

Appendix A Proposed Development Framework





- LOW RESIDENTIAL DENSITY
 - MEDIUM RESIDENTIAL DENSITY
 - HIGH RESIDENTIAL DENSITY
 - LANDSCAPE BUFFER INCLUDING EXISTING TREES
 - OPEN SPACE
 - GREEN INFRASTRUCTURE
 - LANDSCAPE BUFFERS WITH PLANTING
 - GATEWAY
 - PRIMARY FRONTAGE
 - LANDSCAPE FRONTAGE
 - LANDMARK BUILDING
 - PROPOSED SUDS BASIN
 - POTENTIAL BNG LAND
 - EXISTING BUS STOPS
 - PRIMARY BOULEVARD
 - SECONDARY HIGHWAYS
 - TERTIARY HIGHWAYS
 - ACTIVE TRAVEL ROUTE
 - EXISTING WALKING ROUTE
 - EXISTING RAILWAY
-
- 1** FEATURE SPACE AT THE CENTRE OF THE PROPOSAL
 - 2** EQUIPPED PLAYSPACE
 - 3** UPDATED ARRANGEMENT OF PIT LANE
 - 4** PROPOSED NON-VEHICULAR CONNECTION

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT
PIT LANE, WOMBWELL

DRAWING:
2348.01 DEVELOPMENT FRAMEWORK, REV B
MAY 2025

SCALE:
1:1250 @ A1

STEN
ARCHITECTURE

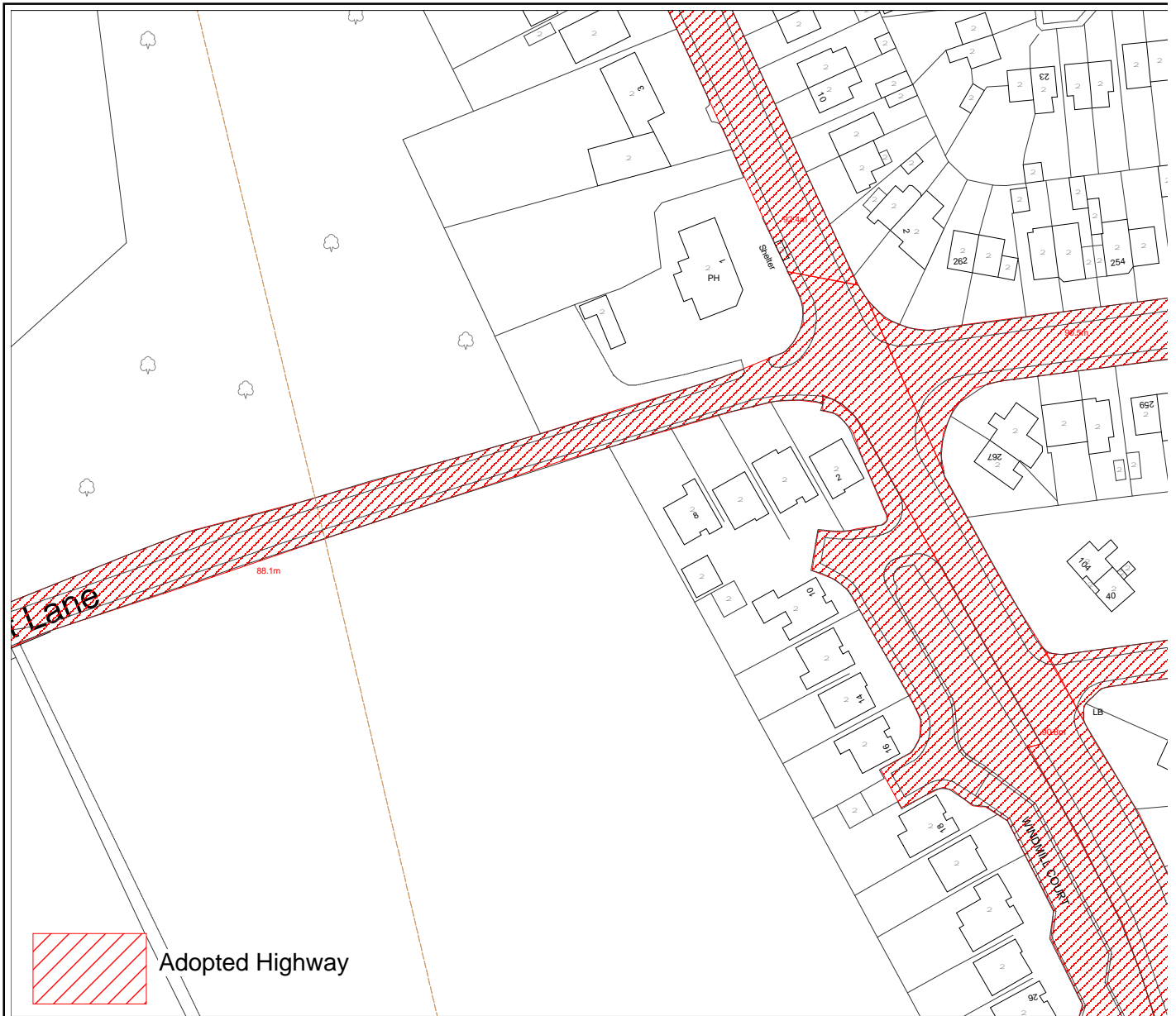
RIBA **URBAN DESIGN GROUP**
Chartered Practice **RECOGNISED PRACTITIONER**


SCALE 1:1250
0 10 20 50 100

N
NORTH

Appendix B Highway Adoption Records





| | | | |
|--|---|--|--|
| <p>Scale 1: NTS</p> <p>OS Sheet: .</p> | <p>Drawn by: J.H.</p> <p>Drwg No.: .</p> <p>Date: October 2023</p> | <p>Project: Pit Lane, Wombwell, Barnsley</p> <p>Drawing: Extent of Adopted Highway</p> |  <p>BARNSEY Metropolitan Borough</p> |
|--|---|--|--|

Appendix C MCC Traffic Survey Data



Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.1: Left from Summer Lane to Windmill Road | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 0715 - 0730 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 0730 - 0745 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 10 | 10.00 |
| 0745 - 0800 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 21 | 0 | 4 | 0 | 0 | 0 | 25 | 25.00 |
| Hourly Average | 0.00 | 0.00 | 5.25 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 6.25 | 6.25 |
| 0800 - 0815 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| 0815 - 0830 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| 0830 - 0845 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| 0845 - 0900 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 12 | 12.00 |
| Hourly Total | 0 | 0 | 31 | 1 | 2 | 0 | 0 | 0 | 34 | 34.00 |
| Hourly Average | 0.00 | 0.00 | 7.75 | 0.25 | 0.50 | 0.00 | 0.00 | 0.00 | 8.50 | 8.50 |
| 0900 - 0915 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 6.00 |
| 0915 - 0930 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0930 - 0945 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 4.00 |
| 0945 - 1000 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 17 | 17.00 |
| Hourly Average | 0.00 | 0.00 | 3.25 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 4.25 | 4.25 |
| Session Total | 0 | 0 | 65 | 1 | 10 | 0 | 0 | 0 | 76 | 76.00 |
| Session Average | 0.00 | 0.00 | 5.42 | 0.08 | 0.83 | 0.00 | 0.00 | 0.00 | 6.33 | 6.33 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.1: Left from Summer Lane to Windmill Road | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1515 - 1530 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 12 | 12.00 |
| 1530 - 1545 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 9 | 9.00 |
| 1545 - 1600 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Total | 0 | 0 | 27 | 0 | 4 | 0 | 0 | 0 | 31 | 31.00 |
| Hourly Average | 0.00 | 0.00 | 6.75 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 7.75 | 7.75 |
| 1600 - 1615 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1615 - 1630 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1630 - 1645 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 9 | 9.00 |
| 1645 - 1700 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Total | 0 | 0 | 17 | 0 | 4 | 0 | 0 | 0 | 21 | 21.00 |
| Hourly Average | 0.00 | 0.00 | 4.25 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 5.25 | 5.25 |
| 1700 - 1715 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 10 | 10.00 |
| 1715 - 1730 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| 1730 - 1745 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 10 | 10.00 |
| 1745 - 1800 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Total | 0 | 0 | 29 | 0 | 4 | 0 | 0 | 0 | 33 | 33.00 |
| Hourly Average | 0.00 | 0.00 | 7.25 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 8.25 | 8.25 |
| 1800 - 1815 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 7 | 7.00 |
| 1815 - 1830 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1830 - 1845 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1845 - 1900 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Total | 0 | 0 | 22 | 0 | 4 | 0 | 0 | 0 | 26 | 26.00 |
| Hourly Average | 0.00 | 0.00 | 5.50 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 6.50 | 6.50 |
| Session Total | 0 | 0 | 95 | 0 | 16 | 0 | 0 | 0 | 111 | 111.00 |
| Session Average | 0.00 | 0.00 | 5.94 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 6.94 | 6.94 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.2: Westbound from Summer Lane to Pit Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0715 - 0730 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0730 - 0745 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 6.00 |
| 0745 - 0800 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Total | 0 | 0 | 14 | 0 | 4 | 0 | 0 | 0 | 18 | 18.00 |
| Hourly Average | 0.00 | 0.00 | 3.50 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 4.50 | 4.50 |
| 0800 - 0815 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 8 | 8.00 |
| 0815 - 0830 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0830 - 0845 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 6 | 6.00 |
| 0845 - 0900 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Total | 0 | 0 | 20 | 1 | 5 | 0 | 0 | 0 | 26 | 26.00 |
| Hourly Average | 0.00 | 0.00 | 5.00 | 0.25 | 1.25 | 0.00 | 0.00 | 0.00 | 6.50 | 6.50 |
| 0900 - 0915 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0915 - 0930 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 0930 - 0945 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0945 - 1000 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 12 | 12.00 |
| Hourly Average | 0.00 | 0.00 | 2.75 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 3.00 | 3.00 |
| Session Total | 0 | 0 | 45 | 1 | 10 | 0 | 0 | 0 | 56 | 56.00 |
| Session Average | 0.00 | 0.00 | 3.75 | 0.08 | 0.83 | 0.00 | 0.00 | 0.00 | 4.67 | 4.67 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.2: Westbound from Summer Lane to Pit Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 6.00 |
| 1515 - 1530 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1530 - 1545 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1545 - 1600 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Total | 0 | 0 | 13 | 1 | 3 | 0 | 0 | 0 | 17 | 17.00 |
| Hourly Average | 0.00 | 0.00 | 3.25 | 0.25 | 0.75 | 0.00 | 0.00 | 0.00 | 4.25 | 4.25 |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.00 |
| 1615 - 1630 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 8 | 8.00 |
| 1630 - 1645 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 1645 - 1700 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 15 | 0 | 3 | 0 | 0 | 0 | 18 | 18.00 |
| Hourly Average | 0.00 | 0.00 | 3.75 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 4.50 | 4.50 |
| 1700 - 1715 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1715 - 1730 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1730 - 1745 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1745 - 1800 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 15.00 |
| Hourly Average | 0.00 | 0.00 | 3.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.75 | 3.75 |
| 1800 - 1815 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 1815 - 1830 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1830 - 1845 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1845 - 1900 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Average | 0.00 | 0.00 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.50 | 2.50 |
| Session Total | 0 | 0 | 53 | 1 | 6 | 0 | 0 | 0 | 60 | 60.00 |
| Session Average | 0.00 | 0.00 | 3.31 | 0.06 | 0.38 | 0.00 | 0.00 | 0.00 | 3.75 | 3.75 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.3: Right from Summer Lane to Aldham House Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| 0730 - 0745 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Average | 0.00 | 0.00 | 0.75 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| 0800 - 0815 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0815 - 0830 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 0830 - 0845 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 11.00 |
| 0845 - 0900 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 14 | 15.30 |
| Hourly Total | 0 | 0 | 30 | 0 | 1 | 0 | 1 | 0 | 32 | 33.30 |
| Hourly Average | 0.00 | 0.00 | 7.50 | 0.00 | 0.25 | 0.00 | 0.25 | 0.00 | 8.00 | 8.33 |
| 0900 - 0915 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 0915 - 0930 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 0930 - 0945 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 8 | 8.00 |
| 0945 - 1000 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 22 | 22.00 |
| Hourly Average | 0.00 | 0.00 | 5.25 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 5.50 | 5.50 |
| Session Total | 0 | 0 | 54 | 0 | 3 | 0 | 1 | 0 | 58 | 59.30 |
| Session Average | 0.00 | 0.00 | 4.50 | 0.00 | 0.25 | 0.00 | 0.08 | 0.00 | 4.83 | 4.94 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.3: Right from Summer Lane to Aldham House Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 11 | 0 | 2 | 0 | 0 | 0 | 13 | 13.00 |
| 1515 - 1530 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 20.00 |
| 1530 - 1545 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 9 | 9.00 |
| 1545 - 1600 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 43 | 1 | 3 | 0 | 0 | 0 | 47 | 47.00 |
| Hourly Average | 0.00 | 0.00 | 10.75 | 0.25 | 0.75 | 0.00 | 0.00 | 0.00 | 11.75 | 11.75 |
| 1600 - 1615 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1615 - 1630 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| 1630 - 1645 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 12 | 12.00 |
| 1645 - 1700 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 9.00 |
| Hourly Total | 0 | 0 | 30 | 0 | 3 | 0 | 0 | 0 | 33 | 33.00 |
| Hourly Average | 0.00 | 0.00 | 7.50 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 8.25 | 8.25 |
| 1700 - 1715 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| 1715 - 1730 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1730 - 1745 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1745 - 1800 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Total | 0 | 0 | 14 | 1 | 3 | 0 | 0 | 0 | 18 | 18.00 |
| Hourly Average | 0.00 | 0.00 | 3.50 | 0.25 | 0.75 | 0.00 | 0.00 | 0.00 | 4.50 | 4.50 |
| 1800 - 1815 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 1815 - 1830 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| 1830 - 1845 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 1845 - 1900 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 22 | 22.00 |
| Hourly Average | 0.00 | 0.00 | 5.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.50 | 5.50 |
| Session Total | 0 | 0 | 109 | 2 | 9 | 0 | 0 | 0 | 120 | 120.00 |
| Session Average | 0.00 | 0.00 | 6.81 | 0.13 | 0.56 | 0.00 | 0.00 | 0.00 | 7.50 | 7.50 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.4: U-Turn from Summer Lane to Summer Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0900 - 0915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0915 - 0930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0930 - 0945 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Session Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Session Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.4: U-Turn from Summer Lane to Summer Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1515 - 1530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1530 - 1545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1545 - 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1800 - 1815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1830 - 1845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1845 - 1900 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 |
| Session Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| Session Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.5: Left from Windmill Road to Pit Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0745 - 0800 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Average | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 |
| 0800 - 0815 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0845 - 0900 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Average | 0.00 | 0.00 | 0.75 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| 0900 - 0915 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0915 - 0930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0930 - 0945 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0945 - 1000 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Average | 0.00 | 0.00 | 0.75 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Session Total | 0 | 0 | 7 | 1 | 2 | 0 | 0 | 0 | 10 | 10.00 |
| Session Average | 0.00 | 0.00 | 0.58 | 0.08 | 0.17 | 0.00 | 0.00 | 0.00 | 0.83 | 0.83 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.5: Left from Windmill Road to Pit Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1515 - 1530 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1530 - 1545 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 1545 - 1600 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 11 | 11.00 |
| Hourly Average | 0.00 | 0.00 | 2.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 2.75 | 2.75 |
| 1600 - 1615 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1615 - 1630 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1630 - 1645 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1645 - 1700 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Average | 0.00 | 0.00 | 1.75 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 |
| 1700 - 1715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1715 - 1730 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1730 - 1745 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1745 - 1800 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Average | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 |
| 1800 - 1815 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1830 - 1845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1845 - 1900 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Average | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 |
| Session Total | 0 | 0 | 33 | 0 | 2 | 0 | 0 | 0 | 35 | 35.00 |
| Session Average | 0.00 | 0.00 | 2.06 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 2.19 | 2.19 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.6: Left from Windmill Road to Aldham House Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 1 | 0 | 18 | 0 | 6 | 0 | 0 | 0 | 25 | 24.20 |
| 0715 - 0730 | 0 | 0 | 21 | 0 | 7 | 0 | 0 | 0 | 28 | 28.00 |
| 0730 - 0745 | 0 | 0 | 18 | 1 | 4 | 0 | 0 | 0 | 23 | 23.00 |
| 0745 - 0800 | 0 | 0 | 20 | 1 | 8 | 0 | 0 | 0 | 29 | 29.00 |
| Hourly Total | 1 | 0 | 77 | 2 | 25 | 0 | 0 | 0 | 105 | 104.20 |
| Hourly Average | 0.25 | 0.00 | 19.25 | 0.50 | 6.25 | 0.00 | 0.00 | 0.00 | 26.25 | 26.05 |
| 0800 - 0815 | 0 | 0 | 29 | 0 | 8 | 0 | 0 | 0 | 37 | 37.00 |
| 0815 - 0830 | 0 | 0 | 32 | 1 | 10 | 0 | 0 | 0 | 43 | 43.00 |
| 0830 - 0845 | 0 | 0 | 25 | 1 | 5 | 0 | 0 | 0 | 31 | 31.00 |
| 0845 - 0900 | 0 | 0 | 36 | 0 | 4 | 0 | 0 | 0 | 40 | 40.00 |
| Hourly Total | 0 | 0 | 122 | 2 | 27 | 0 | 0 | 0 | 151 | 151.00 |
| Hourly Average | 0.00 | 0.00 | 30.50 | 0.50 | 6.75 | 0.00 | 0.00 | 0.00 | 37.75 | 37.75 |
| 0900 - 0915 | 0 | 1 | 26 | 1 | 7 | 0 | 0 | 0 | 35 | 34.40 |
| 0915 - 0930 | 0 | 0 | 20 | 0 | 3 | 1 | 0 | 0 | 24 | 24.50 |
| 0930 - 0945 | 0 | 1 | 18 | 0 | 6 | 0 | 0 | 0 | 25 | 24.40 |
| 0945 - 1000 | 0 | 0 | 24 | 0 | 5 | 0 | 0 | 1 | 30 | 31.00 |
| Hourly Total | 0 | 2 | 88 | 1 | 21 | 1 | 0 | 1 | 114 | 114.30 |
| Hourly Average | 0.00 | 0.50 | 22.00 | 0.25 | 5.25 | 0.25 | 0.00 | 0.25 | 28.50 | 28.58 |
| Session Total | 1 | 2 | 287 | 5 | 73 | 1 | 0 | 1 | 370 | 369.50 |
| Session Average | 0.08 | 0.17 | 23.92 | 0.42 | 6.08 | 0.08 | 0.00 | 0.08 | 30.83 | 30.79 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.6: Left from Windmill Road to Aldham House Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 24 | 0 | 9 | 0 | 0 | 0 | 33 | 33.00 |
| 1515 - 1530 | 0 | 0 | 36 | 0 | 8 | 0 | 0 | 0 | 44 | 44.00 |
| 1530 - 1545 | 0 | 0 | 38 | 0 | 7 | 0 | 0 | 0 | 45 | 45.00 |
| 1545 - 1600 | 0 | 0 | 47 | 0 | 16 | 0 | 0 | 0 | 63 | 63.00 |
| Hourly Total | 0 | 0 | 145 | 0 | 40 | 0 | 0 | 0 | 185 | 185.00 |
| Hourly Average | 0.00 | 0.00 | 36.25 | 0.00 | 10.00 | 0.00 | 0.00 | 0.00 | 46.25 | 46.25 |
| 1600 - 1615 | 0 | 0 | 35 | 0 | 7 | 0 | 0 | 0 | 42 | 42.00 |
| 1615 - 1630 | 0 | 0 | 48 | 2 | 12 | 1 | 0 | 0 | 63 | 63.50 |
| 1630 - 1645 | 0 | 2 | 32 | 0 | 10 | 1 | 0 | 0 | 45 | 44.30 |
| 1645 - 1700 | 0 | 0 | 31 | 0 | 9 | 1 | 0 | 0 | 41 | 41.50 |
| Hourly Total | 0 | 2 | 146 | 2 | 38 | 3 | 0 | 0 | 191 | 191.30 |
| Hourly Average | 0.00 | 0.50 | 36.50 | 0.50 | 9.50 | 0.75 | 0.00 | 0.00 | 47.75 | 47.83 |
| 1700 - 1715 | 0 | 1 | 57 | 0 | 8 | 0 | 0 | 0 | 66 | 65.40 |
| 1715 - 1730 | 0 | 1 | 41 | 0 | 9 | 0 | 0 | 0 | 51 | 50.40 |
| 1730 - 1745 | 0 | 0 | 42 | 0 | 6 | 0 | 0 | 0 | 48 | 48.00 |
| 1745 - 1800 | 0 | 0 | 38 | 0 | 5 | 0 | 0 | 0 | 43 | 43.00 |
| Hourly Total | 0 | 2 | 178 | 0 | 28 | 0 | 0 | 0 | 208 | 206.80 |
| Hourly Average | 0.00 | 0.50 | 44.50 | 0.00 | 7.00 | 0.00 | 0.00 | 0.00 | 52.00 | 51.70 |
| 1800 - 1815 | 0 | 0 | 36 | 0 | 1 | 0 | 0 | 0 | 37 | 37.00 |
| 1815 - 1830 | 0 | 0 | 29 | 0 | 1 | 0 | 0 | 0 | 30 | 30.00 |
| 1830 - 1845 | 1 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 27 | 26.20 |
| 1845 - 1900 | 0 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 32 | 32.00 |
| Hourly Total | 1 | 0 | 119 | 0 | 6 | 0 | 0 | 0 | 126 | 125.20 |
| Hourly Average | 0.25 | 0.00 | 29.75 | 0.00 | 1.50 | 0.00 | 0.00 | 0.00 | 31.50 | 31.30 |
| Session Total | 1 | 4 | 588 | 2 | 112 | 3 | 0 | 0 | 710 | 708.30 |
| Session Average | 0.06 | 0.25 | 36.75 | 0.13 | 7.00 | 0.19 | 0.00 | 0.00 | 44.38 | 44.27 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.7: Right from Windmill Road to Summer Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0715 - 0730 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0730 - 0745 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 0745 - 0800 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Total | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 17 | 17.00 |
| Hourly Average | 0.00 | 0.00 | 3.75 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 4.25 | 4.25 |
| 0800 - 0815 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 0815 - 0830 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 8 | 8.00 |
| 0830 - 0845 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| 0845 - 0900 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 23 | 23.00 |
| Hourly Average | 0.00 | 0.00 | 5.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 5.75 | 5.75 |
| 0900 - 0915 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 0915 - 0930 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0930 - 0945 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 0 | 14 | 14.00 |
| Hourly Average | 0.00 | 0.00 | 2.75 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 3.50 | 3.50 |
| Session Total | 0 | 0 | 48 | 0 | 6 | 0 | 0 | 0 | 54 | 54.00 |
| Session Average | 0.00 | 0.00 | 4.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 4.50 | 4.50 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.7: Right from Windmill Road to Summer Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 11 | 11.00 |
| 1515 - 1530 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 1530 - 1545 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 15.00 |
| 1545 - 1600 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Total | 0 | 0 | 33 | 2 | 4 | 0 | 0 | 0 | 39 | 39.00 |
| Hourly Average | 0.00 | 0.00 | 8.25 | 0.50 | 1.00 | 0.00 | 0.00 | 0.00 | 9.75 | 9.75 |
| 1600 - 1615 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 9 | 9.00 |
| 1615 - 1630 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 7 | 7.00 |
| 1630 - 1645 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 13 | 13.00 |
| 1645 - 1700 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 0 | 13 | 13.00 |
| Hourly Total | 0 | 0 | 35 | 0 | 7 | 0 | 0 | 0 | 42 | 42.00 |
| Hourly Average | 0.00 | 0.00 | 8.75 | 0.00 | 1.75 | 0.00 | 0.00 | 0.00 | 10.50 | 10.50 |
| 1700 - 1715 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 0 | 13 | 13.00 |
| 1715 - 1730 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 8 | 8.00 |
| 1730 - 1745 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 12 | 12.00 |
| 1745 - 1800 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 12 | 12.00 |
| Hourly Total | 0 | 0 | 37 | 0 | 8 | 0 | 0 | 0 | 45 | 45.00 |
| Hourly Average | 0.00 | 0.00 | 9.25 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 11.25 | 11.25 |
| 1800 - 1815 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| 1815 - 1830 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1830 - 1845 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| 1845 - 1900 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 23 | 0 | 2 | 0 | 0 | 0 | 25 | 25.00 |
| Hourly Average | 0.00 | 0.00 | 5.75 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 6.25 | 6.25 |
| Session Total | 0 | 0 | 128 | 2 | 21 | 0 | 0 | 0 | 151 | 151.00 |
| Session Average | 0.00 | 0.00 | 8.00 | 0.13 | 1.31 | 0.00 | 0.00 | 0.00 | 9.44 | 9.44 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.8: Left from Pit Lane to Aldham House Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0715 - 0730 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0730 - 0745 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 0745 - 0800 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.50 | 1.50 |
| 0800 - 0815 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 0815 - 0830 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 0830 - 0845 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0845 - 0900 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 5 | 1 | 3 | 0 | 0 | 0 | 9 | 9.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.25 | 0.75 | 0.00 | 0.00 | 0.00 | 2.25 | 2.25 |
| 0900 - 0915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0915 - 0930 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0930 - 0945 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 0945 - 1000 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Average | 0.00 | 0.00 | 1.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.75 | 1.75 |
| Session Total | 0 | 0 | 16 | 1 | 5 | 0 | 0 | 0 | 22 | 22.00 |
| Session Average | 0.00 | 0.00 | 1.33 | 0.08 | 0.42 | 0.00 | 0.00 | 0.00 | 1.83 | 1.83 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.8: Left from Pit Lane to Aldham House Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1515 - 1530 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1530 - 1545 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1545 - 1600 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 10 | 1 | 2 | 0 | 0 | 0 | 13 | 13.00 |
| Hourly Average | 0.00 | 0.00 | 2.50 | 0.25 | 0.50 | 0.00 | 0.00 | 0.00 | 3.25 | 3.25 |
| 1600 - 1615 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 6.00 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.00 |
| 1630 - 1645 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1645 - 1700 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 9 | 0 | 5 | 0 | 0 | 0 | 14 | 14.00 |
| Hourly Average | 0.00 | 0.00 | 2.25 | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 3.50 | 3.50 |
| 1700 - 1715 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1715 - 1730 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1730 - 1745 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1745 - 1800 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Total | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Average | 0.00 | 0.00 | 2.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 2.50 | 2.50 |
| 1800 - 1815 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1815 - 1830 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1830 - 1845 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1845 - 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.50 | 1.50 |
| Session Total | 0 | 0 | 32 | 1 | 10 | 0 | 0 | 0 | 43 | 43.00 |
| Session Average | 0.00 | 0.00 | 2.00 | 0.06 | 0.63 | 0.00 | 0.00 | 0.00 | 2.69 | 2.69 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.9: Eastbound from Pit Lane to Summer Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0715 - 0730 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0730 - 0745 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0745 - 0800 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Total | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 9 | 9.00 |
| Hourly Average | 0.00 | 0.00 | 1.75 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 2.25 | 2.25 |
| 0800 - 0815 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 9 | 9.00 |
| 0815 - 0830 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 6.00 |
| 0830 - 0845 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 0845 - 0900 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 9 | 9.00 |
| Hourly Total | 0 | 0 | 24 | 0 | 6 | 0 | 0 | 0 | 30 | 30.00 |
| Hourly Average | 0.00 | 0.00 | 6.00 | 0.00 | 1.50 | 0.00 | 0.00 | 0.00 | 7.50 | 7.50 |
| 0900 - 0915 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 0915 - 0930 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 0930 - 0945 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0945 - 1000 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 15 | 15.00 |
| Hourly Average | 0.00 | 0.00 | 3.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 3.75 | 3.75 |
| Session Total | 0 | 0 | 45 | 1 | 8 | 0 | 0 | 0 | 54 | 54.00 |
| Session Average | 0.00 | 0.00 | 3.75 | 0.08 | 0.67 | 0.00 | 0.00 | 0.00 | 4.50 | 4.50 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.9: Eastbound from Pit Lane to Summer Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 11 | 11.00 |
| 1515 - 1530 | 0 | 0 | 7 | 2 | 3 | 0 | 0 | 0 | 12 | 12.00 |
| 1530 - 1545 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 6 | 5.40 |
| 1545 - 1600 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 1 | 23 | 3 | 8 | 0 | 0 | 0 | 35 | 34.40 |
| Hourly Average | 0.00 | 0.25 | 5.75 | 0.75 | 2.00 | 0.00 | 0.00 | 0.00 | 8.75 | 8.60 |
| 1600 - 1615 | 0 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 9 | 8.40 |
| 1615 - 1630 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 8 | 8.00 |
| 1630 - 1645 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 9.00 |
| 1645 - 1700 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 1 | 24 | 1 | 3 | 0 | 0 | 0 | 29 | 28.40 |
| Hourly Average | 0.00 | 0.25 | 6.00 | 0.25 | 0.75 | 0.00 | 0.00 | 0.00 | 7.25 | 7.10 |
| 1700 - 1715 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| 1715 - 1730 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 8 | 8.00 |
| 1730 - 1745 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| 1745 - 1800 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Total | 0 | 0 | 22 | 0 | 8 | 0 | 0 | 0 | 30 | 30.00 |
| Hourly Average | 0.00 | 0.00 | 5.50 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 7.50 | 7.50 |
| 1800 - 1815 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 8 | 8.00 |
| 1815 - 1830 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1830 - 1845 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1845 - 1900 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 17 | 17.00 |
| Hourly Average | 0.00 | 0.00 | 4.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 4.25 | 4.25 |
| Session Total | 0 | 2 | 85 | 4 | 20 | 0 | 0 | 0 | 111 | 109.80 |
| Session Average | 0.00 | 0.13 | 5.31 | 0.25 | 1.25 | 0.00 | 0.00 | 0.00 | 6.94 | 6.86 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.10: Right from Pit Lane to Windmill Road | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0730 - 0745 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2.30 |
| Hourly Total | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 3.30 |
| Hourly Average | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.50 | 0.83 |
| 0800 - 0815 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0830 - 0845 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Average | 0.00 | 0.00 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 |
| 0900 - 0915 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0915 - 0930 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0930 - 0945 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Average | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 |
| Session Total | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 6 | 7.30 |
| Session Average | 0.00 | 0.00 | 0.33 | 0.08 | 0.00 | 0.00 | 0.08 | 0.00 | 0.50 | 0.61 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.10: Right from Pit Lane to Windmill Road | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1515 - 1530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1530 - 1545 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1545 - 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Average | 0.00 | 0.00 | 0.75 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| 1600 - 1615 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1630 - 1645 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Average | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| 1700 - 1715 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1715 - 1730 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1730 - 1745 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Average | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 |
| 1800 - 1815 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1815 - 1830 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1830 - 1845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1845 - 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Average | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Session Total | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 20 | 20.00 |
| Session Average | 0.00 | 0.00 | 1.19 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 1.25 | 1.25 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.11: Left from Aldham House Lane to Summer Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0715 - 0730 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0730 - 0745 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 0745 - 0800 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 18 | 18.00 |
| Hourly Average | 0.00 | 0.00 | 4.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.50 | 4.50 |
| 0800 - 0815 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 8 | 8.00 |
| 0815 - 0830 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 9 | 9.50 |
| 0830 - 0845 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 15 | 15.00 |
| 0845 - 0900 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Total | 0 | 0 | 39 | 1 | 1 | 1 | 0 | 0 | 42 | 42.50 |
| Hourly Average | 0.00 | 0.00 | 9.75 | 0.25 | 0.25 | 0.25 | 0.00 | 0.00 | 10.50 | 10.63 |
| 0900 - 0915 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0915 - 0930 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 15 | 15.00 |
| 0930 - 0945 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 5 | 5.50 |
| 0945 - 1000 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Total | 0 | 0 | 28 | 0 | 2 | 1 | 0 | 0 | 31 | 31.50 |
| Hourly Average | 0.00 | 0.00 | 7.00 | 0.00 | 0.50 | 0.25 | 0.00 | 0.00 | 7.75 | 7.88 |
| Session Total | 0 | 0 | 85 | 1 | 3 | 2 | 0 | 0 | 91 | 92.00 |
| Session Average | 0.00 | 0.00 | 7.08 | 0.08 | 0.25 | 0.17 | 0.00 | 0.00 | 7.58 | 7.67 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.11: Left from Aldham House Lane to Summer Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 12 | 12.00 |
| 1515 - 1530 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 17 | 17.00 |
| 1530 - 1545 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1545 - 1600 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 0 | 36 | 1 | 4 | 0 | 0 | 0 | 41 | 41.00 |
| Hourly Average | 0.00 | 0.00 | 9.00 | 0.25 | 1.00 | 0.00 | 0.00 | 0.00 | 10.25 | 10.25 |
| 1600 - 1615 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 6 | 6.00 |
| 1615 - 1630 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1630 - 1645 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 9 | 9.00 |
| 1645 - 1700 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Total | 0 | 0 | 20 | 0 | 5 | 0 | 0 | 0 | 25 | 25.00 |
| Hourly Average | 0.00 | 0.00 | 5.00 | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 6.25 | 6.25 |
| 1700 - 1715 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 12 | 12.00 |
| 1715 - 1730 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 10 | 10.00 |
| 1730 - 1745 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1745 - 1800 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Total | 0 | 0 | 29 | 0 | 3 | 0 | 0 | 0 | 32 | 32.00 |
| Hourly Average | 0.00 | 0.00 | 7.25 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 8.00 | 8.00 |
| 1800 - 1815 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1815 - 1830 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 1830 - 1845 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 1845 - 1900 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 9 | 9.00 |
| Hourly Total | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 23 | 23.00 |
| Hourly Average | 0.00 | 0.00 | 5.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 5.75 | 5.75 |
| Session Total | 0 | 0 | 107 | 1 | 13 | 0 | 0 | 0 | 121 | 121.00 |
| Session Average | 0.00 | 0.00 | 6.69 | 0.06 | 0.81 | 0.00 | 0.00 | 0.00 | 7.56 | 7.56 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.12: Right from Aldham House Lane to Windmill Road | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 15 | 1 | 7 | 0 | 0 | 0 | 23 | 23.00 |
| 0715 - 0730 | 0 | 0 | 18 | 1 | 10 | 0 | 0 | 0 | 29 | 29.00 |
| 0730 - 0745 | 0 | 0 | 23 | 1 | 7 | 0 | 0 | 0 | 31 | 31.00 |
| 0745 - 0800 | 0 | 0 | 44 | 0 | 9 | 1 | 0 | 0 | 54 | 54.50 |
| Hourly Total | 0 | 0 | 100 | 3 | 33 | 1 | 0 | 0 | 137 | 137.50 |
| Hourly Average | 0.00 | 0.00 | 25.00 | 0.75 | 8.25 | 0.25 | 0.00 | 0.00 | 34.25 | 34.38 |
| 0800 - 0815 | 0 | 0 | 35 | 0 | 13 | 0 | 0 | 0 | 48 | 48.00 |
| 0815 - 0830 | 0 | 0 | 30 | 0 | 12 | 0 | 0 | 0 | 42 | 42.00 |
| 0830 - 0845 | 0 | 0 | 26 | 2 | 12 | 0 | 0 | 1 | 41 | 42.00 |
| 0845 - 0900 | 0 | 0 | 38 | 1 | 7 | 1 | 0 | 0 | 47 | 47.50 |
| Hourly Total | 0 | 0 | 129 | 3 | 44 | 1 | 0 | 1 | 178 | 179.50 |
| Hourly Average | 0.00 | 0.00 | 32.25 | 0.75 | 11.00 | 0.25 | 0.00 | 0.25 | 44.50 | 44.88 |
| 0900 - 0915 | 0 | 0 | 27 | 0 | 7 | 0 | 0 | 1 | 35 | 36.00 |
| 0915 - 0930 | 0 | 0 | 22 | 1 | 6 | 0 | 0 | 0 | 29 | 29.00 |
| 0930 - 0945 | 0 | 0 | 24 | 1 | 5 | 1 | 0 | 0 | 31 | 31.50 |
| 0945 - 1000 | 0 | 0 | 22 | 1 | 4 | 0 | 0 | 0 | 27 | 27.00 |
| Hourly Total | 0 | 0 | 95 | 3 | 22 | 1 | 0 | 1 | 122 | 123.50 |
| Hourly Average | 0.00 | 0.00 | 23.75 | 0.75 | 5.50 | 0.25 | 0.00 | 0.25 | 30.50 | 30.88 |
| Session Total | 0 | 0 | 324 | 9 | 99 | 3 | 0 | 2 | 437 | 440.50 |
| Session Average | 0.00 | 0.00 | 27.00 | 0.75 | 8.25 | 0.25 | 0.00 | 0.17 | 36.42 | 36.71 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.12: Right from Aldham House Lane to Windmill Road | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 29 | 1 | 5 | 0 | 0 | 0 | 35 | 35.00 |
| 1515 - 1530 | 0 | 0 | 47 | 0 | 6 | 0 | 0 | 0 | 53 | 53.00 |
| 1530 - 1545 | 0 | 0 | 31 | 0 | 9 | 0 | 0 | 0 | 40 | 40.00 |
| 1545 - 1600 | 0 | 0 | 35 | 1 | 9 | 0 | 0 | 0 | 45 | 45.00 |
| Hourly Total | 0 | 0 | 142 | 2 | 29 | 0 | 0 | 0 | 173 | 173.00 |
| Hourly Average | 0.00 | 0.00 | 35.50 | 0.50 | 7.25 | 0.00 | 0.00 | 0.00 | 43.25 | 43.25 |
| 1600 - 1615 | 0 | 0 | 28 | 0 | 8 | 0 | 0 | 0 | 36 | 36.00 |
| 1615 - 1630 | 0 | 0 | 38 | 0 | 6 | 0 | 0 | 0 | 44 | 44.00 |
| 1630 - 1645 | 2 | 0 | 32 | 0 | 8 | 0 | 0 | 0 | 42 | 40.40 |
| 1645 - 1700 | 0 | 0 | 47 | 0 | 4 | 0 | 0 | 0 | 51 | 51.00 |
| Hourly Total | 2 | 0 | 145 | 0 | 26 | 0 | 0 | 0 | 173 | 171.40 |
| Hourly Average | 0.50 | 0.00 | 36.25 | 0.00 | 6.50 | 0.00 | 0.00 | 0.00 | 43.25 | 42.85 |
| 1700 - 1715 | 0 | 0 | 25 | 0 | 8 | 0 | 0 | 0 | 33 | 33.00 |
| 1715 - 1730 | 0 | 0 | 39 | 0 | 9 | 0 | 0 | 0 | 48 | 48.00 |
| 1730 - 1745 | 0 | 1 | 32 | 0 | 5 | 0 | 0 | 0 | 38 | 37.40 |
| 1745 - 1800 | 0 | 0 | 23 | 0 | 5 | 0 | 0 | 0 | 28 | 28.00 |
| Hourly Total | 0 | 1 | 119 | 0 | 27 | 0 | 0 | 0 | 147 | 146.40 |
| Hourly Average | 0.00 | 0.25 | 29.75 | 0.00 | 6.75 | 0.00 | 0.00 | 0.00 | 36.75 | 36.60 |
| 1800 - 1815 | 0 | 0 | 31 | 0 | 2 | 0 | 0 | 0 | 33 | 33.00 |
| 1815 - 1830 | 0 | 0 | 26 | 0 | 3 | 0 | 0 | 0 | 29 | 29.00 |
| 1830 - 1845 | 0 | 1 | 26 | 0 | 3 | 0 | 0 | 0 | 30 | 29.40 |
| 1845 - 1900 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 14 | 14.00 |
| Hourly Total | 0 | 1 | 95 | 0 | 10 | 0 | 0 | 0 | 106 | 105.40 |
| Hourly Average | 0.00 | 0.25 | 23.75 | 0.00 | 2.50 | 0.00 | 0.00 | 0.00 | 26.50 | 26.35 |
| Session Total | 2 | 2 | 501 | 2 | 92 | 0 | 0 | 0 | 599 | 596.20 |
| Session Average | 0.13 | 0.13 | 31.31 | 0.13 | 5.75 | 0.00 | 0.00 | 0.00 | 37.44 | 37.26 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.13: Right from Aldham House Lane to Pit Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| 0730 - 0745 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 0745 - 0800 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Average | 0.00 | 0.00 | 1.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 |
| 0800 - 0815 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 4.00 |
| 0815 - 0830 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| 0845 - 0900 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 13 | 13.00 |
| Hourly Average | 0.00 | 0.00 | 2.25 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 3.25 | 3.25 |
| 0900 - 0915 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0915 - 0930 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0930 - 0945 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0945 - 1000 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 9.00 |
| Hourly Average | 0.00 | 0.00 | 2.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.25 | 2.25 |
| Session Total | 0 | 0 | 24 | 0 | 6 | 0 | 0 | 0 | 30 | 30.00 |
| Session Average | 0.00 | 0.00 | 2.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 2.50 | 2.50 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.13: Right from Aldham House Lane to Pit Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1515 - 1530 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| 1530 - 1545 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1545 - 1600 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 15 | 15.00 |
| Hourly Average | 0.00 | 0.00 | 3.25 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 3.75 | 3.75 |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1615 - 1630 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1630 - 1645 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1645 - 1700 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Average | 0.00 | 0.00 | 1.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.75 | 1.75 |
| 1700 - 1715 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1715 - 1730 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1730 - 1745 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1745 - 1800 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.25 | 1.25 |
| 1800 - 1815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1815 - 1830 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 1830 - 1845 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1845 - 1900 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 1.75 | 1.75 |
| Session Total | 0 | 0 | 29 | 0 | 5 | 0 | 0 | 0 | 34 | 34.00 |
| Session Average | 0.00 | 0.00 | 1.81 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | 2.13 | 2.13 |

Wombwell
Classified Junction Count

Site 1 of 4
Summer Lane
Windmill Road
Pit Lane
Aldham House Lane

Lat/Long
lat 53.522768° lon -1.416288°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 1.14: U-Turn from Aldham House Lane to Aldham House Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0900 - 0915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0915 - 0930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0930 - 0945 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Session Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Session Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 1.14: U-Turn from Aldham House Lane to Aldham House Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1515 - 1530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1530 - 1545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1545 - 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Average | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1800 - 1815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1830 - 1845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1845 - 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Session Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Session Average | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 |

