1	3	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	20	0	0	0	0	0	1	5	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	55	0	0	2	0	0	4	10	26	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	158	0	1	0	0	1	26	55	43	20	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	243	0	0	0	0	0	38	104	68	26	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	463	0	0	1	5	12	79	175	134	45	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	471	0	0	4	5	19	74	165	140	50	9	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	360	0	0	0	0	8	59	144	99	43	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	316	0	18	3	2	8	62	129	57	24	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	288	0	0	3	3	19	49	108	77	23	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	291	0	0	0	4	7	59	113	68	28	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	347	0	0	1	2	13	84	113	98	22	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	421	0	0	3	3	14	90	171	102	32	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	517	0	0	0	4	34	130	223	96	22	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	545	0	0	0	1	33	152	214	117	24	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	536	0	0	0	1	9	112	255	125	28	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	373	0	0	0	0	6	60	164	106	27	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	230	0	0	0	1	5	37	82	60	34	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	138	0	0	0	0	0	16	58	35	17	6	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	123	0	0	0	0	0	19	38	30	21	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	104	0	0	0	0	2	7	26	36	17	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	0	1	8	10	12	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4928	0	18	15	30	182	1010	1974	1219	368	82	17	6	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5662	0	18	15	31	187	1120	2256	1412	466	110	29	9	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5804	0	18	15	31	190	1135	2292	1460	484	124	36	10	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6078	0	19	17	31	191	1173	2375	1547	524	137	44	11	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	31	0	0	0	0	0	4	9	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	2	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	1	4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	20	0	0	0	0	0	1	5	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	41	0	0	0	0	0	3	9	15	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	136	0	0	0	0	2	17	42	39	22	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	206	0	0	0	0	1	22	68	65	34	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	346	0	0	0	2	9	57	130	101	35	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	384	0	0	2	3	9	56	130	119	49	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	314	0	0	0	1	8	49	114	90	39	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	302	0	3	1	2	9	55	114	75	29	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	321	0	0	1	1	9	58	115	93	35	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	340	0	0	0	2	8	56	129	97	35	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	341	0	1	0	2	11	61	121	99	31	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	414	0	0	1	1	8	71	157	119	42	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	450	0	0	1	1	12	90	186	109	38	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	482	0	0	0	2	11	106	196	114	38	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	461	0	0	0	0	5	88	190	123	39	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	313	0	0	0	0	3	45	116	97	38	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	212	0	0	0	0	2	28	71	68	27	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	135	0	0	0	1	2	16	44	42	19	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	110	0	0	0	0	1	13	31	37	18	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	90	0	0	0	1	1	12	24	29	14	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	54	0	1	0	0	0	7	16	18	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4469	0	5	7	16	103	791	1698	1235	447	120	31	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5131	0	6	7	17	109	870	1913	1447	546	153	43	13	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5276	0	6	7	18	109	889	1953	1494	568	162	47	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5533	0	7	8	18	112	916	2026	1574	614	178	55	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0



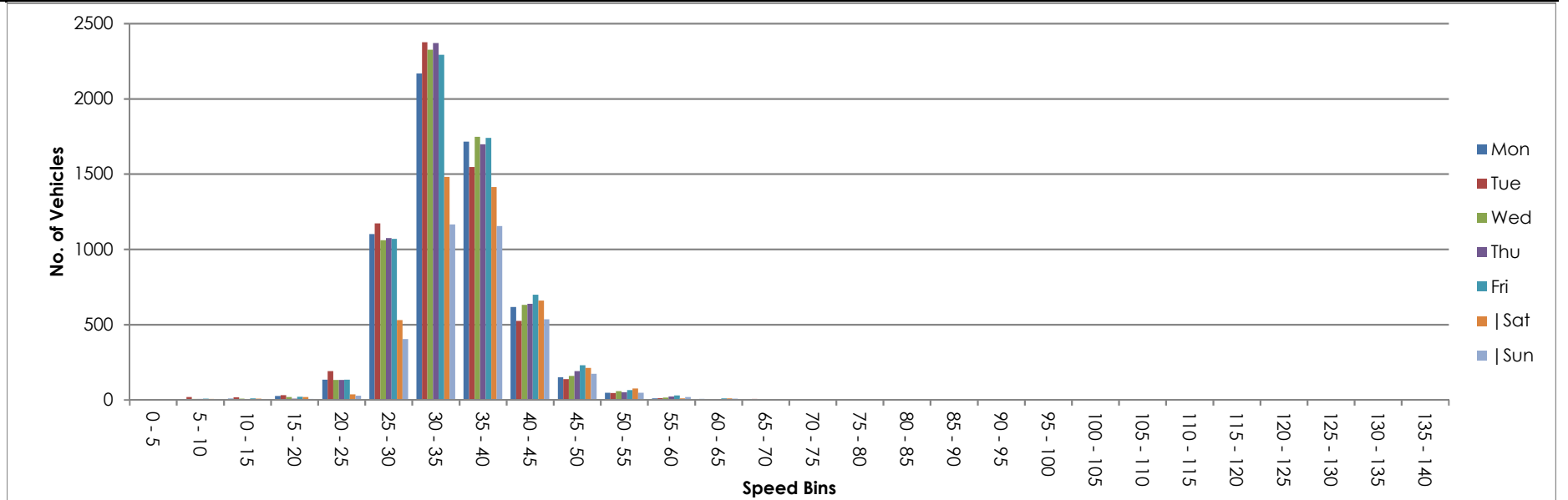
Site 1
 Location Shaw Lane - 53.586865, -1.435257
 Direction Both Directions

9406
 Shaw Lane
 Nov 18












Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	5984	0	4	8	26	133	1102	2168	1716	616	150	46	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	6078	0	19	17	31	191	1173	2375	1547	524	137	44	11	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	6167	0	6	8	19	132	1060	2326	1747	631	158	57	15	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	6192	0	5	2	8	132	1074	2371	1698	637	190	50	21	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Fri	6304	0	8	9	20	134	1069	2292	1740	699	229	64	29	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	4459	0	5	8	19	36	529	1482	1413	659	212	75	10	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	3545	0	2	3	5	27	404	1165	1155	534	173	47	19	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	6145	0	8	9	21	144	1096	2306	1690	621	173	52	17	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	5533	0	7	8	18	112	916	2026	1574	614	178	55	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	38729	0	49	55	128	785	6411	14179	11016	4300	1249	383	114	38	14	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0

Summary Graphs



ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m}$ & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}$, $d(1) \leq 3.2\text{m}$ & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, $d(1) \geq 2.1\text{m}$, $d(1) \leq 3.2\text{m}$, $d(2) \geq 2.1\text{m}$ & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m}$ & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}$, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

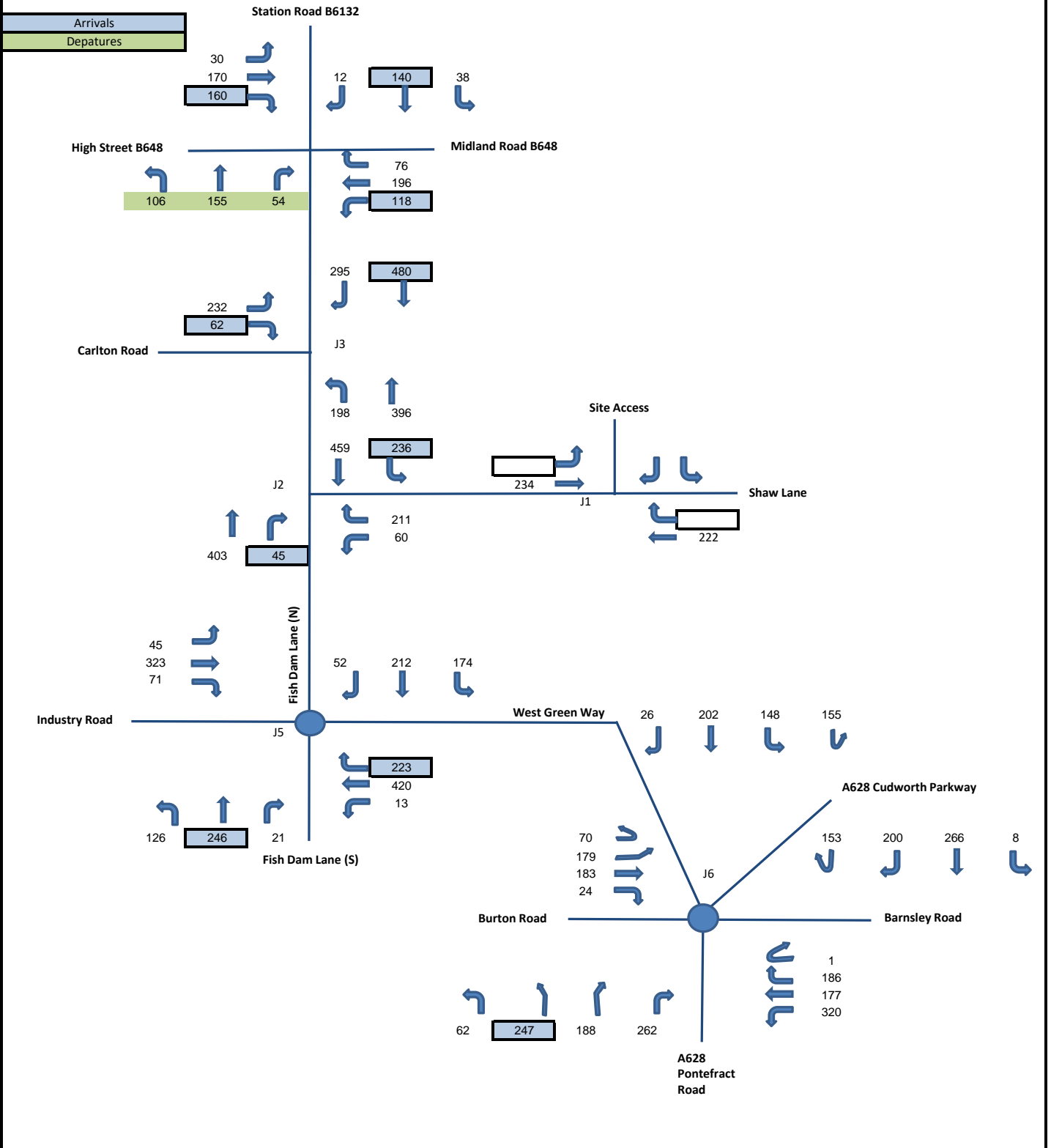
ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 Dft	Greater than DFT (Department For Transport) standard. DFT is PSL plus 15mph.
>SL2% Dft	Greater than DFT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

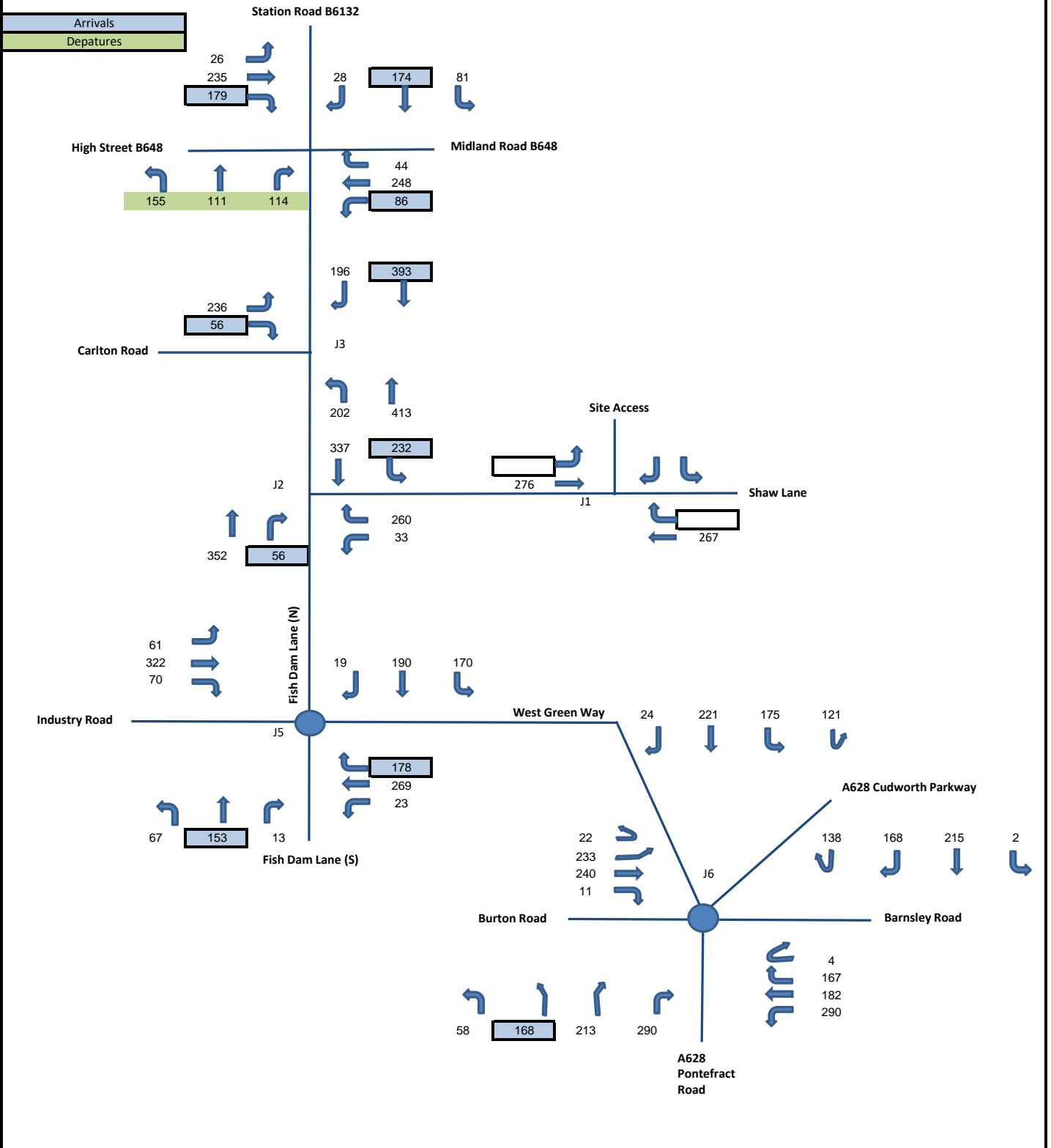
2022 Weekday AM Peak (07:45-08:45)

Pell Frischmann



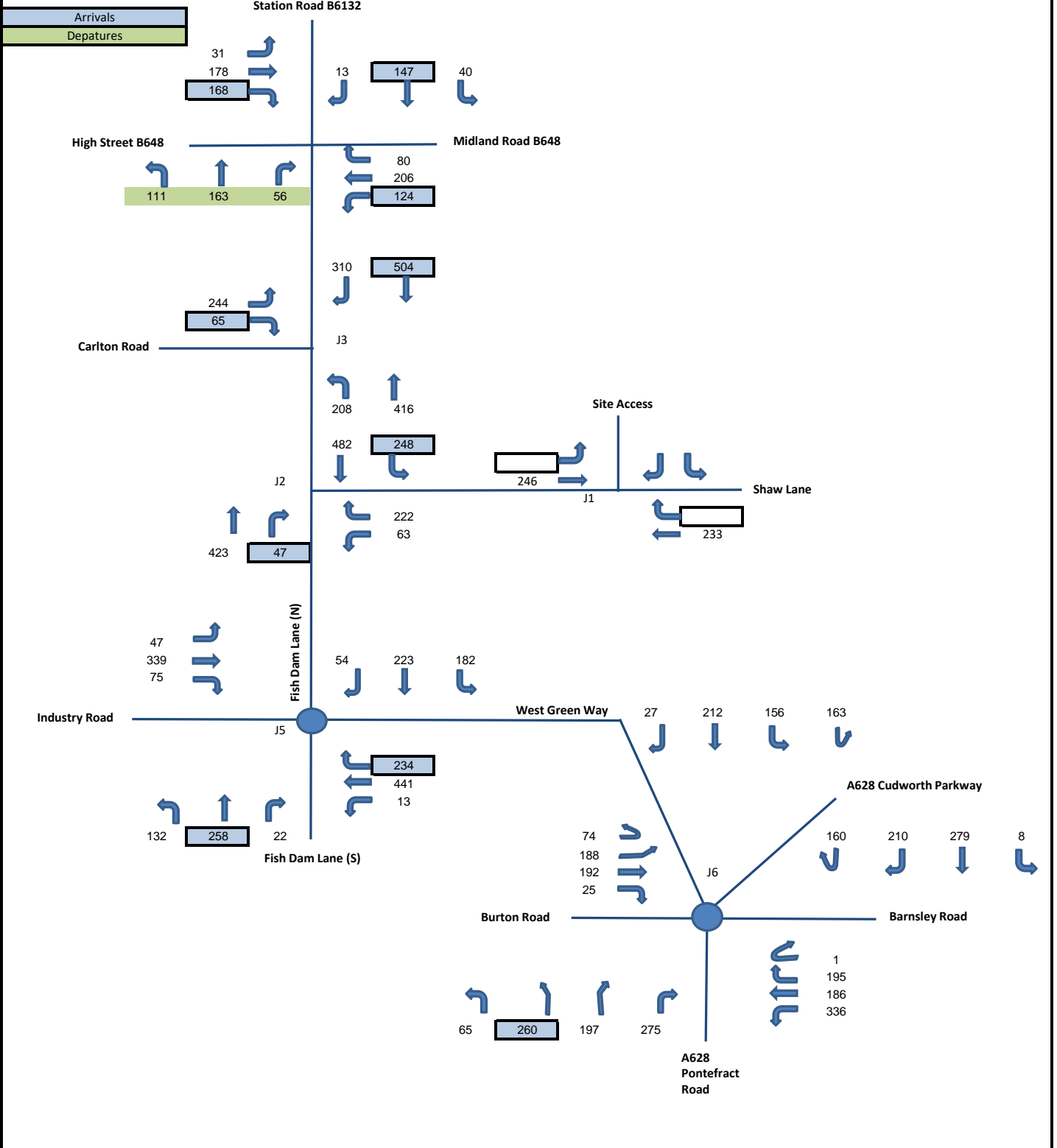
2022 Weekday PM Peak (16:45-17:45)

Pell Frischmann



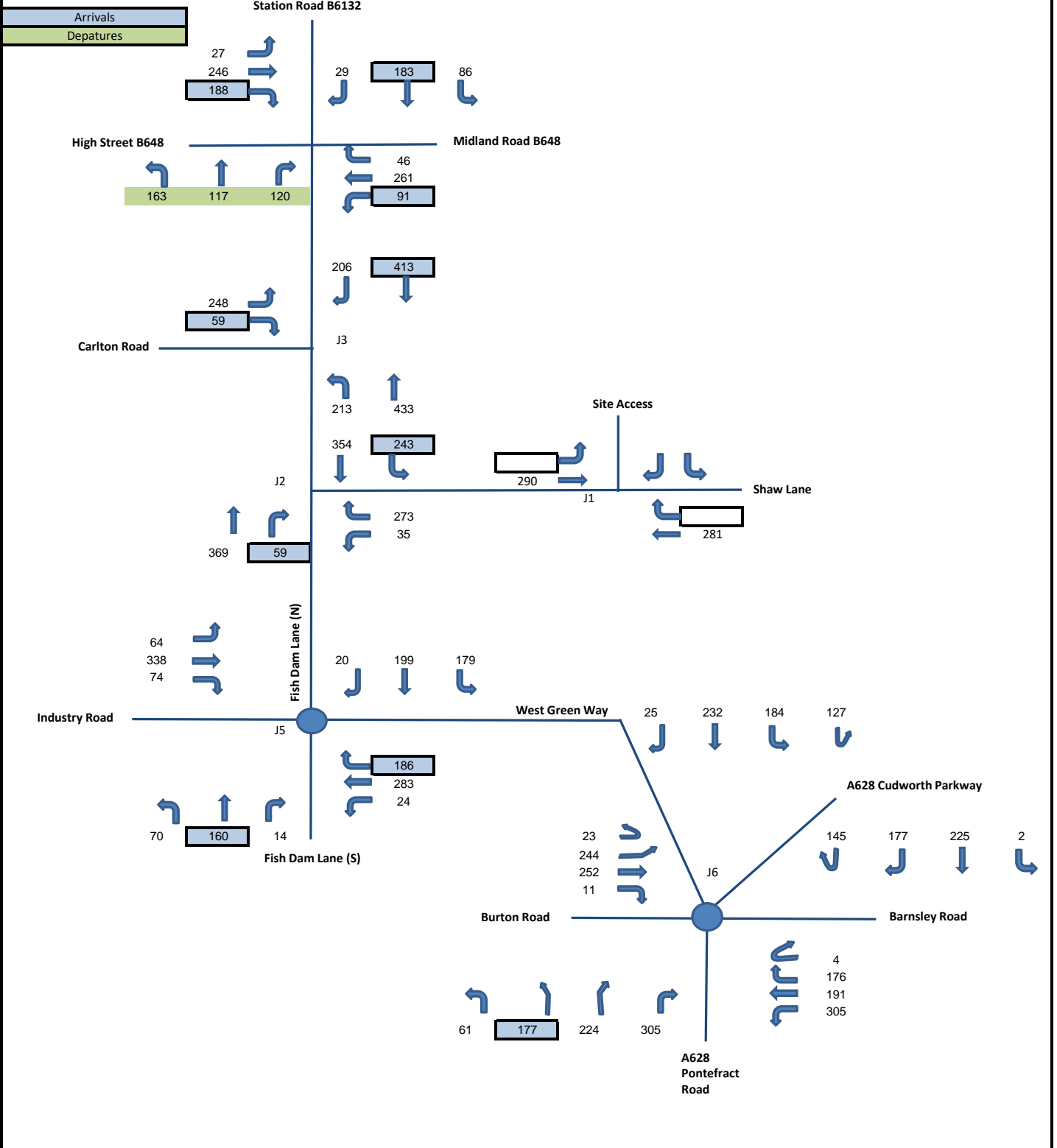
2028 Weekday AM Peak

Pell Frischmann



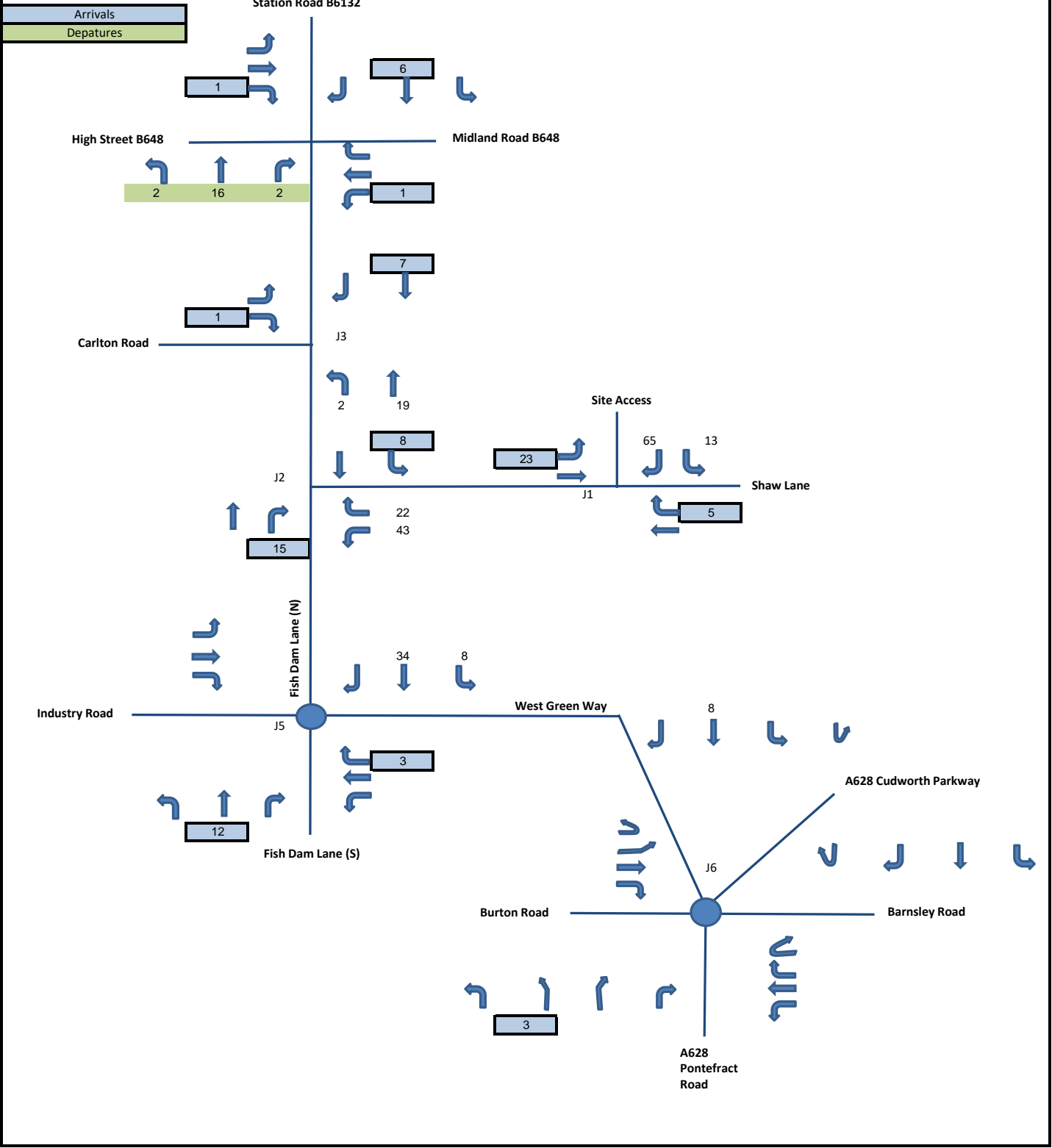
2028 Weekday PM Peak

Pell Frischmann



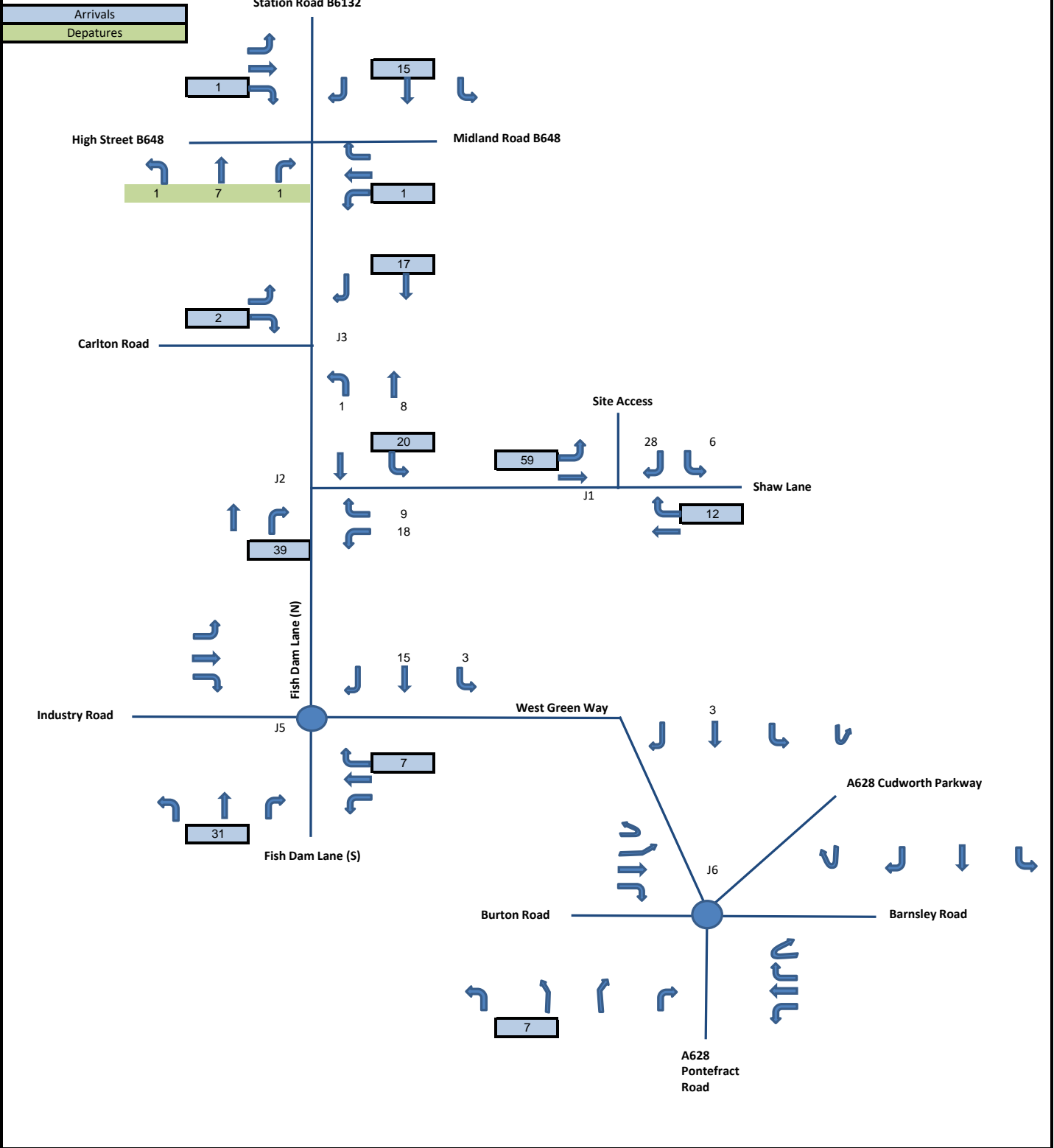
AM Development Trips

Pell Frischmann



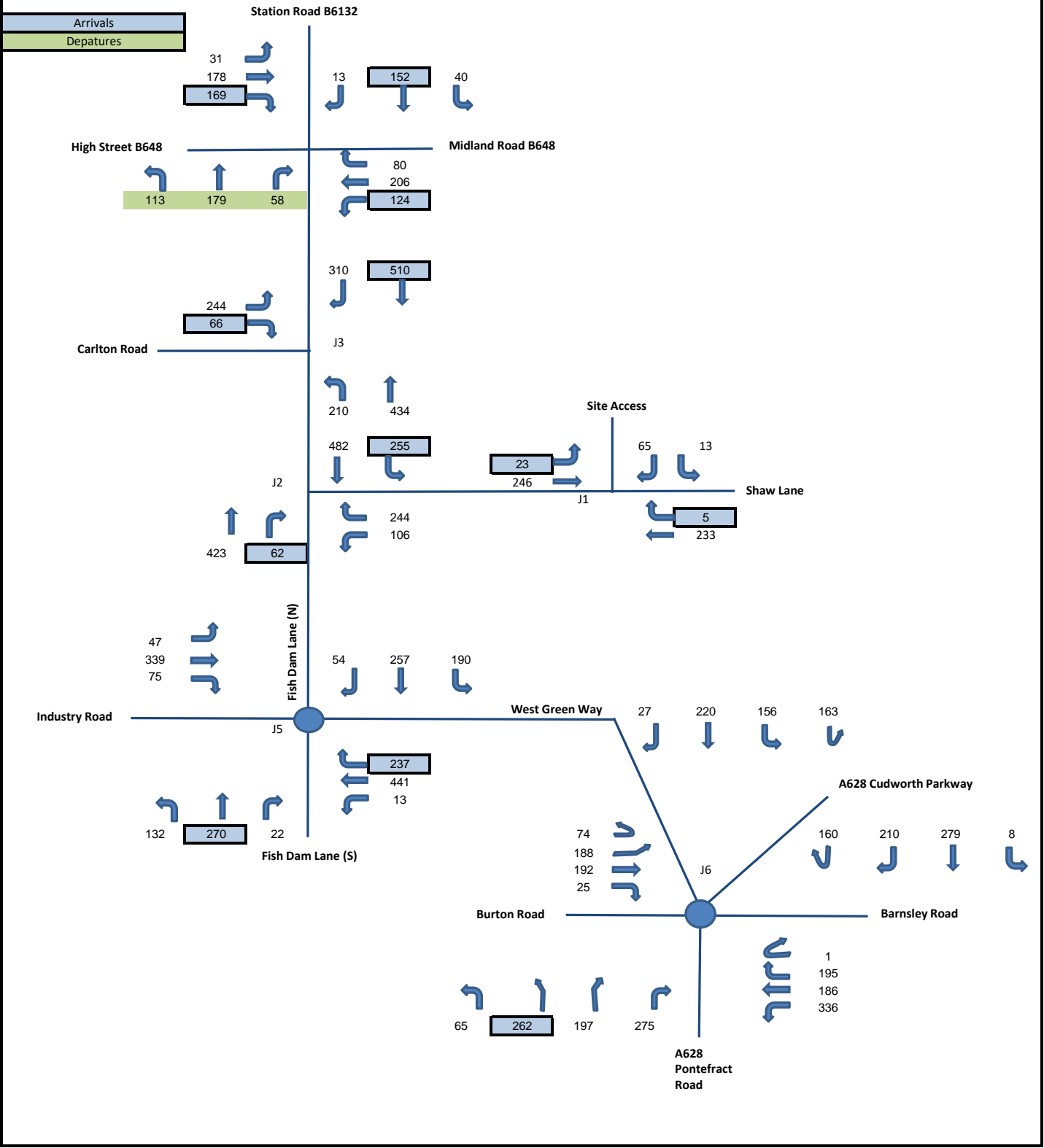
PM Development Trips

Pell Frischmann



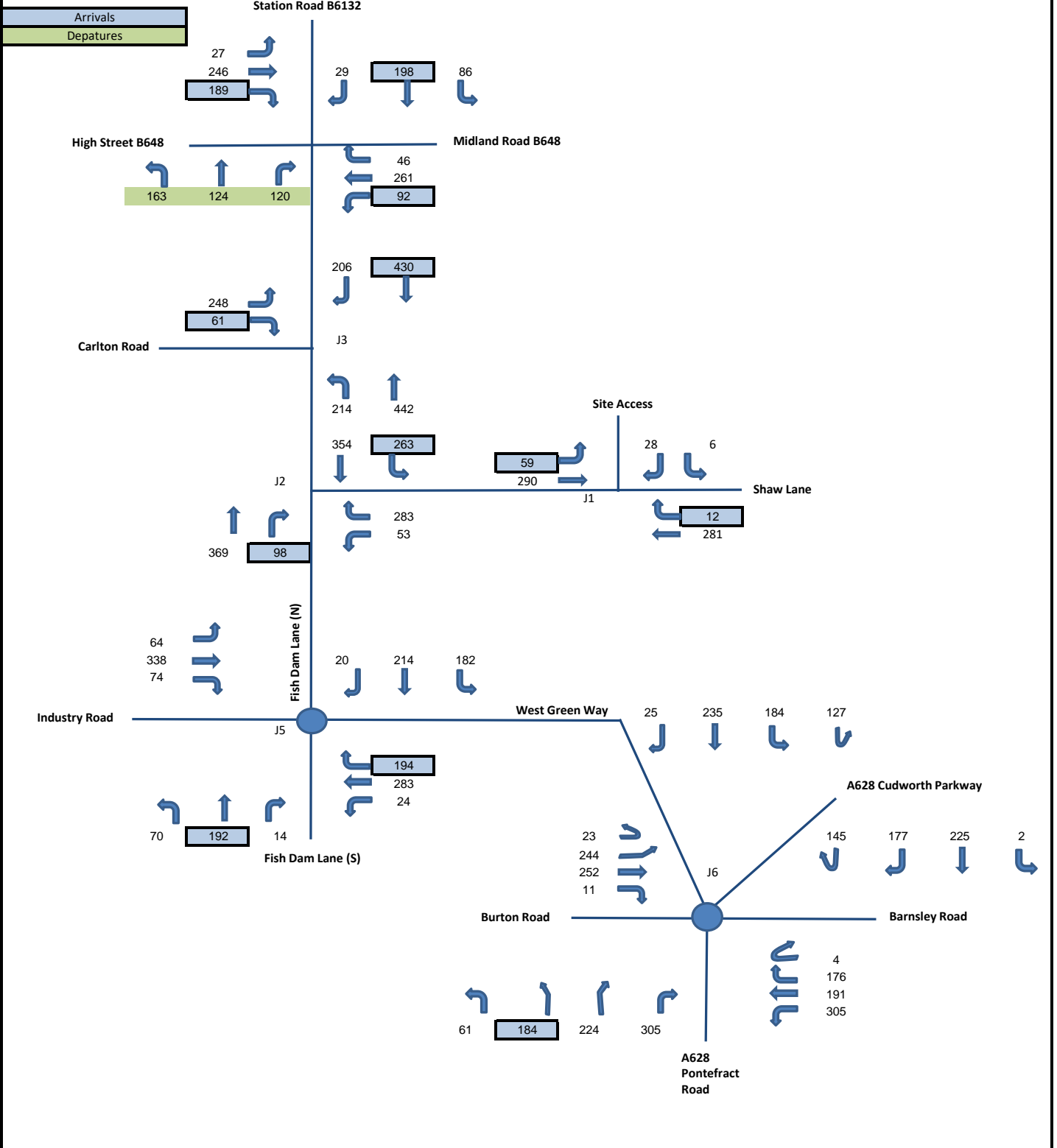
2028 Weekday AM Peak + Development

Pell Frischmann



2028 Weekday PM Peak + Development

Pell Frischmann



Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: J1 Shaw Lane_Site Access.j9
 Path: P:\data\102107 - Shaw Lane, Barnsley\Calcs
 Report generation date: 13/01/2023 10:20:48

- »2028, Weekday AM + dev
- »2028, Weekday PM + dev

Summary of junction performance

	Weekday AM + dev					Weekday PM + dev				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2028										
Stream B-AC	0.2	9.70	0.19	A	136 %	0.1	9.14	0.09	A	162 %
Stream C-AB	0.0	5.21	0.01	A	[Stream B-AC]	0.0	5.18	0.03	A	[Stream B-AC]

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

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

File summary

File Description

Title	Shaw Lane / Site Access
Location	
Site number	
Date	02/01/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\JGreen
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

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028	Weekday AM + dev	ONE HOUR	08:00	09:30	15
D6	2028	Weekday PM + dev	ONE HOUR	08:00	09:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028, Weekday AM + dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Shaw Lane / Site Access	T-Junction	Two-way	1.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	136	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Shaw Lane (W)		Major
B	Site Access		Minor
C	Shaw Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.95			90.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	98	81

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	550	0.100	0.254	0.160	0.363
1	B-C	675	0.104	0.262	-	-
1	C-B	626	0.243	0.243	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028	Weekday AM + dev	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	269	100.000
B		✓	78	100.000
C		✓	238	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	23	246
	B	65	0	13
	C	233	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	9.70	0.2	A
C-AB	0.01	5.21	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	492	0.119	58	0.1	8.285	A
C-AB	5	696	0.007	5	0.0	5.209	A
C-A	174			174			
A-B	17			17			
A-C	185			185			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	70	477	0.147	70	0.2	8.833	A
C-AB	6	711	0.009	6	0.0	5.110	A
C-A	208			208			
A-B	21			21			
A-C	221			221			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	86	457	0.188	86	0.2	9.689	A
C-AB	8	732	0.012	8	0.0	4.977	A
C-A	254			254			
A-B	25			25			
A-C	271			271			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	86	457	0.188	86	0.2	9.701	A
C-AB	8	732	0.012	8	0.0	4.979	A
C-A	254			254			
A-B	25			25			
A-C	271			271			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	70	477	0.147	70	0.2	8.850	A
C-AB	6	711	0.009	6	0.0	5.110	A
C-A	208			208			
A-B	21			21			
A-C	221			221			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	492	0.119	59	0.1	8.312	A
C-AB	5	696	0.007	5	0.0	5.211	A
C-A	174			174			
A-B	17			17			
A-C	185			185			

2028, Weekday PM + dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Shaw Lane / Site Access	T-Junction	Two-way	0.60	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	162	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028	Weekday PM + dev	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	349	100.000
B		✓	34	100.000
C		✓	293	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	59	290
	B	28	0	6
	C	281	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	9.14	0.1	A
C-AB	0.03	5.18	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	26	475	0.054	25	0.1	7.999	A
C-AB	13	708	0.018	13	0.0	5.180	A
C-A	208			208			
A-B	44			44			
A-C	218			218			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	31	457	0.067	31	0.1	8.443	A
C-AB	17	725	0.023	17	0.0	5.079	A
C-A	247			247			
A-B	53			53			
A-C	261			261			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	37	431	0.087	37	0.1	9.133	A
C-AB	23	751	0.030	22	0.0	4.944	A
C-A	300			300			
A-B	65			65			
A-C	319			319			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	37	431	0.087	37	0.1	9.137	A
C-AB	23	751	0.030	23	0.0	4.946	A
C-A	300			300			
A-B	65			65			
A-C	319			319			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	31	457	0.067	31	0.1	8.450	A
C-AB	17	725	0.023	17	0.0	5.080	A
C-A	247			247			
A-B	53			53			
A-C	261			261			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	26	475	0.054	26	0.1	8.011	A
C-AB	13	708	0.018	13	0.0	5.181	A
C-A	208			208			
A-B	44			44			
A-C	218			218			

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: J2 Church St_Shaw Ln_Fish Dam Ln.j9
 Path: P:\data\102107 - Shaw Lane, Barnsley\Calcs
 Report generation date: 12/01/2023 14:33:29

- »2022, Weekday AM
- »2022, Weekday PM
- »2028, Weekday AM
- »2028, Weekday PM
- »2028, Weekday AM + Dev
- »2028, Weekday PM + Dev

