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FERRY MOOR LANE, UPPER CUDWORTH, BARNSLEY S72 7FZ

Transport Statement

Final Report for:

November 2023

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Infrastructure Highways Transport

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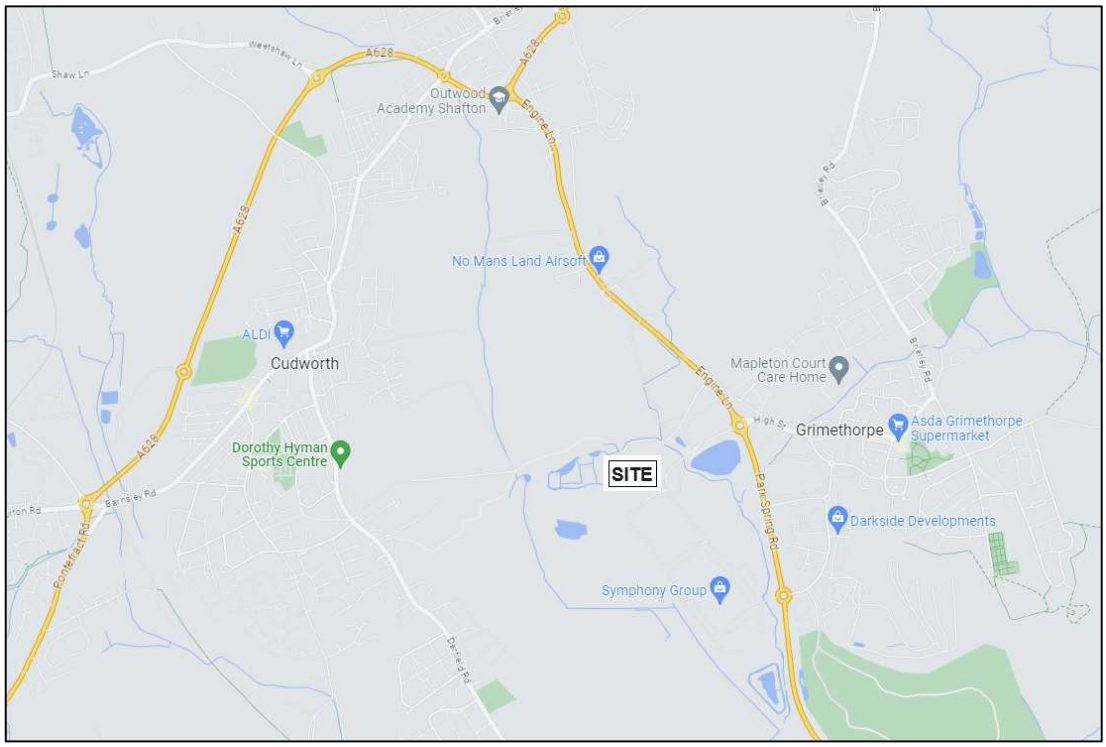
APPENDICES

1.0 INTRODUCTION

1.1 Background & Location

1.1.1 Cora IHT have been commissioned by Oakland Golf and Leisure to undertake an assessment of the transport matters arising for an "Agricultural Restoration & Landscape Enhancement Scheme" at the former Grimethorpe Colliery located off Ferry Moor Lane, Upper Cudworth, Barnsley, S727FZ. **Figure 1.1** provides the site location.

Figure 1.1: Site Location



1.2 Scope of the Report

1.2.1 This Transport Statement has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.2.2 The report comprises the following sections:

- Section two discusses the development proposals
- Section three assesses the traffic impact;
- Section four summaries the mitigation measures proposed during construction; and
- Section five provides the summary and conclusion.

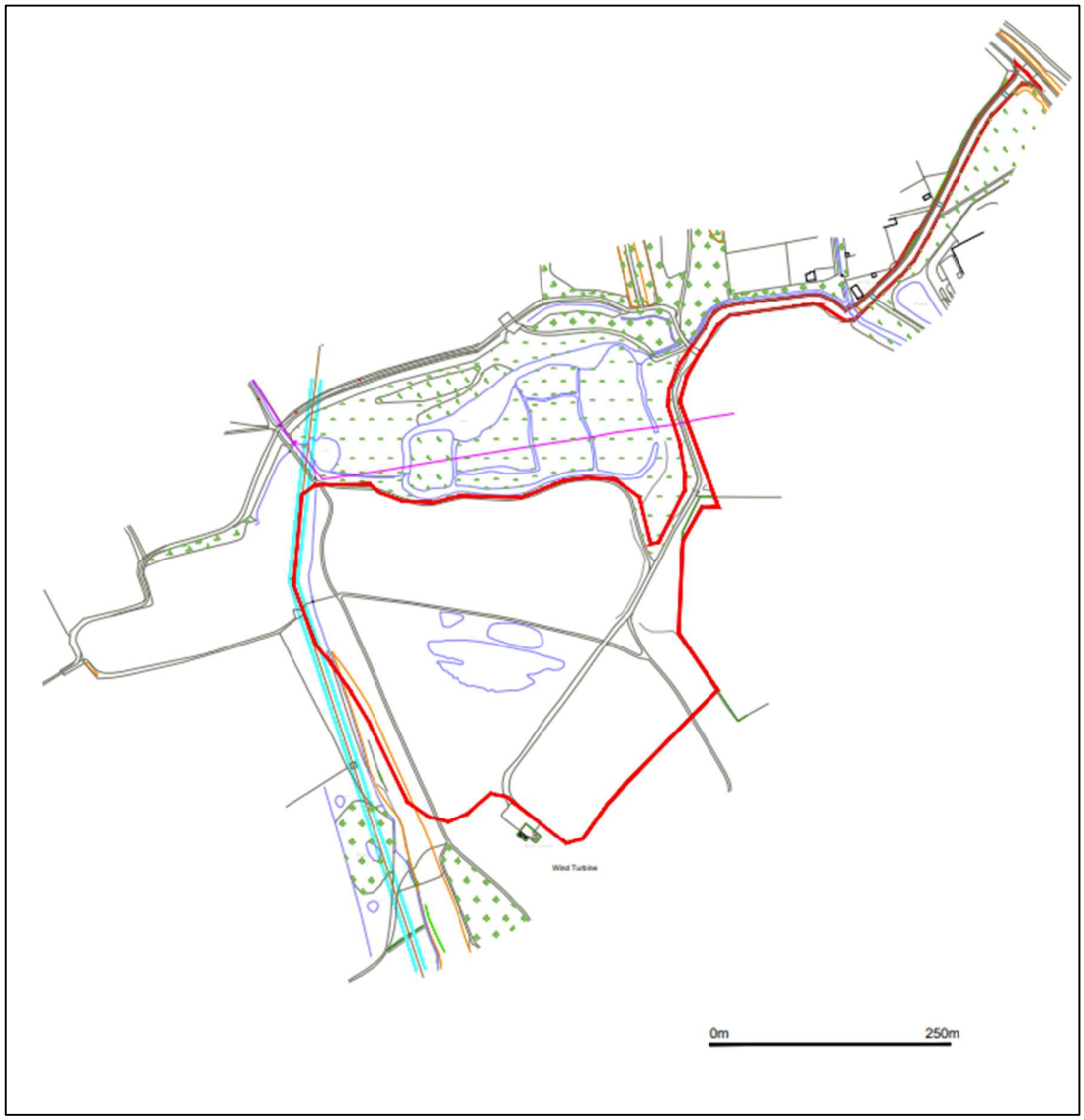
2.0 PROPOSED DEVELOPMENT

2.1 Proposed Development

2.1.1 Having previously been associated with mining and industry, the site has been partly reinstated. The purpose of the proposed development is to return the site to productive use by improving the soil profile so that it is suitable for agriculture and out-door recreational uses in a restored landscape to include new tree plantations and enhanced biodiversity. The restoration of the site will be achieved through the importation of 430,000m^3 of soils and inert material under EA Permit a waste recovery operation. The restoration works will take 5 years to complete.

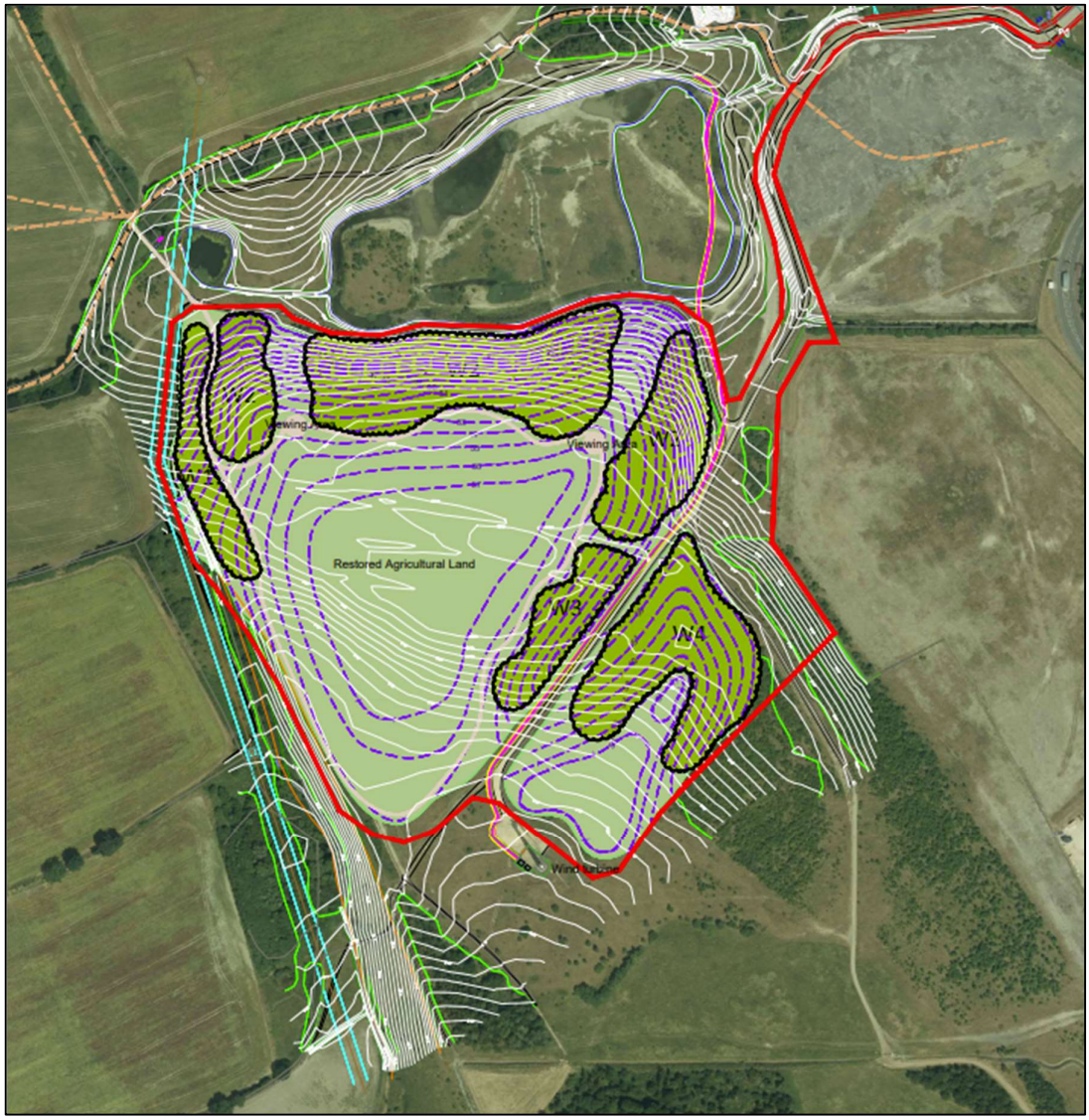
2.1.2 **Figure 2.1** shows the application boundary.