Wombwell
Classified Junction Count

Site 2 of 4
B6096 Hough Lane (East)
B6096 Hough Lane (West)
Windmill Road

Lat/Long
lat 53.518320° lon -1.412307°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 2.1: Westbound from B6096 Hough Lane (East) to B6096 Hough Lane (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|---------------|----------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 1 | 2 | 72 | 0 | 13 | 0 | 0 | 0 | 88 | 86.00 |
| 0715 - 0730 | 0 | 0 | 70 | 0 | 19 | 1 | 0 | 2 | 92 | 94.50 |
| 0730 - 0745 | 0 | 0 | 69 | 3 | 10 | 1 | 0 | 0 | 83 | 83.50 |
| 0745 - 0800 | 0 | 1 | 89 | 1 | 19 | 0 | 0 | 0 | 110 | 109.40 |
| Hourly Total | 1 | 3 | 300 | 4 | 61 | 2 | 0 | 2 | 373 | 373.40 |
| Hourly Average | 0.25 | 0.75 | 75.00 | 1.00 | 15.25 | 0.50 | 0.00 | 0.50 | 93.25 | 93.35 |
| 0800 - 0815 | 0 | 1 | 91 | 1 | 18 | 0 | 0 | 0 | 111 | 110.40 |
| 0815 - 0830 | 0 | 0 | 79 | 4 | 16 | 0 | 0 | 1 | 100 | 101.00 |
| 0830 - 0845 | 0 | 0 | 72 | 4 | 10 | 0 | 0 | 0 | 86 | 86.00 |
| 0845 - 0900 | 1 | 0 | 80 | 1 | 20 | 0 | 0 | 0 | 102 | 101.20 |
| Hourly Total | 1 | 1 | 322 | 10 | 64 | 0 | 0 | 1 | 399 | 398.60 |
| Hourly Average | 0.25 | 0.25 | 80.50 | 2.50 | 16.00 | 0.00 | 0.00 | 0.25 | 99.75 | 99.65 |
| 0900 - 0915 | 0 | 0 | 65 | 4 | 11 | 0 | 0 | 0 | 80 | 80.00 |
| 0915 - 0930 | 0 | 0 | 54 | 2 | 12 | 0 | 0 | 1 | 69 | 70.00 |
| 0930 - 0945 | 0 | 0 | 39 | 0 | 14 | 1 | 0 | 0 | 54 | 54.50 |
| 0945 - 1000 | 0 | 0 | 35 | 3 | 12 | 0 | 0 | 0 | 50 | 50.00 |
| Hourly Total | 0 | 0 | 193 | 9 | 49 | 1 | 0 | 1 | 253 | 254.50 |
| Hourly Average | 0.00 | 0.00 | 48.25 | 2.25 | 12.25 | 0.25 | 0.00 | 0.25 | 63.25 | 63.63 |
| Session Total | 2 | 4 | 815 | 23 | 174 | 3 | 0 | 4 | 1025 | 1026.50 |
| Session Average | 0.17 | 0.33 | 67.92 | 1.92 | 14.50 | 0.25 | 0.00 | 0.33 | 85.42 | 85.54 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 2.1: Westbound from B6096 Hough Lane (East) to B6096 Hough Lane (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|---------------|----------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 1 | 50 | 0 | 4 | 0 | 0 | 0 | 55 | 54.40 |
| 1515 - 1530 | 0 | 0 | 96 | 1 | 10 | 0 | 0 | 1 | 108 | 109.00 |
| 1530 - 1545 | 0 | 0 | 79 | 1 | 10 | 1 | 0 | 0 | 91 | 91.50 |
| 1545 - 1600 | 1 | 1 | 64 | 3 | 11 | 0 | 0 | 0 | 80 | 78.60 |
| Hourly Total | 1 | 2 | 289 | 5 | 35 | 1 | 0 | 1 | 334 | 333.50 |
| Hourly Average | 0.25 | 0.50 | 72.25 | 1.25 | 8.75 | 0.25 | 0.00 | 0.25 | 83.50 | 83.38 |
| 1600 - 1615 | 0 | 1 | 80 | 0 | 9 | 0 | 0 | 1 | 91 | 91.40 |
| 1615 - 1630 | 0 | 1 | 93 | 1 | 9 | 0 | 0 | 1 | 105 | 105.40 |
| 1630 - 1645 | 0 | 0 | 77 | 0 | 20 | 0 | 0 | 0 | 97 | 97.00 |
| 1645 - 1700 | 0 | 0 | 73 | 0 | 10 | 1 | 0 | 0 | 84 | 84.50 |
| Hourly Total | 0 | 2 | 323 | 1 | 48 | 1 | 0 | 2 | 377 | 378.30 |
| Hourly Average | 0.00 | 0.50 | 80.75 | 0.25 | 12.00 | 0.25 | 0.00 | 0.50 | 94.25 | 94.58 |
| 1700 - 1715 | 0 | 0 | 102 | 0 | 5 | 0 | 1 | 0 | 108 | 109.30 |
| 1715 - 1730 | 0 | 1 | 88 | 0 | 6 | 0 | 0 | 1 | 96 | 96.40 |
| 1730 - 1745 | 0 | 1 | 78 | 0 | 6 | 0 | 0 | 0 | 85 | 84.40 |
| 1745 - 1800 | 0 | 0 | 91 | 0 | 7 | 0 | 0 | 0 | 98 | 98.00 |
| Hourly Total | 0 | 2 | 359 | 0 | 24 | 0 | 1 | 1 | 387 | 388.10 |
| Hourly Average | 0.00 | 0.50 | 89.75 | 0.00 | 6.00 | 0.00 | 0.25 | 0.25 | 96.75 | 97.03 |
| 1800 - 1815 | 0 | 0 | 64 | 0 | 7 | 0 | 0 | 0 | 71 | 71.00 |
| 1815 - 1830 | 1 | 0 | 62 | 0 | 8 | 0 | 0 | 1 | 72 | 72.20 |
| 1830 - 1845 | 0 | 0 | 49 | 0 | 5 | 0 | 0 | 0 | 54 | 54.00 |
| 1845 - 1900 | 0 | 0 | 42 | 1 | 5 | 0 | 0 | 0 | 48 | 48.00 |
| Hourly Total | 1 | 0 | 217 | 1 | 25 | 0 | 0 | 1 | 245 | 245.20 |
| Hourly Average | 0.25 | 0.00 | 54.25 | 0.25 | 6.25 | 0.00 | 0.00 | 0.25 | 61.25 | 61.30 |
| Session Total | 2 | 6 | 1188 | 7 | 132 | 2 | 1 | 5 | 1343 | 1345.10 |
| Session Average | 0.13 | 0.38 | 74.25 | 0.44 | 8.25 | 0.13 | 0.06 | 0.31 | 83.94 | 84.07 |

Wombwell
Classified Junction Count

Site 2 of 4
B6096 Hough Lane (East)
B6096 Hough Lane (West)
Windmill Road

Lat/Long
lat 53.518320° lon -1.412307°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 2.2: Right from B6096 Hough Lane (East) to Windmill Road | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0715 - 0730 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0730 - 0745 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.25 | 0.50 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 |
| 0800 - 0815 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0815 - 0830 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 0830 - 0845 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 0845 - 0900 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 12 | 0 | 3 | 0 | 0 | 0 | 15 | 15.00 |
| Hourly Average | 0.00 | 0.00 | 3.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 3.75 | 3.75 |
| 0900 - 0915 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0915 - 0930 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 3.50 |
| 0930 - 0945 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 0945 - 1000 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 8 | 0 | 2 | 1 | 0 | 0 | 11 | 11.50 |
| Hourly Average | 0.00 | 0.00 | 2.00 | 0.00 | 0.50 | 0.25 | 0.00 | 0.00 | 2.75 | 2.88 |
| Session Total | 0 | 0 | 25 | 1 | 7 | 1 | 0 | 0 | 34 | 34.50 |
| Session Average | 0.00 | 0.00 | 2.08 | 0.08 | 0.58 | 0.08 | 0.00 | 0.00 | 2.83 | 2.88 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 2.2: Right from B6096 Hough Lane (East) to Windmill Road | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1515 - 1530 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 1530 - 1545 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 7 | 7.00 |
| 1545 - 1600 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 18 | 18.00 |
| Hourly Average | 0.00 | 0.00 | 3.25 | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 4.50 | 4.50 |
| 1600 - 1615 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1615 - 1630 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1630 - 1645 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 5.40 |
| 1645 - 1700 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Total | 0 | 1 | 18 | 0 | 1 | 0 | 0 | 0 | 20 | 19.40 |
| Hourly Average | 0.00 | 0.25 | 4.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 5.00 | 4.85 |
| 1700 - 1715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1715 - 1730 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 3.40 |
| 1730 - 1745 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1745 - 1800 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 1 | 12 | 0 | 1 | 0 | 0 | 0 | 14 | 13.40 |
| Hourly Average | 0.00 | 0.25 | 3.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 3.50 | 3.35 |
| 1800 - 1815 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 1815 - 1830 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1830 - 1845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1845 - 1900 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Total | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | 13.00 |
| Hourly Average | 0.00 | 0.00 | 3.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.25 | 3.25 |
| Session Total | 0 | 2 | 56 | 0 | 7 | 0 | 0 | 0 | 65 | 63.80 |
| Session Average | 0.00 | 0.13 | 3.50 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 4.06 | 3.99 |

Wombwell
Classified Junction Count

Site 2 of 4
B6096 Hough Lane (East)
B6096 Hough Lane (West)
Windmill Road

Lat/Long
lat 53.518320° lon -1.412307°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 2.3: Left from B6096 Hough Lane (West) to Windmill Road | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 13 | 0 | 6 | 0 | 0 | 0 | 19 | 19.00 |
| 0715 - 0730 | 0 | 0 | 21 | 0 | 8 | 0 | 0 | 0 | 29 | 29.00 |
| 0730 - 0745 | 0 | 0 | 22 | 0 | 3 | 0 | 0 | 0 | 25 | 25.00 |
| 0745 - 0800 | 0 | 0 | 27 | 1 | 9 | 0 | 0 | 0 | 37 | 37.00 |
| Hourly Total | 0 | 0 | 83 | 1 | 26 | 0 | 0 | 0 | 110 | 110.00 |
| Hourly Average | 0.00 | 0.00 | 20.75 | 0.25 | 6.50 | 0.00 | 0.00 | 0.00 | 27.50 | 27.50 |
| 0800 - 0815 | 0 | 0 | 26 | 1 | 8 | 0 | 0 | 0 | 35 | 35.00 |
| 0815 - 0830 | 0 | 0 | 42 | 1 | 8 | 0 | 0 | 0 | 51 | 51.00 |
| 0830 - 0845 | 0 | 0 | 22 | 1 | 4 | 0 | 0 | 0 | 27 | 27.00 |
| 0845 - 0900 | 0 | 0 | 32 | 0 | 4 | 0 | 0 | 0 | 36 | 36.00 |
| Hourly Total | 0 | 0 | 122 | 3 | 24 | 0 | 0 | 0 | 149 | 149.00 |
| Hourly Average | 0.00 | 0.00 | 30.50 | 0.75 | 6.00 | 0.00 | 0.00 | 0.00 | 37.25 | 37.25 |
| 0900 - 0915 | 0 | 1 | 30 | 1 | 6 | 0 | 0 | 0 | 38 | 37.40 |
| 0915 - 0930 | 0 | 0 | 25 | 0 | 3 | 0 | 0 | 0 | 28 | 28.00 |
| 0930 - 0945 | 0 | 1 | 23 | 0 | 6 | 0 | 0 | 0 | 30 | 29.40 |
| 0945 - 1000 | 0 | 0 | 23 | 0 | 8 | 0 | 0 | 1 | 32 | 33.00 |
| Hourly Total | 0 | 2 | 101 | 1 | 23 | 0 | 0 | 1 | 128 | 127.80 |
| Hourly Average | 0.00 | 0.50 | 25.25 | 0.25 | 5.75 | 0.00 | 0.00 | 0.25 | 32.00 | 31.95 |
| Session Total | 0 | 2 | 306 | 5 | 73 | 0 | 0 | 1 | 387 | 386.80 |
| Session Average | 0.00 | 0.17 | 25.50 | 0.42 | 6.08 | 0.00 | 0.00 | 0.08 | 32.25 | 32.23 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 2.3: Left from B6096 Hough Lane (West) to Windmill Road | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 36 | 1 | 7 | 0 | 0 | 0 | 44 | 44.00 |
| 1515 - 1530 | 0 | 0 | 42 | 1 | 10 | 0 | 0 | 0 | 53 | 53.00 |
| 1530 - 1545 | 0 | 0 | 59 | 0 | 9 | 0 | 0 | 0 | 68 | 68.00 |
| 1545 - 1600 | 0 | 0 | 49 | 0 | 15 | 0 | 0 | 0 | 64 | 64.00 |
| Hourly Total | 0 | 0 | 186 | 2 | 41 | 0 | 0 | 0 | 229 | 229.00 |
| Hourly Average | 0.00 | 0.00 | 46.50 | 0.50 | 10.25 | 0.00 | 0.00 | 0.00 | 57.25 | 57.25 |
| 1600 - 1615 | 0 | 0 | 43 | 1 | 10 | 0 | 0 | 0 | 54 | 54.00 |
| 1615 - 1630 | 0 | 0 | 60 | 1 | 15 | 1 | 0 | 0 | 77 | 77.50 |
| 1630 - 1645 | 0 | 1 | 48 | 0 | 14 | 1 | 0 | 0 | 64 | 63.90 |
| 1645 - 1700 | 0 | 0 | 45 | 0 | 9 | 1 | 0 | 0 | 55 | 55.50 |
| Hourly Total | 0 | 1 | 196 | 2 | 48 | 3 | 0 | 0 | 250 | 250.90 |
| Hourly Average | 0.00 | 0.25 | 49.00 | 0.50 | 12.00 | 0.75 | 0.00 | 0.00 | 62.50 | 62.73 |
| 1700 - 1715 | 0 | 1 | 68 | 0 | 12 | 0 | 0 | 0 | 81 | 80.40 |
| 1715 - 1730 | 0 | 0 | 52 | 0 | 12 | 0 | 0 | 0 | 64 | 64.00 |
| 1730 - 1745 | 0 | 0 | 55 | 0 | 5 | 0 | 0 | 0 | 60 | 60.00 |
| 1745 - 1800 | 0 | 0 | 55 | 0 | 8 | 0 | 0 | 0 | 63 | 63.00 |
| Hourly Total | 0 | 1 | 230 | 0 | 37 | 0 | 0 | 0 | 268 | 267.40 |
| Hourly Average | 0.00 | 0.25 | 57.50 | 0.00 | 9.25 | 0.00 | 0.00 | 0.00 | 67.00 | 66.85 |
| 1800 - 1815 | 0 | 0 | 49 | 0 | 1 | 0 | 0 | 0 | 50 | 50.00 |
| 1815 - 1830 | 0 | 0 | 34 | 0 | 1 | 0 | 0 | 0 | 35 | 35.00 |
| 1830 - 1845 | 0 | 0 | 34 | 0 | 5 | 0 | 0 | 0 | 39 | 39.00 |
| 1845 - 1900 | 0 | 0 | 37 | 0 | 2 | 0 | 0 | 0 | 39 | 39.00 |
| Hourly Total | 0 | 0 | 154 | 0 | 9 | 0 | 0 | 0 | 163 | 163.00 |
| Hourly Average | 0.00 | 0.00 | 38.50 | 0.00 | 2.25 | 0.00 | 0.00 | 0.00 | 40.75 | 40.75 |
| Session Total | 0 | 2 | 766 | 4 | 135 | 3 | 0 | 0 | 910 | 910.30 |
| Session Average | 0.00 | 0.13 | 47.88 | 0.25 | 8.44 | 0.19 | 0.00 | 0.00 | 56.88 | 56.89 |

Wombwell
Classified Junction Count

Site 2 of 4
B6096 Hough Lane (East)
B6096 Hough Lane (West)
Windmill Road

Lat/Long
lat 53.518320° lon -1.412307°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 2.4: Eastbound from B6096 Hough Lane (West) to B6096 Hough Lane (East) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 25 | 2 | 6 | 0 | 0 | 0 | 33 | 33.00 |
| 0715 - 0730 | 0 | 0 | 29 | 0 | 11 | 0 | 0 | 0 | 40 | 40.00 |
| 0730 - 0745 | 0 | 0 | 43 | 0 | 10 | 1 | 0 | 1 | 55 | 56.50 |
| 0745 - 0800 | 0 | 0 | 60 | 3 | 12 | 0 | 0 | 0 | 75 | 75.00 |
| Hourly Total | 0 | 0 | 157 | 5 | 39 | 1 | 0 | 1 | 203 | 204.50 |
| Hourly Average | 0.00 | 0.00 | 39.25 | 1.25 | 9.75 | 0.25 | 0.00 | 0.25 | 50.75 | 51.13 |
| 0800 - 0815 | 0 | 0 | 65 | 1 | 12 | 0 | 0 | 0 | 78 | 78.00 |
| 0815 - 0830 | 0 | 0 | 80 | 2 | 16 | 0 | 0 | 0 | 98 | 98.00 |
| 0830 - 0845 | 0 | 0 | 78 | 1 | 7 | 0 | 0 | 2 | 88 | 90.00 |
| 0845 - 0900 | 0 | 0 | 65 | 5 | 13 | 0 | 0 | 0 | 83 | 83.00 |
| Hourly Total | 0 | 0 | 288 | 9 | 48 | 0 | 0 | 2 | 347 | 349.00 |
| Hourly Average | 0.00 | 0.00 | 72.00 | 2.25 | 12.00 | 0.00 | 0.00 | 0.50 | 86.75 | 87.25 |
| 0900 - 0915 | 0 | 0 | 71 | 1 | 9 | 0 | 0 | 0 | 81 | 81.00 |
| 0915 - 0930 | 0 | 0 | 47 | 2 | 12 | 1 | 0 | 0 | 62 | 62.50 |
| 0930 - 0945 | 0 | 0 | 43 | 1 | 11 | 2 | 0 | 1 | 58 | 60.00 |
| 0945 - 1000 | 0 | 0 | 38 | 2 | 12 | 0 | 0 | 0 | 52 | 52.00 |
| Hourly Total | 0 | 0 | 199 | 6 | 44 | 3 | 0 | 1 | 253 | 255.50 |
| Hourly Average | 0.00 | 0.00 | 49.75 | 1.50 | 11.00 | 0.75 | 0.00 | 0.25 | 63.25 | 63.88 |
| Session Total | 0 | 0 | 644 | 20 | 131 | 4 | 0 | 4 | 803 | 809.00 |
| Session Average | 0.00 | 0.00 | 53.67 | 1.67 | 10.92 | 0.33 | 0.00 | 0.33 | 66.92 | 67.42 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 2.4: Eastbound from B6096 Hough Lane (West) to B6096 Hough Lane (East) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|---------------|----------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 71 | 2 | 19 | 1 | 0 | 0 | 93 | 93.50 |
| 1515 - 1530 | 0 | 0 | 68 | 3 | 19 | 0 | 0 | 0 | 90 | 90.00 |
| 1530 - 1545 | 0 | 1 | 84 | 2 | 11 | 0 | 0 | 1 | 99 | 99.40 |
| 1545 - 1600 | 0 | 0 | 93 | 2 | 16 | 1 | 0 | 1 | 113 | 114.50 |
| Hourly Total | 0 | 1 | 316 | 9 | 65 | 2 | 0 | 2 | 395 | 397.40 |
| Hourly Average | 0.00 | 0.25 | 79.00 | 2.25 | 16.25 | 0.50 | 0.00 | 0.50 | 98.75 | 99.35 |
| 1600 - 1615 | 0 | 1 | 86 | 1 | 17 | 0 | 0 | 0 | 105 | 104.40 |
| 1615 - 1630 | 0 | 1 | 87 | 0 | 17 | 0 | 0 | 0 | 105 | 104.40 |
| 1630 - 1645 | 0 | 1 | 88 | 0 | 29 | 0 | 0 | 1 | 119 | 119.40 |
| 1645 - 1700 | 0 | 0 | 94 | 2 | 18 | 0 | 0 | 0 | 114 | 114.00 |
| Hourly Total | 0 | 3 | 355 | 3 | 81 | 0 | 0 | 1 | 443 | 442.20 |
| Hourly Average | 0.00 | 0.75 | 88.75 | 0.75 | 20.25 | 0.00 | 0.00 | 0.25 | 110.75 | 110.55 |
| 1700 - 1715 | 0 | 0 | 108 | 0 | 16 | 0 | 0 | 0 | 124 | 124.00 |
| 1715 - 1730 | 0 | 0 | 96 | 1 | 11 | 0 | 0 | 0 | 108 | 108.00 |
| 1730 - 1745 | 0 | 0 | 96 | 1 | 14 | 0 | 0 | 1 | 112 | 113.00 |
| 1745 - 1800 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 1 | 102 | 103.00 |
| Hourly Total | 0 | 0 | 388 | 2 | 54 | 0 | 0 | 2 | 446 | 448.00 |
| Hourly Average | 0.00 | 0.00 | 97.00 | 0.50 | 13.50 | 0.00 | 0.00 | 0.50 | 111.50 | 112.00 |
| 1800 - 1815 | 0 | 1 | 98 | 0 | 7 | 0 | 0 | 0 | 106 | 105.40 |
| 1815 - 1830 | 0 | 0 | 80 | 0 | 6 | 0 | 0 | 0 | 86 | 86.00 |
| 1830 - 1845 | 0 | 0 | 57 | 0 | 5 | 0 | 0 | 1 | 63 | 64.00 |
| 1845 - 1900 | 0 | 0 | 60 | 1 | 8 | 0 | 0 | 0 | 69 | 69.00 |
| Hourly Total | 0 | 1 | 295 | 1 | 26 | 0 | 0 | 1 | 324 | 324.40 |
| Hourly Average | 0.00 | 0.25 | 73.75 | 0.25 | 6.50 | 0.00 | 0.00 | 0.25 | 81.00 | 81.10 |
| Session Total | 0 | 5 | 1354 | 15 | 226 | 2 | 0 | 6 | 1608 | 1612.00 |
| Session Average | 0.00 | 0.31 | 84.63 | 0.94 | 14.13 | 0.13 | 0.00 | 0.38 | 100.50 | 100.75 |

Wombwell
Classified Junction Count

Site 2 of 4
B6096 Hough Lane (East)
B6096 Hough Lane (West)
Windmill Road

Lat/Long
lat 53.518320° lon -1.412307°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 2.5: Left from Windmill Road to B6096 Hough Lane (East) | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0715 - 0730 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0730 - 0745 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0745 - 0800 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 14.00 |
| Hourly Average | 0.00 | 0.00 | 3.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.50 | 3.50 |
| 0800 - 0815 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 0815 - 0830 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0830 - 0845 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 8 | 8.00 |
| 0845 - 0900 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 0 | 13 | 1 | 6 | 0 | 0 | 0 | 20 | 20.00 |
| Hourly Average | 0.00 | 0.00 | 3.25 | 0.25 | 1.50 | 0.00 | 0.00 | 0.00 | 5.00 | 5.00 |
| 0900 - 0915 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 0915 - 0930 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 0930 - 0945 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0945 - 1000 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 16 | 16.00 |
| Hourly Average | 0.00 | 0.00 | 3.75 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 4.00 | 4.00 |
| Session Total | 0 | 0 | 42 | 1 | 7 | 0 | 0 | 0 | 50 | 50.00 |
| Session Average | 0.00 | 0.00 | 3.50 | 0.08 | 0.58 | 0.00 | 0.00 | 0.00 | 4.17 | 4.17 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 2.5: Left from Windmill Road to B6096 Hough Lane (East) | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1515 - 1530 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 1530 - 1545 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 9 | 9.00 |
| 1545 - 1600 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 0 | 20 | 20.00 |
| Hourly Average | 0.00 | 0.00 | 4.75 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 5.00 | 5.00 |
| 1600 - 1615 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 1615 - 1630 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1630 - 1645 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| 1645 - 1700 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 12 | 12.00 |
| Hourly Average | 0.00 | 0.00 | 2.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 3.00 | 3.00 |
| 1700 - 1715 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1715 - 1730 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 6 | 6.00 |
| 1730 - 1745 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1745 - 1800 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 0 | 17 | 0 | 3 | 0 | 0 | 0 | 20 | 20.00 |
| Hourly Average | 0.00 | 0.00 | 4.25 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 5.00 | 5.00 |
| 1800 - 1815 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1830 - 1845 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 10 | 9.40 |
| 1845 - 1900 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 1 | 17 | 0 | 2 | 0 | 0 | 0 | 20 | 19.40 |
| Hourly Average | 0.00 | 0.25 | 4.25 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 5.00 | 4.85 |
| Session Total | 0 | 1 | 63 | 0 | 8 | 0 | 0 | 0 | 72 | 71.40 |
| Session Average | 0.00 | 0.06 | 3.94 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 4.50 | 4.46 |