Summary of junction performance

	Weekday AM					Weekday PM					Weekday AM + Dev					Weekday PM +			
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LO
2022																			
Stream B-C	0.3	18.64	0.25	C	0 %	0.2	20.22	0.17	C	-2 %									
Stream B-A	2.2	35.47	0.70	E	[Stream B-A]	2.9	38.27	0.76	E	[Stream B-A]									
Stream C-AB	0.4	5.52	0.15	A		0.4	5.73	0.17	A										
2028																			
Stream B-C	0.5	25.49	0.33	D	-5 %	0.3	29.08	0.24	D	-6 %	5.0	155.83	0.95	F	-14 %	1.7	116.41	0.71	F
Stream B-A	3.0	47.18	0.77	E	[Stream B-A]	3.9	50.40	0.82	F	[Stream B-A]	8.2	115.80	0.95	F	[Stream B-A]	6.8	84.67	0.91	F
Stream C-AB	0.4	5.47	0.16	A		0.4	5.76	0.18	A		0.6	5.86	0.22	A		0.8	6.83	0.31	A

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

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

File summary

File Description

Title	Church Street / Shaw Lane / Fish Dam Lane
Location	
Site number	
Date	02/01/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUPJGreen
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

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	Weekday AM	ONE HOUR	07:30	09:00	15
D2	2022	Weekday PM	ONE HOUR	15:45	17:15	15
D3	2028	Weekday AM	ONE HOUR	07:30	09:00	15
D4	2028	Weekday PM	ONE HOUR	15:45	17:15	15
D5	2028	Weekday AM + Dev	ONE HOUR	07:30	09:00	15
D6	2028	Weekday PM + Dev	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, Weekday AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Street / Shaw Lane / Fish Dam Lane	T-Junction	Two-way	6.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	0	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Church Street		Major
B	Shaw Lane		Minor
C	Fish Dam Lane		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.05			51.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.10	5.15	4.60	3.80		1.00	23	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	567	0.094	0.238	0.149	0.339
1	B-C	587	0.082	0.207	-	-
1	C-B	603	0.213	0.213	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	Weekday AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	695	100.000
B		✓	271	100.000
C		✓	448	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	236	459
	B	211	0	60
	C	403	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	18.64	0.3	C
B-A	0.70	35.47	2.2	E
C-AB	0.15	5.52	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	45	429	0.105	45	0.1	9.352	A
B-A	159	410	0.388	156	0.6	14.089	B
C-AB	59	713	0.083	58	0.2	5.503	A
C-A	278			278			
A-B	178			178			
A-C	346			346			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	54	375	0.144	54	0.2	11.208	B
B-A	190	378	0.502	188	1.0	18.841	C
C-AB	80	738	0.108	79	0.2	5.471	A
C-A	323			323			
A-B	212			212			
A-C	413			413			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	66	267	0.248	65	0.3	17.830	C
B-A	232	332	0.699	228	2.1	33.079	D
C-AB	116	776	0.150	116	0.4	5.463	A
C-A	377			377			
A-B	260			260			
A-C	505			505			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	66	259	0.255	66	0.3	18.636	C
B-A	232	332	0.699	232	2.2	35.475	E
C-AB	117	776	0.150	117	0.4	5.470	A
C-A	377			377			
A-B	260			260			
A-C	505			505			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	54	368	0.147	55	0.2	11.516	B
B-A	190	378	0.502	194	1.0	20.057	C
C-AB	80	739	0.108	81	0.2	5.484	A
C-A	323			323			
A-B	212			212			
A-C	413			413			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	45	426	0.106	45	0.1	9.471	A
B-A	159	409	0.388	160	0.6	14.545	B
C-AB	59	713	0.083	60	0.2	5.518	A
C-A	278			278			
A-B	178			178			
A-C	346			346			

2022, Weekday PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Street / Shaw Lane / Fish Dam Lane	T-Junction	Two-way	8.83	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	Weekday PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	569	100.000
B		✓	293	100.000
C		✓	408	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	232	337
	B	260	0	33
	C	352	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	20.22	0.2	C
B-A	0.76	38.27	2.9	E
C-AB	0.17	5.73	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	410	0.061	25	0.1	9.328	A
B-A	196	441	0.443	193	0.8	14.304	B
C-AB	68	702	0.097	67	0.2	5.669	A
C-A	239			239			
A-B	175			175			
A-C	254			254			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	30	348	0.085	30	0.1	11.285	B
B-A	234	415	0.563	232	1.2	19.459	C
C-AB	90	724	0.124	89	0.2	5.678	A
C-A	277			277			
A-B	209			209			
A-C	303			303			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	36	225	0.161	36	0.2	18.995	C
B-A	286	378	0.757	280	2.7	34.875	D
C-AB	127	757	0.168	127	0.4	5.719	A
C-A	322			322			
A-B	255			255			
A-C	371			371			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	36	214	0.170	36	0.2	20.225	C
B-A	286	378	0.758	286	2.9	38.268	E
C-AB	127	757	0.168	127	0.4	5.728	A
C-A	322			322			
A-B	255			255			
A-C	371			371			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	30	338	0.088	30	0.1	11.694	B
B-A	234	415	0.563	240	1.4	21.230	C
C-AB	90	725	0.124	91	0.3	5.689	A
C-A	277			277			
A-B	209			209			
A-C	303			303			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	406	0.061	25	0.1	9.461	A
B-A	196	441	0.444	198	0.8	14.921	B
C-AB	68	702	0.097	68	0.2	5.689	A
C-A	239			239			
A-B	175			175			
A-C	254			254			

2028, Weekday AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Street / Shaw Lane / Fish Dam Lane	T-Junction	Two-way	8.46	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-5	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028	Weekday AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	730	100.000
B		✓	285	100.000
C		✓	479	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	248	482
	B	222	0	63
	C	432	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.33	25.49	0.5	D
B-A	0.77	47.18	3.0	E
C-AB	0.16	5.47	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	47	417	0.114	47	0.1	9.728	A
B-A	167	401	0.417	164	0.7	15.071	C
C-AB	64	724	0.089	64	0.2	5.453	A
C-A	296			296			
A-B	187			187			
A-C	363			363			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	57	354	0.160	56	0.2	12.101	B
B-A	200	367	0.544	198	1.1	21.064	C
C-AB	88	752	0.117	87	0.3	5.421	A
C-A	343			343			
A-B	223			223			
A-C	433			433			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	69	223	0.311	68	0.4	23.104	C
B-A	244	318	0.768	238	2.8	41.791	E
C-AB	130	794	0.164	129	0.4	5.423	A
C-A	397			397			
A-B	273			273			
A-C	531			531			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	69	210	0.330	69	0.5	25.494	D
B-A	244	318	0.769	243	3.0	47.176	E
C-AB	130	795	0.164	130	0.4	5.436	A
C-A	397			397			
A-B	273			273			
A-C	531			531			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	57	342	0.166	58	0.2	12.701	B
B-A	200	367	0.544	207	1.3	23.364	C
C-AB	88	753	0.117	89	0.3	5.437	A
C-A	342			342			
A-B	223			223			
A-C	433			433			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	47	412	0.115	48	0.1	9.888	A
B-A	167	400	0.417	169	0.7	15.700	C
C-AB	65	724	0.089	65	0.2	5.471	A
C-A	296			296			
A-B	187			187			
A-C	363			363			

2028, Weekday PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Street / Shaw Lane / Fish Dam Lane	T-Junction	Two-way	11.57	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-6	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028	Weekday PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	597	100.000
B		✓	308	100.000
C		✓	428	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	243	354
	B	273	0	35
	C	369	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	29.08	0.3	D
B-A	0.82	50.40	3.9	F
C-AB	0.18	5.76	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	397	0.066	26	0.1	9.697	A
B-A	206	435	0.473	202	0.9	15.266	C
C-AB	73	707	0.103	72	0.2	5.670	A
C-A	249			249			
A-B	183			183			
A-C	267			267			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	326	0.097	31	0.1	12.218	B
B-A	245	407	0.603	243	1.4	21.685	C
C-AB	98	731	0.133	97	0.3	5.687	A
C-A	287			287			
A-B	218			218			
A-C	318			318			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	39	180	0.214	38	0.3	25.278	D
B-A	301	368	0.817	292	3.6	43.354	E
C-AB	139	766	0.182	139	0.4	5.750	A
C-A	332			332			
A-B	268			268			
A-C	390			390			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	39	162	0.238	38	0.3	29.077	D
B-A	301	367	0.818	299	3.9	50.403	F
C-AB	139	766	0.182	139	0.4	5.763	A
C-A	332			332			
A-B	268			268			
A-C	390			390			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	310	0.102	32	0.1	13.013	B
B-A	245	407	0.604	255	1.6	24.964	C
C-AB	98	731	0.134	98	0.3	5.702	A
C-A	287			287			
A-B	218			218			
A-C	318			318			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	26	391	0.067	27	0.1	9.879	A
B-A	206	434	0.473	208	0.9	16.108	C
C-AB	74	708	0.104	74	0.2	5.691	A
C-A	249			249			
A-B	183			183			
A-C	267			267			

2028, Weekday AM + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Street / Shaw Lane / Fish Dam Lane	T-Junction	Two-way	28.98	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028	Weekday AM + Dev	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	737	100.000
B		✓	350	100.000
C		✓	485	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	255	482
	B	244	0	106
	C	423	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.95	155.83	5.0	F
B-A	0.95	115.80	8.2	F
C-AB	0.22	5.86	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	80	410	0.195	79	0.2	10.843	B
B-A	184	382	0.480	180	0.9	17.504	C
C-AB	84	718	0.117	83	0.2	5.668	A
C-A	281			281			
A-B	192			192			
A-C	363			363			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	95	327	0.292	95	0.4	15.464	C
B-A	219	345	0.635	216	1.6	27.302	D
C-AB	114	745	0.154	114	0.3	5.709	A
C-A	322			322			
A-B	229			229			
A-C	433			433			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	117	145	0.807	107	2.7	82.884	F
B-A	269	287	0.937	251	6.0	77.437	F
C-AB	169	786	0.215	168	0.6	5.845	A
C-A	365			365			
A-B	281			281			
A-C	531			531			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	117	123	0.948	108	5.0	155.832	F
B-A	269	282	0.951	260	8.2	115.802	F
C-AB	169	786	0.215	169	0.6	5.858	A
C-A	365			365			
A-B	281			281			
A-C	531			531			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	95	278	0.343	113	0.5	24.058	C
B-A	219	336	0.652	244	2.1	46.177	E
C-AB	115	746	0.154	116	0.4	5.731	A
C-A	321			321			
A-B	229			229			
A-C	433			433			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	80	401	0.199	81	0.3	11.290	B
B-A	184	382	0.481	188	1.0	18.960	C
C-AB	84	718	0.118	85	0.2	5.693	A
C-A	281			281			
A-B	192			192			
A-C	363			363			

2028, Weekday PM + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Church Street / Shaw Lane / Fish Dam Lane	T-Junction	Two-way	22.12	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028	Weekday PM + Dev	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	617	100.000
B		✓	336	100.000
C		✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	263	354
	B	283	0	53
	C	369	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.71	116.41	1.7	F
B-A	0.91	84.67	6.8	F
C-AB	0.31	6.83	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	40	388	0.103	39	0.1	10.310	B
B-A	213	419	0.508	209	1.0	16.851	C
C-AB	122	704	0.173	121	0.3	6.160	A
C-A	230			230			
A-B	198			198			
A-C	267			267			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	48	303	0.157	47	0.2	14.053	B
B-A	254	388	0.656	251	1.8	25.732	D
C-AB	163	728	0.223	162	0.5	6.369	A
C-A	257			257			
A-B	236			236			
A-C	318			318			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	58	120	0.485	56	0.8	53.741	F
B-A	312	344	0.907	297	5.5	62.506	F
C-AB	233	762	0.305	231	0.8	6.799	A
C-A	282			282			
A-B	290			290			
A-C	390			390			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	58	83	0.706	55	1.7	116.409	F
B-A	312	342	0.911	307	6.8	84.672	F
C-AB	233	763	0.306	233	0.8	6.830	A
C-A	281			281			
A-B	290			290			
A-C	390			390			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	48	267	0.178	54	0.2	17.295	C
B-A	254	386	0.659	273	2.1	35.975	E
C-AB	163	729	0.224	164	0.5	6.406	A
C-A	257			257			
A-B	236			236			
A-C	318			318			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	40	379	0.105	40	0.1	10.634	B
B-A	213	419	0.509	217	1.1	18.222	C
C-AB	123	705	0.174	123	0.3	6.203	A
C-A	229			229			
A-B	198			198			
A-C	267			267			



Junctions 9
ARCADY 9 - Roundabout Module
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Filename: J5 Fish Dam Ln Rbt.j9
 Path: P:\data\102107 - Shaw Lane, Barnsley\Calcs
 Report generation date: 12/01/2023 15:31:36

- »2022, Weekday AM
- »2022, Weekday PM
- »2028, Weekday AM
- »2028, Weekday PM
- »2028, Weekday AM + Dev
- »2028, Weekday PM + Dev

Summary of junction performance

	Weekday AM					Weekday PM					Weekday AM + Dev					Weekday PM + Dev					
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Net Resi Cap	
2022																					
Arm 1	0.9	6.88	0.48	A	36 % [Arm 2]	0.7	6.06	0.41	A	64 % [Arm 4]											
Arm 2	1.7	8.38	0.63	A		0.8	5.37	0.44	A												
Arm 3	0.9	7.32	0.47	A		0.3	4.43	0.24	A												
Arm 4	1.0	7.65	0.51	A		0.9	6.62	0.48	A												
2028																					
Arm 1	1.0	7.38	0.51	A	30 % [Arm 2]	0.8	6.42	0.44	A	56 % [Arm 4]	1.2	8.15	0.56	A	26 % [Arm 2]	0.8	6.65	0.46	A	51 [Ar	
Arm 2	1.9	9.38	0.66	A		0.8	5.66	0.46	A		2.1	10.04	0.68	B		0.9	5.83	0.47	A		
Arm 3	1.0	8.00	0.50	A		0.3	4.58	0.25	A		1.1	8.28	0.52	A		0.4	4.83	0.29	A		
Arm 4	1.2	8.34	0.54	A		1.0	7.07	0.51	A		1.2	8.52	0.55	A		1.1	7.43	0.52	A		

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

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

File summary

File Description

Title	Fish Dam Lane Roundabout
Location	
Site number	
Date	03/01/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\JGreen
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

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	Weekday AM	ONE HOUR	07:30	09:00	15
D2	2022	Weekday PM	ONE HOUR	15:45	17:15	15
D3	2028	Weekday AM	ONE HOUR	07:30	09:00	15
D4	2028	Weekday PM	ONE HOUR	15:45	17:15	15
D5	2028	Weekday AM + Dev	ONE HOUR	07:30	09:00	15
D6	2028	Weekday PM + Dev	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, Weekday AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Fish Dam Lane Roundabout	Standard Roundabout	1, 2, 3, 4	7.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	36	Arm 2

Arms

Arms

Arm	Name	Description
1	Fish Dam Lane (N)	
2	West Green Way	
3	Fish Dam Lane (S)	
4	Industry Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.05	5.85	3.7	14.1	25.3	63.0	
2	3.46	5.50	8.1	19.3	25.3	34.0	
3	3.95	5.70	5.3	16.3	25.3	45.0	
4	4.00	4.80	2.1	24.0	25.3	47.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.526	1246
2	0.589	1369
3	0.573	1363
4	0.554	1253

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	Weekday AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	438	100.000
2		✓	656	100.000
3		✓	393	100.000
4		✓	439	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	174	212	52
	2	223	0	13	420
	3	246	21	0	126
	4	45	323	71	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.48	6.88	0.9	A
2	0.63	8.38	1.7	A
3	0.47	7.32	0.9	A
4	0.51	7.65	1.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	330	311	1082	0.305	328	0.4	4.763	A
2	494	251	1221	0.404	491	0.7	4.914	A
3	296	520	1065	0.278	294	0.4	4.663	A
4	331	367	1049	0.315	329	0.5	4.983	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	394	372	1050	0.375	393	0.6	5.476	A
2	590	301	1192	0.495	589	1.0	5.954	A
3	353	624	1006	0.351	353	0.5	5.508	A
4	395	440	1009	0.391	394	0.6	5.844	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	482	456	1006	0.479	481	0.9	6.839	A
2	722	368	1152	0.627	720	1.6	8.267	A
3	433	762	926	0.467	431	0.9	7.256	A
4	483	538	955	0.506	482	1.0	7.586	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	482	457	1005	0.480	482	0.9	6.881	A
2	722	369	1152	0.627	722	1.7	8.376	A
3	433	765	925	0.468	433	0.9	7.316	A
4	483	539	954	0.507	483	1.0	7.650	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	394	374	1049	0.375	395	0.6	5.516	A
2	590	302	1191	0.495	592	1.0	6.042	A
3	353	628	1003	0.352	355	0.5	5.560	A
4	395	442	1008	0.392	396	0.7	5.900	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	330	313	1081	0.305	330	0.4	4.800	A
2	494	253	1220	0.405	495	0.7	4.973	A
3	296	525	1062	0.278	297	0.4	4.703	A
4	331	370	1048	0.315	331	0.5	5.030	A

2022, Weekday PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Fish Dam Lane Roundabout	Standard Roundabout	1, 2, 3, 4	5.76	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	64	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	Weekday PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	379	100.000
2		✓	470	100.000
3		✓	233	100.000
4		✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	170	190	19
	2	178	0	23	269
	3	153	13	0	67
	4	61	322	70	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.41	6.06	0.7	A
2	0.44	5.37	0.8	A
3	0.24	4.43	0.3	A
4	0.48	6.62	0.9	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	285	303	1086	0.263	284	0.4	4.481	A
2	354	209	1246	0.284	352	0.4	4.022	A
3	175	349	1163	0.151	175	0.2	3.642	A
4	341	258	1110	0.307	339	0.4	4.662	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	341	364	1054	0.323	340	0.5	5.037	A
2	423	250	1221	0.346	422	0.5	4.500	A
3	209	418	1123	0.186	209	0.2	3.937	A
4	407	309	1082	0.377	407	0.6	5.330	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	417	445	1012	0.412	416	0.7	6.039	A
2	517	307	1188	0.435	517	0.8	5.350	A
3	257	512	1070	0.240	256	0.3	4.424	A
4	499	378	1043	0.478	498	0.9	6.583	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	417	446	1011	0.413	417	0.7	6.061	A
2	517	307	1188	0.436	517	0.8	5.368	A
3	257	513	1069	0.240	257	0.3	4.430	A
4	499	379	1043	0.478	499	0.9	6.615	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	341	365	1054	0.323	342	0.5	5.061	A
2	423	251	1221	0.346	423	0.5	4.521	A
3	209	420	1122	0.187	210	0.2	3.946	A
4	407	310	1081	0.377	408	0.6	5.361	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	285	305	1085	0.263	286	0.4	4.507	A
2	354	210	1245	0.284	354	0.4	4.044	A
3	175	351	1162	0.151	176	0.2	3.651	A
4	341	259	1109	0.308	342	0.4	4.697	A

2028, Weekday AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Fish Dam Lane Roundabout	Standard Roundabout	1, 2, 3, 4	8.41	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	30	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028	Weekday AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	459	100.000
2		✓	688	100.000
3		✓	412	100.000
4		✓	461	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	182	223	54
	2	234	0	13	441
	3	258	22	0	132
	4	47	339	75	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.51	7.38	1.0	A
2	0.66	9.38	1.9	A
3	0.50	8.00	1.0	A
4	0.54	8.34	1.2	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	346	326	1074	0.322	344	0.5	4.916	A
2	518	264	1214	0.427	515	0.7	5.131	A
3	310	546	1050	0.295	309	0.4	4.842	A
4	347	385	1039	0.334	345	0.5	5.170	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	413	391	1040	0.397	412	0.7	5.728	A
2	618	316	1183	0.523	617	1.1	6.347	A
3	370	654	988	0.375	370	0.6	5.813	A
4	414	461	997	0.416	414	0.7	6.159	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	505	478	994	0.508	504	1.0	7.322	A
2	758	386	1141	0.664	754	1.9	9.215	A
3	454	799	905	0.501	452	1.0	7.917	A
4	508	564	940	0.540	506	1.2	8.248	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	505	480	993	0.509	505	1.0	7.379	A
2	758	388	1141	0.664	757	1.9	9.382	A
3	454	803	903	0.502	454	1.0	8.004	A
4	508	566	939	0.540	508	1.2	8.336	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	413	394	1039	0.397	414	0.7	5.777	A
2	618	318	1182	0.523	622	1.1	6.467	A
3	370	659	986	0.376	372	0.6	5.881	A
4	414	464	995	0.416	416	0.7	6.232	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	346	329	1073	0.322	346	0.5	4.963	A
2	518	266	1213	0.427	519	0.8	5.204	A
3	310	550	1048	0.296	311	0.4	4.892	A
4	347	388	1038	0.334	348	0.5	5.226	A

2028, Weekday PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Fish Dam Lane Roundabout	Standard Roundabout	1, 2, 3, 4	6.10	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	56	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028	Weekday PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	398	100.000
2		✓	493	100.000
3		✓	244	100.000
4		✓	476	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	179	199	20
	2	186	0	24	283
	3	160	14	0	70
	4	64	338	74	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.44	6.42	0.8	A
2	0.46	5.66	0.8	A
3	0.25	4.58	0.3	A
4	0.51	7.07	1.0	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	300	319	1078	0.278	298	0.4	4.609	A
2	371	219	1240	0.299	369	0.4	4.130	A
3	184	366	1153	0.159	183	0.2	3.711	A
4	358	270	1103	0.325	356	0.5	4.810	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	358	382	1045	0.343	357	0.5	5.233	A
2	443	263	1214	0.365	443	0.6	4.664	A
3	219	439	1111	0.197	219	0.2	4.033	A
4	428	323	1074	0.399	427	0.7	5.564	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	438	468	1000	0.438	437	0.8	6.389	A
2	543	322	1179	0.460	542	0.8	5.636	A
3	269	537	1055	0.255	268	0.3	4.573	A
4	524	396	1033	0.507	523	1.0	7.027	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	438	469	999	0.439	438	0.8	6.419	A
2	543	323	1179	0.460	543	0.8	5.658	A
3	269	538	1055	0.255	269	0.3	4.580	A
4	524	396	1033	0.507	524	1.0	7.071	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	358	384	1044	0.343	359	0.5	5.266	A
2	443	264	1213	0.365	444	0.6	4.686	A
3	219	441	1110	0.198	220	0.2	4.042	A
4	428	324	1073	0.399	429	0.7	5.606	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	300	321	1077	0.278	300	0.4	4.639	A
2	371	221	1239	0.300	372	0.4	4.156	A
3	184	369	1152	0.160	184	0.2	3.722	A
4	358	271	1102	0.325	359	0.5	4.850	A

2028, Weekday AM + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Fish Dam Lane Roundabout	Standard Roundabout	1, 2, 3, 4	8.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	26	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028	Weekday AM + Dev	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	501	100.000
2		✓	691	100.000
3		✓	424	100.000
4		✓	461	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	190	257	54
	2	237	0	13	441
	3	270	22	0	132
	4	47	339	75	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.56	8.15	1.2	A
2	0.68	10.04	2.1	B
3	0.52	8.28	1.1	A
4	0.55	8.52	1.2	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	377	326	1074	0.351	375	0.5	5.135	A
2	520	289	1199	0.434	517	0.8	5.259	A
3	319	548	1049	0.304	317	0.4	4.905	A
4	347	396	1033	0.336	345	0.5	5.216	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	450	391	1040	0.433	450	0.8	6.089	A
2	621	346	1165	0.533	620	1.1	6.585	A
3	381	657	987	0.386	380	0.6	5.929	A
4	414	475	990	0.419	414	0.7	6.239	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	552	478	994	0.555	550	1.2	8.067	A
2	761	424	1120	0.680	757	2.1	9.830	A
3	467	802	903	0.517	465	1.0	8.174	A
4	508	580	931	0.545	506	1.2	8.420	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	552	480	993	0.555	552	1.2	8.149	A
2	761	425	1119	0.680	761	2.1	10.044	B
3	467	806	901	0.518	467	1.1	8.281	A
4	508	582	930	0.546	508	1.2	8.516	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	450	394	1039	0.434	452	0.8	6.160	A
2	621	348	1164	0.534	625	1.2	6.727	A
3	381	662	984	0.387	383	0.6	6.009	A
4	414	478	988	0.420	416	0.7	6.319	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	377	329	1073	0.352	378	0.5	5.190	A
2	520	291	1197	0.434	522	0.8	5.340	A
3	319	553	1046	0.305	320	0.4	4.961	A
4	347	399	1031	0.336	348	0.5	5.275	A

2028, Weekday PM + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Fish Dam Lane Roundabout	Standard Roundabout	1, 2, 3, 4	6.32	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	51	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028	Weekday PM + Dev	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	416	100.000
2		✓	501	100.000
3		✓	276	100.000
4		✓	476	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	182	214	20
	2	194	0	24	283
	3	192	14	0	70
	4	64	338	74	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.46	6.65	0.8	A
2	0.47	5.83	0.9	A
3	0.29	4.83	0.4	A
4	0.52	7.43	1.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	313	319	1078	0.291	312	0.4	4.688	A
2	377	231	1233	0.306	375	0.4	4.189	A
3	208	372	1150	0.181	207	0.2	3.815	A
4	358	300	1087	0.330	356	0.5	4.918	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	374	382	1045	0.358	373	0.6	5.359	A
2	450	276	1206	0.373	450	0.6	4.755	A
3	248	446	1107	0.224	248	0.3	4.188	A
4	428	359	1054	0.406	427	0.7	5.738	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	458	468	1000	0.458	457	0.8	6.619	A
2	552	338	1170	0.472	550	0.9	5.802	A
3	304	546	1050	0.289	303	0.4	4.818	A
4	524	440	1009	0.519	523	1.1	7.374	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	458	469	999	0.459	458	0.8	6.654	A
2	552	339	1169	0.472	552	0.9	5.827	A
3	304	547	1049	0.290	304	0.4	4.827	A
4	524	440	1009	0.520	524	1.1	7.427	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	374	384	1044	0.358	375	0.6	5.394	A
2	450	278	1205	0.374	452	0.6	4.782	A
3	248	448	1106	0.224	249	0.3	4.200	A
4	428	360	1053	0.406	429	0.7	5.786	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	313	321	1077	0.291	314	0.4	4.722	A
2	377	232	1232	0.306	378	0.4	4.218	A
3	208	375	1148	0.181	208	0.2	3.832	A
4	358	302	1086	0.330	359	0.5	4.962	A



Appendix F – Personal Injury Collision Data

Shaw Lane, Carlton – Summary report

TRAFFMAP
AccsMap - Accident Analysis System

SELECTION RESULTS

Run on 09/12/2022

Accidents between dates 01/01/2017 and 05/11/2022 (70) months

Selection;

Notes;

Selected using Manual Selection

Police Ref	Date	Cas.	Set.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manr.	Road Cond.	Time	Location
17147882	2201,2017	1	Slight	0	0	0	0	0	Light	No turn	Wet Damp	0955	HSH DAM LANE ROUNDABOUT BARNSELY AT OR NR JN WITH FISH
17160004	06.022017	1	Slight	0	0	0	0	0	Dark	Left	Wet Damp	1912	BURTON ROAD BARNSELY AT OR NR JN WITH PONTEFRAC T ROAD I
17166037	0603.2017	1	Serious	0	0	1	0	1	Light	No turn	Dry	0900	HIGH STREET (B6428) BARNSELY
17167494	18.03.2017	2	Slight	0	0	0	0	0	Light	No turn	Wet Damp	1049	ROYSTON LANE (E6132) BARNSELY
17167881	19.03,2017	1	Slight	0	1	0	0	0	Light	No turn	Dry	1420	CHURCH HILL BARNSELY
17176562	14,04,2017	1	Serious	0	0	1	1	0	Light	Right	Dry	1800	HIGH STREET (B6428) BARNSELY AT OR NR JN WITH NEW STREET
17214953	18.042017	1	Slight	0	1	0	0	0	Light	Left	Dry ^f	0620	FISH DAM LANE. ROUNDABOUT BARNSELY AT OR NR JN WITH FISH
17191656	07/062017	4	Slight	0	0	0	0	0	Light	No turn	Dry	1709	SHAW LANE. BARNSELY
17204798	13.07,2017	1	Serious	0	0	1	0	1	Light	No turn	Dry	1515	HIGH STREET (B6428) BARNSELY AT OR NR JN WITH CHURCH STREE
17228640	28.09,2017	1	Slight	0	0	0	0	1	Dark	No turn	Dry	2100	ROYSTON LANE (B6132) BARNSELY AT OR NR JN WITH CHURCH HI
17243894	08.11,2017	4	Slight	0	0	0	0	1	Light	Right	Dry	1500	WEST GREEN WAY BARNSELY AT JN WITH PRIVATE ENTRANCE
17252193	23,122017	1	Fatal	0	1	0	0	0	Dark	No turn	Dry	2019	SHAW LANE BARNSELY
18282866	17,03.2018	1	Slight	0	0	0	0	0	Dark	No turn	Snow	2150	FISH DAM LANE BARNSELY
18284024	09.04/2018	➤	Fatal	0	0	0	0	0	Light	No turn	Dry	1339	INDUSTRY ROAD BARNSELY AT JN WITH FISH DAM LANE ROUNDAI
18291661	28 042018	2	Slight	0	0	0	0	0	Light	No turn	Dry	1730	MIDLAND ROAD (E6428) BARNSELY AT OR NR JN WITH STATION RO
18314929	21.07,2018	➤	Slight	0	0	0	0	0	Light	No turn	Dry ⁷	1856	SHAW LANE. BARNSELY AT OR NR JN WITH BOULDER BRIDGE LANE
18322827	17.08 2018	4	Slight	0	0	0	3	0	Light	No turn	Dry	1340	WEST GREEN WAY BARNSELY
18330208	0509.2018	1	Slight	0	1	0	0	0	Light	Right	Wet Damp	1341	ROYSTON LANE (B6132) BARNSELY AT OR NR JN WITH CARLTON R
18330588	10/09.2018	1	Serious	0	0	0	0	0	Light	No turn	Dry ⁷	1320	CHURCH STREET (B6132) BARNSELY AT OR NR JN WITH MIDLAND R
18342024	29 10/2018	1	Slight	0	0	0	0	0	Light	Right	Dry	0806	ROYSTON LANE (B6132) BARNSELY AT OR NR JN WITH WOODROYD
18346859	2011,2018	3	Serious	0	0	0	*1	0	Light	No turn	Wet Damp	0845	PONTEFRAC T ROAD (A628) BARNSELY
19810318	23.01,2019	1	Slight	0	0	0	0	0	Dark	Left	Frosflce	2050	ROYSTON LANE (B6132) BARNSELY AT OR NR JN WITH CRONKHILL
19810625	25.01,2019	➤	Slight	0	0	0	0	0	Dark	No turn	Dry ⁷	2020	MIDLAND ROAD (B6425) BARNSELY AT OR NR JN WITH CHURCH ST
19815264	1202 2019	2	Serious	0	0	0	0	0	Light	No turn	Dry ⁷	1258	ROYSTON LANE (B6132) BARNSELY AT OR NR JN WITH CHURCH HI
19815966	14022019	➤	Slight	0	0	0	0	0	Light	No turn	Dry ⁷	0930	ROYSTON LANE. (B6132) BARNSELY AT OR NR JN WITH CHURCH HI
19823541	13.03,2019	1	Slight	0	0	0	0	0	Light	No turn	Wet Damp	0737	STATION ROAD (B6132) BARNSELY
19828478	31.03.2019	1	Slight	1	0	0	0	0	Light	No turn	Dry	1705	SHAW LANE BARNSELY AT OR NR JN WITH BOULDER BRIDGE LANE
19846659	09.062019	1	Serious	0	1	0	0	0	Light	Right	Dry	1145	PONTEFRAC T ROAD ROUNDABOUT (A628) BARNSELY AT OR NR JN ¹
19864429	01.08 2019	1	Slight	0	0	0	0	0	Light	Left	Dry	1900	STATION ROAD (B6132) BARNSELY AT OR NR JN WITH HIGH STREEI
19882187	28.09.2019	2	Slight	0	0	0	0	0	Light	Left	Dry	1150	SPRING LANE. BARNSELY AT OR NR JN WITH CHURCH STREET
19885263	07 10/2019	1	Slight	0	0	1	1	0	Light	No turn	Wet Damp	0810	CHURCH STREET (B6132) BARNSELY
19899675	1011/2019	➤	Serious	0	0	0	0	0	Dark	Left	Wet Damp	1740	CUDWORTH PARKWAY (A628) BARNSELY AT OR NR. JN WITH PONT
19897546	1211/2019	1	Slight	1	0	0	0	0	Dark	No turn	Wet Damp	0642	PONTEFRAC T ROAD ROUNDABOUT (A628) BARNSELY AT OR NR JN ¹

Accidents between dates 01/01/2017 and 05/11/2022 (70) months

Selection: Notes

Selected using Manual Selection

Felice Ref.	Date	Cat	Sev_	P2W	Cycl	Feds	Ch	OAFs	Vik	Manv.	Road Cond.	Time	Location
20924915	27/01.2020	3	Slight	0	0	0	0	0	Dark	Left	Wet'Damp	1835	WEST GREEN WAY BARNSLEY AT OR NR JN WITH FISH DAM LANE F
20950467	11.052020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1125	WEST GREEN WA Y BARNSLEY
2095 595S	01.062020	2	Slight	0	0	0	0	0	Light	No turn	Dry	1600	BARNSLEY ROAD BARNSLEY
20980320	12092020	1	Slight	0	0	0	0	1	Light	Right	Dry	1540	ROYSTON LANE (B6132) BARNSLEY AT JN WITH PRIVATE ENTRANC
20980659	14/09.2020	1	Slight	0	1	0	1	0	Light	Right	Dry	0820	CHURCH STREET BARNSLEY
2099055S	15.102020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1430	WEST GREEN WA Y BARNSLEY
201009439	22122020	2	Slight	0	0	0	0	0	Light	Left	Dry	1530	FISH DAM LANE BARNSLEY AT OR NR JN WITH SHAW LANE
201010965	30122020	1	Serious	0	0	0	0	1	Light	No turn	Wet-Damp	1156	ROYSTON LANE (B6132) BARNSLEY
211018051	29.012021	1	Slight	0	0	0	0	0	Dark	No turn	Wst'Damp	1723	HIGH STREET (B642S) NEAR JUNCTION WITH THE GREEN
211019217	03/022021	1	Slight	0	0	0	0	0	Light	No turn	Snow	1330	MIDLAND ROAD (B642S) - 36 METRES FROM JUNCTION WITH CHUR
211022014	16022021	1	Slight	0	0	0	0	0	Light	Right	Dry	1135	SHAW LANE NEAR JUNCTION WITH UNCLASSIFIED ROAD
211024627	28.022021	4	Serious	0	0	0	1	0	Light	No turn	Dry	1232	CHURCH STREET - 26 METRES FROM JUNCTION WITH FISH DAM LA
211026596	09/032021	1	Slight	0	0	0	0	0	Dark	Right	Dry	0025	PONTEFRACT ROAD (A62S) NEAR JUNCTION WITH PONTEFRACT RC
211028998	17.032021	1	Slight	0	0	1	1	0	Light	Left	Dry	0817	WOODROYD AVENUE NEAR JUNCTION WITH ROYSTON LANE (B6
211038540	23.042021	1	Slight	0	0	0	0	0	Light	Right	Dry	1639	PONTEFRACT ROAD ROUNDABOUT (A628) AT JUNCTION WITH WES
211051575	02062021	4	Serious	0	0	0	0	0	Light	No turn	Dry	1505	PONTEFRACT ROAD (A62S) NEAR JUNCTION WITH PONTEFRACT RC
211079055	2008.2021	1	Slight	0	0	0	0	0	Light	No turn	Dry	0800	CHURCH STREET / CHURCH HILL
211080797	22082021	1	Slight	0	1	0	0	0	Light	No turn	Dry	1115	CUDWORTH PARKWAY (A628)
211114913	26112021	1	Slight	0	1	0	1	0	Light	No turn	Dry	1319	PONTEFRACT ROAD ROUNDABOUT (A628) AT JUNCTION WITH PON
211117714	06.122021	1	Slight	0	0	0	1	0	Light	Right	Wst'Damp	0822	UNCLASSIFIED ROAD NEAR JUNCTION WITH ROYSTON LANE (E61
221144915	11/022022	1	Slight	0	0	0	0	0	Light	Right	Dry	1550	UNCLASSIFIED ROAD NEAR JUNCTION WITH WEST GREEN WAY
Column Totals		86		2	8	8	14	6					
No. of Accidents				1	8	8	10	6					

Total number of accidents listed: 54

Shaw Lane, Carlton – Intermediate accident report

TRAFFMAP
AccsMap - Accident Analysis System

INTERMEDIATE ACCIDENT REPORT

Run on: 08/12/2022

Details of Personal Injury Accidents for Period - **01/01/2017** to **05/11/2022** (70) months

Selection: _____ Notes: _____

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles			Casualties			
			Veh No /	Type /	Masr /	Dir /	Class	Sex /	Age /
Read No.	Date								
2nd Read No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								

Causation Factor:

17147882	Sunday	FISH DAM LANE ROUNDABOUT BARNESLEY AT OR NR JN WITH FISH DAM LANE	Veh 1	Car	Going ahead	S to N	Dri	M 24	Slight
R1: U	22/01/2017	09:55hrs							
R2: U		Daylight street lights present							
E 436,871		Wet/Damp							
N 409,206		Fine without high winds 30 mph							

Causation Factor:

1st: Careless/Reckless in a hurry
2nd: Loss of control
3rd: Slippery road (due to weather)

Participants:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Possible
Very Likely

COLLISION OCCURRED ON ROUNDABOUT. DRIVER HAS ENTERED ROUNDABOUT AND FAILED TO NEGOTIATE THE CENTRAL RESERVATION CORRECTLY. CAR HAS COLLIDED WITH A KERB CAUSING AIRBAGS TO DEPLOY. THE VEHICLE HAS LOWER FRONT END DAMAGE AND MINOR DAMAGE HAS BEEN CAUSED WHEN KERB STONE HAS BEEN KNOCKED OUT OF PLACE. NO OTHER VEHICLES INVOLVED. BREATH TEST AS SCENE NEGATIVE. DRIVER HAS CUT TO TOP OF HIS HEAD AND COMPLAINING OF MINOR BACK PAIN. CONVEYED TO BDGH.

17160004	Monday	BURTON ROAD BARNESLEY AT OR NR JN WITH PONTEFRAC T ROAD ROUNDABOUT (A628)	Veh 1	Car	Wait to turn left	E to S	FSP	F	Slight
R1: U	06/02/2017	19:12hrs							
R2: A 628		Darkness: street lights present							
E 437,980		Wet/Damp							
N 408,606		Raining without high winds 60 mph							

Causation Factor:

1st: Failed to look properly

Participants:

Vehicle 2

Confidence:

Very Likely

V2 COLL WITH REAR OF V1 (WANTING TO TURN LEFT) AT ROUNDABOUT JCT. V2 FTS

17166037	Monday	HIGH STREET (B6428) BARNESLEY	Veh 1	Car	Reversing	SE to NW	Ped	F 83	Serious
R1: B 6428	06/03/2017	09:00hrs							
		Daylight street lights present							
E 436,168		Dry							
N 411,420		Fine without high winds 30 mph							

Causation Factor:

1st: Failed to look properly

Participants:

Vehicle 1

Confidence:

Possible

2nd: Vehicle blind spot

Vehicle 1

Possible

V001 REVERSES FROM A PARKING BAY ON NEAR SIDE OF ROAD - ORIGINAL POSITION PARKED NOSE INTO SPACE, 90 DEGREES TO CARRIAGEWAY. AS V001 REVERSES, C001 - WHO IS STANDING ON THE PAVEMENT BEHIND - IS STRUCK BY THE VEHICLE, CAUSING INJURIES TO RIGHT ARM.

17167494 Saturday ROYSTON LANE (B6132) BARNSELY Veh 1 Car Going ahead N to S
 18/03/2017 Veh 2 Car Wait go ahead held to FSP F 47 Slight
 R1: B 6132 1049hrs Veh 2 Car Wait go ahead held to Dri M 49 Slight
 Daylight/street lights present
 E 436,328 Wet/Damp
 N 410,646 Raining without high winds
 30 mph

Causation Factor: **Participants:** **Confidence:**
 1st: Illness or disability, mental or physical Vehicle 1 Very Likely
 V1 DRIVER SUFFERED MEDICAL EPISODE, LOST CONTROL OF VEH COLLIDING WITH V2. V1 HAS THEN CONTINUED AND COLLIDED WITH WALL

17167881 Sunday CHURCH HILL BARNSELY Veh 1 Pedal cycle Going ahead W to E Dri M 33 Slight
 19/03/2017 Veh 2 Taxi O/take m/veh o/side W to E
 R1: U 1420hrs
 Daylight/street lights present
 E 436,567 Dry
 N 411,184 Fine without high winds
 30 mph

Causation Factor: **Participants:** **Confidence:**
 1st: Poor turn or manoeuvre Vehicle 2 Possible
 V1 A PEDAL CYCLIST MOVING ALONG CHURCH HILL, ROYSTON, WHEN A TAXI HAS TRIED TO OVERTAKE IT. THE TAXI HAS PULLED IN DIRECTLY IN FRONT OF V1, CAUSING IT TO BRAKE. THE RIDER HAS TOUCHED THE BACK OF THE TAXI AND FALLEN FROM THE BIKE. INJURIES SUSTAINED.