Figure 2.1: Application Boundary



2.1.3 An extract of the masterplan is provided in **Figure 2.2** whilst **Appendix A** provides the full drawings.

Figure 2.2: Masterplan


Restored Agricultural Land
WB
WB
WB

2.1 Access Arrangement

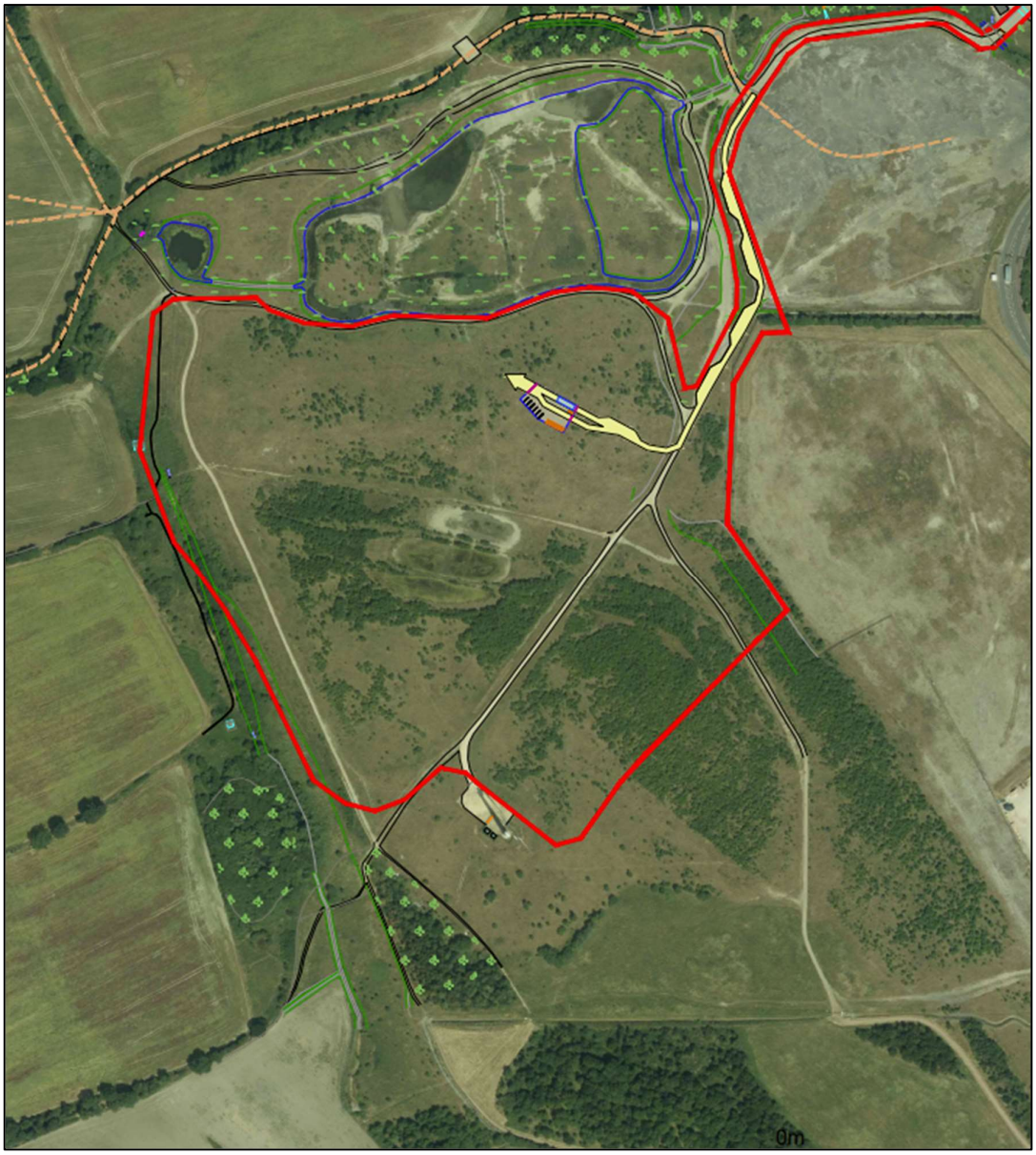
2.1.1 Access to the site for construction vehicles is proposed via the existing Ferry Moor Lane / Engine Lane (A6195) junction as shown in **Figure 2.3**. Ferry Moor Lane is an existing industrial road of 7m width.

Figure 2.3: Ferry Moor Lane / Engine Lane Junction

2.1.2 The routing of the construction vehicles is described in Section 4 of this report but will be subject to a Construction Management Plan.

2.1.3 A compound area is proposed within the site with a ticket office, wheel washing facilities, and HGV turning area. Figure 2.4 shows an extract of the construction route within Ferry Moor Land to the compound area. **Appendix B** provides the full compound layout plan.

Figure 2.4: Construction Compound



3.0 TRAFFIC IMPACT

3.1 Existing Traffic

3.1.1 A 7-day automatic traffic count was installed on Monday 11th September 2023 to the south of the Ferry Moor Lane / Engine Lane (A6195) junction to ascertain existing traffic flows. **Figure 3.1** shows the count location.

Figure 3.1: Traffic Count Location

3.1.2 **Table 3.1** summarises the peak hour flows for Wednesday 13th September. **Appendix C** provides the full survey results.

	AM (0800-0900)		PM (1600-1700)	
	Northbound	**Southbound**	**Northbound**	**Southbound**
Total Vehicles	399	593	648	589
HGVs	57	93	72	66

3.2 Construction Trip Generation

3.2.1 The reconstruction consists of an operation involving the transportation of soil and inert materials to the site from various construction sites.

3.2.2 It is estimated that 430,000m^3 of inert materials are to be transported to the site using HGVs carrying an average of 9m^3 per deliver which equates to 47,778 HGV arrivals. The estimated volume of material, number of HGV arrivals and total trips for a 46 months importation period are detailed in **Table 3.2**.

Table 3.2: Estimated Volume of Material and Number of HGV Movements

Duration	Volume of Fill (m^3)	Average Daily HGV Arrival	Total 2-way HGV Trips
46 Months	430,000	52 (104 PCUs)	104 (208 PCUs)

3.2.3 In addition to the HGV movements, a maximum of 5 staff would be required during the construction phase that would arrive outside the highway peak hours.

3.2.4 The construction work will be undertaken in several phases with the normal operational hours of 0700 to 1900 hours Monday to Friday.

3.2.5 It should be noted that the number of trips presented in **Table 3.2** is for the average day, therefore, this will usually fluctuate with a daily maximum of 80 HGV arrivals (160 PCUs – Passenger Car Unit). **Table 3.3** provides the maximum daily traffic movements.

Table 3.3: Maximum Daily Traffic Movements

Time Beginning	HGVs		Cars	
	Arrival	Departure	Arrival	Departure
0600	0	0	5	0
0700	6	0	0	0
0800	6	6	0	0
0900	7	6	0	0
1000	7	7	0	0
1100	7	7	0	0
1200	7	7	0	0
1300	7	7	0	0
1400	7	7	0	0
1500	6	7	0	0
1600	6	6	0	0
1700	7	6	0	0
1800	7	7	0	0
1900	0	7	0	5
Total	80	80	5	5

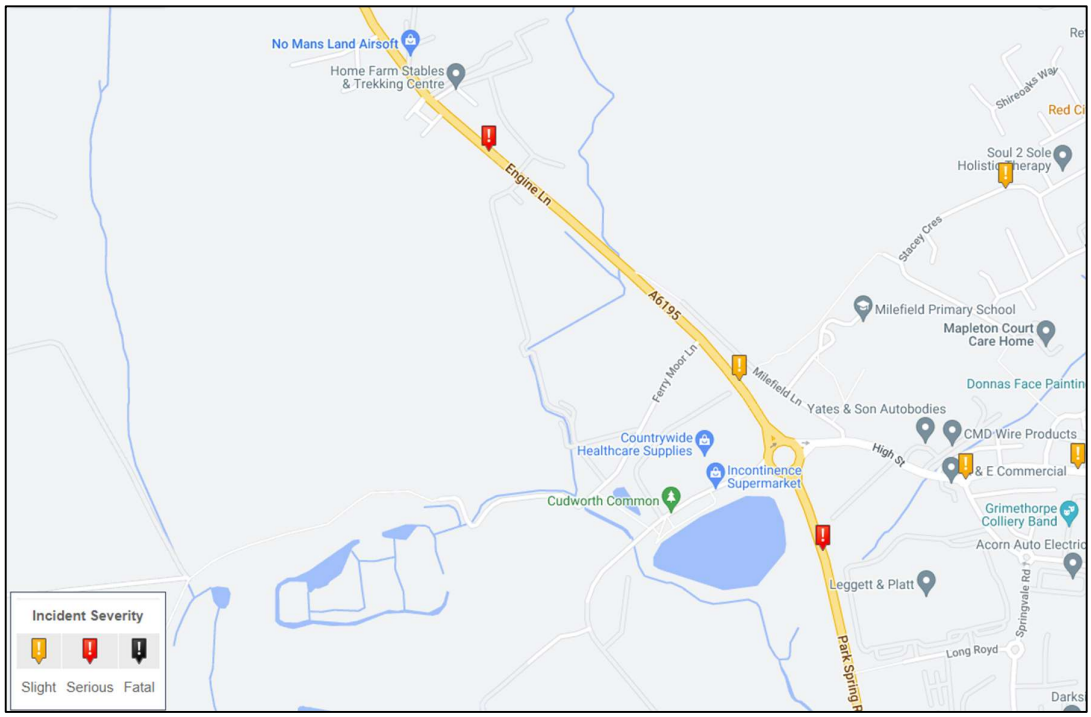
3.2.6 From **Table 3.3** it can be deduced that the construction traffic associated with the 46 months importation period for the proposed development would result in a maximum of 6 HGV (12 PCU) arrivals during the AM and PM peak hours.