Wombwell
Classified Junction Count

Site 2 of 4
B6096 Hough Lane (East)
B6096 Hough Lane (West)
Windmill Road

Lat/Long
lat 53.518320° lon -1.412307°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 2.6: Right from Windmill Road to B6096 Hough Lane (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 28 | 1 | 6 | 0 | 0 | 0 | 35 | 35.00 |
| 0715 - 0730 | 0 | 0 | 25 | 1 | 13 | 0 | 0 | 0 | 39 | 39.00 |
| 0730 - 0745 | 0 | 0 | 34 | 1 | 9 | 0 | 0 | 0 | 44 | 44.00 |
| 0745 - 0800 | 0 | 0 | 49 | 0 | 12 | 1 | 1 | 0 | 63 | 64.80 |
| Hourly Total | 0 | 0 | 136 | 3 | 40 | 1 | 1 | 0 | 181 | 182.80 |
| Hourly Average | 0.00 | 0.00 | 34.00 | 0.75 | 10.00 | 0.25 | 0.25 | 0.00 | 45.25 | 45.70 |
| 0800 - 0815 | 0 | 0 | 39 | 1 | 13 | 0 | 0 | 0 | 53 | 53.00 |
| 0815 - 0830 | 0 | 0 | 38 | 0 | 9 | 0 | 0 | 0 | 47 | 47.00 |
| 0830 - 0845 | 0 | 0 | 28 | 2 | 11 | 0 | 0 | 1 | 42 | 43.00 |
| 0845 - 0900 | 0 | 0 | 44 | 1 | 7 | 1 | 0 | 0 | 53 | 53.50 |
| Hourly Total | 0 | 0 | 149 | 4 | 40 | 1 | 0 | 1 | 195 | 196.50 |
| Hourly Average | 0.00 | 0.00 | 37.25 | 1.00 | 10.00 | 0.25 | 0.00 | 0.25 | 48.75 | 49.13 |
| 0900 - 0915 | 0 | 0 | 31 | 0 | 8 | 0 | 0 | 0 | 39 | 39.00 |
| 0915 - 0930 | 0 | 0 | 26 | 0 | 7 | 0 | 0 | 1 | 34 | 35.00 |
| 0930 - 0945 | 0 | 0 | 29 | 2 | 8 | 1 | 0 | 0 | 40 | 40.50 |
| 0945 - 1000 | 0 | 0 | 26 | 1 | 3 | 0 | 0 | 0 | 30 | 30.00 |
| Hourly Total | 0 | 0 | 112 | 3 | 26 | 1 | 0 | 1 | 143 | 144.50 |
| Hourly Average | 0.00 | 0.00 | 28.00 | 0.75 | 6.50 | 0.25 | 0.00 | 0.25 | 35.75 | 36.13 |
| Session Total | 0 | 0 | 397 | 10 | 106 | 3 | 1 | 2 | 519 | 523.80 |
| Session Average | 0.00 | 0.00 | 33.08 | 0.83 | 8.83 | 0.25 | 0.08 | 0.17 | 43.25 | 43.65 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 2.6: Right from Windmill Road to B6096 Hough Lane (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 29 | 1 | 5 | 0 | 0 | 0 | 35 | 35.00 |
| 1515 - 1530 | 0 | 0 | 39 | 0 | 8 | 0 | 0 | 0 | 47 | 47.00 |
| 1530 - 1545 | 0 | 0 | 39 | 0 | 9 | 0 | 0 | 0 | 48 | 48.00 |
| 1545 - 1600 | 0 | 0 | 37 | 2 | 9 | 0 | 0 | 0 | 48 | 48.00 |
| Hourly Total | 0 | 0 | 144 | 3 | 31 | 0 | 0 | 0 | 178 | 178.00 |
| Hourly Average | 0.00 | 0.00 | 36.00 | 0.75 | 7.75 | 0.00 | 0.00 | 0.00 | 44.50 | 44.50 |
| 1600 - 1615 | 0 | 0 | 26 | 0 | 7 | 0 | 0 | 0 | 33 | 33.00 |
| 1615 - 1630 | 0 | 0 | 45 | 0 | 6 | 0 | 0 | 0 | 51 | 51.00 |
| 1630 - 1645 | 0 | 0 | 30 | 0 | 7 | 0 | 0 | 0 | 37 | 37.00 |
| 1645 - 1700 | 0 | 0 | 42 | 0 | 7 | 0 | 0 | 0 | 49 | 49.00 |
| Hourly Total | 0 | 0 | 143 | 0 | 27 | 0 | 0 | 0 | 170 | 170.00 |
| Hourly Average | 0.00 | 0.00 | 35.75 | 0.00 | 6.75 | 0.00 | 0.00 | 0.00 | 42.50 | 42.50 |
| 1700 - 1715 | 0 | 0 | 38 | 0 | 8 | 0 | 0 | 0 | 46 | 46.00 |
| 1715 - 1730 | 0 | 0 | 41 | 0 | 9 | 0 | 0 | 0 | 50 | 50.00 |
| 1730 - 1745 | 0 | 1 | 39 | 0 | 8 | 0 | 0 | 0 | 48 | 47.40 |
| 1745 - 1800 | 0 | 0 | 30 | 0 | 4 | 0 | 0 | 0 | 34 | 34.00 |
| Hourly Total | 0 | 1 | 148 | 0 | 29 | 0 | 0 | 0 | 178 | 177.40 |
| Hourly Average | 0.00 | 0.25 | 37.00 | 0.00 | 7.25 | 0.00 | 0.00 | 0.00 | 44.50 | 44.35 |
| 1800 - 1815 | 0 | 0 | 32 | 0 | 3 | 0 | 0 | 0 | 35 | 35.00 |
| 1815 - 1830 | 0 | 0 | 30 | 0 | 4 | 0 | 0 | 0 | 34 | 34.00 |
| 1830 - 1845 | 0 | 0 | 28 | 0 | 4 | 0 | 0 | 0 | 32 | 32.00 |
| 1845 - 1900 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 16 | 16.00 |
| Hourly Total | 0 | 0 | 105 | 0 | 12 | 0 | 0 | 0 | 117 | 117.00 |
| Hourly Average | 0.00 | 0.00 | 26.25 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 29.25 | 29.25 |
| Session Total | 0 | 1 | 540 | 3 | 99 | 0 | 0 | 0 | 643 | 642.40 |
| Session Average | 0.00 | 0.06 | 33.75 | 0.19 | 6.19 | 0.00 | 0.00 | 0.00 | 40.19 | 40.15 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.1: Left from B6096 Hough Lane to Hemingfield Road | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 0 | 14 | 14.00 |
| 0715 - 0730 | 0 | 0 | 21 | 1 | 4 | 0 | 0 | 1 | 27 | 28.00 |
| 0730 - 0745 | 0 | 0 | 23 | 0 | 1 | 0 | 0 | 0 | 24 | 24.00 |
| 0745 - 0800 | 0 | 0 | 32 | 1 | 8 | 0 | 1 | 0 | 42 | 43.30 |
| Hourly Total | 0 | 0 | 87 | 2 | 16 | 0 | 1 | 1 | 107 | 109.30 |
| Hourly Average | 0.00 | 0.00 | 21.75 | 0.50 | 4.00 | 0.00 | 0.25 | 0.25 | 26.75 | 27.33 |
| 0800 - 0815 | 0 | 0 | 29 | 2 | 8 | 0 | 0 | 0 | 39 | 39.00 |
| 0815 - 0830 | 0 | 0 | 27 | 0 | 4 | 0 | 0 | 1 | 32 | 33.00 |
| 0830 - 0845 | 1 | 0 | 32 | 1 | 1 | 0 | 0 | 0 | 35 | 34.20 |
| 0845 - 0900 | 0 | 0 | 40 | 1 | 2 | 0 | 0 | 0 | 43 | 43.00 |
| Hourly Total | 1 | 0 | 128 | 4 | 15 | 0 | 0 | 1 | 149 | 149.20 |
| Hourly Average | 0.25 | 0.00 | 32.00 | 1.00 | 3.75 | 0.00 | 0.00 | 0.25 | 37.25 | 37.30 |
| 0900 - 0915 | 0 | 0 | 28 | 1 | 3 | 0 | 0 | 0 | 32 | 32.00 |
| 0915 - 0930 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 2 | 14 | 16.00 |
| 0930 - 0945 | 0 | 0 | 22 | 1 | 1 | 1 | 0 | 0 | 25 | 25.50 |
| 0945 - 1000 | 0 | 0 | 21 | 1 | 3 | 0 | 0 | 0 | 25 | 25.00 |
| Hourly Total | 0 | 0 | 83 | 3 | 7 | 1 | 0 | 2 | 96 | 98.50 |
| Hourly Average | 0.00 | 0.00 | 20.75 | 0.75 | 1.75 | 0.25 | 0.00 | 0.50 | 24.00 | 24.63 |
| Session Total | 1 | 0 | 298 | 9 | 38 | 1 | 1 | 4 | 352 | 357.00 |
| Session Average | 0.08 | 0.00 | 24.83 | 0.75 | 3.17 | 0.08 | 0.08 | 0.33 | 29.33 | 29.75 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.1: Left from B6096 Hough Lane to Hemingfield Road | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 24 | 1 | 2 | 0 | 0 | 0 | 27 | 27.00 |
| 1515 - 1530 | 0 | 0 | 45 | 1 | 0 | 0 | 0 | 1 | 47 | 48.00 |
| 1530 - 1545 | 0 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 26 | 26.00 |
| 1545 - 1600 | 0 | 0 | 21 | 1 | 5 | 0 | 0 | 0 | 27 | 27.00 |
| Hourly Total | 0 | 0 | 113 | 3 | 10 | 0 | 0 | 1 | 127 | 128.00 |
| Hourly Average | 0.00 | 0.00 | 28.25 | 0.75 | 2.50 | 0.00 | 0.00 | 0.25 | 31.75 | 32.00 |
| 1600 - 1615 | 0 | 0 | 31 | 0 | 6 | 0 | 0 | 1 | 38 | 39.00 |
| 1615 - 1630 | 0 | 0 | 39 | 0 | 5 | 0 | 0 | 1 | 45 | 46.00 |
| 1630 - 1645 | 0 | 0 | 30 | 0 | 5 | 0 | 0 | 0 | 35 | 35.00 |
| 1645 - 1700 | 0 | 0 | 24 | 0 | 3 | 0 | 0 | 0 | 27 | 27.00 |
| Hourly Total | 0 | 0 | 124 | 0 | 19 | 0 | 0 | 2 | 145 | 147.00 |
| Hourly Average | 0.00 | 0.00 | 31.00 | 0.00 | 4.75 | 0.00 | 0.00 | 0.50 | 36.25 | 36.75 |
| 1700 - 1715 | 0 | 0 | 33 | 0 | 5 | 0 | 0 | 0 | 38 | 38.00 |
| 1715 - 1730 | 0 | 0 | 36 | 0 | 4 | 0 | 0 | 1 | 41 | 42.00 |
| 1730 - 1745 | 0 | 0 | 35 | 0 | 3 | 0 | 0 | 0 | 38 | 38.00 |
| 1745 - 1800 | 0 | 0 | 38 | 0 | 2 | 0 | 0 | 0 | 40 | 40.00 |
| Hourly Total | 0 | 0 | 142 | 0 | 14 | 0 | 0 | 1 | 157 | 158.00 |
| Hourly Average | 0.00 | 0.00 | 35.50 | 0.00 | 3.50 | 0.00 | 0.00 | 0.25 | 39.25 | 39.50 |
| 1800 - 1815 | 0 | 0 | 30 | 0 | 5 | 0 | 0 | 0 | 35 | 35.00 |
| 1815 - 1830 | 0 | 0 | 34 | 0 | 2 | 0 | 0 | 1 | 37 | 38.00 |
| 1830 - 1845 | 0 | 0 | 33 | 0 | 2 | 0 | 0 | 0 | 35 | 35.00 |
| 1845 - 1900 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 0 | 19 | 19.00 |
| Hourly Total | 0 | 0 | 115 | 0 | 10 | 0 | 0 | 1 | 126 | 127.00 |
| Hourly Average | 0.00 | 0.00 | 28.75 | 0.00 | 2.50 | 0.00 | 0.00 | 0.25 | 31.50 | 31.75 |
| Session Total | 0 | 0 | 494 | 3 | 53 | 0 | 0 | 5 | 555 | 560.00 |
| Session Average | 0.00 | 0.00 | 30.88 | 0.19 | 3.31 | 0.00 | 0.00 | 0.31 | 34.69 | 35.00 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.2: Westbound from B6096 Hough Lane to B6096 Wood Walk | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|---------------|----------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 2 | 97 | 1 | 22 | 0 | 0 | 0 | 122 | 120.80 |
| 0715 - 0730 | 0 | 0 | 86 | 0 | 23 | 1 | 0 | 1 | 111 | 112.50 |
| 0730 - 0745 | 0 | 0 | 98 | 3 | 18 | 1 | 0 | 0 | 120 | 120.50 |
| 0745 - 0800 | 0 | 1 | 113 | 1 | 24 | 1 | 0 | 0 | 140 | 139.90 |
| Hourly Total | 0 | 3 | 394 | 5 | 87 | 3 | 0 | 1 | 493 | 493.70 |
| Hourly Average | 0.00 | 0.75 | 98.50 | 1.25 | 21.75 | 0.75 | 0.00 | 0.25 | 123.25 | 123.43 |
| 0800 - 0815 | 0 | 1 | 105 | 0 | 24 | 0 | 0 | 0 | 130 | 129.40 |
| 0815 - 0830 | 0 | 0 | 100 | 3 | 21 | 0 | 0 | 0 | 124 | 124.00 |
| 0830 - 0845 | 0 | 0 | 80 | 6 | 19 | 0 | 0 | 0 | 105 | 105.00 |
| 0845 - 0900 | 1 | 0 | 82 | 1 | 27 | 1 | 0 | 0 | 112 | 111.70 |
| Hourly Total | 1 | 1 | 367 | 10 | 91 | 1 | 0 | 0 | 471 | 470.10 |
| Hourly Average | 0.25 | 0.25 | 91.75 | 2.50 | 22.75 | 0.25 | 0.00 | 0.00 | 117.75 | 117.53 |
| 0900 - 0915 | 0 | 0 | 59 | 2 | 18 | 0 | 0 | 0 | 79 | 79.00 |
| 0915 - 0930 | 0 | 0 | 60 | 3 | 17 | 0 | 0 | 0 | 80 | 80.00 |
| 0930 - 0945 | 0 | 0 | 48 | 1 | 20 | 0 | 0 | 0 | 69 | 69.00 |
| 0945 - 1000 | 0 | 0 | 38 | 3 | 10 | 1 | 0 | 0 | 52 | 52.50 |
| Hourly Total | 0 | 0 | 205 | 9 | 65 | 1 | 0 | 0 | 280 | 280.50 |
| Hourly Average | 0.00 | 0.00 | 51.25 | 2.25 | 16.25 | 0.25 | 0.00 | 0.00 | 70.00 | 70.13 |
| Session Total | 1 | 4 | 966 | 24 | 243 | 5 | 0 | 1 | 1244 | 1244.30 |
| Session Average | 0.08 | 0.33 | 80.50 | 2.00 | 20.25 | 0.42 | 0.00 | 0.08 | 103.67 | 103.69 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.2: Westbound from B6096 Hough Lane to B6096 Wood Walk | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|---------------|----------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 1 | 55 | 0 | 9 | 0 | 0 | 0 | 65 | 64.40 |
| 1515 - 1530 | 0 | 0 | 79 | 0 | 14 | 0 | 0 | 0 | 93 | 93.00 |
| 1530 - 1545 | 0 | 0 | 82 | 0 | 14 | 1 | 0 | 0 | 97 | 97.50 |
| 1545 - 1600 | 1 | 0 | 71 | 5 | 17 | 0 | 0 | 0 | 94 | 93.20 |
| Hourly Total | 1 | 1 | 287 | 5 | 54 | 1 | 0 | 0 | 349 | 348.10 |
| Hourly Average | 0.25 | 0.25 | 71.75 | 1.25 | 13.50 | 0.25 | 0.00 | 0.00 | 87.25 | 87.03 |
| 1600 - 1615 | 0 | 1 | 65 | 0 | 13 | 0 | 0 | 0 | 79 | 78.40 |
| 1615 - 1630 | 0 | 1 | 86 | 0 | 14 | 0 | 0 | 0 | 101 | 100.40 |
| 1630 - 1645 | 0 | 0 | 81 | 0 | 14 | 0 | 0 | 0 | 95 | 95.00 |
| 1645 - 1700 | 0 | 0 | 80 | 0 | 12 | 1 | 0 | 0 | 93 | 93.50 |
| Hourly Total | 0 | 2 | 312 | 0 | 53 | 1 | 0 | 0 | 368 | 367.30 |
| Hourly Average | 0.00 | 0.50 | 78.00 | 0.00 | 13.25 | 0.25 | 0.00 | 0.00 | 92.00 | 91.83 |
| 1700 - 1715 | 0 | 0 | 108 | 0 | 8 | 0 | 1 | 0 | 117 | 118.30 |
| 1715 - 1730 | 0 | 1 | 86 | 0 | 10 | 0 | 0 | 0 | 97 | 96.40 |
| 1730 - 1745 | 0 | 1 | 80 | 0 | 12 | 0 | 0 | 0 | 93 | 92.40 |
| 1745 - 1800 | 0 | 1 | 75 | 0 | 7 | 0 | 0 | 0 | 83 | 82.40 |
| Hourly Total | 0 | 3 | 349 | 0 | 37 | 0 | 1 | 0 | 390 | 389.50 |
| Hourly Average | 0.00 | 0.75 | 87.25 | 0.00 | 9.25 | 0.00 | 0.25 | 0.00 | 97.50 | 97.38 |
| 1800 - 1815 | 0 | 0 | 73 | 0 | 4 | 0 | 0 | 0 | 77 | 77.00 |
| 1815 - 1830 | 1 | 0 | 55 | 0 | 7 | 0 | 0 | 0 | 63 | 62.20 |
| 1830 - 1845 | 0 | 0 | 44 | 0 | 8 | 0 | 0 | 0 | 52 | 52.00 |
| 1845 - 1900 | 0 | 0 | 37 | 0 | 6 | 0 | 0 | 0 | 43 | 43.00 |
| Hourly Total | 1 | 0 | 209 | 0 | 25 | 0 | 0 | 0 | 235 | 234.20 |
| Hourly Average | 0.25 | 0.00 | 52.25 | 0.00 | 6.25 | 0.00 | 0.00 | 0.00 | 58.75 | 58.55 |
| Session Total | 2 | 6 | 1157 | 5 | 169 | 2 | 1 | 0 | 1342 | 1339.10 |
| Session Average | 0.13 | 0.38 | 72.31 | 0.31 | 10.56 | 0.13 | 0.06 | 0.00 | 83.88 | 83.69 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.3: Right from B6096 Hough Lane to Dovecliffe Road | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| 0715 - 0730 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0730 - 0745 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 0745 - 0800 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Total | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 0 | 14 | 14.00 |
| Hourly Average | 0.00 | 0.00 | 2.75 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 3.50 | 3.50 |
| 0800 - 0815 | 0 | 0 | 16 | 0 | 2 | 0 | 0 | 0 | 18 | 18.00 |
| 0815 - 0830 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0830 - 0845 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 5 | 6.00 |
| 0845 - 0900 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 0 | 28 | 0 | 3 | 0 | 0 | 1 | 32 | 33.00 |
| Hourly Average | 0.00 | 0.00 | 7.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.25 | 8.00 | 8.25 |
| 0900 - 0915 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 0915 - 0930 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 0930 - 0945 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0945 - 1000 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 16 | 0 | 3 | 0 | 0 | 0 | 19 | 19.00 |
| Hourly Average | 0.00 | 0.00 | 4.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 4.75 | 4.75 |
| Session Total | 0 | 0 | 55 | 0 | 9 | 0 | 0 | 1 | 65 | 66.00 |
| Session Average | 0.00 | 0.00 | 4.58 | 0.00 | 0.75 | 0.00 | 0.00 | 0.08 | 5.42 | 5.50 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.3: Right from B6096 Hough Lane to Dovecliffe Road | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 1515 - 1530 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 1530 - 1545 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| 1545 - 1600 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 7 | 6.40 |
| Hourly Total | 0 | 1 | 23 | 0 | 1 | 0 | 0 | 0 | 25 | 24.40 |
| Hourly Average | 0.00 | 0.25 | 5.75 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 6.25 | 6.10 |
| 1600 - 1615 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1615 - 1630 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1630 - 1645 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| 1645 - 1700 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 0 | 18 | 1 | 2 | 0 | 0 | 0 | 21 | 21.00 |
| Hourly Average | 0.00 | 0.00 | 4.50 | 0.25 | 0.50 | 0.00 | 0.00 | 0.00 | 5.25 | 5.25 |
| 1700 - 1715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1715 - 1730 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1730 - 1745 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 1745 - 1800 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 14 | 14.00 |
| Hourly Average | 0.00 | 0.00 | 3.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 3.50 | 3.50 |
| 1800 - 1815 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 1815 - 1830 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 3.00 |
| 1830 - 1845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1845 - 1900 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 6 | 1 | 3 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Average | 0.00 | 0.00 | 1.50 | 0.25 | 0.75 | 0.00 | 0.00 | 0.00 | 2.50 | 2.50 |
| Session Total | 0 | 1 | 59 | 2 | 8 | 0 | 0 | 0 | 70 | 69.40 |
| Session Average | 0.00 | 0.06 | 3.69 | 0.13 | 0.50 | 0.00 | 0.00 | 0.00 | 4.38 | 4.34 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.4: Left from Hemingfield Road to B6096 Wood Walk | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 0715 - 0730 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 0730 - 0745 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0745 - 0800 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.25 | 0.50 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 |
| 0800 - 0815 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| 0830 - 0845 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0845 - 0900 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 11 | 11.00 |
| Hourly Average | 0.00 | 0.00 | 2.25 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 2.75 | 2.75 |
| 0900 - 0915 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 0915 - 0930 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 0930 - 0945 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 4.30 |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 6 | 0 | 2 | 0 | 1 | 0 | 9 | 10.30 |
| Hourly Average | 0.00 | 0.00 | 1.50 | 0.00 | 0.50 | 0.00 | 0.25 | 0.00 | 2.25 | 2.58 |
| Session Total | 0 | 0 | 20 | 1 | 6 | 0 | 1 | 0 | 28 | 29.30 |
| Session Average | 0.00 | 0.00 | 1.67 | 0.08 | 0.50 | 0.00 | 0.08 | 0.00 | 2.33 | 2.44 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.4: Left from Hemingfield Road to B6096 Wood Walk | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1515 - 1530 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1530 - 1545 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| 1545 - 1600 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 16 | 16.00 |
| Hourly Average | 0.00 | 0.00 | 3.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 4.00 | 4.00 |
| 1600 - 1615 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 1615 - 1630 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1630 - 1645 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1645 - 1700 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 14 | 14.00 |
| Hourly Average | 0.00 | 0.00 | 3.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 3.50 | 3.50 |
| 1700 - 1715 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| 1715 - 1730 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1730 - 1745 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1745 - 1800 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Total | 0 | 0 | 17 | 1 | 2 | 0 | 0 | 0 | 20 | 20.00 |
| Hourly Average | 0.00 | 0.00 | 4.25 | 0.25 | 0.50 | 0.00 | 0.00 | 0.00 | 5.00 | 5.00 |
| 1800 - 1815 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| 1815 - 1830 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1830 - 1845 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 1845 - 1900 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 2.40 |
| Hourly Total | 0 | 1 | 10 | 0 | 2 | 0 | 0 | 0 | 13 | 12.40 |
| Hourly Average | 0.00 | 0.25 | 2.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 3.25 | 3.10 |
| Session Total | 0 | 1 | 53 | 1 | 8 | 0 | 0 | 0 | 63 | 62.40 |
| Session Average | 0.00 | 0.06 | 3.31 | 0.06 | 0.50 | 0.00 | 0.00 | 0.00 | 3.94 | 3.90 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.5: Northbound from Hemingfield Road to Dovecliffe Road | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0715 - 0730 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 7 | 7.00 |
| 0730 - 0745 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 9 | 9.00 |
| 0745 - 0800 | 0 | 0 | 9 | 2 | 2 | 0 | 0 | 0 | 13 | 13.00 |
| Hourly Total | 0 | 0 | 23 | 2 | 6 | 0 | 0 | 0 | 31 | 31.00 |
| Hourly Average | 0.00 | 0.00 | 5.75 | 0.50 | 1.50 | 0.00 | 0.00 | 0.00 | 7.75 | 7.75 |
| 0800 - 0815 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 9.00 |
| 0815 - 0830 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 0 | 13 | 13.00 |
| 0830 - 0845 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 13 | 13.00 |
| 0845 - 0900 | 0 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 11 | 11.00 |
| Hourly Total | 0 | 0 | 40 | 1 | 5 | 0 | 0 | 0 | 46 | 46.00 |
| Hourly Average | 0.00 | 0.00 | 10.00 | 0.25 | 1.25 | 0.00 | 0.00 | 0.00 | 11.50 | 11.50 |
| 0900 - 0915 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 10 | 10.00 |
| 0915 - 0930 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 9 | 9.00 |
| 0930 - 0945 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 13 | 13.00 |
| 0945 - 1000 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 9 | 9.00 |
| Hourly Total | 0 | 0 | 34 | 1 | 6 | 0 | 0 | 0 | 41 | 41.00 |
| Hourly Average | 0.00 | 0.00 | 8.50 | 0.25 | 1.50 | 0.00 | 0.00 | 0.00 | 10.25 | 10.25 |
| Session Total | 0 | 0 | 97 | 4 | 17 | 0 | 0 | 0 | 118 | 118.00 |
| Session Average | 0.00 | 0.00 | 8.08 | 0.33 | 1.42 | 0.00 | 0.00 | 0.00 | 9.83 | 9.83 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.5: Northbound from Hemingfield Road to Dovecliffe Road | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 11 | 11.00 |
| 1515 - 1530 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 10 | 10.00 |
| 1530 - 1545 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 13 | 13.00 |
| 1545 - 1600 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 9 | 9.00 |
| Hourly Total | 0 | 0 | 38 | 0 | 5 | 0 | 0 | 0 | 43 | 43.00 |
| Hourly Average | 0.00 | 0.00 | 9.50 | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 10.75 | 10.75 |
| 1600 - 1615 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 12 | 12.00 |
| 1615 - 1630 | 0 | 0 | 14 | 1 | 1 | 0 | 0 | 0 | 16 | 16.00 |
| 1630 - 1645 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 10 | 10.00 |
| 1645 - 1700 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 11 | 11.00 |
| Hourly Total | 0 | 0 | 41 | 2 | 6 | 0 | 0 | 0 | 49 | 49.00 |
| Hourly Average | 0.00 | 0.00 | 10.25 | 0.50 | 1.50 | 0.00 | 0.00 | 0.00 | 12.25 | 12.25 |
| 1700 - 1715 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 11 | 11.00 |
| 1715 - 1730 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 17.00 |
| 1730 - 1745 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 11.00 |
| 1745 - 1800 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 9 | 9.00 |
| Hourly Total | 0 | 0 | 44 | 0 | 4 | 0 | 0 | 0 | 48 | 48.00 |
| Hourly Average | 0.00 | 0.00 | 11.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 12.00 | 12.00 |
| 1800 - 1815 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 11.00 |
| 1815 - 1830 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 9 | 9.00 |
| 1830 - 1845 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 7 | 7.00 |
| 1845 - 1900 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 29 | 1 | 2 | 0 | 0 | 0 | 32 | 32.00 |
| Hourly Average | 0.00 | 0.00 | 7.25 | 0.25 | 0.50 | 0.00 | 0.00 | 0.00 | 8.00 | 8.00 |
| Session Total | 0 | 0 | 152 | 3 | 17 | 0 | 0 | 0 | 172 | 172.00 |
| Session Average | 0.00 | 0.00 | 9.50 | 0.19 | 1.06 | 0.00 | 0.00 | 0.00 | 10.75 | 10.75 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.6: Right from Hemingfield Road to B6096 Hough Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 11 | 1 | 5 | 0 | 0 | 0 | 17 | 17.00 |
| 0715 - 0730 | 0 | 0 | 15 | 0 | 6 | 0 | 0 | 0 | 21 | 21.00 |
| 0730 - 0745 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 1 | 13 | 14.00 |
| 0745 - 0800 | 0 | 0 | 19 | 1 | 7 | 0 | 0 | 0 | 27 | 27.00 |
| Hourly Total | 0 | 0 | 54 | 2 | 21 | 0 | 0 | 1 | 78 | 79.00 |
| Hourly Average | 0.00 | 0.00 | 13.50 | 0.50 | 5.25 | 0.00 | 0.00 | 0.25 | 19.50 | 19.75 |
| 0800 - 0815 | 0 | 0 | 19 | 2 | 8 | 0 | 0 | 0 | 29 | 29.00 |
| 0815 - 0830 | 0 | 0 | 24 | 2 | 4 | 0 | 0 | 0 | 30 | 30.00 |
| 0830 - 0845 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 2 | 19 | 21.00 |
| 0845 - 0900 | 0 | 0 | 27 | 3 | 1 | 0 | 0 | 0 | 31 | 31.00 |
| Hourly Total | 0 | 0 | 86 | 7 | 14 | 0 | 0 | 2 | 109 | 111.00 |
| Hourly Average | 0.00 | 0.00 | 21.50 | 1.75 | 3.50 | 0.00 | 0.00 | 0.50 | 27.25 | 27.75 |
| 0900 - 0915 | 0 | 0 | 17 | 0 | 3 | 0 | 0 | 0 | 20 | 20.00 |
| 0915 - 0930 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 19 | 19.00 |
| 0930 - 0945 | 0 | 0 | 21 | 0 | 2 | 0 | 0 | 1 | 24 | 25.00 |
| 0945 - 1000 | 0 | 0 | 13 | 0 | 5 | 0 | 0 | 1 | 19 | 20.00 |
| Hourly Total | 0 | 0 | 70 | 0 | 10 | 0 | 0 | 2 | 82 | 84.00 |
| Hourly Average | 0.00 | 0.00 | 17.50 | 0.00 | 2.50 | 0.00 | 0.00 | 0.50 | 20.50 | 21.00 |
| Session Total | 0 | 0 | 210 | 9 | 45 | 0 | 0 | 5 | 269 | 274.00 |
| Session Average | 0.00 | 0.00 | 17.50 | 0.75 | 3.75 | 0.00 | 0.00 | 0.42 | 22.42 | 22.83 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.6: Right from Hemingfield Road to B6096 Hough Lane | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 18 | 1 | 6 | 1 | 0 | 0 | 26 | 26.50 |
| 1515 - 1530 | 0 | 0 | 32 | 2 | 1 | 0 | 0 | 0 | 35 | 35.00 |
| 1530 - 1545 | 0 | 1 | 38 | 1 | 3 | 0 | 0 | 1 | 44 | 44.40 |
| 1545 - 1600 | 0 | 0 | 34 | 0 | 2 | 0 | 0 | 0 | 36 | 36.00 |
| Hourly Total | 0 | 1 | 122 | 4 | 12 | 1 | 0 | 1 | 141 | 141.90 |
| Hourly Average | 0.00 | 0.25 | 30.50 | 1.00 | 3.00 | 0.25 | 0.00 | 0.25 | 35.25 | 35.48 |
| 1600 - 1615 | 0 | 0 | 31 | 0 | 6 | 0 | 0 | 0 | 37 | 37.00 |
| 1615 - 1630 | 0 | 0 | 39 | 0 | 8 | 0 | 0 | 0 | 47 | 47.00 |
| 1630 - 1645 | 0 | 0 | 30 | 0 | 6 | 0 | 0 | 1 | 37 | 38.00 |
| 1645 - 1700 | 0 | 0 | 29 | 0 | 6 | 0 | 0 | 0 | 35 | 35.00 |
| Hourly Total | 0 | 0 | 129 | 0 | 26 | 0 | 0 | 1 | 156 | 157.00 |
| Hourly Average | 0.00 | 0.00 | 32.25 | 0.00 | 6.50 | 0.00 | 0.00 | 0.25 | 39.00 | 39.25 |
| 1700 - 1715 | 0 | 0 | 42 | 1 | 3 | 0 | 0 | 0 | 46 | 46.00 |
| 1715 - 1730 | 0 | 0 | 25 | 0 | 3 | 0 | 0 | 0 | 28 | 28.00 |
| 1730 - 1745 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 34 | 34.00 |
| 1745 - 1800 | 0 | 0 | 49 | 0 | 2 | 0 | 0 | 1 | 52 | 53.00 |
| Hourly Total | 0 | 0 | 150 | 1 | 8 | 0 | 0 | 1 | 160 | 161.00 |
| Hourly Average | 0.00 | 0.00 | 37.50 | 0.25 | 2.00 | 0.00 | 0.00 | 0.25 | 40.00 | 40.25 |
| 1800 - 1815 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 34 | 34.00 |
| 1815 - 1830 | 0 | 0 | 26 | 0 | 1 | 0 | 0 | 0 | 27 | 27.00 |
| 1830 - 1845 | 0 | 0 | 29 | 1 | 1 | 0 | 0 | 1 | 32 | 33.00 |
| 1845 - 1900 | 0 | 0 | 29 | 0 | 1 | 0 | 0 | 0 | 30 | 30.00 |
| Hourly Total | 0 | 0 | 118 | 1 | 3 | 0 | 0 | 1 | 123 | 124.00 |
| Hourly Average | 0.00 | 0.00 | 29.50 | 0.25 | 0.75 | 0.00 | 0.00 | 0.25 | 30.75 | 31.00 |
| Session Total | 0 | 1 | 519 | 6 | 49 | 1 | 0 | 4 | 580 | 583.90 |
| Session Average | 0.00 | 0.06 | 32.44 | 0.38 | 3.06 | 0.06 | 0.00 | 0.25 | 36.25 | 36.49 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.8: Left from B6096 Wood Walk to Dovecliffe Road | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0730 - 0745 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Average | 0.00 | 0.00 | 0.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.75 | 0.75 |
| 0800 - 0815 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0845 - 0900 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Total | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Average | 0.00 | 0.00 | 1.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.25 | 1.25 |
| 0900 - 0915 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0915 - 0930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0930 - 0945 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Average | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Session Total | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 12 | 12.00 |
| Session Average | 0.00 | 0.00 | 0.83 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.8: Left from B6096 Wood Walk to Dovecliffe Road | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 1515 - 1530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1530 - 1545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1545 - 1600 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Average | 0.00 | 0.00 | 0.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.75 | 0.75 |
| 1600 - 1615 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1615 - 1630 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1630 - 1645 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1645 - 1700 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.40 |
| Hourly Total | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 7 | 6.40 |
| Hourly Average | 0.00 | 0.25 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.75 | 1.60 |
| 1700 - 1715 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.20 |
| 1715 - 1730 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1745 - 1800 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 2.20 |
| Hourly Average | 0.25 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.75 | 0.55 |
| 1800 - 1815 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| 1815 - 1830 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1830 - 1845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1845 - 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Average | 0.00 | 0.00 | 0.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.75 | 0.75 |
| Session Total | 1 | 1 | 12 | 0 | 2 | 0 | 0 | 0 | 16 | 14.60 |
| Session Average | 0.06 | 0.06 | 0.75 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 1.00 | 0.91 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.9: Eastbound from B6096 Wood Walk to B6096 Hough Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 38 | 1 | 7 | 0 | 0 | 0 | 46 | 46.00 |
| 0715 - 0730 | 0 | 0 | 34 | 0 | 12 | 0 | 0 | 0 | 46 | 46.00 |
| 0730 - 0745 | 0 | 0 | 54 | 0 | 9 | 1 | 0 | 0 | 64 | 64.50 |
| 0745 - 0800 | 0 | 0 | 64 | 2 | 16 | 0 | 0 | 0 | 82 | 82.00 |
| Hourly Total | 0 | 0 | 190 | 3 | 44 | 1 | 0 | 0 | 238 | 238.50 |
| Hourly Average | 0.00 | 0.00 | 47.50 | 0.75 | 11.00 | 0.25 | 0.00 | 0.00 | 59.50 | 59.63 |
| 0800 - 0815 | 0 | 0 | 63 | 1 | 12 | 0 | 0 | 0 | 76 | 76.00 |
| 0815 - 0830 | 0 | 0 | 91 | 0 | 18 | 0 | 0 | 0 | 109 | 109.00 |
| 0830 - 0845 | 0 | 0 | 79 | 1 | 9 | 0 | 0 | 0 | 89 | 89.00 |
| 0845 - 0900 | 0 | 0 | 78 | 2 | 15 | 0 | 0 | 0 | 95 | 95.00 |
| Hourly Total | 0 | 0 | 311 | 4 | 54 | 0 | 0 | 0 | 369 | 369.00 |
| Hourly Average | 0.00 | 0.00 | 77.75 | 1.00 | 13.50 | 0.00 | 0.00 | 0.00 | 92.25 | 92.25 |
| 0900 - 0915 | 0 | 1 | 84 | 3 | 11 | 0 | 0 | 0 | 99 | 98.40 |
| 0915 - 0930 | 0 | 0 | 45 | 1 | 15 | 1 | 0 | 0 | 62 | 62.50 |
| 0930 - 0945 | 0 | 1 | 46 | 1 | 14 | 2 | 0 | 0 | 64 | 64.40 |
| 0945 - 1000 | 0 | 0 | 44 | 2 | 15 | 0 | 0 | 0 | 61 | 61.00 |
| Hourly Total | 0 | 2 | 219 | 7 | 55 | 3 | 0 | 0 | 286 | 286.30 |
| Hourly Average | 0.00 | 0.50 | 54.75 | 1.75 | 13.75 | 0.75 | 0.00 | 0.00 | 71.50 | 71.58 |
| Session Total | 0 | 2 | 720 | 14 | 153 | 4 | 0 | 0 | 893 | 893.80 |
| Session Average | 0.00 | 0.17 | 60.00 | 1.17 | 12.75 | 0.33 | 0.00 | 0.00 | 74.42 | 74.48 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.9: Eastbound from B6096 Wood Walk to B6096 Hough Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|---------------|-------------|--------------|-------------|-------------|-------------|---------------|----------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 82 | 2 | 21 | 0 | 0 | 0 | 105 | 105.00 |
| 1515 - 1530 | 0 | 0 | 81 | 1 | 26 | 0 | 0 | 0 | 108 | 108.00 |
| 1530 - 1545 | 0 | 0 | 121 | 1 | 18 | 0 | 0 | 0 | 140 | 140.00 |
| 1545 - 1600 | 0 | 0 | 102 | 1 | 28 | 1 | 0 | 0 | 132 | 132.50 |
| Hourly Total | 0 | 0 | 386 | 5 | 93 | 1 | 0 | 0 | 485 | 485.50 |
| Hourly Average | 0.00 | 0.00 | 96.50 | 1.25 | 23.25 | 0.25 | 0.00 | 0.00 | 121.25 | 121.38 |
| 1600 - 1615 | 0 | 1 | 98 | 2 | 22 | 0 | 0 | 0 | 123 | 122.40 |
| 1615 - 1630 | 0 | 1 | 120 | 1 | 25 | 1 | 0 | 0 | 148 | 147.90 |
| 1630 - 1645 | 0 | 2 | 107 | 0 | 37 | 1 | 0 | 0 | 147 | 146.30 |
| 1645 - 1700 | 0 | 0 | 126 | 0 | 20 | 1 | 0 | 0 | 147 | 147.50 |
| Hourly Total | 0 | 4 | 451 | 3 | 104 | 3 | 0 | 0 | 565 | 564.10 |
| Hourly Average | 0.00 | 1.00 | 112.75 | 0.75 | 26.00 | 0.75 | 0.00 | 0.00 | 141.25 | 141.03 |
| 1700 - 1715 | 0 | 1 | 120 | 0 | 28 | 0 | 0 | 0 | 149 | 148.40 |
| 1715 - 1730 | 0 | 0 | 116 | 0 | 23 | 0 | 0 | 0 | 139 | 139.00 |
| 1730 - 1745 | 0 | 0 | 124 | 1 | 13 | 0 | 0 | 1 | 139 | 140.00 |
| 1745 - 1800 | 0 | 0 | 103 | 0 | 21 | 0 | 0 | 0 | 124 | 124.00 |
| Hourly Total | 0 | 1 | 463 | 1 | 85 | 0 | 0 | 1 | 551 | 551.40 |
| Hourly Average | 0.00 | 0.25 | 115.75 | 0.25 | 21.25 | 0.00 | 0.00 | 0.25 | 137.75 | 137.85 |
| 1800 - 1815 | 0 | 1 | 126 | 0 | 7 | 0 | 0 | 0 | 134 | 133.40 |
| 1815 - 1830 | 0 | 0 | 104 | 0 | 9 | 0 | 0 | 0 | 113 | 113.00 |
| 1830 - 1845 | 0 | 0 | 66 | 0 | 7 | 0 | 0 | 0 | 73 | 73.00 |
| 1845 - 1900 | 0 | 0 | 74 | 0 | 10 | 0 | 0 | 0 | 84 | 84.00 |
| Hourly Total | 0 | 1 | 370 | 0 | 33 | 0 | 0 | 0 | 404 | 403.40 |
| Hourly Average | 0.00 | 0.25 | 92.50 | 0.00 | 8.25 | 0.00 | 0.00 | 0.00 | 101.00 | 100.85 |
| Session Total | 0 | 6 | 1670 | 9 | 315 | 4 | 0 | 1 | 2005 | 2004.40 |
| Session Average | 0.00 | 0.38 | 104.38 | 0.56 | 19.69 | 0.25 | 0.00 | 0.06 | 125.31 | 125.28 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.10: Right from B6096 Wood Walk to Hemingfield Road | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 0715 - 0730 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 5 | 5.00 |
| 0730 - 0745 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 6 | 6.00 |
| 0745 - 0800 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 11 | 1 | 10 | 0 | 0 | 0 | 22 | 22.00 |
| Hourly Average | 0.00 | 0.00 | 2.75 | 0.25 | 2.50 | 0.00 | 0.00 | 0.00 | 5.50 | 5.50 |
| 0800 - 0815 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 0815 - 0830 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 0830 - 0845 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 0845 - 0900 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 16 | 16.00 |
| Hourly Average | 0.00 | 0.00 | 3.75 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 4.00 | 4.00 |
| 0900 - 0915 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0915 - 0930 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0930 - 0945 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 0945 - 1000 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 11.00 |
| Hourly Average | 0.00 | 0.00 | 2.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.75 | 2.75 |
| Session Total | 0 | 0 | 37 | 1 | 11 | 0 | 0 | 0 | 49 | 49.00 |
| Session Average | 0.00 | 0.00 | 3.08 | 0.08 | 0.92 | 0.00 | 0.00 | 0.00 | 4.08 | 4.08 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.10: Right from B6096 Wood Walk to Hemingfield Road | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 1515 - 1530 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1530 - 1545 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1545 - 1600 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 15 | 15.00 |
| Hourly Average | 0.00 | 0.00 | 2.75 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 3.75 | 3.75 |
| 1600 - 1615 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| 1615 - 1630 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 1630 - 1645 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 1645 - 1700 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 9 | 9.00 |
| Hourly Total | 0 | 0 | 17 | 0 | 5 | 0 | 0 | 0 | 22 | 22.00 |
| Hourly Average | 0.00 | 0.00 | 4.25 | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 5.50 | 5.50 |
| 1700 - 1715 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 1715 - 1730 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1730 - 1745 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1745 - 1800 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 12 | 12.00 |
| Hourly Average | 0.00 | 0.00 | 2.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 3.00 | 3.00 |
| 1800 - 1815 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| 1830 - 1845 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 1845 - 1900 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 3.40 |
| Hourly Total | 0 | 1 | 12 | 0 | 2 | 0 | 0 | 0 | 15 | 14.40 |
| Hourly Average | 0.00 | 0.25 | 3.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 3.75 | 3.60 |
| Session Total | 0 | 1 | 50 | 0 | 13 | 0 | 0 | 0 | 64 | 63.40 |
| Session Average | 0.00 | 0.06 | 3.13 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 | 4.00 | 3.96 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.11: U-Turn from B6096 Wood Walk to B6096 Wood Walk | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0900 - 0915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0915 - 0930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0930 - 0945 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Session Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Session Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.11: U-Turn from B6096 Wood Walk to B6096 Wood Walk | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1515 - 1530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1530 - 1545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1545 - 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1600 - 1615 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Average | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1800 - 1815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1830 - 1845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1845 - 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Session Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Session Average | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.12: Left from Dovecliffe Road to B6096 Hough Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0715 - 0730 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 0730 - 0745 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0745 - 0800 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 1.75 | 1.75 |
| 0800 - 0815 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0815 - 0830 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 6.00 |
| 0830 - 0845 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| 0845 - 0900 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 15 | 1 | 4 | 0 | 0 | 0 | 20 | 20.00 |
| Hourly Average | 0.00 | 0.00 | 3.75 | 0.25 | 1.00 | 0.00 | 0.00 | 0.00 | 5.00 | 5.00 |
| 0900 - 0915 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| 0915 - 0930 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 0930 - 0945 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 0945 - 1000 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 14 | 14.00 |
| Hourly Average | 0.00 | 0.00 | 3.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 3.50 | 3.50 |
| Session Total | 0 | 0 | 32 | 2 | 7 | 0 | 0 | 0 | 41 | 41.00 |
| Session Average | 0.00 | 0.00 | 2.67 | 0.17 | 0.58 | 0.00 | 0.00 | 0.00 | 3.42 | 3.42 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.12: Left from Dovecliffe Road to B6096 Hough Lane | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 6.00 |
| 1515 - 1530 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1530 - 1545 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| 1545 - 1600 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 12 | 13.00 |
| Hourly Total | 0 | 0 | 24 | 2 | 4 | 0 | 0 | 1 | 31 | 32.00 |
| Hourly Average | 0.00 | 0.00 | 6.00 | 0.50 | 1.00 | 0.00 | 0.00 | 0.25 | 7.75 | 8.00 |
| 1600 - 1615 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1615 - 1630 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| 1630 - 1645 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 9 | 9.00 |
| 1645 - 1700 | 0 | 0 | 7 | 1 | 2 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Total | 0 | 0 | 20 | 2 | 4 | 0 | 0 | 0 | 26 | 26.00 |
| Hourly Average | 0.00 | 0.00 | 5.00 | 0.50 | 1.00 | 0.00 | 0.00 | 0.00 | 6.50 | 6.50 |
| 1700 - 1715 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| 1715 - 1730 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 1730 - 1745 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 1745 - 1800 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 22 | 22.00 |
| Hourly Average | 0.00 | 0.00 | 5.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.50 | 5.50 |
| 1800 - 1815 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1815 - 1830 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| 1830 - 1845 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 4.00 |
| 1845 - 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Average | 0.00 | 0.00 | 1.75 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 2.50 | 2.50 |
| Session Total | 0 | 0 | 73 | 4 | 11 | 0 | 0 | 1 | 89 | 90.00 |
| Session Average | 0.00 | 0.00 | 4.56 | 0.25 | 0.69 | 0.00 | 0.00 | 0.06 | 5.56 | 5.63 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.13: Southbound from Dovecliffe Road to Hemingfield Road | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 6.00 |
| 0715 - 0730 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 3.00 |
| 0730 - 0745 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| 0745 - 0800 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 0 | 9 | 9.50 |
| Hourly Total | 0 | 0 | 18 | 0 | 7 | 1 | 0 | 0 | 26 | 26.50 |
| Hourly Average | 0.00 | 0.00 | 4.50 | 0.00 | 1.75 | 0.25 | 0.00 | 0.00 | 6.50 | 6.63 |
| 0800 - 0815 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| 0815 - 0830 | 0 | 0 | 8 | 1 | 2 | 0 | 0 | 0 | 11 | 11.00 |
| 0830 - 0845 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| 0845 - 0900 | 0 | 0 | 12 | 0 | 3 | 0 | 0 | 0 | 15 | 15.00 |
| Hourly Total | 0 | 0 | 35 | 1 | 5 | 0 | 0 | 0 | 41 | 41.00 |
| Hourly Average | 0.00 | 0.00 | 8.75 | 0.25 | 1.25 | 0.00 | 0.00 | 0.00 | 10.25 | 10.25 |
| 0900 - 0915 | 0 | 0 | 14 | 1 | 2 | 0 | 0 | 0 | 17 | 17.00 |
| 0915 - 0930 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 15 | 16.00 |
| 0930 - 0945 | 0 | 0 | 9 | 1 | 3 | 0 | 0 | 0 | 13 | 13.00 |
| 0945 - 1000 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Total | 0 | 0 | 46 | 2 | 6 | 0 | 0 | 1 | 55 | 56.00 |
| Hourly Average | 0.00 | 0.00 | 11.50 | 0.50 | 1.50 | 0.00 | 0.00 | 0.25 | 13.75 | 14.00 |
| Session Total | 0 | 0 | 99 | 3 | 18 | 1 | 0 | 1 | 122 | 123.50 |
| Session Average | 0.00 | 0.00 | 8.25 | 0.25 | 1.50 | 0.08 | 0.00 | 0.08 | 10.17 | 10.29 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.13: Southbound from Dovecliffe Road to Hemingfield Road | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 11.00 |
| 1515 - 1530 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 12 | 12.00 |
| 1530 - 1545 | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 17 | 17.00 |
| 1545 - 1600 | 0 | 1 | 9 | 0 | 3 | 0 | 0 | 0 | 13 | 12.40 |
| Hourly Total | 0 | 1 | 45 | 0 | 7 | 0 | 0 | 0 | 53 | 52.40 |
| Hourly Average | 0.00 | 0.25 | 11.25 | 0.00 | 1.75 | 0.00 | 0.00 | 0.00 | 13.25 | 13.10 |
| 1600 - 1615 | 0 | 0 | 11 | 1 | 5 | 0 | 0 | 0 | 17 | 17.00 |
| 1615 - 1630 | 0 | 0 | 12 | 1 | 4 | 0 | 0 | 0 | 17 | 17.00 |
| 1630 - 1645 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 12 | 12.00 |
| 1645 - 1700 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Total | 0 | 0 | 43 | 2 | 11 | 0 | 0 | 0 | 56 | 56.00 |
| Hourly Average | 0.00 | 0.00 | 10.75 | 0.50 | 2.75 | 0.00 | 0.00 | 0.00 | 14.00 | 14.00 |
| 1700 - 1715 | 0 | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 17 | 17.00 |
| 1715 - 1730 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 12 | 12.00 |
| 1730 - 1745 | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 17 | 17.00 |
| 1745 - 1800 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 16 | 16.00 |
| Hourly Total | 0 | 0 | 53 | 0 | 9 | 0 | 0 | 0 | 62 | 62.00 |
| Hourly Average | 0.00 | 0.00 | 13.25 | 0.00 | 2.25 | 0.00 | 0.00 | 0.00 | 15.50 | 15.50 |
| 1800 - 1815 | 0 | 0 | 16 | 0 | 4 | 0 | 0 | 0 | 20 | 20.00 |
| 1815 - 1830 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 11 | 11.00 |
| 1830 - 1845 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 1845 - 1900 | 0 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 8 | 7.40 |
| Hourly Total | 0 | 1 | 37 | 1 | 5 | 0 | 0 | 0 | 44 | 43.40 |
| Hourly Average | 0.00 | 0.25 | 9.25 | 0.25 | 1.25 | 0.00 | 0.00 | 0.00 | 11.00 | 10.85 |
| Session Total | 0 | 2 | 178 | 3 | 32 | 0 | 0 | 0 | 215 | 213.80 |
| Session Average | 0.00 | 0.13 | 11.13 | 0.19 | 2.00 | 0.00 | 0.00 | 0.00 | 13.44 | 13.36 |