17176562 Friday HIGH STREET (B6425) BARNSELY AT Veh 1 Car Turning right SE to NE Ped M 13 Serious
 14/04/2017 OR NR JN WITH NEW STREET
 R1: B 6428 1800hrs
 R2: U Daylight/street lights present
 E 436,153 Dry
 N 411,408 Fine without high winds
 30 mph

Causation Factor: **Participants:** **Confidence:**
 1st: Failed to judge vehicles path or speed Casualty 1 Very Likely
 2nd: Failed to look properly Casualty 1 Very Likely
 3rd: Failed to look properly Vehicle 1
 CASUALTY WAS CROSSING ROAD (HIGH STREET) OPPOSITE NEW ST - STRIPPED OUT IN FRONT OF A CAR COMING OUT FROM NEW ST TURNING RIGHT. LOW SPEED COLLISION CAUSED MINOR INJURY - BRUISING TO LOWER LEFT LEG & RAN OVER BOYS SCOOTER. NO VEHICLE DAMAGE.

17214953 Tuesday FISH DAM LANE ROUNDABOUT Veh 1 Car Turning left S to W
 18/04/2017 BARNSELY AT OR NR JN WITH FISH Veh 2 Pedal cycle Going ahead E to W Dri F 35 Slight
 R1: U 0620hrs DAM LANE
 R2: U Daylight/street lights present
 E 436,871 Dry
 N 409,203 Fine without high winds
 30 mph

Causation Factor: **Participants:** **Confidence:**
 1st: Failed to look properly Vehicle 1 Very Likely
 2nd: Cyclist wearing dark clothing at night Vehicle 2 Very Likely
 PEDAL CYCLIST NEG ROUNDABOUT AS VEH ENTERED JUNCTION IN FRONT OF CYCLIST. CYCLIST COLLIDED WITH OFFSIDE REAR OF VEH BEFORE FALLING TO FLOOR.

17191656 Wednesday SHAW LANE BARNSELY Veh 1 Car Going ahead RH bend NE to W FSP M 21 Slight
 07/06/2017 Veh 1 Car Going ahead RH bend NE to W RSP F 18 Slight
 R1: U 1709hrs Veh 1 Car Going ahead RH bend NE to W Dri M 22 Slight
 Daylight/street lights present Veh 2 Car Going ahead LH bend W to NE Dri F 46 Slight
 E 437,630 Dry
 N 410,190 Fine without high winds
 30 mph

Causation Factor: **Participants:** **Confidence:**
 1st: Careless/Reckless/In a hurry Vehicle 1 Possible
 2nd: Travelling too fast for conditions Vehicle 1 Possible
 3rd: Road layout (eg bend, hill crest) Vehicle 1
 V01 TRAVELLING TRAVELLING SOUTH ON SHAW LANE, TOWARDS THE CARLTON CAR BREAKERS. APPROACHING A RIGHT BEND, ADJACENT TO THE ENTRANCE TO THE BREAKERS YARD, THERE IS LOOSE GRAVEL ON THE ROAD. V02 WAS TRAVELLING EAST, TOWARDS THE ENTRANCE TO THE BREAKERS YARD WHEN V01 HAS LOST GRIP ON THE LOOSE GRAVEL AND HAS SKIDDED, HITTING THE CURB ON ITS NEAR SIDE AND THEN TURNING 90 DEGREES, FACING THE WALL ON THE OFFSIDE. V01 HAS ENTERED THE ONCOMING LANE, COLLIDING WITH V02, HEAD ON, SENDING BOTH VEHICLES ONTO THE GRASS AND INTO THE FENCE, BOUNCING BACK ONTO THE ROAD.

17204798 Thursday HIGH STREET (B6425) BARNSELY AT Veh 1 Goods < 3.5t Going ahead NE to SW Ped M 70 Serious
 13/07/2017 OR NR JN WITH CHURCH STREET
 R1: B 6428 1515hrs (B6132)
 R2: B 6132 Daylight street lights present
 E 436,174 Dry
 N 411,436 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Wrong use of pedestrian crossing facility Casualty 1 Very Likely
 V1 TRAVELLING ALONG MIDLAND ROAD TOWARDS THE FOUR WAY CROSSROADS AT ROYSTON. TRAVELLED ACROSS THE FOUR WAY JUNCTION WHEN THE TRAFFIC LIGHTS WERE GREEN ONTO HIGH STREET, ROYSTON. ON HIGH STREET AT ROYSTON JUST AT THE FOUR WAY JUNCTION A MALE HAS CROSS AT THE TRAFFIC LIGHT CONTROLLED CROSSING WHEN HE SHOULDNT HAVE AND HAS BEEN HIT BY V1. MALE CONVEYED TO LEEDS HOSPITAL FOR TREATMENT. NUMEROUS WITNESSES AT SCENE CONFIRM THAT MALE CROSSED ROAD WHEN HE SHOULDNT HAVE

17228640 Thursday ROYSTON LANE (B6132) BARNSELY Veh 1 Car Going ahead LH bend S to NW
 28/09/2017 AT OR NR JN WITH CHURCH HILL Veh 2 Car Going ahead RH bend NW to S Dri F 60 Slight
 R1: B 6132 2100hrs
 R2: U Darkness: street lights present
 E 436,479 Dry
 N 411,161 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Aggressive driving Vehicle 1 Very Likely
 V01 HAS COLLIDED WITH THE F/N/S OF V02 WHILST V01 WAS TRAVELLING AROUND A LEFT HAND BEND. V2 TRAVELLING ROYSTON LANE TOWARDS RINGER BELLS PUB.

17243894 Wednesday WEST GREEN WAY BARNSELY AT Veh 1 Car Wait to turn right SE to NE Dri M 72 Slight
 08/11/2017 JN WITH PRIVATE ENTRANCE Veh 1 Car Wait to turn right SE to NE RSP M 40 Slight
 R1: U 1500hrs Veh 1 Car Wait to turn right SE to NE FSP M 47 Slight
 R2: U Daylight street lights present Veh 2 Car Going ahead SE to NW Dri F 21 Slight
 E 437,689 Dry
 N 408,918 Fine without high winds
 60 mph

Causation Factor: Participant: Confidence:
 1st: Sudden braking Vehicle 2 Possible
 V2 TRAVELING TO ROYSTON ALONG WESTGREEN WAY AND AS IT HAS APPROCHED THE JUNCTION (BELIEVED TO BE WESTGREEN RECYCLING CENTRE AT SOME POINT: NOW APPEARS TO BE LANDFILL). A BOX VAN VAN HAS BEEN AT THE JUNCTION WAITING TO PULL OUT. DRIVER OF VEHICLE 2 HAS WHEN LOOKED BACK V1 WAS STOPPED IN FRONT ON WESTGREEN WAY AT THE JUCTION TO THE RECYCLING CENTRE. V2 HAS THEN COLLIDED WITH V1.

17252193 Saturday SHAW LANE BARNSELY Veh 1 Pedal cycle Going ahead W to E Dri M 17 Fatal
 23/12/2017 Veh 2 Car Overtake/veh o/side W to E
 R1: U
 Darkness: street lights present a
 E 437,441 Dry
 N 410,171 Fine without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to judge other persons path or speed	Vehicle 1	Possible
2nd: Failed to look properly	Vehicle 1	Possible
3rd: Failed to look properly	Vehicle 2	

VEHICLE 2 TRAVELLING TOWARDS WEETSHAW LANE, COLLIDES WITH PEDAL CYCLE WHICH IS TRAVELLING IN THE SAME DIRECTION.

18282866 Saturday FISH DAM LANE BARNSELY Veh 1 Car Going ahead N to S FSP F 17 Slight
 17/03/2018
 R1: U
 Darkness: street lights present a
 E 436,842 Snow
 N 409,392 Snowing without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Aggressive driving	Vehicle 1	Very Likely
2nd: Loss of control	Vehicle 1	Very Likely
3rd: Rain, sleet, snow, or fog	Vehicle 1	

THE DRIVER OF VEH 1 WAS TRAVELLING WAY TOO FAST FOR THE TREACHEROUS CONDITIONS IE ICE AND SNOW. HE WAS SHOWING OFF TO HIS PASSENGER AND SWERVING THE VEH ALL OVER THE ROAD. HE HAS EVENTUALLY LOST CONTROL OF THE VEH GOING UP THE KERB, UP THE MUD HILL. IT H AS ROLLED OVER AND FLIPPED BACK ONTO THE WHEELS!!!! BOTH THE DRIVER AND THE PASSENGER MANAGED TO GET OUT OF THE VEH AND PASSERS BY CALLED FOR AN AMBULANCE. BEFORE THE AMBULANCE ARRIVED, THE FEMALE PASSENGER HAD CONTACTED HER PARENTS WHO ARRIVED AND TOOK HER STRAIGHT HOME. THE AMBULANCE HAD BEEN CALLED BY A PASSERBY NAMED AUTUMN HAYWOOD. NOT KNOWN IF THE DRIVER ATTENDED THE HOSPITAL. ALICE ATTENDED THE BDGH ON MONDAY 19TH MARCH.

18314919 Saturday SHAW LANE BARNSELY AT OR NR VEH 1 Car Going ahead LH bend NE to SW Dri F 40 Slight
 21/07/2018 IN WITH BOULDER BRIDGE LANE VEH 2 Car Going ahead RH bend SW to NE Dri M 42 Slight
 R1: U 18:56hrs
 R2: U Daylight/street lights present
 E 437,709 Dry
 N 410,326 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Road layout (eg bend, hill etc.) Vehicle 1 Possible
 2nd: Road layout (eg bend, hill etc.) Vehicle 2 Possible
 TWO VEHICLES COLLIDED AT A SHARP BEND IN THE ROAD. V1 HEADING DOWN SHAW LANE NEGOTIATING A LEFT BEND. V2 TRAVELLING UP HILL ON SHAW LANE COMING INTO A RIGHT BEND. THE COLLISION HAS OCCURED ACROSS THE CENTRAL ROAD MARKINGS WITH DAMAGED CAUSED TO THE FRONT OFFSIDE TO BOTH VEHICLES. V2 WAS THEN PUSHED BACKWARDS AND HAS CAUSED DAMAGE TO NEAR SIDE CRASH BARRIER.

18317799 Monday MIDLAND ROAD (B6428) BARNSELY VEH 1 M/C < 125 cc Going ahead SW to NE Dri F 38 Slight
 30/07/2018 AT OR NR IN WITH JACK CLOSE VEH 2 Goods < 3.5t Parked 0 to 0
 R1: B 6428 19:03hrs
 R2: U Daylight/street lights present
 E 436,344 Dry
 N 411,565 Fine without high winds
 20 mph

Causation Factor: Participant: Confidence:
 1st: Poor or defective road surface Vehicle 1 Possible
 VEHICLE 1 WAS TRAVELLING ALONG MIDLAND ROAD, ROYSTON HEADING OUT OF ROYSTON TOWARDS THE MINI ROUNDABOUT NEAR WHAT IS CURRENTLY ASDA. VEHICLE 1 COLLIDED WITH VEHICLE 2. VEHICLE 2 WAS PARKED WITH ITS OFFSIDE CLOSEST TO THE CURB, FACING IN TO ONCOMING TRAFFIC. WITNESSES AT THE SCENE STATE THAT THE RIDER OF V1 APPEARED TO BE TRYING TO AVOID POTHOLES IN THE ROAD, WHICH CAUSED HER TO HIT V2 ON THE FRONT NEAR SIDE WING. DAMAGE CAUSED TO V2 IS A PUNCTURED TYRE, DAMAGED FRONT OFFSIDE WING AND OFFSIDE A BAR. RIDER OF V1 HAS SUFFERED INJURIES. PAIN TO THE LEFT HANF SIDE OF HER RIB CAGE, ABRASIONS TO TORSO AND POSSIBLE CONCUSSION.

18322827 Friday WEST GREEN WAY BARNSELY VEH 1 Car Going ahead NW to SE RSP M 7 Slight
 17/08/2018 VEH 2 Car Going ahead SE to NW RSP F 11 Slight
 R1: U 13:40hrs VEH 2 Car Going ahead SE to NW RSP F 8 Slight
 Daylight/street lights present VEH 2 Car Going ahead SE to NW Dri F 57 Slight
 E 436,943 Dry
 N 409,184 Fine without high winds
 60 mph

Causation Factor: Participant: Confidence:
 1st: Loss of control Vehicle 1 Possible
 V1 HAS EXITED THE ROUNDABOUT TRAVELLING TOWARDS V2 WHICH WAS TRAVELLING TOWARDS THE ROUNDABOUT. V1 HAS LIKELY COME OFF THE ROUNDABOUT AND VERED INTO THE PATH OF V2 WHERE THEY HAVE COLLIDED OFFSIDE TO OFFSIDE.

18330208 Saturday ROYSTON LANE (B 6132) BARNSELY Veh 1 Car Turning right SW to SE
 08/09/2018 AT OR NR JN WITH CARLTON ROAD Veh 2 Pedal cycle Turning right NW to SW Dri M 33 Slight
 R1: B 6132 1341hrs (B 6132)
 R2: B 6132 Day/light street lights present
 E 436,632 Wet/Damp
 N 410,197 Raining without high winds
 30 mph

Causation Factor:	Participants:	Confidence:
1st: Failed to judge other persons path or speed	Vehicle 1	Possible
<p>V1 HAS BEEN DRIVING ALONG CARLTON ROAD BEFORE COMING TO A STOP AT THE JUNCTION WITH ROYSTON LANE WHERE HE INTENDED TO TURN RIGHT. THE BICYCLE WAS TRAVELLING ALONG ROYSTON LANE WHEN, WITHOUT SIGNALLING, TURNED RIGHT ONTO CARLTON ROAD. AT THISTIME, THE VEHICLE HAS PULLED OUT INTO THE ROAD EVER SO SLIGHTLY AND HAD A MINOR COLLISION WITH THE BIKE. IT APPEARS HAVING VIEWED CCTV THAT THE DRIVER OF THE SEAT BELIEVED THE BIKE TO BE CONTINUING ITS ROUTE DUE TO THE LACK OF SIGNALLING.</p>		

18330588 Monday CHURCH STREET (B 6132) BARNSELY Veh 1 Car Going ahead SE to NW Dri F 57 Serious
 10/09/2018 AT OR NR JN WITH MIDLAND ROAD Veh 2 Goods < 3.5t Going ahead NE to SW
 R1: B 6132 1320hrs (B 6428)
 R2: B 6428 Day/light street lights present
 E 436,185 Dry
 N 411,454 Fine without high winds
 30 mph

Causation Factor:	Participants:	Confidence:
1st: Disobeyed automatic traffic signal	Vehicle 1	Possible
2nd: Disobeyed automatic traffic signal	Vehicle 2	Possible
<p>BOTH VEHICLES USING TRAFFIC LIGHT CONTROLLED JUNCTION. BOTH STATE LIGHTS ON GREEN AND AS SUCH MOVE FORWARD COLLIDING IN THE CENTRE OF THE JUNCTION. CCTV VIEWED AT THE POST OFFICE WHICH SHOWS THE COLLISION BUT NOT THE TRAFFIC LIGHTS. THERE IS NO OTHER CCTV AND THEREFORE THERE IS NO EVIDENCE TO FIND THE CAUSE OF THE COLLISION. NO OTHER WITNESSES, NO DASH CAM FOOTAGE.</p>		

18342024 Monday ROYSTON LANE (B6132) BARNSELY Veh 1 Car Going ahead SE to NW
 29/10/2018 AT OR NR JN WITH WOODROYD Veh 2 Car Turning right SW to NW Dri F 43 Slight
 R1: B 6132 0806hrs AVENUE
 R2: U Daylight/street lights present
 E 436,446 Dry
 N 410,483 Fine without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Dazzling sun	Vehicle 2	Very Likely

VEHICLE 1 HAS BEEN DRIVING ALONG ROYSTON LANE WHEN VEHICLE 2 HAS PULLED OUT ONTO THE CARRIAGEWAY FROM A SIDE STREET COLLIDING WITH THE REAR NEAR SIDE OF VEHICLE 1. THE IMPACT CAUSED VEHICLE 1 TO SPIN, LEAVE THE CARRIAGEWAY AND COLLIDE WITH A GARDEN WALL CAUSING DAMAGE TO THE WALL. MINOR INJURY CONSISTING OF BACK PAIN SUSTAINED BY DRIVER OF VEHICLE 2. DAZZLING SUN NOTED BY OFFICERS ON ARRIVAL, THAT EVIDENTLY HAVING RESTRICTED THE VIEW OF THE DRIVER OF VEHICLE 2.

18346859 Tuesday PONTEFRAC T ROAD (A628) Veh 1 Car Going ahead S to N RSP M 6 Slight
 20/11/2018 BARNSELY Veh 1 Car Going ahead S to N FSP M 0 Serious
 R1: A 628 0845hrs Veh 1 Car Going ahead S to N Dri F 21 Slight
 Daylight/street lights present
 E 437,950 Wet/Damp
 N 408,555 Raining without high winds
 40 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/in a hurry	Vehicle 1	Possible
2nd: Distraction in vehicle	Vehicle 1	Very Likely
3rd: Failed to judge other persons path or speed	Vehicle 1	Possible
4th: Defective brakes	Vehicle 1	Possible
5th: Following too close	Vehicle 1	Very Likely

COLLISION OCCURRED WHEN THE DRIVER OF VEHICLE 1 SWERVED TO THE LEFT IN ORDER TO AVOID COLLIDING WITH THE VEHICLE TRAVELLING IN FRONT OF HER ON THE CARRIAGEWAY. VEHICLE 1 HAS THEN COLLIDED WITH A CONCRETE LAMPPOST CAUSING INJURIES TO ALL PEOPLE IN THE VEHICLE. AMBULANCE ATTENDED AND TRANSPORTED THEM TO HOSPITAL. DRIVER SUFFERED BRUISING TO HER HIPS, REAR PASSENGER (CHILD) SUFFERED AN AIR BAG BURN TO THE FACE AND THE FRONT PASSENGER (BABY) SUFFERED A FRACTURED SKULL AND A BLEED ON THE BRAIN. THE BABY WAS TRANSFERRED TO SHEFFIELD CHILDRENS HOSPITAL.

19810318 Wednesday ROYSTON LANE (B6132) BARNSELEY Veh 1 Car Turning left N to E RSP M 54 Slight
 23/01/2019 AT OR NR JN WITH CRONKHILL Veh 2 Goods < 3.5t Going ahead N to S
 R1: B 6132 2050hrs LANE
 R2: U Darkness: street lights present a
 E 436,611 Frost/Ice
 N 410,250 Other
 30 mph

Causation Factor:	Participants:	Confidence:
1st: Failed to look properly	Vehicle 2	Possible
2nd: Loss of control	Vehicle 2	Possible
3rd: Slippery road (due to weather)	Vehicle 2	

V1 WAS TURNING INTO A SIDE ROAD WHEN A V2 HAS COLLIDED IN TO THE REAR OF V1. ALL PARTIES STOPPED AND EXCHANGED DETAILS. IT APPEARS THAT THE DRIVER OF V2 SKIDDED INTO THE REAR DUE TO THE ICY ROAD CONDITIONS. NO OFFENCES THIS WAS JUST AN ACCIDENT DUE TO THE ICY ROAD CONDITIONS.

19810625 Friday MIDLAND ROAD (B6428) BARNSELEY Veh 1 Car Wait go ahead held NE to SW FSP F 46 Slight
 25/01/2019 AT OR NR JN WITH CHURCH STREET Veh 1 Car Wait go ahead held NE to SW Dri M 47 Slight
 R1: B 6428 2020hrs (B6132) Veh 2 Car Overtakes/veh aside NE to SW
 R2: B 6132 Darkness: street lights present a
 E 436,196 Dry
 N 411,462 Fine without high winds
 30 mph

Causation Factor:	Participants:	Confidence:
1st: Poor turn or manoeuvre	Vehicle 2	Possible

V1 WAS STATIONARY AT LIGHTS ON MIDLAND ROAD, ROYSTON AT THE CROSS ROADS WITH STATION ROAD. V2 HAS COLLIDED WITH OFFSIDE OF V1 WHILST TRYING TO OVERTAKE V1 TO GO THROUGH RED LIGHTS.

19815264 Tuesday ROYSTON LANE (B6132) BARNSELEY Veh 1 Car Going ahead RH bend NW to N FSP F 33 Serious
 12/02/2019 AT OR NR JN WITH CHURCH HILL Veh 1 Car Going ahead RH bend NW to N Dri M 33 Slight
 R1: B 6132 1258hrs Veh 2 Car Going ahead LH bend S to NW
 R2: U Daylight/street lights present
 E 436,482 Dry
 N 411,153 Fine without high winds
 30 mph

Causation Factor:	Participants:	Confidence:
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd: Tyres illegal, defective or under inflated	Vehicle 1	Very Likely

V1 TRAVELLING FROM DIRECTION IF WELLS, NEGOCIATES RIGHT HAND BEND AND LOSES CONTROL. COLLIDES HEAD ON WITH VEHICLE 2

19815966 Thursday ROYSTON LANE (B6132)BARNSELY Veh 1 Car Going ahead RH bend NW to S FSP F 30 Slight
 14/02/2019 AT OR NR IN WITH CHURCH HILL Veh 1 Car Going ahead RH bend NW to S Dri F 56 Slight
 R1: B 6132 0930hrs Veh 2 Car Parked 0 to 0
 R2: U Daylight street lights present
 I 436,481 Dry
 N 411,152 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

- 1st: Dazzling sun
- 2nd: Tyres illegal, defective or under inflated
- 3rd: Disobeyed automatic traffic signal

- Vehicle 1 Possible
- Vehicle 1 Very Likely
- Vehicle 1

V1 HAS BEEN TRAVELLING ON A ROAD, DRY CONDITIONS AND ROAD SURFACE NOT SLIPPERY, BRIGHT SUNSHINE COULD BE CONTRIBUTORY FACTOR. V1 HAS TAKEN A RIGHT HAND BEND, AND DUE TO UNDERSTEER VEHICLE HAS LEFT MAIN CARRIAGEWAY, COLLIDING WITH A PARKED VEHICLE AND HITTING A BOUNDARY WALL OF A PUBLIC HOUSE. V1 HAD A DRIVER AND ONE PASSENGER, FRONT SEAT, NEITHER SUFFERED SERIOUS INJURIES, WERE SEEN BY PARAMEDICS AT THE SCENE BUT DID NOT REQUIRE ATTENDANCE AT HOSPITAL. NO AIRBAGS WERE DEPLOYED AND BOTH CASUALTIES JUST COMPLAINED OF MINOR DISCOMFORT.

19823541 Wednesday STATION ROAD (B6132)BARNSELY Veh 1 Car Going ahead LH bend NW to SE Dri M 31 Slight
 13/03/2019 Veh 2 Car Wait go ahead held SE to NW
 R1: B 6132 0737hrs
 Daylight street lights present
 I 436,155 Wet/Damp
 N 411,484 Fine with high winds
 30 mph

Causation Factor:

Participant:

Confidence:

- 1st: Impaired by drugs (illicit or medicinal)
- 2nd: Aggressive driving
- 3rd: Careless/Reckless in a hurry

- Vehicle 1 Very Likely
- Vehicle 1 Very Likely
- Vehicle 1

V001 TRAVELLING ALONG STATION ROAD, ROYSTON TOWARDS JUNCTION OF STATION RD/MIDLAND ROAD TOOK SLIGHT LEFT BEND AT SPEED WHICH CAUSED VEHICLE TO ENCR OACH ONTO OPPOSITE SIDE OF CARRIAGEWAY & CLIPPED V002'S OFF SIDE WING MIRROR CAUSING SLIGHT DAMAGE - V001 THEN CONTINUED, APPEARED TO OVER COMPENSATE & LOST CONTROL HITTING A LAMPPOST (ON THE PAVEMENT) OF THE ABOVE STATED TRAFFIC LIGHT CONTROLLED JUNCTION.

19826478 Sunday SHAW LANE BARNSELY AT OR NR Veh 1 Car Going ahead RH bend SW to E
 31/03/2019 IN WITH BOULDER BRIDGE LANE Veh 2 M/C < 125 cc Going ahead LH bend E to SW Dri M 25 Slight
 R1: U 1705hrs
 R2: U Daylight/street lights present
 E 437,709 Dry
 N 410,326 Fine without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless in a hurry	Vehicle 2	Very Likely
2nd: Illegal turn or direction of travel	Vehicle 2	Very Likely
3rd: Inexperienced or learner driver/rider	Vehicle 2	Very Likely
4th: Poor turn or manoeuvre	Vehicle 2	Very Likely

VEHICLE 1 WAS TRAVELLING ALONG BOULDER BRIDGE LANE IN THE DIRECTION AWAY FROM CARLTON. AS IT WENT ROUND A BEND, VEHICLE 2 WAS TRAVELLING IN THE OPPOSITE DIRECTION BUT ON THE SAME SIDE OF THE CARRIAGEWAY. VEHICLE 2 THEN COLLIDED WITH THE FRONT NEARSIDE OF VEHICLE 1, CAUSING DAMAGE TO VEHICLES 1 AND 2, AND INJURY THE RIDER OF VEHICLE 2. ((V2 IS AN OFFROAD BIKE))

19846659 Sunday PONTEFRAC T ROAD ROUNDABOUT Veh 1 Pedal cycle Turning right E to NW Dri M 37 Serious
 09/06/2019 (A623) BARNSELY AT OR NR IN Veh 2 Car Turning right N to W
 WITH BURTON ROAD
 R1: A 628 1145hrs
 R2: U Daylight/street lights present
 E 437,972 Dry
 N 408,605 Fine without high winds
 60 mph

Causation Factor:	Participant:	Confidence:
1st: Loss of control	Vehicle 1	Very Likely
2nd: Failed to look properly	Vehicle 2	Very Likely

RIDER OF ELECTRIC BICYCLE ENTERS ONTO ROUNDABOUT DRIVER OF UNKNOWN VEHICLE PULLS ONTO ROUNDABOUT NOT SEEING CYCLIST CAUSING CYCLIST TO TAKE EVASIVE ACTION RESULTING IN CYCLIST HITTING KERB AND COMING OFF THE CYCLE

19864429 Thursday STATION ROAD (B 6132) BARNSELY Veh 1 Goods < 3.5t Wait to turn left NW to NE Dri M 52 Slight
 01/08/2019 AT OR NR JN WITH HIGH STREET Veh 2 Car Going ahead NW to SE
 R1: B 6132 1900hrs (B 6428) Veh 3 Car Wait go ahead held NW to SE
 R2: B 6428 Daylight:street lights present
 E 436,178 Dry
 N 411,462 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Careless/Reckless/In a hurry Vehicle 3 Possible
 VEHICLE 1 WAS WAITING FOR THE LIGHTS TO CHANGE ON STATION ROAD ROYSTON BARNSELY - THERE WAS ANOTHER VEHICLE BEHIND VEHICLE 1 WAITING AT THE LIGHTS WHEN A THIRD VEHICLE CAME AT SPEED CAUSING THE VEHICLE BEHIND VEHICLE 1 TO BE SHOVED INTO VEHICLE 1 PROPELLING IT FORWARD WITH A KNOCK ON EFFECT. THE OFFENDING VEHICLE PULLED OUT AND DROVE THROUGH THE TRAFFIC LIGHTS TURNING RIGHT ONTO HIGH STREET LEAVING NO DETAILS. THE DRIVER OF THE OFFENDING VEHICLE WAS LAUGHING AS HE DROVE OFF.

19882187 Saturday SPRING LANE BARNSELY AT OR NR Veh 1 Car Wait to turn left SW to NW FSP F 34 Slight
 28/09/2019 JN WITH CHURCH STREET Veh 1 Car Wait to turn left SW to NW Dri M 35 Slight
 R1: U 1150hrs Veh 2 Car Going ahead SW to NE
 R2: U Daylight:street lights present
 E 436,686 Dry
 N 410,067 Fine without high winds
 30 mph

V1 WAS STATIONARY AT A GIVE WAY SIGN ON SPRING LANE IN THE INSIDE LANE WITH THE INTENTION OF TURNING LEFT ONTO ROYSTON LANE. V2 HAS COLLIDED WITH THE REAR OF V1. V2 HAS THEN REVERSED, TURNING ROUND AND DRIVE BACK OFF DOWN SPRING LANE WITHOUT STOPPING. WITNESS SUGGESTED TO V1 DRIVER THAT THE DRIVER OF V2 WAS PERSON FROM ROYSTON.

19885263 Monday CHURCH STREET (B 6132) BARNSELY Veh 1 Car Going ahead NW to SE Ped F 10 Slight
 07/10/2019
 R1: B 6132 0810hrs
 Daylight:street lights present
 E 436,388 Wet/Damp
 N 411,228 Raining without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Failed to judge vehicles path or speed Casualty 1 Very Likely
 PEDESTRIAN HAS COME OUT OF SIDE STREET ON PUSH SCOOTER STRAIGHT INTO THE ROAD, SHE HAS SEEN STATIONARY TRAFFIC IN ONE DIRECTION BUT HAS NOT STOPPED FOR MOVING TRAFFIC IN OTHER DIRECTION. SHE HAS GONE STRAIGHT ACROSS THE ROAD WITHOUT STOPPING. V1 BRAKED AND THEN COLLIDED WITH PEDESTRIAN, LOW SPEED IMPACT.

19899675 Sunday CUDWORTH PARKWAY (A628) Veh 1 Car Turning left NW to NE FSP F 40 Slight
 10/11/2019 BARNSELY AT OR NR JN WITH Veh 2 Goods < 3.5t Wait go ahead held NE to SW Dri M 39 Serious
 R1: A 628 1740hrs PONTEFRACT ROAD ROUNDABOUT
 R2: A 628 Darkness: street lights present a
 E 437,979 Wet/Damp
 N 408,651 Raining without high winds
 60 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless in a hurry	Vehicle 1	Very Likely
2nd: Stolen vehicle	Vehicle 1	Very Likely
3rd: Impaired by alcohol	Vehicle 1	

VEHICLE 1 ENTERED THE ROUNDABOUT TOO QUICKLY AND THEN TOOK THE EXIT ONTO THE CUDWORTH PARKWAY TOO QUICKLY. THIS VEHICLE HAS THEN VEERED ONTO THE WRONG SIDE OF THE ROAD AND COLLIDED WITH VEHICLE 2 WHICH WAS IN A STATIONARY POSITION.

19897546 Tuesday PONTEFRACT ROAD ROUNDABOUT Veh 1 Car Starting NE to SW
 12/11/2019 (A628) BARNSELY AT OR NR JN Veh 2 M/C < 125 cc Going ahead N to S Dri F 31 Slight
 R1: A 628 0642hrs WITH CUDWORTH (A628)
 R2: A 628 Darkness: street lights present a
 E 437,969 Wet/Damp
 N 408,628 Raining without high winds
 60 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless in a hurry	Vehicle 1	Very Likely

1ST VEHICLE WAS WAITING TO PULL OUT ONTO THE ROUNDABOUT AND AS DONE SO A MOTORBIKE HAS PULLED IN FRONT. V1 STATES HE DIDN'T SEE THE MOTORBIKE AND HE HAS COLLIDED WITH IT, KNOCKING THE RIDER OF THE VEHICLE OFF.

20924915 Monday WEST GREEN WAY BARNSELY AT Veh 1 Car Wait to turn left SE to S FSP M 8 Slight
 27/01/2020 OR NR JN WITH FISH DAM LANE Veh 1 Car Wait to turn left SE to S RSP M 2 Slight
 R1: U 1835hrs ROUNDABOUT Veh 1 Car Wait to turn left SE to S Dri F 34 Slight
 R2: U Darkness: street lights present a Veh 2 Car Stopping SE to NW
 E 436,907 Wet/Damp
 N 409,201 Other
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 2	Very Likely
2nd: Careless/Reckless in a hurry	Vehicle 2	Possible
3rd: Loss of control	Vehicle 2	

VEHICLE 1 AND 2 COMING DOWN WEST GREEN WAY BARNSELY. VEH 1 STOPPED AT ROUNDABOUT. A COUPLE OF SECONDS VEH 2'S TRUCK REAR OF VEHICLE 1. REVERSED AND DROVE PAST AND FAILED TO STOP

20950467 Monday WEST GREEN WAY BARNSELY Veh 1 Car Going ahead W to E Dri M 30 Slight
 11/05/2020 Veh 2 Car Overtake m/veh o/side W to E
 R1: U 1125hrs
 Daylight/street lights present
 E 437,065 Dry
 N 409,133 Fine without high winds
 60 mph

COVID 19 REPORT V1 WAS TRAVELLING ON WEST GREEN WAY CARLTON, V2 HAS TRIED TO OVERTAKE V1 AND COLLIDED WITH THE REAR OF V1, V2 HAS DROVE AWAY WITHOUT LEAVING ANY DETAILS.

20955958 Monday BARNSELY ROAD BARNSELY Veh 1 Car Stopping W to E FSP F 49 Slight
 01/06/2020 Veh 1 Car Stopping W to E RSP F 44 Slight
 R1: U 1600hrs Veh 2 Car Going ahead W to E
 Daylight/street lights present
 E 438,067 Dry
 N 408,626 Fine without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Following too close	Vehicle 2	Possible
2nd: Sudden braking	Vehicle 1	Possible

VEH1 TRAVELLING BARNSELY ROAD CUDWORTH WHEN VEH2 COLLIDED INTO REAR. DRIVER OF VEH2 DID NOT EXCHANGE DETAILS OTHER THAN VRM. DRIVER VEH1 LATER REPORTED DUE TO INJURIES. DETAILS TAKEN OVER TELEPHONE DUE TO COVID19 - EXACT LOCATION REQUIRES CHECKING

20980320 Saturday ROYSTON LANE (B6132) BARNSELY Veh 1 Car Going ahead SW to NE
 12/09/2020 AT JN WITH PRIVATE ENTRANCE Veh 2 Car Turning right NW to SW Dri F 52 Slight
 R1: B 6132 1540hrs
 R2: U Daylight/street lights present
 E 436,428 Dry
 N 410,935 Fine without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Dazzling sun	Vehicle 2	Possible

VEHICLE 1 WAS TRAVELLING DOWN ROYSTON ROAD HEADING TOWARDS ROYSTON, VEHICLE 2 WAS ATTEMPTING TO JOIN THE ROAD FROM A PRIVATE RESIDENCE, VEHICLE 2 WAS ATTEMPTING TO TURN RIGHT TOWARDS MONK BRETTON. THE SUN WAS GLARING TO VEHICLE 2'S RIGHT HAND SIDE, AS VEHICLE 2 ATTEMPTED TO TURN RIGHT THE DRIVER COULD NOT SEE THE ONCOMING VEHICLE 1. VEHICLE 1 COLLIDED INTO THE FRONT OFFSIDE DOOR OF VEHICLE 2.

20980659 Monday CHURCH STREET BARNSELY Veh 1 Car Going ahead SE to NW
 14/09/2020 Veh 2 Pedal cycle Turning right NW to S Dri M 11 Slight
 0820hrs
 Daylight street lights present
 R1: U
 E 436,714 Dry
 N 410,030 Fine without high winds
 30 mph

Causation Factor: Participas: Confiden ce:
 1st: Failed to look properly Vehicle 2 Possible
 VEHICLE DRIVING DOWN FISH DAM LANE TOWARDS ROYSTON, IP HAS BEEN ON HIS BIKE RIDING DOWN THE ROAD AND HAS THEN TURNED IN FRONT OF VEHICLE 1

20990558 Thursday WEST GREEN WAY BARNSELY Veh 1 Car Stopping SE to NW Dri F 35 Slight
 15/10/2020 Veh 2 Car Going ahead SE to NW
 1430hrs
 Daylight street lights present
 R1: U
 E 436,930 Dry
 N 409,188 Fine without high winds
 60 mph

VEHICLE 1 TRAVELLING ALONG WEST GREEN WAY HEADING IN THE DIRECTION OF CARLTON ACADEMY. V1 SLOWS DOWN BEHIND OTHER VEHICLES, WAITING TO MOVE ONTO THE ROUNDABOUT. V1 PULLS TO A STOP. VEHICLE 2 TRAVELLING BEHND V1 COLLIDES INTO THE REAR CAUSING MINOR DAMAGE AND DRIVER OF V1 SUFFERS MINOR INJURIES. BOTH PARTIES FIND A SAFE PLACE TO STOP. DRIVER OF V2 PROVIDES A CONTACT NUMBER BUT NO OTHER DETAILS EXCHANGE. DRIVER OF V2 HAS MADE NO ATTEMPTS TO DO A SUFFICIENT EXCHANGE OF DETAILS AFTER THE ACCIDENT.

201009439 Tuesday FISH DAM LANE BARNSELY AT OR Veh 1 Goods Unknown Going ahead NW to SE Dri M 42 Slight
 22/12/2020 NR JN WITH SHAW LANE Veh 1 Goods Unknown Going ahead NW to SE M 46 Slight
 1530hrs Veh 2 Agric. veh Turning left NE to SE
 Daylight street lights present
 R1: U
 R2: U
 E 436,760 Dry
 N 409,999 Fine without high winds
 30 mph

VEHICLE 1 HAS BEEN TRAVELLING ALONG FISH DAMN LANE, MONK BRETTON WHEN VEHICLE 2 HAD BEEN SAT AT THE JUNCTION OF SHAW LANE. VEHICLE 2 SKIPS THE JUNCTION AND COLLIDES WITH THE FRONT NEAR SIDE OF VEHICLE 1. VEHICLE 1 COMES TO A STOP AND HAS EXTENSIVE FRONT END DAMAGE. VEHICLE 2 REMAINED AT THE SCENE INITIALLY BEFORE DRIVING AWAY.

201010965 Wednesday ROYSTON LANE (B6132) BARNLSLEY Veh 1 Goods < 3.5t Going ahead SE to NW Ped M 70 Serious
 30/12/2020
 R1: B 6132 11:56hrs
 Daylight/street lights present
 E 436,495 Wet/Damp
 N 410,412 Fine without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Casualty 1	Possible
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible

PEDESTRIAN, C1 CROSSING ROAD WAS STRUCK BY O/S/F OF V1 AND THROWN ONTO OPPOSING CARRIAGEWAY. (PEDESTRIAN CROSSING FROM NEAR SIDE AND WAS IN CENTRE OF CARRIAGEWAY. SYSTEM WOULDNT ALLOW ME TO INPUT THIS)

211018051 Friday HIGH STREET (B6428) NEAR Veh 1 Bus/coach Going ahead E to W Ped M 29 Slight
 29/01/2021 JUNCTION WITH THE GREEN
 R1: B 6428 17:23hrs
 R2: U Darkness: street lights present a
 E 436,105 Wet/Damp
 N 411,382 Raining without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/In a hurry	Casualty 1	Very Likely

C1, APPARENTLY DRUNK, WAS WALKING ALONG (B6428) HIGH STREET, ROYSTON IN BARNLSLEY, IN THE GENERAL DIRECTION OF STAINCROSS. AS HE APPROACHED THE GREEN (ON HIS LEFT) HE FALLS INTO THE WAY OF A SINGLE DECKER BUS WHICH IS TRAVELLING AT LOW SPEED. HE MAKES CONTACT WITH FRONT AND FALL ONTO THE SURFACE. INITIALLY TAKEN TO NGH WITH SUSPECTED SERIOUS INJURY, BUT AFTER CT SCAN IT WAS DETERMINED THAT HE ONLY HAD LIGHT INJURIES

211019217 Wednesday MIDLAND ROAD (B6428) - 36 Veh 1 Car Going ahead NE to SW Ped F Slight
 05/02/2021 METRES FROM JUNCTION WITH
 R1: B 6428 13:30hrs CHURCH STREET (B6132)
 Daylight/street lights present
 E 436,215 Snow
 N 411,471 Snowing with high winds
 30 mph

V1 WAS DRIVING ALONG MIDLAND RD WHEN HE HAS SKIDDED AND MOUNTED THE PAVEMENT AND COLLIDED WITH A PEDESTRIAN, V1 INITIALLY STOPPED AND SPOKE WITH THE INJURED PARTY, SHE GAVE THE DRIVER HER ADDRESS AND INFORMED HIM THAT SHE WAS INJURED. DRIVER OF V1 NEVER ATTENDED AT THE HOME ADDRESS OF THE INJURED PARTY, NO DETAILS PASSED NO VRM FOR V1 AND NO CCTV INJURED PARTY ATTENDED AT BDGH, BRUISING TO ANKLE AND ACHES IN LEG AND BACK COVID 19 REPORT

211022014 Tuesday SHAW LANE NEAR JUNCTION WITH VEH 1 Goods Unknown Turning right NW to SW
 16/02/2021 UNCLASSIFIED ROAD VEH 2 Car Going ahead LH bend W to N Dri F 40 Slight
 R1: U 1135hrs
 R2: U Daylight street lights present
 E 437,663 Dry
 N 410,215 Fine without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Road layout (eg bend, hill crest)	Vehicle 1	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 2	Possible
3rd: Failed to look properly	Vehicle 2	

VEHICLE 001 IS ALLEGED TO BE LEAVING THE 'ALAN HARDWICK TRUCK DEALER' SITE, SHAW LANE, CARLTON, BARNSELY AIMING TO TURN IN A SOUTH WEST DIRECTION, TURNING BACK UP TOWARDS THE ROYSTON AREA. VEHICLE 002 WAS DRIVING EAST ALONG SHAW LANE, BARNSELY AWAY FROM THE ROYSTON AREA. AT THE SITE, VEHICLE 001 HAD BEEN EDGING OUT OF THE SITE, DUE TO THE POOR VISIBILITY OF THE CORNER. VEHICLE 002 HAS MADE CONNECTION WITH MID PART OF THE VEHICLES TRAILER AS IT WAS COVERING THE NEAR SIDE LANE. VEHICLE 001 HAS NO NOTABLE DAMAGE. VEHICLE 002 HAS SUBSTANTIAL DAMAGE TO THE FRONT. MINOR INJURY NOTED.