3.2.7 During construction, it can be deduced that there would not have a severe impact on the highway network.

3.3 Accident Analysis

3.3.1 Accident data has been obtained from the Crashmap website (http://www.crashmap.co.uk) for the latest 5 years. **Figure 3.2** shows an extract of the accident plot.

Figure 3.2: Crashmap Accident Plan



3.3.2 There has been 1 severe and 1 slight accident along Engine lane to the north and south of Ferry Moor Lane respectively. The accident summary does not indicate that there is a safety issue.

3.3.3 It can be concluded that further detailed accident analysis is not required.

3.1 Engine Lane / Ferry Moor Lane Capacity

3.1.1 The "PICADY" assessment program has been used to assess the capacity at the Engine Lane / Ferry Moor Lane Capacity T-junction.

3.1.2 **Tables 3.4** summarises the 2023 with Development capacity assessments respectively. The full output is provided in **Appendix D**.

3.1.3 Note it has been assumed that Engine Lane currently generates a small number of vehicle movements associated with the existing caravan park. For robustness, 20 existing passenger car units have been assumed to enter and exit Ferry Moor Lane. The proposed development would generate an additional 12 PCUs in each direction.

Table 3.4: Engine Lane / Ferry Moor Lane Capacity Summary

	2023 Base + Existing + Development AM Peak		**2023 Base + Existing + Development AM Peak**	
Arm	**RFC**	**Queue**	**RFC**	**Queue**
Ferry Moor Lane	0.14	0	0.16	0
Engine Lane	0.06	0	0.06	0

3.1.4 The above assessment show that the Engine Lane / Ferry Moor Lane Capacity junction would operate well within capacity.

4.0 CONSTRUCTION MITIGATION MEASURES

4.1 Brief

4.1.1 Due to the nature of the area surrounding the site, this report also includes consideration of the potential nuisance relating to the movement of HGVs by road during construction. This will take into account working hours, noise, vibration, dust, odour and debris or mud on the highway.

4.1 Vehicle Routing

4.1.1 The routing of HGVs will be considered to minimise the impact on residential areas. The site benefits from easy access via the A roads around the area.

4.1.2 **Figures 4.1** and **4.2** present the desired construction routes to the site from the South and North respectively. This would be confirmed and agreed with the highway authority via the Construction Management Plan.

Figure 4.1: Route to Site from South (A635)

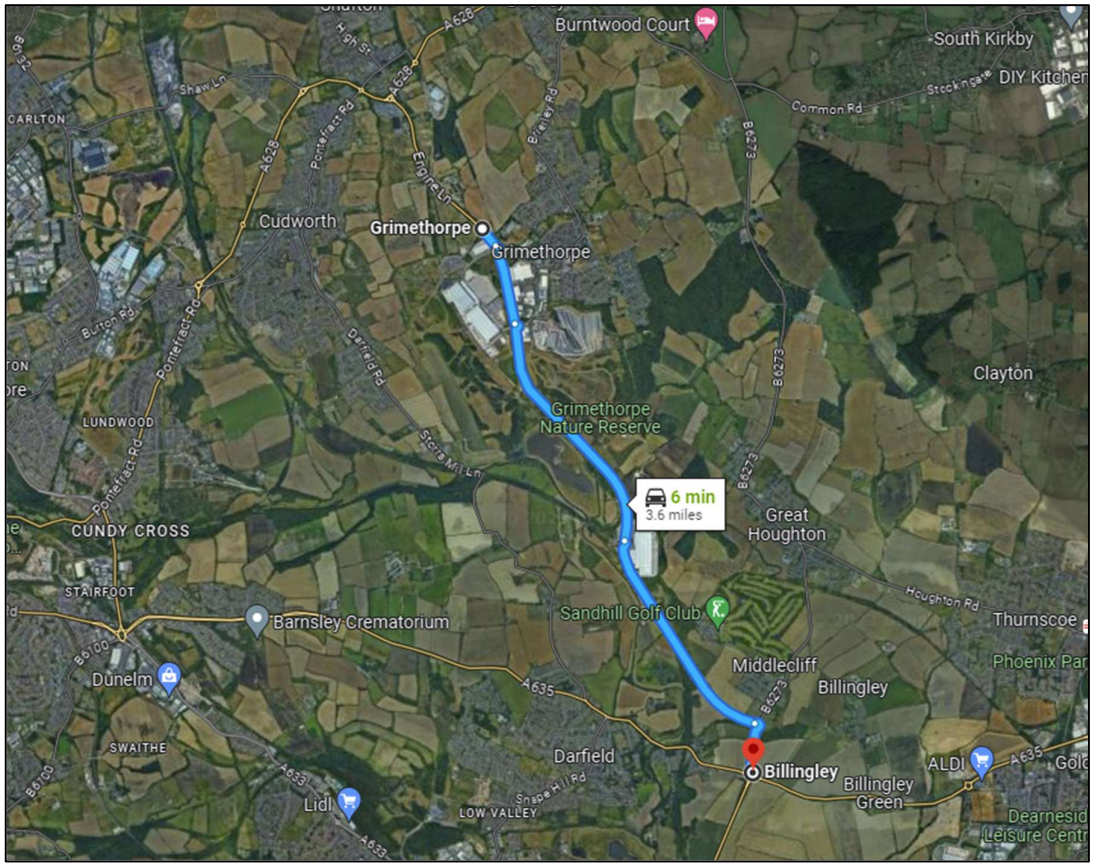
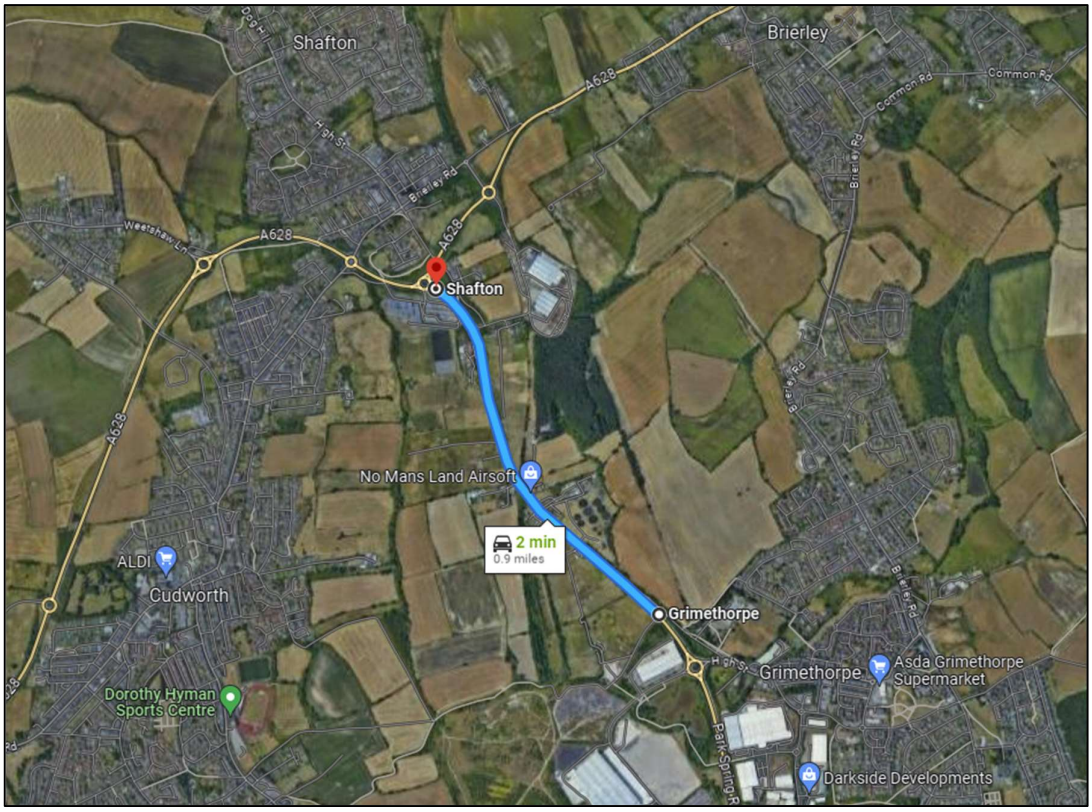


Figure 4.2: Route to Site from North (A628)



4.2 Construction Timings

4.2.1 All deliveries will be undertaken within the approved hours. The normal operational hours of the site will be 0700 to 1900 hours Monday to Friday. Occasionally there may be deliveries during the Saturday, however, no material imports or other routine site operations will be carried out on any Sunday, public or bank holiday without the prior written approval of the planning authority.

4.3 Noise and Vibration

4.3.1 The developer remains responsible for managing noise and vibration levels at the site. Mitigation measures may include but are not limited to:

- The use of well-maintained vehicles and equipment;
- Vibrations and noise from vehicle and plant movements to and from the site will be managed through the enforcement of the designated site access point and journey route.