Wombwell
Classified Junction Count

Site 3 of 4
B6096 Hough Lane
Hemingfield Road
B6096 Wood Walk
Dovecliffe Road

Lat/Long
lat 53.516823° lon -1.416079°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 3.14: Right from Dovecliffe Road to B6096 Wood Walk | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0715 - 0730 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0745 - 0800 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Average | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0815 - 0830 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Average | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 |
| 0900 - 0915 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0915 - 0930 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 3.50 |
| 0930 - 0945 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0945 - 1000 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 5 | 5.50 |
| Hourly Average | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 1.25 | 1.38 |
| Session Total | 0 | 0 | 9 | 0 | 1 | 1 | 0 | 0 | 11 | 11.50 |
| Session Average | 0.00 | 0.00 | 0.75 | 0.00 | 0.08 | 0.08 | 0.00 | 0.00 | 0.92 | 0.96 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 3.14: Right from Dovecliffe Road to B6096 Wood Walk | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 1515 - 1530 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1530 - 1545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1545 - 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Average | 0.00 | 0.00 | 0.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.75 | 0.75 |
| 1600 - 1615 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1630 - 1645 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Average | 0.00 | 0.00 | 0.75 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 1.25 | 1.25 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1730 - 1745 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1745 - 1800 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Average | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| 1800 - 1815 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1830 - 1845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1845 - 1900 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Average | 0.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.75 | 0.75 |
| Session Total | 0 | 0 | 12 | 0 | 3 | 0 | 0 | 0 | 15 | 15.00 |
| Session Average | 0.00 | 0.00 | 0.75 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.94 | 0.94 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.1: Left from A6195 Dearne Valley Parkway (East) to Hemingfield Road (South) | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0715 - 0730 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 8 | 10.00 |
| 0730 - 0745 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| 0745 - 0800 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 4.30 |
| Hourly Total | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 2 | 20 | 23.30 |
| Hourly Average | 0.00 | 0.00 | 4.25 | 0.00 | 0.00 | 0.00 | 0.25 | 0.50 | 5.00 | 5.83 |
| 0800 - 0815 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 1 | 16 | 17.00 |
| 0815 - 0830 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 11 | 12.00 |
| 0830 - 0845 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 10 | 10.00 |
| 0845 - 0900 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Total | 0 | 0 | 35 | 1 | 6 | 0 | 0 | 2 | 44 | 46.00 |
| Hourly Average | 0.00 | 0.00 | 8.75 | 0.25 | 1.50 | 0.00 | 0.00 | 0.50 | 11.00 | 11.50 |
| 0900 - 0915 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 12 | 12.00 |
| 0915 - 0930 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 10 | 12.00 |
| 0930 - 0945 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 10 | 10.00 |
| 0945 - 1000 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 11 | 11.00 |
| Hourly Total | 0 | 0 | 37 | 0 | 4 | 0 | 0 | 2 | 43 | 45.00 |
| Hourly Average | 0.00 | 0.00 | 9.25 | 0.00 | 1.00 | 0.00 | 0.00 | 0.50 | 10.75 | 11.25 |
| Session Total | 0 | 0 | 89 | 1 | 10 | 0 | 1 | 6 | 107 | 114.30 |
| Session Average | 0.00 | 0.00 | 7.42 | 0.08 | 0.83 | 0.00 | 0.08 | 0.50 | 8.92 | 9.53 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.1: Left from A6195 Dearne Valley Parkway (East) to Hemingfield Road (South) | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 1 | 19 | 0 | 1 | 0 | 0 | 0 | 21 | 20.40 |
| 1515 - 1530 | 0 | 0 | 21 | 0 | 3 | 0 | 0 | 2 | 26 | 28.00 |
| 1530 - 1545 | 0 | 0 | 17 | 0 | 3 | 1 | 0 | 0 | 21 | 21.50 |
| 1545 - 1600 | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 23 | 23.00 |
| Hourly Total | 0 | 1 | 79 | 0 | 8 | 1 | 0 | 2 | 91 | 92.90 |
| Hourly Average | 0.00 | 0.25 | 19.75 | 0.00 | 2.00 | 0.25 | 0.00 | 0.50 | 22.75 | 23.23 |
| 1600 - 1615 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 14 | 14.00 |
| 1615 - 1630 | 0 | 0 | 21 | 0 | 3 | 0 | 0 | 2 | 26 | 28.00 |
| 1630 - 1645 | 0 | 0 | 23 | 0 | 5 | 0 | 0 | 0 | 28 | 28.00 |
| 1645 - 1700 | 0 | 0 | 22 | 0 | 5 | 0 | 0 | 0 | 27 | 27.00 |
| Hourly Total | 0 | 0 | 78 | 0 | 15 | 0 | 0 | 2 | 95 | 97.00 |
| Hourly Average | 0.00 | 0.00 | 19.50 | 0.00 | 3.75 | 0.00 | 0.00 | 0.50 | 23.75 | 24.25 |
| 1700 - 1715 | 0 | 0 | 21 | 0 | 2 | 0 | 0 | 0 | 23 | 23.00 |
| 1715 - 1730 | 0 | 0 | 25 | 0 | 1 | 0 | 0 | 1 | 27 | 28.00 |
| 1730 - 1745 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 1 | 14 | 15.00 |
| 1745 - 1800 | 0 | 0 | 19 | 0 | 3 | 1 | 0 | 0 | 23 | 23.50 |
| Hourly Total | 0 | 0 | 78 | 0 | 6 | 1 | 0 | 2 | 87 | 89.50 |
| Hourly Average | 0.00 | 0.00 | 19.50 | 0.00 | 1.50 | 0.25 | 0.00 | 0.50 | 21.75 | 22.38 |
| 1800 - 1815 | 0 | 0 | 24 | 0 | 2 | 0 | 0 | 0 | 26 | 26.00 |
| 1815 - 1830 | 0 | 0 | 14 | 0 | 2 | 0 | 0 | 2 | 18 | 20.00 |
| 1830 - 1845 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | 13.00 |
| 1845 - 1900 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | 13.00 |
| Hourly Total | 0 | 0 | 64 | 0 | 4 | 0 | 0 | 2 | 70 | 72.00 |
| Hourly Average | 0.00 | 0.00 | 16.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.50 | 17.50 | 18.00 |
| Session Total | 0 | 1 | 299 | 0 | 33 | 2 | 0 | 8 | 343 | 351.40 |
| Session Average | 0.00 | 0.06 | 18.69 | 0.00 | 2.06 | 0.13 | 0.00 | 0.50 | 21.44 | 21.96 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.2: Westbound from A6195 Dearne Valley Parkway (East) to A6195 Dearne Valley Parkway (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|---------------|-------------|--------------|-------------|--------------|-------------|---------------|----------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 1 | 140 | 0 | 47 | 8 | 7 | 0 | 203 | 215.50 |
| 0715 - 0730 | 0 | 0 | 158 | 0 | 56 | 5 | 9 | 1 | 229 | 244.20 |
| 0730 - 0745 | 0 | 1 | 159 | 1 | 49 | 10 | 10 | 0 | 230 | 247.40 |
| 0745 - 0800 | 0 | 0 | 176 | 3 | 42 | 8 | 7 | 0 | 236 | 249.10 |
| Hourly Total | 0 | 2 | 633 | 4 | 194 | 31 | 33 | 1 | 898 | 956.20 |
| Hourly Average | 0.00 | 0.50 | 158.25 | 1.00 | 48.50 | 7.75 | 8.25 | 0.25 | 224.50 | 239.05 |
| 0800 - 0815 | 0 | 0 | 146 | 1 | 56 | 10 | 12 | 0 | 225 | 245.60 |
| 0815 - 0830 | 0 | 0 | 180 | 0 | 40 | 8 | 10 | 0 | 238 | 255.00 |
| 0830 - 0845 | 0 | 0 | 169 | 5 | 49 | 4 | 6 | 0 | 233 | 242.80 |
| 0845 - 0900 | 0 | 1 | 116 | 4 | 28 | 7 | 5 | 0 | 161 | 170.40 |
| Hourly Total | 0 | 1 | 611 | 10 | 173 | 29 | 33 | 0 | 857 | 913.80 |
| Hourly Average | 0.00 | 0.25 | 152.75 | 2.50 | 43.25 | 7.25 | 8.25 | 0.00 | 214.25 | 228.45 |
| 0900 - 0915 | 0 | 0 | 112 | 0 | 47 | 8 | 4 | 0 | 171 | 180.20 |
| 0915 - 0930 | 0 | 0 | 117 | 1 | 36 | 5 | 9 | 0 | 168 | 182.20 |
| 0930 - 0945 | 0 | 2 | 111 | 2 | 24 | 6 | 6 | 0 | 151 | 160.60 |
| 0945 - 1000 | 0 | 0 | 107 | 2 | 21 | 5 | 22 | 0 | 157 | 188.10 |
| Hourly Total | 0 | 2 | 447 | 5 | 128 | 24 | 41 | 0 | 647 | 711.10 |
| Hourly Average | 0.00 | 0.50 | 111.75 | 1.25 | 32.00 | 6.00 | 10.25 | 0.00 | 161.75 | 177.78 |
| Session Total | 0 | 5 | 1691 | 19 | 495 | 84 | 107 | 1 | 2402 | 2581.10 |
| Session Average | 0.00 | 0.42 | 140.92 | 1.58 | 41.25 | 7.00 | 8.92 | 0.08 | 200.17 | 215.09 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.2: Westbound from A6195 Dearne Valley Parkway (East) to A6195 Dearne Valley Parkway (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|---------------|-------------|--------------|-------------|-------------|-------------|---------------|----------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 1 | 167 | 0 | 41 | 2 | 7 | 0 | 218 | 227.50 |
| 1515 - 1530 | 0 | 0 | 163 | 0 | 46 | 3 | 13 | 1 | 226 | 245.40 |
| 1530 - 1545 | 0 | 0 | 155 | 0 | 36 | 3 | 5 | 0 | 199 | 207.00 |
| 1545 - 1600 | 0 | 0 | 156 | 3 | 42 | 0 | 8 | 1 | 210 | 221.40 |
| Hourly Total | 0 | 1 | 641 | 3 | 165 | 8 | 33 | 2 | 853 | 901.30 |
| Hourly Average | 0.00 | 0.25 | 160.25 | 0.75 | 41.25 | 2.00 | 8.25 | 0.50 | 213.25 | 225.33 |
| 1600 - 1615 | 0 | 0 | 186 | 0 | 46 | 5 | 6 | 0 | 243 | 253.30 |
| 1615 - 1630 | 0 | 1 | 203 | 5 | 49 | 3 | 7 | 0 | 268 | 278.00 |
| 1630 - 1645 | 0 | 0 | 211 | 0 | 28 | 3 | 4 | 0 | 246 | 252.70 |
| 1645 - 1700 | 0 | 1 | 199 | 1 | 17 | 2 | 11 | 0 | 231 | 245.70 |
| Hourly Total | 0 | 2 | 799 | 6 | 140 | 13 | 28 | 0 | 988 | 1029.70 |
| Hourly Average | 0.00 | 0.50 | 199.75 | 1.50 | 35.00 | 3.25 | 7.00 | 0.00 | 247.00 | 257.43 |
| 1700 - 1715 | 0 | 0 | 232 | 0 | 25 | 0 | 4 | 0 | 261 | 266.20 |
| 1715 - 1730 | 1 | 0 | 212 | 0 | 29 | 1 | 9 | 0 | 252 | 263.40 |
| 1730 - 1745 | 0 | 2 | 190 | 1 | 24 | 0 | 5 | 0 | 222 | 227.30 |
| 1745 - 1800 | 0 | 0 | 159 | 0 | 19 | 0 | 3 | 0 | 181 | 184.90 |
| Hourly Total | 1 | 2 | 793 | 1 | 97 | 1 | 21 | 0 | 916 | 941.80 |
| Hourly Average | 0.25 | 0.50 | 198.25 | 0.25 | 24.25 | 0.25 | 5.25 | 0.00 | 229.00 | 235.45 |
| 1800 - 1815 | 0 | 0 | 152 | 0 | 12 | 0 | 7 | 0 | 171 | 180.10 |
| 1815 - 1830 | 0 | 0 | 150 | 0 | 8 | 2 | 3 | 0 | 163 | 167.90 |
| 1830 - 1845 | 0 | 1 | 122 | 0 | 18 | 2 | 7 | 0 | 150 | 159.50 |
| 1845 - 1900 | 0 | 0 | 94 | 0 | 9 | 1 | 1 | 1 | 106 | 108.80 |
| Hourly Total | 0 | 1 | 518 | 0 | 47 | 5 | 18 | 1 | 590 | 616.30 |
| Hourly Average | 0.00 | 0.25 | 129.50 | 0.00 | 11.75 | 1.25 | 4.50 | 0.25 | 147.50 | 154.08 |
| Session Total | 1 | 6 | 2751 | 10 | 449 | 27 | 100 | 3 | 3347 | 3489.10 |
| Session Average | 0.06 | 0.38 | 171.94 | 0.63 | 28.06 | 1.69 | 6.25 | 0.19 | 209.19 | 218.07 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.3: Right from A6195 Dearne Valley Parkway (East) to Hemingfield Road (West) | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 7 | 1 | 3 | 0 | 0 | 0 | 11 | 11.00 |
| 0715 - 0730 | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 17 | 17.00 |
| 0730 - 0745 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 1 | 10 | 11.00 |
| 0745 - 0800 | 0 | 0 | 15 | 1 | 3 | 0 | 0 | 0 | 19 | 19.00 |
| Hourly Total | 0 | 0 | 43 | 2 | 11 | 0 | 0 | 1 | 57 | 58.00 |
| Hourly Average | 0.00 | 0.00 | 10.75 | 0.50 | 2.75 | 0.00 | 0.00 | 0.25 | 14.25 | 14.50 |
| 0800 - 0815 | 0 | 0 | 12 | 2 | 3 | 0 | 0 | 0 | 17 | 17.00 |
| 0815 - 0830 | 0 | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 17 | 17.00 |
| 0830 - 0845 | 0 | 0 | 23 | 0 | 2 | 0 | 0 | 1 | 26 | 27.00 |
| 0845 - 0900 | 0 | 0 | 9 | 3 | 3 | 0 | 0 | 0 | 15 | 15.00 |
| Hourly Total | 0 | 0 | 57 | 5 | 12 | 0 | 0 | 1 | 75 | 76.00 |
| Hourly Average | 0.00 | 0.00 | 14.25 | 1.25 | 3.00 | 0.00 | 0.00 | 0.25 | 18.75 | 19.00 |
| 0900 - 0915 | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 15 | 15.00 |
| 0915 - 0930 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 15 | 15.00 |
| 0930 - 0945 | 0 | 0 | 20 | 0 | 1 | 0 | 1 | 2 | 24 | 27.30 |
| 0945 - 1000 | 0 | 0 | 14 | 0 | 9 | 0 | 0 | 0 | 23 | 23.00 |
| Hourly Total | 0 | 0 | 59 | 1 | 14 | 0 | 1 | 2 | 77 | 80.30 |
| Hourly Average | 0.00 | 0.00 | 14.75 | 0.25 | 3.50 | 0.00 | 0.25 | 0.50 | 19.25 | 20.08 |
| Session Total | 0 | 0 | 159 | 8 | 37 | 0 | 1 | 4 | 209 | 214.30 |
| Session Average | 0.00 | 0.00 | 13.25 | 0.67 | 3.08 | 0.00 | 0.08 | 0.33 | 17.42 | 17.86 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.3: Right from A6195 Dearne Valley Parkway (East) to Hemingfield Road (West) | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 22 | 1 | 3 | 0 | 0 | 0 | 26 | 26.00 |
| 1515 - 1530 | 0 | 0 | 24 | 0 | 2 | 0 | 0 | 0 | 26 | 26.00 |
| 1530 - 1545 | 0 | 0 | 31 | 0 | 2 | 0 | 0 | 1 | 34 | 35.00 |
| 1545 - 1600 | 0 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 32 | 32.00 |
| Hourly Total | 0 | 0 | 108 | 1 | 8 | 0 | 0 | 1 | 118 | 119.00 |
| Hourly Average | 0.00 | 0.00 | 27.00 | 0.25 | 2.00 | 0.00 | 0.00 | 0.25 | 29.50 | 29.75 |
| 1600 - 1615 | 0 | 0 | 30 | 0 | 6 | 0 | 0 | 0 | 36 | 36.00 |
| 1615 - 1630 | 0 | 0 | 37 | 0 | 4 | 0 | 0 | 0 | 41 | 41.00 |
| 1630 - 1645 | 0 | 0 | 29 | 0 | 4 | 0 | 0 | 1 | 34 | 35.00 |
| 1645 - 1700 | 0 | 0 | 29 | 0 | 4 | 0 | 0 | 0 | 33 | 33.00 |
| Hourly Total | 0 | 0 | 125 | 0 | 18 | 0 | 0 | 1 | 144 | 145.00 |
| Hourly Average | 0.00 | 0.00 | 31.25 | 0.00 | 4.50 | 0.00 | 0.00 | 0.25 | 36.00 | 36.25 |
| 1700 - 1715 | 0 | 0 | 44 | 0 | 2 | 0 | 0 | 0 | 46 | 46.00 |
| 1715 - 1730 | 0 | 0 | 33 | 0 | 2 | 0 | 0 | 0 | 35 | 35.00 |
| 1730 - 1745 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 30 | 30.00 |
| 1745 - 1800 | 0 | 0 | 41 | 0 | 3 | 0 | 0 | 1 | 45 | 46.00 |
| Hourly Total | 0 | 0 | 148 | 0 | 7 | 0 | 0 | 1 | 156 | 157.00 |
| Hourly Average | 0.00 | 0.00 | 37.00 | 0.00 | 1.75 | 0.00 | 0.00 | 0.25 | 39.00 | 39.25 |
| 1800 - 1815 | 0 | 0 | 39 | 0 | 1 | 0 | 0 | 0 | 40 | 40.00 |
| 1815 - 1830 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 21 | 21.00 |
| 1830 - 1845 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 1 | 20 | 21.00 |
| 1845 - 1900 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 24 | 24.00 |
| Hourly Total | 0 | 0 | 102 | 0 | 2 | 0 | 0 | 1 | 105 | 106.00 |
| Hourly Average | 0.00 | 0.00 | 25.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.25 | 26.25 | 26.50 |
| Session Total | 0 | 0 | 483 | 1 | 35 | 0 | 0 | 4 | 523 | 527.00 |
| Session Average | 0.00 | 0.00 | 30.19 | 0.06 | 2.19 | 0.00 | 0.00 | 0.25 | 32.69 | 32.94 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.4: U-Turn from A6195 Dearne Valley Parkway (East) to A6195 Dearne Valley Parkway (East) | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0745 - 0800 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Average | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| 0830 - 0845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Average | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 |
| 0900 - 0915 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0915 - 0930 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0930 - 0945 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0945 - 1000 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.25 | 1.25 |
| Session Total | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 9 | 9.00 |
| Session Average | 0.00 | 0.00 | 0.67 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.75 | 0.75 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.4: U-Turn from A6195 Dearne Valley Parkway (East) to A6195 Dearne Valley Parkway (East) | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1515 - 1530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1530 - 1545 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| 1545 - 1600 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Average | 0.00 | 0.00 | 1.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.75 | 1.75 |
| 1600 - 1615 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1615 - 1630 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.50 | 1.50 |
| 1700 - 1715 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1745 - 1800 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Average | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 |
| 1800 - 1815 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1815 - 1830 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1830 - 1845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1845 - 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.25 | 1.25 |
| Session Total | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 0 | 20 | 20.00 |
| Session Average | 0.00 | 0.00 | 1.19 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 1.25 | 1.25 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.5: Left from Hemingfield Road (South) to A6195 Dearne Valley Parkway (West) | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 20 | 0 | 3 | 0 | 0 | 0 | 23 | 23.00 |
| 0715 - 0730 | 0 | 0 | 16 | 1 | 2 | 0 | 0 | 0 | 19 | 19.00 |
| 0730 - 0745 | 0 | 0 | 21 | 0 | 5 | 0 | 0 | 0 | 26 | 26.00 |
| 0745 - 0800 | 0 | 0 | 27 | 0 | 1 | 0 | 0 | 0 | 28 | 28.00 |
| Hourly Total | 0 | 0 | 84 | 1 | 11 | 0 | 0 | 0 | 96 | 96.00 |
| Hourly Average | 0.00 | 0.00 | 21.00 | 0.25 | 2.75 | 0.00 | 0.00 | 0.00 | 24.00 | 24.00 |
| 0800 - 0815 | 0 | 0 | 26 | 0 | 3 | 0 | 0 | 0 | 29 | 29.00 |
| 0815 - 0830 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 16.00 |
| 0830 - 0845 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 17 | 17.00 |
| 0845 - 0900 | 0 | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 17 | 17.00 |
| Hourly Total | 0 | 0 | 71 | 0 | 8 | 0 | 0 | 0 | 79 | 79.00 |
| Hourly Average | 0.00 | 0.00 | 17.75 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 19.75 | 19.75 |
| 0900 - 0915 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 9 | 9.00 |
| 0915 - 0930 | 0 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 9 | 10.30 |
| 0930 - 0945 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 15 | 15.00 |
| 0945 - 1000 | 0 | 0 | 14 | 0 | 3 | 0 | 0 | 0 | 17 | 17.00 |
| Hourly Total | 0 | 0 | 41 | 0 | 8 | 0 | 1 | 0 | 50 | 51.30 |
| Hourly Average | 0.00 | 0.00 | 10.25 | 0.00 | 2.00 | 0.00 | 0.25 | 0.00 | 12.50 | 12.83 |
| Session Total | 0 | 0 | 196 | 1 | 27 | 0 | 1 | 0 | 225 | 226.30 |
| Session Average | 0.00 | 0.00 | 16.33 | 0.08 | 2.25 | 0.00 | 0.08 | 0.00 | 18.75 | 18.86 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.5: Left from Hemingfield Road (South) to A6195 Dearne Valley Parkway (West) | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| 1515 - 1530 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 10 | 10.00 |
| 1530 - 1545 | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 15 | 15.00 |
| 1545 - 1600 | 0 | 0 | 7 | 0 | 3 | 1 | 0 | 0 | 11 | 11.50 |
| Hourly Total | 0 | 0 | 35 | 0 | 8 | 1 | 0 | 0 | 44 | 44.50 |
| Hourly Average | 0.00 | 0.00 | 8.75 | 0.00 | 2.00 | 0.25 | 0.00 | 0.00 | 11.00 | 11.13 |
| 1600 - 1615 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 11.00 |
| 1615 - 1630 | 0 | 0 | 14 | 0 | 4 | 0 | 1 | 0 | 19 | 20.30 |
| 1630 - 1645 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 12 | 12.00 |
| 1645 - 1700 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Total | 0 | 0 | 41 | 0 | 7 | 0 | 1 | 0 | 49 | 50.30 |
| Hourly Average | 0.00 | 0.00 | 10.25 | 0.00 | 1.75 | 0.00 | 0.25 | 0.00 | 12.25 | 12.58 |
| 1700 - 1715 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 11 | 11.00 |
| 1715 - 1730 | 0 | 0 | 11 | 0 | 2 | 0 | 0 | 0 | 13 | 13.00 |
| 1730 - 1745 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 0 | 14 | 14.00 |
| 1745 - 1800 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 16.00 |
| Hourly Total | 0 | 0 | 47 | 0 | 7 | 0 | 0 | 0 | 54 | 54.00 |
| Hourly Average | 0.00 | 0.00 | 11.75 | 0.00 | 1.75 | 0.00 | 0.00 | 0.00 | 13.50 | 13.50 |
| 1800 - 1815 | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 15 | 15.00 |
| 1815 - 1830 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 8 | 8.00 |
| 1830 - 1845 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 8 | 8.00 |
| 1845 - 1900 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Total | 0 | 0 | 30 | 0 | 8 | 0 | 0 | 0 | 38 | 38.00 |
| Hourly Average | 0.00 | 0.00 | 7.50 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 9.50 | 9.50 |
| Session Total | 0 | 0 | 153 | 0 | 30 | 1 | 1 | 0 | 185 | 186.80 |
| Session Average | 0.00 | 0.00 | 9.56 | 0.00 | 1.88 | 0.06 | 0.06 | 0.00 | 11.56 | 11.68 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.6: Left from Hemingfield Road (South) to Hemingfield Road (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 8 | 8.00 |
| 0715 - 0730 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 13 | 13.00 |
| 0730 - 0745 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 8 | 8.00 |
| 0745 - 0800 | 0 | 0 | 12 | 2 | 6 | 0 | 0 | 0 | 20 | 20.00 |
| Hourly Total | 0 | 0 | 33 | 2 | 14 | 0 | 0 | 0 | 49 | 49.00 |
| Hourly Average | 0.00 | 0.00 | 8.25 | 0.50 | 3.50 | 0.00 | 0.00 | 0.00 | 12.25 | 12.25 |
| 0800 - 0815 | 0 | 0 | 13 | 0 | 3 | 0 | 0 | 0 | 16 | 16.00 |
| 0815 - 0830 | 0 | 0 | 20 | 2 | 2 | 0 | 0 | 0 | 24 | 24.00 |
| 0830 - 0845 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 7 | 8.00 |
| 0845 - 0900 | 0 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 25 | 25.00 |
| Hourly Total | 0 | 0 | 63 | 3 | 5 | 0 | 0 | 1 | 72 | 73.00 |
| Hourly Average | 0.00 | 0.00 | 15.75 | 0.75 | 1.25 | 0.00 | 0.00 | 0.25 | 18.00 | 18.25 |
| 0900 - 0915 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 15 | 15.00 |
| 0915 - 0930 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 10.00 |
| 0930 - 0945 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 15 | 15.00 |
| 0945 - 1000 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 0 | 42 | 0 | 4 | 0 | 0 | 0 | 46 | 46.00 |
| Hourly Average | 0.00 | 0.00 | 10.50 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 11.50 | 11.50 |
| Session Total | 0 | 0 | 138 | 5 | 23 | 0 | 0 | 1 | 167 | 168.00 |
| Session Average | 0.00 | 0.00 | 11.50 | 0.42 | 1.92 | 0.00 | 0.00 | 0.08 | 13.92 | 14.00 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.6: Left from Hemingfield Road (South) to Hemingfield Road (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 11 | 0 | 3 | 1 | 0 | 0 | 15 | 15.50 |
| 1515 - 1530 | 0 | 0 | 26 | 2 | 1 | 0 | 0 | 0 | 29 | 29.00 |
| 1530 - 1545 | 0 | 1 | 14 | 1 | 3 | 0 | 0 | 0 | 19 | 18.40 |
| 1545 - 1600 | 0 | 0 | 15 | 0 | 3 | 0 | 0 | 0 | 18 | 18.00 |
| Hourly Total | 0 | 1 | 66 | 3 | 10 | 1 | 0 | 0 | 81 | 80.90 |
| Hourly Average | 0.00 | 0.25 | 16.50 | 0.75 | 2.50 | 0.25 | 0.00 | 0.00 | 20.25 | 20.23 |
| 1600 - 1615 | 0 | 0 | 10 | 1 | 2 | 0 | 0 | 0 | 13 | 13.00 |
| 1615 - 1630 | 0 | 0 | 18 | 1 | 5 | 0 | 0 | 0 | 24 | 24.00 |
| 1630 - 1645 | 0 | 0 | 14 | 0 | 4 | 0 | 0 | 0 | 18 | 18.00 |
| 1645 - 1700 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 12 | 12.00 |
| Hourly Total | 0 | 0 | 51 | 2 | 14 | 0 | 0 | 0 | 67 | 67.00 |
| Hourly Average | 0.00 | 0.00 | 12.75 | 0.50 | 3.50 | 0.00 | 0.00 | 0.00 | 16.75 | 16.75 |
| 1700 - 1715 | 0 | 0 | 9 | 1 | 4 | 0 | 0 | 0 | 14 | 14.00 |
| 1715 - 1730 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 6.00 |
| 1730 - 1745 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 1745 - 1800 | 0 | 0 | 22 | 1 | 1 | 0 | 0 | 0 | 24 | 24.00 |
| Hourly Total | 0 | 0 | 42 | 2 | 6 | 0 | 0 | 0 | 50 | 50.00 |
| Hourly Average | 0.00 | 0.00 | 10.50 | 0.50 | 1.50 | 0.00 | 0.00 | 0.00 | 12.50 | 12.50 |
| 1800 - 1815 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| 1815 - 1830 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 12 | 12.00 |
| 1830 - 1845 | 0 | 0 | 14 | 1 | 2 | 0 | 0 | 0 | 17 | 17.00 |
| 1845 - 1900 | 0 | 1 | 7 | 0 | 1 | 0 | 0 | 0 | 9 | 8.40 |
| Hourly Total | 0 | 1 | 39 | 2 | 4 | 0 | 0 | 0 | 46 | 45.40 |
| Hourly Average | 0.00 | 0.25 | 9.75 | 0.50 | 1.00 | 0.00 | 0.00 | 0.00 | 11.50 | 11.35 |
| Session Total | 0 | 2 | 198 | 9 | 34 | 1 | 0 | 0 | 244 | 243.30 |
| Session Average | 0.00 | 0.13 | 12.38 | 0.56 | 2.13 | 0.06 | 0.00 | 0.00 | 15.25 | 15.21 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.7: Right from Hemingfield Road (South) to A6195 Dearne Valley Parkway (East) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0715 - 0730 | 0 | 0 | 11 | 0 | 2 | 1 | 0 | 0 | 14 | 14.50 |
| 0730 - 0745 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 1 | 17 | 18.00 |
| 0745 - 0800 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 2 | 15 | 17.00 |
| Hourly Total | 0 | 0 | 42 | 0 | 3 | 1 | 0 | 3 | 49 | 52.50 |
| Hourly Average | 0.00 | 0.00 | 10.50 | 0.00 | 0.75 | 0.25 | 0.00 | 0.75 | 12.25 | 13.13 |
| 0800 - 0815 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 11 | 11.00 |
| 0815 - 0830 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 1 | 14 | 15.00 |
| 0830 - 0845 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 9.00 |
| 0845 - 0900 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 1 | 22 | 23.00 |
| Hourly Total | 0 | 0 | 49 | 0 | 5 | 0 | 0 | 2 | 56 | 58.00 |
| Hourly Average | 0.00 | 0.00 | 12.25 | 0.00 | 1.25 | 0.00 | 0.00 | 0.50 | 14.00 | 14.50 |
| 0900 - 0915 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 14 | 14.00 |
| 0915 - 0930 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | 13.00 |
| 0930 - 0945 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 9 | 10.00 |
| 0945 - 1000 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 11 | 12.00 |
| Hourly Total | 0 | 0 | 41 | 0 | 4 | 0 | 0 | 2 | 47 | 49.00 |
| Hourly Average | 0.00 | 0.00 | 10.25 | 0.00 | 1.00 | 0.00 | 0.00 | 0.50 | 11.75 | 12.25 |
| Session Total | 0 | 0 | 132 | 0 | 12 | 1 | 0 | 7 | 152 | 159.50 |
| Session Average | 0.00 | 0.00 | 11.00 | 0.00 | 1.00 | 0.08 | 0.00 | 0.58 | 12.67 | 13.29 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.7: Right from Hemingfield Road (South) to A6195 Dearne Valley Parkway (East) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 1 | 10 | 11.00 |
| 1515 - 1530 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 1 | 18 | 19.00 |
| 1530 - 1545 | 0 | 0 | 17 | 1 | 1 | 1 | 0 | 0 | 20 | 20.50 |
| 1545 - 1600 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Total | 0 | 0 | 48 | 1 | 6 | 1 | 0 | 2 | 58 | 60.50 |
| Hourly Average | 0.00 | 0.00 | 12.00 | 0.25 | 1.50 | 0.25 | 0.00 | 0.50 | 14.50 | 15.13 |
| 1600 - 1615 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 17 | 18.00 |
| 1615 - 1630 | 0 | 0 | 13 | 0 | 3 | 0 | 0 | 0 | 16 | 16.00 |
| 1630 - 1645 | 0 | 0 | 11 | 0 | 2 | 0 | 0 | 1 | 14 | 15.00 |
| 1645 - 1700 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Total | 0 | 0 | 47 | 0 | 6 | 0 | 0 | 2 | 55 | 57.00 |
| Hourly Average | 0.00 | 0.00 | 11.75 | 0.00 | 1.50 | 0.00 | 0.00 | 0.50 | 13.75 | 14.25 |
| 1700 - 1715 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 14 | 15.00 |
| 1715 - 1730 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 15.00 |
| 1730 - 1745 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 12 | 13.00 |
| 1745 - 1800 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Total | 0 | 0 | 40 | 0 | 3 | 0 | 0 | 2 | 45 | 47.00 |
| Hourly Average | 0.00 | 0.00 | 10.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.50 | 11.25 | 11.75 |
| 1800 - 1815 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 10 | 11.00 |
| 1815 - 1830 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 10 | 11.00 |
| 1830 - 1845 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 11 | 11.00 |
| 1845 - 1900 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Total | 0 | 0 | 32 | 0 | 3 | 0 | 0 | 2 | 37 | 39.00 |
| Hourly Average | 0.00 | 0.00 | 8.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.50 | 9.25 | 9.75 |
| Session Total | 0 | 0 | 167 | 1 | 18 | 1 | 0 | 8 | 195 | 203.50 |
| Session Average | 0.00 | 0.00 | 10.44 | 0.06 | 1.13 | 0.06 | 0.00 | 0.50 | 12.19 | 12.72 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.9: Left from A6195 Dearne Valley Parkway (West) to Hemingfield Road (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.00 |
| 0715 - 0730 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 3.00 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Average | 0.00 | 0.00 | 0.25 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.25 | 1.25 |
| 0800 - 0815 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0845 - 0900 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Average | 0.00 | 0.00 | 0.75 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 1.25 | 1.25 |
| 0900 - 0915 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0915 - 0930 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 0930 - 0945 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Average | 0.00 | 0.00 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.50 | 1.50 |
| Session Total | 0 | 0 | 10 | 0 | 6 | 0 | 0 | 0 | 16 | 16.00 |
| Session Average | 0.00 | 0.00 | 0.83 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 1.33 | 1.33 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.9: Left from A6195 Dearne Valley Parkway (West) to Hemingfield Road (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 1515 - 1530 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1530 - 1545 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1545 - 1600 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 9 | 9.00 |
| Hourly Average | 0.00 | 0.00 | 1.75 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 2.25 | 2.25 |
| 1600 - 1615 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1615 - 1630 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1645 - 1700 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Average | 0.00 | 0.00 | 1.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.75 | 1.75 |
| 1700 - 1715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1715 - 1730 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1745 - 1800 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Average | 0.00 | 0.00 | 1.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.75 | 1.75 |
| 1800 - 1815 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1815 - 1830 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1830 - 1845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1845 - 1900 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| Hourly Average | 0.00 | 0.00 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.50 | 1.50 |
| Session Total | 0 | 0 | 26 | 0 | 3 | 0 | 0 | 0 | 29 | 29.00 |
| Session Average | 0.00 | 0.00 | 1.63 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 1.81 | 1.81 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.10: Eastbound from A6195 Dearne Valley Parkway (West) to A6195 Dearne Valley Parkway (East) | | | | | | | | | Original Data | |
|--|-------------|-------------|---------------|-------------|--------------|-------------|--------------|-------------|---------------|----------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 1 | 109 | 0 | 47 | 1 | 7 | 1 | 166 | 176.00 |
| 0715 - 0730 | 0 | 1 | 113 | 0 | 45 | 2 | 8 | 0 | 169 | 179.80 |
| 0730 - 0745 | 0 | 1 | 178 | 0 | 27 | 8 | 6 | 0 | 220 | 231.20 |
| 0745 - 0800 | 0 | 0 | 189 | 3 | 37 | 6 | 7 | 0 | 242 | 254.10 |
| Hourly Total | 0 | 3 | 589 | 3 | 156 | 17 | 28 | 1 | 797 | 841.10 |
| Hourly Average | 0.00 | 0.75 | 147.25 | 0.75 | 39.00 | 4.25 | 7.00 | 0.25 | 199.25 | 210.28 |
| 0800 - 0815 | 0 | 0 | 167 | 3 | 37 | 5 | 13 | 0 | 225 | 244.40 |
| 0815 - 0830 | 0 | 0 | 171 | 1 | 44 | 4 | 7 | 1 | 228 | 240.10 |
| 0830 - 0845 | 0 | 0 | 165 | 1 | 37 | 9 | 10 | 0 | 222 | 239.50 |
| 0845 - 0900 | 0 | 0 | 154 | 0 | 37 | 11 | 15 | 0 | 217 | 242.00 |
| Hourly Total | 0 | 0 | 657 | 5 | 155 | 29 | 45 | 1 | 892 | 966.00 |
| Hourly Average | 0.00 | 0.00 | 164.25 | 1.25 | 38.75 | 7.25 | 11.25 | 0.25 | 223.00 | 241.50 |
| 0900 - 0915 | 0 | 0 | 144 | 4 | 41 | 6 | 4 | 0 | 199 | 207.20 |
| 0915 - 0930 | 0 | 1 | 117 | 6 | 28 | 3 | 6 | 0 | 161 | 169.70 |
| 0930 - 0945 | 0 | 0 | 106 | 2 | 34 | 4 | 11 | 0 | 157 | 173.30 |
| 0945 - 1000 | 0 | 0 | 126 | 1 | 26 | 6 | 13 | 1 | 173 | 193.90 |
| Hourly Total | 0 | 1 | 493 | 13 | 129 | 19 | 34 | 1 | 690 | 744.10 |
| Hourly Average | 0.00 | 0.25 | 123.25 | 3.25 | 32.25 | 4.75 | 8.50 | 0.25 | 172.50 | 186.03 |
| Session Total | 0 | 4 | 1739 | 21 | 440 | 65 | 107 | 3 | 2379 | 2551.20 |
| Session Average | 0.00 | 0.33 | 144.92 | 1.75 | 36.67 | 5.42 | 8.92 | 0.25 | 198.25 | 212.60 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.10: Eastbound from A6195 Dearne Valley Parkway (West) to A6195 Dearne Valley Parkway (East) | | | | | | | | | Original Data | |
|--|-------------|-------------|---------------|-------------|--------------|-------------|-------------|-------------|---------------|----------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 2 | 125 | 1 | 38 | 5 | 8 | 0 | 179 | 190.70 |
| 1515 - 1530 | 0 | 1 | 146 | 2 | 40 | 8 | 9 | 0 | 206 | 221.10 |
| 1530 - 1545 | 0 | 0 | 153 | 3 | 48 | 4 | 11 | 0 | 219 | 235.30 |
| 1545 - 1600 | 0 | 0 | 160 | 2 | 57 | 4 | 6 | 0 | 229 | 238.80 |
| Hourly Total | 0 | 3 | 584 | 8 | 183 | 21 | 34 | 0 | 833 | 885.90 |
| Hourly Average | 0.00 | 0.75 | 146.00 | 2.00 | 45.75 | 5.25 | 8.50 | 0.00 | 208.25 | 221.48 |
| 1600 - 1615 | 0 | 3 | 166 | 1 | 50 | 4 | 10 | 0 | 234 | 247.20 |
| 1615 - 1630 | 0 | 1 | 167 | 2 | 61 | 2 | 8 | 0 | 241 | 251.80 |
| 1630 - 1645 | 0 | 0 | 226 | 1 | 43 | 3 | 6 | 0 | 279 | 288.30 |
| 1645 - 1700 | 0 | 0 | 192 | 2 | 53 | 3 | 8 | 0 | 258 | 269.90 |
| Hourly Total | 0 | 4 | 751 | 6 | 207 | 12 | 32 | 0 | 1012 | 1057.20 |
| Hourly Average | 0.00 | 1.00 | 187.75 | 1.50 | 51.75 | 3.00 | 8.00 | 0.00 | 253.00 | 264.30 |
| 1700 - 1715 | 0 | 0 | 200 | 0 | 41 | 1 | 4 | 0 | 246 | 251.70 |
| 1715 - 1730 | 0 | 0 | 189 | 0 | 35 | 3 | 3 | 0 | 230 | 235.40 |
| 1730 - 1745 | 0 | 2 | 170 | 0 | 27 | 2 | 9 | 0 | 210 | 221.50 |
| 1745 - 1800 | 0 | 1 | 191 | 1 | 23 | 0 | 5 | 0 | 221 | 226.90 |
| Hourly Total | 0 | 3 | 750 | 1 | 126 | 6 | 21 | 0 | 907 | 935.50 |
| Hourly Average | 0.00 | 0.75 | 187.50 | 0.25 | 31.50 | 1.50 | 5.25 | 0.00 | 226.75 | 233.88 |
| 1800 - 1815 | 1 | 0 | 184 | 0 | 21 | 2 | 6 | 0 | 214 | 222.00 |
| 1815 - 1830 | 0 | 0 | 140 | 0 | 24 | 3 | 6 | 1 | 174 | 184.30 |
| 1830 - 1845 | 0 | 0 | 136 | 1 | 16 | 0 | 7 | 0 | 160 | 169.10 |
| 1845 - 1900 | 0 | 1 | 98 | 0 | 11 | 1 | 1 | 1 | 113 | 115.20 |
| Hourly Total | 1 | 1 | 558 | 1 | 72 | 6 | 20 | 2 | 661 | 690.60 |
| Hourly Average | 0.25 | 0.25 | 139.50 | 0.25 | 18.00 | 1.50 | 5.00 | 0.50 | 165.25 | 172.65 |
| Session Total | 1 | 11 | 2643 | 16 | 588 | 45 | 107 | 2 | 3413 | 3569.20 |
| Session Average | 0.06 | 0.69 | 165.19 | 1.00 | 36.75 | 2.81 | 6.69 | 0.13 | 213.31 | 223.08 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.11: Right from A6195 Dearne Valley Parkway (West) to Hemingfield Road (South) | | | | | | | | | Original Data | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 4.00 |
| 0715 - 0730 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 5 | 5.00 |
| 0730 - 0745 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 7 | 7.00 |
| 0745 - 0800 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 6 | 6.50 |
| Hourly Total | 0 | 0 | 12 | 0 | 6 | 3 | 0 | 0 | 21 | 22.50 |
| Hourly Average | 0.00 | 0.00 | 3.00 | 0.00 | 1.50 | 0.75 | 0.00 | 0.00 | 5.25 | 5.63 |
| 0800 - 0815 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 12 | 12.00 |
| 0815 - 0830 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| 0830 - 0845 | 0 | 0 | 10 | 0 | 3 | 1 | 0 | 0 | 14 | 14.50 |
| 0845 - 0900 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 30 | 0 | 4 | 1 | 0 | 0 | 35 | 35.50 |
| Hourly Average | 0.00 | 0.00 | 7.50 | 0.00 | 1.00 | 0.25 | 0.00 | 0.00 | 8.75 | 8.88 |
| 0900 - 0915 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 9 | 9.00 |
| 0915 - 0930 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 9 | 9.00 |
| 0930 - 0945 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 9 | 9.00 |
| 0945 - 1000 | 0 | 0 | 6 | 0 | 2 | 1 | 0 | 0 | 9 | 9.50 |
| Hourly Total | 0 | 0 | 27 | 0 | 8 | 1 | 0 | 0 | 36 | 36.50 |
| Hourly Average | 0.00 | 0.00 | 6.75 | 0.00 | 2.00 | 0.25 | 0.00 | 0.00 | 9.00 | 9.13 |
| Session Total | 0 | 0 | 69 | 0 | 18 | 5 | 0 | 0 | 92 | 94.50 |
| Session Average | 0.00 | 0.00 | 5.75 | 0.00 | 1.50 | 0.42 | 0.00 | 0.00 | 7.67 | 7.88 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.11: Right from A6195 Dearne Valley Parkway (West) to Hemingfield Road (South) | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 0 | 14 | 14.00 |
| 1515 - 1530 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 11 | 11.00 |
| 1530 - 1545 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 18 | 18.50 |
| 1545 - 1600 | 0 | 0 | 10 | 0 | 5 | 0 | 0 | 0 | 15 | 15.00 |
| Hourly Total | 0 | 0 | 47 | 0 | 10 | 1 | 0 | 0 | 58 | 58.50 |
| Hourly Average | 0.00 | 0.00 | 11.75 | 0.00 | 2.50 | 0.25 | 0.00 | 0.00 | 14.50 | 14.63 |
| 1600 - 1615 | 0 | 0 | 22 | 0 | 5 | 0 | 0 | 0 | 27 | 27.00 |
| 1615 - 1630 | 0 | 0 | 14 | 0 | 6 | 0 | 0 | 0 | 20 | 20.00 |
| 1630 - 1645 | 0 | 0 | 20 | 0 | 7 | 0 | 0 | 0 | 27 | 27.00 |
| 1645 - 1700 | 0 | 0 | 17 | 0 | 2 | 0 | 0 | 0 | 19 | 19.00 |
| Hourly Total | 0 | 0 | 73 | 0 | 20 | 0 | 0 | 0 | 93 | 93.00 |
| Hourly Average | 0.00 | 0.00 | 18.25 | 0.00 | 5.00 | 0.00 | 0.00 | 0.00 | 23.25 | 23.25 |
| 1700 - 1715 | 0 | 0 | 19 | 0 | 8 | 0 | 0 | 0 | 27 | 27.00 |
| 1715 - 1730 | 0 | 0 | 23 | 0 | 1 | 0 | 0 | 0 | 24 | 24.00 |
| 1730 - 1745 | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 15 | 15.00 |
| 1745 - 1800 | 0 | 0 | 12 | 0 | 3 | 0 | 0 | 0 | 15 | 15.00 |
| Hourly Total | 0 | 0 | 65 | 0 | 16 | 0 | 0 | 0 | 81 | 81.00 |
| Hourly Average | 0.00 | 0.00 | 16.25 | 0.00 | 4.00 | 0.00 | 0.00 | 0.00 | 20.25 | 20.25 |
| 1800 - 1815 | 0 | 0 | 17 | 0 | 2 | 0 | 0 | 0 | 19 | 19.00 |
| 1815 - 1830 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 16 | 16.00 |
| 1830 - 1845 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 18 | 18.00 |
| 1845 - 1900 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 8 | 8.00 |
| Hourly Total | 0 | 0 | 56 | 0 | 5 | 0 | 0 | 0 | 61 | 61.00 |
| Hourly Average | 0.00 | 0.00 | 14.00 | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 15.25 | 15.25 |
| Session Total | 0 | 0 | 241 | 0 | 51 | 1 | 0 | 0 | 293 | 293.50 |
| Session Average | 0.00 | 0.00 | 15.06 | 0.00 | 3.19 | 0.06 | 0.00 | 0.00 | 18.31 | 18.34 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.12: U-Turn from A6195 Dearne Valley Parkway (West) to A6195 Dearne Valley Parkway (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0800 - 0815 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0830 - 0845 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Average | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 |
| 0900 - 0915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0915 - 0930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0930 - 0945 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1.50 |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1.50 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.25 | 0.38 |
| Session Total | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 3.50 |
| Session Average | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.25 | 0.29 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.12: U-Turn from A6195 Dearne Valley Parkway (West) to A6195 Dearne Valley Parkway (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1515 - 1530 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1530 - 1545 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 1545 - 1600 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Average | 0.00 | 0.00 | 1.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.75 | 1.75 |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1800 - 1815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1815 - 1830 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1830 - 1845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1845 - 1900 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Average | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 |
| Session Total | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 10 | 10.00 |
| Session Average | 0.00 | 0.00 | 0.56 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.63 | 0.63 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.13: Left from Hemingfield Road (West) to A6195 Dearne Valley Parkway (East) | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 15 | 0 | 5 | 0 | 0 | 0 | 20 | 20.00 |
| 0715 - 0730 | 0 | 0 | 16 | 0 | 5 | 0 | 0 | 1 | 22 | 23.00 |
| 0730 - 0745 | 0 | 0 | 24 | 0 | 5 | 0 | 0 | 0 | 29 | 29.00 |
| 0745 - 0800 | 0 | 0 | 26 | 1 | 7 | 0 | 0 | 0 | 34 | 34.00 |
| Hourly Total | 0 | 0 | 81 | 1 | 22 | 0 | 0 | 1 | 105 | 106.00 |
| Hourly Average | 0.00 | 0.00 | 20.25 | 0.25 | 5.50 | 0.00 | 0.00 | 0.25 | 26.25 | 26.50 |
| 0800 - 0815 | 0 | 0 | 24 | 1 | 3 | 0 | 0 | 0 | 28 | 28.00 |
| 0815 - 0830 | 0 | 0 | 27 | 1 | 4 | 0 | 0 | 1 | 33 | 34.00 |
| 0830 - 0845 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 19 | 19.00 |
| 0845 - 0900 | 0 | 0 | 39 | 0 | 3 | 0 | 0 | 0 | 42 | 42.00 |
| Hourly Total | 0 | 0 | 109 | 2 | 10 | 0 | 0 | 1 | 122 | 123.00 |
| Hourly Average | 0.00 | 0.00 | 27.25 | 0.50 | 2.50 | 0.00 | 0.00 | 0.25 | 30.50 | 30.75 |
| 0900 - 0915 | 0 | 0 | 30 | 2 | 2 | 0 | 0 | 0 | 34 | 34.00 |
| 0915 - 0930 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 2 | 18 | 20.00 |
| 0930 - 0945 | 0 | 0 | 21 | 2 | 2 | 0 | 0 | 0 | 25 | 25.00 |
| 0945 - 1000 | 0 | 0 | 24 | 1 | 2 | 0 | 0 | 0 | 27 | 27.00 |
| Hourly Total | 0 | 0 | 90 | 5 | 7 | 0 | 0 | 2 | 104 | 106.00 |
| Hourly Average | 0.00 | 0.00 | 22.50 | 1.25 | 1.75 | 0.00 | 0.00 | 0.50 | 26.00 | 26.50 |
| Session Total | 0 | 0 | 280 | 8 | 39 | 0 | 0 | 4 | 331 | 335.00 |
| Session Average | 0.00 | 0.00 | 23.33 | 0.67 | 3.25 | 0.00 | 0.00 | 0.33 | 27.58 | 27.92 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.13: Left from Hemingfield Road (West) to A6195 Dearne Valley Parkway (East) | | | | | | | | | Original Data | |
|--|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 20 | 20.00 |
| 1515 - 1530 | 0 | 0 | 35 | 0 | 1 | 0 | 0 | 1 | 37 | 38.00 |
| 1530 - 1545 | 0 | 0 | 28 | 0 | 5 | 0 | 0 | 0 | 33 | 33.00 |
| 1545 - 1600 | 0 | 1 | 20 | 0 | 6 | 0 | 0 | 0 | 27 | 26.40 |
| Hourly Total | 0 | 1 | 102 | 1 | 12 | 0 | 0 | 1 | 117 | 117.40 |
| Hourly Average | 0.00 | 0.25 | 25.50 | 0.25 | 3.00 | 0.00 | 0.00 | 0.25 | 29.25 | 29.35 |
| 1600 - 1615 | 0 | 0 | 32 | 1 | 5 | 0 | 0 | 0 | 38 | 38.00 |
| 1615 - 1630 | 0 | 0 | 27 | 1 | 5 | 0 | 0 | 1 | 34 | 35.00 |
| 1630 - 1645 | 0 | 0 | 29 | 0 | 6 | 0 | 0 | 0 | 35 | 35.00 |
| 1645 - 1700 | 0 | 0 | 27 | 0 | 3 | 0 | 0 | 0 | 30 | 30.00 |
| Hourly Total | 0 | 0 | 115 | 2 | 19 | 0 | 0 | 1 | 137 | 138.00 |
| Hourly Average | 0.00 | 0.00 | 28.75 | 0.50 | 4.75 | 0.00 | 0.00 | 0.25 | 34.25 | 34.50 |
| 1700 - 1715 | 0 | 0 | 39 | 0 | 5 | 0 | 0 | 0 | 44 | 44.00 |
| 1715 - 1730 | 0 | 0 | 29 | 0 | 3 | 0 | 0 | 1 | 33 | 34.00 |
| 1730 - 1745 | 0 | 0 | 24 | 0 | 4 | 0 | 0 | 0 | 28 | 28.00 |
| 1745 - 1800 | 0 | 0 | 35 | 0 | 2 | 0 | 0 | 0 | 37 | 37.00 |
| Hourly Total | 0 | 0 | 127 | 0 | 14 | 0 | 0 | 1 | 142 | 143.00 |
| Hourly Average | 0.00 | 0.00 | 31.75 | 0.00 | 3.50 | 0.00 | 0.00 | 0.25 | 35.50 | 35.75 |
| 1800 - 1815 | 0 | 0 | 36 | 0 | 6 | 0 | 0 | 0 | 42 | 42.00 |
| 1815 - 1830 | 0 | 0 | 34 | 0 | 3 | 0 | 0 | 1 | 38 | 39.00 |
| 1830 - 1845 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 21 | 21.00 |
| 1845 - 1900 | 0 | 1 | 12 | 0 | 2 | 0 | 0 | 0 | 15 | 14.40 |
| Hourly Total | 0 | 1 | 102 | 0 | 12 | 0 | 0 | 1 | 116 | 116.40 |
| Hourly Average | 0.00 | 0.25 | 25.50 | 0.00 | 3.00 | 0.00 | 0.00 | 0.25 | 29.00 | 29.10 |
| Session Total | 0 | 2 | 446 | 3 | 57 | 0 | 0 | 4 | 512 | 514.80 |
| Session Average | 0.00 | 0.13 | 27.88 | 0.19 | 3.56 | 0.00 | 0.00 | 0.25 | 32.00 | 32.18 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.14: Right from Hemingfield Road (West) to Hemingfield Road (South) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6.00 |
| 0715 - 0730 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| 0730 - 0745 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 8 | 8.00 |
| 0745 - 0800 | 0 | 0 | 7 | 1 | 5 | 1 | 1 | 0 | 15 | 16.80 |
| Hourly Total | 0 | 0 | 24 | 1 | 7 | 1 | 1 | 0 | 34 | 35.80 |
| Hourly Average | 0.00 | 0.00 | 6.00 | 0.25 | 1.75 | 0.25 | 0.25 | 0.00 | 8.50 | 8.95 |
| 0800 - 0815 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 13 | 13.00 |
| 0815 - 0830 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 12 | 12.00 |
| 0830 - 0845 | 0 | 0 | 24 | 1 | 3 | 0 | 0 | 0 | 28 | 28.00 |
| 0845 - 0900 | 0 | 0 | 8 | 1 | 2 | 0 | 0 | 0 | 11 | 11.00 |
| Hourly Total | 0 | 0 | 53 | 3 | 8 | 0 | 0 | 0 | 64 | 64.00 |
| Hourly Average | 0.00 | 0.00 | 13.25 | 0.75 | 2.00 | 0.00 | 0.00 | 0.00 | 16.00 | 16.00 |
| 0900 - 0915 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 14 | 14.00 |
| 0915 - 0930 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 10.00 |
| 0930 - 0945 | 0 | 0 | 10 | 0 | 1 | 1 | 0 | 0 | 12 | 12.50 |
| 0945 - 1000 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 36 | 0 | 4 | 1 | 0 | 0 | 41 | 41.50 |
| Hourly Average | 0.00 | 0.00 | 9.00 | 0.00 | 1.00 | 0.25 | 0.00 | 0.00 | 10.25 | 10.38 |
| Session Total | 0 | 0 | 113 | 4 | 19 | 2 | 1 | 0 | 139 | 141.30 |
| Session Average | 0.00 | 0.00 | 9.42 | 0.33 | 1.58 | 0.17 | 0.08 | 0.00 | 11.58 | 11.78 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.14: Right from Hemingfield Road (West) to Hemingfield Road (South) | | | | | | | | | Original Data | |
|---|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 0 | 20 | 20.00 |
| 1515 - 1530 | 0 | 0 | 16 | 1 | 2 | 0 | 0 | 0 | 19 | 19.00 |
| 1530 - 1545 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 11 | 11.00 |
| 1545 - 1600 | 0 | 0 | 6 | 1 | 3 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Total | 0 | 0 | 51 | 2 | 7 | 0 | 0 | 0 | 60 | 60.00 |
| Hourly Average | 0.00 | 0.00 | 12.75 | 0.50 | 1.75 | 0.00 | 0.00 | 0.00 | 15.00 | 15.00 |
| 1600 - 1615 | 0 | 0 | 20 | 0 | 6 | 0 | 0 | 1 | 27 | 28.00 |
| 1615 - 1630 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 18 | 18.00 |
| 1630 - 1645 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 0 | 22 | 22.00 |
| 1645 - 1700 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 12 | 12.00 |
| Hourly Total | 0 | 0 | 67 | 0 | 11 | 0 | 0 | 1 | 79 | 80.00 |
| Hourly Average | 0.00 | 0.00 | 16.75 | 0.00 | 2.75 | 0.00 | 0.00 | 0.25 | 19.75 | 20.00 |
| 1700 - 1715 | 0 | 0 | 15 | 0 | 4 | 0 | 0 | 0 | 19 | 19.00 |
| 1715 - 1730 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 12 | 12.00 |
| 1730 - 1745 | 0 | 0 | 24 | 0 | 1 | 0 | 0 | 0 | 25 | 25.00 |
| 1745 - 1800 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 18 | 18.00 |
| Hourly Total | 0 | 0 | 66 | 0 | 8 | 0 | 0 | 0 | 74 | 74.00 |
| Hourly Average | 0.00 | 0.00 | 16.50 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 18.50 | 18.50 |
| 1800 - 1815 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 9 | 9.00 |
| 1815 - 1830 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 13 | 13.00 |
| 1830 - 1845 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 16 | 16.00 |
| 1845 - 1900 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 8 | 7.40 |
| Hourly Total | 0 | 1 | 42 | 0 | 3 | 0 | 0 | 0 | 46 | 45.40 |
| Hourly Average | 0.00 | 0.25 | 10.50 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 11.50 | 11.35 |
| Session Total | 0 | 1 | 226 | 2 | 29 | 0 | 0 | 1 | 259 | 259.40 |
| Session Average | 0.00 | 0.06 | 14.13 | 0.13 | 1.81 | 0.00 | 0.00 | 0.06 | 16.19 | 16.21 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.15: Right from Hemingfield Road (West) to A6195 Dearne Valley Parkway (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| 0730 - 0745 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 0745 - 0800 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Total | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 10 | 10.00 |
| Hourly Average | 0.00 | 0.00 | 1.50 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.50 | 2.50 |
| 0800 - 0815 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 6.00 |
| 0815 - 0830 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0830 - 0845 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| 0845 - 0900 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 11 | 11.00 |
| Hourly Average | 0.00 | 0.00 | 2.25 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 2.75 | 2.75 |
| 0900 - 0915 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0915 - 0930 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 3.00 |
| 0930 - 0945 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0945 - 1000 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| Hourly Total | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 6 | 7.00 |
| Hourly Average | 0.00 | 0.00 | 1.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.25 | 1.50 | 1.75 |
| Session Total | 0 | 0 | 19 | 0 | 7 | 0 | 0 | 1 | 27 | 28.00 |
| Session Average | 0.00 | 0.00 | 1.58 | 0.00 | 0.58 | 0.00 | 0.00 | 0.08 | 2.25 | 2.33 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.15: Right from Hemingfield Road (West) to A6195 Dearne Valley Parkway (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 1515 - 1530 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1530 - 1545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1545 - 1600 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Average | 0.00 | 0.00 | 1.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.25 | 1.25 |
| 1600 - 1615 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1615 - 1630 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3.00 |
| 1630 - 1645 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 6 | 6.00 |
| 1645 - 1700 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Total | 0 | 0 | 11 | 0 | 5 | 0 | 0 | 0 | 16 | 16.00 |
| Hourly Average | 0.00 | 0.00 | 2.75 | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 4.00 | 4.00 |
| 1700 - 1715 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1745 - 1800 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 4.00 |
| Hourly Average | 0.00 | 0.00 | 0.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| 1800 - 1815 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1830 - 1845 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4 | 4.00 |
| 1845 - 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Hourly Average | 0.00 | 0.00 | 1.25 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 1.75 | 1.75 |
| Session Total | 0 | 0 | 22 | 1 | 9 | 0 | 0 | 0 | 32 | 32.00 |
| Session Average | 0.00 | 0.00 | 1.38 | 0.06 | 0.56 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 |

Wombwell
Classified Junction Count

Site 4 of 4
A6195 Dearne Valley Parkway (East)
Hemingfield Road (South)
A6195 Dearne Valley Parkway (West)
Hemingfield Road (West)

Lat/Long
lat 53.513700° lon -1.411406°

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 3°C

0700 - 1000 (Weekday AM Peak)

| Movement 4.16: U-Turn from Hemingfield Road (West) to Hemingfield Road (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0715 - 0730 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 |
| 0800 - 0815 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 3.00 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0845 - 0900 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Total | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| Hourly Average | 0.00 | 0.00 | 1.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.25 | 1.25 |
| 0900 - 0915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0915 - 0930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 0930 - 0945 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Average | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 |
| Session Total | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 7 | 7.00 |
| Session Average | 0.00 | 0.00 | 0.42 | 0.08 | 0.08 | 0.00 | 0.00 | 0.00 | 0.58 | 0.58 |

Date
Wednesday 13 November 2024

Weather
Cloudy
Temp: 7°C

1500 - 1900 (Weekday PM Peak)

| Movement 4.16: U-Turn from Hemingfield Road (West) to Hemingfield Road (West) | | | | | | | | | Original Data | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| TIME | P/CYCLE | M/CYCLE | CAR | TAXI | LGV | OGV1 | OGV2 | BUS/COACH | TOTAL | PCU TOTAL |
| 1500 - 1515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1515 - 1530 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| 1530 - 1545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1545 - 1600 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Average | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.00 |
| 1645 - 1700 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2.00 |
| Hourly Average | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Hourly Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1800 - 1815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1830 - 1845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 1845 - 1900 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1.00 |
| Hourly Average | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 |
| Session Total | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 5.00 |
| Session Average | 0.00 | 0.00 | 0.25 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.31 | 0.31 |

Appendix D ATC Traffic Survey Data



Monday 11/20/2024

Report ID: 44526
Site Name: Site 1 of 3
Description: 791 West of Woodland Road
Direction: Eastbound

Table for Monday 11/20/2024 showing hourly totals, vehicle counts by class (Motor, Car, etc.), and vehicle speed statistics (MPH bins, P-Title, Average Speed, Standard Deviation).