211024627 Sunday CHURCH STREET - 26 METRES FROM VEH 1 Car Going ahead NW to SE FSP M 32 Slight
 28/02/2021 JUNCTION WITH FISH DAM LANE VEH 1 Car Going ahead NW to SE RSP M 5 Serious
 R1: U 1232hrs VEH 1 Car Going ahead NW to SE Dri M 32 Slight
 R2: U Daylight street lights present VEH 2 Car Going ahead LH bend S to NW Dri M 29 Serious
 E 436,733 Dry VEH 3 Car Going ahead LH bend S to N
 N 410,014 Fine without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Stolen vehicle	Vehicle 2	Very Likely
2nd: Aggressive driving	Vehicle 2	Very Likely

V1 (RANGE ROVER) TRAVELLING FISH DAM LANE GENERAL DIRECTION OF MONK BRETTON, BARNSELY. V2 (CITROEN - STOLEN) **FAILING TO STOP** TRAVELLING FISH DAM LANE GENERAL DIRECTION OF ROYSTON, BARNSELY. V3 (PEUGEOT POLICE VEHICLE) BEHIND V2 WITH LIGHTS AND SIREN S SOUNDING ATTEMPTING TO STOP V2. V2 TRAVELS AT SPEED AROUND LEFT HAND BEND AT JUNCTION WITH SHAW LANE AND CROSSES ONTO WRONG SIDE OF ROAD HITTING V1 HEAD ON. ADULT OCCUPANTS OF V1 SUFFER CUTS AND BRUISES, CHILD (5 YR OLD) SUFFERS DEEP LACERATION TO FOREHEAD DOWN TO SKULL. DRIVER OF V2 SUFFERS CUTS TO HEAD AND SEVERAL BROKEN BONES (BELIEVED NOT WEARING SEAT BELT ON IMPACT) DRIVER OF V3 UNINJURED.

211026596 Tuesday PONTEFRACT ROAD (A628) NEAR Veh 1 Car Turning right S to NE FSP M 22 Slight
 09/03/2021 JUNCTION WITH PONTEFRACT Veh 1 Car Turning right S to NE FSP M 21 Slight
 R1: A 628 ROAD Veh 2 Car Turning right S to NE
 R2: U Darkness: street lights present a
 E 437,948 Dry
 N 406,497 Fine without high winds
 40 mph

Causation Factor:	Participant:	Confidence:
1st: Illegal turn or direction of travel	Vehicle 1	Very Likely
VEHICLE INVOLVED IN A POLICE PURSUIT WHEREBY OFFENDING VEHICLE HAD BEEN SIGHTED IN CONVOY WITH A MERCEDES BENZ GLA, TRAVELLING AT EXCESS SPEED AND OVERTOOK AN UNMARKED POLICE VEHICLE. VEH001 REACTED TO PRESENCE OF POLICE VEHICLE AND FAILED TO STOP FOR OF FICERS. VEHICLE TRAVELLED INTO LUNDWOOD FROM CUDWORTH AND DID A RECIPROCAL IN A HOUSING ESTATE. VEH001 TRAVELS UP PONTEFRACT ROAD AT LUNDWOOD, FAILING TO STOP AND TURNS INTO A ONE WAY SLIP FROM PONTEFRACT ROAD, TRAVELLING THE WRONG WAY TOWARDS PONTEFRACT ROAD AT CUDWORTH. VEHICLE COLLIDES WITH TRAFFIC SIGN/LAMP POST NUMBER 5142 BEFORE MONTING THE KERB AND SUSTAINING DAMAGE TO BOTH FRONT WHEELS AND THE NEARSIDE OF THE VEHICLE. TWO OCCUPANTS DETAINED.		

211028998 Wednesday WOODROYD AVENUE NEAR Veh 1 Car Turning left SE to SW Ped F 11 Slight
 17/03/2021 JUNCTION WITH ROYSTON LANE
 R1: U 0817hrs (B6132)
 R2: B 6132 Daylight: street lights present
 E 436,441 Dry
 N 410,476 Fine without high winds
 30 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
CAS WALKING TO SCHOOL. A CAR EXITING WOODROYD AVENUE STOPPED TO ALLOW CAS TO CROSS IN FRONT. AS THEY CROSSED ANOTHER CAR BEING DRIVEN BY A FEMALE APPROX 30-40 YEARS TURNED LEFT OFF ROYSTON LANE AT SPEED COLLIDING WITH CAS LOWER LEFT LEG. CAR STOPPED, DRIVER SHOUTED ABUS BEFORE SPEEDING OFF DOWN WOODROYD AVENUE.		

211038540 Friday PONTEFRACT ROAD ROUNDABOUT VEH 1 Car Going ahead NW to S
 23/04/2021 (A628) AT JUNCTION WITH WEST VEH 2 Car Turning right E to NW Dri F 55 Slight
 1639hrs GREEN WAY
 R1: A 628
 R2: U Daylight/street lights present
 E 437,922 Dry
 N 408,631 Fine without high winds
 60 mph

Causation Factor: **Participant:** **Confidence:**
 1st: Aggressive driving Vehicle 1 Very Likely
 VEHICLE 2 WAS TRAVELLING TOWARDS ROUNDABOUT HEADING STRAIGHT ON FROM CUDWORTH TOWARDS CARLTON. AS VEHICLE 2 APPROACHED THE ROUNDABOUT VICTIM NOTICED VEHICLE 1 SPEEDING FROM THE OPPOSITE DIRECTION AROUND THE ROUNDABOUT AT SPEED. VEHICLE 1 THEN MANOEUVRED AS VICTIM HAD BELIEVED VEHICLE 1 HAD LOST CONTROL. VEHICLE 1 HAS THEN COME OVER TO VEHICLE 2 SIDE OF THE ROAD AND COLLIDED. 2 MALES HAVE THEN FLED VEHICLE 1 VICTIM OF VEHICLE 2 HAS SUSTAINED BRUISING TO BOTH ARMS PAIN TO HER LEFT BUST

211051575 Wednesday PONTEFRACT ROAD (A628) NEAR VEH 1 Car Wait go ahead held N to S FSP F 20 Slight
 02/06/2021 JUNCTION WITH PONTEFRACT VEH 2 Car Stopping N to S FSP M 29 Slight
 1505hrs ROAD ROUNDABOUT (A628) VEH 2 Car Stopping N to S RSP M 18 Slight
 R1: A 628
 R2: A 628 Daylight/street lights present VEH 2 Car Stopping N to S RSP M 35 Serious
 E 437,959 Dry
 N 408,588 Fine without high winds
 60 mph

Causation Factor: **Participant:** **Confidence:**
 1st: Distraction outside vehicle Vehicle 1 Possible
 V1 TRAVELLING FROM CARLTON VIA CUDWORTH MONK BRETTON ROUNDABOUT IN THE DIRECTION OF LUNDWOOD. WHILST ON THE ROUNDABOUT ANOTHER UNKNOWN VEHICLE CAME OUT OF CUDWORTH EXIT & CUT HER VEHICLE UP, SHE MANAGED TO BRAKE & PREVENT A COLLISION BUT THIS DISTRACTED HER FROM STANDING TRAFFIC ON A628 PONTEFRACT ROAD AND ALTHOUGH AT SLOW SPEED MADE CONTACT WITH THE REAR OF VEHICLE 2. SLIGHT BODYWORK DAMAGE TO BOTH VEHICLES.

211079055 Friday CHURCH STREET / CHURCH HILL VEH 1 Goods Unknown Going ahead N to S Dri M 42 Slight
 20/08/2021 VEH 2 Goods Unknown Going ahead N to S
 0800hrs
 R1: U Daylight/street lights present
 E 436,472 Dry
 N 411,184 Fine without high winds
 30 mph

VEHICLE 1 WAS STATIONARY AT THE JUNCTION OF CHURCH HILL ROYSTON AND CHURCH STREET ROYSTON. VEHICLE 2 HAS GONE INTO THE BACK OF VEHICLE 1 DAMAGE TO BACK BUMPER AND BACK DOORS DINTED IN. DRIVER OF VEHICLE 1 HAS EXCHANGED DETAILS BUT SAYS HE HAS HURT HIS BACK AND NECK HE IS GOING UP TO THE HOSPITAL AFTER WORK

211080797 Sunday CUDWORTH PARKWAY (A628) Veh 1 Car Starting NE to SW
 22/08/2021 Veh 2 Pedal cycle Change lane to left NW to SE Dri M 33 Slight
 R1: A 628 1115hrs
 R2: A 628 Daylight/street lights present
 E 437,971 Dry
 N 408,631 Fine without high winds
 30 mph

Causation Factor: **Participant:** **Confidence:**
 1st: Failed to look properly Vehicle 2 Possible
 V1 LOOKED RIGHT BEFORE ENTERING THE ROUNDABOUT, NO TRAFFIC WAS COMING, A V2 (PUSH BIKE) APPEARED AFTER V1 HAD ENTERED THE ROUNDABOUT, V2 BACK TYRE CLIPPED THE FRONT OF V1. RIDER ON V2 FELL OFF HIS BIKE. RIDER OF V2 STATED HE WAS MERRY. HE HAD A SLIGHT BUMP ON HIS ELBOW THAT WAS GRAZED, DRIVER OF V1 ASKED ON MANY OCCASIONS IF RIDER WAS OK, RIDER OF V2 RANG FOR HIS WIFE TO PICK HIM UP AT INCIDENT, RIDER OF V2 DECLINED OFFER FOR DRIVER OF V1 TO PICK UP HIS BIKE, DETAILS EXCHANGED COVID 19 REPORT

211114913 Friday PONTEFRACT ROAD ROUNDABOUT Veh 1 Goods 3.5 - 7.5t Stopping E to W
 26/11/2021 (A628) AT JUNCTION WITH Veh 2 Pedal cycle Starting NE to E M 2 Slight
 R1: A 628 1319hrs PONTEFRACT ROAD (A628) Veh 2 Pedal cycle Starting NE to E Dri F 22 Slight
 R2: A 628 Daylight/street lights present
 E 437,942 Dry
 N 408,594 Fine with high winds
 30 mph

Causation Factor: **Participant:** **Confidence:**
 1st: Dazzling sun Vehicle 1 Possible
 V001 WAS APPROACHING THE ROUNDABOUT, POSITIONED TO THE RIGHT SIDE OF THE ROAD AS HE WAS PREPARING TO TAKE THE EXIT TO THE RIGHT OF THE ROUNDABOUT. V002 WAS CROSSING THE JUNCTION OF THE ROUNDABOUT ON BURTON ROAD. V001 PROCEEDED TO APPROACH THE ROUNDABOUT. THE DRIVER OF V001 STATES THE SUN WAS IN HIS EYES AND DID NOT SEE THE BICYCLE CROSSING. V001 STRUCK V002, CAUSING THE MOTHER AND BABY ON THE BICYCLE TO FALL OFF ONTO THE PAVEMENT.

211117714 Monday UNCLASSIFIED ROAD NEAR Veh 1 Car Turning right NE to NW RSP F 10 Slight
 06/12/2021 JUNCTION WITH ROYSTON LANE Veh 2 Car Going ahead NW to SE
 R1: U 0822hrs (B6132)
 R2: B 6132 Daylight/street lights present
 E 436,537 Wet/Damp
 N 410,371 Fine without high winds
 30 mph

Causation Factor: **Participant:** **Confidence:**
 1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
 VEHICLE 1 HAS BEEN PULLING OUT OF THE JUNCTION WITH OUTWOOD ACADEMY SCHOOL ONTO B6132 ROYSTON LANE WHEN IT HAS COLLIDED WITH VEHICLE 2 WHICH HAS BEEN TRAVELLING ON B6132 TOWARDS CARLTON CAUSING DAMAGE TO OFFSIDE OF VEHICLE 1 AND NEARSIDE OF VEHICLE 2

221144915 Friday UNCLASSIFIED ROAD NEAR VEH 1 Car O/takes/veh onside NW to SE
 11/02/2022 JUNCTION WITH WEST GREEN WAY VEH 2 Car Wait to turn right N to NW Dri M 26 Slight
 1550hrs
 R1: U Daylight/street lights present
 R2: U Dry
 E 437,691 Fine without high winds
 N 408,919 60 mph

Causation Factor:	Participant:	Confidence:
1st: Emergency vehicle on call	Vehicle 1	Very Likely
2nd: Failed to look properly	Vehicle 2	Possible
3rd: Other	Vehicle 2	

V1 HAS BEEN TRAVELLING SOUTH WEST ALONG WEST GREEN WAY, BARNSELY TOWARDS THE GENERAL DIRECTION OF THE CUDWORTH FIRE STATION ROUNDABOUT, BARNSELY, ON A BLUE LIGHT TO AN INCIDENT. V2 HAS BEEN STATIONARY AT AN UNNAMED SIDE ROAD HALF WAY DOWN THE NAMED ROAD WAITING TO EMERGE AND TURN RIGHT TO GO AWAY FROM THE GENERAL DIRECTION OF THE CUDWORTH FIRE STATION. V2 HAS STATED A LARGE LORRY HAS 'FLASHED' HIM TO EMERGE OUT WHICH HE'S DONE SLOWLY OF WHICH THIS SAME VEHICLE HAS BLOCKED HIS VIEW OF THE ROAD TO THE RIGHT. DRIVER OF V2 HAS LOOKED LEFT HEARING A SIREN APPROACHING BUT COULD NOT SEE THIS AND HAS COMMITTED OUT INTO HIS CORRECT PASSENGER SIDE GIVEN THE LEFT VIEW BEING CLEAR. AT THIS TIME, V1 HAS BEEN THE WRONG SIDE OF THE ROAD WITH BLUE LIGHTS AND SIRENS ILLUMINATING GOING AROUND STANDSTILL TRAFFIC AND APPROACHING THIS NAMED LORRY OF WHICH DRIVER OF V1 HAS SEEN. V2 HAS EMERGED OUT INTO THE CARRIAGEWAY WHERE ITS FRONT COLLIDES WITH V1'S NEAR SIDE.

18284024 Monday INDUSTRY ROAD BARNSELY AT JN VEH 1 Car Going ahead LH bend E to W FSP F 27 Serious
 09/04/2018 WITH FISH DAM LANE VEH 1 Car Going ahead LH bend E to W Dri F 29 Fatal
 1339hrs ROUNDABOUT VEH 2 Goods > 7.5t Stopping W to E
 R1: U Daylight/street lights present VEH 3 Car Going ahead LH bend E to W
 R2: U Dry
 E 436,827 Fine without high winds
 N 409,226 30 mph

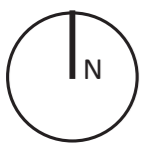
Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd: Impaired by alcohol	Vehicle 1	Possible

THIS REPORT CONCERNS A 3 VEHICLE COLLISION, WHICH TOOK PLACE ON INDUSTRY ROAD, MONK BRETTON, BARNSELY SYOKS AT APPROXIMATELY 1342 HOURS 09/04/2018. V001, A BLACK CITROEN C1, HAS ENTERED INDUSTRY ROAD, FROM THE ROUNDABOUT AT FISH DAM LANE, WHERE IT HAS COLLIDED WITH THE FRONT OF V002, A WHITE / RED DAF CONCRETE MIXER, WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION. V001 HAS THEN SPUN AND COLLIDED WITH V003, A SILVER VAUXHALL VECTRA, WHICH HAD BEEN TRAVELLING BEHIND IT.

18291661 Saturday MIDLAND ROAD (B6423) BARNSELY VEH 1 Car Going ahead SW to NE FSP F 20 Slight
 28/04/2018 AT OR NR JN WITH STATION ROAD VEH 1 Car Going ahead SW to NE Dri M 24 Slight
 1730hrs (B6132) VEH 2 Car Going ahead SW to NE
 R1: B 6428 Daylight/street lights present VEH 3 Minibus Going ahead SW to NE
 R2: B 6132 Dry
 E 436,194 Fine without high winds
 N 411,462 30 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/In a hurry	Vehicle 2	Possible

V1 HAD TRAVELLED THROUGH THE CROSS ROADS AT ROYSTON AND WAS ON MIDLAND ROAD HEADING TOWARDS ASDA. V1 HAS TRIED TO OVERTAKE V1 WHILST ANOTHER CAR PARALLEL TO V1 - V2 HAS HIT BOTH VEHICLES, AND HAS PUSHED V1 INTO THE KERB THEREBY CAUSING DAMAGE TO BOTH SIDES OF THE VEHICLE. WITNESS 3 (NAME UNKNOWN) HAS DASHCAM FOOTAGE OF THE INCIDENT. THE POST OFFICE ON THE CROSS ROAD HAS CCTV CAMERAS WHICH APPEARED TO BE POINTING IN THE RIGHT DIRECTION AT THE TIME OF THE INCIDENT. THERE IS A FINANCE COMPANY OPPOSITE THE POST OFFICE WHICH ALSO HAS CCTV. PARTS BELONGING TO V2 HAVE BEEN PICKED UP OFF THE ROAD AND HAVE BEEN RETAINED BY V1 DRIVER. ANOTHER VEHICLE, V3 HAS ALSO REPORTED, THEIR DETAILS ARE ADDED TO THE REPORT AND THIS IS THEIR HOW COLLISION OCCURRED. V3 WAS WAITING FOR TRAFFIC SIGNAL TO CHANGE ON MIDLAND ROAD ROYSTON WHEN V2 CAME FROM HIGH STREET ROYSTON AND TRIED TO GET BACK INTO TRAFFIC WHICH THEN HIT V1 CAUSING DAMAGE AND THEN DROVE OFF LEAVING NO DETAILS.



NETWORK SPACE

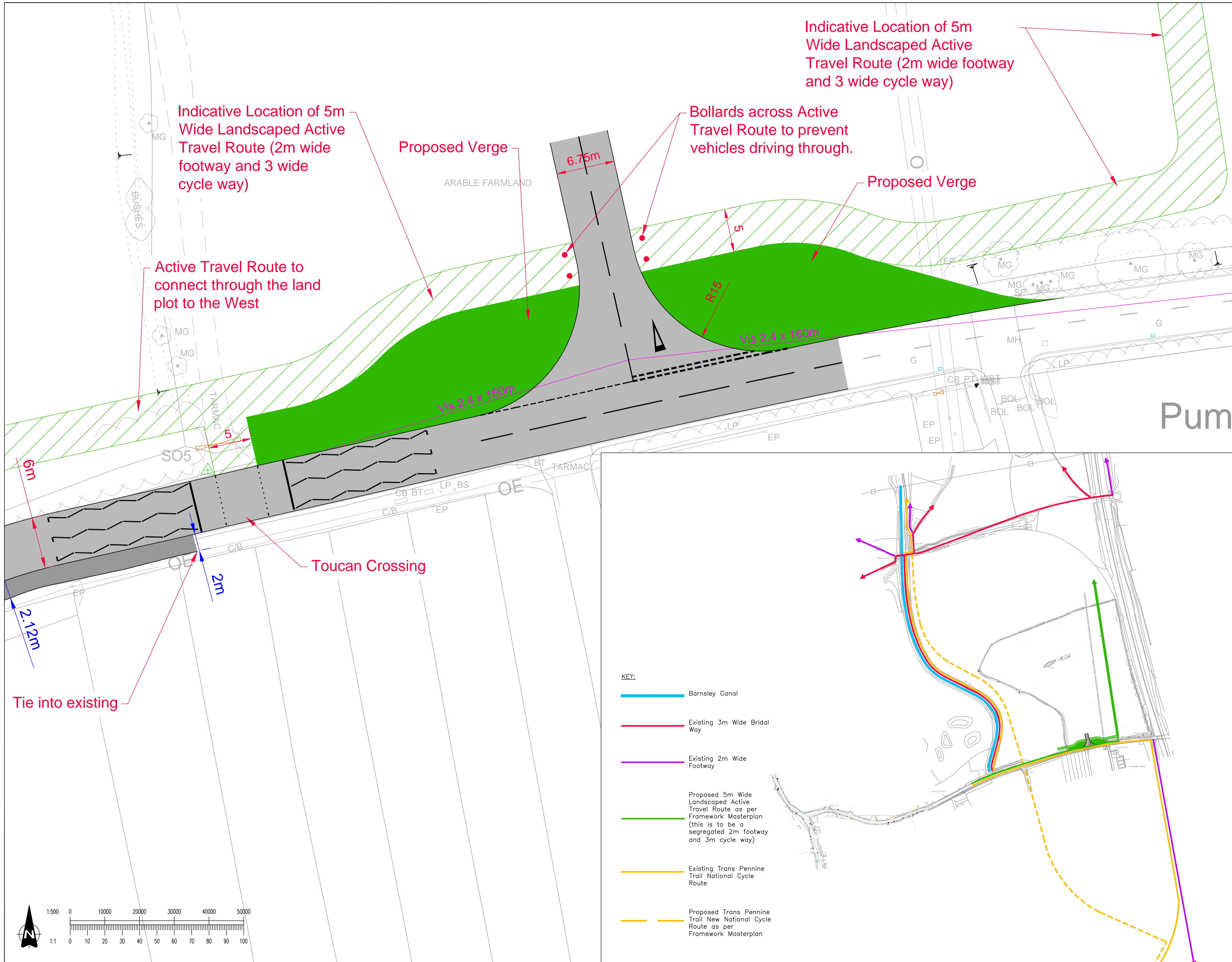
Indicative Masterplan

SHAW LANE, CARLTON

network
space



CLIENT: Network Space
SCALE: not to scale
DATE: 03 January 2023
REVISION: A - issue for comment
FILE NAME: PO-MP-SPA-P3921-5IL-1000-0002
PSD: PR-MASTERPLAN.PSD



Indicative Location of 5m Wide Landscaped Active Travel Route (2m wide footway and 3 wide cycle way)

Indicative Location of 5m Wide Landscaped Active Travel Route (2m wide footway and 3 wide cycle way)

Proposed Verge

Bollards across Active Travel Route to prevent vehicles driving through.

Proposed Verge

Active Travel Route to connect through the land plot to the West

Toucan Crossing

Tie into existing

NOTES:

- Do not scale from this drawing.
- The Works shall be constructed in accordance with the current edition of the Department for Transport "Specification for Highway Works". All clauses referred to relate to this document. Further to this document the Contractor shall also construct the Works in accordance with Barnsley Metropolitan Borough Council requirements.
- All IPd drawings should also be read in conjunction with any drawings produced by third parties connected with this project.
- The extent of works shown may be extended as required to accommodate traffic management measures, permanent or temporary traffic signs, and permanent or temporary road markings.
- All works within existing Public Highway, including any temporary works or traffic management measures, are subject to the approval of BMBC. When works are required on the Public Highway, the Contractor shall liaise with and obtain all Statutory Approvals from Barnsley Metropolitan Borough Council, before commencing these works. These approvals include, but are not limited to, approval of traffic management measures, issue of works commencement notices, road opening notices, temporary traffic regulation orders etc.
- All traffic management shall comply with the requirements as set out in Chapter 8 of the Traffic Signs Manual. Warning signs may be erected outside the indicated boundaries. Any obstructions to traffic or pedestrians shall be properly signed and protected with barriers, cones, signs, and lamps.
- Roads and Footways to be adopted under Section 278 of the Highways Act 1980 shall comply with the Barnsley Metropolitan Borough Council Highway Design Guidelines for New Developments and be in accordance with the National Highways Design Manual for Roads and Bridges.
- Highway drains to be adopted under Section 278 of the Highways Act 1980 shall comply with the Water UK Guide "Sewers for Adoption 6th Edition".
- ALL PLANTING in visibility splay areas to be agreed and approved by the Engineer and in all cases NO planting to be above 600mm in height above the carriageway. Also NO obstructions of any kind within the visibility splay areas, and thereafter as a permanent measure.
- The Developer to provide road markings and signs to Barnsley Metropolitan Borough Council for approval. All road markings to be in accordance with Traffic Signs Manual Chapter 5.
- Street lighting design to be provided by 3rd Party.

KEY:

- Proposed Carriageways
- Proposed Footways
- Indicative Location of Active Travel Route
- Verge

XREFS LOADED INTO THIS DRAWING

- IPD- Existing and proposed public right of way
- IPD- Site Access
- Shaw Lane TOPO 2D- 06.12.22
- IPD- Shaw Lane Pedestrian Footway Improvements
- Shaw lane site OS

Rev.	Date	Description	Drawn	Approved

Infrastructure Planning and Design

The Hayloft Barn
Borough Hill Farm
Walton-on-Trent
Derbyshire
DE12 8LL

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(W) www.ipd-ltd.com

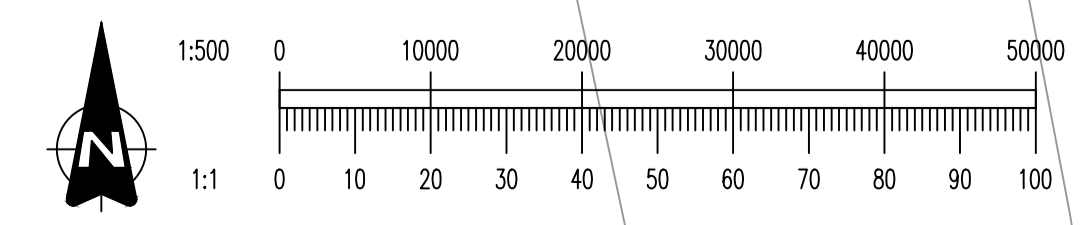
Client: NETWORK SPACE

Project title: SHAW LANE CARLTON

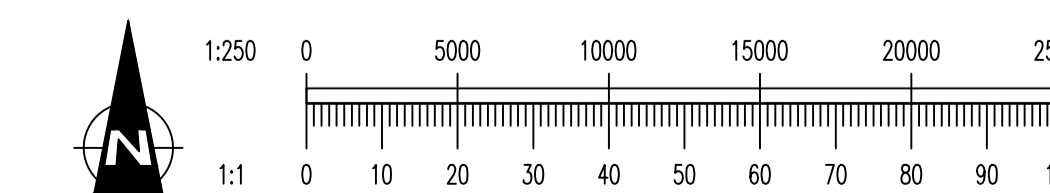
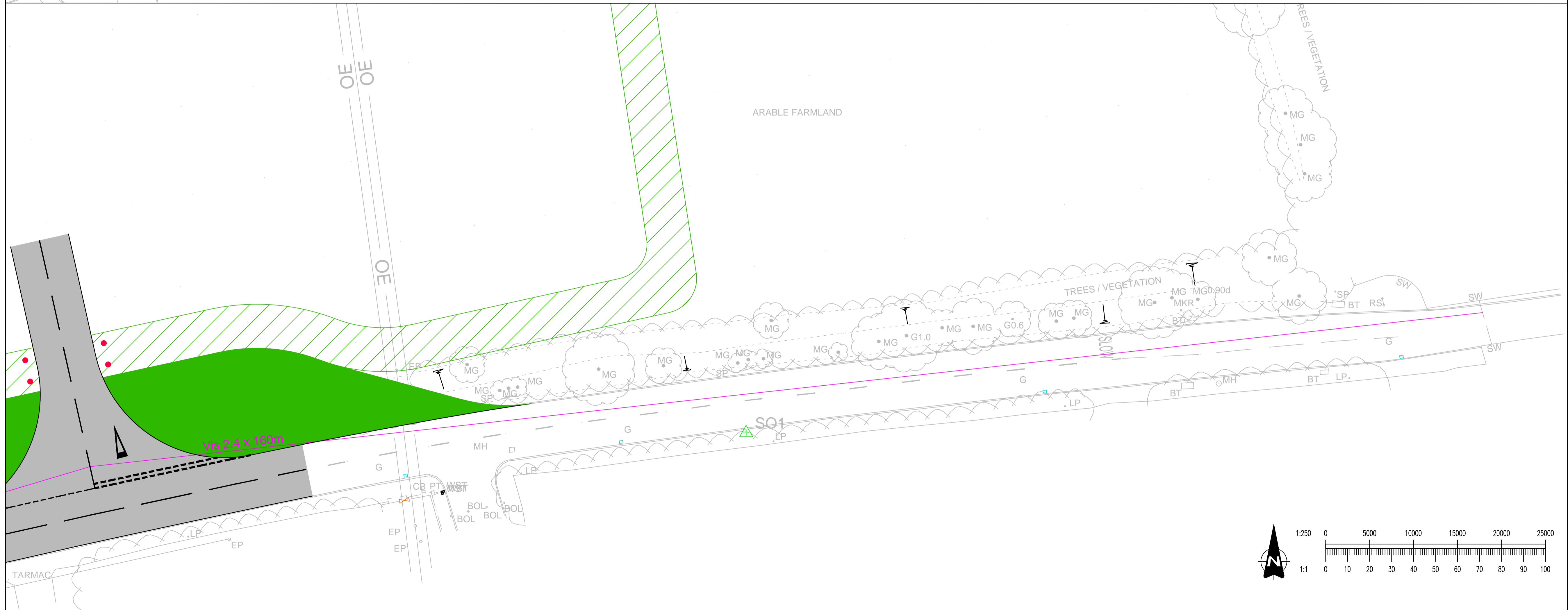
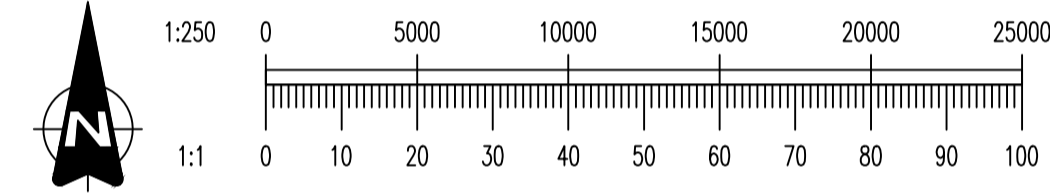
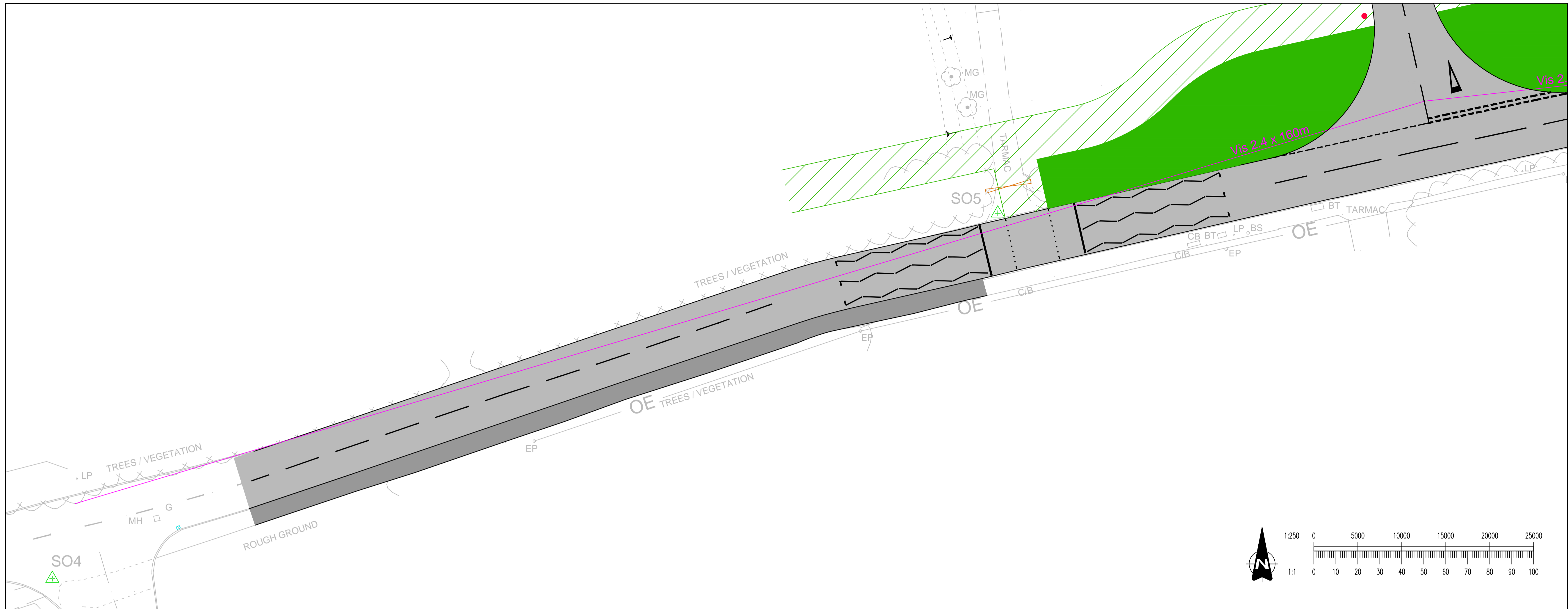
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Scale	Original dwg. size	Date
1:500	A1	05.01.2023
Drawn	Checked	Approved
BO	SEF	RNP

Drawing Number: IPD-22-580-100



- KEY:**
- Barnsley Canal
 - Existing 3m Wide Bridal Way
 - Existing 2m Wide Footway
 - Proposed 5m Wide Landscaped Active Travel Route as per Framework Masterplan (this is to be a segregated 2m footway and 3m cycle way)
 - Existing Trans Pennine Trail National Cycle Route
 - Proposed Trans Pennine Trail New National Cycle Route as per Framework Masterplan



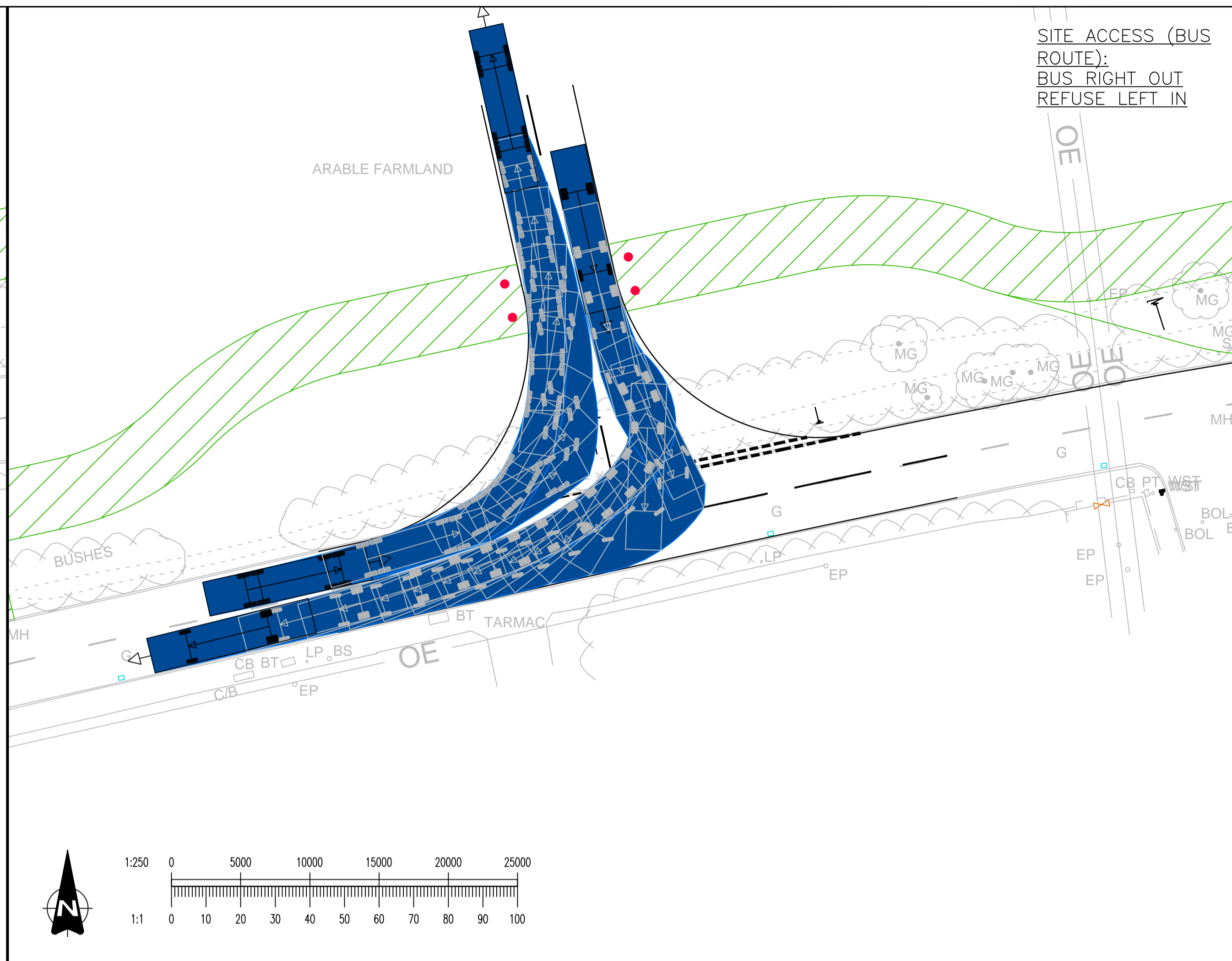
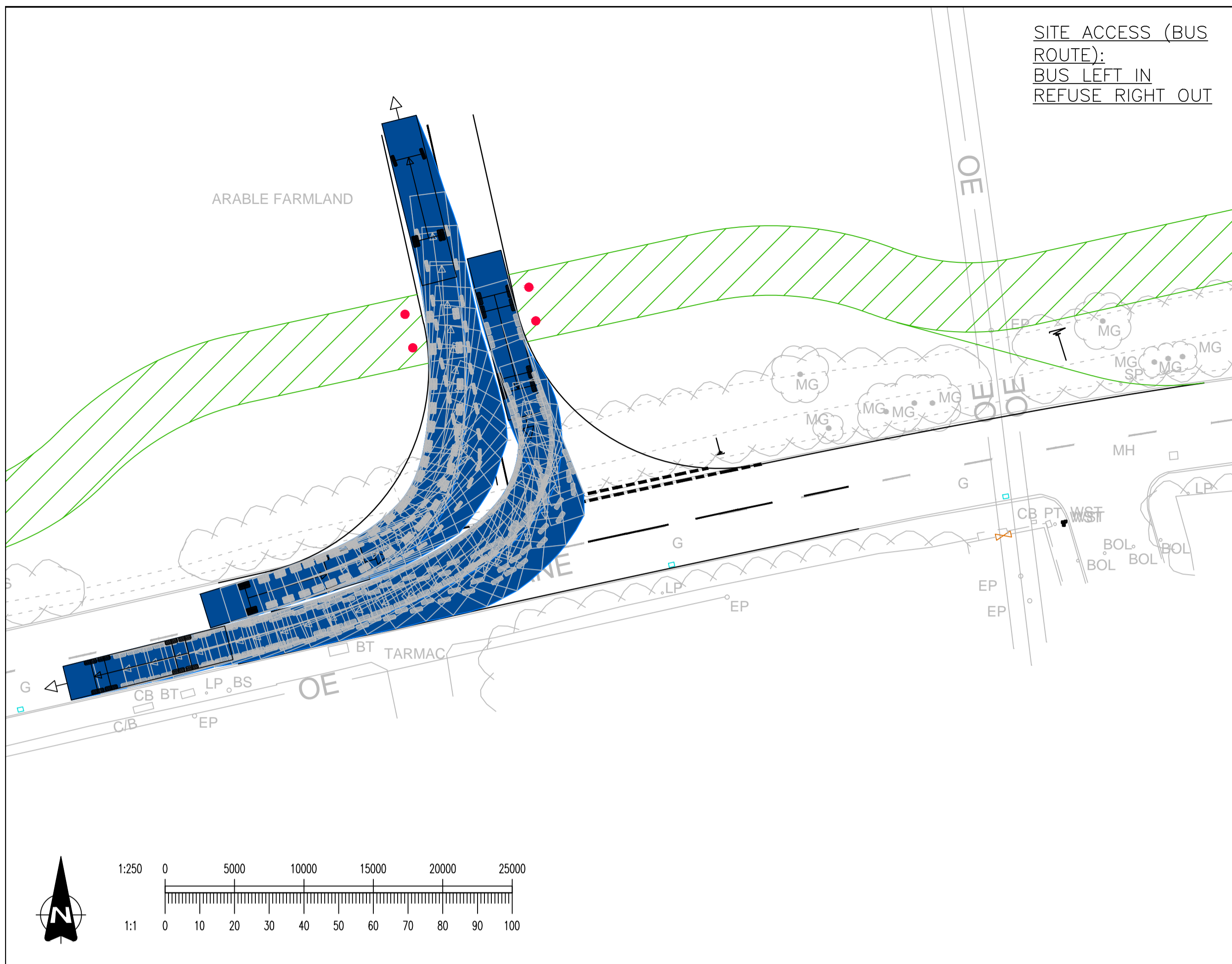
XREFS LOADED INTO THIS DRAWING
 IPD- Site Access
 Shaw Lane TOPO 2D- 06.12.22
 IPD- Shaw Lane Pedestrian Footway Improvements

Rev	Date	Description	Drawn	Approved

Infrastructure Planning and Design
 The Hayloft Barn
 Borough Hill Farm
 Walton-on-Trent
 Derbyshire
 DE12 8LL