4.4 Dust and Odour

4.4.1 The contractor will conduct material handling operations in a manner which:

- Minimises dust and odour generation, through the use of enclosed handling and off-loading facilities;
- Minimise dust from being carried beyond the periphery of the site through regular cleaning of roadways.

4.5 Mud, Litter and Debris

4.5.1 During normal operations, HGV deliveries will be on the agree routes. The contractor will ensure that site roadways are kept free of mud, litter or debris, to minimise the risk of carry over onto the public highway.

4.5.2 The contractor will provide facilities to ensure that, prior to departure from the site, all vehicles shall have wheels free from excessive mud or debris.

5.0 CONCLUSIONS

5.1 Summary

5.1.1 Cora IHT have been commissioned by Oakland Golf and Leisure to undertake an assessment of the transport matters arising for an "Agricultural Restoration & Landscape Enhancement Scheme" at the former Grimethorpe Colliery located off Ferry Moor Lane, Upper Cudworth, Barnsley, S727FZ.

5.1.2 The purpose of the proposed development is to return the site to productive use by improving the soil profile so that it is suitable for agriculture and out-door recreational uses in a restored landscape to include new tree plantations and enhanced biodiversity. The restoration of the site will be achieved through the importation of 430,000m^3 of soils and inert material under EA Permit a waste recovery operation. The restoration works will take 5 years to complete with a 46 month importation period.

5.1.3 Access to the site for construction vehicles is proposed via the existing Ferry Moor Lane / Engine Lane (A6195) junction.

5.1.4 It is estimated that 430,000m^3 of inert materials are to be transported to the site using HGVs carrying an average of 9m^3 per deliver which equates to 47,778 HGV arrivals.

5.1.5 The proposed development would result in a maximum of 6 HGV (12 PCUs) arrivals during the AM and PM peak hours. During construction, it can be deduced that there would not have a severe impact on the highway network.

5.1.6 The routing of HGVs will be considered to minimise the impact on residential areas.

5.1.7 The Engine Lane / Ferry Moor Lane Capacity junction would operate well within capacity with the development works in place.

5.1.8 The recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.

5.2 Conclusion

5.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transport-related reasons upon which a refusal of the planning application for these proposals would be justified.

APPENDICES

APPENDIX A – SITE LAYOUT PLANS

Agricultural Restoration & Landscape Enhancement Scheme

Key:

- Existing Contours (1m Metre Intervals)
- Existing Scrub Vegetation
- Overhead Powerlines
- Existing Tracks
- Existing Wet / Dry Areas
- Existing Public Rights Of Way
- Underground Powerline plus Wayleave
- Application Boundary (See Also Plan 901.05)
- Proposed Contours (1m Intervals)
- Proposed Amenity Grass
- Proposed Permissive Public Access Paths
- Proposed Planting

0 50 100 Meters

Scale 1:1250 @ A1

Drawn By: GW

Revision No.: A-Changes to Key & Red Line Boundary

Scale: 1: 1250 @ A1

Drawing No: 901.07

Project Name: Grimethorpe

Date: 26th May 2023

Drawing Name: Masterplan

Checked By BW

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Agricultural Restoration & Landscape Enhancement Scheme

Grimethorpe Indicative Landscape Schedules (See Location Reference W on Plans 901.02)

Woodland Block Planting

1.Plan Reference / 2. Area Of Planting (m2) / 3.Density (plants per m2)

Species														
1	W1	W2	W3	W4										Species Tot
2	3,246	25,404	3,690	9,540										41880
3	3m Centres	3m Centres	3m Centres	3m Centres										
Species	% mix	Size												
Acer campestre	10%	40-60cm	108	846	123	318								1395
Corylus avellana	5%	40-60cm	54	423	62	159								698
Crataegus mongyna	5%	40-60cm	54	423	62	159								698
Fagus sylvatica	5%	40-60cm	54	423	62	159								698
Ilex aquifolium	5%	2 -3 L pots	54	423	62	159								698
Pinus Sylvestris	15%	40-60cm	162	1270	185	477								2094
Prunus avium	10%	40-60cm	108	846	123	318								1395
Prunus spinosa	5%	40-60cm	54	423	62	159								698
Quercus robur	40%	40-60cm	433	3387	492	1272								5584
Total	100%		1081	8464	1233	3180								13958

Key:

- Existing Contours (1m Metre Intervals)
- Existing Scrub Vegetation
- Overhead Powerlines
- Existing Wet / Dry Areas
- Underground Powerline plus Wayleave
- Application Boundary (See Also Plan 901.01)
- Proposed Contours (1m Intervals)
- Proposed Amenity Grass
- Existing Public Rights Of Way
- Proposed Permissive Public Access Paths
- Existing Tracks
- Proposed New Planting

Grass Seed Mix

Total Area: 55,979m²
Sowing Rate : 3g/m²

Common Name	Latin Name	%
Agrimony, Common	*Agrimonia eupatoria*	1
Borage	*Borago officinalis*	7
Clary, Wild	*Salvia verbenaca*	4
Clover, Red	*Trifolium pratense*	3
Clover, White	*Trifolium repens*	1
Corn Cockle	*Agrostemma githago*	8
Cornflower	*Centaurea cyanus*	6
Daisy, Ox-eye	*Leucanthemum vulgare*	5
Foxglove, Wild	*Digitalis purpurea*	3
Knapweed, Common	*Centaurea nigra*	6
Knapweed, Greater	*Centaurea scabiosa*	5
Loosestrife, Purple	*Lythrum salicaria*	1
Marjoram, Wild	*Origanum vulgare*	1
Meadow Cranesbil	*Geranium pratense*	1
Musk Mallow	*Malva moschata*	5
Poppy, Common	*Papaver rhoeas*	5
Ragged Robin	*Lychnis flos-cuculi*	2
Sainfoin	*Onobrychis viciifolia*	7
Scabious, Field	*Knautia arvensis*	7
Scabious, Small	*Scabiosa columbaria*	3
Teasel	*Dipsacus fullonum*	1
Trefoil, Bird's-foot	*Lotus corniculatus*	2
Vetch, Kidney	*Anthyllis vulneraria*	2
Viper's Bugloss	*Echium vulgare*	2
Yarrow	*Achillea millefolium*	5
Yellow Rattle	*Rhinanthus minor*	7
		100

Drawn By: GW	Revision No.: A-Change to Red Line Boundary & Schedules
Scale: 1: 1250 @ A1	Drawing No: 901.04
Project Name: Grimethorpe	Date: 17/05/23
Drawing Name: Landscape Plan	Checked By BW

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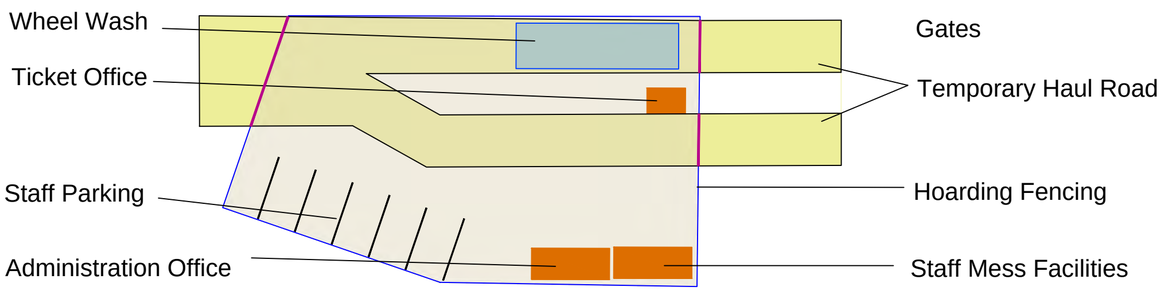
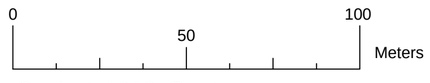
APPENDIX B – CONSTRUCTION ACCESS AND COMPUND PLAN

Agricultural Restoration & Landscape Enhancement Scheme

Key:





Drawn By: GW	Revision No.:
Scale: 1: 1250 @ A1	Drawing No: 901.10
Project Name: Grimethorpe	Date: 25/05/23
Drawing Name: Construction Site Set-up	Checked By BW

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APPENDIX C – TRAFFIC SURVEY

Oldworth ATC

Report Id 413/23
Site Name Site 1 of 1
Description A6195 Engine Lane, 45m south of Ferry Moor Lane
Direction Northbound