Tuesday 12 November 2024

Table for Tuesday 12 November 2024 showing hourly totals, vehicle counts by class, and vehicle speed statistics.

Wednesday 13 November 2024

Table for Wednesday 13 November 2024 showing hourly totals, vehicle counts by class, and vehicle speed statistics.

Thursday 14 November 2024

Table for Thursday 14 November 2024 showing hourly totals, vehicle counts by class, and vehicle speed statistics.

Friday 15 November 2024

Table for Friday 15 November 2024 showing hourly totals, vehicle counts by class, and vehicle speed statistics.

Saturday 16 November 2024

Table for Saturday 16 November 2024 showing hourly totals, vehicle counts by class, and vehicle speed statistics.

Sunday 17 November 2024

Table for Sunday 17 November 2024 showing hourly totals, vehicle counts by class, and vehicle speed statistics.

Virtual Div (7.0)

Table for Virtual Div (7.0) showing hourly totals, vehicle counts by class, and vehicle speed statistics.

Weekday Interpeak (5.0)

Table for Weekday Interpeak (5.0) showing hourly totals, vehicle counts by class, and vehicle speed statistics.

Virtual Week (1.0)

Table for Virtual Week (1.0) showing hourly totals, vehicle counts by class, and vehicle speed statistics.

Monday 11 November 2024

Report ID: 44526
Site Name: Site 2 of 3
Description: Ashburn Lane, 0.5m north of Summer Lane
Direction: Southbound

Table for Monday 11 November 2024. Columns include Time, Hourly Totals, 15 Minute Bin Drops (05-15, 15-30, 30-45, 45-60), Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, and various vehicle classes (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train). It also includes Vehicle Speed (MPH 8-65) and P-Title, Average Speed, and Standard Deviation.

Tuesday 12 November 2024

Table for Tuesday 12 November 2024. Columns include Time, Hourly Totals, 15 Minute Bin Drops (05-15, 15-30, 30-45, 45-60), Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, and various vehicle classes (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train). It also includes Vehicle Speed (MPH 8-65) and P-Title, Average Speed, and Standard Deviation.

Wednesday 13 November 2024

Table for Wednesday 13 November 2024. Columns include Time, Hourly Totals, 15 Minute Bin Drops (05-15, 15-30, 30-45, 45-60), Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, and various vehicle classes (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train). It also includes Vehicle Speed (MPH 8-65) and P-Title, Average Speed, and Standard Deviation.

Thursday 14 November 2024

Table for Thursday 14 November 2024. Columns include Time, Hourly Totals, 15 Minute Bin Drops (05-15, 15-30, 30-45, 45-60), Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, and various vehicle classes (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train). It also includes Vehicle Speed (MPH 8-65) and P-Title, Average Speed, and Standard Deviation.

Friday 15 November 2024

Table for Friday 15 November 2024. Columns include Time, Hourly Totals, 15 Minute Bin Drops (05-15, 15-30, 30-45, 45-60), Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, and various vehicle classes (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train). It also includes Vehicle Speed (MPH 8-65) and P-Title, Average Speed, and Standard Deviation.

Saturday 16 November 2024

Table for Saturday 16 November 2024. Columns include Time, Hourly Totals, 15 Minute Bin Drops (05-15, 15-30, 30-45, 45-60), Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, and various vehicle classes (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train). It also includes Vehicle Speed (MPH 8-65) and P-Title, Average Speed, and Standard Deviation.

Sunday 17 November 2024

Table for Sunday 17 November 2024. Columns include Time, Hourly Totals, 15 Minute Bin Drops (05-15, 15-30, 30-45, 45-60), Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, and various vehicle classes (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train). It also includes Vehicle Speed (MPH 8-65) and P-Title, Average Speed, and Standard Deviation.

Virtual Div (7.0)

Table for Virtual Div (7.0). Columns include Time, Hourly Totals, 15 Minute Bin Drops (05-15, 15-30, 30-45, 45-60), Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, and various vehicle classes (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train). It also includes Vehicle Speed (MPH 8-65) and P-Title, Average Speed, and Standard Deviation.

Weekday Interpeak (5.0)

Table for Weekday Interpeak (5.0). Columns include Time, Hourly Totals, 15 Minute Bin Drops (05-15, 15-30, 30-45, 45-60), Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, and various vehicle classes (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train). It also includes Vehicle Speed (MPH 8-65) and P-Title, Average Speed, and Standard Deviation.

Virtual Week (1.0)

Table for Virtual Week (1.0). Columns include Time, Hourly Totals, 15 Minute Bin Drops (05-15, 15-30, 30-45, 45-60), Cycles, Motor Cycles, Car Van, Car Van Towing, 2 Axle Van Lorry, and various vehicle classes (3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train). It also includes Vehicle Speed (MPH 8-65) and P-Title, Average Speed, and Standard Deviation.

Monday 11 November 2024

Report ID: 44526, Site Name: Site 3 of 3, Description: Walsell Road, 2km south of Walsell Court, Direction: Northbound

Table for Monday 11 November 2024 showing hourly totals, vehicle counts, and speeds for various vehicle classes (Motor, Car, 2 Axle, etc.) from 00:00 to 08:00.

Table for Tuesday 12 November 2024 showing hourly totals, vehicle counts, and speeds for various vehicle classes from 00:00 to 08:00.

Table for Wednesday 13 November 2024 showing hourly totals, vehicle counts, and speeds for various vehicle classes from 00:00 to 08:00.

Table for Thursday 14 November 2024 showing hourly totals, vehicle counts, and speeds for various vehicle classes from 00:00 to 08:00.

Table for Friday 15 November 2024 showing hourly totals, vehicle counts, and speeds for various vehicle classes from 00:00 to 08:00.

Table for Saturday 16 November 2024 showing hourly totals, vehicle counts, and speeds for various vehicle classes from 00:00 to 08:00.

Table for Sunday 17 November 2024 showing hourly totals, vehicle counts, and speeds for various vehicle classes from 00:00 to 08:00.

Table for Virtual Day (7.00) showing hourly totals, vehicle counts, and speeds for various vehicle classes from 00:00 to 08:00.

Table for Weekday Interpeak (5.00) showing hourly totals, vehicle counts, and speeds for various vehicle classes from 00:00 to 08:00.

Table for Virtual Week (1.00) showing hourly totals, vehicle counts, and speeds for various vehicle classes from 00:00 to 08:00.

Monday 11/20/2024

Report ID: 44526
Site Name: Site 3 of 3
Description: Winedale Road - 2km south of Winedale Court
Direction: Southbound

Table for Monday 11/20/2024 showing hourly totals, vehicle counts, and speed metrics from 00:00-01:00 to 08:00-09:00.

Tuesday 12 November 2024

Table for Tuesday 12 November 2024 showing hourly totals, vehicle counts, and speed metrics from 00:00-01:00 to 08:00-09:00.

Wednesday 13 November 2024

Table for Wednesday 13 November 2024 showing hourly totals, vehicle counts, and speed metrics from 00:00-01:00 to 08:00-09:00.

Thursday 14 November 2024

Table for Thursday 14 November 2024 showing hourly totals, vehicle counts, and speed metrics from 00:00-01:00 to 08:00-09:00.

Friday 15 November 2024

Table for Friday 15 November 2024 showing hourly totals, vehicle counts, and speed metrics from 00:00-01:00 to 08:00-09:00.

Saturday 15 November 2024

Table for Saturday 15 November 2024 showing hourly totals, vehicle counts, and speed metrics from 00:00-01:00 to 08:00-09:00.

Sunday 17 November 2024

Table for Sunday 17 November 2024 showing hourly totals, vehicle counts, and speed metrics from 00:00-01:00 to 08:00-09:00.

Virtual Day (7.0h)

Table for Virtual Day (7.0h) showing hourly totals, vehicle counts, and speed metrics from 00:00-01:00 to 08:00-09:00.

Weekday Interop (5.0h)

Table for Weekday Interop (5.0h) showing hourly totals, vehicle counts, and speed metrics from 00:00-01:00 to 08:00-09:00.

Virtual Week (1.0h)

Table for Virtual Week (1.0h) showing hourly totals, vehicle counts, and speed metrics from 00:00-01:00 to 08:00-09:00.

Appendix E Personal Injury Collision Data



Accidents between dates 01/01/2019 and 27/09/2024 (69) months

Selection:

Notes:

Selected using Manual Selection

| Police Ref. | Acc Class | Date | Day | Time | Grid References | Casualties | | | Causation Factors/ Prob | Ped | | Light | Weather | Road Surface | Vehicle Types |
|----------------------|------------------|------------|-----|------|-----------------|------------|----------|----------|--|-----|-----|----------------|----------------------------|-----------------|------------------|
| | | | | | | Ftl | Ser | SlT | | L | M D | | | | |
| 19818240 | Slight | 24/02/2019 | Sun | 1227 | 439108 402014 | 0 | 0 | 1 | 406V1B 405V1B | 0 | 0 | Light | Fine without high winds | Dry | 3 9 |
| 19823329 | Slight | 13/03/2019 | Wed | 1045 | 439149 402595 | 0 | 0 | 2 | | 0 | 0 | Light | Fine with high winds | Dry | 9 5 |
| 19896434 | Slight | 05/11/2019 | Tue | 1744 | 437776 401740 | 0 | 0 | 2 | 602V1A 308V1A | 0 | 0 | Dark | Fine without high winds | Wet/Damp | 9 9 |
| 20967621 | Slight | 22/07/2020 | Wed | 1730 | 438814 402393 | 0 | 0 | 2 | 406V2A 605V2A | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| 20984744 | Slight | 27/09/2020 | Sun | 1835 | 438818 402399 | 0 | 0 | 1 | 602V2B | 0 | 0 | Light | Fine without high winds | Dry | 9 3 |
| 20986679 | Serious | 02/10/2020 | Fri | 0025 | 438546 402077 | 0 | 1 | 1 | | 0 | 0 | Dark | Fine without high winds | Wet/Damp | 9 9 9 |
| 20987486 | Slight | 05/10/2020 | Mon | 0952 | 439119 402016 | 0 | 0 | 2 | 602V1A | 0 | 0 | Light | Fine without high winds | Dry | 19 9 |
| 201009842 | Slight | 04/12/2020 | Fri | 2048 | 439142 402587 | 0 | 0 | 1 | 405V1A 403V1A | 0 | 0 | Dark | Raining without high winds | Wet/Damp | 9 9 9 19 9 |
| 211096533 | Serious | 08/10/2021 | Fri | 2010 | 437752 401739 | 0 | 1 | 0 | | 0 | 0 | Dark | Fine without high winds | Dry | 5 |
| 221191562 | Serious | 23/06/2022 | Thu | 1534 | 437827 401770 | 0 | 1 | 0 | 410V1A | 0 | 0 | Light | Fine without high winds | Dry | 5 9 |
| 221244476 | Slight | 20/11/2022 | Sun | 1335 | 439099 402033 | 0 | 0 | 1 | 505V1A | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| 231317456 | Slight | 11/06/2023 | Sun | 2210 | 438772 402410 | 0 | 0 | 1 | 605V1A | 0 | 0 | Dark | Fine without high winds | Dry | 9 |
| 231317158 | Slight | 10/06/2023 | Sat | 1735 | 438603 402152 | 0 | 0 | 1 | 306V1B | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| 231355496 | Serious | 23/09/2023 | Sat | 1255 | 439153 402025 | 0 | 1 | 0 | 406V2A | 0 | 0 | Light | Fine without high winds | Dry | 97 9 |
| 231391780 | Slight | 23/12/2023 | Sat | 1430 | 437825 401720 | 0 | 0 | 2 | 403V1B 403V2B | 0 | 0 | Light | Fine without high winds | Wet/Damp | 9 9 |
| 241439250 | Slight | 04/05/2024 | Sat | 2043 | 438347 401917 | 0 | 0 | 1 | 303V2A 601V2A 306V2A 501V2A 502V2B | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| 241464657 | Slight | 05/07/2024 | Fri | 1530 | 439104 402016 | 0 | 0 | 3 | 405V1A 509V1A | 0 | 0 | Light | Fine without high winds | Dry | 9 9 |
| Column Totals | Slight : | 13 | | | | 0 | 4 | 1 | | | | Light : | 12 | | Dry : 13 |
| | Serious : | 4 | | | | | | | | | | Dark : | 5 | | Wet : 4 |
| | Fatal : | 0 | | | | | | | | | | | | | |

Total number of accidents listed: 17

Accidents between dates 01/01/2019 and 27/09/2024 (69) months

Selection: Notes:

Selected using Manual Selection

| Police Ref. | Date | Cas. | Sev. | P2W | Cycs | Peds | Ch | 60+ | Vis. | Manv. | Road Cond. | Time | Location |
|------------------|------------|------|---------|-----|------|------|----|-----|-------|---------|------------|------|--|
| 19818240 | 24/02/2019 | 1 | Slight | 1 | 0 | 0 | 0 | 0 | Light | No turn | Dry | 1227 | DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR NR JN WITH I |
| 19823329 | 13/03/2019 | 2 | Slight | 1 | 0 | 0 | 0 | 0 | Light | Right | Dry | 1045 | HOUGH LANE (B6096) BARNSLEY |
| 19896434 | 05/11/2019 | 2 | Slight | 0 | 0 | 0 | 0 | 1 | Dark | Right | Wet/Damp | 1744 | ROEBUCK HILL ROUNDABOUT (A6195) BARNSLEY AT OR NR JN WIT |
| 20967621 | 22/07/2020 | 2 | Slight | 0 | 0 | 0 | 0 | 0 | Light | No turn | Dry | 1730 | HOUGH LANE (B6096) BARNSLEY AT OR NR JN WITH HEMINGFIELD I |
| 20984744 | 27/09/2020 | 1 | Slight | 1 | 0 | 0 | 0 | 0 | Light | Right | Dry | 1835 | HOUGH LANE (B6096) BARNSLEY AT OR NR JN WITH DOVECLIFFE R |
| 20986679 | 02/10/2020 | 2 | Serious | 0 | 0 | 0 | 0 | 0 | Dark | No turn | Wet/Damp | 0025 | WOOD WALK (B6096) BARNSLEY |
| 20987486 | 05/10/2020 | 2 | Slight | 0 | 0 | 0 | 0 | 1 | Light | Left | Dry | 0952 | HEMINGFIELD ROAD ROUNDABOUT (A6195) BARNSLEY AT OR NR J |
| 201009842 | 04/12/2020 | 1 | Slight | 0 | 0 | 0 | 0 | 0 | Dark | No turn | Wet/Damp | 2048 | HOUGH LANE (B6096) BARNSLEY AT JN WITH PRIVATE DRIVE |
| 211096533 | 08/10/2021 | 1 | Serious | 1 | 0 | 0 | 0 | 0 | Dark | No turn | Dry | 2010 | DEARNE VALLEY PARKWAY EASTBOUND (A6195) - 26 METRES FRO |
| 221191562 | 23/06/2022 | 1 | Serious | 1 | 0 | 0 | 0 | 0 | Light | No turn | Dry | 1534 | WOOD WALK (B6096) - 36 METRES FROM JUNCTION WITH ROEBUC |
| 221244476 | 20/11/2022 | 1 | Slight | 0 | 0 | 0 | 0 | 0 | Light | No turn | Dry | 1335 | |
| 231317456 | 11/06/2023 | 1 | Slight | 0 | 0 | 0 | 0 | 0 | Dark | No turn | Dry | 2210 | DOVECLIFFE ROAD, WOMBWELL, BARNSLEY |
| 231317158 | 10/06/2023 | 1 | Slight | 0 | 0 | 0 | 0 | 0 | Light | No turn | Dry | 1735 | WOOD WALK (B6096) - 38 METRES FROM JUNCTION WITH ROCKLE |
| 231355496 | 23/09/2023 | 1 | Serious | 1 | 0 | 0 | 0 | 0 | Light | No turn | Dry | 1255 | HEMINGFIELD ROAD ROUNDABOUT (A6195) AT JUNCTION WITH DE |
| 231391780 | 23/12/2023 | 2 | Slight | 0 | 0 | 0 | 0 | 0 | Light | No turn | Wet/Damp | 1430 | DEARNE VALLEY PARKWAY EASTBOUND (A6195) NEAR JUNCTION V |
| 241439250 | 04/05/2024 | 1 | Slight | 0 | 0 | 0 | 0 | 0 | Light | Right | Dry | 2043 | WOOD WALK |
| 241464657 | 05/07/2024 | 3 | Slight | 0 | 0 | 0 | 1 | 0 | Light | Left | Dry | 1530 | DEARNE VALLEY PARKWAY WESTBOUND (A6195) NEAR JUNCTION V |
| Column Totals | | 25 | | 6 | 0 | 0 | 1 | 2 | | | | | |
| No. of Accidents | | | | 6 | 0 | 0 | 1 | 2 | | | | | |

Total number of accidents listed: 17

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

19818240 24/02/2019 Sunday Time: 1227 Vehicles 2 Casualties 1 Slight
Easting: 439,108 Northing: 402,014
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR NR JN WITH
HEMINGFIELD ROAD ROUNDABOUT (A6195)

Description: BOTH VEHICLES ONE AND TWO HAVE BEEN TRAVELLING UPHILL ON THE
DEARNE VALLEY PARKWAY. AS EXITING THE ROUNDABOUT, THERE HAS BEEN
A MINOR COLLISION WHEN VEHICLE ONE, THE MOTORCYCLE, HAS CONNECTED
WITH THE FRONT CORNER OF VEHICLE TWO. THIS HAS CAUSED THE RIDER
TO FALL FROM THE BIKE. AFTER GETTING UP FROM THE ROAD, INITIALLY HE
DIDN'T THINK THAT HE HAD BEEN INJURED. HE SPOKE WITH THE DRIVER OF
VEHICLE TWO, PASSED HIM HIS DETAILS AND MOBILE NUMBER AND ASKED THE
DRIVER TO CONTACT HIM LATER AS HE DIDN'T HAVE ANY
THING TO WRITE THE DETAILS DOWN WITH. VEHICLE TWO HAD LEFT THE
SCENE PRIOR TO OFFICER ARRIVAL. THEY LOCATED THE RIDER SAT AT THE
ROADSIDE WITH HIS BIKE. HE THEN REALISED THAT HE WAS SUFFERING PAIN
TO HIS RIGHT SHOULDER AND THAT HE HAD SUSTAINED A SHOULDER
INJURY. HE HAS TRAVELLED TO BDGH WITH A FRIEND FOR ASSESSMENT.

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

First point of impact: Offside

Vehicle direction: E to SW

Journey: Other

Age of Driver : 49

Breath test: Negative

Contributory Factors : 406 405

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Nearside

Vehicle direction: E to SW

Journey: Not known

Age of Driver : 82

Breath test: Driver not contacted

Contributory Factors : 406 405

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

19823329 13/03/2019 Wednesda Time: 1045 Vehicles 2 Casualties 2 Slight
Easting: 439,149 Northing: 402,595
Fine with high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HOUGH LANE (B6096) BARNSELY
Description: VEH 1 WAS DOING A 3 POINT TURN AS THE ROAD WAS CLEAR. VEH 2 HAS COLLIDED WITH VEH 1, WHILST DOING THIS MANOEUVRE, CAUSING DAMAGE. DRIVER AND PASSENGER OF VEH 1 HAVE SUFFERED INJURIES. DETAILS WERE EXCHANGED, HOWEVER THE RIDER OF VEH 2, A MOTORBIKE, HAS ADMITTED NO INSURANCE. (TEST DRIVING THE MOTORBIKE).

Vehicle Reference: 1 Car U turn
First point of impact: Nearside
Vehicle direction: E to E Journey: Other
Age of Driver : 34 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 28 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Motorcycle over 500cc Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 50 Breath test: Not requested

Contributory Factors :

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

19896434 05/11/2019 Tuesday Time: 1744 Vehicles 2 Casualties 2 Slight
Easting: 437,776 Northing: 401,740
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 60

Location: ROEBUCK HILL ROUNDABOUT (A6195) BARNSLEY AT OR NR JN WITH DEARNE VALLEY PARKWAY (A6195)
Description: V2 HAS MOVED OFF INTO THE ROUNDABOUT BUT SLOWER THAN V1 HAD ANTICIPATED, V2 GOING INTO THE BACK OF V1. THEY HAVE STOPPED AND EXCHANGED DETAILS. DRIVER OF VEH 1 HAS PAIN IN HER CHEST. DRIVER OF VEH 2 HAS A HEADACHE. DETAILS EXCHANGED. AT THIS TIME THIMOMENTARY LAPSE IN CONCENTRATION ON THE PART OF VEH 1. BOTH PARTIES ARE FULLY LICENSED AND INSURED. AT THIS TIME SUGGEST NO FURTHER ACTION AND SUGGEST FILED ALLOWING INSURANCE COMPANIES TO DEAL.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: W to S Journey: Other
Age of Driver : 67 Breath test: Negative

Contributory Factors : 602 308

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Back
Vehicle direction: W to E Journey: Other
Age of Driver : 43 Breath test: Negative

Contributory Factors : 602 308

Casualty Reference: 2 Age: 43 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

20967621 22/07/2020 Wednesda Time: 1730 Vehicles 2 Casualties 2 Slight
Easting: 438,814 Northing: 402,393
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HOUGH LANE (B6096) BARNSLEY AT OR NR JN WITH HEMINGFIELD ROAD
Description: VEH 1, WAS TRAVELLING ALONG WOOD WALK, WOMBWELL, IN THE DIRECTION OF HOYLAND. VEH 2, WAS AT THE JUNCTION OF HEMMINGFIELD ROAD WITH WOOD WALK. AS VEH 1 APPROACHED THE JUNCTION, VEH 2 PULLED OUT AND VEH 1 COLLIDED WITH THE REAR DRIVERS SIDE OF VEH 2. THIS CAUSED EXTENSIVE FRONT END DAMAGE TO VEHICLE 1 AND DAMAGE TO THE DRIVERS SIDE DOORS OF VEHICLE 2. AIR BAGS WERE DEPLOYED IN BOTH VEHICLES.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Commuting to/from work
Age of Driver : 39 Breath test: Not requested

Contributory Factors : 406 605

Vehicle Reference: 2 Car Moving off
First point of impact: Offside
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 33 Breath test: Not requested

Contributory Factors : 406 605

Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 28 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

20984744 27/09/2020 Sunday Time: 1835 Vehicles 2 Casualties 1 Slight
Easting: 438,818 Northing: 402,399
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HOUGH LANE (B6096) BARNSELY AT OR NR JN WITH DOVECLIFFE ROAD
Description: VEHICLE 1 WAS TURNING RIGHT ONTO DOVECLIFFE ROAD FROM HOUGH LANE
VEHICLE 2 (MOTOCYCLE) OVERTOOK THE TURNING VEHICLE ON THE RIGHT
HAND SIDE VEHICLE 1 MANOUEVERED RIGHT CAUSING VEHICLE 2 AND PERSON
TO BE KNOCKED OFF THE VEHICLE.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: NE to W Journey: Other
Age of Driver : 64 Breath test: Negative

Contributory Factors : 602

Vehicle Reference: 2 Motorcycle over 50cc and up Overtaking moving vehicle on its offside
First point of impact: Nearside
Vehicle direction: NE to SW Journey: Other
Age of Driver : 17 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

20986679 02/10/2020 Friday Time: 0025 Vehicles 3 Casualties 2 Serious
Easting: 438,546 Northing: 402,077
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: WOOD WALK (B6096) BARNSLEY
Description: INCIDENT CAME INTO THE POLICE AS AN RTC OUTSIDE 69 WOOD WALK, WOMBWELL WHERE A VEHICLE HAD COLLIDED WITH TWO PARKED VEHICLES AND WAS NOW ON ITS SIDE. THE TWO OCCUPANTS IN THE VEHICLE WERE ATTEMPTING TO RUN OFF. RESIDENTS CAME OUT AND DETAINED THE DRIVER AND PASSENGER OF THE VEHICLE. DRIVER WAS BREATHALYSED AND FAILED THE ROAD SIDE TEST AND ARRESTED OPL, NO INSURANCE AND WAS SUBSEQUENTLY ARRESTED ON SUSPICION OF THEFT OF MOTOR VEHICLE.

Vehicle Reference: 1 Car Changing lane to right
First point of impact: Front
Vehicle direction: SW to NE Journey: Other
Age of Driver : 21 Breath test: Positive

Contributory Factors :

Casualty Reference: 1 Age: 20 Male Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 21 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Parked
First point of impact: Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors :

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 3 Car Parked
First point of impact: Offside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors :

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

20987486 05/10/2020 Monday Time: 0952 Vehicles 2 Casualties 2 Slight
Easting: 439,119 Northing: 402,016
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: HEMINGFIELD ROAD ROUNDABOUT (A6195) BARNSELY AT OR NR JN WITH HEMMINGFIELD ROAD

Description: IT WOULD APPEAR THAT THE DRIVER OF V1 HAS INCORRECTLY NEGOTIATED THE ROUNDABOUT PULLING OUT TO THE RIGHT TO GET AROUND A CAR WHICH DIDN'T SET OFF THAT WAS IN THE LANE IN FRONT OF IT, COLLIDING WITH V2 WHICH WAS IN THE LEFT LANE PROCEEDING ONTO THE ROUNDABOUT AND GOING IN THE SAME DIRECTION

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Changing lane to right
First point of impact: Offside
Vehicle direction: SE to SW Journey: Journey as part of work
Age of Driver : 38 Breath test: Negative

Contributory Factors : 602

Vehicle Reference: 2 Car Turning left
First point of impact: Nearside
Vehicle direction: SE to SW Journey: Not known
Age of Driver : 71 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 71 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 19 Male Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

201009842 04/12/2020 Friday Time: 2048 Vehicles 5 Casualties 1 Slight
Easting: 439,142 Northing: 402,587
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: HOUGH LANE (B6096) BARNSLEY AT JN WITH PRIVATE DRIVE
Description: V1 HAS PULLED OUT FROM A DRIVE-WAY NEXT TO CHIU HING CHINESE TAKE-WAY. V2 HAS BEEN TRAVELLING ALONG HOUGH LANE AND COLLIDED WITH V1 AS IT PULLED OUT. V2 HAS THEN COLLIDED WITH 4 PARKED VEHICLES ON HOUGH LANE.

Vehicle Reference: 1 Car Moving off
First point of impact: Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 63 Breath test: Not requested

Contributory Factors : 405 403

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 47 Breath test: Not requested

Contributory Factors : 405 403

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 3 Car Parked
First point of impact: Nearside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 405 403

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 4 Van or Goods <= 3.5 tonnes Parked
First point of impact: Nearside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested
Contributory Factors : 405 403

Vehicle Reference: 5 Car Parked
First point of impact: Nearside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested
Contributory Factors : 405 403

211096533 08/10/2021 Friday Time: 2010 Vehicles 1 Casualties 1 Serious
Easting: 437,752 Northing: 401,739
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY EASTBOUND (A6195) - 26 METRES FROM JUNCTION WITH ROEBUCK HILL ROUNDABOUT (A6195)
Description: UNKNOWN HOW ACCIDENT OCCURRED. MEMBERS OF PUBLIC SAW A LIGHT AT THE SIDE OF THE DEARNE VALLEY PARKWAY AND STOPPED TO FIND A MOTORCYCLIST INJURED. NO SIGN OF ANY OTHER VEHICLE INVOLVED AND NO OTHER INJURED PARTIES. RIDER WAS DAZED AND DIDNT KNOW HOW IT HAD HAPPENED.

Vehicle Reference: 1 Motorcycle over 500cc Slowing or Stopping
First point of impact: Did not impact
Vehicle direction: W to E Journey: Not known
Age of Driver : 37 Breath test: Not provided (medical)

Contributory Factors :

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

221191562 23/06/2022 Thursday Time: 1534 Vehicles 2 Casualties 1 Serious
Easting: 437,827 Northing: 401,770
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: WOOD WALK (B6096) - 36 METRES FROM JUNCTION WITH ROEBUCK HILL
ROUNDAABOUT (A6195), WOMBWELL, BARNSLEY, BARNSLEY
Description: BIKE HAS BEEN TRAVELLING DOWN WOOD WALK AND HAD LOST CONTROL,
APPEARS TO HIT THE ISLAND, BIKE HAS SLIDE DOWN AROUND 60 FT DOWN
THE WRONG SIDE OF THE CARRIAGE WAY AND HIT A MOVING VEH. MALE HAS
LEFT THE BIKE AND TRAVELLED THROUGH THE AIR ANDLANDING IN THE
MIDDLE OF BOTH OF THE CARRIAGEWAYS. APPEARS TO HAVE LOST
COMPLETE CONTROL.

Vehicle Reference: 1 Motorcycle over 500cc Going ahead left hand bend
First point of impact: Front
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 26 Breath test: Not provided (medical)

Contributory Factors : 410

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 62 Breath test: Not requested

Contributory Factors : 410

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

221244476 20/11/2022 Sunday Time: 1335 Vehicles 2 Casualties 1 Slight
Easting: 439,099 Northing: 402,033
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 70

Location:

Description: V1 TRAVELLING FROM CORTON WOOD ON DVP A6195 TOWARDS HEMMINFIELD
ROUNABOUT. HE HAS HAD AN EPILEPTIC FIT AND TRAVELLED OVER THE
ROUNABOUT INTO ONCOMING TRAFFIC STRIKING V2 AND THEN THE BARRIER.
SEEN BY AMBULANCE. CONFIRMED NO DRINK OR DRUGS AND TAKEN
TO HOSPITAL

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SW to E Journey: Other
Age of Driver : 46 Breath test: Negative

Contributory Factors : 505

Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: E to NW Journey: Other
Age of Driver : 80 Breath test: Not requested

Contributory Factors : 505

AccsMap - Accident Analysis System

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
 Selection: Notes:
 Selected using Manual Selection

231317456 11/06/2023 Sunday Time: 2210 Vehicles 1 Casualties 1 Slight
 Easting: 438,772 Northing: 402,410
 Fine without high winds Road Surface: Dry Darkness: no street lighting
 Road Type: Single carriageway Speed Limit: 30

Location: DOVECLIFFE ROAD, WOMBWELL, BARNSELY
 Description: DRIVER 1 WAS ON DOVECLIFFE ROAD, WOMBWELL. SHE HAS APPROACHED BEND AND APPEARS NOT READ THE ROAD. DRIVER 1 HAS SKIDDED INTO SOME BRICKS FLY TIPPED AND SKIDDED INTO TREE AROUND 4 METRES AWAY.

Vehicle Reference: 1 Car Overtaking on nearside
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 18 Breath test: Not requested

Contributory Factors : 605

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

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

231317158 10/06/2023 Saturday Time: 1735 Vehicles 2 Casualties 1 Slight
Easting: 438,603 Northing: 402,152
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: WOOD WALK (B6096) - 38 METRES FROM JUNCTION WITH ROCKLEY AVENUE,
WOMBWELL, BARNESLEY, BARNESLEY
Description: V1 HAS BEEN TRAVELLING DOWN WOOD WALK, BARNESLEY WITH V2 DIRECTLY
IN FRONT. V2 HAS SLOWED DOWN FOR A STATIC SPEED CAMERA AND V1 HAS
COLLIDED INTO THE BACK OF V2.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 35 Breath test: Negative

Contributory Factors : 306

Casualty Reference: 1 Age: 35 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: E to W Journey: Other
Age of Driver : 40 Breath test: Negative

Contributory Factors : 306

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

231355496 23/09/2023 Saturday Time: 1255 Vehicles 2 Casualties 1 Serious
Easting: 439,153 Northing: 402,025
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 70

Location: HEMINGFIELD ROAD ROUNDABOUT (A6195) AT JUNCTION WITH DEARNE VALLEY PARKWAY WESTBOUND (A6195), JUMP, BARNSLEY

Description: V1 MOTORBIKE HAS COME UP THE LANE 2 OF THE DEARNE VALLEY PARKWAY TOWARDS HEMMINGFIELD ROUNDABOUT. V1 HAS THEN ENTERED THE ROUNDABOUT. V2 HAS ENTERED THE ROUNDABOUT AND NOT ANTICIPATED SPEED OR DIRECTION OF V1. V1 HAS COLLIDED TO O/S DOOR OF V2.

Vehicle Reference: 1 Motorcycle - unknown cc Moving off
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 54 Breath test: Not requested

Contributory Factors : 406

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Offside
Vehicle direction: SE to NW Journey: Other
Age of Driver : 36 Breath test: Not requested

Contributory Factors : 406

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

231391780 23/12/2023 Saturday Time: 1430 Vehicles 2 Casualties 2 Slight
Easting: 437,825 Northing: 401,720
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY EASTBOUND (A6195) NEAR JUNCTION WITH
ROEBUCK HILL ROUNDABOUT (A6195), JUMP, BARNSELY
Description: BOTH VEHICLES WERE COMING AROUND THE WOMBWELL / JUMP
ROUNDABOUT. BOTH TRAVELLING FROM THE DIRECTION OF HOYLAND, DOWN
TOWARDS CORTONWOOD. VEHICLES IN BOTH LANES HAVE ENTERED THE
ROUNDABOUT AND ON THE EXIT HAVE COLLIDED. FRONT NEARSIDE OF THE
VW HAS DAMAGE
ALONG WITH THE OFFSIDE OF THE HYUNDAI.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 26 Breath test: Negative

Contributory Factors : 403 403

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 32 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Offside
Vehicle direction: W to E Journey: Other
Age of Driver : 66 Breath test: Negative

Contributory Factors : 403 403

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

241439250 04/05/2024 Saturday Time: 2043 Vehicles 2 Casualties 1 Slight
Easting: 438,347 Northing: 401,917
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: WOOD WALK
Description: SUSPECT VEHICLE OVERTOOK....?

Vehicle Reference: 1 Car Turning right
First point of impact: Offside
Vehicle direction: NE to N Journey: Other
Age of Driver : 24 Breath test: Not requested

Contributory Factors : 303 601 306 501 502

Casualty Reference: 1 Age: 27 Male Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 36 Breath test: Positive

Contributory Factors : 303 601 306 501 502

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
Selection: Notes:
Selected using Manual Selection

241464657 05/07/2024 Friday Time: 1530 Vehicles 2 Casualties 3 Slight
Easting: 439,104 Northing: 402,016
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY WESTBOUND (A6195) NEAR JUNCTION WITH HEMINGFIELD ROAD ROUNDABOUT (A6195), JUMP, BARNESLEY
Description: V1 AND V2 WERE TRAVELLING ON DUAL CARRIAGEWAY AND ENTERED THE ROUNDABOUT. V1 IN LANE 1 AND V2 IN LANE 2. AS V2 HAS GONE TO EXIT THE ROUNDABOUT AT THE SECOND EXIT, REMAINING IN LANE 2 TO EXIT INTO LANE 2, V1 HAS CONTINUED AROUND THE ROUNDABOUT, HEADING TOWARD THE 3RD EXIT, ESSENTIALLY CUTTING ACROSS THE PATH OF V2. THE NEARSIDE OF V2 HAS COLLIDED WITH THE OFFSIDE OF V1 CAUSING IT TO SPIN IN THE ROAD AND PARTIALLY EXIT THE ROUNDABOUT ONTO THE CENTRAL RESERVATION.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: E to W Journey: Other
Age of Driver : 32 Breath test: Not requested

Contributory Factors : 405 509

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 8 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2019 and 27/09/2024 (69) months
 Selection: Notes:
 Selected using Manual Selection

Vehicle Reference: 2 Car Turning left
 First point of impact: Front
 Vehicle direction: E to W Journey: Commuting to/from work
 Age of Driver : 30 Breath test: Not requested
 Contributory Factors : 405 509

Casualty Reference: 3 Age: 30 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Accidents involving:

| | Fatal | Serious | Slight | Total |
|--|-------|---------|--------|-------|
| Motor vehicles only excluding 2-wheels | 0 | 1 | 10 | 11 |
| 2-wheeled motor vehicles | 0 | 3 | 3 | 6 |
| Pedal cycles | 0 | 0 | 0 | 0 |
| Horses & other | 0 | 0 | 0 | 0 |
| Total | 0 | 4 | 13 | 17 |

Casualties:

| | Fatal | Serious | Slight | Total |
|------------------|-------|---------|--------|-------|
| Vehicle driver | 0 | 1 | 12 | 13 |
| Passenger | 0 | 1 | 7 | 8 |
| Motorcycle rider | 0 | 3 | 2 | 5 |
| Cyclist | 0 | 0 | 0 | 0 |
| Pedestrian | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 |
| Total | 0 | 4 | 21 | 25 |

Details of Personal Injury Accidents for Period - **01/01/2019** to **27/09/2024** (69) months

Selection: Notes:

Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|---------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

Causation Factor:

19818240 Sunday DEARNE VALLEY PARKWAY (A6195) Veh 1 M/C < 125 cc Going ahead E to SW Dri M 49 Slight
 24/02/2019 BARNSELY AT OR NR JN WITH Veh 2 Car Going ahead E to SW
R1: A 6195 1227hrs HEMINGFIELD ROAD ROUNDABOUT
R2: A 6195 Daylight:street lights present
E 439,108 Dry
N 402,014 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed
2nd: Failed to look properly

Vehicle 1 Possible
 Vehicle 1 Possible

BOTH VEHICLES ONE AND TWO HAVE BEEN TRAVELLING UPHILL ON THE DEARNE VALLEY PARKWAY. AS EXITING THE ROUNDABOUT, THERE HAS BEEN A MINOR COLLISION WHEN VEHICLE ONE, THE MOTORCYCLE, HAS CONNECTED WITH THE FRONT CORNER OF VEHICLE TWO. THIS HAS CAUSED THE RIDER TO FALL FROM THE BIKE. AFTER GETTING UP FROM THE ROAD, INITIALLY HE DIDN'T THINK THAT HE HAD BEEN INJURED. HE SPOKE WITH THE DRIVER OF VEHICLE TWO, PASSED HIM HIS DETAILS AND MOBILE NUMBER AND ASKED THE DRIVER TO CONTACT HIM LATER AS HE DIDN'T HAVE ANY THING TO WRITE THE DETAILS DOWN WITH. VEHICLE TWO HAD LEFT THE SCENE PRIOR TO OFFICER ARRIVAL. THEY LOCATED THE RIDER SAT AT THE ROADSIDE WITH HIS BIKE. HE THEN REALISED THAT HE WAS SUFFERING PAIN TO HIS RIGHT SHOULDER AND THAT HE HAD SUSTAINED A SHOULDER INJURY. HE HAS TRAVELLED TO BDGH WITH A FRIEND FOR ASSESSMENT.