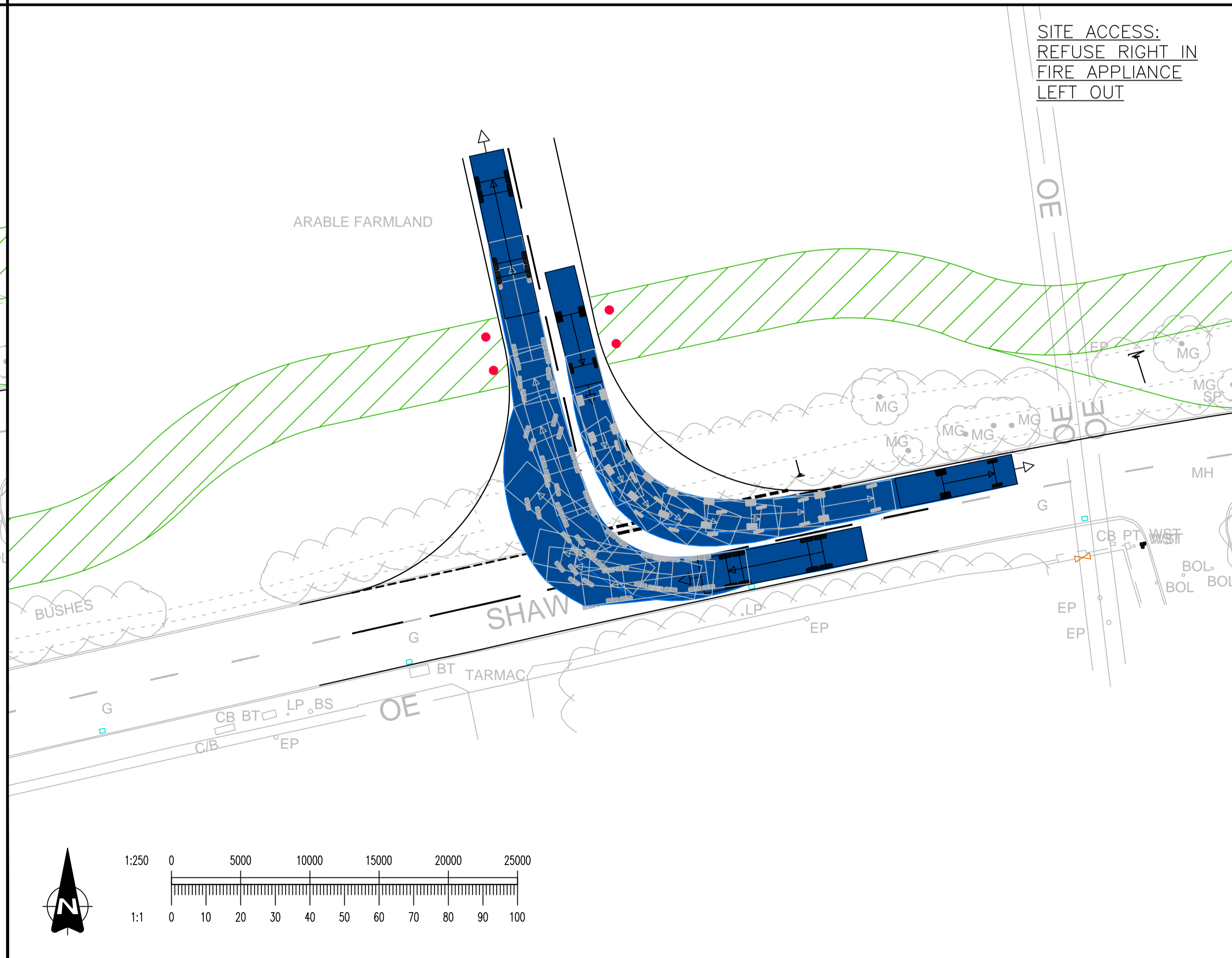
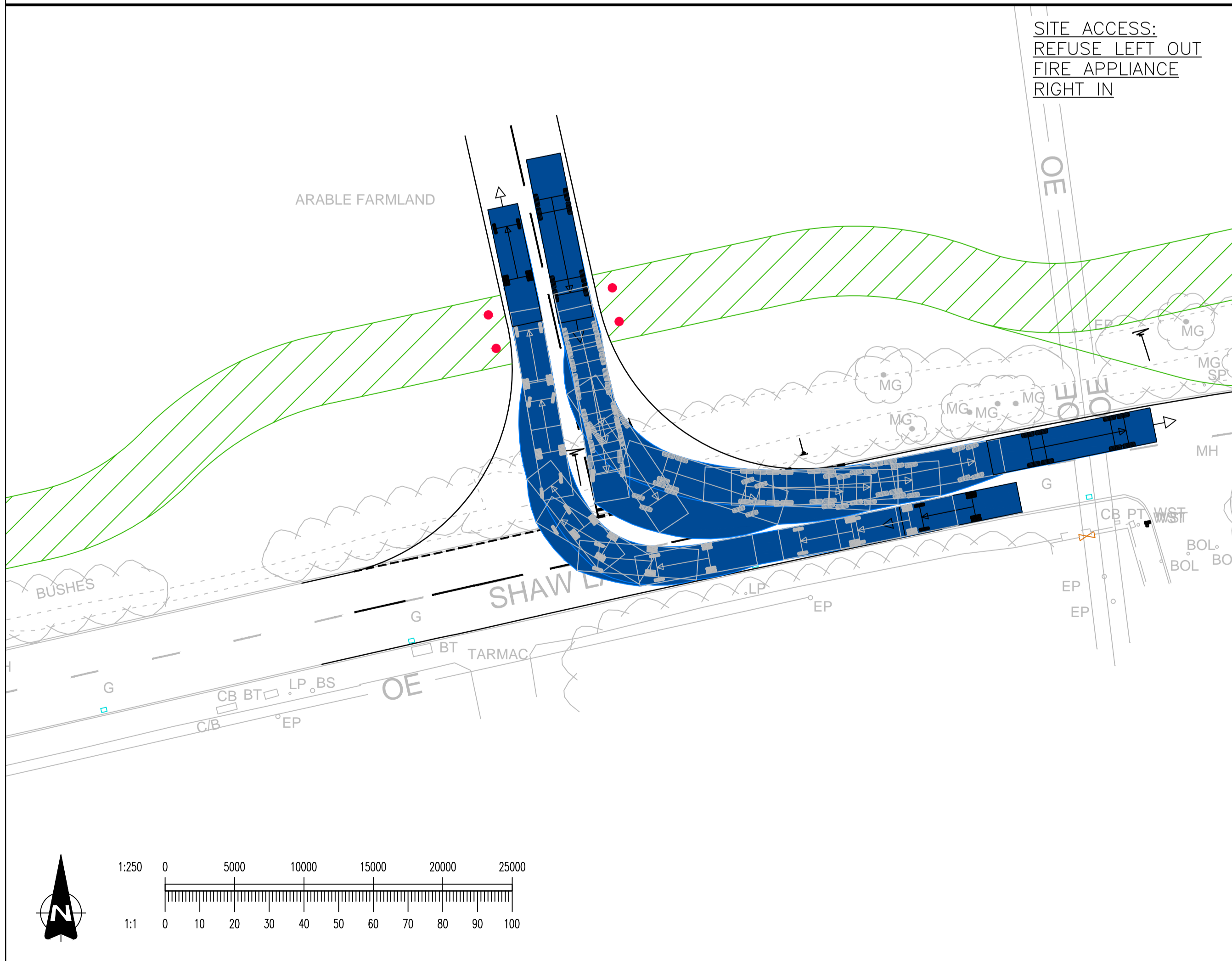
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Client		
NETWORK SPACE		
Project title		
SHAW LANE CARLTON		
Drawing title		
SITE ACCESS VISIBILITY SPLAY		
Scale	Original dwg. size	Date
1:250	A1	05.01.2023
Drawn	Checked	Approved
BO	SEF	RNP
Drawing Number		Rev
IPD-22-580-101		-



KEY:

	Vehicle name 12m Refuse Vehicle
	Description 12m Refuse Vehicle
	Overall length (m) 12.000
	Overall width (m) 2.500
	Maximum track width (m) 2.470
	Kerb to kerb radius (m) 11.000
	Vehicle name Standard Rigid Bus
	Description TfL Accessible Bus Stop Design Guidance
	Overall length (m) 12.000
	Overall width (m) 2.550
	Maximum track width (m) 2.350
	Wall to wall radius (m) 10.771
	Vehicle name Fire Appliance
	Description Design Bulletin 32
	Overall length (m) 8.600
	Overall width (m) 2.180
	Maximum track width (m) 2.121
	Kerb to kerb radius (m) 7.910



XREFS LOADED INTO THIS DRAWING:

- IPD- Autotracks
- IPD- Site Access
- Shaw Lane TOPO 2D- 06.12.22

Rev	Date	Description	Drawn	Approved

Infrastructure Planning and Design
The Hayloft Barn
Borough Hill Farm
Watson-on-Trent
Derbyshire
DE12 8LL

IPaD
IPD Infrastructure Planning and Design

Client: **NETWORK SPACE**

Project title: **SHAW LANE
CARLTON**

Drawing title: **SITE ACCESS
AUTOTRACKS**

Scale 1:250	Original dwg size A1	Date 05.01.2023
Drawn BO	Checked SEF	Approved RNP

Drawing Number: **IPD-22-580-102**



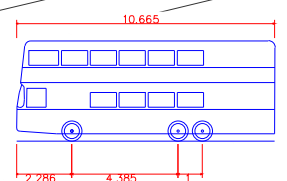
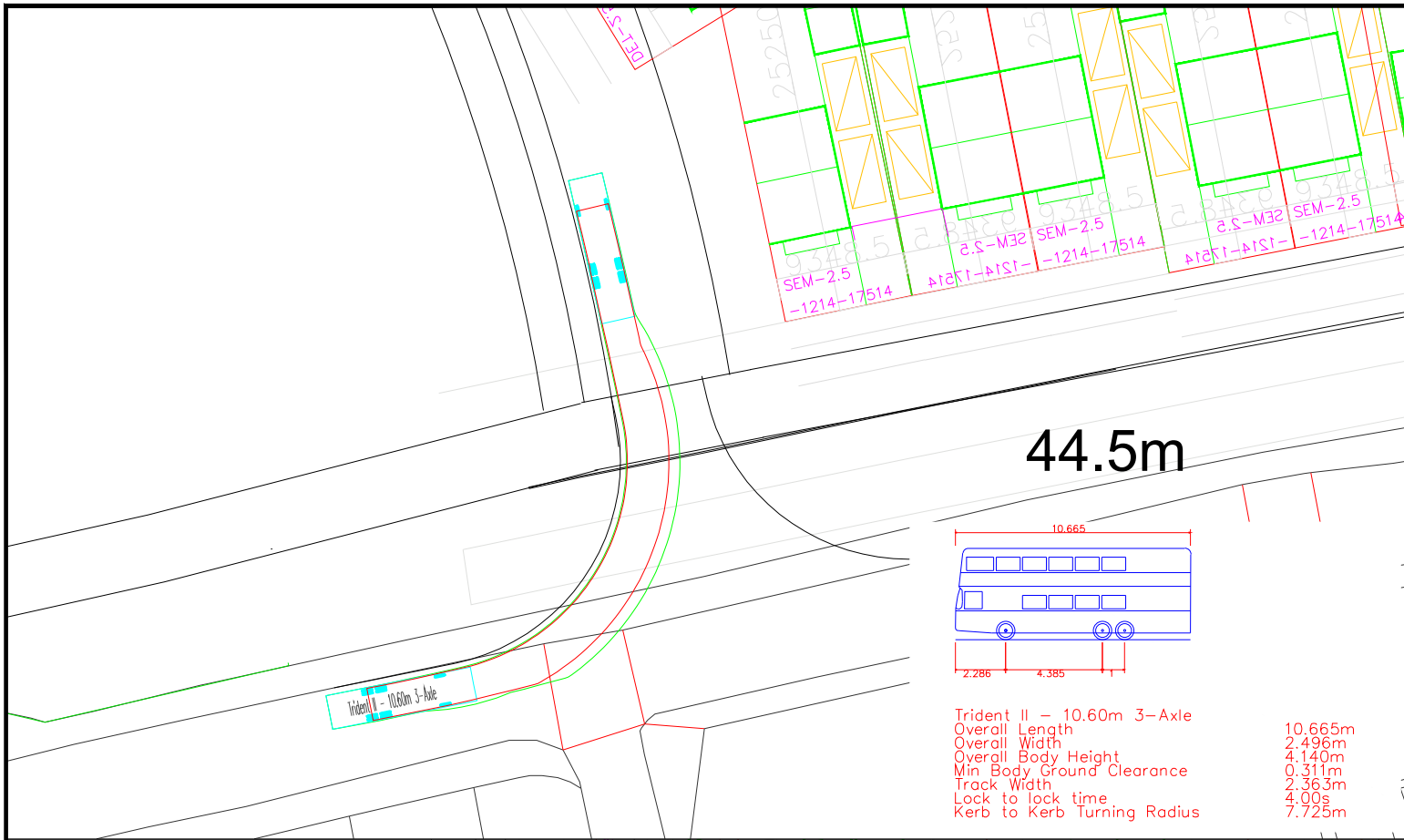
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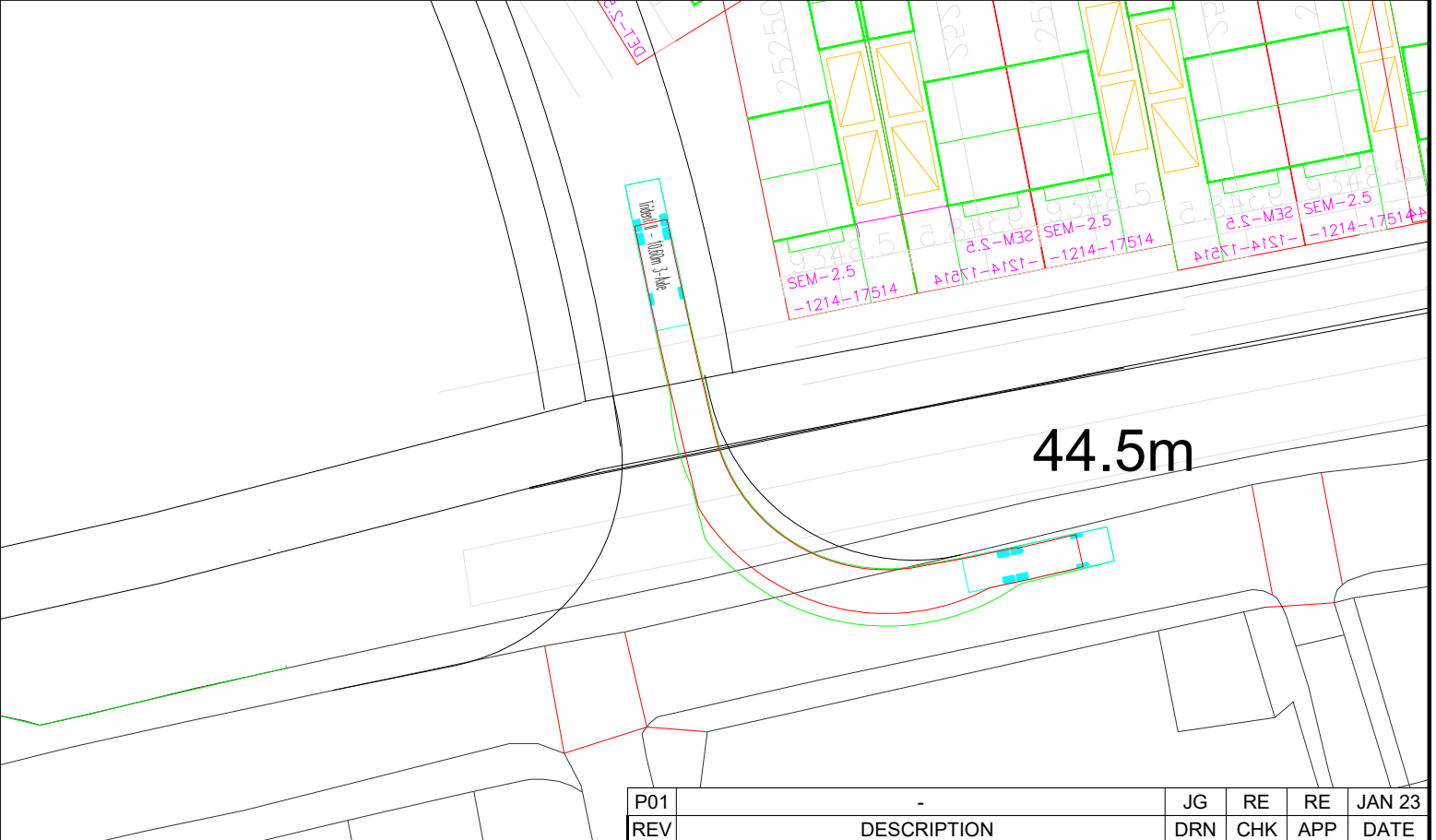
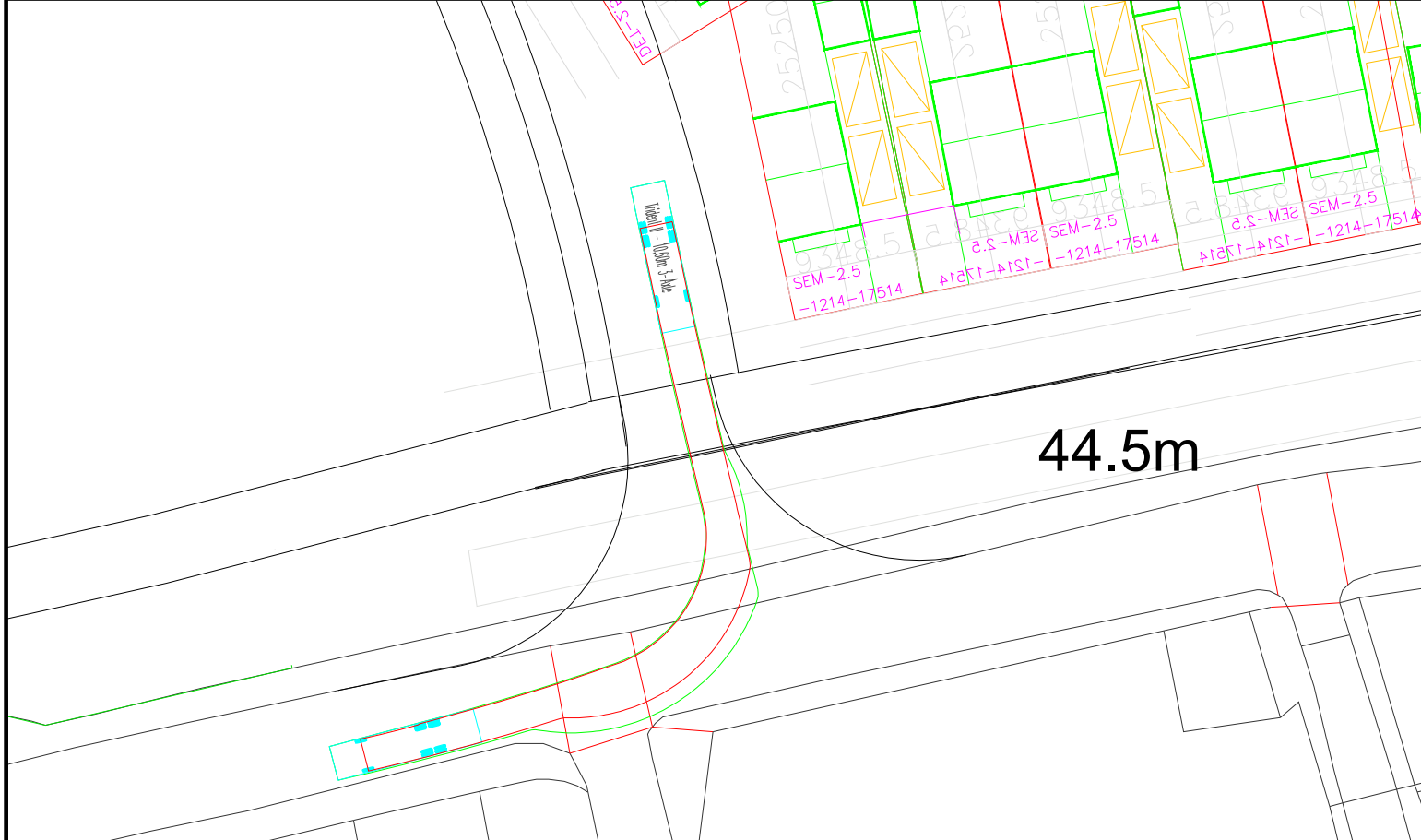
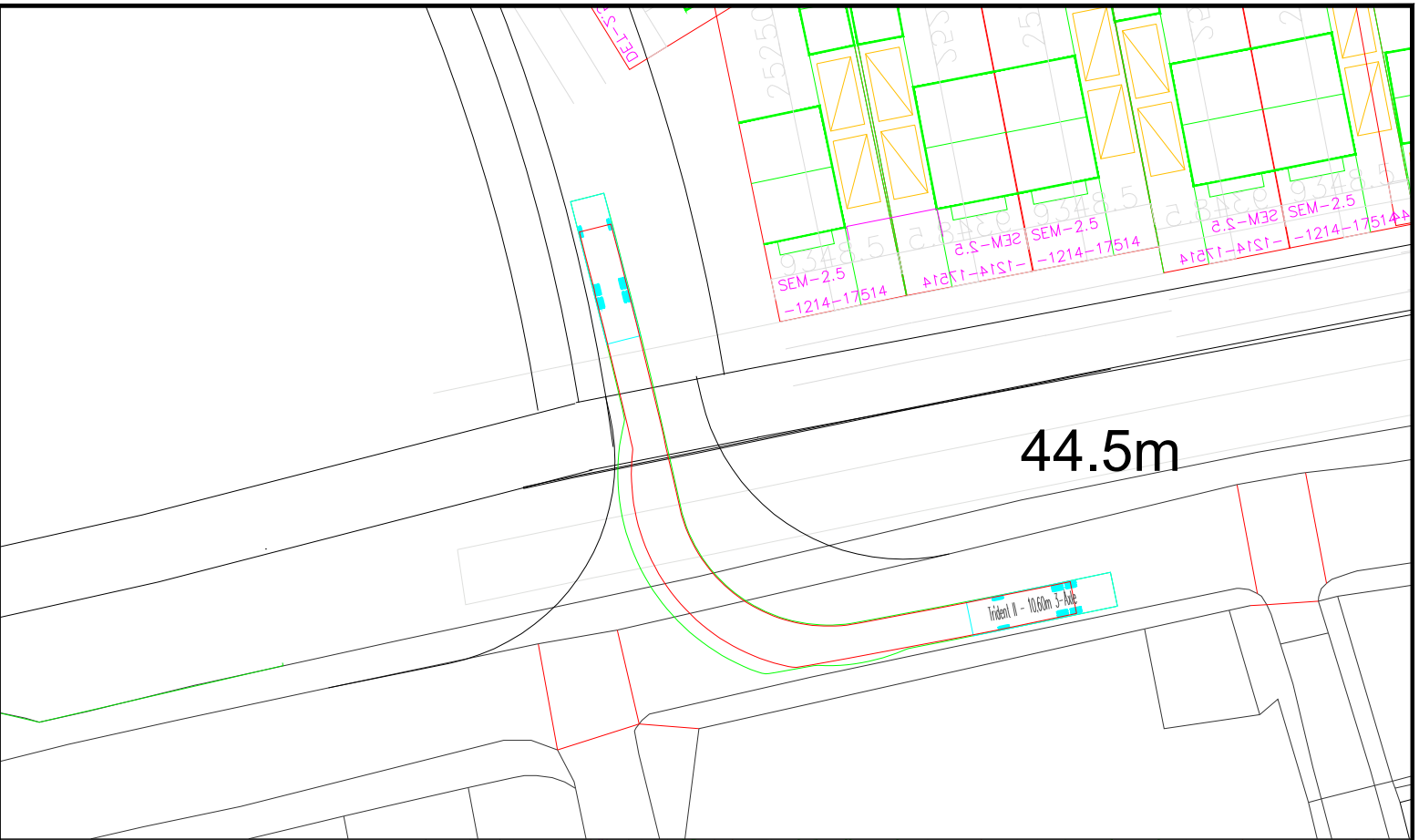
Project
SHAW LANE, BARNSELY

Drawing Title
VEHICLE TRACKING

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REV	DESCRIPTION	DRN	CHK	APP	DATE
Drawing Status		FINAL			
Drawn	Name J GREEN	Date JAN 2023	Status Code S0		
Designed	J GREEN	JAN 2023	Scale 1:500 @A3		
Eng Chk	R ELLAM	JAN 2023	Revision		
Approved	R ELLAM	JAN 2023	P01		
Drawing No. 102107 - PEL - XX - XX - DR - C - 00001					



Trident II - 10.60m 3-Axle
 Overall Length 10.665m
 Overall Width 2.496m
 Overall Body Height 4.140m
 Min. Body Ground Clearance 0.311m
 Track Width 2.363m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.725m



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Project

SHAW LANE, BARNSELY

Drawing Title

VEHICLE TRACKING

P01	-	JG	RE	RE	JAN 23
REV	DESCRIPTION	DRN	CHK	APP	DATE

Drawing Status **FINAL**

Name	Date	Status Code
Drawn J GREEN	JAN 2023	S0
Designed J GREEN	JAN 2023	Scale 1:500 @A3
Eng Chk R ELLAM	JAN 2023	Revision P01
Approved R ELLAM	JAN 2023	

Drawing No. 102107 - PEL - XX - XX - DR - C - 00002



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Project

SHAW LANE, BARNSELY

Drawing Title

VEHICLE TRACKING

Drawing Status

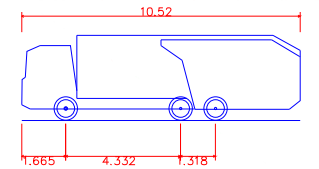
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Designed	J GREEN	JAN 2023
Eng Chk	R ELLAM	JAN 2023
Approved	R ELLAM	JAN 2023

Scale
1:500 @A3

Revision
P01

Drawing No.
102107 - PEL - XX - XX - DR - C - 00003



Phoenix 2-23W (with Elite 2 6x2 RS chassis)
 Overall Length 10.520m
 Overall Width 2.530m
 Overall Body Height 3.211m
 Min Body Ground Clearance 0.416m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.500m

P01	-	JG	RE	RE	JAN 23
REV	DESCRIPTION	DRN	CHK	APP	DATE

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Architect/Client/Contractor

Project

SHAW LANE, BARNSELY

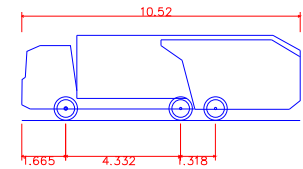
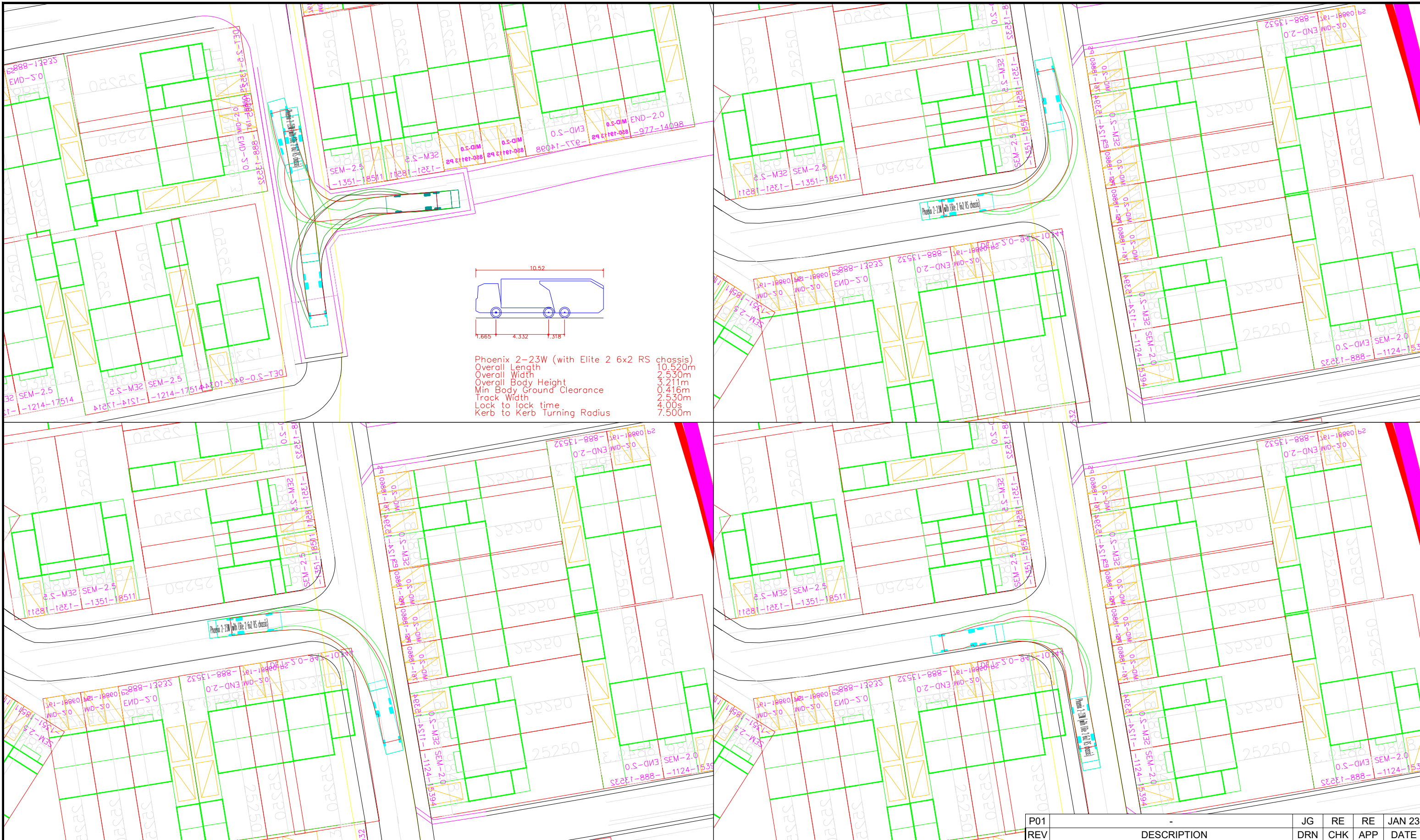
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VEHICLE TRACKING

Drawing Status **FINAL**

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Eng Chk R ELLAM	JAN 2023	Revision P01
Approved R ELLAM	JAN 2023	

Drawing No. 102107 - PEL - XX - XX - DR - C - 00004



Phoenix 2-23W (with Elite 2 6x2 RS chassis)
 Overall Length 10.520m
 Overall Width 2.530m
 Overall Body Height 3.211m
 Min Body Ground Clearance 0.416m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.500m

P01	-	JG	RE	RE	JAN 23
REV	DESCRIPTION	DRN	CHK	APP	DATE

Drawing Status		FINAL	
Drawn	Name	Date	Status Code
Designed	Name	Date	Status Code
Eng Chk	Name	Date	Status Code
Approved	Name	Date	Status Code
			Scale
			Revision

Drawing No. 102107 - PEL - XX - XX - DR - C - 00005

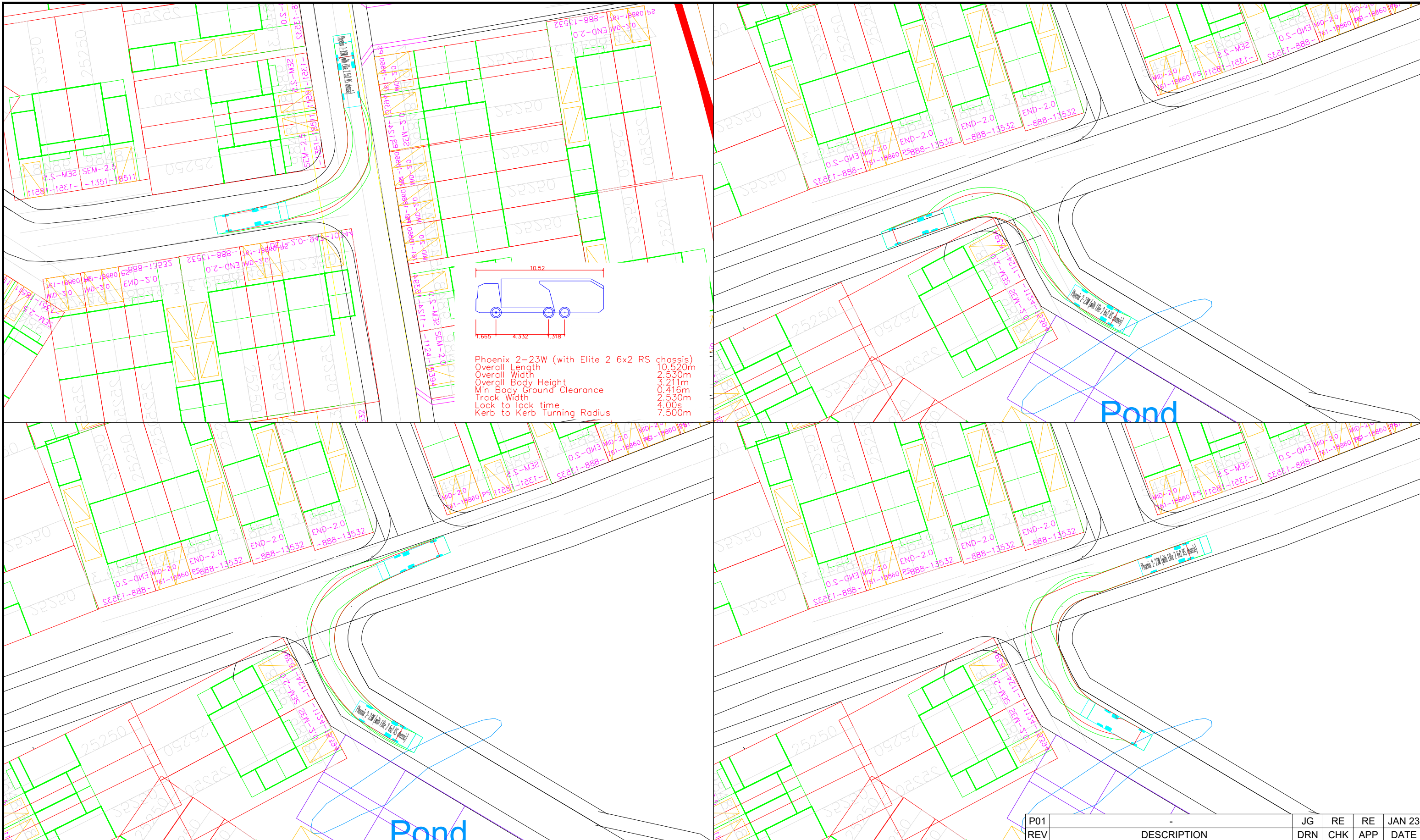
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Project

SHAW LANE, BARNSELY

 Drawing Title
 VEHICLE TRACKING



Phoenix 2-23W (with Elite 2 6x2 RS chassis)
 Overall Length 10.520m
 Overall Width 2.530m
 Overall Body Height 3.211m
 Min Body Ground Clearance 0.416m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.500m

P01	-	JG	RE	RE	JAN 23
REV	DESCRIPTION	DRN	CHK	APP	DATE

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Project

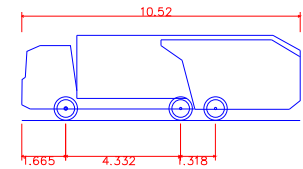
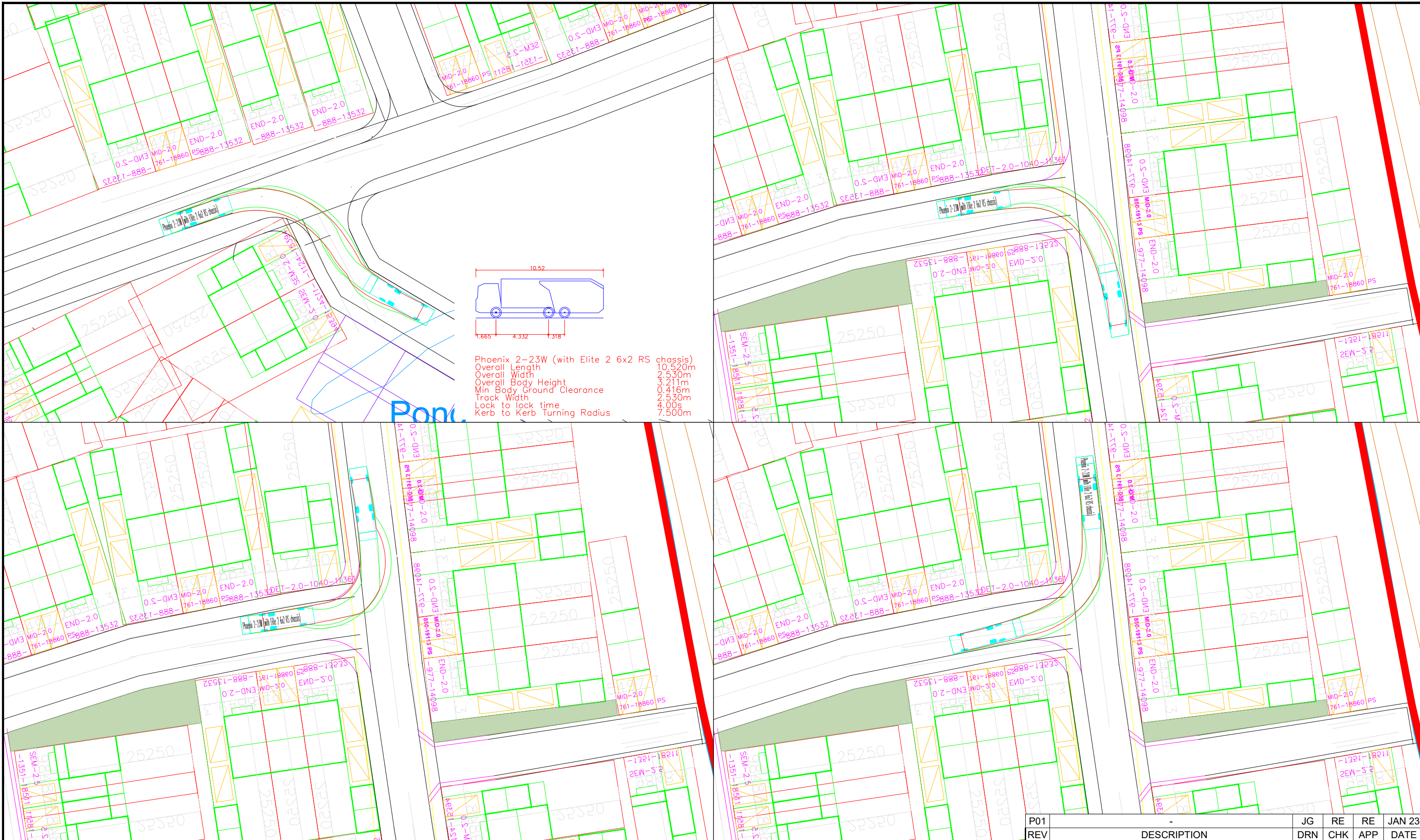
SHAW LANE, BARNSELY

Drawing Title

VEHICLE TRACKING

Drawing Status			FINAL	
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Eng Chk	R ELLAM	JAN 2023	Scale	
Approved	R ELLAM	JAN 2023	1:500 @A3	
			Revision	
			P01	

Drawing No. 102107 - PEL - XX - XX - DR - C - 00006



Phoenix 2-23W (with Elite 2 6x2 RS chassis)
 Overall Length 10.520m
 Overall Width 2.530m
 Overall Body Height 3.211m
 Min Body Ground Clearance 0.416m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.500m