Monday 11 September 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	26	4	9	10	3	0	0	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	10	4	1	0	0	51.4	45.8	5.7
0100 - 0200	13	2	6	4	1	0	0	11	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	5	2	0	0	0	0	45	40.1	4.4
0200 - 0300	9	4	1	0	4	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	1	1	0	0	-	46.3	7.9
0300 - 0400	21	2	9	3	7	0	0	13	0	6	0	0	0	0	0	2	0	0	0	0	0	0	0	6	2	6	6	1	0	0	0	48.3	41.4	6.3
0400 - 0500	50	15	6	15	14	0	1	38	0	8	0	0	0	2	0	1	0	0	0	0	0	2	4	13	23	6	1	1	0	0	0	46.6	41	5.7
0500 - 0600	145	12	27	56	50	0	1	124	0	16	1	0	0	0	1	2	0	0	0	0	0	0	8	14	42	49	28	3	1	0	0	47	40.8	5.6
0600 - 0700	277	72	52	73	80	0	2	222	1	44	1	1	0	1	2	3	0	0	0	0	0	0	4	26	84	105	39	14	4	0	1	46.9	41.3	5.6
0700 - 0800	567	135	135	147	150	0	4	509	2	46	1	1	0	2	2	1	0	0	0	0	0	0	4	79	215	213	41	11	3	1	0	44.2	39.7	4.7
0800 - 0900	425	126	82	103	114	1	3	358	0	49	1	2	0	0	5	6	0	0	0	0	0	0	4	81	167	122	44	5	0	2	0	44.3	39.3	4.8
0900 - 1000	345	81	90	90	84	0	0	292	4	41	0	3	0	0	3	1	0	1	0	0	0	1	11	41	105	127	47	8	3	0	2	45.5	40.7	7.6
1000 - 1100	368	71	92	99	106	1	1	307	1	47	1	2	0	1	5	2	0	0	0	0	1	2	12	61	145	119	20	5	2	1	0	43.4	38.8	5.1
1100 - 1200	373	84	87	107	95	0	0	307	2	55	0	4	0	0	3	2	0	0	0	0	0	8	13	62	128	112	42	4	4	0	0	44.7	39	5.9
1200 - 1300	433	96	135	95	107	0	2	372	5	43	0	3	0	1	2	5	0	0	0	0	0	3	7	79	161	143	31	5	3	1	0	44	39	5.1
1300 - 1400	419	90	102	104	123	0	4	393	1	54	1	3	0	1	4	1	0	0	0	0	1	0	8	52	162	146	45	1	1	1	1	44.2	39.7	5.7
1400 - 1500	553	174	127	137	115	0	3	489	3	50	0	3	0	2	1	2	0	0	0	3	13	9	21	81	188	171	47	15	5	0	0	44.1	38.5	6.7
1500 - 1600	510	128	110	151	121	0	3	451	2	45	2	1	0	1	2	3	0	0	0	0	0	2	19	91	187	160	40	9	1	1	0	43.8	38.9	5.1
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1700 - 1800	594	200	142	126	126	1	4	542	6	34	0	0	1	0	4	2	0	0	0	1	0	0	2	50	208	223	92	16	0	2	0	45.6	40.8	4.9
1800 - 1900	468	141	135	111	81	0	4	428	3	32	0	0	0	0	1	0	0	0	0	0	0	12	11	47	127	182	72	14	2	1	0	45.6	40.5	5.8
1900 - 2000	289	81	74	63	71	0	0	273	0	14	0	0	0	0	1	1	0	0	0	0	1	2	9	29	88	106	37	11	4	2	0	46.2	40.6	5.8
2000 - 2100	173	48	56	40	29	0	1	164	1	5	0	0	0	0	2	0	0	0	0	0	0	1	4	19	43	57	31	14	3	1	0	48.4	41.7	6.4
2100 - 2200	129	35	36	34	24	0	0	120	0	6	0	0	0	1	1	1	0	0	0	0	0	2	9	6	42	34	24	8	3	1	0	48.8	41.4	7.1
2200 - 2300	116	54	36	9	17	0	0	114	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	8	36	45	20	6	0	0	0	47.6	41.7	4.9
2300 - 0000	78	31	19	21	7	0	2	71	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	15	22	22	12	3	1	0	1	46.5	40.3	6.6
0700 - 1900	**5656**	**1478**	**1374**	**1427**	**1377**	**3**	**32**	**4927**	**32**	**562**	**6**	**22**	**0**	**9**	**32**	**30**	**0**	**1**	**0**	**5**	**15**	**39**	**118**	**804**	**2039**	**1910**	**580**	**105**	**26**	**11**	**4**	**44.5**	**39.6**	**5.6**
0600 - 2200	**6524**	**1714**	**1592**	**1637**	**1581**	**3**	**35**	**5706**	**34**	**631**	**7**	**23**	**0**	**11**	**38**	**35**	**0**	**1**	**0**	**5**	**16**	**44**	**144**	**884**	**2296**	**2212**	**711**	**152**	**40**	**15**	**5**	**44.7**	**39.8**	**5.7**
0600 - 0000	**6718**	**1799**	**1647**	**1667**	**1605**	**3**	**37**	**5891**	**34**	**637**	**7**	**23**	**0**	**12**	**38**	**35**	**0**	**1**	**0**	**5**	**16**	**44**	**147**	**907**	**2354**	**2279**	**743**	**161**	**41**	**15**	**6**	**44.9**	**39.8**	**5.7**
0000 - 0000	**6982**	**1838**	**1705**	**1755**	**1684**	**3**	**39**	**6109**	**34**	**671**	**8**	**24**	**0**	**14**	**39**	**40**	**0**	**1**	**0**	**5**	**16**	**44**	**157**	**933**	**2421**	**2374**	**795**	**170**	**45**	**16**	**6**	**45.0**	**39.9**	**5.7**

Tuesday 12 September 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	58	33	8	13	4	0	2	53	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	2	25	16	12	3	0	0	0	47.5	41.5	4.8
0100 - 0200	13	1	2	5	5	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	4	4	1	0	0	1	53.5	45.3	11.1
0200 - 0300	52	29	14	4	5	0	1	49	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	10	14	13	3	3	1	0	49.5	43.2	6.9
0300 - 0400	36	11	10	6	9	0	0	29	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	5	9	14	7	1	0	0	0	46.9	41.3	5.1
0400 - 0500	53	9	6	16	22	0	1	49	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	5	14	22	11	1	0	0	0	46.3	41.2	4.6
0500 - 0600	150	12	28	58	52	0	1	133	0	12	0	0	0	0	1	3	0	0	0	0	0	1	4	15	54	49	23	4	0	0	0	45.8	40.3	5.1
0600 - 0700	303	94	60	71	78	0	0	263	1	31	1	0	0	0	2	1	0	0	0	1	0	0	6	32	102	115	38	7	2	0	0	45.2	40.3	5
0700 - 0800	545	114	117	153	161	0	4	472	5	55	1	2	1	1	2	1	1	0	0	0	0	0	9	117	252	130	33	2	2	0	0	42.2	38.1	4.3
0800 - 0900	405	147	74	92	92	0	1	362	1	33	0	2	0	2	2	2	0	0	0	1	4	16	20	87	133	102	31	8	1	2	0	44	37.7	6.7
0900 - 1000	396	111	92	97	96	0	1	343	1	33	3	3	0	3	4	3	1	1	0	0	0	0	24	79	145	109	33	4	2	0	0	44	38.4	5.2
1000 - 1100	340	77	88	82	93	0	1	276	3	47	3	3	0	0	5	1	0	1	0	0	0	1	4	22	73	115	98	22	3	0	2	43.5	38	5.7
1100 - 1200	380	80	98	110	92	0	0	321	0	52	2	2	0	2	0	1	0	0	0	0	0	1	14	8	47	147	130	24	6	4	0	43.8	39	5.8
1200 - 1300	421	94	111	121	95	0	3	365	3	43	1	0	0	3	1	2	0	0	0	0	0	1	6	68	170	128	38	8	2	0	0	43.9	39.3	4.8
1300 - 1400	397	98	85	111	103	0	4	330	3	46	3	4	1	1	2	3	0	0	0	0	0	0	26	73	145	122	25	5	0	0	1	43.2	38.4	6.2
1400 - 1500	539	163	151	110	115	0	1	462	3	64	0	2	0	1	4	1	0	0	0	0	0	0	6	118	237	136	33	6	1	2	0	43.2	38.5	4.7
1500 - 1600	575	153	131	144	147	0	1	515	3	49	5	0	0	1	0	1	0	0	0	0	2	2	18	90	243	178	34	6	2	0	0	43.1	38.7	4.8
1600 - 1700	592	164	136	153	137	0	1	528	2	52	1	2	0	0	5	0	1	0	0	0	0	1	10	74	240	209	46	10	1	1	0	43.6	39.5	4.6
1700 - 1800	587	207	132	142	106	0	1	549	2	33	0	0	0	0	0	1	1	0	0	0	0	2	11	40	253	211	62	8	0	0	0	44.3	40.1	4.4
1800 - 1900	426	140	99	80	107	0	3	390	1	27	0	0	0	3	2	0	0	0	0	0	0	0	2	29	150	162	59	16	7	1	0	46.2	41.3	5
1900 - 2000	247	67	58	67	55	0	0	232	0	13	0	0	0	1	0	1	0	0	0	0	0	1	8	14	83	90	41	8	2	0	0	45.9	40.9	5.3
2000 - 2100	191	54	49	44	44	0	2	175	0	10	0	1	1	2	0	0	0	0	0	0	0	0	8	20	66	61	27	6	3	0	0	45.7	40.4	5.5
2100 - 2200	116	38	34	26	18	0	2	103	0	6	1	0	0	1	3	0	0	0	0	0	0	0	5	13	25	34	26	8	5	0	0	49	42	6.9
2200 - 2300	135	53	32	29	21	0	4	127	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	6	33	55	31	6	2	0	2	47.4	43	5.5
2300 - 0000	80	37	26	11	6	0	1	75	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	4	24	25	18	7	0	0	0	47.5	42.1	5.3
0700 - 1900	**5603**	**1548**	**1316**	**1395**	**1344**	**0**	**21**	**4913**	**27**	**534**	**19**	**20**	**2**	**22**	**23**	**17**	**2**	**3**	**0**	**1**	**7**	**40**	**162**	**895**	**2230**	**1715**	**440**	**82**	**22**	**8**	**1**	**43.6**	**39.0**	**5.2**
0600 - 2200	**6460**	**1801**	**1517**	**1603**	**1539**	**0**	**25**	**5686**	**28**	**594**	**21**	**21**	**2**	**26**	**27**	**24**	**2**	**4**	**0**	**1**	**8**	**41**	**189**	**974**	**2586**	**2015**	**572**	**111**	**34**	**8**	**1**	**44.0**	**39.2**	**5.3**
0600 - 0000	**6675**	**1891**	**1575**	**1643**	**1566**	**0**	**30**	**5888**	**28**	**600**	**21**	**21**	**2**	**28**	**27**	**24**	**2**	**4**	**0**	**1**	**8**	**41**	**191**	**984**	**2563**	**2095**	**621**	**124**	**36**	**8**	**3**	**44.2**	**39.3**	**5.3**
0000 - 0000	**7037**	**1986**	**1643**	**1745**	**1663**	**0**	**35**	**6213**	**28**	**623**	**22**	**21**	**2**	**28**	**31**	**28**	**2**	**4**	**0**	**1**	**8**	**42**	**195**	**1021**	**2676**	**2214**	**691**	**137**	**39**	**9**	**4**	**44.3**	**39.4**	**5.4**