19823329 Wednesday HOUGH LANE (B6096) BARNSELY Veh 1 Car U turn E to E FSP F 28 Slight
 13/03/2019 Veh 1 Car U turn E to E Dri F 34 Slight
R1: B 6096 1045hrs Veh 2 M/C > 500 cc Going ahead E to W
 Daylight:street lights present
E 439,149 Dry
N 402,595 Fine with high winds
 30 mph

VEH 1 WAS DOING A 3 POINT TURN AS THE ROAD WAS CLEAR. VEH 2 HAS COLLIDED WITH VEH 1, WHILST DOING THIS MANOEUVRE, CAUSING DAMAGE. DRIVER AND PASSENGER OF VEH 1 HAVE SUFFERED INJURIES. DETAILS WERE EXCHANGED, HOWEVER THE RIDER OF VEH 2, A MOTORBIKE, HAS ADMITTED NO INSURANCE. (TEST DRIVING THE MOTORBIKE).

Details of Personal Injury Accidents for Period - **01/01/2019** to **27/09/2024** (69) months

Selection: Notes:

Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|---------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

Causation Factor:

19896434 Tuesday ROEBUCK HILL ROUNDABOUT Veh 1 Car Turning right W to S Dri F 67 Slight
 05/11/2019 (A6195) BARNSELY AT OR NR JN Veh 2 Car Starting W to E Dri M 43 Slight
 WITH DEARNE VALLEY PARKWAY
R1: A 6195 1744hrs
R2: A 6195 Darkness: street lights present a
E 437,776 Wet/Damp
N 401,740 Fine without high winds
 60 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Following too close

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

V2 HAS MOVED OFF INTO THE ROUNDABOUT BUT SLOWER THAN V1 HAD ANTICIPATED, V2 GOING INTO THE BACK OF V1. THEY HAVE STOPPED AND EXCHANGED DETAILS. DRIVER OF VEH 1 HAS PAIN IN HER CHEST. DRIVER OF VEH 2 HAS A HEADACHE. DETAILS EXCHANGED. AT THIS TIME THI
 MOMENTARY LAPSE IN CONCENTRATION ON THE PART OF VEH 1. BOTH PARTIES ARE FULLY LICENSED AND INSURED. AT THIS TIME SUGGEST NO FURTHER ACTION AND SUGGEST FILED ALLOWING INSURANCE COMPANIES TO DEAL.

20967621 Wednesday HOUGH LANE (B6096) BARNSELY AT Veh 1 Car Going ahead NE to SW
 22/07/2020 OR NR JN WITH HEMINGFIELD ROAD Veh 2 Car Starting SE to NW FSP F 28 Slight
R1: B 6096 1730hrs Veh 2 Car Starting SE to NW Dri F 33 Slight
R2: U Daylight:street lights present
E 438,814 Dry
N 402,393 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Inexperienced or learner driver/rider

Participant:

Vehicle 2
 Vehicle 2

Confidence:

Very Likely
 Very Likely

VEH 1, WAS TRAVELLING ALONG WOOD WALK, WOMBWELL, IN THE DIRECTION OF HOYLAND. VEH 2, WAS AT THE JUNCTION OF HEMMINGFIELD ROAD WITH WOOD WALK. AS VEH 1 APPROACHED THE JUNCTION, VEH 2 PULLED OUT AND VEH 1 COLLIDED WITH THE REAR DRIVERS SIDE OF VEH 2. THIS CAUSED EXTENSIVE FRONT END DAMAGE TO VEHICLE 1 AND DAMAGE TO THE DRIVERS SIDE DOORS OF VEHICLE 2. AIR BAGS WERE DEPLOYED IN BOTH VEHICLES.

20984744 Sunday HOUGH LANE (B6096) BARNSELY AT Veh 1 Car Turning right NE to W
 27/09/2020 OR NR JN WITH DOVECLIFFE ROAD Veh 2 M/C < 125 cc O/take m/veh o/side NE to SW Dri M 17 Slight
R1: B 6096 1835hrs
R2: U Daylight:street lights present
E 438,818 Dry
N 402,399 Fine without high winds
 30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

Participant:

Vehicle 2

Confidence:

Possible

VEHICLE 1 WAS TURNING RIGHT ONTO DOVECLIFFE ROAD FROM HOUGH LANE VEHICLE 2 (MOTOCYCLE) OVERTOOK THE TURNING VEHICLE ON THE RIGHT HAND SIDE VEHICLE 1 MANOUEVERED RIGHT CAUSING VEHICLE 2 AND PERSON TO BE KNOCKED OFF THE VEHICLE.

Details of Personal Injury Accidents for Period - **01/01/2019** to **27/09/2024** (69) months

Selection: **Notes:**

Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|---------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

Causation Factor:

| | | | | | | | | | |
|-------------------|-----------------------------------|----------------------------|-------|-----|----------------------|--------------|---|----|---------|
| 20986679 | Friday | WOOD WALK (B6096) BARNSELY | Veh 1 | Car | Change lane to right | SW to NE FSP | M | 20 | Serious |
| | 02/10/2020 | | Veh 1 | Car | Change lane to right | SW to NE Dri | M | 21 | Slight |
| R1: B 6096 | 0025hrs | | Veh 2 | Car | Parked | 0 to 0 | | | |
| | Darkness: street lights present a | | Veh 3 | Car | Parked | 0 to 0 | | | |
| E 438,546 | | Wet/Damp | | | | | | | |
| N 402,077 | | Fine without high winds | | | | | | | |
| | | 40 mph | | | | | | | |

INCIDENT CAME INTO THE POLICE AS AN RTC OUTSIDE 69 WOOD WALK, WOMBWELL WHERE A VEHICLE HAD COLLIDED WITH TWO PARKED VEHICLES AND WAS NOW ON ITS SIDE. THE TWO OCCUPANTS IN THE VEHICLE WERE ATTEMPTING TO RUN OFF. RESIDENTS CAME OUT AND DETAINED THE DRIVER AND PASSENGER OF THE VEHICLE. DRIVER WAS BREATHALYSED AND FAILED THE ROAD SIDE TEST AND ARRESTED OPL, NO INSURANCE AND WAS SUBSEQUENTLY ARRESTED ON SUSPICION OF THEFT OF MOTOR VEHICLE.

| | | | | | | | | | |
|-------------------|------------|--------------------------------|-------|--------------|----------------------|--------------|---|----|--------|
| 20987486 | Monday | HEMINGFIELD ROAD ROUNDABOUT | Veh 1 | Goods < 3.5t | Change lane to right | SE to SW | | | |
| | 05/10/2020 | (A6195) BARNSELY AT OR NR JN | Veh 2 | Car | Turning left | SE to SW FSP | M | 19 | Slight |
| R1: A 6195 | 0952hrs | WITH HEMMINGFIELD ROAD | Veh 2 | Car | Turning left | SE to SW Dri | M | 71 | Slight |
| R2: U | | Daylight:street lights present | | | | | | | |
| E 439,119 | | Dry | | | | | | | |
| N 402,016 | | Fine without high winds | | | | | | | |
| | | 60 mph | | | | | | | |

Causation Factor:

| 1st: | Participant: | Confidence: |
|--|--------------|-------------|
| Careless/Reckless/In a hurry | Vehicle 1 | Very Likely |
| IT WOULD APPEAR THAT THE DRIVER OF V1 HAS INCORRECTLY NEGOTIATED THE ROUNDABOUT PULLING OUT TO THE RIGHT TO GET AROUND A CAR WHICH DIDN'T SET OFF THAT WAS IN THE LANE IN FRONT OF IT, COLLIDING WITH V2 WHICH WAS IN THE LEFT LANE PROCEEDING ONTO THE ROUNDABOUT AND GOING IN THE SAME DIRECTION | | |

| | | | | | | | | | |
|-------------------|------------|-----------------------------------|-------|--------------|-------------|------------|---|----|--------|
| 201009842 | Friday | HOUGH LANE (B6096) BARNSELY AT | Veh 1 | Car | Starting | S to N | | | |
| | 04/12/2020 | JN WITH PRIVATE DRIVE | Veh 2 | Car | Going ahead | E to W Dri | M | 47 | Slight |
| R1: B 6096 | 2048hrs | | Veh 3 | Car | Parked | 0 to 0 | | | |
| R2: U | | Darkness: street lights present a | Veh 4 | Goods < 3.5t | Parked | 0 to 0 | | | |
| E 439,142 | | Wet/Damp | Veh 5 | Car | Parked | 0 to 0 | | | |
| N 402,587 | | Raining without high winds | | | | | | | |
| | | 30 mph | | | | | | | |

Causation Factor:

| 1st: | Participant: | Confidence: |
|--|--------------|-------------|
| Failed to look properly | Vehicle 1 | Very Likely |
| 2nd: Poor turn or manoeuvre | Vehicle 1 | Very Likely |
| V1 HAS PULLED OUT FROM A DRIVE-WAY NEXT TO CHIU HING CHINESE TAKE-WAY. V2 HAS BEEN TRAVELLING ALONG HOUGH LANE AND COLLIDED WITH V1 AS IT PULLED OUT. V2 HAS THEN COLLIDED WITH 4 PARKED VEHICLES ON HOUGH LANE. | | |

Details of Personal Injury Accidents for Period - **01/01/2019** to **27/09/2024** (69) months

Selection: Notes:

Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|---------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

Causation Factor:

211096533 Friday DEARNE VALLEY PARKWAY Veh 1 M/C > 500 cc Stopping W to E Dri M 37 Serious
 08/10/2021 EASTBOUND (A6195) - 26 METRES
R1: A 6195 2010hrs FROM JUNCTION WITH ROEBUCK
 Darkness: street lights present a
E 437,752 Dry
N 401,739 Fine without high winds
 70 mph

UNKNOWN HOW ACCIDENT OCCURRED. MEMBERS OF PUBLIC SAW A LIGHT AT THE SIDE OF THE DEARNE VALLEY PARKWAY AND STOPPED TO FIND A MOTORCYCLIST INJURED. NO SIGN OF ANY OTHER VEHICLE INVOLVED AND NO OTHER INJURED PARTIES. RIDER WAS DAZED AND DIDNT KNOW HOW IT HAD HAPPENED.

221191562 Thursday WOOD WALK (B6096) - 36 METRES Veh 1 M/C > 500 cc Going ahead LH bend NE to SW Dri M 26 Serious
 23/06/2022 FROM JUNCTION WITH ROEBUCK Veh 2 Car Going ahead RH bend SW to NE
R1: B 6096 1534hrs HILL ROUNDABOUT (A6195),
 Daylight:street lights present
E 437,827 Dry
N 401,770 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Loss of control

Vehicle 1

Very Likely

BIKE HAS BEEN TRAVELLING DOWN WOOD WALK AND HAD LOST CONTROL, APPEARS TO HIT THE ISLAND, BIKE HAS SLIDE DOWN AROUND 60 FT DOWN THE WRONG SIDE OF THE CARRIAGE WAY AND HIT A MOVING VEH. MALE HAS LEFT THE BIKE AND TRAVELLED THROUGH THE AIR ANDLANDING IN THE MIDDLE OF BOTH OF THE CARRIAGEWAYS. APPEARS TO HAVE LOST COMPLETE CONTROL.

221244476 Sunday Veh 1 Car Going ahead SW to E Dri M 46 Slight
 20/11/2022 Veh 2 Car Going ahead RH bend E to NW
R1: A 6195 1335hrs
R2: U Daylight:street lights present
E 439,099 Dry
N 402,033 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Illness or disability, mental or physical

Vehicle 1

Very Likely

V1 TRAVELLING FROM CORTON WOOD ON DVP A6195 TOWARDS HEMMINFIELD ROUNDABOUT. HE HAS HAD AN EPILEPTIC FIT AND TRAVELLED OVER THE ROUNDABOUT INTO ONCOMING TRAFFIC STRIKING V2 AND THEN THE BARRIER. SEEN BY AMBULANCE. CONFIRMED NO DRINK OR DRUGS AND TAKEN TO HOSPITAL

Details of Personal Injury Accidents for Period - **01/01/2019** to **27/09/2024** (69) months

Selection: Notes:

Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

Causation Factor:

231317456 Sunday DOVECLIFFE ROAD, WOMBWELL, Veh 1 Car O/take on n/side W to E Dri F 18 Slight
11/06/2023 BARNSELY
R1: U 2210hrs
Darkness: no street lighting
E 438,772 Dry
N 402,410 Fine without high winds
30 mph

Causation Factor:

Participant: Vehicle 1
Confidence: Very Likely
Ist: Inexperienced or learner driver/rider
DRIVER 1 WAS ON DOVECLIFFE ROAD, WOMBWELL. SHE HAS APPROACHED BEND AND APPEARS NOT READ THE ROAD. DRIVER 1 HAS SKIDDED INTO SOME BRICKS FLY TIPPED AND SKIDDED INTO TREE AROUND 4 METRES AWAY.

231317158 Saturday WOOD WALK (B6096) - 38 METRES Veh 1 Car Going ahead E to W FSP F 35 Slight
10/06/2023 FROM JUNCTION WITH ROCKLEY Veh 2 Car Going ahead E to W
R1: B 6096 1735hrs AVENUE, WOMBWELL, BARNSELY,
Daylight:street lights present
E 438,603 Dry
N 402,152 Fine without high winds
40 mph

Causation Factor:

Participant: Vehicle 1
Confidence: Possible
Ist: Exceeding speed limit
V1 HAS BEEN TRAVELLING DOWN WOOD WALK, BARNSELY WITH V2 DIRECTLY IN FRONT. V2 HAS SLOWED DOWN FOR A STATIC SPEED CAMERA AND V1 HAS COLLIDED INTO THE BACK OF V2.

231355496 Saturday HEMINGFIELD ROAD ROUNDABOUT Veh 1 M/C Unknown Starting S to N Dri M 54 Serious
23/09/2023 (A6195) AT JUNCTION WITH DEARNE Veh 2 Car Starting SE to NW
R1: A 6195 1255hrs VALLEY PARKWAY WESTBOUND
R2: A 6195 Daylight:street lights present
E 439,153 Dry
N 402,025 Fine without high winds
70 mph

Causation Factor:

Participant: Vehicle 2
Confidence: Very Likely
Ist: Failed to judge other persons path or speed
V1 MOTORBIKE HAS COME UP THE LANE 2 OF THE DEARNE VALLEY PARKWAY TOWARDS HEMMINGFIELD ROUNDABOUT. V1 HAS THEN ENTERED THE ROUNDABOUT. V2 HAS ENTERED THE ROUNDABOUT AND NOT ANTICIPATED SPEED OR DIRECTION OF V1. V1 HAS COLLIDED TO O/S DOOR OF V2.

Details of Personal Injury Accidents for Period - **01/01/2019** to **27/09/2024** (69) months

Selection: Notes:

Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

Causation Factor:

| | | | | | | | | | | |
|-------------------|--------------------------------|----------------------------|-------|-----|-------------|--------|-----|---|----|--------|
| 231391780 | Saturday | DEARNE VALLEY PARKWAY | Veh 1 | Car | Going ahead | W to E | FSP | F | 32 | Slight |
| | 23/12/2023 | EASTBOUND (A6195) NEAR | Veh 1 | Car | Going ahead | W to E | Dri | M | 26 | Slight |
| R1: A 6195 | 1430hrs | JUNCTION WITH ROEBUCK HILL | Veh 2 | Car | Going ahead | W to E | | | | |
| R2: A 6195 | Daylight:street lights present | | | | | | | | | |
| E 437,825 | Wet/Damp | | | | | | | | | |
| N 401,720 | Fine without high winds | | | | | | | | | |
| | 70 mph | | | | | | | | | |

Causation Factor:

- 1st: Poor turn or manoeuvre
- 2nd: Poor turn or manoeuvre

Participant:

- Vehicle 1
- Vehicle 2

Confidence:

- Possible
- Possible

BOTH VEHICLES WERE COMING AROUND THE WOMBWELL / JUMP ROUNDABOUT. BOTH TRAVELLING FROM THE DIRECTION OF HOYLAND, DOWN TOWARDS CORTONWOOD. VEHICLES IN BOTH LANES HAVE ENTERED THE ROUNDABOUT AND ON THE EXIT HAVE COLLIDED. FRONT NEARSIDE OF THE VW HAS DAMAGE ALONG WITH THE OFFSIDE OF THE HYUNDAI.

| | | | | | | | | | | |
|-------------------|-------------------------|--------------------------------|-------|-----|---------------------|---------|-----|---|----|--------|
| 241439250 | Saturday | WOOD WALK | Veh 1 | Car | Turning right | NE to N | FSP | M | 27 | Slight |
| | 04/05/2024 | | Veh 2 | Car | O/take m/veh o/side | E to W | | | | |
| R1: B 6096 | 2043hrs | Daylight:street lights present | | | | | | | | |
| E 438,347 | Dry | | | | | | | | | |
| N 401,917 | Fine without high winds | | | | | | | | | |
| | 40 mph | | | | | | | | | |

Causation Factor:

- 1st: Disobeyed double white line
- 2nd: Aggressive driving
- 3rd: Exceeding speed limit
- 4th: Impaired by alcohol
- 5th: Impaired by drugs (illicit or medicinal)

Participant:

- Vehicle 2
- Vehicle 2
- Vehicle 2
- Vehicle 2
- Vehicle 2

Confidence:

- Very Likely
- Very Likely
- Very Likely
- Very Likely
- Possible

SUSPECT VEHICLE OVERTOOK....?

| | | | | | | | | | | |
|-------------------|--------------------------------|---------------------------|-------|-----|--------------|--------|-----|---|----|--------|
| 241464657 | Friday | DEARNE VALLEY PARKWAY | Veh 1 | Car | Going ahead | E to W | RSP | M | 8 | Slight |
| | 05/07/2024 | WESTBOUND (A6195) NEAR | Veh 1 | Car | Going ahead | E to W | Dri | F | 32 | Slight |
| R1: A 6195 | 1530hrs | JUNCTION WITH HEMINGFIELD | Veh 2 | Car | Turning left | E to W | Dri | F | 30 | Slight |
| R2: A 6195 | Daylight:street lights present | | | | | | | | | |
| E 439,104 | Dry | | | | | | | | | |
| N 402,016 | Fine without high winds | | | | | | | | | |
| | 70 mph | | | | | | | | | |

Causation Factor:

- 1st: Failed to look properly
- 2nd: Distraction in vehicle

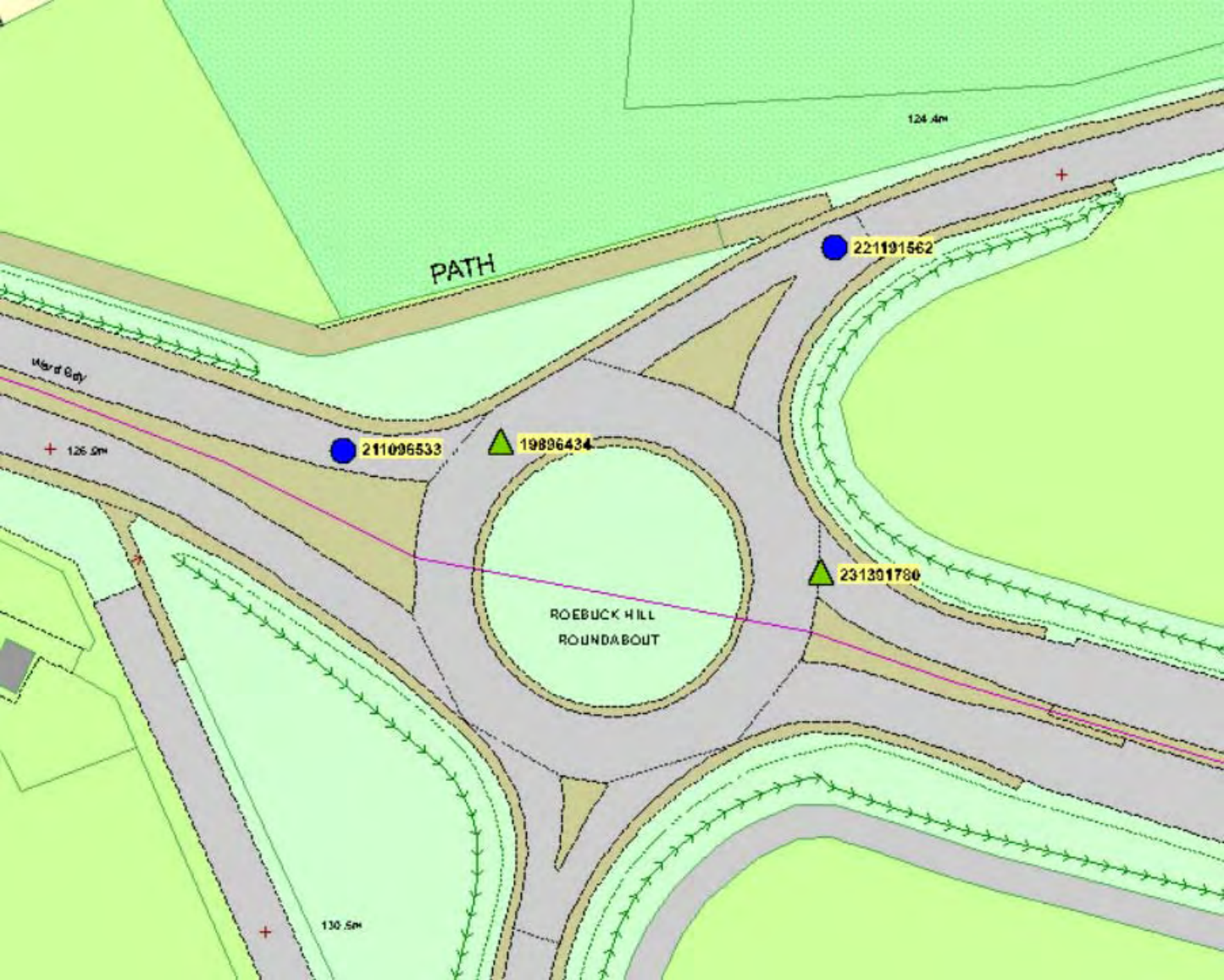
Participant:

- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Very Likely

V1 AND V2 WERE TRAVELLING ON DUAL CARRIAGEWAY AND ENTERED THE ROUNDABOUT. V1 IN LANE 1 AND V2 IN LANE 2. AS V2 HAS GONE TO EXIT THE ROUNDABOUT AT THE SECOND EXIT, REMAINING IN LANE 2 TO EXIT INTO LANE 2, V1 HAS CONTINUED AROUND THE ROUNDABOUT, HEADING TOWARD THE 3RD EXIT, ESSENTIALLY CUTTING ACROSS THE PATH OF V2. THE NEARSIDE OF V2 HAS COLLIDED WITH THE OFFSIDE OF V1 CAUSING IT TO SPIN IN THE ROAD AND PARTIALLY EXIT THE ROUNDABOUT ONTO THE CENTRAL RESERVATION.



124.4m

PATH

221191562

211096533

19896434

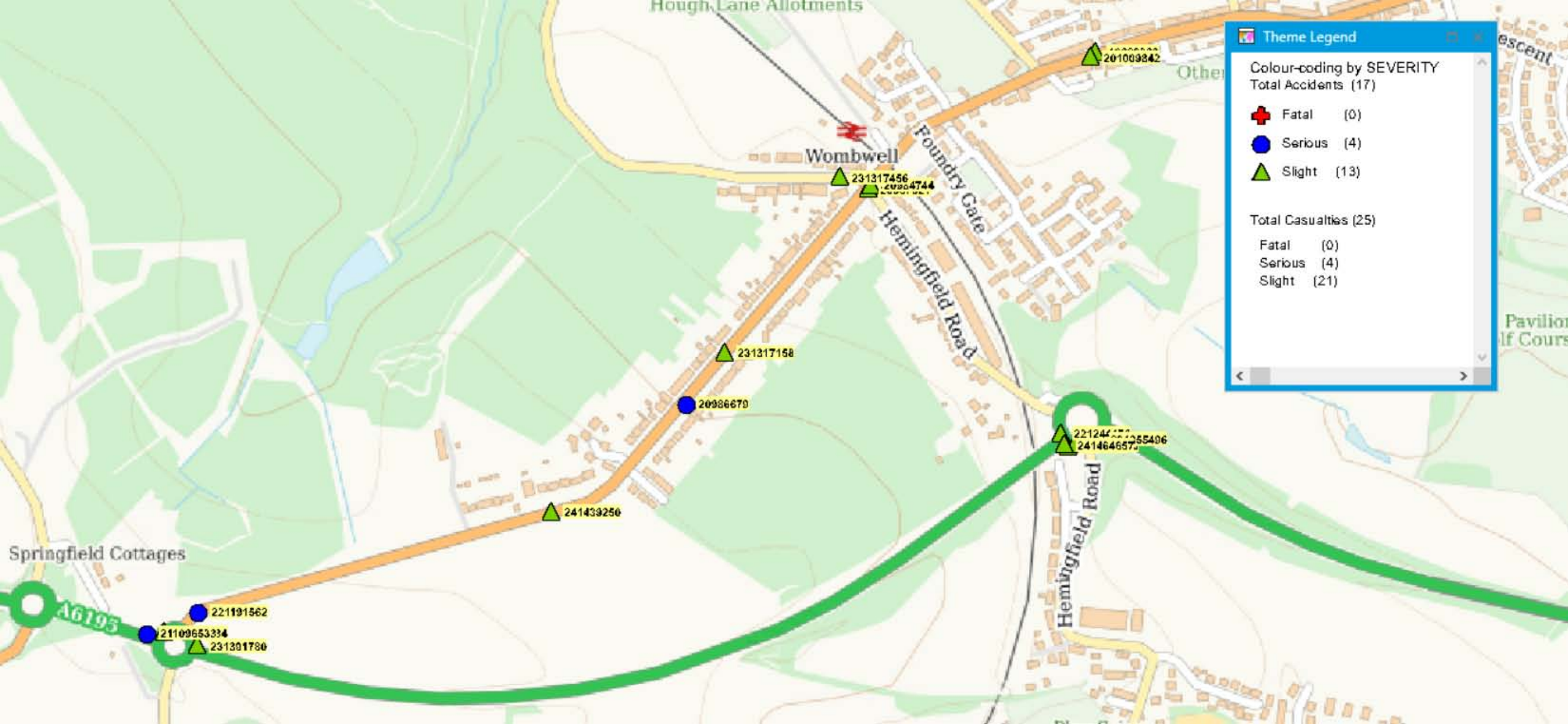
ROEBUCK HILL
ROUNDABOUT

231301780

Ward Boundary

+ 126.5m

+ 130.5m





310

300

267

Shelter

Shelter

19823320

201003842

SIR GEORGE COURT

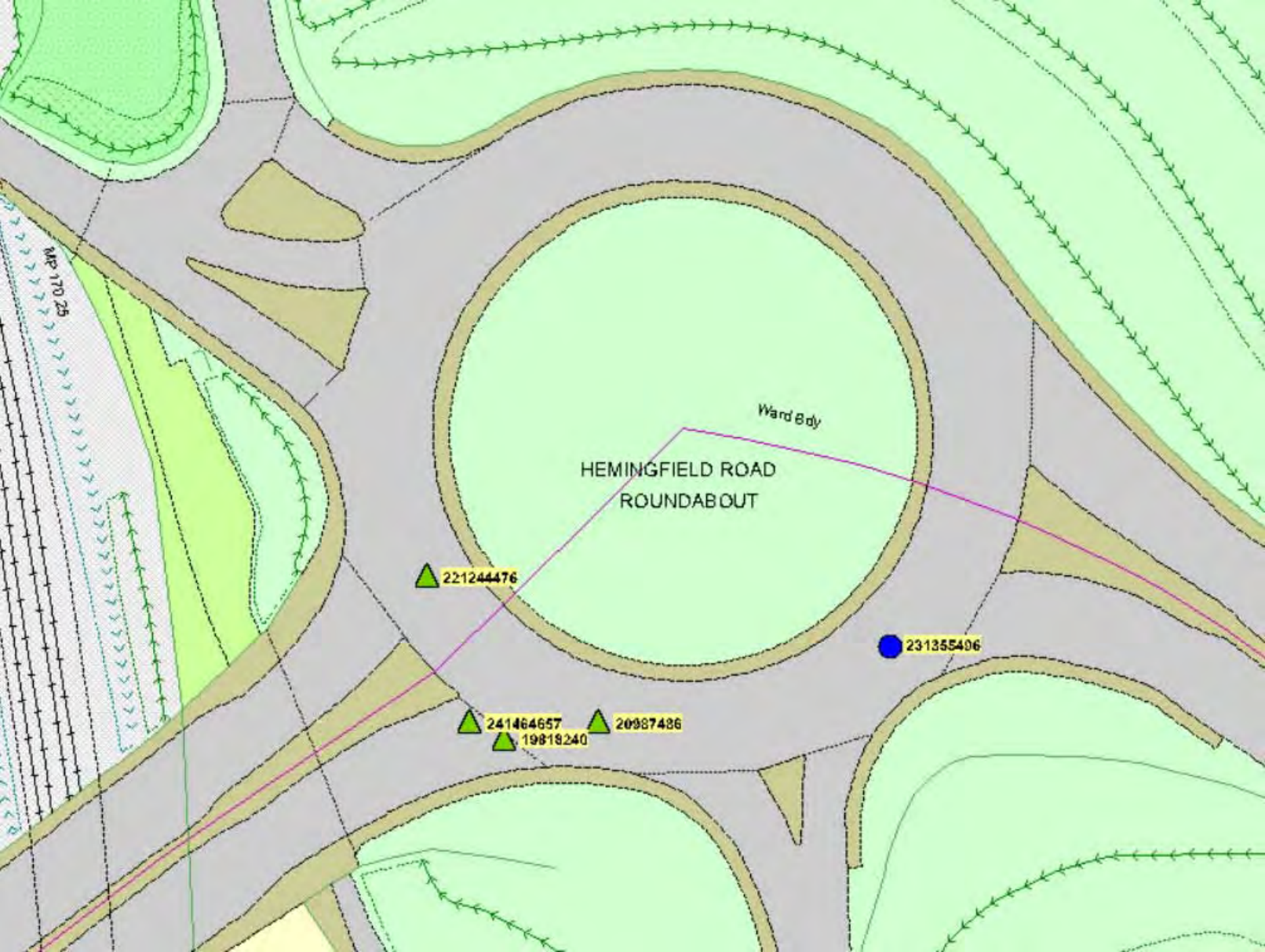
87.5m

287

269

7

TRACK



HEMINGFIELD ROAD
ROUNDABOUT

Ward Bdy

MP 170 25

▲ 221244476

● 231355406

▲ 241464657
▲ 19818240

▲ 20987486



14

10

2

El Sub S

MP 170.5

▲ 231317456

▲ 20984744

▲ 20967621

The Hut

+ 79.9m

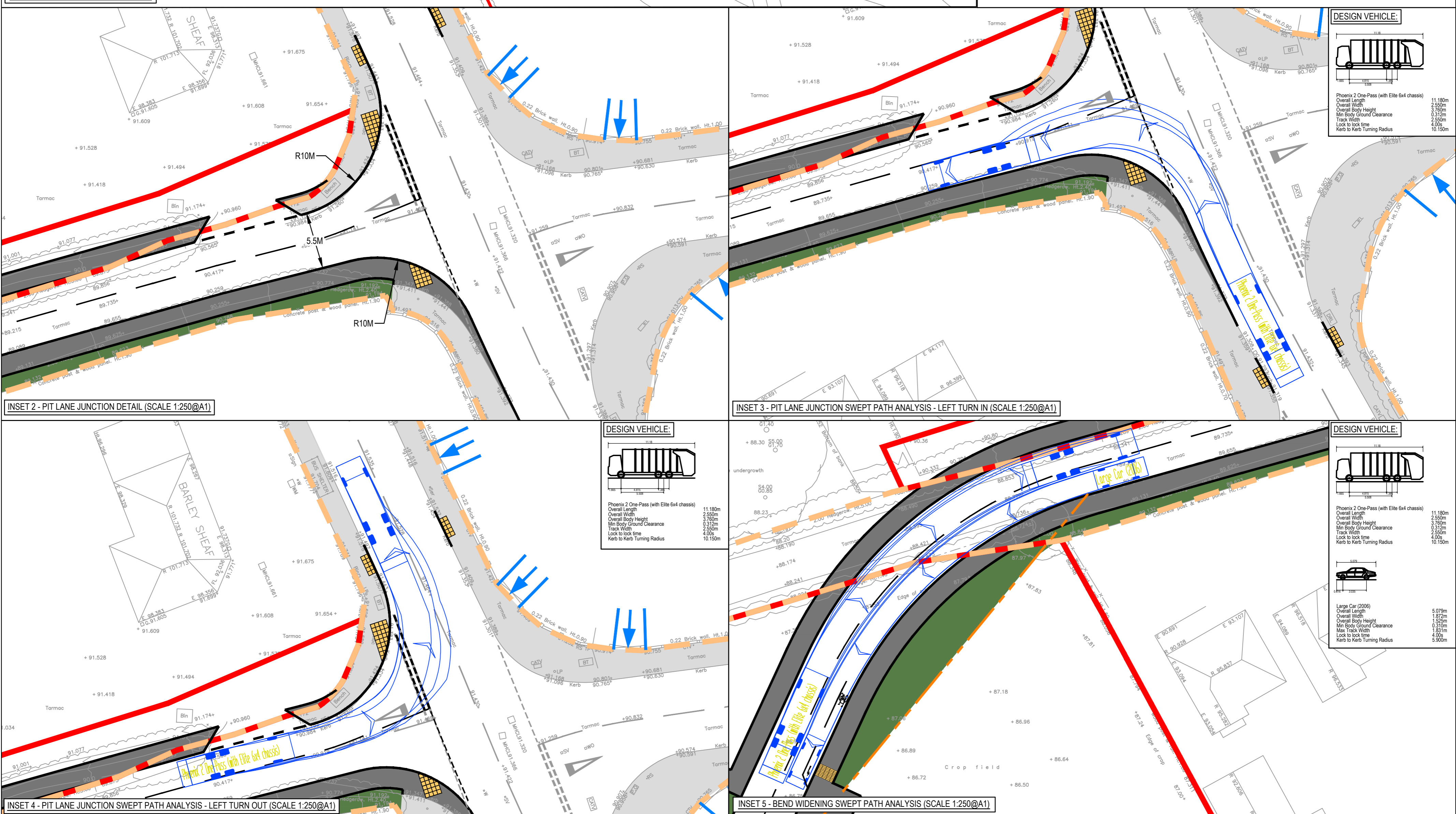
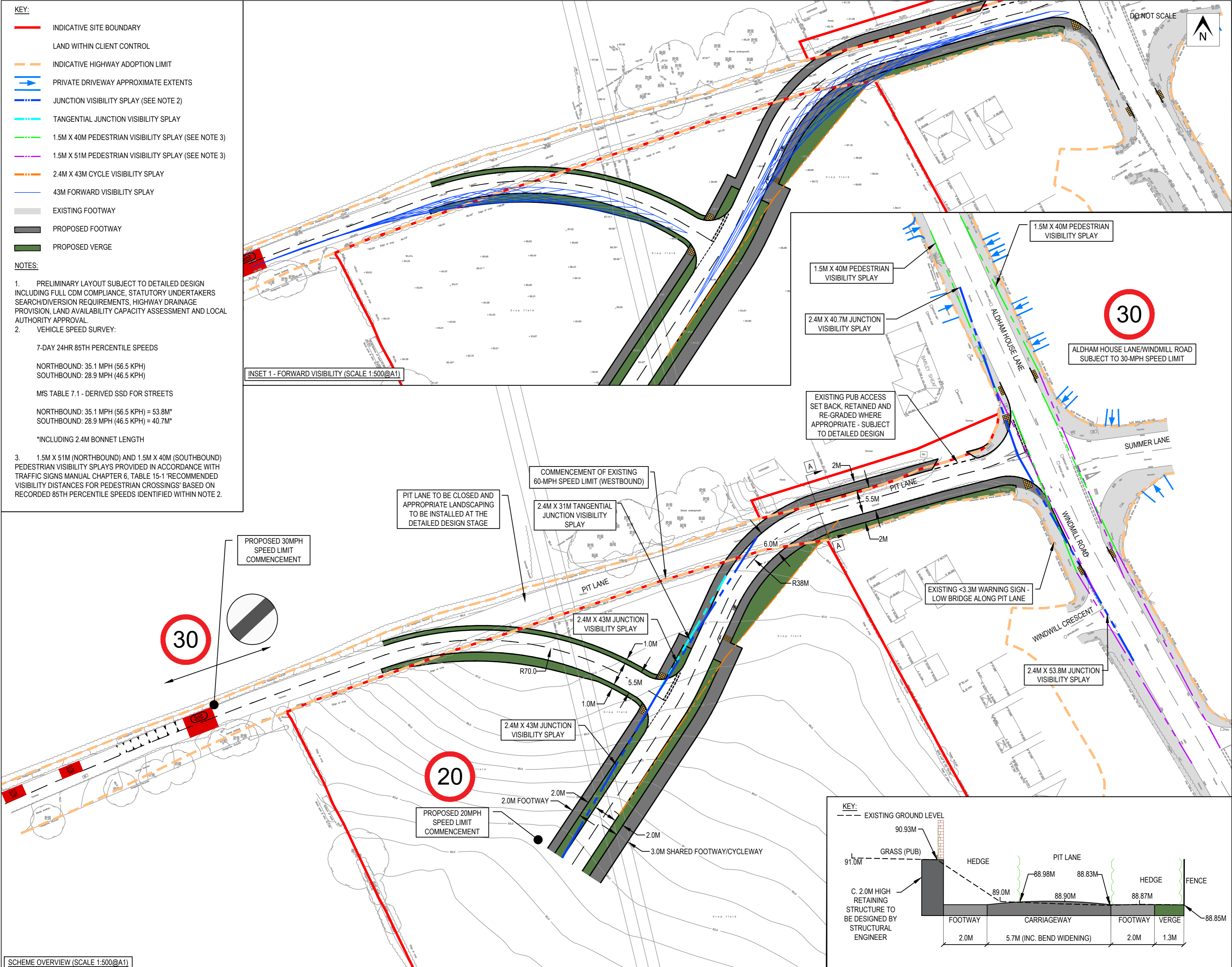
Shelter

2

GP

Appendix F Drawing no. 23081/GA/01/REV/C - Proposed Site Access Arrangements





| | | | | | | | | | | | |
|---------------|----------|----|--------------------|--|-----|-----------|------------|----------|----------|-----------------|---|
| PROJECT | | | | PIT LANE, WOMBWELL | | CLIENT | | | | CREST NICHOLSON | |
| DRAWING TITLE | | | | PROPOSED ACCESS ARRANGEMENTS AND PIT LANE IMPROVEMENTS | | CHECKED | | APPROVED | | DRG No. | |
| STATUS | | | | PRELIMINARY | | MEW | | MEW | | 23081/GA/01 | |
| REV | DATE | BY | DESCRIPTION | CHK | APP | DRAWN BY: | SCALE @ A1 | DATE | 24/02/25 | REV. | C |
| C | 24/02/25 | JS | TIE INTO LAYOUT | MEW | MEW | JS | AS SHOWN | | | | |
| B | 24/01/25 | JS | GENERAL AMENDMENTS | MEW | MEW | | | | | | |
| A | 08/02/24 | JS | PRE APP SUBMISSION | MEW | MEW | | | | | | |
| - | 03/11/23 | JS | INITIAL ISSUE | MEW | MEW | | | | | | |



Appendix G Travel to Work Data



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
 usual residence E02001534 : Barnsley 026 (2011 super output area - middle layer)

| place of work : 2011 census merged local authority district | All categories: Method of travel to work (2001 specification) | Work mainly at or from home | Underground, metro, light rail or tram | Train | Bus, minibus or coach | Taxi | Motorcycle, scooter or moped | Driving a car or van | Passenger in a car or van | Bicycle | On foot | Other method of travel to work |
|---|---|-----------------------------|--|-------|-----------------------|------|------------------------------|----------------------|---------------------------|---------|---------|--------------------------------|
| | 3,532 | 0 | 1 | 108 | 243 | 17 | 27 | 2,492 | 272 | 24 | 343 | 5 |
| | 100% | 0% | 0% | 3% | 7% | 0% | 1% | 71% | 8% | 1% | 10% | 0% |
| Hartlepool | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Middlesbrough | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 |
| Redcar and Cleveland | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Stockton-on-Tees | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Darlington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| County Durham | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Northumberland | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Gateshead | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newcastle upon Tyne | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Tyneside | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Tyneside | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sunderland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Halton | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| Warrington | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Blackburn with Darwen | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Blackpool | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cheshire East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cheshire West and Ch | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Allerdale | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barrow-in-Furness | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carlisle | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Copeland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eden | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| South Lakeland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burnley | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chorley | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fylde | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hyndburn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lancaster | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pendle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Preston | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Ribble Valley | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rossendale | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Ribble | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| West Lancashire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wyre | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bolton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bury | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Manchester | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Oldham | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Rochdale | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Salford | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Stockport | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Tameside | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trafford | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Wigan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Knowsley | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Liverpool | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| St. Helens | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Sefton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wirral | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kingston upon Hull, Cit | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| East Riding of Yorkshir | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| North East Lincolnshire | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| North Lincolnshire | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| York | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 |
| Craven | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Hambleton | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Harrogate | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Richmondshire | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Ryedale | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Scarborough | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Selby | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 |
| Barnsley | 1,742 | 0 | 0 | 29 | 130 | 12 | 18 | 1,091 | 145 | 16 | 296 | 5 |
| Doncaster | 179 | 0 | 0 | 5 | 9 | 0 | 1 | 156 | 8 | 0 | 0 | 0 |
| Rotherham | 701 | 0 | 0 | 2 | 90 | 3 | 4 | 506 | 62 | 3 | 31 | 0 |
| Sheffield | 402 | 0 | 0 | 58 | 2 | 1 | 2 | 313 | 22 | 3 | 1 | 0 |
| Bradford | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 1 | 0 |
| Calderdale | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Kirklees | 28 | 0 | 0 | 1 | 0 | 0 | 0 | 26 | 0 | 0 | 1 | 0 |
| Leeds | 98 | 0 | 0 | 7 | 0 | 0 | 0 | 83 | 5 | 1 | 2 | 0 |
| Wakefield | 157 | 0 | 0 | 2 | 4 | 0 | 0 | 133 | 12 | 1 | 4 | 0 |
| Derby | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Leicester | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Rutland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nottingham | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Amber Valley | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Bolsover | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Chesterfield | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 |
| Derbyshire Dales | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Erewash | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| High Peak | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| North East Derbyshire | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| South Derbyshire | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Blaby | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Charnwood | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harborough | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hinckley and Bosworth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Melton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North West Leicestersh | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Oadby and Wigston | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Boston | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Lindsey | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lincoln | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 |
| North Kesteven | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| South Kesteven | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Leicesters | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| West Lindsey | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Corby | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daventry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Northamptonshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kettering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Northampton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Northamptonshir | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wellingborough | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ashfield | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Bassetlaw | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 |
| Broxtowe | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |

| Mode | Trips |
|----------------------|---------------|
| Driving a car or van | 71% |
| Passenger | 8% |
| Taxi | 0% |
| Cycle | 1% |
| Walk | 10% |
| Bus | 7% |
| Rail | 3% |
| Motorcycle | 1% |
| Work from home | 0% |
| Other | 0% |
| Total | 100.0% |

| | | | | | | | | | | | | |
|------------------------------|----|---|---|---|---|---|---|----|---|---|---|---|
| Gedling | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Mansfield | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newark and Sherwood | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| Rushcliffe | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 |
| Herefordshire, County of | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Telford and Wrekin | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Stoke-on-Trent | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shropshire | 18 | 0 | 0 | 0 | 3 | 0 | 0 | 11 | 2 | 0 | 2 | 0 |
| Cannock Chase | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| East Staffordshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lichfield | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Newcastle-under-Lyme | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Staffordshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stafford | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Staffordshire Moorlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tamworth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Warwickshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nuneaton and Bedworth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rugby | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Stratford-on-Avon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Warwick | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bromsgrove | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Malvern Hills | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Redditch | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Worcester | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wychavon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wyre Forest | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Birmingham | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Coventry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dudley | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sandwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Solihull | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Walsall | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wolverhampton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peterborough | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Luton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southend-on-Sea | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Thurrock | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bedford | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Central Bedfordshire | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Cambridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Cambridgeshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fenland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Huntingdonshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Cambridgeshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Basildon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Braintree | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brentwood | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Castle Point | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chelmsford | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Colchester | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Epping Forest | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Harlow | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Maldon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rochford | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tendring | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Uttlesford | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Broxbourne | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dacorum | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| East Hertfordshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hertsmere | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Hertfordshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St Albans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stevensage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Three Rivers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Watford | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Welwyn Hatfield | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Breckland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Broadland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Great Yarmouth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| King's Lynn and West Norfolk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Norfolk | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Norwich | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Norfolk | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Babergh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Forest Heath | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ipswich | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mid Suffolk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St Edmundsbury | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Suffolk Coastal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waveney | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barking and Dagenham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Barnet | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bexley | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brent | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bromley | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camden | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Croydon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ealing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enfield | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Greenwich | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hackney | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hammersmith and Fulham | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Haringey | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harrow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hillingdon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hounslow | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Islington | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kensington and Chelsea | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kingston upon Thames | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lambeth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lewisham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Merton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Redbridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richmond upon Thames | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southwark | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sutton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tower Hamlets | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waltham Forest | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wandsworth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Westminster, City of London | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Medway | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bracknell Forest | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Berkshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reading | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Slough | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Windsor and Maidenhead | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wokingham | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Milton Keynes | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Brighton and Hove | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portsmouth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southampton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Isle of Wight | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aylesbury Vale | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chiltern | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | |
|---------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| South Bucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wycombe | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastbourne | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hastings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lewes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rother | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wealden | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Basingstoke and Deane | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Hampshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eastleigh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fareham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gosport | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hart | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Havant | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Forest | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rushmoor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Test Valley | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Winchester | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ashford | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Canterbury | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dartford | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dover | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gravesham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maidstone | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sevenoaks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shepway | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swale | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Thanet | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tonbridge and Malling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tunbridge Wells | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cherwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oxford | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Oxfordshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vale of White Horse | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Oxfordshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elmbridge | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Epsom and Ewell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Guildford | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mole Valley | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reigate and Banstead | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Runnymede | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spelthorne | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Surrey Heath | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tandridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waverley | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woking | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arun | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chichester | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crawley | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Horsham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mid Sussex | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Worthing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bath and North East Sc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bristol, City of | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cornwall, Isles of Scilly | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Wiltshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Somerset | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Gloucestershire | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Plymouth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Torbay | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bournemouth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Poole | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swindon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Devon | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Exeter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mid Devon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Devon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Hams | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Teignbridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Torridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Devon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Christchurch | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Dorset | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Dorset | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Purbeck | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| West Dorset | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Weymouth and Portland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cheltenham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cotswold | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Forest of Dean | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gloucester | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stroud | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tewkesbury | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mendip | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Sedgemoor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| South Somerset | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Taunton Deane | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Somerset | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Isle of Anglesey | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gwynedd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conwy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denbighshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Flintshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wrexham | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ceredigion | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pembrokeshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carmarthenshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swansea | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Neath Port Talbot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridgend | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Vale of Glamorgan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cardiff | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rhondda Cynon Taf | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Caerphilly | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Blaenau Gwent | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Torfaen | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monmouthshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newport | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Powys | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Merthyr Tydfil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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.