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Project

SHAW LANE, BARNSELEY

Drawing Title

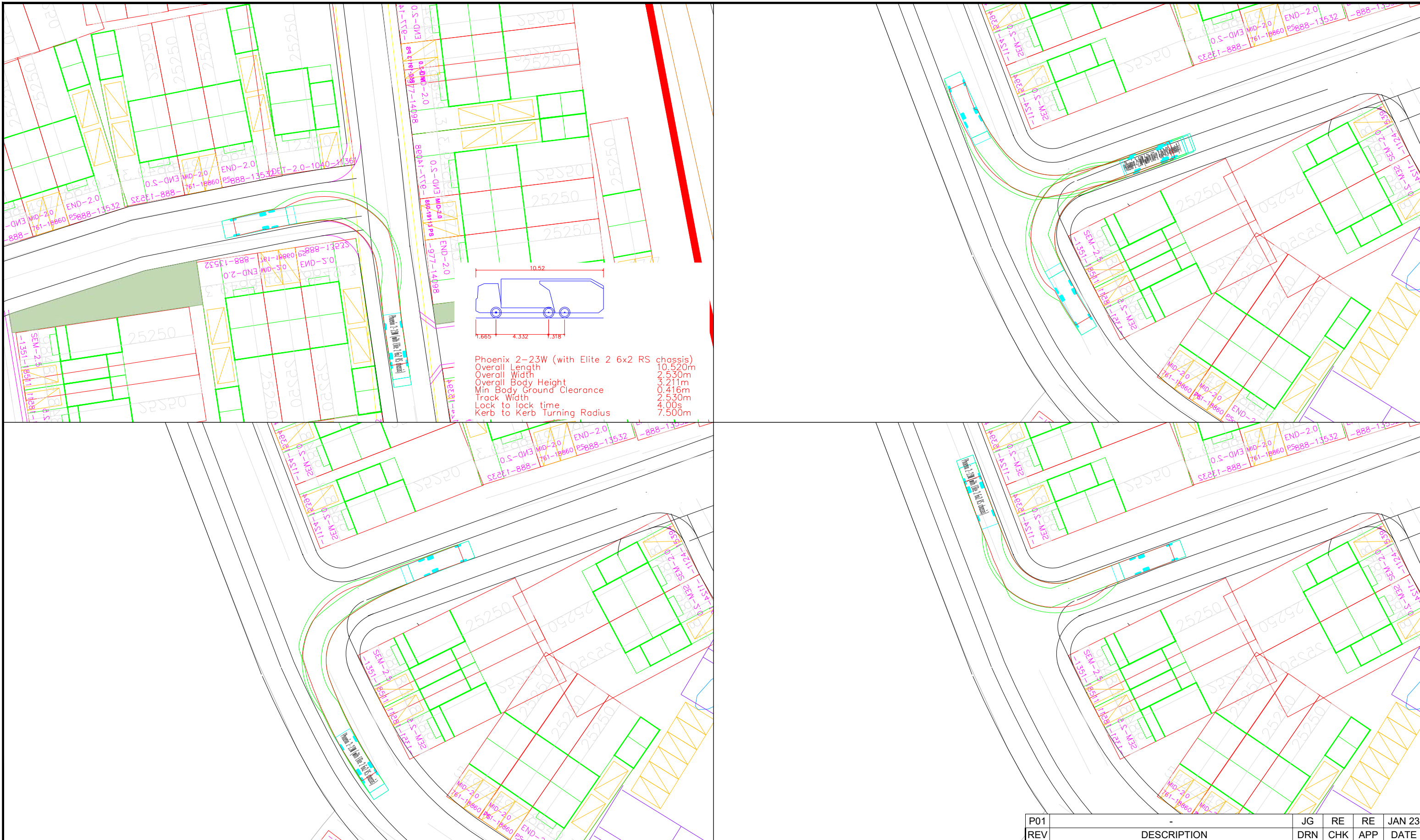
VEHICLE TRACKING

P01	-	JG	RE	RE	JAN 23
REV	DESCRIPTION	DRN	CHK	APP	DATE

Drawing Status **FINAL**

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Approved R ELLAM	JAN 2023	

Drawing No. 102107 - PEL - XX - XX - DR - C - 00007



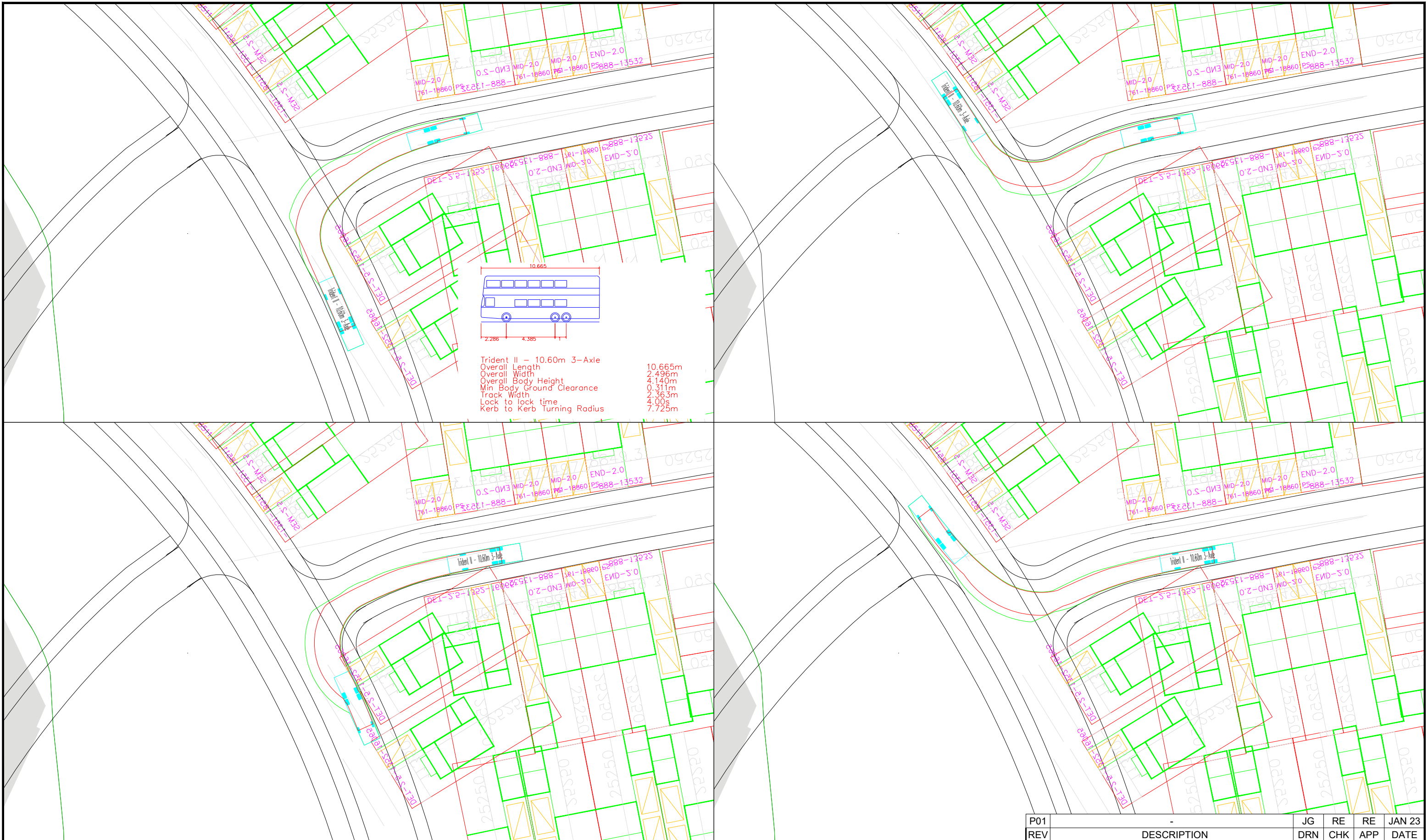
Phoenix 2-23W (with Elite 2 6x2 RS chassis)
 Overall Length 10.520m
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 Overall Body Height 3.211m
 Min Body Ground Clearance 0.416m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.500m

P01	-	JG	RE	RE	JAN 23
REV	DESCRIPTION	DRN	CHK	APP	DATE
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Eng Chk	R ELLAM	JAN 2023	Revision P01		
Approved	R ELLAM	JAN 2023			
Drawing No.		102107 - PEL - XX - XX - DR - C - 00008			

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Architect/Client/Contractor

Project
SHAW LANE, BARNSELY
 Drawing Title
VEHICLE TRACKING



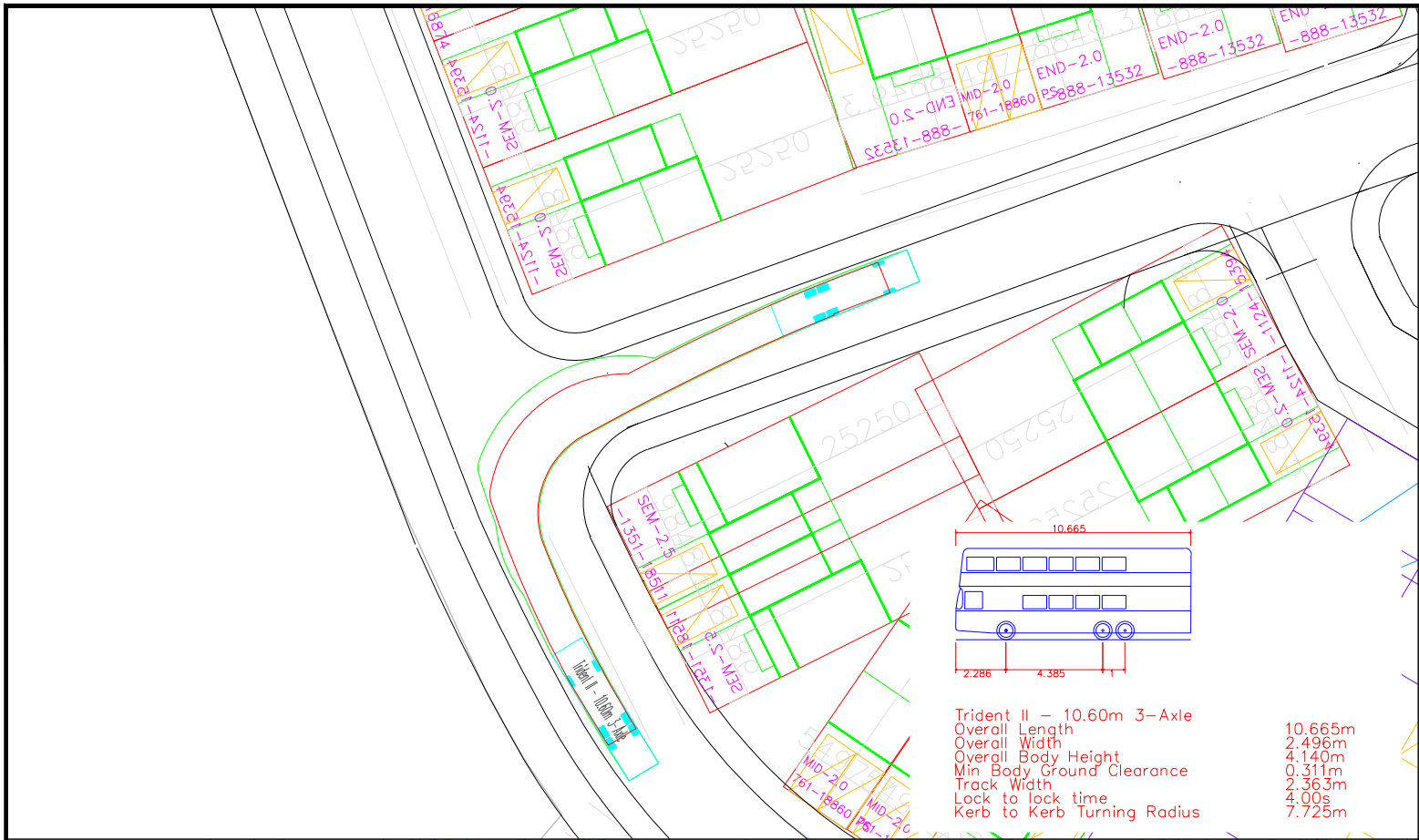
Trident II - 10.60m 3-Axle
 Overall Length 10.665m
 Overall Width 2.496m
 Overall Body Height 4.140m
 Min Body Ground Clearance 0.311m
 Track Width 2.363m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.725m

P01	-	JG	RE	RE	JAN 23
REV	DESCRIPTION	DRN	CHK	APP	DATE
Drawing Status		FINAL			
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Approved	R ELLAM	JAN 2023			
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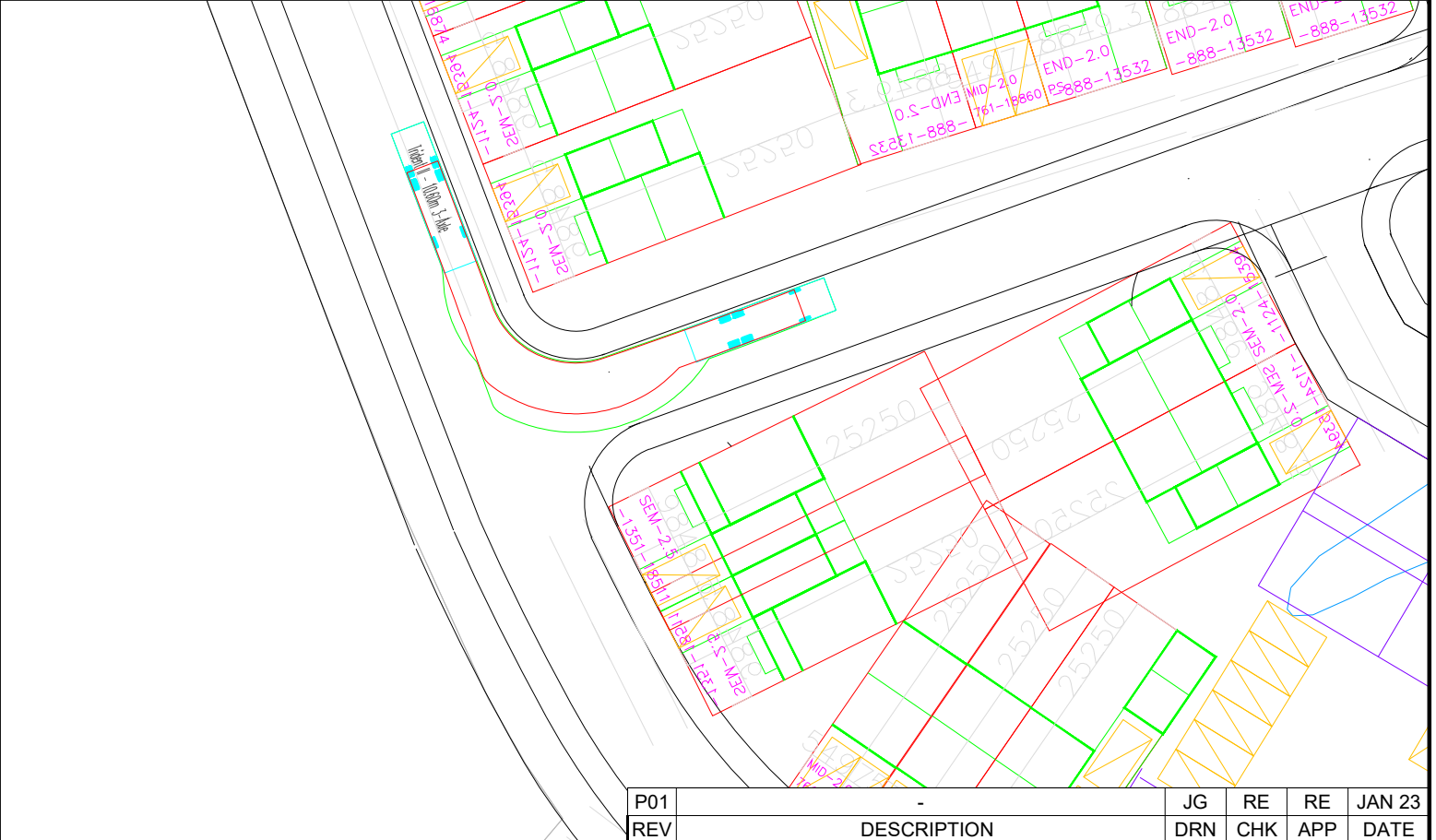
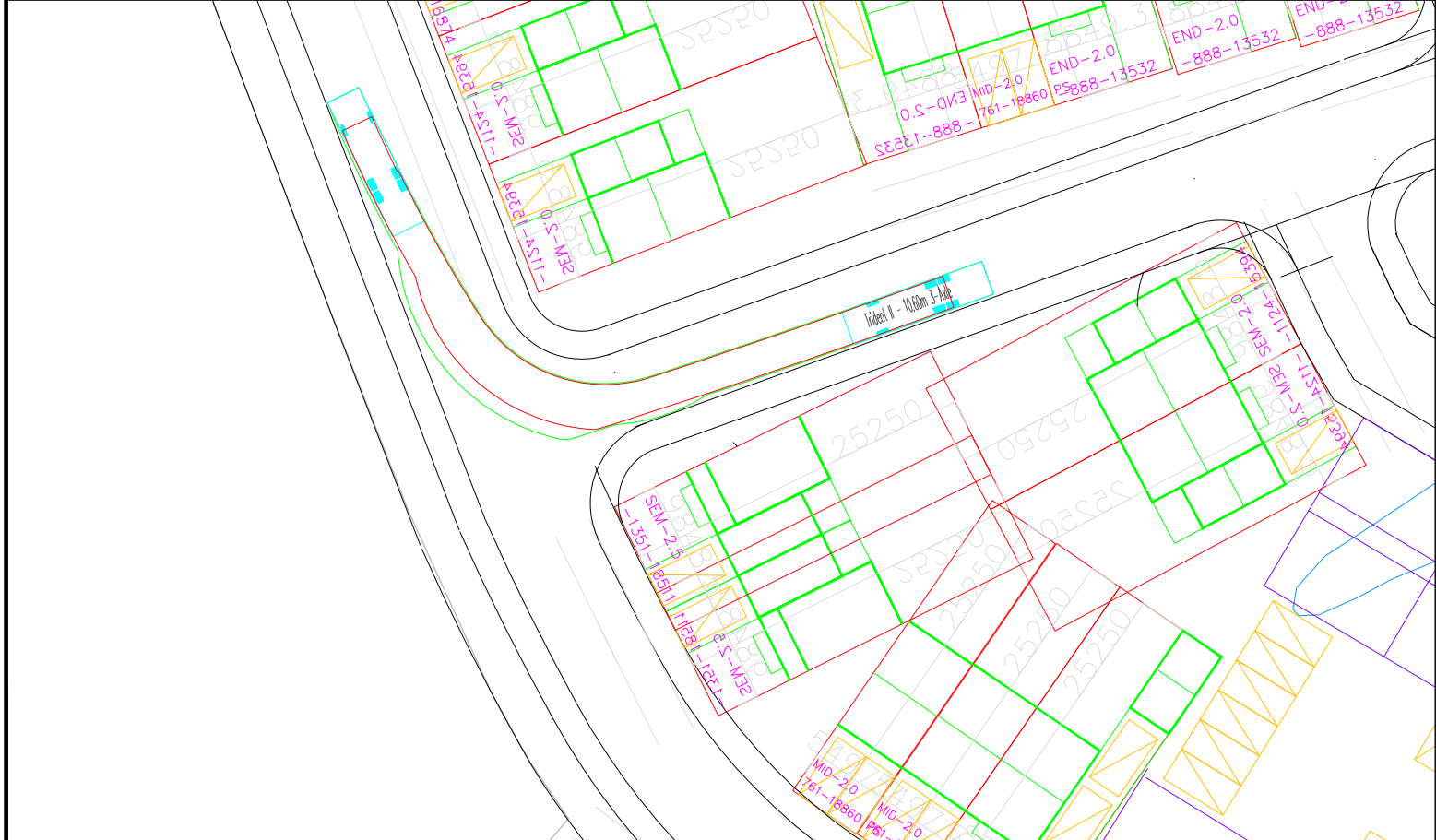
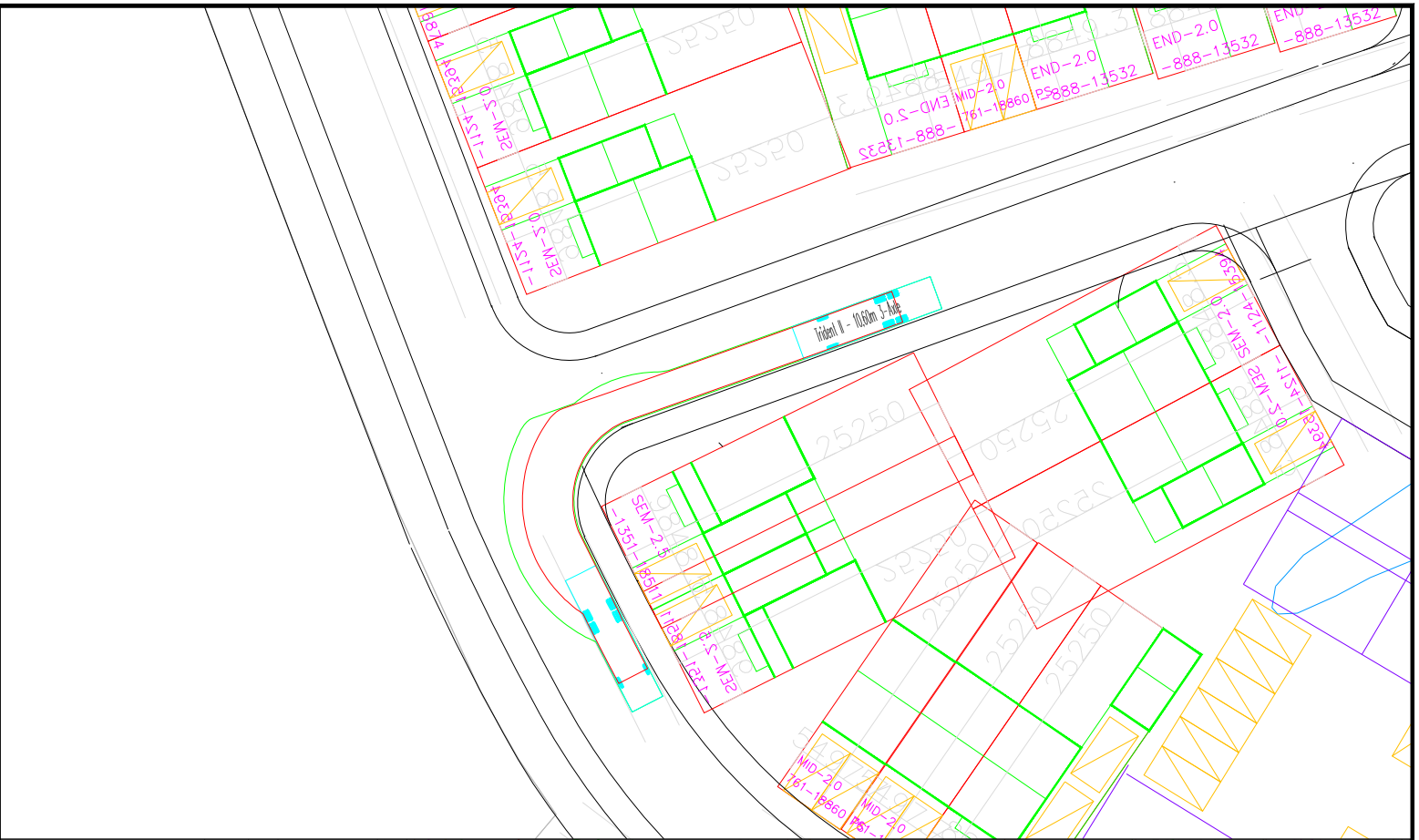
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Architect/Client/Contractor
NETWORK SPACE

Project
SHAW LANE, BARNSELY
 Drawing Title
VEHICLE TRACKING



Trident II - 10.60m 3-Axle
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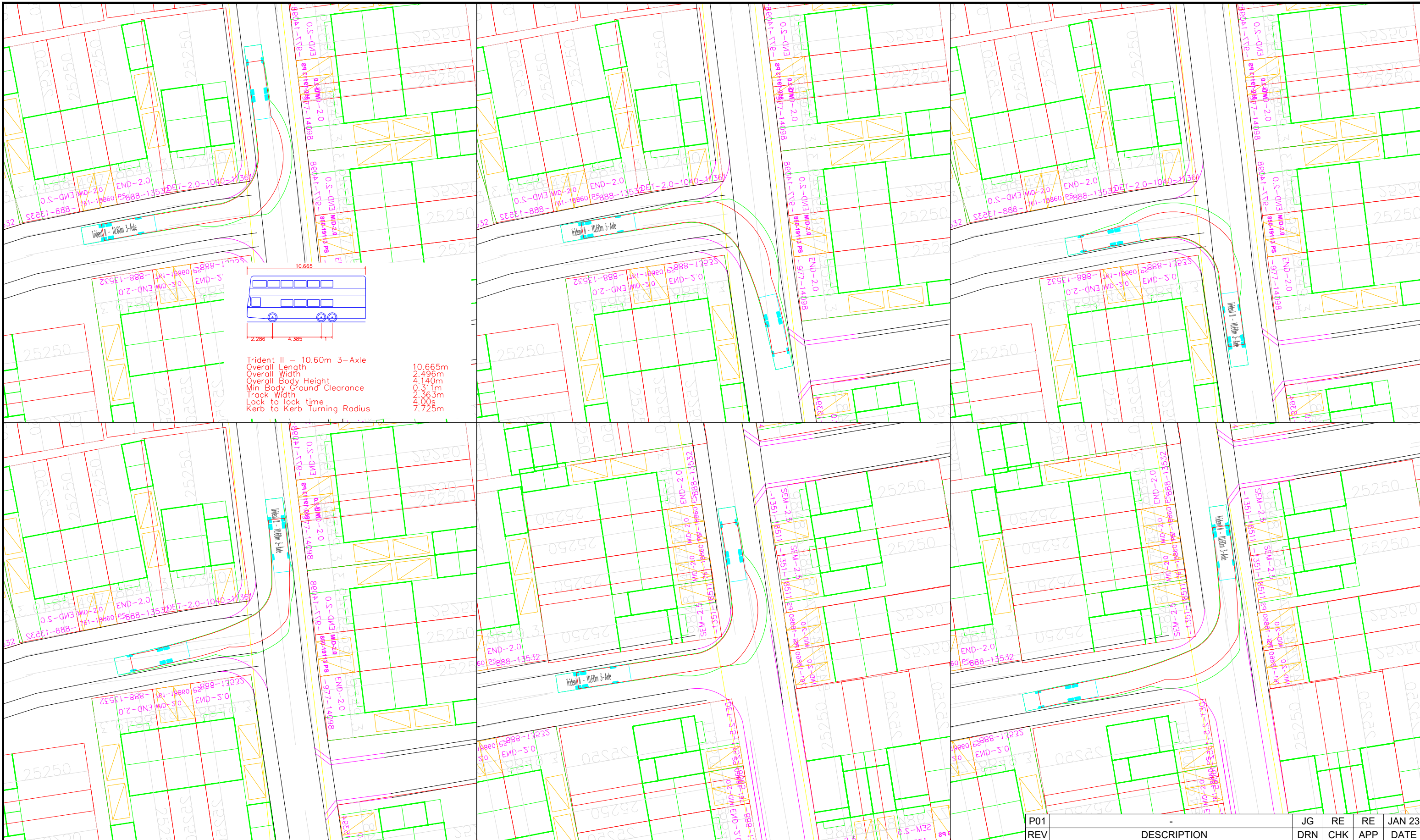


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Architect/Client/Contractor
NETWORK SPACE

Project
SHAW LANE, BARNSELY
 Drawing Title
VEHICLE TRACKING

P01	-	JG	RE	RE	JAN 23
REV	DESCRIPTION	DRN	CHK	APP	DATE
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Eng Chk	R ELLAM	JAN 2023	Revision P01		
Approved	R ELLAM	JAN 2023			
Drawing No. 102107 - PEL - XX - XX - DR - C - 00010					



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Architect/Client/Contractor
NETWORK SPACE

Project
SHAW LANE, BARNSELY
 Drawing Title
VEHICLE TRACKING

P01	-	JG	RE	RE	JAN 23
REV	DESCRIPTION	DRN	CHK	APP	DATE

Drawing Status			FINAL	
Drawn	Name	Date	Status Code	
Designed	J GREEN	JAN 2023	S0	
Eng Chk	R ELLAM	JAN 2023	Scale	
Approved	R ELLAM	JAN 2023	1:500 @A3	
Drawing No.			Revision	
102107 - PEL - XX - XX - DR - C - 00011			P01	

Calculation Reference: AUDIT-610801-221202-1204

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	KC KENT	4 days
	SC SURREY	2 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	6 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 100 to 432 (units:)
 Range Selected by User: 100 to 450 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	8 days
Tuesday	7 days
Wednesday	9 days
Thursday	6 days
Friday	5 days

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

Selected survey types:

Manual count	31 days
Directional ATC Count	4 days

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

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

Selected Location Sub Categories:

Residential Zone	26
Village	5
Out of Town	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	35 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	9 days
10,001 to 15,000	10 days
15,001 to 20,000	4 days
20,001 to 25,000	5 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
125,001 to 250,000	10 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	23 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	21 days
No	14 days

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

PTAL Rating:

No PTAL Present	35 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CA-03-A-06 MIXED HOUSES CRAFT'S WAY NEAR CAMBRIDGE BAR HILL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 207 <i>Survey date: FRIDAY 22/06/18</i>	CAMBRIDGE DURHAM DURHAM DEVON
2	DH-03-A-02 MIXED HOUSES LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>	DURHAM DEVON
3	DV-03-A-02 HOUSES & BUNGALOWS MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>	DEVON
4	DY-03-A-01 MIXED HOUSES RADBOURNE LANE DERBY Edge of Town Residential Zone Total No of Dwellings: 371 <i>Survey date: TUESDAY 10/07/18</i>	DERBY
5	ES-03-A-03 MIXED HOUSES & FLATS SHEPHAM LANE POLEGATE Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>	EAST SUSSEX
6	ES-03-A-04 MIXED HOUSES & FLATS NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total No of Dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>	EAST SUSSEX
7	EX-03-A-03 MIXED HOUSES KESTREL GROVE RAYLEIGH Edge of Town Residential Zone Total No of Dwellings: 123 <i>Survey date: MONDAY 27/09/21</i>	ESSEX

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 <i>Survey date: WEDNESDAY 10/11/21</i>		<i>Survey Type: MANUAL</i>
9	HC-03-A-26 BOTLEY ROAD WHITELEY	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings: 270 <i>Survey date: THURSDAY 24/06/21</i>		<i>Survey Type: MANUAL</i>
10	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 08/11/21</i>		<i>Survey Type: MANUAL</i>
11	HC-03-A-29 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 195 <i>Survey date: THURSDAY 30/06/22</i>		<i>Survey Type: MANUAL</i>
12	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 <i>Survey date: MONDAY 08/07/19</i>		<i>Survey Type: MANUAL</i>
13	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>		<i>Survey Type: MANUAL</i>
14	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 <i>Survey date: WEDNESDAY 27/09/17</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		288	
	Survey date: WEDNESDAY		27/09/17	Survey Type: MANUAL
16	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES		KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		159	
	Survey date: TUESDAY		22/05/18	Survey Type: MANUAL
17	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings:		432	
	Survey date: MONDAY		12/05/14	Survey Type: MANUAL
18	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		275	
	Survey date: MONDAY		23/09/19	Survey Type: MANUAL
19	NF-03-A-07 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		297	
	Survey date: FRIDAY		20/09/19	Survey Type: DIRECTIONAL ATC COUNT
20	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		138	
	Survey date: TUESDAY		20/10/15	Survey Type: DIRECTIONAL ATC COUNT
21	NF-03-A-24 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		127	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT
22	NF-03-A-28 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		100	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

23	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		266	
	<i>Survey date: THURSDAY</i>		<i>23/09/21</i>	<i>Survey Type: MANUAL</i>
24	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	<i>Survey date: MONDAY</i>		<i>01/04/19</i>	<i>Survey Type: MANUAL</i>
25	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS		SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		136	
	<i>Survey date: TUESDAY</i>		<i>24/05/22</i>	<i>Survey Type: MANUAL</i>
26	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		179	
	<i>Survey date: THURSDAY</i>		<i>24/06/21</i>	<i>Survey Type: MANUAL</i>
27	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI-DETACHED		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		149	
	<i>Survey date: TUESDAY</i>		<i>22/06/21</i>	<i>Survey Type: MANUAL</i>
28	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS		SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings:		250	
	<i>Survey date: TUESDAY</i>		<i>12/10/21</i>	<i>Survey Type: MANUAL</i>
29	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
30	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		151	
	<i>Survey date: THURSDAY</i>		<i>11/12/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING		
	Edge of Town Residential Zone		
	Total No of Dwellings:	180	
	Survey date:	THURSDAY 19/04/18	Survey Type: MANUAL
32	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE CHICHESTER WESTHAMPNETT		
	Edge of Town Village		
	Total No of Dwellings:	152	
	Survey date:	WEDNESDAY 16/06/21	Survey Type: MANUAL
33	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	197	
	Survey date:	WEDNESDAY 23/06/21	Survey Type: MANUAL
34	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK		
	Edge of Town Residential Zone		
	Total No of Dwellings:	117	
	Survey date:	WEDNESDAY 20/10/21	Survey Type: MANUAL
35	WS-03-A-15	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD BILLINGSHURST		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	380	
	Survey date:	TUESDAY 23/11/21	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-09	Ireland
BN-03-A-04	London
DN-03-A-05	Ireland
LU-03-A-01	Ireland
WA-03-A-04	Ireland

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	35	205	0.080	35	205	0.292	35	205	0.372
08:00 - 09:00	35	205	0.126	35	205	0.362	35	205	0.488
09:00 - 10:00	35	205	0.130	35	205	0.164	35	205	0.294
10:00 - 11:00	35	205	0.124	35	205	0.149	35	205	0.273
11:00 - 12:00	35	205	0.129	35	205	0.144	35	205	0.273
12:00 - 13:00	35	205	0.148	35	205	0.149	35	205	0.297
13:00 - 14:00	35	205	0.151	35	205	0.139	35	205	0.290
14:00 - 15:00	35	205	0.154	35	205	0.176	35	205	0.330
15:00 - 16:00	35	205	0.251	35	205	0.164	35	205	0.415
16:00 - 17:00	35	205	0.270	35	205	0.161	35	205	0.431
17:00 - 18:00	35	205	0.331	35	205	0.155	35	205	0.486
18:00 - 19:00	35	205	0.273	35	205	0.152	35	205	0.425
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.167			2.207			4.374

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

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

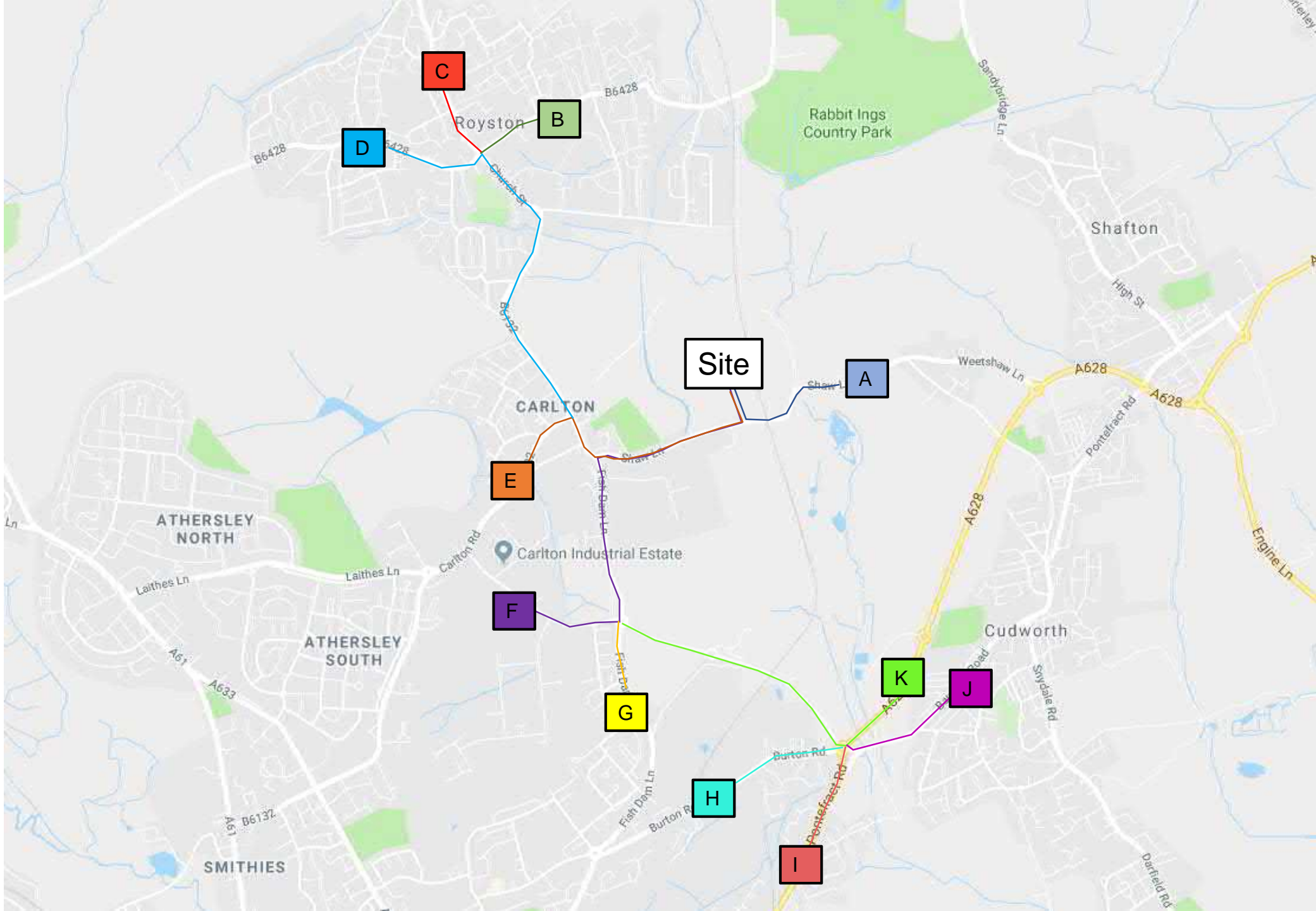
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Parameter summary

Trip rate parameter range selected: 100 - 432 (units:)
 Survey date range: 01/01/14 - 30/06/22
 Number of weekdays (Monday-Friday): 39
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 6
 Surveys manually removed from selection: 5

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



WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work All categories: Method of travel to work (2001 specification)

	Total	2258	100%
A	389		17%
B	45		2%
C	467		21%
D	41		2%
E	617		27%
F	0		0%
G	463		21%
H	0		0%
I	236		10%
J	0		0%
K	0		0%

usual residence

place of work : 2011 super output area - middle layer	E02001510 : Barnsley 002	Route
E02004352 : County Durham 0f	1	A
E02005720 : Northumberland 0	1	A
E02005730 : Northumberland 0	2	A
E02003845 : Cheshire West an	1	E
E02002591 : Warrington 002	1	E
E02002607 : Warrington 018	1	E
E02001026 : Bury 008	1	E
E02006902 : Manchester 054	1	E
E02001108 : Oldham 011	1	E
E02001261 : Trafford 003	1	E
E02005269 : Preston 017	1	E
E02005281 : Rossendale 004	1	E
E02005284 : Rossendale 007	1	E
E02001444 : Sefton 016	1	E
E02002777 : York 006	1	A
E02002784 : York 013	1	A
E02002785 : York 014	1	A
E02002794 : York 023	1	A
E02005747 : Craven 006	1	C
E02005753 : Hambleton 004	2	A
E02005773 : Harrogate 013	1	A
E02005775 : Harrogate 015	1	A
E02005779 : Harrogate 019	1	A
E02005786 : Richmondshire 00	1	A
E02005790 : Ryedale 003	3	A
E02005798 : Scarborough 004	1	A
E02005809 : Selby 001	2	A
E02005812 : Selby 004	4	A
E02005813 : Selby 005	1	A
E02005814 : Selby 006	1	A
E02005818 : Selby 010	11	A
E02001509 : Barnsley 001	101	C
E02001510 : Barnsley 002	278	E
E02001511 : Barnsley 003	15	A
E02001512 : Barnsley 004	41	D
E02001513 : Barnsley 005	20	E
E02001514 : Barnsley 006	41	A
E02001515 : Barnsley 007	100	E
E02001516 : Barnsley 008	13	A
E02001517 : Barnsley 009	24	G
E02001518 : Barnsley 010	72	G
E02001519 : Barnsley 011	23	I
E02001520 : Barnsley 012	108	E
E02001521 : Barnsley 013	237	G
E02001522 : Barnsley 014	11	A
E02001523 : Barnsley 015	65	I
E02001524 : Barnsley 016	11	E
E02001525 : Barnsley 017	22	G
E02001526 : Barnsley 018	5	I
E02001527 : Barnsley 019	18	G
E02001528 : Barnsley 020	3	A
E02001529 : Barnsley 021	16	I
E02001530 : Barnsley 022	8	A
E02001531 : Barnsley 023	20	I
E02001532 : Barnsley 024	23	E
E02001533 : Barnsley 025	7	A
E02001534 : Barnsley 026	14	I
E02001535 : Barnsley 027	8	I
E02001536 : Barnsley 028	24	G
E02001537 : Barnsley 029	2	I
E02001538 : Barnsley 030	10	I
E02001540 : Doncaster 002	3	A
E02001542 : Doncaster 004	1	A
E02001543 : Doncaster 005	1	A
E02001544 : Doncaster 006	1	A
E02001546 : Doncaster 008	2	A
E02001552 : Doncaster 014	1	A
E02001553 : Doncaster 015	1	A
E02001556 : Doncaster 018	1	A
E02001558 : Doncaster 020	1	A
E02001560 : Doncaster 022	18	A
E02001563 : Doncaster 025	1	A
E02001565 : Doncaster 027	1	A
E02001566 : Doncaster 028	8	A
E02001567 : Doncaster 029	2	A
E02001568 : Doncaster 030	1	A
E02001569 : Doncaster 031	1	A
E02001572 : Doncaster 034	2	A
E02001573 : Doncaster 035	1	A
E02001578 : Rotherham 001	20	A
E02001579 : Rotherham 002	44	A