Wednesday 13 September 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triole Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Averaoe Speed	Standard Deviation
0000 - 0100	64	38	11	13	2	0	1	59	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	9	28	9	8	4	1	3	54.6	45.8	8.3
0100 - 0200	23	8	8	3	4	0	0	18	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5	5	4	5	3	1	0	0	51.3	42.1	7
0200 - 0300	41	29	3	3	6	0	0	36	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	11	14	2	1	0	0	48.8	43.7	5.6
0300 - 0400	29	14	5	4	6	0	0	25	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	16	7	0	0	0	0	46.4	42.4	4
0400 - 0500	51	6	11	20	14	0	1	43	0	5	0	0	0	0	0	2	0	0	0	0	0	0	1	7	17	14	12	0	0	0	0	46.2	40	5.3
0500 - 0600	185	22	36	62	65	0	2	163	0	12	0	0	0	4	3	1	0	0	0	0	0	0	6	25	62	51	31	6	3	1	0	46.5	40.4	6.1
0600 - 0700	322	80	68	88	86	0	0	275	1	37	0	3	0	0	1	4	1	0	0	0	0	0	13	46	80	129	43	6	2	1	2	45.5	40.4	5.8
0700 - 0800	514	101	121	131	161	0	3	442	5	56	2	0	0	0	3	3	0	0	0	0	0	0	26	74	186	162	49	10	4	1	2	44.5	39.5	5.6
0800 - 0900	399	121	92	76	110	0	1	332	4	51	1	2	0	1	1	1	0	0	0	0	0	0	16	63	141	133	37	8	1	0	0	44.3	39.3	5.2
0900 - 1000	400	86	98	114	102	0	0	352	1	29	7	7	0	1	1	2	0	0	0	0	0	0	15	47	155	139	37	5	1	0	1	43.8	39.4	5
1000 - 1100	353	87	97	77	92	0	3	292	2	44	3	1	1	2	4	1	0	0	0	0	1	0	10	60	111	125	32	11	1	0	2	44.5	39.7	5.7
1100 - 1200	375	95	100	91	89	0	0	318	1	41	7	0	0	1	6	1	0	0	0	0	1	0	6	16	48	116	129	44	12	3	0	0	45.1	39.7	6
1200 - 1300	416	110	88	117	101	1	4	352	2	47	3	1	0	0	4	4	0	0	0	0	2	0	20	75	111	148	52	8	0	0	0	44.9	39.3	5.5
1300 - 1400	458	103	97	124	134	0	5	377	3	64	5	1	0	1	2	2	0	0	0	0	0	0	4	30	49	178	154	31	10	1	0	1	43.5	38.9	5.5
1400 - 1500	606	212	140	132	122	0	5	526	4	58	4	4	0	1	2	2	0	0	0	0	0	0	1	10	111	210	199	56	10	6	2	1	44.4	39.5	5.3
1500 - 1600	566	133	130	182	121	0	3	498	3	51	0	2	1	3	1	4	0	0	0	0	3	4	9	21	103	190	195	39	2	0	0	43.2	39.2	5.6
1600 - 1700	648	177	151	177	143	0	7	566	3	65	1	0	0	3	0	3	0	0	0	0	1	0	9	80	222	259	64	10	1	1	0	44.3	40	5.4
1700 - 1800	572	170	133	120	149	0	2	532	2	28	1	0	0	2	1	4	0	0	22	21	15	21	25	46	161	190	57	12	1	1	0	44.4	36.6	10.2
1800 - 1900	488	150	137	103	98	0	5	458	2	20	0	0	0	1	1	1	0	0	0	0	0	3	12	42	146	199	68	11	6	1	0	45.6	40.8	5.4
1900 - 2000	291	75	70	86	60	0	4	267	0	17	0	1	0	1	0	1	0	0	0	0	0	1	12	29	81	112	37	16	1	1	1	46	40.9	6.2
2000 - 2100	214	82	60	40	32	0	0	194	2	15	0	0	0	0	1	1	0	1	0	0	0	0	0	24	72	63	45	5	4	1	0	47.1	41.4	5.6
2100 - 2200	151	45	45	35	26	0	3	141	0	3	0	0	0	0	3	1	0	0	0	0	0	0	3	14	43	48	31	6	3	1	2	47.4	42	7
2200 - 2300	154	69	40	21	24	0	0	150	0	2	0	0	0	0	1	1	0	0	0	0	0	0	12	46	59	24	11	2	0	0	0	47.2	41.9	5.5
2300 - 0000	88	41	29	10	8	0	2	83	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	22	35	15	6	3	0	0	47.6	42.5	5.4
0700 - 1900	**5795**	**1545**	**1384**	**1444**	**1422**	**1**	**38**	**5048**	**32**	**554**	**34**	**18**	**2**	**16**	**26**	**26**	**0**	**0**	**22**	**25**	**22**	**45**	**210**	**798**	**1927**	**2032**	**566**	**109**	**25**	**5**	**9**	**44.4**	**39.2**	**6.2**
0600 - 2200	**6773**	**1827**	**1627**	**1693**	**1626**	**1**	**45**	**5925**	**35**	**626**	**34**	**22**	**2**	**17**	**31**	**33**	**1**	**1**	**22**	**25**	**22**	**46**	**238**	**911**	**2203**	**2384**	**722**	**142**	**35**	**9**	**14**	**44.7**	**39.5**	**6.2**
0600 - 0000	**7015**	**1937**	**1696**	**1724**	**1658**	**1**	**47**	**6158**	**35**	**630**	**35**	**22**	**2**	**17**	**32**	**34**	**1**	**1**	**22**	**25**	**22**	**46**	**238**	**930**	**2271**	**2478**	**761**	**159**	**40**	**9**	**14**	**44.7**	**39.6**	**6.2**
0000 - 0000	**7408**	**2054**	**1770**	**1829**	**1755**	**1**	**52**	**6502**	**35**	**659**	**35**	**23**	**2**	**22**	**38**	**37**	**1**	**1**	**22**	**25**	**22**	**46**	**245**	**972**	**2380**	**2602**	**839**	**178**	**49**	**11**	**17**	**45.0**	**39.7**	**6.3**

Thursday 14 September 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triole Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Averaoe Speed	Standard Deviation
0000 - 0100	77	50	16	10	1	0	1	70	0	2	0	0	0	1	2	1	0	0	0	0	0	0	0	4	12	26	21	6	3	4	1	52.5	45.5	7.3
0100 - 0200	21	8	5	6	2	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8	2	2	0	0	55.7	47.3	6.3
0200 - 0300	32	24	4	2	2	0	1	29	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	15	6	2	2	0	0	49.2	44	5.6
0300 - 0400	26	9	9	4	4	0	0	21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	8	6	1	2	0	0	49.1	43.1	6.2
0400 - 0500	35	12	9	5	9	0	1	30	0	3	0	0	0	0	0	1	0	0	0	0	0	1	2	2	10	8	11	1	0	0	0	46.4	40.8	6.5
0500 - 0600	159	19	28	61	51	0	1	134	1	19	0	0	0	1	1	2	0	0	0	0	0	0	8	16	39	68	23	5	0	0	0	45.3	40.5	5.4
0600 - 0700	318	92	69	88	69	0	2	253	1	48	1	1	0	1	7	4	0	0	0	0	0	0	6	29	113	103	53	11	2	1	0	46.7	41	5.2
0700 - 0800	587	146	132	153	156	0	4	526	1	46	2	1	0	2	4	1	0	0	0

Tadworth ATC

Report Id 413/23
Site Name Site 1 of 1
Description A6195 Engine Lane, 45m south of Ferry Moor Lane
Direction Southbound