Appendix H TRICS Output



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 | 1 days |
| | HC HAMPSHIRE | 2 days |
| | KC KENT | 2 days |
| | SC SURREY | 2 days |
| | WB WEST BERKSHIRE | 1 days |
| | WS WEST SUSSEX | 4 days |
| 04 | EAST ANGLIA | |
| | CA CAMBRIDGESHIRE | 1 days |
| | NF NORFOLK | 10 days |
| 08 | NORTH WEST | |
| | AC CHESHIRE WEST & CHESTER | 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: 58 to 790 (units:)
Range Selected by User: 50 to 1000 (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: 31/12/21 to 04/07/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

| | |
|-----------|--------|
| Monday | 3 days |
| Tuesday | 6 days |
| Wednesday | 8 days |
| Thursday | 5 days |
| Friday | 2 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 20 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.

Selected Locations:

| | |
|--|----|
| Edge of Town | 17 |
| Neighbourhood Centre (PPS6 Local Centre) | 7 |

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 | 15 |
| Village | 6 |
| Out of Town | 1 |
| No Sub Category | 2 |

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.

Inclusion of Servicing Vehicles Counts:

| | |
|-----------------------------|--------------------|
| Servicing vehicles Included | X days - Selected |
| Servicing vehicles Excluded | 25 days - Selected |

Secondary Filtering selection:

Use Class:

C3 24 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

| | |
|------------------|---------|
| 1,001 to 5,000 | 6 days |
| 5,001 to 10,000 | 10 days |
| 10,001 to 15,000 | 4 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 2 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 | 7 days |
| 25,001 to 50,000 | 4 days |
| 50,001 to 75,000 | 2 days |
| 75,001 to 100,000 | 3 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 1 days |

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

| | |
|------------|---------|
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 16 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 | 23 days |
| No | 1 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 | 24 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

| | | | | |
|---|---|--------------------------|-------------------------|---|
| 1 | AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 <i>Survey date: FRIDAY 29/04/22</i> | DETACHED HOUSES | CHESHIRE WEST & CHESTER | <i>Survey Type: MANUAL</i> |
| 2 | CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i> | DETACHED & SEMI-DETACHED | CAMBRIDGESHIRE | <i>Survey Type: MANUAL</i> |
| 3 | ES-03-A-08 WRESTWOOD ROAD BEXHILL Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: WEDNESDAY 12/10/22</i> | MIXED HOUSES & FLATS | EAST SUSSEX | <i>Survey Type: MANUAL</i> |
| 4 | HC-03-A-32 GREEN LANE FARNHAM WEYBOURNE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 105 <i>Survey date: THURSDAY 29/06/23</i> | MIXED HOUSES & FLATS | HAMPSHIRE | <i>Survey Type: MANUAL</i> |
| 5 | HC-03-A-33 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Total No of Dwellings: 195 <i>Survey date: TUESDAY 04/07/23</i> | MIXED HOUSES & FLATS | HAMPSHIRE | <i>Survey Type: MANUAL</i> |
| 6 | KC-03-A-10 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: 106 <i>Survey date: TUESDAY 09/05/23</i> | MIXED HOUSES | KENT | <i>Survey Type: MANUAL</i> |
| 7 | KC-03-A-11 COLDHARBOUR ROAD GRAVESEND Edge of Town No Sub Category Total No of Dwellings: 375 <i>Survey date: MONDAY 20/03/23</i> | MIXED HOUSES & FLATS | KENT | <i>Survey Type: MANUAL</i> |
| 8 | NF-03-A-31 BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Total No of Dwellings: 321 <i>Survey date: THURSDAY 22/09/22</i> | MIXED HOUSES | NORFOLK | <i>Survey Type: MANUAL</i> |
| 9 | NF-03-A-32 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: 164 <i>Survey date: WEDNESDAY 21/09/22</i> | MIXED HOUSES & FLATS | NORFOLK | <i>Survey Type: DIRECTIONAL ATC COUNT</i> |
| | | | | <i>Survey Type: DIRECTIONAL ATC COUNT</i> |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|--|----------------------|----------|------------------------------------|
| 10 | NF-03-A-33 LONDON ROAD ATTLEBOROUGH | MIXED HOUSES | | NORFOLK |
| | Edge of Town Residential Zone Total No of Dwellings: | | 143 | |
| | Survey date: THURSDAY | | 29/09/22 | Survey Type: MANUAL |
| 11 | NF-03-A-34 NORWICH ROAD SWAFFHAM | MIXED HOUSES | | NORFOLK |
| | Edge of Town Out of Town Total No of Dwellings: | | 80 | |
| | Survey date: TUESDAY | | 27/09/22 | Survey Type: MANUAL |
| 12 | NF-03-A-35 REPTON AVENUE NORWICH | MIXED HOUSES & FLATS | | NORFOLK |
| | Edge of Town Residential Zone Total No of Dwellings: | | 116 | |
| | Survey date: WEDNESDAY | | 28/09/22 | Survey Type: MANUAL |
| 13 | NF-03-A-36 LONDON ROAD WYMONDHAM | MIXED HOUSES | | NORFOLK |
| | Edge of Town No Sub Category Total No of Dwellings: | | 75 | |
| | Survey date: THURSDAY | | 29/09/22 | Survey Type: MANUAL |
| 14 | NF-03-A-38 BEAUFORT WAY GREAT YARMOUTH BRADWELL | MIXED HOUSES | | NORFOLK |
| | Edge of Town Residential Zone Total No of Dwellings: | | 537 | |
| | Survey date: TUESDAY | | 20/09/22 | Survey Type: MANUAL |
| 15 | NF-03-A-39 HEATH DRIVE HOLT | MIXED HOUSES | | NORFOLK |
| | Edge of Town Residential Zone Total No of Dwellings: | | 212 | |
| | Survey date: TUESDAY | | 27/09/22 | Survey Type: MANUAL |
| 16 | NF-03-A-44 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village | MIXED HOUSES | | NORFOLK |
| | Total No of Dwellings: | | 125 | |
| | Survey date: WEDNESDAY | | 21/09/22 | Survey Type: DIRECTIONAL ATC COUNT |
| 17 | NF-03-A-47 BURGH ROAD AYLSHAM | MIXED HOUSES & FLATS | | NORFOLK |
| | Edge of Town Residential Zone Total No of Dwellings: | | 300 | |
| | Survey date: WEDNESDAY | | 21/09/22 | Survey Type: DIRECTIONAL ATC COUNT |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|---|--------------------------|---------------------|
| 18 | SC-03-A-08 REIGATE ROAD HORLEY | MIXED HOUSES | SURREY |
| | Edge of Town Residential Zone Total No of Dwellings: | 790 | |
| | Survey date: WEDNESDAY | 04/05/22 | Survey Type: MANUAL |
| 19 | SC-03-A-09 AMLETS LANE CRANLEIGH | MIXED HOUSES & FLATS | SURREY |
| | Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: | 136 | |
| | Survey date: TUESDAY | 24/05/22 | Survey Type: MANUAL |
| 20 | WB-03-A-03 DORKING WAY READING CALCOT | MIXED HOUSES | WEST BERKSHIRE |
| | Edge of Town Residential Zone Total No of Dwellings: | 108 | |
| | Survey date: FRIDAY | 09/09/22 | Survey Type: MANUAL |
| 21 | WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY | DETACHED & SEMI-DETACHED | WEST SUSSEX |
| | Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: | 58 | |
| | Survey date: WEDNESDAY | 09/11/22 | Survey Type: MANUAL |
| 22 | WS-03-A-17 SHOPWHYKE ROAD CHICHESTER | MIXED HOUSES & FLATS | WEST SUSSEX |
| | Edge of Town Residential Zone Total No of Dwellings: | 86 | |
| | Survey date: WEDNESDAY | 01/03/23 | Survey Type: MANUAL |
| 23 | WS-03-A-18 LONDON ROAD HASSOCKS | MIXED HOUSES & FLATS | WEST SUSSEX |
| | Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: | 156 | |
| | Survey date: MONDAY | 15/05/23 | Survey Type: MANUAL |
| 24 | WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD | MIXED HOUSES & FLATS | WEST SUSSEX |
| | Edge of Town Residential Zone Total No of Dwellings: | 92 | |
| | Survey date: MONDAY | 15/05/23 | Survey Type: MANUAL |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 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 | 24 | 191 | 0.073 | 24 | 191 | 0.271 | 24 | 191 | 0.344 |
| 08:00 - 09:00 | 24 | 191 | 0.138 | 24 | 191 | 0.350 | 24 | 191 | 0.488 |
| 09:00 - 10:00 | 24 | 191 | 0.122 | 24 | 191 | 0.154 | 24 | 191 | 0.276 |
| 10:00 - 11:00 | 24 | 191 | 0.115 | 24 | 191 | 0.130 | 24 | 191 | 0.245 |
| 11:00 - 12:00 | 24 | 191 | 0.126 | 24 | 191 | 0.129 | 24 | 191 | 0.255 |
| 12:00 - 13:00 | 24 | 191 | 0.145 | 24 | 191 | 0.136 | 24 | 191 | 0.281 |
| 13:00 - 14:00 | 24 | 191 | 0.141 | 24 | 191 | 0.138 | 24 | 191 | 0.279 |
| 14:00 - 15:00 | 24 | 191 | 0.134 | 24 | 191 | 0.172 | 24 | 191 | 0.306 |
| 15:00 - 16:00 | 24 | 191 | 0.238 | 24 | 191 | 0.144 | 24 | 191 | 0.382 |
| 16:00 - 17:00 | 24 | 191 | 0.234 | 24 | 191 | 0.146 | 24 | 191 | 0.380 |
| 17:00 - 18:00 | 24 | 191 | 0.314 | 24 | 191 | 0.150 | 24 | 191 | 0.464 |
| 18:00 - 19:00 | 24 | 191 | 0.256 | 24 | 191 | 0.128 | 24 | 191 | 0.384 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.036 | | | 2.048 | | | 4.084 |

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: 58 - 790 (units:)
 Survey date range: 31/12/21 - 04/07/23
 Number of weekdays (Monday-Friday): 24
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

Appendix I Traffic Distribution



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
 usual residence E02001534 : Barnsley 026 (2011 super output area - middle layer)

| place of work : 2011 super output area - middle layer | usual residence | | Traffic Distribution - Cordon Points | | | | | | | | | | |
|---|-----------------|------------|--------------------------------------|--------------------------------------|--------------------------------|--------------------------------|--------------|----------------------------|--|---|--|--|--------------------------------------|
| | Barnsley 026 | Proportion | A - M1 J36 North via A6195 and B6096 | B - M1 J36 South via A6195 and B6096 | C - Sheffield Road/Olympus Way | D - A633 via Aldham House Lane | E - Pit Lane | F - Hemingfield Road South | G - Wath Road via A6195 Wath Roundabout (via Hemingfield Road) | H - A6195 East of Broomhill Roundabout via Hemingfield Road | I - A633 South via Broomhill Roundabout (via Hemingfield Road) | J - Internal (B6096 East via Hough Lane) | K - Internal (B6096 via Summer Lane) |
| Amber Valley 003 | 1 | 0% | | 0% | | | | | | | | | |
| Amber Valley 005 | 1 | 0% | | 0% | | | | | | | | | |
| Amber Valley 016 | 1 | 0% | | 0% | | | | | | | | | |
| Ashfield 003 | 3 | 0% | | 0% | | | | | | | | | |
| Ashfield 010 | 1 | 0% | | 0% | | | | | | | | | |
| Barnsley 001 | 5 | 0% | | | | 0% | | | | | | | |
| Barnsley 002 | 39 | 2% | | | | 2% | | | | | | | |
| Barnsley 003 | 4 | 0% | | | | 0% | | | | | | | |
| Barnsley 004 | 10 | 0% | | | | | 0% | | | | | | |
| Barnsley 005 | 9 | 0% | 0% | | | | | | | | | | |
| Barnsley 006 | 19 | 1% | | | | | | | | 1% | | | |
| Barnsley 007 | 25 | 1% | | | | 1% | 1% | | | | | | |
| Barnsley 008 | 13 | 1% | | | | 1% | | | | | | | |
| Barnsley 009 | 11 | 0% | | | | 0% | 0% | | | | | | |
| Barnsley 010 | 47 | 2% | | | | | 2% | | | | | | |
| Barnsley 011 | 11 | 0% | | | | 0% | 0% | | | | | | |
| Barnsley 012 | 79 | 3% | | | | | 3% | | | | | | |
| Barnsley 013 | 165 | 7% | | | | 3% | 3% | | | | | | |
| Barnsley 014 | 28 | 1% | | | | | | | | 1% | | | |
| Barnsley 015 | 100 | 4% | | | | 2% | 2% | | | | | | |
| Barnsley 016 | 6 | 0% | 0% | | | | | | | | | | |
| Barnsley 017 | 23 | 1% | | | | 0% | 0% | | | | | | |
| Barnsley 018 | 19 | 1% | | | | 0% | 0% | | | | | | |
| Barnsley 019 | 25 | 1% | | | | 1% | 1% | | | | | | |
| Barnsley 020 | 26 | 1% | | | | 1% | 1% | | | | | | |
| Barnsley 021 | 16 | 1% | | | | | 1% | | | | | | |
| Barnsley 022 | 31 | 1% | | | | | | | | 1% | | | |
| Barnsley 023 | 128 | 5% | | | | | | | | | | 3% | 3% |
| Barnsley 024 | 7 | 0% | | | | | 0% | | | | | | |
| Barnsley 025 | 2 | 0% | | | | | | | | | 0% | | |
| Barnsley 026 | 140 | 6% | | | | | | | | | | 3% | 3% |
| Barnsley 027 | 4 | 0% | | | | | 0% | | | | | | |
| Barnsley 028 | 46 | 2% | | | | 2% | | | | | | | |
| Barnsley 029 | 24 | 1% | | | | | | 1% | | | | | |
| Barnsley 030 | 29 | 1% | | | | | | | | | | | |
| Bassettlaw 001 | 1 | 0% | | | | | | | | 0% | | | |
| Bassettlaw 002 | 1 | 0% | | | | | | | | 0% | | | |
| Bassettlaw 004 | 1 | 0% | | | | | | | | 0% | | | |
| Bassettlaw 009 | 2 | 0% | | | | | | | | 0% | | | |
| Bassettlaw 010 | 2 | 0% | | | | | | | | 0% | | | |
| Birmingham 009 | 2 | 0% | | 0% | | | | | | | | | |
| Birmingham 130 | 1 | 0% | | 0% | | | | | | | | | |
| Blaby 006 | 2 | 0% | | 0% | | | | | | | | | |
| Blackburn with Darwen 006 | 1 | 0% | 0% | | | | | | | | | | |
| Blackburn with Darwen 011 | 2 | 0% | 0% | | | | | | | | | | |
| Bolsover 003 | 1 | 0% | | 0% | | | | | | | | | |
| Bolsover 008 | 1 | 0% | | 0% | | | | | | | | | |
| Bradford 038 | 1 | 0% | 0% | | | | | | | | | | |
| Bradford 039 | 2 | 0% | 0% | | | | | | | | | | |
| Bradford 041 | 1 | 0% | 0% | | | | | | | | | | |
| Bradford 045 | 3 | 0% | 0% | | | | | | | | | | |
| Broxtowe 014 | 3 | 0% | | 0% | | | | | | | | | |
| Bury 008 | 2 | 0% | 0% | | | | | | | | | | |
| Calderdale 012 | 1 | 0% | 0% | | | | | | | | | | |
| Calderdale 024 | 1 | 0% | 0% | | | | | | | | | | |
| Calderdale 026 | 1 | 0% | 0% | | | | | | | | | | |
| Camden 028 | 1 | 0% | | 0% | | | | | | | | | |
| Cannock Chase 012 | 1 | 0% | | 0% | | | | | | | | | |
| Central Bedfordshire 026 | 1 | 0% | | 0% | | | | | | | | | |
| Chesterfield 001 | 1 | 0% | | 0% | | | | | | | | | |
| Chesterfield 002 | 1 | 0% | | 0% | | | | | | | | | |
| Chesterfield 004 | 1 | 0% | | 0% | | | | | | | | | |
| Chesterfield 010 | 3 | 0% | | 0% | | | | | | | | | |
| Chiltern 004 | 2 | 0% | | 0% | | | | | | | | | |
| Comwall 019 | 2 | 0% | | 0% | | | | | | | | | |
| Comwall 068 | 1 | 0% | | 0% | | | | | | | | | |
| Comwall 070 | 1 | 0% | | 0% | | | | | | | | | |
| Cotswold 008 | 1 | 0% | | 0% | | | | | | | | | |
| County Durham 031 | 1 | 0% | 0% | | | | | | | | | | |
| Craven 006 | 1 | 0% | 0% | | | | | | | | | | |
| Crawley 004 | 1 | 0% | | 0% | | | | | | | | | |
| Dacorum 013 | 1 | 0% | | 0% | | | | | | | | | |
| Derby 007 | 1 | 0% | | 0% | | | | | | | | | |
| Derby 013 | 1 | 0% | | 0% | | | | | | | | | |
| Derby 018 | 1 | 0% | | 0% | | | | | | | | | |
| Doncaster 001 | 1 | 0% | | | | | | | | 0% | | | |
| Doncaster 002 | 1 | 0% | | | | | | | | 0% | | | |
| Doncaster 003 | 7 | 0% | | | | | | | | 0% | | | |
| Doncaster 004 | 3 | 0% | | | | | | | | 0% | | | |
| Doncaster 005 | 3 | 0% | | | | | | | | 0% | | | |
| Doncaster 007 | 6 | 0% | | | | | | | | 0% | | | |
| Doncaster 007 | 2 | 0% | | | | | | | | 0% | | | |
| Doncaster 009 | 5 | 0% | | | | | | | | 0% | | | |
| Doncaster 010 | 1 | 0% | | | | | | | | 0% | | | |
| Doncaster 011 | 1 | 0% | | | | | | | | 0% | | | |
| Doncaster 012 | 1 | 0% | | | | | | | | 0% | | | |
| Doncaster 013 | 2 | 0% | | | | | | | | 0% | | | |
| Doncaster 014 | 2 | 0% | | | | | | | | 0% | | | |
| Doncaster 015 | 6 | 0% | | | | | | | | 0% | | | |
| Doncaster 016 | 4 | 0% | | | | | | | | 0% | | | |
| Doncaster 018 | 7 | 0% | | | | | | | | 0% | | | |
| Doncaster 019 | 10 | 0% | | | | | | | | 0% | | | |
| Doncaster 020 | 7 | 0% | | | | | | | | 0% | | | |
| Doncaster 021 | 1 | 0% | | | | | | | | 0% | | | |
| Doncaster 022 | 41 | 2% | | | | | | | | 2% | | | |
| Doncaster 027 | 2 | 0% | | | | | | | | 0% | | | |
| Doncaster 028 | 15 | 1% | | | | | | | | 1% | | | |
| Doncaster 029 | 2 | 0% | | | | | | | | 0% | | | |
| Doncaster 030 | 2 | 0% | | | | | | | | 0% | | | |
| Doncaster 031 | 15 | 1% | | | | | | | | 1% | | | |
| Doncaster 032 | 6 | 0% | | | | | | | | 0% | | | |
| Doncaster 033 | 1 | 0% | | | | | | | | 0% | | | |
| Doncaster 034 | 1 | 0% | | | | | | | | 0% | | | |
| Doncaster 039 | 4 | 0% | | | | | | | | 0% | | | |
| East Riding of Yorkshire 009 | 1 | 0% | | | | | | | | 0% | | | |
| East Riding of Yorkshire 022 | 1 | 0% | | | | | | | | 0% | | | |
| East Riding of Yorkshire 029 | 1 | 0% | | | | | | | | 0% | | | |
| East Riding of Yorkshire 038 | 2 | 0% | | | | | | | | 0% | | | |
| East Riding of Yorkshire 042 | 1 | 0% | | | | | | | | 0% | | | |

Appendix J Junction Modelling Outputs



| |
|--|
| Junctions 9 |
| PICADY 9 - Priority Intersection Module |
| Version: 9.5.2.1013 © Copyright TRL Limited, 2019 |
| For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Pit Lane Site Access.j9
Path: O:\Pit Lane, Wombwell\ANALYSIS\CAPACITY\Priority Junctions
Report generation date: 23/01/2025 08:25:58

- »2031 Design, AM
- »2031 Design, PM

Summary of junction performance

| | AM | | | PM | | |
|-------------|-------------|-----------|------|-------------|-----------|------|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| 2031 Design | | | | | | |
| Stream B-AC | 0.1 | 6.66 | 0.08 | 0.1 | 6.73 | 0.11 |
| Stream C-AB | 0.1 | 6.57 | 0.08 | 0.1 | 6.12 | 0.07 |

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.

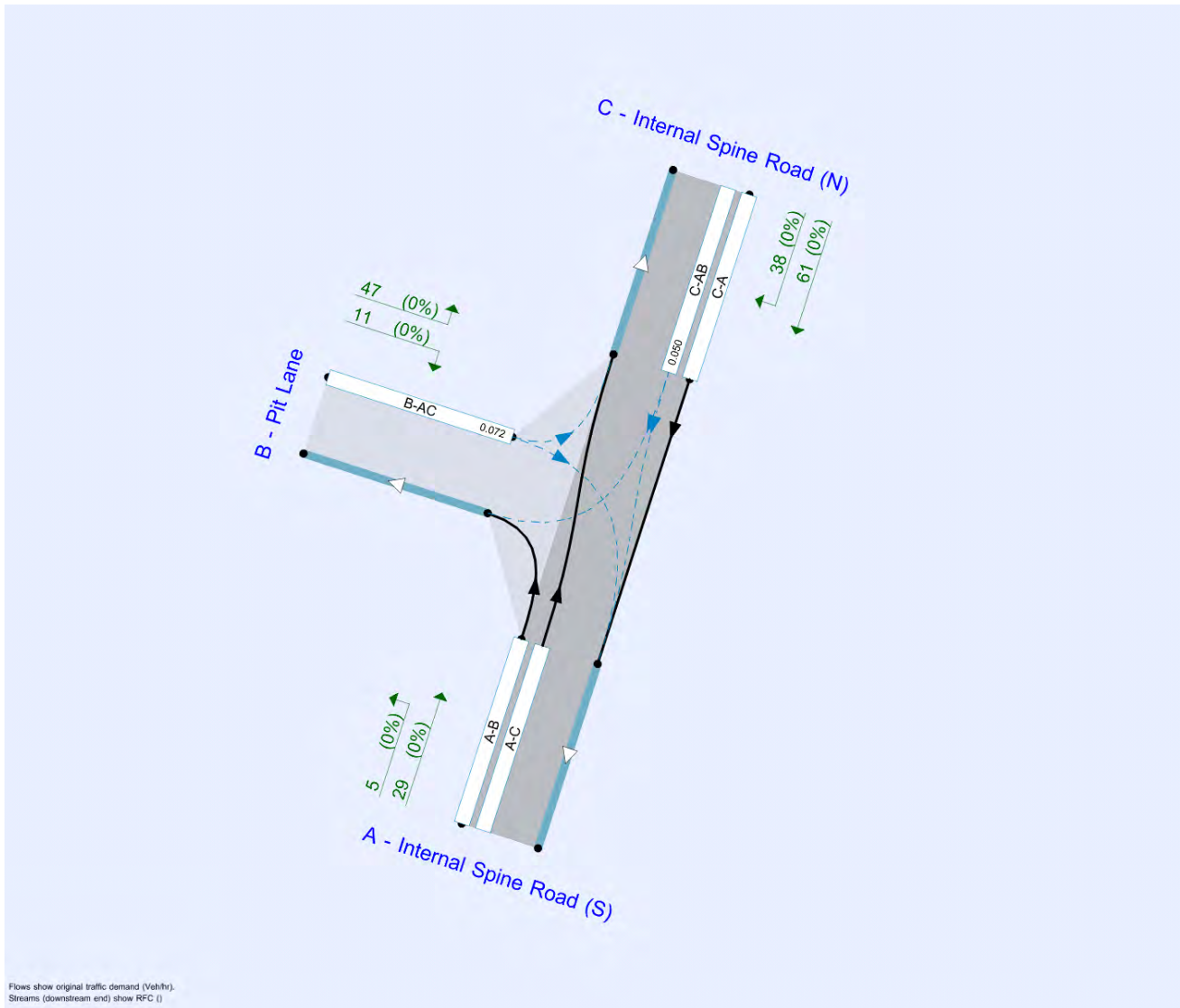
File summary

File Description

| | |
|--------------------|---------------|
| Title | |
| Location | |
| Site number | |
| Date | 24/12/2024 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | OPTIMA/OPTIMA |
| 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 | Veh | PCU | perHour | s | -Min | perMin |



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2031 Design | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D2 | 2031 Design | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

Analysis Set Details

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

2031 Design, AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|-----------------|--|--|
| Warning | Major arm width | C - Internal Spine Road (N) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | Pit Lane Site Access | T-Junction | Two-way | | 3.02 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|-------------------------|-------------|----------|
| A | Internal Spine Road (S) | | Major |
| B | Pit Lane | | Minor |
| C | Internal Spine Road (N) | | 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 - Internal Spine Road (N) | 5.50 | | | 43.0 | ✓ | 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 - Pit Lane | One lane | 3.25 | 18 | 14 |

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 | 503 | 0.094 | 0.236 | 0.149 | 0.338 |
| B-C | 649 | 0.102 | 0.257 | - | - |
| C-B | 599 | 0.237 | 0.237 | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2031 Design | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Internal Spine Road (S) | | ONE HOUR | ✓ | 81 | 100.000 |
| B - Pit Lane | | ONE HOUR | ✓ | 43 | 100.000 |
| C - Internal Spine Road (N) | | ONE HOUR | ✓ | 70 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|-----------------------------|-----------------------------|--------------|-----------------------------|
| | | A - Internal Spine Road (S) | B - Pit Lane | C - Internal Spine Road (N) |
| From | A - Internal Spine Road (S) | 0 | 13 | 68 |
| | B - Pit Lane | 5 | 0 | 38 |
| | C - Internal Spine Road (N) | 27 | 43 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|-----------------------------|-----------------------------|--------------|-----------------------------|
| | | A - Internal Spine Road (S) | B - Pit Lane | C - Internal Spine Road (N) |
| From | A - Internal Spine Road (S) | 0 | 0 | 0 |
| | B - Pit Lane | 0 | 0 | 3 |
| | C - Internal Spine Road (N) | 0 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC | 0.08 | 6.66 | 0.1 | A | 41 | 61 |
| C-AB | 0.08 | 6.57 | 0.1 | A | 41 | 62 |
| C-A | | | | | 23 | 35 |
| A-B | | | | | 12 | 18 |
| A-C | | | | | 62 | 94 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 33 | 8 | 611 | 0.054 | 33 | 0.0 | 0.1 | 6.386 | A |
| C-AB | 34 | 8 | 598 | 0.056 | 33 | 0.0 | 0.1 | 6.370 | A |
| C-A | 19 | 5 | | | 19 | | | | |
| A-B | 10 | 2 | | | 10 | | | | |
| A-C | 51 | 13 | | | 51 | | | | |

07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 40 | 10 | 608 | 0.065 | 40 | 0.1 | 0.1 | 6.500 | A |
| C-AB | 40 | 10 | 598 | 0.067 | 40 | 0.1 | 0.1 | 6.453 | A |
| C-A | 23 | 6 | | | 23 | | | | |
| A-B | 12 | 3 | | | 12 | | | | |
| A-C | 61 | 15 | | | 61 | | | | |

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 49 | 12 | 604 | 0.081 | 49 | 0.1 | 0.1 | 6.657 | A |
| C-AB | 50 | 12 | 598 | 0.083 | 50 | 0.1 | 0.1 | 6.567 | A |
| C-A | 27 | 7 | | | 27 | | | | |
| A-B | 14 | 4 | | | 14 | | | | |
| A-C | 75 | 19 | | | 75 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 49 | 12 | 604 | 0.081 | 49 | 0.1 | 0.1 | 6.658 | A |
| C-AB | 50 | 12 | 598 | 0.083 | 50 | 0.1 | 0.1 | 6.568 | A |
| C-A | 27 | 7 | | | 27 | | | | |
| A-B | 14 | 4 | | | 14 | | | | |
| A-C | 75 | 19 | | | 75 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 40 | 10 | 608 | 0.065 | 40 | 0.1 | 0.1 | 6.502 | A |
| C-AB | 40 | 10 | 598 | 0.067 | 40 | 0.1 | 0.1 | 6.456 | A |
| C-A | 23 | 6 | | | 23 | | | | |
| A-B | 12 | 3 | | | 12 | | | | |
| A-C | 61 | 15 | | | 61 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 33 | 8 | 611 | 0.054 | 33 | 0.1 | 0.1 | 6.393 | A |
| C-AB | 34 | 8 | 598 | 0.056 | 34 | 0.1 | 0.1 | 6.376 | A |
| C-A | 19 | 5 | | | 19 | | | | |
| A-B | 10 | 2 | | | 10 | | | | |
| A-C | 51 | 13 | | | 51 | | | | |

2031 Design, PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|-----------------|--|--|
| Warning | Major arm width | C - Internal Spine Road (N) - 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. If HV% at the junction is genuinely zero, please ignore this warning. |

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | Pit Lane Site Access | T-Junction | Two-way | | 3.38 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2031 Design | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Internal Spine Road (S) | | ONE HOUR | ✓ | 34 | 100.000 |
| B - Pit Lane | | ONE HOUR | ✓ | 58 | 100.000 |
| C - Internal Spine Road (N) | | ONE HOUR | ✓ | 99 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|-----------------------------|-----------------------------|--------------|-----------------------------|
| | | A - Internal Spine Road (S) | B - Pit Lane | C - Internal Spine Road (N) |
| From | A - Internal Spine Road (S) | 0 | 5 | 29 |
| | B - Pit Lane | 11 | 0 | 47 |
| | C - Internal Spine Road (N) | 61 | 38 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|-----------------------------|-----------------------------|--------------|-----------------------------|
| | | A - Internal Spine Road (S) | B - Pit Lane | C - Internal Spine Road (N) |
| From | A - Internal Spine Road (S) | 0 | 0 | 0 |
| | B - Pit Lane | 0 | 0 | 0 |
| | C - Internal Spine Road (N) | 0 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC | 0.11 | 6.73 | 0.1 | A | 53 | 80 |
| C-AB | 0.07 | 6.12 | 0.1 | A | 38 | 58 |
| C-A | | | | | 52 | 79 |
| A-B | | | | | 5 | 7 |
| A-C | | | | | 27 | 40 |

Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 44 | 11 | 604 | 0.072 | 43 | 0.0 | 0.1 | 6.419 | A |
| C-AB | 31 | 8 | 624 | 0.050 | 31 | 0.0 | 0.1 | 6.070 | A |
| C-A | 44 | 11 | | | 44 | | | | |
| A-B | 4 | 0.94 | | | 4 | | | | |
| A-C | 22 | 5 | | | 22 | | | | |

16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 52 | 13 | 602 | 0.087 | 52 | 0.1 | 0.1 | 6.548 | A |
| C-AB | 37 | 9 | 628 | 0.060 | 37 | 0.1 | 0.1 | 6.090 | A |
| C-A | 52 | 13 | | | 52 | | | | |
| A-B | 4 | 1 | | | 4 | | | | |
| A-C | 26 | 7 | | | 26 | | | | |

16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 64 | 16 | 599 | 0.107 | 64 | 0.1 | 0.1 | 6.727 | A |
| C-AB | 47 | 12 | 635 | 0.074 | 47 | 0.1 | 0.1 | 6.118 | A |
| C-A | 62 | 16 | | | 62 | | | | |
| A-B | 6 | 1 | | | 6 | | | | |
| A-C | 32 | 8 | | | 32 | | | | |

16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 64 | 16 | 599 | 0.107 | 64 | 0.1 | 0.1 | 6.727 | A |
| C-AB | 47 | 12 | 635 | 0.074 | 47 | 0.1 | 0.1 | 6.119 | A |
| C-A | 62 | 16 | | | 62 | | | | |
| A-B | 6 | 1 | | | 6 | | | | |
| A-C | 32 | 8 | | | 32 | | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 52 | 13 | 602 | 0.087 | 52 | 0.1 | 0.1 | 6.550 | A |
| C-AB | 37 | 9 | 628 | 0.060 | 38 | 0.1 | 0.1 | 6.095 | A |
| C-A | 52 | 13 | | | 52 | | | | |
| A-B | 4 | 1 | | | 4 | | | | |
| A-C | 26 | 7 | | | 26 | | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC | 44 | 11 | 604 | 0.072 | 44 | 0.1 | 0.1 | 6.428 | A |
| C-AB | 31 | 8 | 624 | 0.050 | 31 | 0.1 | 0.1 | 6.077 | A |
| C-A | 44 | 11 | | | 44 | | | | |
| A-B | 4 | 0.94 | | | 4 | | | | |
| A-C | 22 | 5 | | | 22 | | | | |

| |
|--|
| Junctions 9 |
| PICADY 9 - Priority Intersection Module |
| Version: 9.5.2.1013 © Copyright TRL Limited, 2019 |
| For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk |
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Filename: J1 - Aldham House Lane-Windmill Road-Summer Lane-Pit Lane.j9
Path: O:\Pit Lane, Wombwell\ANALYSIS\CAPACITY\Priority Junctions
Report generation date: 23/01/2025 08:41:23

- »Existing - 2024 Survey, AM
- »Existing - 2024 Survey, PM
- »Existing - 2031 Base, AM
- »Existing - 2031 Base, PM
- »Proposed - 2031 Design, AM
- »Proposed - 2031 Design, PM

Summary of junction performance

| | AM | | | PM | | |
|-------------------------------|-------------|-----------|------|-------------|-----------|------|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| Existing - 2024 Survey | | | | | | |
| Stream B-ACD | 0.2 | 7.62 | 0.14 | 0.2 | 8.26 | 0.17 |
| Stream A-BCD | 0.0 | 5.09 | 0.02 | 0.0 | 5.28 | 0.02 |
| Stream D-ABC | 0.1 | 8.54 | 0.08 | 0.1 | 8.74 | 0.11 |
| Stream C-ABD | 0.1 | 5.56 | 0.06 | 0.2 | 5.38 | 0.10 |
| Existing - 2031 Base | | | | | | |
| Stream B-ACD | 0.2 | 7.86 | 0.15 | 0.2 | 8.68 | 0.20 |
| Stream A-BCD | 0.0 | 5.07 | 0.03 | 0.0 | 5.30 | 0.03 |
| Stream D-ABC | 0.2 | 9.41 | 0.16 | 0.2 | 9.45 | 0.15 |
| Stream C-ABD | 0.1 | 5.53 | 0.06 | 0.2 | 5.31 | 0.11 |

| | AM | | | PM | | |
|-------------------------------|-------------|-----------|------|-------------|-----------|------|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| Proposed - 2031 Design | | | | | | |
| Stream B-ACD | 0.2 | 8.04 | 0.16 | 0.3 | 8.99 | 0.21 |
| Stream A-BCD | 0.1 | 5.13 | 0.04 | 0.1 | 5.44 | 0.05 |
| Stream D-ABC | 0.5 | 11.99 | 0.33 | 0.3 | 10.95 | 0.23 |
| Stream C-ABD | 0.1 | 5.46 | 0.06 | 0.2 | 5.16 | 0.12 |

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

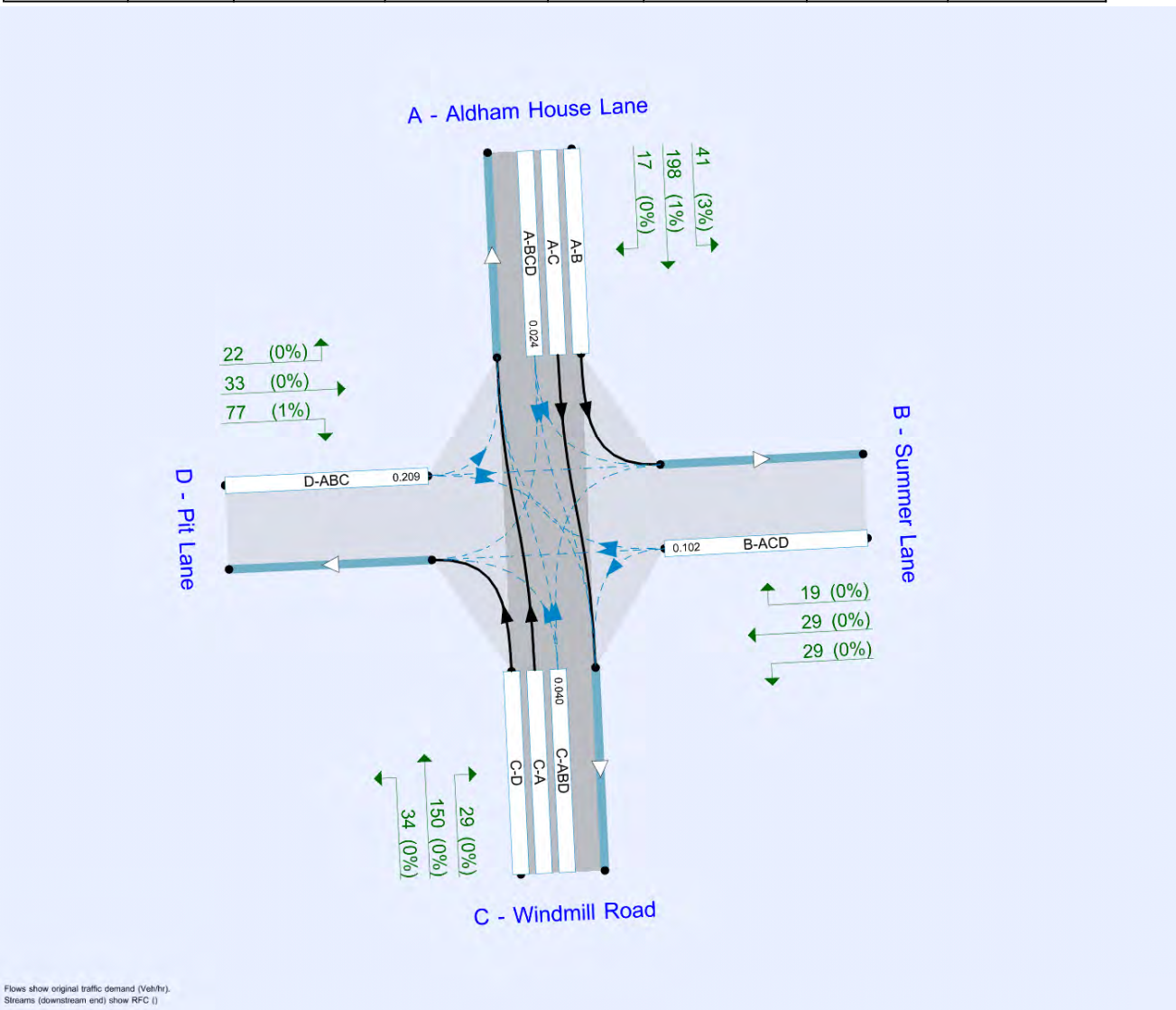
File summary

File Description

| | |
|-------------|---------------|
| Title | |
| Location | |
| Site number | |
| Date | 20/12/2024 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | OPTIMA\OPTIMA |
| 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 | Veh | PCU | perHour | s | -Min | perMin |



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2024 Survey | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D2 | 2024 Survey | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |
| D3 | 2031 Base | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D4 | 2031 Base | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |
| D5 | 2031 Design | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D6 | 2031 Design | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

Existing - 2024 Survey, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| ID | Name | Include in report | Use specific Demand Set(s) | Specific Demand Set(s) | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|----------|-------------------|----------------------------|------------------------|---------------------------------|-------------------------------------|
| A1 | Existing | ✓ | ✓ | D1, D2, D3, D4 | 100.000 | 100.000 |

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J1 - Aldham House Lane/Windmill Road/Summer Lane/Pit Lane | Crossroads | Two-way | | 2.14 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|-------------------|-------------|----------|
| A | Aldham House Lane | | Major |
| B | Summer Lane | | Minor |
| C | Windmill Road | | Major |
| D | Pit Lane | | Minor |