E02001580 : Rotherham 003	1 A
E02001584 : Rotherham 007	1 A
E02001585 : Rotherham 008	3 A
E02001586 : Rotherham 009	4 I
E02001588 : Rotherham 011	2 A
E02001589 : Rotherham 012	2 A
E02001591 : Rotherham 014	3 A
E02001592 : Rotherham 015	1 A
E02001593 : Rotherham 016	4 A
E02001594 : Rotherham 017	10 A
E02001595 : Rotherham 018	3 A
E02001597 : Rotherham 020	2 A
E02001599 : Rotherham 022	1 A
E02001600 : Rotherham 023	2 A
E02001602 : Rotherham 025	2 A
E02001605 : Rotherham 028	2 A
E02001608 : Rotherham 031	1 A
E02001611 : Sheffield 001	1 G
E02001612 : Sheffield 002	1 G
E02001613 : Sheffield 003	1 G
E02001614 : Sheffield 004	10 I
E02001618 : Sheffield 008	1 G
E02001620 : Sheffield 010	1 A
E02001624 : Sheffield 014	4 A
E02001625 : Sheffield 015	2 A
E02001627 : Sheffield 017	2 A
E02001628 : Sheffield 018	17 I
E02001629 : Sheffield 019	1 I
E02001630 : Sheffield 020	1 I
E02001632 : Sheffield 022	15 I
E02001637 : Sheffield 027	4 G
E02001642 : Sheffield 032	6 G
E02001646 : Sheffield 036	2 G
E02001649 : Sheffield 039	1 G
E02001650 : Sheffield 040	1 G
E02001652 : Sheffield 042	2 G
E02001653 : Sheffield 043	1 G
E02001656 : Sheffield 046	1 G
E02001658 : Sheffield 048	1 G
E02001660 : Sheffield 050	1 G
E02001663 : Sheffield 053	1 G
E02001665 : Sheffield 055	1 G
E02001678 : Sheffield 068	1 G
E02006843 : Sheffield 073	8 I
E02006844 : Sheffield 074	10 I
E02006868 : Sheffield 075	7 I
E02002200 : Bradford 018	1 E
E02002202 : Bradford 020	1 E
E02002227 : Bradford 045	2 E
E02002228 : Bradford 046	1 E
E02002239 : Bradford 057	1 E
E02002241 : Bradford 059	1 E
E02002253 : Calderdale 010	1 E
E02002258 : Calderdale 015	1 E
E02002261 : Calderdale 018	1 E
E02002262 : Calderdale 019	1 E
E02002271 : Kirklees 001	3 E
E02002272 : Kirklees 002	2 E
E02002273 : Kirklees 003	3 E
E02002275 : Kirklees 005	2 E
E02002276 : Kirklees 006	1 E
E02002277 : Kirklees 007	1 E
E02002280 : Kirklees 010	3 E
E02002281 : Kirklees 011	1 E
E02002283 : Kirklees 013	2 E
E02002284 : Kirklees 014	3 E
E02002286 : Kirklees 016	1 E
E02002287 : Kirklees 017	2 E
E02002291 : Kirklees 021	1 E
E02002294 : Kirklees 024	2 E
E02002295 : Kirklees 025	3 E
E02002299 : Kirklees 029	1 E
E02002303 : Kirklees 033	1 E
E02002305 : Kirklees 035	2 E
E02002313 : Kirklees 043	1 E
E02002316 : Kirklees 046	1 E
E02002321 : Kirklees 051	4 E
E02002323 : Kirklees 053	1 E
E02002324 : Kirklees 054	1 E
E02002326 : Kirklees 056	1 E
E02002327 : Kirklees 057	5 E
E02002329 : Kirklees 059	3 E
E02002333 : Leeds 004	1 C
E02002336 : Leeds 007	3 C
E02002359 : Leeds 030	2 C
E02002364 : Leeds 035	1 C
E02002369 : Leeds 040	1 C
E02002384 : Leeds 055	7 C
E02002390 : Leeds 061	3 C
E02002392 : Leeds 063	3 C
E02002393 : Leeds 064	4 C
E02002394 : Leeds 065	1 C
E02002395 : Leeds 066	1 C
E02002396 : Leeds 067	1 C
E02002397 : Leeds 068	2 C
E02002399 : Leeds 070	2 C
E02002400 : Leeds 071	6 C
E02002404 : Leeds 075	1 C
E02002406 : Leeds 077	1 C
E02002411 : Leeds 082	1 C
E02002415 : Leeds 086	1 C
E02002417 : Leeds 088	2 C
E02002418 : Leeds 089	1 C
E02002419 : Leeds 090	7 C
E02002420 : Leeds 091	2 C
E02002422 : Leeds 093	1 C

E02002424 : Leeds 095	1 C
E02002426 : Leeds 097	1 C
E02002427 : Leeds 098	1 C
E02002431 : Leeds 102	1 C
E02002432 : Leeds 103	1 C
E02002433 : Leeds 104	5 C
E02002434 : Leeds 105	1 C
E02002435 : Leeds 106	1 C
E02002436 : Leeds 107	5 C
E02002437 : Leeds 108	1 C
E02006875 : Leeds 111	18 C
E02006876 : Leeds 112	16 C
E02002438 : Wakefield 001	1 B
E02002439 : Wakefield 002	16 B
E02002441 : Wakefield 004	3 B
E02002442 : Wakefield 005	11 B
E02002443 : Wakefield 006	4 C
E02002444 : Wakefield 007	5 C
E02002445 : Wakefield 008	4 C
E02002446 : Wakefield 009	6 C
E02002447 : Wakefield 010	3 A
E02002448 : Wakefield 011	1 A
E02002449 : Wakefield 012	1 A
E02002450 : Wakefield 013	16 C
E02002451 : Wakefield 014	18 C
E02002452 : Wakefield 015	7 A
E02002453 : Wakefield 016	4 A
E02002454 : Wakefield 017	40 C
E02002455 : Wakefield 018	1 A
E02002456 : Wakefield 019	33 C
E02002457 : Wakefield 020	1 C
E02002458 : Wakefield 021	8 C
E02002459 : Wakefield 022	6 C
E02002461 : Wakefield 024	6 B
E02002462 : Wakefield 025	2 C
E02002463 : Wakefield 026	4 C
E02002464 : Wakefield 027	8 B
E02002465 : Wakefield 028	15 C
E02002467 : Wakefield 030	27 C
E02002468 : Wakefield 031	5 C
E02002469 : Wakefield 032	3 C
E02002470 : Wakefield 033	16 C
E02002472 : Wakefield 035	4 E
E02002473 : Wakefield 036	8 C
E02002474 : Wakefield 037	10 C
E02002475 : Wakefield 038	26 C
E02002476 : Wakefield 039	4 A
E02002477 : Wakefield 040	7 A
E02002479 : Wakefield 042	6 A
E02002480 : Wakefield 043	15 A
E02002481 : Wakefield 044	19 A
E02002482 : Wakefield 045	1 A
E02006851 : Leicester 041	1 G
E02004045 : Bolsover 001	2 A
E02004055 : Chesterfield 001	1 G
E02004056 : Chesterfield 002	1 G
E02004095 : High Peak 003	1 C
E02004105 : North East Derbys	1 A
E02004108 : North East Derbys	1 A
E02006804 : North East Derbys	1 A
E02005361 : Charnwood 017	1 A
E02005407 : North West Leices	1 A
E02005450 : Lincoln 009	1 A
E02005456 : North Kesteven 00	1 A
E02005837 : Bassetlaw 003	1 A
E02005843 : Bassetlaw 009	2 A
E02005879 : Gedling 015	1 A
E02005892 : Mansfield 013	3 A
E02005899 : Newark and Sherv	1 A
E02005912 : Rushcliffe 007	1 A
E02006013 : Shropshire 034	8 G
E02006033 : Shropshire 019	1 G
E02006161 : Newcastle-under-L	1 G
E02006473 : North Warwickshir	1 G
E02006492 : Rugby 001	1 G
E02006494 : Rugby 003	1 G
E02001857 : Birmingham 031	1 G
E02001965 : Coventry 008	1 G
E02001991 : Coventry 034	1 G
E02002124 : Walsall 015	1 G
E02003275 : Luton 018	1 G
E02003792 : South Cambridges	1 A
E02004868 : Dacorum 013	1 G
E02004906 : Hertsmere 011	1 G
E02004909 : North Hertfordshir	1 A
E02004910 : North Hertfordshir	1 A
E02004964 : Three Rivers 009	1 G
E02000001 : City of London 001	2 G
E02000243 : Ealing 006	1 G
E02004722 : Eastleigh 011	1 G
E02004741 : Gosport 001	1 G
E02005033 : Dartford 006	1 A
E02005053 : Dover 013	2 A
E02005078 : Maidstone 011	1 A
E02003950 : Cornwall 069	1 G
E02003082 : North Somerset 01	1 G
E02003098 : South Gloucesters	1 G
E02003156 : Torbay 003	1 G
E02004619 : Cotswold 005	1 G
E02004621 : Cotswold 007	2 G
E02004671 : Tewkesbury 006	1 G
E02006110 : Taunton Deane 01	2 G

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



- NOTES:**
1. Do not scale from this drawing.
 2. The Works shall be constructed in accordance with the current edition of the Department for Transport 'Specification for Highway Works'. All clauses referred to relate to this document. Further to this document the Contractor shall also construct the Works in accordance with Barnsley Metropolitan Borough Council requirements.
 3. All IPaD drawings should also be read in conjunction with any drawings produced by third parties connected with this project.
 4. The extent of works shown may be extended as required to accommodate traffic management measures, permanent or temporary traffic signs, and permanent or temporary road markings.
 5. All works within existing Public Highway, including any temporary works or traffic management measures, are subject to the approval of BMBC. When works are required on the Public Highway, the Contractor shall liaise with and obtain all Statutory Approvals from Barnsley Metropolitan Borough Council, before commencing these works. These approvals include, but are not limited to, approval of traffic management measures, issue of works commencement notices, road opening notices, temporary traffic regulation orders etc.
 6. All traffic management shall comply with the requirements as set out in Chapter 8 of the Traffic Signs Manual. Warning signs may be erected outside the indicated boundaries. Any obstructions to traffic or pedestrians shall be properly signed and protected with barriers, cones, signs, and lamps.
 7. Roads and Footways to be adopted under Section 278 of the Highways Act 1980 shall comply with the Barnsley Metropolitan Borough Council Highway Design Guidelines for New Developments and be in accordance with the National Highways Design Manual for Roads and Bridges.
 8. Highway drains to be adopted under Section 278 of the Highways Act 1980 shall comply with the Water UK Guide "Sewers for Adoption 6th Edition".
 9. ALL PLANTING in visibility splay areas to be agreed and approved by the Engineer and in all cases NO planting to be above 600mm in height above the carriageway. Also NO obstructions of any kind within the visibility splay areas, and thereafter as a permanent measure.
 10. The Developer to provide road markings and signs to Barnsley Metropolitan Borough Council for approval. All road markings to be in accordance with Traffic Signs Manual Chapter 5.
 11. Street lighting design to be provided by 3rd Party.

KEY:

- Proposed Carriageways
- Proposed Footways

XREFS LOADED INTO THIS DRAWING

IPD - Signal Junction Design
 Shaw Lane TOPO 2D-06.12.22
 IPD - shaw lane pedestrian footway improvement

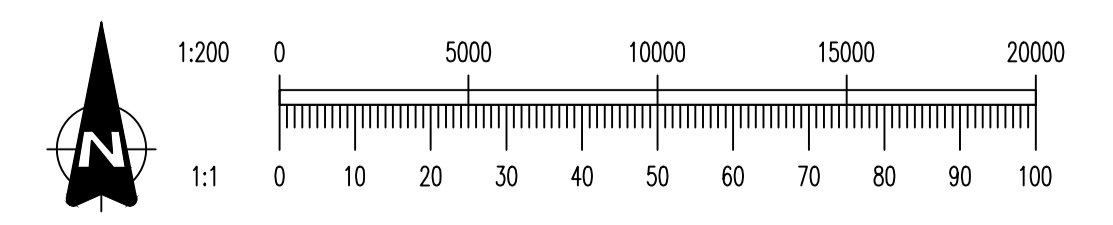
Rev.	Date	Description	Drawn	Approved

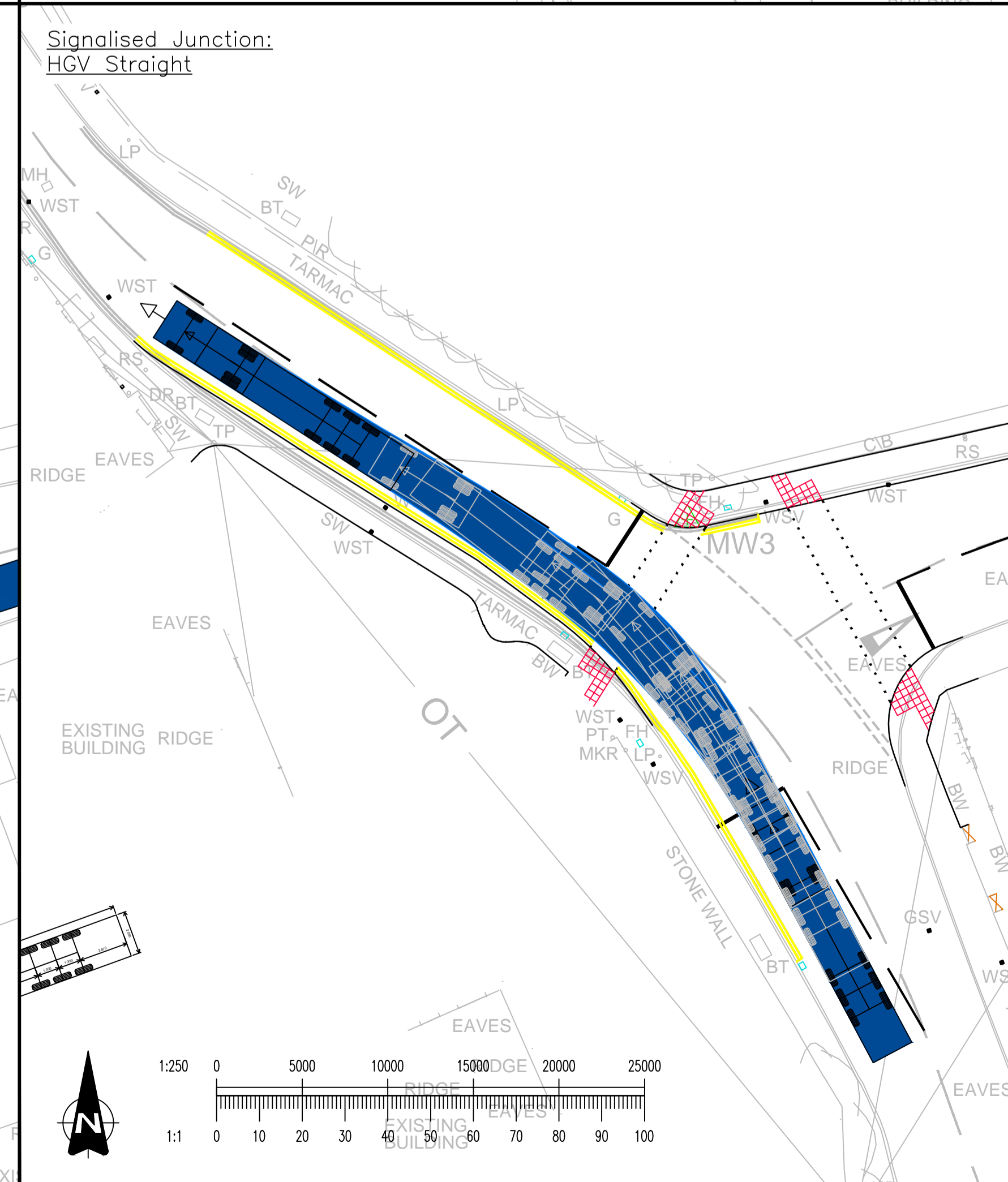
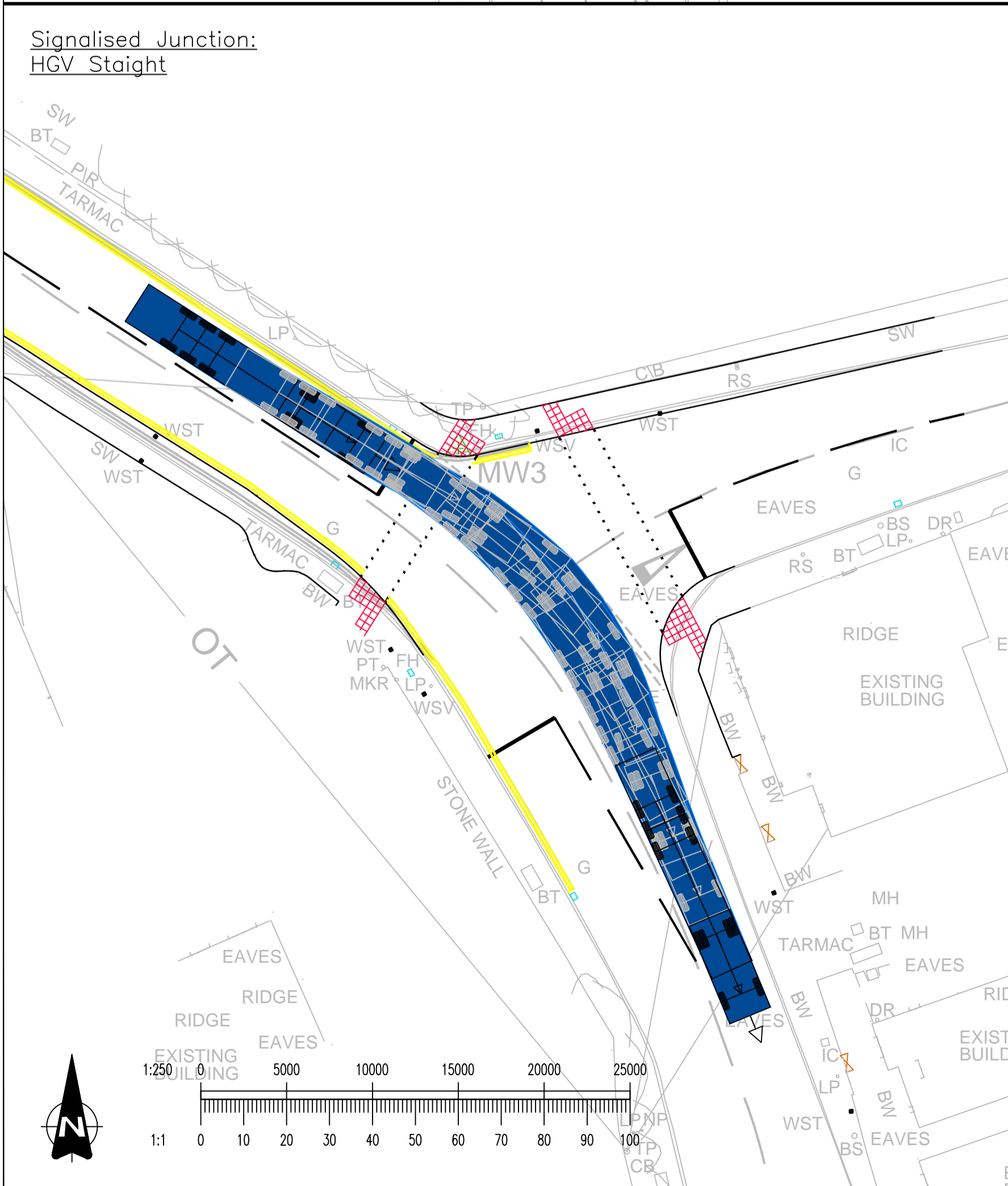
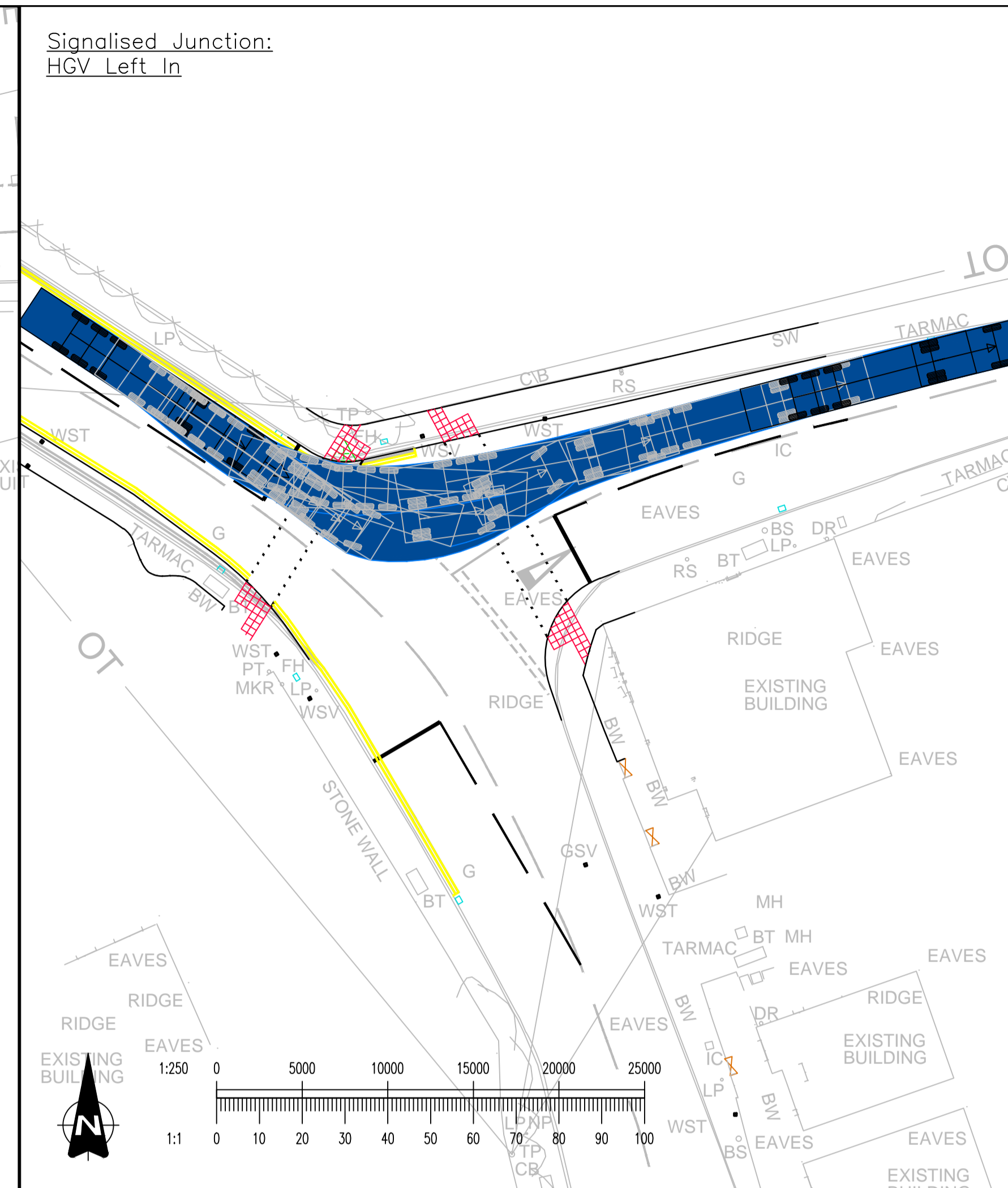
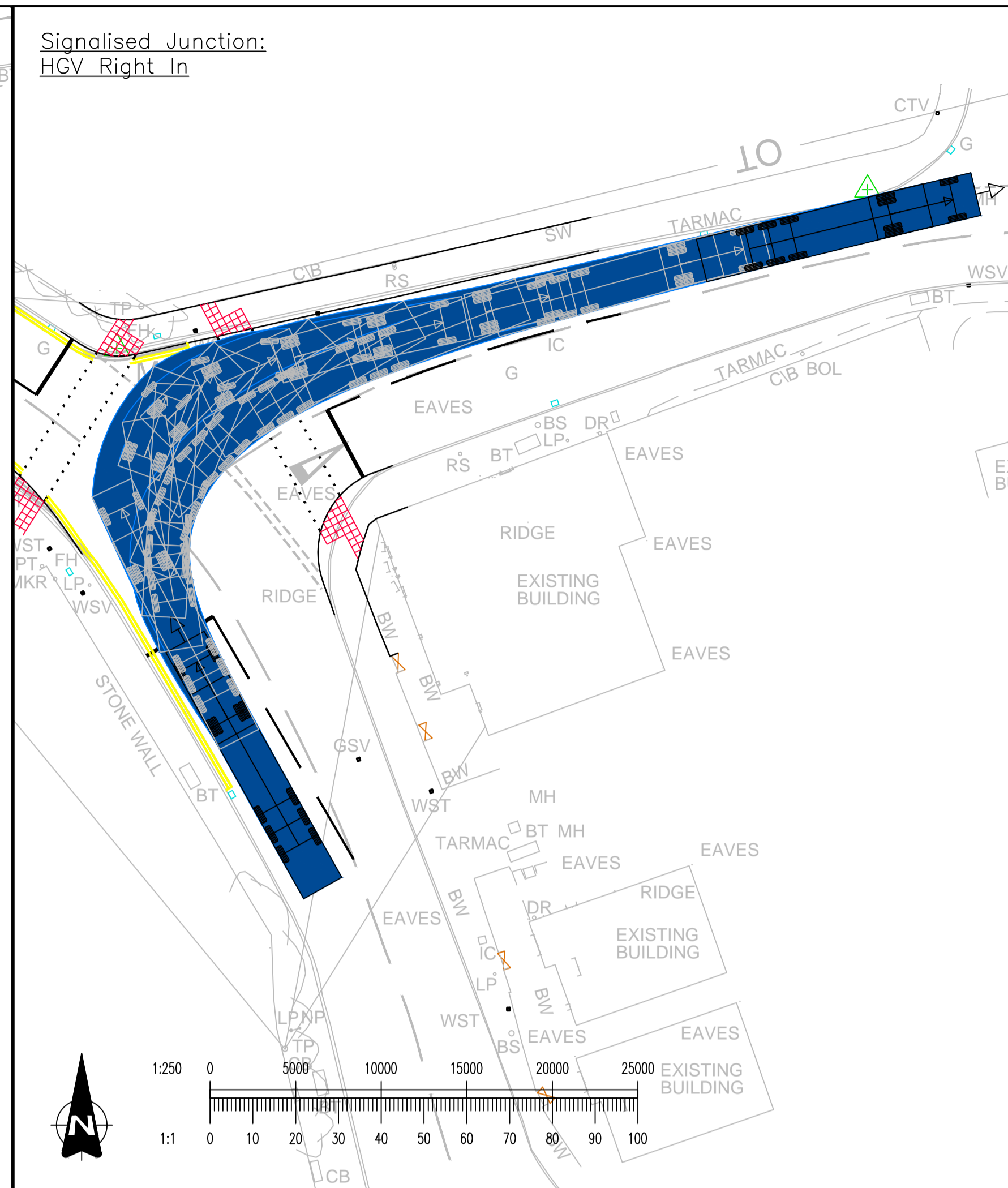
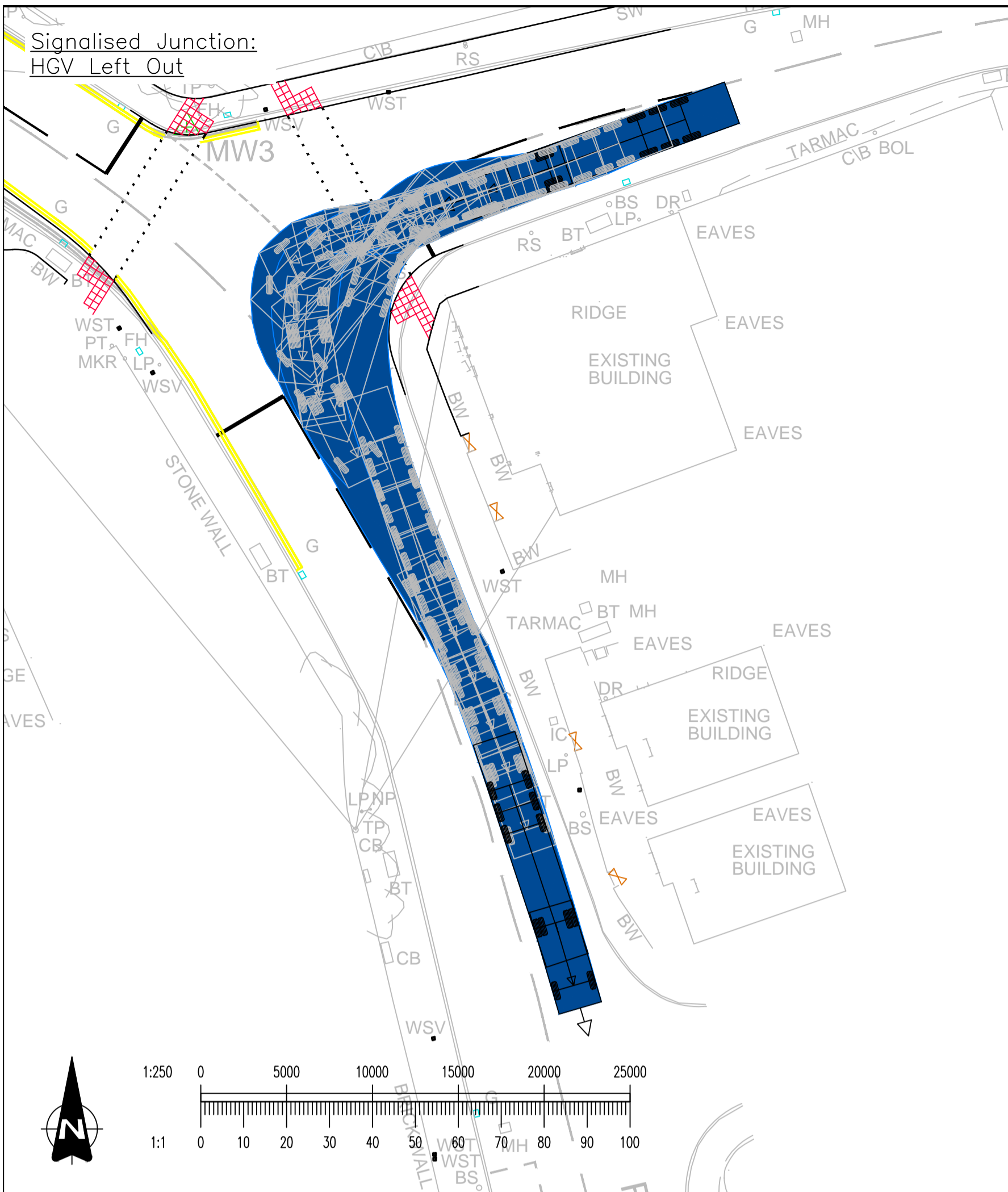
Infrastructure Planning and Design

The Hayloft Barn
 Borough Hill Farm
 Walton-on-Trent
 Derbyshire
 DE12 8LL

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 (T) 01283 716869
 (W) www.ipd-ltd.com

Client			
NETWORK SPACE			
Project title			
SHAW LANE CARLTON			
Drawing title			
SHAW LANE SIGNALISED JUNCTION			
Scale	Original dwg. size	Date	
1:200	A1	05.01.2023	
Drawn	Checked	Approved	
BO	SEF	RNP	
Drawing Number			Rev
IPD-22-580-103			-





KEY:

Vehicle name	Articulated Vehicle (FTA 1998)
Description	Designing for deliveries, FTA 1998
Overall length (m)	16.480
Overall width (m)	2.550
Maximum track width (m)	2.470
Kerb to kerb radius (m)	6.550
Maximum articulation (degrees)	90.0

XREFS LOADED INTO THIS DRAWING:

- IPD- Autotracks
- IPD- Signal Junction Design
- Shaw Lane TOPO 2D- 06.12.22

Rev	Date	Description	Drawn	Approved

Infrastructure Planning and Design

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Client

NETWORK SPACE

Project title

**SHAW LANE
CARLTON**

Drawing title

**SHAW LANE SIGNALISED
JUNCTION AUTOTRACKS**

Scale	Original dwg size	Date
1:250	A1	05.01.2023
Drawn	Checked	Approved
BO	SEF	RNP

Drawing Number

IPD-22-580-104

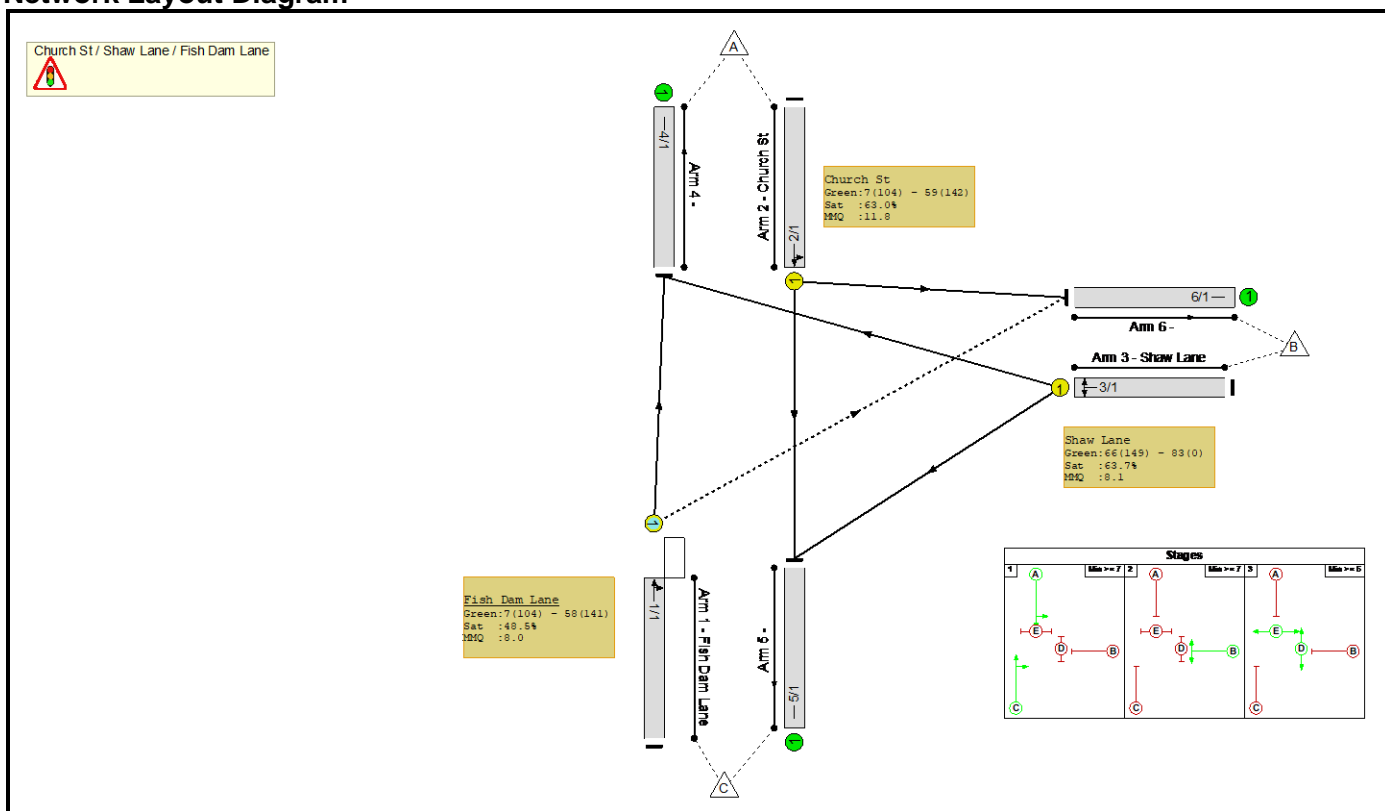
Appendix L – Mitigation Strategy: LinSig Modelling Outputs

Full Input Data And Results
Full Input Data And Results

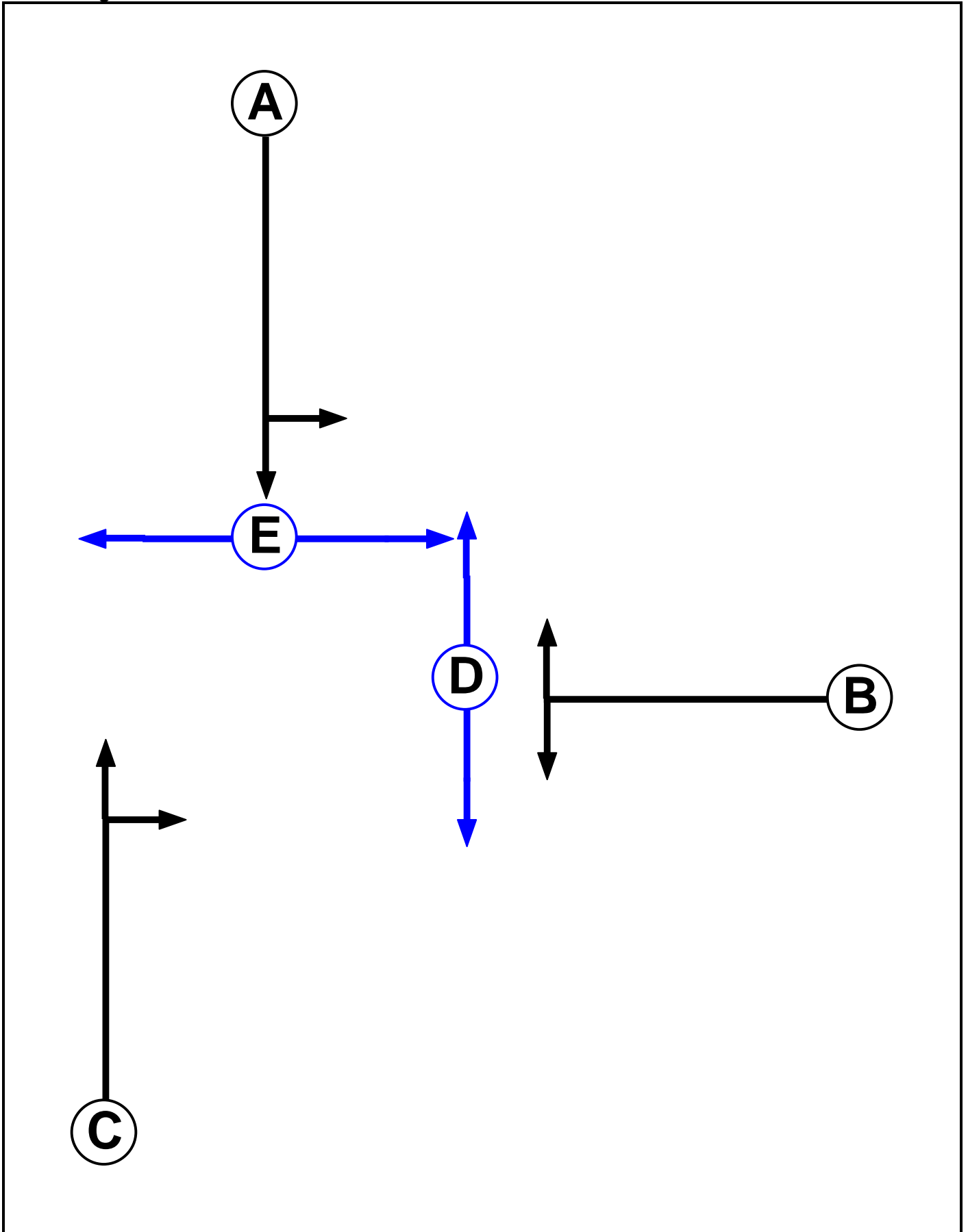
User and Project Details

Project:	Shaw Lane
Title:	Shaw Lane / Church St Signalisation
Location:	
Additional detail:	
File name:	Church St_Shaw Lane Signal.lsg3x
Author:	
Company:	Pell Frischmann
Address:	G37B Trinity Walk, Market Walk, Wakefield, WF1 1QR

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5
E	Pedestrian		5	5

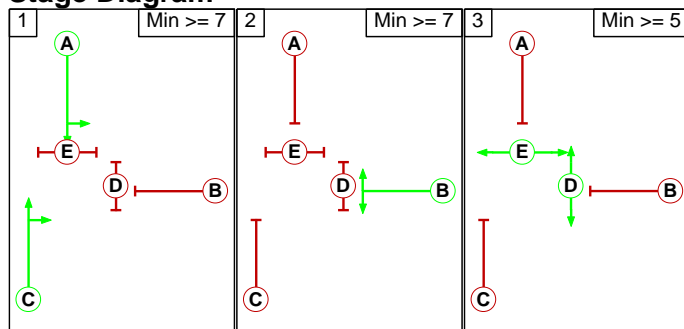
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		7	-	6	5
	B	7		7	5	6
	C	-	7		6	6
	D	10	10	10		-
	E	9	9	9	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B
3	D E

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	1	1

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
1		8	6
2	7		6
3	10	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Church St / Shaw Lane / Fish Dam Lane											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Fish Dam Lane)	6/1 (Right)	1439	0	2/1	1.09	All	3.00	3.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Church St / Shaw Lane / Fish Dam Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Fish Dam Lane)	O	C	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Right	9.37
2/1 (Church St)	U	A	2	3	60.0	Geom	-	3.78	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Left	15.70
3/1 (Shaw Lane)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 4 Right	26.23
											Arm 5 Left	18.75
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
9: '2028 AM + Dev'	07:45	08:45	01:00	
10: '2028 PM + Dev'	16:00	17:00	01:00	

Scenario 9: '2028 AM + Dev' (FG9: '2028 AM + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	255	482	737
	B	244	0	106	350
	C	423	62	0	485
	Tot.	667	317	588	1572

Traffic Lane Flows

Lane	Scenario 9: 2028 AM + Dev
Junction: Church St / Shaw Lane / Fish Dam Lane	
1/1	485
2/1	737
3/1	350
4/1	667
5/1	588
6/1	317