Monday 11 September 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	27	6	11	3	7	0	0	25	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	10	5	3	2	1	0	53.4	45.6	6.9
0100 - 0200	15	6	2	2	5	0	0	12	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	3	2	2	5	2	1	0	56.6	48.9	7.3
0200 - 0300	21	4	5	8	4	0	0	15	0	4	0	0	0	2	0	0	0	0	0	0	0	0	1	2	2	8	7	1	0	0	53	47.3	6.3
0300 - 0400	32	8	5	6	13	0	0	28	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	2	8	6	6	7	2	0	1	53.3	45.5	8
0400 - 0500	66	12	20	12	22	0	1	53	0	8	0	1	1	0	0	2	1	1	0	0	0	0	0	2	10	23	19	7	2	1	2	52.2	45.7	6.8
0500 - 0600	256	31	40	95	90	1	2	235	0	14	0	2	0	0	1	1	0	0	0	1	0	0	0	3	89	86	53	13	8	0	3	48.2	42.9	6.1
0600 - 0700	345	52	84	116	93	1	2	295	1	36	4	1	1	0	1	3	0	0	0	0	3	0	0	19	54	121	108	32	5	2	1	48.9	43.7	6
0700 - 0800	503	85	115	142	161	0	1	440	2	49	3	0	0	1	2	5	0	0	0	0	0	0	0	22	115	231	114	14	4	0	3	47.1	42.6	5
0800 - 0900	630	145	161	170	154	0	1	541	1	69	4	1	0	2	5	6	0	0	0	0	2	1	17	39	177	272	107	13	2	0	0	45.9	41.1	5
0900 - 1000	472	122	126	115	110	0	1	385	1	71	4	4	1	2	1	2	0	0	0	0	0	3	5	21	117	206	93	17	5	3	2	46.8	42.2	5.6
1000 - 1100	383	90	99	103	91	0	6	321	1	43	2	3	0	1	3	3	0	0	0	0	0	4	5	26	119	157	62	10	4	0	1	46	41.3	5
1100 - 1200	396	99	102	90	105	1	1	346	2	36	1	4	0	1	3	1	0	0	0	0	7	2	16	109	174	72	10	4	0	2	0	46.4	41.7	5.5
1200 - 1300	405	107	95	96	107	0	0	337	1	55	1	5	0	1	3	2	0	0	0	0	3	14	20	105	160	75	22	4	2	0	0	47.2	41.8	5.7
1300 - 1400	396	93	94	116	93	1	4	322	3	54	3	1	0	1	4	3	0	0	0	0	0	0	34	107	177	60	13	4	0	0	0	45.8	41.4	4.8
1400 - 1500	472	101	110	159	102	0	3	415	1	46	2	1	0	1	1	2	0	0	0	0	0	1	2	25	156	207	71	10	0	0	0	45.3	41.2	4.2
1500 - 1600	513	111	107	156	139	0	3	449	0	54	3	1	0	0	2	1	0	0	0	0	0	0	6	26	138	208	106	23	3	2	1	47	42.1	5
1600 - 1700	546	140	117	138	151	1	3	482	2	49	2	1	0	2	3	1	0	0	0	0	0	0	1	7	105	242	155	31	5	0	0	48.2	43.6	4.3
1700 - 1800	540	138	148	153	101	1	4	483	1	47	2	0	0	0	2	0	0	0	0	0	1	7	4	24	131	204	138	21	6	4	0	47.6	42.4	5.7
1800 - 1900	356	100	88	104	64	0	4	321	4	20	0	1	1	1	2	2	0	0	0	0	1	3	4	7	19	74	122	94	27	4	1	48.8	42.6	6.5
1900 - 2000	268	81	62	72	53	0	0	257	1	9	0	0	0	0	1	0	0	0	0	0	2	0	7	52	125	55	13	8	4	2	2	48.6	43.5	6
2000 - 2100	208	64	53	44	47	0	0	193	2	8	0	0	0	0	4	1	0	0	0	0	0	1	7	50	72	55	11	7	2	3	3	49.1	43.8	6.6
2100 - 2200	155	51	34	38	32	0	1	144	0	6	0	0	0	0	1	3	0	0	0	0	2	0	3	42	55	30	15	5	2	1	1	50.1	43.3	6.6
2200 - 2300	154	35	51	41	27	0	0	146	0	4	1	0	0	0	2	1	0	0	0	0	1	2	6	27	49	46	15	5	3	0	0	50	44.3	6.4
2300 - 0000	30	5	10	9	6	0	0	27	0	2	0	0	0	0	1	0	0	0	0	0	0	2	7	6	9	3	2	1	0	0	0	50.6	44.8	7.7
0700 - 1900	**5612**	**1331**	**1361**	**1542**	**1378**	**4**	**31**	**4842**	**19**	**593**	**27**	**22**	**2**	**13**	**31**	**28**	**0**	**0**	**0**	**1**	**7**	**26**	**62**	**279**	**1453**	**2360**	**1147**	**211**	**45**	**12**	**9**	**46.9**	**42.0**	**5.2**
0600 - 2200	**6588**	**1579**	**1594**	**1812**	**1603**	**5**	**34**	**5731**	**23**	**652**	**31**	**23**	**3**	**13**	**38**	**35**	**0**	**0**	**0**	**1**	**10**	**30**	**83**	**315**	**1651**	**2733**	**1385**	**282**	**70**	**22**	**16**	**47.1**	**42.3**	**5.4**
0600 - 0000	**6772**	**1619**	**1655**	**1862**	**1636**	**5**	**34**	**5904**	**23**	**658**	**32**	**23**	**3**	**13**	**41**	**36**	**0**	**0**	**0**	**1**	**10**	**31**	**65**	**323**	**1685**	**2788**	**1450**	**300**	**77**	**26**	**16**	**47.2**	**42.3**	**5.5**
0000 - 0000	**7189**	**1686**	**1738**	**1988**	**1777**	**6**	**37**	**6272**	**23**	**688**	**32**	**28**	**3**	**16**	**45**	**39**	**0**	**0**	**0**	**2**	**10**	**31**	**65**	**331**	**1803**	**2917**	**1543**	**342**	**94**	**29**	**22**	**47.3**	**42.4**	**5.6**

Tuesday 12 September 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	25	5	4	12	4	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	10	5	3	0	0	0	50	43	5.2
0100 - 0200	17	2	5	4	6	0	0	12	0	3	0	0	0	0	1	1	0	0	0	0	0	0	1	1	4	2	2	4	1	1	1	59.8	46.6	10.6
0200 - 0300	6	2	1	2	1	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	-	43.1	4.6
0300 - 0400	22	3	4	11	4	0	0	18	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	1	6	6	4	5	0	0	0	51.7	43.8	6.2
0400 - 0500	42	10	5	14	13	0	0	38	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	1	10	14	11	2	2	2	0	51	44.7	6.6
0500 - 0600	247	29	43	85	90	0	4	226	1	11	3	0	0	0	1	1	0	0	0	0	0	0	3	23	81	73	46	17	0	2	2	47.2	41.8	5.9
0600 - 0700	332	53	68	110	101	0	1	292	1	30	2	0	0	0	4	2	0	0	0	0	0	0	18	74	145	65	20	5	5	0	0	47.6	42.9	5.4
0700 - 0800	493	82	117	140	154	1	2	430	3	48	1	2	1	1	2	1	0	0	0	0	3	2	17	51	140	186	69	23	2	0	0	45.7	40.5	5.8
0800 - 0900	586	129	149	157	151	0	2	516	1	60	2	1	0	0	1	2	1	0	0	1	4	2	11	49	168	232	93	20	4	0	0	46	40.6	5.9
0900 - 1000	492	140	123	126	103	0	0	415	1	59	6	1	0	3	5	2	0	0	0	0	0	0	5	50	182	193	54	6	1	1	0	44.5	40.2	4.5
1000 - 1100	368	95	78	112	83	1	0	295	0	57	3	2	0	0	5	4	1	0	0	0	0	0	1	28	110	161	55	11	1	1	0	45.4	41.4	4.4
1100 - 1200	355	95	91	71	98	0	0	282	0	59	3	2	1	1	5	2	0	0	0	0	1	3	3	39	116	118	63	13	1	0	1	46.4	40.9	5.4
1200 - 1300	373	82	73	109	109	0	3	309	1	48	2	0	0	2	4	4	0	0	0	0	0	1	1	9	92	171	71	21	6	0	1	47.3	42.5	5
1300 - 1400	427	99	94	119	115	0	5	363	2	50	1	1	0	0	3	2	0	0	0	0	0	0	3	28	136	171	73	14	2	0	0	46	41.4	4.6
1400 - 1500	538	106	124	166	142	1	1	473	1	54	3	2	0	1	1	1	0	0	0	1	1	1	10	60	188	202	63	8	3	0	0	44.7	39.9	5.2
1500 - 1600	551	127	111	157	156	0	3	466	3	71	2	1	0	3	1	1	0	0	0	0	1	4	12	32	183	227	71	19	2	0	0	45.5	40.7	5.1
1600 - 1700	578	177	149	122	130	0	1	513	5	57	1	0	0	0	1	0	0	0	0	0	0	10	15	33	156	230	109	23	0	1	1	46.5	41.3	5.7
1700 - 1800	531	144	122	144	121	0	2	497	0	29	0	0	0	0	1	1	0	0	0	0	0	0	2	21	125	239	116	22	4	3	0	46.8	42.6	4.8
1800 - 1900	384	129	76	105	74	0	1	343	1	37	2	0	0	0	0	0	0	0	0	0	0	0	0	15	80	157	106	20	2	3	1	48.1	43.2	5
1900 - 2000	253	64	61	74	54	0	2	239	0	9	0	0	0	1	2	0	0	0	0	0	0	0	1	9	49	89	75	21	4	4	1	48.9	44.2	5.8
2000 - 2100	160	52	38	35	35	0	1	148	0	9	0	0	0	0	1	1	0	0	0	0	0	0	4	5	33	62	34	12	4	4	2	49.3	43.6	6.8
2100 - 2200	159	36	38	40	45	0	0	148	0	5	1	1	0	1	1	2	0	0	0	0	0	1	1	11	42	48	37	11	6	1	1	48.3	42.9	6.8
2200 - 2300	161	46	45	39	31	1	0	154	0	5	0	0	0	0	1	0	0	0	0	0	0	1	0	5	25	67	37	17	4	3	2	50.4	44.7	7.5
2300 - 0000	39	7	6	17	9	0	0	32	0	4	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	14	10	8	2	1	2	54.9	48.9	7.7
0700 - 1900	**6015**	**1405**	**1307**	**1528**	**1436**	**3**	**20**	**4902**	**18**	**629**	**26**	**12**	**2**	**11**	**29**	**20**	**3**	**1**	**2**	**5**	**7**	**22**	**78**	**415**	**1676**	**2287**	**943**	**200**	**28**	**9**	**4**	**46.1**	**41.2**	**5.3**
0600 - 2200	**6916**	**1637**	**1658**	**1849**	**1772**	**14**	**57**	**5892**	**24**	**773**	**53**	**22**	**1**	**23**	**27**	**27**	**3**	**0**	**0**	**19**	**11**	**26**	**68**	**364**	**1750**	**2844**	**1412**	**290**	**86**	**25**	**21**	**47.1**	**42.2**	**5.7**
0600 - 0000	**7119**	**1695**	**1711**	**1893**	**1826**	**15**	**59**	**6075**	**24**	**781**	**55**	**22**	**1**	**23**	**31**	**30**	**3**	**0**	**0**	**19**	**12**	**26**	**69**	**376**	**1794**	**2907**	**1463**	**313**	**90**	**27**	**23**	**47.2**	**42.2**	**5.7**
0000 - 0000	**7517**	**1736**	**1797**	**2005**	**1959**	**15**	**63**	**6427**	**25**	**810**	**55**	**25**	**1**	**25**	**33**	**35**	**3**	**0**	**0**	**19**	**12**	**27**	**70**	**395**	**1879**	**3041**	**1549**	**357**	**112**	**29**	**27**	**47.4**	**42.3**	**5.8**