Full Input Data And Results

Lane Saturation Flows

Junction: Church St / Shaw Lane / Fish Dam Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Fish Dam Lane)	5.00	0.00	Y	Arm 4 Ahead	Inf	87.2 %	2073	2073
				Arm 6 Right	9.37	12.8 %		
2/1 (Church St)	3.78	0.00	Y	Arm 5 Ahead	Inf	65.4 %	1929	1929
				Arm 6 Left	15.70	34.6 %		
3/1 (Shaw Lane)	4.00	0.00	Y	Arm 4 Right	26.23	69.7 %	1894	1894
				Arm 5 Left	18.75	30.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2028 PM + Dev' (FG10: '2028 PM + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	263	354	617
	B	283	0	53	336
	C	369	98	0	467
	Tot.	652	361	407	1420

Traffic Lane Flows

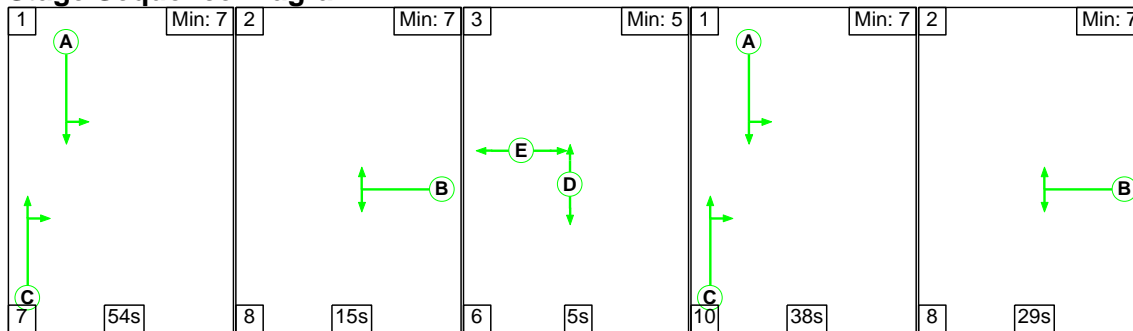
Lane	Scenario 10: 2028 PM + Dev
Junction: Church St / Shaw Lane / Fish Dam Lane	
1/1	467
2/1	617
3/1	336
4/1	652
5/1	407
6/1	361

Lane Saturation Flows

Junction: Church St / Shaw Lane / Fish Dam Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Fish Dam Lane)	5.00	0.00	Y	Arm 4 Ahead	Inf	79.0 %	2046	2046
				Arm 6 Right	9.37	21.0 %		
2/1 (Church St)	3.78	0.00	Y	Arm 5 Ahead	Inf	57.4 %	1915	1915
				Arm 6 Left	15.70	42.6 %		
3/1 (Shaw Lane)	4.00	0.00	Y	Arm 4 Right	26.23	84.2 %	1900	1900
				Arm 5 Left	18.75	15.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2028 AM + Dev' (FG9: '2028 AM + Dev', Plan 1: 'Network Control Plan 1')

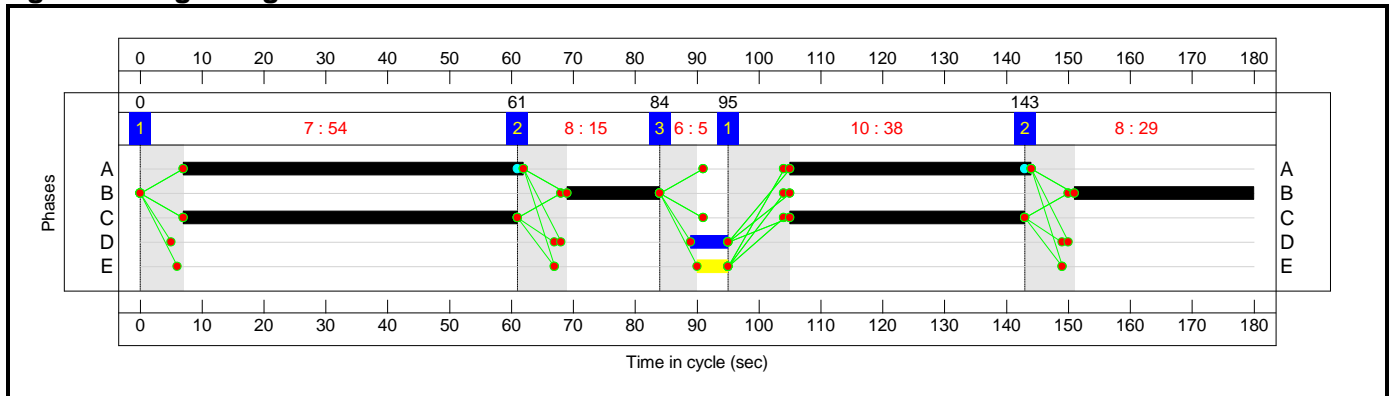
Stage Sequence Diagram



Stage Timings

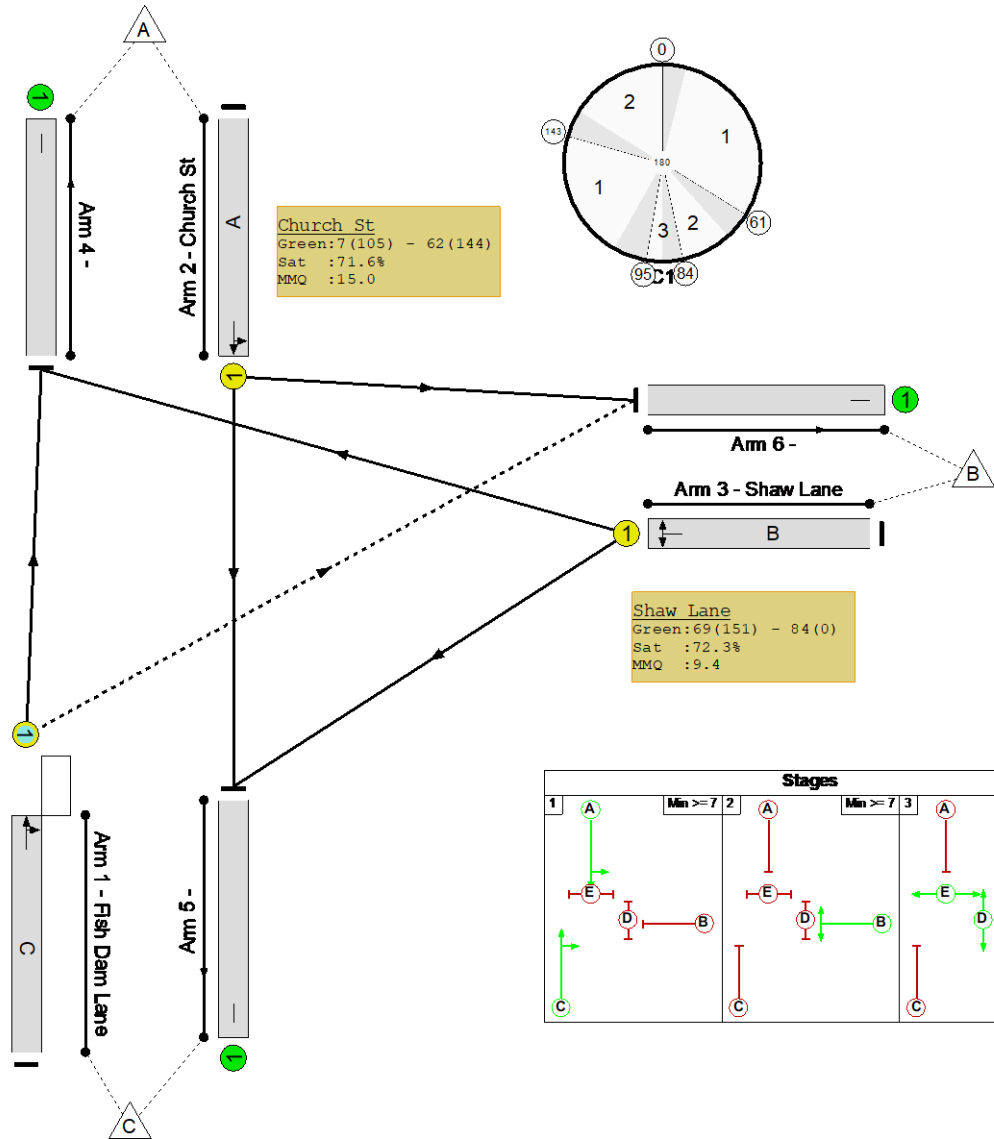
Stage	1	2	3	1	2
Duration	54	15	5	38	29
Change Point	0	61	84	95	143

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Church St / Shaw Lane / Fish Dam Lane
 PRC: 24.5 %
 Total Traffic Delay: 11.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Shaw Lane / Church St Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	72.3%
Church St / Shaw Lane / Fish Dam Lane	-	-	N/A	-	-		-	-	-	-	-	-	72.3%
1/1	Fish Dam Lane Ahead Right	O	N/A	N/A	C		2	92	-	485	2073	1051	46.1%
2/1	Church St Ahead Left	U	N/A	N/A	A		2	94	-	737	1929	1029	71.6%
3/1	Shaw Lane Right Left	U	N/A	N/A	B		2	44	-	350	1894	484	72.3%
4/1		U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Shaw Lane / Church St Signalisation	-	-	62	0	0	8.0	3.0	0.3	11.2	-	-	-	-
Church St / Shaw Lane / Fish Dam Lane	-	-	62	0	0	8.0	3.0	0.3	11.2	-	-	-	-
1/1	485	485	62	0	0	1.8	0.4	0.3	2.5	18.5	7.5	0.4	8.0
2/1	737	737	-	-	-	3.2	1.3	-	4.5	22.0	13.7	1.3	15.0
3/1	350	350	-	-	-	3.0	1.3	-	4.3	43.8	8.1	1.3	9.4
4/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

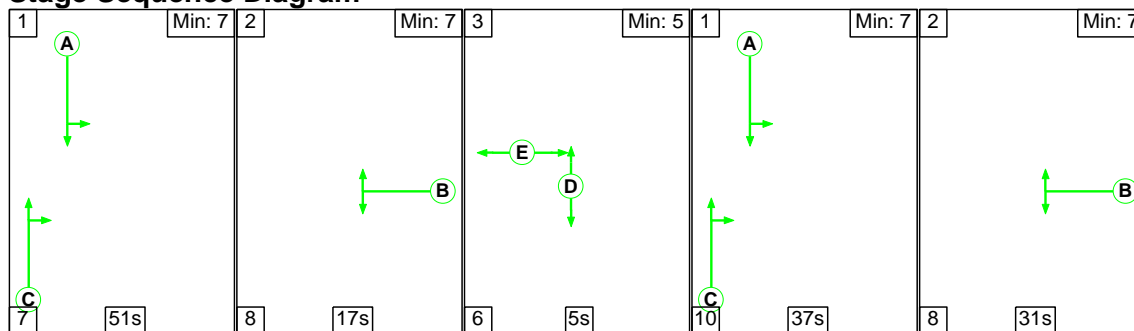
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	24.5	Total Delay for Signalled Lanes (pcuHr):	11.25	Cycle Time (s):	180
	PRC Over All Lanes (%):	24.5	Total Delay Over All Lanes(pcuHr):	11.25		

Full Input Data And Results

Scenario 10: '2028 PM + Dev' (FG10: '2028 PM + Dev', Plan 1: 'Network Control Plan 1')

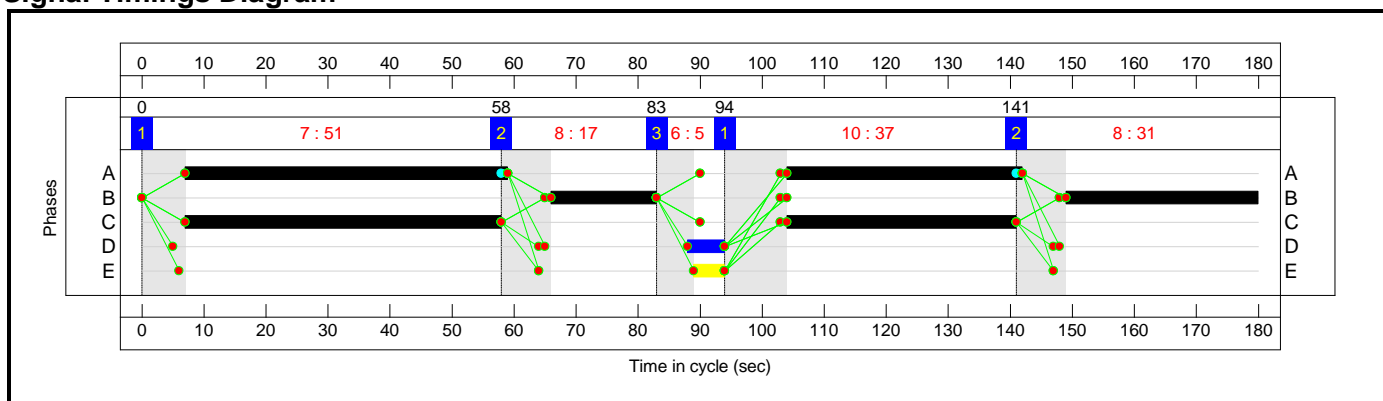
Stage Sequence Diagram



Stage Timings

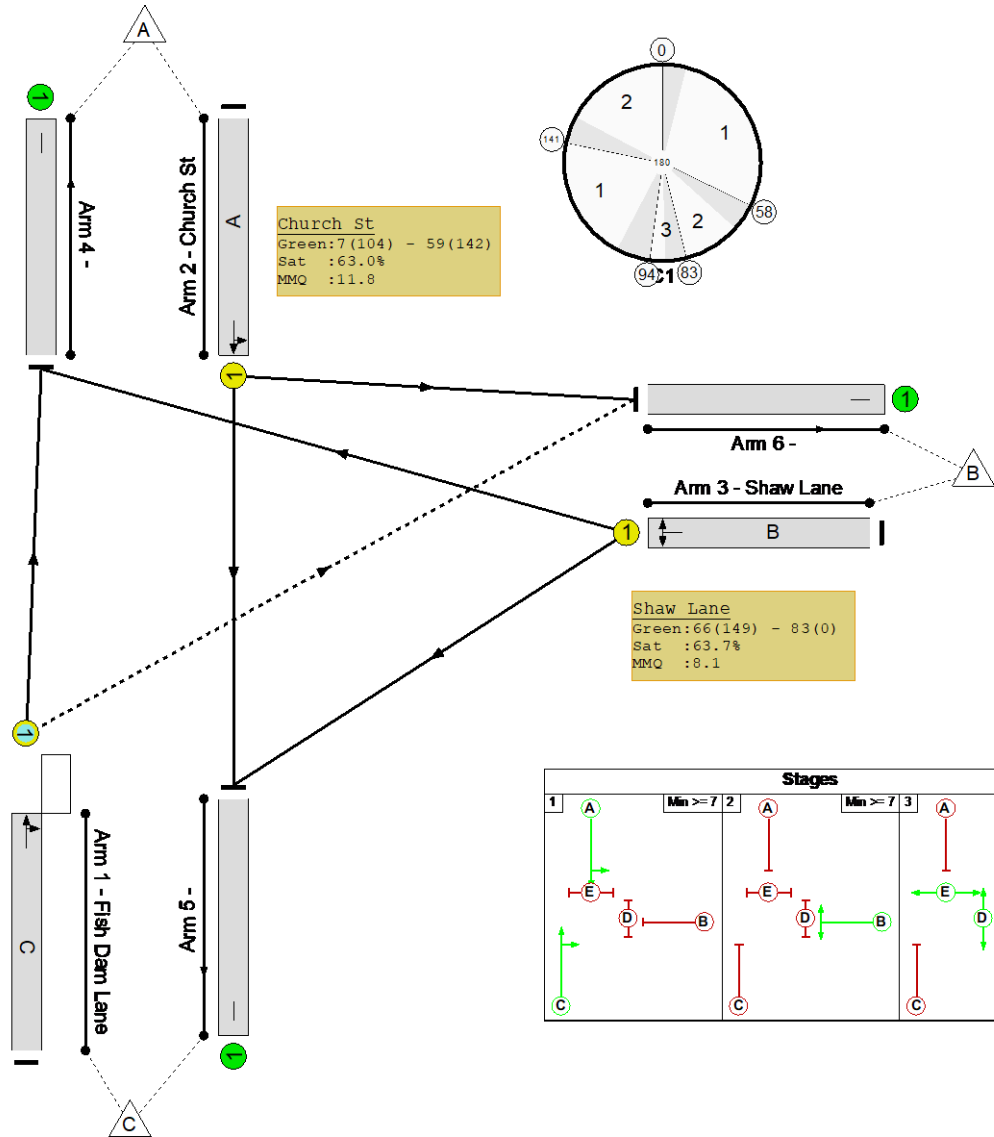
Stage	1	2	3	1	2
Duration	51	17	5	37	31
Change Point	0	58	83	94	141

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram

Church St / Shaw Lane / Fish Dam Lane
 PRC: 41.4 %
 Total Traffic Delay: 9.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Shaw Lane / Church St Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	63.7%
Church St / Shaw Lane / Fish Dam Lane	-	-	N/A	-	-		-	-	-	-	-	-	63.7%
1/1	Fish Dam Lane Ahead Right	O	N/A	N/A	C		2	88	-	467	2046	963	48.5%
2/1	Church St Ahead Left	U	N/A	N/A	A		2	90	-	617	1915	979	63.0%
3/1	Shaw Lane Right Left	U	N/A	N/A	B		2	48	-	336	1900	528	63.7%
4/1		U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Shaw Lane / Church St Signalisation	-	-	98	0	0	7.3	2.2	0.3	9.8	-	-	-	-
Church St / Shaw Lane / Fish Dam Lane	-	-	98	0	0	7.3	2.2	0.3	9.8	-	-	-	-
1/1	467	467	98	0	0	1.9	0.5	0.3	2.7	20.8	7.5	0.5	8.0
2/1	617	617	-	-	-	2.7	0.8	-	3.6	20.8	11.0	0.8	11.8
3/1	336	336	-	-	-	2.7	0.9	-	3.5	37.8	7.3	0.9	8.1
4/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	41.4	Total Delay for Signalled Lanes (pcuHr):	9.80	Cycle Time (s):	180
	PRC Over All Lanes (%):	41.4	Total Delay Over All Lanes(pcuHr):	9.80		

P e l l F r i s c h m a n n

Land off Shaw Lane, Carlton, Barnsley

Associated Highway Improvements –
Stage 1 Road Safety Audit

February 2023

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Report Ref.		102107-PEF-XX-XX-RP-D-000001				
File Path		\\RSBGUKFS01\WAKEngineer\data\102107 - Shaw Lane, Barnsley\Road Safety Audit\102107-PEF-XX-XX-RP-D-000001 Stage 1 RSA.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
C01	A2	Final	15 Feb 2023	D Spaul	U Khan	D Spaul

Ref. reference. Rev revision. Suit suitability.

Prepared for

Network Space

Centrix House
Crow Lane East
Newton-le-willows
WA12 9UY

Prepared by

Pell Frischmann

G37B Trinity Walk
Market Walk
Wakefield
WF1 1QR



Pell Frischmann

Contents

Executive summary

1	Introduction	1
2	Items raised at this Stage 1 Road Safety Audit	3
2.1	Problem 1.....	3
2.2	Problem 2.....	3
2.3	Problem 3.....	4
2.4	Problem 4.....	4
2.5	Problem 5.....	5
3	Audit Team Statement	6

Figures

Figure 1	Site Location with indicative boundary shown in red.....	1
Figure 2	Driveway emerging into junction	3
Figure 3	Shaw Lane footway narrowing to 700mm wide west of the proposed toucan crossing.....	5

Appendix A Schedule of documents

Appendix B Problem Location Plans

Executive Summary

Site Name	Land off Shaw Lane, Carlton, Barnsley
Location	Shaw Lane, Carlton, Barnsley
Summary	This report presents the result of a Stage 1 Road Safety Audit carried out on highway improvement works to accommodate a new development

1 Introduction

This report results from a Stage 1 Road Safety Audit of proposed highway improvements provided as part of a proposed residential development located to the north of Shaw Lane, Carlton, Barnsley.

The Audit Team membership was as follows:

- David Spaul, an Associate employed by Pell Frischmann at Wakefield (Team Leader); and
- Usman Khan, a Senior Transport Planner employed by Pell Frischmann at Wakefield.

The Audit took place during February 2023. The Audit comprised an examination of documents provided by the Designer, which are listed in Appendix A. The Audit team also visited the site between 10.35am and 11.45am on Tuesday 14 February 2023. The weather was dry and misty with hazy sunshine. The road surface was slightly damp.

The terms of reference of the audit are as described in the Design Manual for Roads and Bridges GG 119 'Road Safety Audit' document. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Any problem that has been identified is described in section 2 of this report and in each case a recommendation is given. The location of each problem is shown in Appendix B.



Figure 1 Site Location with indicative boundary shown in red

The development proposals comprise of approximately 215 residential dwellings with access by means of a new priority junction located on Shaw Lane. The proposals include a new vehicular access and an internal access road. The new road would act as the first phase of a future link road between Shaw Lane and Royston Lane (to the west of the development site) to be constructed in accordance with the adopted Carlton Masterplan Framework. The proposals will also include pedestrian footways and improvements to the junction of Shaw Lane with Church Street and Fish Dam Lane (west of the development site) in order to mitigate against any potential impact of the new development.

The scope of this Road Safety Audit is restricted to the following highway improvement proposals resulting from this development:

- Proposed signalisation of the existing priority junction of Shaw Lane with Church Street and Fish Dam Lane; and
- Proposed new priority 'T' junction on Shaw Lane and associated toucan crossing, providing access to the new development. The toucan crossing is some 40 metres to the west of the new junction.

2 Items raised at this Stage 1 Road Safety Audit

2.1 Problem 1

Location: Junction of Shaw Lane, Church Street & Fish Dam Lane

Summary: The controlled crossing on the north side of the junction conflicts with a private driveway

It is proposed to signalise the existing priority junction where Shaw Lane meets Church Street and Fish Dam Lane. The proposal includes controlled pedestrian crossings on Shaw Lane and Church Street to the east and north side of the junction respectively. On the western side of the junction is a private driveway. The western end of the pedestrian crossing on Church Street will result in the red blister tactile paving being laid within the width of the vehicular crossing across the footway. This will result in a risk to waiting or crossing pedestrians being struck by a vehicle emerging from, or turning into, the driveway. The associated signal pole, supporting the push button and pedestrian indicator, will restrict vehicular access to the driveway making access more hazardous, resulting in the manoeuvre to and from the driveway taking longer and increasing the risk of a sideswipe collision with passing vehicles.



Figure 2 Driveway emerging into junction

Recommendation

It is recommended that the location and orientation of the controlled crossing of Church Street is amended to avoid any conflict with the driveway.

2.2 Problem 2

Location: Junction of Shaw Lane, Church Street & Fish Dam Lane

Summary: Vehicles emerging from the driveway into the junction not under signal control

It is proposed to signalise the existing priority junction where Shaw Lane meets Church Street and Fish Dam Lane. On the western side of the junction is a private driveway. The driveway emerges onto the junction with vehicles from the driveway not being under signal control, as a result vehicles may potentially enter the junction at any time. As such, there is a potential conflict with traffic moving through the junction on a green signal or

pedestrians crossing on a green signal resulting in a sideswipe collision or a pedestrian being struck on the crossing.

Recommendation

It is assumed that even if regular users of the driveway may be familiar with the new layout, visitors and deliveries may not be. Use of the driveway is unlikely to require a separate signal. To mitigate risks between an emerging vehicle and others passing through the junction it will be beneficial if the emerging driver can view the signals to choose an appropriate time to enter the junction. It is therefore recommended that far-sided secondary signals are provided which can be also viewed by a driver emerging from the driveway.

2.3 Problem 3

Location: Junction of Shaw Lane, Church Street & Fish Dam Lane

Summary: Stop lines appear to be too close to the controlled crossings

The drawing appears to show the stop lines at the signal-controlled crossing to be too close to the controlled crossing. The proximity of the stop line to the crossing will increase the risk to pedestrians using the crossing of being struck by a vehicle should the driver brake late and over run the stop line on a red signal.

Recommendation

The risk of a pedestrian being struck by a late braking vehicle will be reduced if the stop line is moved further in advance of the crossing. The Traffic Signs Manual (Chapter 6, para 18.1.5) states the stop line must be placed a minimum of 1.7m and normally not more than 3m from the studs (refer to the controlled zone layout in Schedule 14, Part 2, Item 51 of the Traffic Signs Regulations and General Directions 2016). In addition, para 4.2.2 (chapter 6) also states that the stop line should be at least 1.5m in advance of the nearside primary signal, although 2.5m is preferable. It is recommended that the stop line is relocated further from the crossing.

2.4 Problem 4

Location: Junction of Shaw Lane, Church Street & Fish Dam Lane

Summary: HGVs turning left from Shaw Lane may over run the footway to avoid queuing traffic at signals

There is a risk that left-turning HGVs from Shaw Lane could potentially conflict with queuing traffic along Fish Dam Lane, resulting in them encroaching onto the footway at the south-eastern corner and potentially conflicting with pedestrians. Such a manoeuvre may result in injury to pedestrians or a collision with waiting vehicles.

Recommendation

It is recommended that the designer carries out swept path analysis to ensure that the HGV turning manoeuvre can be accommodated within the carriageway and without encroaching into the northbound lane of Fish Dam Lane.

2.5 Problem 5

Location: Shaw Lane west of development access – proposed toucan crossing

Summary: The use of the southern footway by cyclists may lead to conflict with pedestrians

A Toucan crossing is being provided to the west of the proposed site access junction. This will provide a crossing for pedestrians and cyclists from the site to cross onto the southern footway along Shaw Lane. To the west of the toucan crossing the footway width reduces to as little as 700mm measured on site. This footway is insufficiently wide enough to accommodate both users without the potential for collisions between them.



Figure 3 Shaw Lane footway narrowing to 700mm wide west of the proposed toucan crossing

Recommendation

It is recommended that the designer review the route for cyclists to and from the western side of the proposed development.

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

David Spaul, Associate

Pell Frischmann, G37B Trinity Walk, Market Walk, Wakefield WF1 1QR

Signed:



Dated: 15/02/2023

AUDIT TEAM MEMBER

Usman Khan, Senior Transport Planner

Pell Frischmann, G37B Trinity Walk, Market Walk, Wakefield WF1 1QR

Signed:

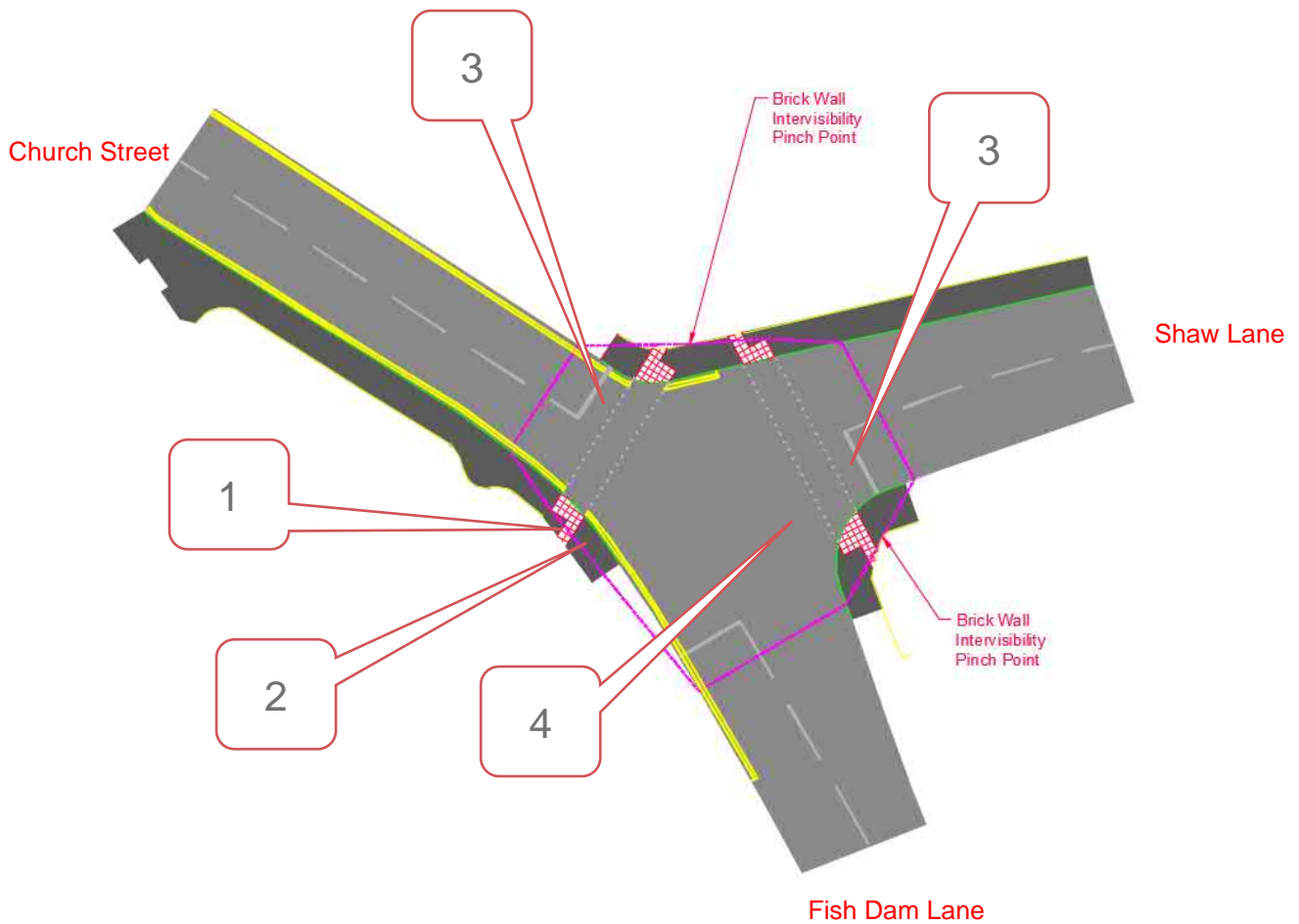


Dated: 15/02/2023

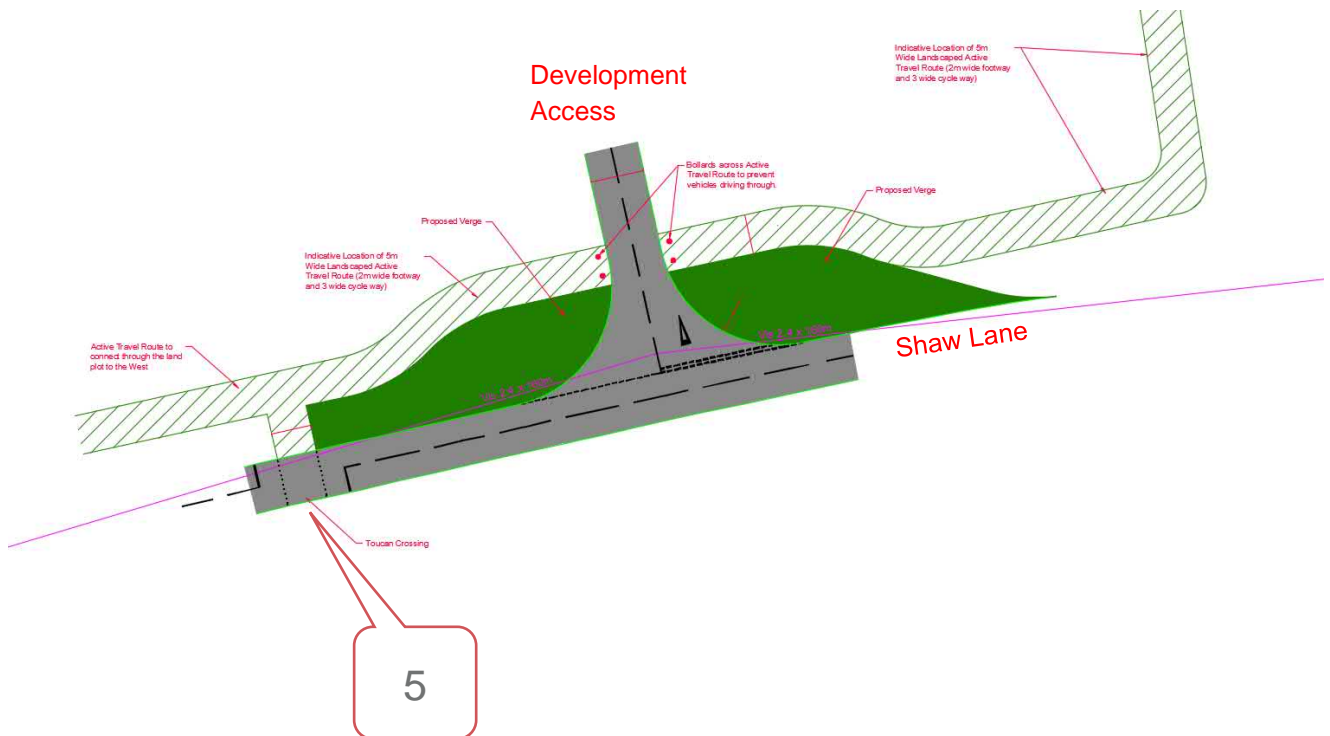
Appendix A Schedule of documents

IPD- Signal Junction Design	DWG file dated 06/02/2023 10:52
IPD- Site Access	DWG file dated 06/02/2023 10:51
102107-PEF-XX-XX-T-000001	Land at Shaw Lane Updated Transport Assessment Revision P01 dated 01/02/2023

Proposed Shaw Lane signalised junction with Church Street and Fish Dam Lane



Proposed development access off Shaw Lane





IPD-22-580 – SHAW LANE, CARLTON, BARNESLEY.

**ROAD SAFETY AUDIT – STAGE ONE
DESIGNER’S RESPONSE REPORT.**

Client

Network Space
Centrix House
Crow Lane East
Newton-le-Willows
WA12 9UY



**IPD-22-580 – SHAW LANE, CARLTON,
BARNESLEY.**
**ROAD SAFETY AUDIT – STAGE ONE
DESIGNER’S RESPONSE REPORT.**

Project Information	
Infrastructure Planning and Design Ltd. The Hayloft Barn Borough Hill Farm Walton-on-Trent Derbyshire DE12 8LL Tel: 01283 716869 Mob: info@ipd-ltd.com	
Job No.	IPD-22-580
Report No.	R.001
Prepared By	BO / SEF
Checked By	CLP
Approved By	RNP
Status	FINAL
Issue No.	-
Date	16.02.2023

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1 Introduction

- 1.1 This report is the highway designer's response for the Stage 1 Road Safety Audit (RSA1) in relation to the proposed highway improvements provided as part of the Land of Shaw Lane, Carlton, Barnsley proposals. The scope of the RSA1 included the proposed new priority T-Junction on Shaw Lane and a proposed signalisation of the existing priority junction on Shaw Lane/ Church Street/Fish Dam Lane. The RSA1 was undertaken by Pell Frischmann on Tuesday 14th February 2023.
- 1.2 The format of this report will be as follows:
- In Section 2 of this report, the design team have listed problems and recommendations in the safety audit and followed them with a designers' response. Generally, these actions will either be:
- Accept the recommendation of the auditor and make changes accordingly.
 - Accept the issue raised by the auditor but offer an alternative design solution to that of the Auditor's recommendation.
 - Disagree with the auditors comments.
- 1.3 The information and comments contained in this report will also be retained and regularly revisited during the design process.

2 Matters Arising from Previous Audits

2.1 No previous audits have been undertaken to date.

3 Matters Arising from the Stage 1 Road Safety Audit

Location: Junction of Shaw Lane, Church Street and Fish Dam Lane

Problem Summary: The controlled crossing on the north side of the junction conflicts with a private driveway.

- 3.1 *PROBLEM 1-* “It is proposed to signalise the existing priority junction where Shaw Lane meets Church Street and Fish Dam Lane. The proposal includes controlled pedestrian crossings on Shaw Lane and Church Street to the east and north side of the junction respectively. On the western side of the junction is a private driveway. The western end of the pedestrian crossing on Church Street will result in the red blister tactile paving being laid within the width of the vehicular crossing across the footway. This will result in a risk to waiting or crossing pedestrians being struck by a vehicle emerging from, or turning into, the driveway. The associated signal pole, supporting the push button and pedestrian indicator, will restrict vehicular access to the driveway making access more hazardous, resulting in the manoeuvre to and from the driveway taking longer and increasing the risk of a sideswipe collision with passing vehicles.”



Recommendation

“It is recommended that the location and orientation of the controlled crossing of Church Street is amended to avoid any conflict with the driveway.”

Designer’s Response

Due to the very tight constraints of the junction visibility splay, and the walls at the rear of highway land, inserting a signal junction with two crossings is complex. To enable the design to continue to retain two crossings, (and avoid the drive crossing – not shown on topo) the design would need to deviate away from the design standards and have the crossing positioned not parallel to the stop line. (If this acceptable to Barnsley Council). If not this cross would need to be removed.

Location: Junction of Shaw Lane, Church Street and Fish Dam Lane

Problem Summary: Vehicles emerging from the driveway into the junction not under signal control

- 3.2 *PROBLEM 2-* “It is proposed to signalise the existing priority junction where Shaw Lane meets Church Street and Fish Dam Lane. On the western side of the junction is a private driveway. The driveway emerges onto the junction with vehicles from the driveway not being under signal control, as a result vehicles may potentially enter the junction at any time. As such, there is a potential conflict with traffic moving through the junction on a green signal or pedestrians crossing on a green signal resulting in a sideswipe collision or a pedestrian being struck on the crossing.”

Recommendation

“Recommendation It is assumed that even if regular users of the driveway may be familiar with the new layout, visitors and deliveries may not be. Use of the driveway is unlikely to require a separate signal. To mitigate risks between an emerging vehicle and others passing through the junction it will be beneficial if the emerging driver can view the signals to choose an appropriate time to enter the junction. It is therefore recommended that far-sided secondary signals are provided which can be also viewed by a driver emerging from the driveway.”

Designer’s Response

Agreed, this will be incorporated in the next iteration of the design.

Location: Junction of Shaw Lane, Church Street and Fish Dam Lane

Problem Summary: Stop Lines appear to close to controlled crossings

- 3.3 *PROBLEM 3-* “The drawing appears to show the stop lines at the signal-controlled crossing to be too close to the controlled crossing. The proximity of the stop line to the crossing will increase the risk to pedestrians using the crossing of being struck by a vehicle should the driver brake late and over run the stop line on a red signal.”

Recommendation

“The risk of a pedestrian being struck by a late braking vehicle will be reduced if the stop line is moved further in advance of the crossing. The Traffic Signs Manual (Chapter 6, para 18.1.5) states the stop line must be placed a minimum of 1.7m and normally not more than 3m from the studs (refer to the controlled zone layout in Schedule 14, Part 2, Item 51 of the Traffic Signs Regulations and General Directions 2016). In addition, para 4.2.2 (chapter 6) also states that the stop line should be at least 1.5m in advance of the nearside primary signal, although 2.5m is preferable. It is recommended that the stop line is relocated further from the crossing.”

Designer’s Response

The crossing have been shown 1.7m from the stop line, this meets standard.

Location: Junction of Shaw Lane, Church Street and Fish Dam Lane

Problem Summary: HGV's turning left from Shaw Lane may over run the footway to avoid queuing traffic at signals

- 3.4 *PROBLEM 4-* "There is a risk that left-turning HGVs from Shaw Lane could potentially conflict with queuing traffic along Fish Dam Lane, resulting in them encroaching onto the footway at the south-eastern corner and potentially conflicting with pedestrians. Such a manoeuvre may result in injury to pedestrians or a collision with waiting vehicles."

Recommendation

"It is recommended that the designer carries out swept path analysis to ensure that the HGV turning manoeuvre can be accommodated within the carriageway and without encroaching into the northbound lane of Fish Dam Lane."

Designer's Response

"Swept path analysis of an Articulated 16.5m vehicle has already been undertaken on this junction. The swept paths can be found under drawing ref: IPD-22-580-104 which shows the vehicle can manoeuvre around the junction adequately."

Location: Shaw Lane west of development access- proposed toucan crossing

Problem Summary: The use of the southern footway by cyclists may lead to conflict with pedestrians

- 3.5 *PROBLEM 5-* "A Toucan crossing is being provided to the west of the proposed site access junction. This will provide a crossing for pedestrians and cyclists from the site to cross onto the southern footway along Shaw Lane. To the west of the toucan crossing the footway width reduces to as little as 700mm measured on site. This footway is insufficiently wide enough to accommodate both users without the potential for collisions between them."



Recommendation

“It is recommended that the designer review the route for cyclists to and from the western side of the proposed development.”

Designer’s Response

“Footway improvements are being proposed along the whole stretch of Shaw Lane, from the new priority T-Junction to the Shaw Lane/Church Street/ Fish Dam Lane Junction to the west. The improvements include widening of the footway to a minimum of 2m along the whole southern side of Shaw Lane. The improvements can be seen on drawing ref: IPD-22-580-105, IPD-22-580-106 and IPD-22-580-107.” Cyclists will not be able to ride on the footway and must use the carriageway.

4 General Comments

No general comments have been raised by the Audit Team.

5 Conclusions

- 5.1 Waterman Aspen has produced a Stage 1 Road Safety Audit for the Proposed Development at Shaw Lane, Carlton, Barnsley.
- 5.2 Infrastructure Planning and Design, as designers, has subsequently produced this Designer's Response to the RSA findings.
- 5.3 The RSA notes were split into 2 sections to reflect specific and general comments
- 5.4 The designer's comments took one of two formats:
 - Accept the recommendation of the auditor and make changes accordingly.
 - Provide additional information to elaborate on the auditors' comments.