Thursday 14 September 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	28	8	4	6	10	0	0	21	1	3	0	1	0	0	1	1	0	0	0	0	0	0	0	1	7	7	5	4	1	0	3	55	46.5	10.4
0100 - 0200	14	2	7	4	1	0	0	8	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	1	3	3	1	1	62.9	47.9	10.9
0200 - 0300	13	4	6	0	3	0	0	10	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	7	2	1	0	0	0	49.1	43.1	4.3
0300 - 0400	26	6	10	8	2	0	0	22	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	6	2	8	6	0	2	52.7	45.7	7.7
0400 - 0500	59	8	15	12	24	0	0	51	0	3	0	2	0	1	0	2	0	0	0	0	0	0	1	8	16	20	8	3	1	2	0	53.1	46.8	7.3
0500 - 0600	260	35	46	91	88	0	2	237	0	14	1	0	0	0	2	3	0	1	0	0	0	0	1	8	62	101	58	21	6	2	1	48.3	43.4	5.9
0600 - 0700	338	64	72	101	101	1	0	294	1	32	2	2	0	2	3	1	0	0	0	0	0	0	0	27	74	123	83	15	8	5	2	47.9	42.9	6.2
0700 - 0800	538	102	109	138	189	0	3	446	4	69	4	1	1	4	3	3	0	0	0	0	0	3	6	38	156	238	88	7	2	0	0	45.7	41.1	4.7
0800 - 0900	570	125	155	150	140	0	1	495	2	53	7	7	1	2	1	1	0	0	0	1	16	7	10	47	189	203	90	4	0	0	3	45.2	39.7	6.5
0900 - 1000	471	122	124	118	107	0	3	386	3	63	7	2	0	4	3	0	0	0	0	0	1	17	11	65	126	167	52	10	1	0	1	44.9	39.5	6.1
1000 - 1100	385	76	103	103	100	0	6	310	1	48	5	1	0	4	7	3	0	0	0	0	2	10	30	135	141	52	12	2	1	0	0	45.7	40.6	5.3
1100 - 1200	377	103	96	97	81	0	1	329	1	39	2	0	1	0	1	3	0	0	0	0	0	2	22	100	157	70	17	5	2	2	0	47.6	42.3	5.4
1200 - 1300	413	92	93	96	132	0	6	350	1	46	4	1	0	1	3	1	0	0	0	0	3	4	44	126	141	80	10	3	0	2	0	46.6	41.1	5.8
1300 - 1400	418	91	95	134	98	0	5	348	3	53	2	2	0	0	3	2	0	0	0	1	5	11	29	115	171	68	14	2	2	0	0	46.6	41	5.7
1400 - 1500	515	121	121	169	104	0	6	442	1	52	4	0	0	5	3	2	0	0	0	0	2	12	16	32	164	200	71	14	3	1	0	45.6	40.3	5.9
1500 - 1600	558	122	119	161	156	2	2	461	1	83	2	1	0	3	1	1	0	0	0	0	1	0	22	188	237	89	15	4	1	0	0	46	41.5	4.7
1600 - 1700	571	158	144	132	137	1	5	497	2	60	0	0	0	2	1	3	0	0	0	1	1	7	28	151	227	123	25	7	0	0	0	47	42	5.3
1700 - 1800	617	170	157	148	142	0	3	562	1	45	1	1	0	0	2	2	0	0	0	0	0	12	27	155	264	129	22	7	1	0	0	46.6	42.2	4.9
1800 - 1900	387	110	112	82	83	1	3	359	0	22	0	0	0	0	1	0	1	0	0	0	0	2	14	67	189	80	29	4	1	1	0	48	43.3	5
1900 - 2000	253	77	57	59	60	0	1	232	0	19	1	0	0	0	0	0	0	0	0	0	3	7	12	59	101	41	17	8	4	1	0	48.1	42.7	6.8
2000 - 2100	182	50	59	45	56	1	1	191	0	13	1	0	0	1	1	1	0	0	0	0	1	2	0	6	52	84	45	13	7	0	0	48.1	42.9	5.7
2100 - 2200	118	37	27	28	26	0	0	110	0	3	2	0	0	0	2	1	0	0	0	0	0	1	0	6	25	35	26	13	8	3	1	52.9	44.9	7.8
2200 - 2300	112	26	30	34	22	1	0	106	0	4	1	0	0	0	0	0	0	0	0	0	1	0	4	5	11	29	39	13	6	0	4	51.4	45.6	8.8
2300 - 0000	41	12	6	16	7	0	0	38	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4	4	16	10	7	2	0	1	0	53.4	46.4	7.6
0700 - 1900	**5438**	**940**	**922**	**847**	**909**	**3**	**33**	**3175**	**13**	**178**	**7**	**3**	**2**	**6**	**11**	**8**	**0**	**0**	**0**	**0**	**2**	**12**	**25**	**114**	**618**	**1371**	**883**	**284**	**75**	**30**	**24**	**48.1**	**43.9**	**6.1**
0600 - 2200	**6803**	**1633**	**1668**	**1766**	**1736**	**6**	**46**	**5876**	**21**	**704**	**43**	**18**	**4**	**28**	**32**	**24**	**0**	**1**	**2**	**1**	**23**	**56**	**98**	**457**	**1895**	**2722**	**1207**	**236**	**74**	**20**	**12**	**46.5**	**41.5**	**5.7**
0600 - 0000	**6988**	**1669**	**1741**	**1805**	**1773**	**7**	**46**	**6049**	**21**	**713**	**44**	**18**	**4**	**28**	**33**	**24**	**0**	**1**	**2**	**1**	**24**	**56**	**99**	**466**	**1931**	**2766**	**1259**	**256**	**86**	**25**	**17**	**46.6**	**41.6**	**5.8**
0000 - 0000	**7388**	**1732**	**1829**	**1926**	**1901**	**7**	**48**	**6398**	**22**	**739**	**46**	**22**	**4**	**29**	**40**	**31**	**0**	**2**	**2**	**1**	**24**	**56**	**100**	**480**	**2019**	**2900**	**1355**	**299**	**97**	**31**	**24**	**46.8**	**41.7**	**5.9**

Friday 15 September 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	39	7	13	6	13	0	0	31	0	5	0	1	0	0	0	2	0	0	0	0	0	0	0	1	2	13	16	4	2	1	0	51.1	46.2	5.9
0100 - 0200	22	4	5	7	6	0	0	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	6	6	5	1	1	0	54	46.7	7.3
0200 - 0300	22	7	2	9	4	0	0	15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	4	5	3	0	0	3	62.4	46.9	11.5
0300 - 0400	36	10	7	9	10	0	1	27	0	2	0	3	0	0	1	1	0	0	0	0	0	0	0	0	6	3	12	7	6	1	1	55.4	49	7.1
0400 - 0500	42	6	13	7	16	0	0	38	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	2	3	10	16	8	2	1	0	53.1	46.7	6
0500 - 0600	252	22	47	93	90	0	3	233	0	12	1	1	0	1	1	0	0	0	0	0	0	1	0	0	8	58	96	69	14	3	3	48.2	43.3	5.5
0600 - 0700	302	54	49	105	94	0	1	264	0	31	3	0	0	1	1	1	0	0	0	0	0	1	6	51	136	65	27	7	5	1	1	49.5	44.2	5.6
0700 - 0800	504	98	105	161	140	0	7	424	1	54	5	1	0	3	2	6	0	1	0	0	0	2	37	139	240	65	13	1

APPENDIX D – PICADY OUTPUT

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Ferry Moor Lane, Engine Lane PICADY.j10
Path: C:\Users\mchau\Downloads
Report generation date: 29/11/2023 15:31:56

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 With Development									
Stream B-AC	D1	0.3	14.36	0.18	B	D2	0.3	17.90	0.21	C
Stream C-AB		0.1	8.29	0.07	A		0.1	9.02	0.08	A

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

File summary

File Description

Title	Ferry Moor Lane / Englne Lane
Location	Grimethorpe
Site number	
Date	09/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-DTQ9HGBB\mchau
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2023 With Development	AM	ONE HOUR	07:45	09:15	15
D2	2023 With Development	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.96	A

Arms

Arms

Arm	Name	Description	Arm type
A	Engine Lane (South)		Major
B	Ferry Moor Lane		Minor
C	Engine Lane (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00			70.0	✓	1.00

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	3.50	30	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	527	0.083	0.211	0.133	0.301
B-C	675	0.090	0.227	-	-
C-B	615	0.207	0.207	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 With Development	AM	ONE HOUR	07:45	09:15	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		✓	488	100.000
B		✓	64	100.000
C		✓	718	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	456
	B	32	0	32
	C	686	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	30	14
	B	30	0	30
	C	16	30	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	14.36	0.3	B
C-AB	0.07	8.29	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	461	0.104	48	0.1	11.293	B
C-AB	26	586	0.045	26	0.1	8.276	A
C-A	514			514			
A-B	24			24			
A-C	343			343			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	435	0.132	57	0.2	12.401	B
C-AB	32	591	0.055	32	0.1	8.282	A
C-A	613			613			
A-B	29			29			
A-C	410			410			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	396	0.178	70	0.3	14.336	B
C-AB	42	603	0.070	42	0.1	8.212	A
C-A	748			748			
A-B	35			35			
A-C	502			502			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	396	0.178	70	0.3	14.365	B
C-AB	42	601	0.070	42	0.1	8.216	A
C-A	748			748			
A-B	35			35			
A-C	502			502			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	434	0.132	58	0.2	12.438	B
C-AB	32	588	0.055	33	0.1	8.289	A
C-A	613			613			
A-B	29			29			
A-C	410			410			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	461	0.104	48	0.2	11.337	B
C-AB	26	585	0.045	26	0.1	8.285	A
C-A	514			514			
A-B	24			24			
A-C	343			343			

2023 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.99	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 With Development	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		✓	752	100.000
B		✓	64	100.000
C		✓	687	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	720
	B	32	0	32
	C	655	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	30	11
	B	30	0	30
	C	11	30	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	17.90	0.3	C
C-AB	0.08	9.02	0.1	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)	Unsignalised level of service
B-AC	48	419	0.115	48	0.2	12.587	B
C-AB	26	545	0.048	26	0.1	8.875	A
C-A	491			491			
A-B	24			24			
A-C	542			542			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	383	0.150	57	0.2	14.363	B
C-AB	33	544	0.060	33	0.1	8.986	A
C-A	585			585			
A-B	29			29			
A-C	647			647			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	332	0.212	70	0.3	17.838	C
C-AB	43	548	0.079	43	0.1	9.019	A
C-A	713			713			
A-B	35			35			
A-C	793			793			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	332	0.212	70	0.3	17.901	C
C-AB	43	546	0.080	43	0.1	9.025	A
C-A	713			713			
A-B	35			35			
A-C	793			793			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	383	0.150	58	0.2	14.424	B
C-AB	33	539	0.061	33	0.1	8.995	A
C-A	585			585			
A-B	29			29			
A-C	647			647			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	419	0.115	48	0.2	12.653	B
C-AB	26	543	0.049	27	0.1	8.890	A
C-A	491			491			
A-B	24			24			
A-C	542			542			