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) |
|-----------------------|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| A - Aldham House Lane | 7.60 | | | 112.0 | ✓ | 0.00 |
| C - Windmill Road | 7.60 | | | 116.0 | ✓ | 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 - Summer Lane | One lane | 4.50 | 38 | 41 |
| D - Pit Lane | One lane | 3.60 | 28 | 22 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D | 639 | - | - | - | - | - | - | 0.230 | 0.329 | 0.230 | - | - | - |
| B-A | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | - | 0.251 | 0.251 | 0.126 |
| B-C | 747 | 0.107 | 0.269 | - | - | - | - | - | - | - | - | - | - |
| B-D, nearside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| B-D, offside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| C-B | 641 | 0.231 | 0.231 | 0.330 | - | - | - | - | - | - | - | - | - |
| D-A | 676 | - | - | - | - | - | - | 0.244 | - | 0.096 | - | - | - |
| D-B, nearside lane | 527 | 0.142 | 0.142 | 0.323 | - | - | - | 0.226 | 0.226 | 0.089 | - | - | - |
| D-B, offside lane | 527 | 0.142 | 0.142 | 0.323 | - | - | - | 0.226 | 0.226 | 0.089 | - | - | - |
| D-C | 527 | - | 0.142 | 0.323 | 0.113 | 0.226 | 0.226 | 0.226 | 0.226 | 0.089 | - | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2024 Survey | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Aldham House Lane | | ONE HOUR | ✓ | 233 | 100.000 |
| B - Summer Lane | | ONE HOUR | ✓ | 70 | 100.000 |
| C - Windmill Road | | ONE HOUR | ✓ | 172 | 100.000 |
| D - Pit Lane | | ONE HOUR | ✓ | 35 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 38 | 185 | 10 |
| | B - Summer Lane | 18 | 0 | 27 | 25 |
| | C - Windmill Road | 140 | 27 | 0 | 5 |
| | D - Pit Lane | 7 | 25 | 3 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 3 | 1 | 0 |
| | B - Summer Lane | 0 | 0 | 0 | 0 |
| | C - Windmill Road | 0 | 0 | 0 | 0 |
| | D - Pit Lane | 0 | 0 | 33 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD | 0.14 | 7.62 | 0.2 | A | 64 | 96 |
| A-BCD | 0.02 | 5.09 | 0.0 | A | 13 | 19 |
| A-B | | | | | 35 | 53 |
| A-C | | | | | 168 | 253 |
| D-ABC | 0.08 | 8.54 | 0.1 | A | 33 | 50 |
| C-ABD | 0.06 | 5.56 | 0.1 | A | 31 | 47 |
| C-D | | | | | 4 | 7 |
| C-A | | | | | 122 | 184 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 53 | 13 | 579 | 0.091 | 52 | 0.0 | 0.1 | 6.837 | A |
| A-BCD | 10 | 2 | 720 | 0.014 | 10 | 0.0 | 0.0 | 5.086 | A |
| A-B | 29 | 7 | | | 29 | | | | |
| A-C | 139 | 35 | | | 139 | | | | |
| D-ABC | 27 | 7 | 498 | 0.054 | 27 | 0.0 | 0.1 | 7.856 | A |
| C-ABD | 24 | 6 | 672 | 0.036 | 24 | 0.0 | 0.0 | 5.553 | A |
| C-D | 4 | 0.91 | | | 4 | | | | |
| C-A | 102 | 25 | | | 102 | | | | |

07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 63 | 16 | 566 | 0.111 | 63 | 0.1 | 0.1 | 7.146 | A |
| A-BCD | 12 | 3 | 736 | 0.017 | 12 | 0.0 | 0.0 | 4.991 | A |
| A-B | 35 | 9 | | | 35 | | | | |
| A-C | 165 | 41 | | | 165 | | | | |
| D-ABC | 32 | 8 | 487 | 0.066 | 32 | 0.1 | 0.1 | 8.134 | A |
| C-ABD | 30 | 8 | 679 | 0.044 | 30 | 0.0 | 0.1 | 5.551 | A |
| C-D | 4 | 1 | | | 4 | | | | |
| C-A | 120 | 30 | | | 120 | | | | |

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 77 | 19 | 550 | 0.140 | 77 | 0.1 | 0.2 | 7.613 | A |
| A-BCD | 16 | 4 | 759 | 0.022 | 16 | 0.0 | 0.0 | 4.865 | A |
| A-B | 42 | 11 | | | 42 | | | | |
| A-C | 201 | 50 | | | 201 | | | | |
| D-ABC | 40 | 10 | 473 | 0.084 | 40 | 0.1 | 0.1 | 8.539 | A |
| C-ABD | 39 | 10 | 688 | 0.056 | 39 | 0.1 | 0.1 | 5.542 | A |
| C-D | 5 | 1 | | | 5 | | | | |
| C-A | 145 | 36 | | | 145 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 77 | 19 | 550 | 0.140 | 77 | 0.2 | 0.2 | 7.616 | A |
| A-BCD | 16 | 4 | 759 | 0.022 | 16 | 0.0 | 0.0 | 4.869 | A |
| A-B | 42 | 11 | | | 42 | | | | |
| A-C | 201 | 50 | | | 201 | | | | |
| D-ABC | 40 | 10 | 473 | 0.084 | 40 | 0.1 | 0.1 | 8.544 | A |
| C-ABD | 39 | 10 | 688 | 0.056 | 39 | 0.1 | 0.1 | 5.544 | A |
| C-D | 5 | 1 | | | 5 | | | | |
| C-A | 145 | 36 | | | 145 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 63 | 16 | 566 | 0.111 | 63 | 0.2 | 0.1 | 7.156 | A |
| A-BCD | 12 | 3 | 736 | 0.017 | 12 | 0.0 | 0.0 | 4.995 | A |
| A-B | 35 | 9 | | | 35 | | | | |
| A-C | 165 | 41 | | | 165 | | | | |
| D-ABC | 32 | 8 | 487 | 0.066 | 32 | 0.1 | 0.1 | 8.139 | A |
| C-ABD | 30 | 8 | 679 | 0.044 | 30 | 0.1 | 0.1 | 5.553 | A |
| C-D | 4 | 1 | | | 4 | | | | |
| C-A | 120 | 30 | | | 120 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 53 | 13 | 578 | 0.091 | 53 | 0.1 | 0.1 | 6.852 | A |
| A-BCD | 10 | 2 | 720 | 0.014 | 10 | 0.0 | 0.0 | 5.089 | A |
| A-B | 29 | 7 | | | 29 | | | | |
| A-C | 139 | 35 | | | 139 | | | | |
| D-ABC | 27 | 7 | 498 | 0.054 | 27 | 0.1 | 0.1 | 7.869 | A |
| C-ABD | 24 | 6 | 672 | 0.036 | 24 | 0.1 | 0.1 | 5.560 | A |
| C-D | 4 | 0.91 | | | 4 | | | | |
| C-A | 102 | 25 | | | 102 | | | | |

Existing - 2024 Survey, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| ID | Name | Include in report | Use specific Demand Set(s) | Specific Demand Set(s) | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|----------|-------------------|----------------------------|------------------------|---------------------------------|-------------------------------------|
| A1 | Existing | ✓ | ✓ | D1, D2, D3, D4 | 100.000 | 100.000 |

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J1 - Aldham House Lane/Windmill Road/Summer Lane/Pit Lane | Crossroads | Two-way | | 2.44 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|-------------------|-------------|----------|
| A | Aldham House Lane | | Major |
| B | Summer Lane | | Minor |
| C | Windmill Road | | Major |
| D | Pit Lane | | Minor |

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) |
|-----------------------|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| A - Aldham House Lane | 7.60 | | | 112.0 | ✓ | 0.00 |
| C - Windmill Road | 7.60 | | | 116.0 | ✓ | 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 - Summer Lane | One lane | 4.50 | 38 | 41 |
| D - Pit Lane | One lane | 3.60 | 28 | 22 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D | 639 | - | - | - | - | - | - | 0.230 | 0.329 | 0.230 | - | - | - |
| B-A | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | - | 0.251 | 0.251 | 0.126 |
| B-C | 747 | 0.107 | 0.269 | - | - | - | - | - | - | - | - | - | - |
| B-D, nearside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| B-D, offside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| C-B | 641 | 0.231 | 0.231 | 0.330 | - | - | - | - | - | - | - | - | - |
| D-A | 676 | - | - | - | - | - | - | 0.244 | - | 0.096 | - | - | - |
| D-B, nearside lane | 527 | 0.142 | 0.142 | 0.323 | - | - | - | 0.226 | 0.226 | 0.089 | - | - | - |
| D-B, offside lane | 527 | 0.142 | 0.142 | 0.323 | - | - | - | 0.226 | 0.226 | 0.089 | - | - | - |
| D-C | 527 | - | 0.142 | 0.323 | 0.113 | 0.226 | 0.226 | 0.226 | 0.226 | 0.089 | - | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2024 Survey | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Aldham House Lane | | ONE HOUR | ✓ | 209 | 100.000 |
| B - Summer Lane | | ONE HOUR | ✓ | 84 | 100.000 |
| C - Windmill Road | | ONE HOUR | ✓ | 269 | 100.000 |
| D - Pit Lane | | ONE HOUR | ✓ | 44 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 31 | 170 | 8 |
| | B - Summer Lane | 36 | 0 | 29 | 19 |
| | C - Windmill Road | 215 | 46 | 0 | 8 |
| | D - Pit Lane | 11 | 27 | 6 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 0 | 0 | 0 |
| | B - Summer Lane | 0 | 0 | 0 | 0 |
| | C - Windmill Road | 1 | 0 | 0 | 0 |
| | D - Pit Lane | 0 | 0 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD | 0.17 | 8.26 | 0.2 | A | 77 | 116 |
| A-BCD | 0.02 | 5.28 | 0.0 | A | 10 | 15 |
| A-B | | | | | 28 | 42 |
| A-C | | | | | 154 | 231 |
| D-ABC | 0.11 | 8.74 | 0.1 | A | 40 | 61 |
| C-ABD | 0.10 | 5.38 | 0.2 | A | 60 | 89 |
| C-D | | | | | 7 | 10 |
| C-A | | | | | 183 | 275 |

Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 63 | 16 | 563 | 0.112 | 63 | 0.0 | 0.1 | 7.195 | A |
| A-BCD | 8 | 2 | 690 | 0.011 | 8 | 0.0 | 0.0 | 5.274 | A |
| A-B | 23 | 6 | | | 23 | | | | |
| A-C | 127 | 32 | | | 127 | | | | |
| D-ABC | 33 | 8 | 492 | 0.067 | 33 | 0.0 | 0.1 | 7.843 | A |
| C-ABD | 45 | 11 | 717 | 0.063 | 45 | 0.0 | 0.1 | 5.369 | A |
| C-D | 6 | 1 | | | 6 | | | | |
| C-A | 154 | 38 | | | 154 | | | | |

16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 76 | 19 | 548 | 0.138 | 75 | 0.1 | 0.2 | 7.610 | A |
| A-BCD | 10 | 2 | 701 | 0.014 | 10 | 0.0 | 0.0 | 5.207 | A |
| A-B | 27 | 7 | | | 27 | | | | |
| A-C | 151 | 38 | | | 151 | | | | |
| D-ABC | 40 | 10 | 478 | 0.083 | 39 | 0.1 | 0.1 | 8.201 | A |
| C-ABD | 57 | 14 | 733 | 0.078 | 57 | 0.1 | 0.1 | 5.349 | A |
| C-D | 7 | 2 | | | 7 | | | | |
| C-A | 181 | 45 | | | 181 | | | | |

16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 92 | 23 | 529 | 0.175 | 92 | 0.2 | 0.2 | 8.248 | A |
| A-BCD | 13 | 3 | 717 | 0.018 | 13 | 0.0 | 0.0 | 5.114 | A |
| A-B | 34 | 8 | | | 34 | | | | |
| A-C | 184 | 46 | | | 184 | | | | |
| D-ABC | 48 | 12 | 460 | 0.105 | 48 | 0.1 | 0.1 | 8.738 | A |
| C-ABD | 76 | 19 | 755 | 0.100 | 76 | 0.1 | 0.2 | 5.323 | A |
| C-D | 8 | 2 | | | 8 | | | | |
| C-A | 216 | 54 | | | 216 | | | | |

16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 92 | 23 | 529 | 0.175 | 92 | 0.2 | 0.2 | 8.255 | A |
| A-BCD | 13 | 3 | 717 | 0.018 | 13 | 0.0 | 0.0 | 5.114 | A |
| A-B | 34 | 8 | | | 34 | | | | |
| A-C | 184 | 46 | | | 184 | | | | |
| D-ABC | 48 | 12 | 460 | 0.105 | 48 | 0.1 | 0.1 | 8.743 | A |
| C-ABD | 76 | 19 | 755 | 0.100 | 76 | 0.2 | 0.2 | 5.327 | A |
| C-D | 8 | 2 | | | 8 | | | | |
| C-A | 216 | 54 | | | 216 | | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 76 | 19 | 548 | 0.138 | 76 | 0.2 | 0.2 | 7.621 | A |
| A-BCD | 10 | 2 | 701 | 0.014 | 10 | 0.0 | 0.0 | 5.210 | A |
| A-B | 27 | 7 | | | 27 | | | | |
| A-C | 151 | 38 | | | 151 | | | | |
| D-ABC | 40 | 10 | 478 | 0.083 | 40 | 0.1 | 0.1 | 8.208 | A |
| C-ABD | 57 | 14 | 733 | 0.078 | 58 | 0.2 | 0.1 | 5.358 | A |
| C-D | 7 | 2 | | | 7 | | | | |
| C-A | 181 | 45 | | | 181 | | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 63 | 16 | 562 | 0.112 | 63 | 0.2 | 0.1 | 7.218 | A |
| A-BCD | 8 | 2 | 690 | 0.011 | 8 | 0.0 | 0.0 | 5.278 | A |
| A-B | 23 | 6 | | | 23 | | | | |
| A-C | 127 | 32 | | | 127 | | | | |
| D-ABC | 33 | 8 | 491 | 0.067 | 33 | 0.1 | 0.1 | 7.859 | A |
| C-ABD | 46 | 11 | 717 | 0.063 | 46 | 0.1 | 0.1 | 5.383 | A |
| C-D | 6 | 1 | | | 6 | | | | |
| C-A | 154 | 38 | | | 154 | | | | |

Existing - 2031 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| ID | Name | Include in report | Use specific Demand Set(s) | Specific Demand Set(s) | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|----------|-------------------|----------------------------|------------------------|---------------------------------|-------------------------------------|
| A1 | Existing | ✓ | ✓ | D1, D2, D3, D4 | 100.000 | 100.000 |

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J1 - Aldham House Lane/Windmill Road/Summer Lane/Pit Lane | Crossroads | Two-way | | 2.56 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|-------------------|-------------|----------|
| A | Aldham House Lane | | Major |
| B | Summer Lane | | Minor |
| C | Windmill Road | | Major |
| D | Pit Lane | | Minor |

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) |
|-----------------------|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| A - Aldham House Lane | 7.60 | | | 112.0 | ✓ | 0.00 |
| C - Windmill Road | 7.60 | | | 116.0 | ✓ | 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 - Summer Lane | One lane | 4.50 | 38 | 41 |
| D - Pit Lane | One lane | 3.60 | 28 | 22 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D | 639 | - | - | - | - | - | - | 0.230 | 0.329 | 0.230 | - | - | - |
| B-A | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | - | 0.251 | 0.251 | 0.126 |
| B-C | 747 | 0.107 | 0.269 | - | - | - | - | - | - | - | - | - | - |
| B-D, nearside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| B-D, offside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| C-B | 641 | 0.231 | 0.231 | 0.330 | - | - | - | - | - | - | - | - | - |
| D-A | 676 | - | - | - | - | - | - | 0.244 | - | 0.096 | - | - | - |
| D-B, nearside lane | 527 | 0.142 | 0.142 | 0.323 | - | - | - | 0.226 | 0.226 | 0.089 | - | - | - |
| D-B, offside lane | 527 | 0.142 | 0.142 | 0.323 | - | - | - | 0.226 | 0.226 | 0.089 | - | - | - |
| D-C | 527 | - | 0.142 | 0.323 | 0.113 | 0.226 | 0.226 | 0.226 | 0.226 | 0.089 | - | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2031 Base | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Aldham House Lane | | ONE HOUR | ✓ | 251 | 100.000 |
| B - Summer Lane | | ONE HOUR | ✓ | 75 | 100.000 |
| C - Windmill Road | | ONE HOUR | ✓ | 193 | 100.000 |
| D - Pit Lane | | ONE HOUR | ✓ | 65 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 41 | 198 | 12 |
| | B - Summer Lane | 19 | 0 | 29 | 27 |
| | C - Windmill Road | 150 | 29 | 0 | 14 |
| | D - Pit Lane | 12 | 29 | 24 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 3 | 1 | 0 |
| | B - Summer Lane | 0 | 0 | 0 | 0 |
| | C - Windmill Road | 0 | 0 | 0 | 0 |
| | D - Pit Lane | 0 | 0 | 4 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD | 0.15 | 7.86 | 0.2 | A | 69 | 103 |
| A-BCD | 0.03 | 5.07 | 0.0 | A | 16 | 24 |
| A-B | | | | | 38 | 57 |
| A-C | | | | | 179 | 269 |
| D-ABC | 0.16 | 9.41 | 0.2 | A | 61 | 91 |
| C-ABD | 0.06 | 5.53 | 0.1 | A | 34 | 52 |
| C-D | | | | | 12 | 18 |
| C-A | | | | | 131 | 196 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 56 | 14 | 573 | 0.099 | 56 | 0.0 | 0.1 | 6.962 | A |
| A-BCD | 12 | 3 | 724 | 0.017 | 12 | 0.0 | 0.0 | 5.069 | A |
| A-B | 31 | 8 | | | 31 | | | | |
| A-C | 148 | 37 | | | 148 | | | | |
| D-ABC | 50 | 12 | 489 | 0.101 | 49 | 0.0 | 0.1 | 8.293 | A |
| C-ABD | 27 | 7 | 679 | 0.039 | 26 | 0.0 | 0.1 | 5.519 | A |
| C-D | 10 | 3 | | | 10 | | | | |
| C-A | 108 | 27 | | | 108 | | | | |

07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 67 | 17 | 559 | 0.121 | 67 | 0.1 | 0.1 | 7.315 | A |
| A-BCD | 15 | 4 | 742 | 0.021 | 15 | 0.0 | 0.0 | 4.972 | A |
| A-B | 37 | 9 | | | 37 | | | | |
| A-C | 176 | 44 | | | 176 | | | | |
| D-ABC | 59 | 15 | 477 | 0.124 | 59 | 0.1 | 0.1 | 8.733 | A |
| C-ABD | 33 | 8 | 687 | 0.048 | 33 | 0.1 | 0.1 | 5.511 | A |
| C-D | 12 | 3 | | | 12 | | | | |
| C-A | 128 | 32 | | | 128 | | | | |

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 83 | 21 | 541 | 0.153 | 82 | 0.1 | 0.2 | 7.851 | A |
| A-BCD | 20 | 5 | 766 | 0.026 | 20 | 0.0 | 0.0 | 4.845 | A |
| A-B | 45 | 11 | | | 45 | | | | |
| A-C | 214 | 54 | | | 214 | | | | |
| D-ABC | 73 | 18 | 461 | 0.158 | 72 | 0.1 | 0.2 | 9.397 | A |
| C-ABD | 43 | 11 | 698 | 0.062 | 43 | 0.1 | 0.1 | 5.496 | A |
| C-D | 14 | 4 | | | 14 | | | | |
| C-A | 155 | 39 | | | 155 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 83 | 21 | 541 | 0.153 | 83 | 0.2 | 0.2 | 7.856 | A |
| A-BCD | 20 | 5 | 766 | 0.027 | 20 | 0.0 | 0.0 | 4.849 | A |
| A-B | 45 | 11 | | | 45 | | | | |
| A-C | 214 | 54 | | | 214 | | | | |
| D-ABC | 73 | 18 | 461 | 0.158 | 73 | 0.2 | 0.2 | 9.405 | A |
| C-ABD | 43 | 11 | 698 | 0.062 | 43 | 0.1 | 0.1 | 5.498 | A |
| C-D | 14 | 4 | | | 14 | | | | |
| C-A | 155 | 39 | | | 155 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 67 | 17 | 559 | 0.121 | 68 | 0.2 | 0.1 | 7.324 | A |
| A-BCD | 15 | 4 | 742 | 0.021 | 15 | 0.0 | 0.0 | 4.976 | A |
| A-B | 37 | 9 | | | 37 | | | | |
| A-C | 176 | 44 | | | 176 | | | | |
| D-ABC | 59 | 15 | 477 | 0.124 | 59 | 0.2 | 0.1 | 8.747 | A |
| C-ABD | 33 | 8 | 687 | 0.048 | 33 | 0.1 | 0.1 | 5.514 | A |
| C-D | 12 | 3 | | | 12 | | | | |
| C-A | 128 | 32 | | | 128 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 56 | 14 | 572 | 0.099 | 57 | 0.1 | 0.1 | 6.981 | A |
| A-BCD | 12 | 3 | 724 | 0.017 | 12 | 0.0 | 0.0 | 5.074 | A |
| A-B | 31 | 8 | | | 31 | | | | |
| A-C | 148 | 37 | | | 148 | | | | |
| D-ABC | 50 | 12 | 489 | 0.102 | 50 | 0.1 | 0.1 | 8.318 | A |
| C-ABD | 27 | 7 | 679 | 0.039 | 27 | 0.1 | 0.1 | 5.526 | A |
| C-D | 10 | 3 | | | 10 | | | | |
| C-A | 108 | 27 | | | 108 | | | | |

Existing - 2031 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| ID | Name | Include in report | Use specific Demand Set(s) | Specific Demand Set(s) | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|----------|-------------------|----------------------------|------------------------|---------------------------------|-------------------------------------|
| A1 | Existing | ✓ | ✓ | D1, D2, D3, D4 | 100.000 | 100.000 |

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J1 - Aldham House Lane/Windmill Road/Summer Lane/Pit Lane | Crossroads | Two-way | | 2.66 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|-------------------|-------------|----------|
| A | Aldham House Lane | | Major |
| B | Summer Lane | | Minor |
| C | Windmill Road | | Major |
| D | Pit Lane | | Minor |

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) |
|-----------------------|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| A - Aldham House Lane | 7.60 | | | 112.0 | ✓ | 0.00 |
| C - Windmill Road | 7.60 | | | 116.0 | ✓ | 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 - Summer Lane | One lane | 4.50 | 38 | 41 |
| D - Pit Lane | One lane | 3.60 | 28 | 22 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D | 639 | - | - | - | - | - | - | 0.230 | 0.329 | 0.230 | - | - | - |
| B-A | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | - | 0.251 | 0.251 | 0.126 |
| B-C | 747 | 0.107 | 0.269 | - | - | - | - | - | - | - | - | - | - |
| B-D, nearside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| B-D, offside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| C-B | 641 | 0.231 | 0.231 | 0.330 | - | - | - | - | - | - | - | - | - |
| D-A | 676 | - | - | - | - | - | - | 0.244 | - | 0.096 | - | - | - |
| D-B, nearside lane | 527 | 0.142 | 0.142 | 0.323 | - | - | - | 0.226 | 0.226 | 0.089 | - | - | - |
| D-B, offside lane | 527 | 0.142 | 0.142 | 0.323 | - | - | - | 0.226 | 0.226 | 0.089 | - | - | - |
| D-C | 527 | - | 0.142 | 0.323 | 0.113 | 0.226 | 0.226 | 0.226 | 0.226 | 0.089 | - | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2031 Base | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Aldham House Lane | | ONE HOUR | ✓ | 228 | 100.000 |
| B - Summer Lane | | ONE HOUR | ✓ | 92 | 100.000 |
| C - Windmill Road | | ONE HOUR | ✓ | 307 | 100.000 |
| D - Pit Lane | | ONE HOUR | ✓ | 59 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 33 | 183 | 12 |
| | B - Summer Lane | 39 | 0 | 31 | 22 |
| | C - Windmill Road | 231 | 49 | 0 | 27 |
| | D - Pit Lane | 14 | 30 | 15 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 0 | 0 | 0 |
| | B - Summer Lane | 0 | 0 | 0 | 0 |
| | C - Windmill Road | 1 | 0 | 0 | 0 |
| | D - Pit Lane | 0 | 0 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD | 0.20 | 8.68 | 0.2 | A | 84 | 127 |
| A-BCD | 0.03 | 5.30 | 0.0 | A | 16 | 23 |
| A-B | | | | | 30 | 44 |
| A-C | | | | | 164 | 246 |
| D-ABC | 0.15 | 9.45 | 0.2 | A | 54 | 81 |
| C-ABD | 0.11 | 5.31 | 0.2 | A | 67 | 100 |
| C-D | | | | | 23 | 34 |
| C-A | | | | | 195 | 293 |

Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 69 | 17 | 554 | 0.125 | 69 | 0.0 | 0.1 | 7.413 | A |
| A-BCD | 12 | 3 | 691 | 0.017 | 12 | 0.0 | 0.0 | 5.296 | A |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 135 | 34 | | | 135 | | | | |
| D-ABC | 44 | 11 | 481 | 0.092 | 44 | 0.0 | 0.1 | 8.222 | A |
| C-ABD | 50 | 13 | 732 | 0.069 | 50 | 0.0 | 0.1 | 5.297 | A |
| C-D | 19 | 5 | | | 19 | | | | |
| C-A | 164 | 41 | | | 164 | | | | |

16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 83 | 21 | 538 | 0.154 | 83 | 0.1 | 0.2 | 7.900 | A |
| A-BCD | 15 | 4 | 703 | 0.021 | 15 | 0.0 | 0.0 | 5.232 | A |
| A-B | 29 | 7 | | | 29 | | | | |
| A-C | 161 | 40 | | | 161 | | | | |
| D-ABC | 53 | 13 | 467 | 0.114 | 53 | 0.1 | 0.1 | 8.701 | A |
| C-ABD | 64 | 16 | 750 | 0.086 | 64 | 0.1 | 0.1 | 5.267 | A |
| C-D | 22 | 6 | | | 22 | | | | |
| C-A | 192 | 48 | | | 192 | | | | |

16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 101 | 25 | 516 | 0.196 | 101 | 0.2 | 0.2 | 8.665 | A |
| A-BCD | 20 | 5 | 719 | 0.028 | 20 | 0.0 | 0.0 | 5.146 | A |
| A-B | 35 | 9 | | | 35 | | | | |
| A-C | 196 | 49 | | | 196 | | | | |
| D-ABC | 65 | 16 | 446 | 0.146 | 65 | 0.1 | 0.2 | 9.437 | A |
| C-ABD | 86 | 21 | 777 | 0.111 | 86 | 0.1 | 0.2 | 5.237 | A |
| C-D | 26 | 7 | | | 26 | | | | |
| C-A | 229 | 57 | | | 229 | | | | |

16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 101 | 25 | 516 | 0.196 | 101 | 0.2 | 0.2 | 8.676 | A |
| A-BCD | 20 | 5 | 719 | 0.028 | 20 | 0.0 | 0.0 | 5.147 | A |
| A-B | 35 | 9 | | | 35 | | | | |
| A-C | 196 | 49 | | | 196 | | | | |
| D-ABC | 65 | 16 | 446 | 0.146 | 65 | 0.2 | 0.2 | 9.446 | A |
| C-ABD | 86 | 21 | 777 | 0.111 | 86 | 0.2 | 0.2 | 5.242 | A |
| C-D | 26 | 7 | | | 26 | | | | |
| C-A | 229 | 57 | | | 229 | | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 83 | 21 | 538 | 0.154 | 83 | 0.2 | 0.2 | 7.917 | A |
| A-BCD | 15 | 4 | 703 | 0.021 | 15 | 0.0 | 0.0 | 5.236 | A |
| A-B | 29 | 7 | | | 29 | | | | |
| A-C | 161 | 40 | | | 161 | | | | |
| D-ABC | 53 | 13 | 466 | 0.114 | 53 | 0.2 | 0.1 | 8.715 | A |
| C-ABD | 64 | 16 | 750 | 0.086 | 65 | 0.2 | 0.1 | 5.276 | A |
| C-D | 22 | 6 | | | 22 | | | | |
| C-A | 192 | 48 | | | 192 | | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 69 | 17 | 554 | 0.125 | 69 | 0.2 | 0.1 | 7.436 | A |
| A-BCD | 12 | 3 | 691 | 0.017 | 12 | 0.0 | 0.0 | 5.299 | A |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 135 | 34 | | | 135 | | | | |
| D-ABC | 44 | 11 | 481 | 0.092 | 45 | 0.1 | 0.1 | 8.244 | A |
| C-ABD | 51 | 13 | 732 | 0.069 | 51 | 0.1 | 0.1 | 5.308 | A |
| C-D | 19 | 5 | | | 19 | | | | |
| C-A | 164 | 41 | | | 164 | | | | |

Proposed - 2031 Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| ID | Name | Include in report | Use specific Demand Set(s) | Specific Demand Set(s) | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|----------|-------------------|----------------------------|------------------------|---------------------------------|-------------------------------------|
| A2 | Proposed | ✓ | ✓ | D5, D6 | 100.000 | 100.000 |

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J1 - Aldham House Lane/Windmill Road/Summer Lane/Pit Lane | Crossroads | Two-way | | 3.74 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|-------------------|-------------|----------|
| A | Aldham House Lane | | Major |
| B | Summer Lane | | Minor |
| C | Windmill Road | | Major |
| D | Pit Lane | | Minor |

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) |
|-----------------------|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| A - Aldham House Lane | 7.60 | | | 112.0 | ✓ | 0.00 |
| C - Windmill Road | 7.60 | | | 116.0 | ✓ | 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 - Summer Lane | One lane | 4.50 | 38 | 41 |
| D - Pit Lane | One lane | 3.50 | 28 | 22 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D | 639 | - | - | - | - | - | - | 0.230 | 0.329 | 0.230 | - | - | - |
| B-A | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | - | 0.251 | 0.251 | 0.126 |
| B-C | 747 | 0.107 | 0.269 | - | - | - | - | - | - | - | - | - | - |
| B-D, nearside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| B-D, offside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| C-B | 641 | 0.231 | 0.231 | 0.330 | - | - | - | - | - | - | - | - | - |
| D-A | 670 | - | - | - | - | - | - | 0.241 | - | 0.096 | - | - | - |
| D-B, nearside lane | 522 | 0.141 | 0.141 | 0.320 | - | - | - | 0.224 | 0.224 | 0.089 | - | - | - |
| D-B, offside lane | 522 | 0.141 | 0.141 | 0.320 | - | - | - | 0.224 | 0.224 | 0.089 | - | - | - |
| D-C | 522 | - | 0.141 | 0.320 | 0.112 | 0.224 | 0.224 | 0.224 | 0.224 | 0.089 | - | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | 2031 Design | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Aldham House Lane | | ONE HOUR | ✓ | 256 | 100.000 |
| B - Summer Lane | | ONE HOUR | ✓ | 77 | 100.000 |
| C - Windmill Road | | ONE HOUR | ✓ | 213 | 100.000 |
| D - Pit Lane | | ONE HOUR | ✓ | 132 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 41 | 198 | 17 |
| | B - Summer Lane | 19 | 0 | 29 | 29 |
| | C - Windmill Road | 150 | 29 | 0 | 34 |
| | D - Pit Lane | 22 | 33 | 77 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 3 | 1 | 0 |
| | B - Summer Lane | 0 | 0 | 0 | 0 |
| | C - Windmill Road | 0 | 0 | 0 | 0 |
| | D - Pit Lane | 0 | 0 | 1 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD | 0.16 | 8.04 | 0.2 | A | 71 | 106 |
| A-BCD | 0.04 | 5.13 | 0.1 | A | 23 | 34 |
| A-B | | | | | 38 | 56 |
| A-C | | | | | 178 | 267 |
| D-ABC | 0.33 | 11.99 | 0.5 | B | 122 | 183 |
| C-ABD | 0.06 | 5.46 | 0.1 | A | 35 | 53 |
| C-D | | | | | 30 | 44 |
| C-A | | | | | 130 | 196 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 58 | 14 | 567 | 0.102 | 58 | 0.0 | 0.1 | 7.063 | A |
| A-BCD | 17 | 4 | 721 | 0.024 | 17 | 0.0 | 0.0 | 5.128 | A |
| A-B | 31 | 8 | | | 31 | | | | |
| A-C | 147 | 37 | | | 147 | | | | |
| D-ABC | 100 | 25 | 478 | 0.209 | 99 | 0.0 | 0.3 | 9.522 | A |
| C-ABD | 27 | 7 | 688 | 0.040 | 27 | 0.0 | 0.1 | 5.450 | A |
| C-D | 25 | 6 | | | 25 | | | | |
| C-A | 108 | 27 | | | 108 | | | | |

07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 69 | 17 | 552 | 0.125 | 69 | 0.1 | 0.1 | 7.445 | A |
| A-BCD | 22 | 5 | 738 | 0.029 | 22 | 0.0 | 0.0 | 5.042 | A |
| A-B | 37 | 9 | | | 37 | | | | |
| A-C | 174 | 44 | | | 174 | | | | |
| D-ABC | 119 | 30 | 466 | 0.256 | 119 | 0.3 | 0.3 | 10.440 | B |
| C-ABD | 34 | 9 | 697 | 0.049 | 34 | 0.1 | 0.1 | 5.428 | A |
| C-D | 29 | 7 | | | 29 | | | | |
| C-A | 128 | 32 | | | 128 | | | | |

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 85 | 21 | 533 | 0.159 | 85 | 0.1 | 0.2 | 8.030 | A |
| A-BCD | 29 | 7 | 762 | 0.038 | 29 | 0.0 | 0.1 | 4.930 | A |
| A-B | 45 | 11 | | | 45 | | | | |
| A-C | 212 | 53 | | | 212 | | | | |
| D-ABC | 146 | 37 | 448 | 0.326 | 146 | 0.3 | 0.5 | 11.950 | B |
| C-ABD | 45 | 11 | 711 | 0.063 | 45 | 0.1 | 0.1 | 5.402 | A |
| C-D | 35 | 9 | | | 35 | | | | |
| C-A | 155 | 39 | | | 155 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 85 | 21 | 533 | 0.159 | 85 | 0.2 | 0.2 | 8.038 | A |
| A-BCD | 29 | 7 | 762 | 0.038 | 29 | 0.1 | 0.1 | 4.934 | A |
| A-B | 45 | 11 | | | 45 | | | | |
| A-C | 212 | 53 | | | 212 | | | | |
| D-ABC | 146 | 37 | 448 | 0.326 | 146 | 0.5 | 0.5 | 11.992 | B |
| C-ABD | 45 | 11 | 711 | 0.063 | 45 | 0.1 | 0.1 | 5.401 | A |
| C-D | 35 | 9 | | | 35 | | | | |
| C-A | 155 | 39 | | | 155 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 69 | 17 | 552 | 0.125 | 69 | 0.2 | 0.1 | 7.458 | A |
| A-BCD | 22 | 5 | 738 | 0.029 | 22 | 0.1 | 0.0 | 5.047 | A |
| A-B | 37 | 9 | | | 37 | | | | |
| A-C | 174 | 44 | | | 174 | | | | |
| D-ABC | 119 | 30 | 465 | 0.256 | 120 | 0.5 | 0.4 | 10.496 | B |
| C-ABD | 34 | 9 | 697 | 0.049 | 34 | 0.1 | 0.1 | 5.431 | A |
| C-D | 29 | 7 | | | 29 | | | | |
| C-A | 128 | 32 | | | 128 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 58 | 14 | 567 | 0.102 | 58 | 0.1 | 0.1 | 7.083 | A |
| A-BCD | 17 | 4 | 721 | 0.024 | 17 | 0.0 | 0.0 | 5.134 | A |
| A-B | 31 | 8 | | | 31 | | | | |
| A-C | 147 | 37 | | | 147 | | | | |
| D-ABC | 100 | 25 | 478 | 0.209 | 100 | 0.4 | 0.3 | 9.594 | A |
| C-ABD | 27 | 7 | 688 | 0.040 | 27 | 0.1 | 0.1 | 5.457 | A |
| C-D | 25 | 6 | | | 25 | | | | |
| C-A | 108 | 27 | | | 108 | | | | |

Proposed - 2031 Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| ID | Name | Include in report | Use specific Demand Set(s) | Specific Demand Set(s) | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|----------|-------------------|----------------------------|------------------------|---------------------------------|-------------------------------------|
| A2 | Proposed | ✓ | ✓ | D5, D6 | 100.000 | 100.000 |

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J1 - Aldham House Lane/Windmill Road/Summer Lane/Pit Lane | Crossroads | Two-way | | 3.08 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|-------------------|-------------|----------|
| A | Aldham House Lane | | Major |
| B | Summer Lane | | Minor |
| C | Windmill Road | | Major |
| D | Pit Lane | | Minor |

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) |
|-----------------------|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| A - Aldham House Lane | 7.60 | | | 112.0 | ✓ | 0.00 |
| C - Windmill Road | 7.60 | | | 116.0 | ✓ | 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 - Summer Lane | One lane | 4.50 | 38 | 41 |
| D - Pit Lane | One lane | 3.50 | 28 | 22 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D | 639 | - | - | - | - | - | - | 0.230 | 0.329 | 0.230 | - | - | - |
| B-A | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | - | 0.251 | 0.251 | 0.126 |
| B-C | 747 | 0.107 | 0.269 | - | - | - | - | - | - | - | - | - | - |
| B-D, nearside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| B-D, offside lane | 587 | 0.099 | 0.251 | 0.251 | - | - | - | 0.158 | 0.359 | 0.158 | - | - | - |
| C-B | 641 | 0.231 | 0.231 | 0.330 | - | - | - | - | - | - | - | - | - |
| D-A | 670 | - | - | - | - | - | - | 0.241 | - | 0.096 | - | - | - |
| D-B, nearside lane | 522 | 0.141 | 0.141 | 0.320 | - | - | - | 0.224 | 0.224 | 0.089 | - | - | - |
| D-B, offside lane | 522 | 0.141 | 0.141 | 0.320 | - | - | - | 0.224 | 0.224 | 0.089 | - | - | - |
| D-C | 522 | - | 0.141 | 0.320 | 0.112 | 0.224 | 0.224 | 0.224 | 0.224 | 0.089 | - | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2031 Design | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Aldham House Lane | | ONE HOUR | ✓ | 238 | 100.000 |
| B - Summer Lane | | ONE HOUR | ✓ | 96 | 100.000 |
| C - Windmill Road | | ONE HOUR | ✓ | 355 | 100.000 |
| D - Pit Lane | | ONE HOUR | ✓ | 88 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 33 | 183 | 22 |
| | B - Summer Lane | 39 | 0 | 31 | 26 |
| | C - Windmill Road | 231 | 49 | 0 | 75 |
| | D - Pit Lane | 18 | 32 | 38 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-----------------------|-----------------------|-----------------|-------------------|--------------|
| | | A - Aldham House Lane | B - Summer Lane | C - Windmill Road | D - Pit Lane |
| From | A - Aldham House Lane | 0 | 0 | 0 | 0 |
| | B - Summer Lane | 0 | 0 | 0 | 0 |
| | C - Windmill Road | 1 | 0 | 0 | 0 |
| | D - Pit Lane | 0 | 0 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD | 0.21 | 8.99 | 0.3 | A | 88 | 132 |
| A-BCD | 0.05 | 5.44 | 0.1 | A | 29 | 43 |
| A-B | | | | | 29 | 43 |
| A-C | | | | | 161 | 241 |
| D-ABC | 0.23 | 10.95 | 0.3 | B | 81 | 121 |
| C-ABD | 0.12 | 5.16 | 0.2 | A | 72 | 108 |
| C-D | | | | | 62 | 93 |
| C-A | | | | | 194 | 292 |

Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 72 | 18 | 546 | 0.132 | 72 | 0.0 | 0.2 | 7.573 | A |
| A-BCD | 22 | 5 | 684 | 0.032 | 22 | 0.0 | 0.0 | 5.433 | A |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 133 | 33 | | | 133 | | | | |
| D-ABC | 66 | 17 | 465 | 0.143 | 66 | 0.0 | 0.2 | 9.006 | A |
| C-ABD | 53 | 13 | 754 | 0.071 | 53 | 0.0 | 0.1 | 5.153 | A |
| C-D | 52 | 13 | | | 52 | | | | |
| C-A | 164 | 41 | | | 164 | | | | |

16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 86 | 22 | 530 | 0.163 | 86 | 0.2 | 0.2 | 8.119 | A |
| A-BCD | 28 | 7 | 694 | 0.040 | 27 | 0.0 | 0.1 | 5.403 | A |
| A-B | 28 | 7 | | | 28 | | | | |
| A-C | 158 | 39 | | | 158 | | | | |
| D-ABC | 79 | 20 | 448 | 0.176 | 79 | 0.2 | 0.2 | 9.740 | A |
| C-ABD | 69 | 17 | 777 | 0.089 | 69 | 0.1 | 0.2 | 5.106 | A |
| C-D | 61 | 15 | | | 61 | | | | |
| C-A | 192 | 48 | | | 192 | | | | |

16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 106 | 26 | 506 | 0.209 | 105 | 0.2 | 0.3 | 8.978 | A |
| A-BCD | 37 | 9 | 709 | 0.052 | 36 | 0.1 | 0.1 | 5.357 | A |
| A-B | 34 | 9 | | | 34 | | | | |
| A-C | 191 | 48 | | | 191 | | | | |
| D-ABC | 97 | 24 | 426 | 0.228 | 97 | 0.2 | 0.3 | 10.923 | B |
| C-ABD | 93 | 23 | 809 | 0.115 | 93 | 0.2 | 0.2 | 5.049 | A |
| C-D | 73 | 18 | | | 73 | | | | |
| C-A | 228 | 57 | | | 228 | | | | |

16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 106 | 26 | 506 | 0.209 | 106 | 0.3 | 0.3 | 8.992 | A |
| A-BCD | 37 | 9 | 709 | 0.052 | 37 | 0.1 | 0.1 | 5.357 | A |
| A-B | 34 | 9 | | | 34 | | | | |
| A-C | 191 | 48 | | | 191 | | | | |
| D-ABC | 97 | 24 | 426 | 0.228 | 97 | 0.3 | 0.3 | 10.949 | B |
| C-ABD | 94 | 23 | 809 | 0.116 | 94 | 0.2 | 0.2 | 5.055 | A |
| C-D | 73 | 18 | | | 73 | | | | |
| C-A | 228 | 57 | | | 228 | | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 86 | 22 | 529 | 0.163 | 87 | 0.3 | 0.2 | 8.136 | A |
| A-BCD | 28 | 7 | 694 | 0.040 | 28 | 0.1 | 0.1 | 5.404 | A |
| A-B | 28 | 7 | | | 28 | | | | |
| A-C | 158 | 39 | | | 158 | | | | |
| D-ABC | 79 | 20 | 448 | 0.177 | 79 | 0.3 | 0.2 | 9.772 | A |
| C-ABD | 69 | 17 | 777 | 0.089 | 69 | 0.2 | 0.2 | 5.115 | A |
| C-D | 61 | 15 | | | 61 | | | | |
| C-A | 192 | 48 | | | 192 | | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD | 72 | 18 | 546 | 0.132 | 72 | 0.2 | 0.2 | 7.604 | A |
| A-BCD | 22 | 5 | 684 | 0.032 | 22 | 0.1 | 0.0 | 5.441 | A |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 133 | 33 | | | 133 | | | | |
| D-ABC | 66 | 17 | 464 | 0.143 | 66 | 0.2 | 0.2 | 9.049 | A |
| C-ABD | 54 | 13 | 754 | 0.071 | 54 | 0.2 | 0.1 | 5.165 | A |
| C-D | 52 | 13 | | | 52 | | | | |
| C-A | 164 | 41 | | | 164 | | | | |

| |
|--|
| Junctions 9 |
| PICADY 9 - Priority Intersection Module |
| Version: 9.5.2.1013 © Copyright TRL Limited, 2019 |
| For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: J2 - B6096 Hough Lane - Windmill Road DIRECT.j9
Path: O:\Pit Lane, Wombwell\ANALYSIS\CAPACITY\Priority Junctions
Report generation date: 23/01/2025 08:49:43

- »2024 Survey, AM
- »2024 Survey, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Design, AM
- »2031 Design, PM

Summary of junction performance

| | AM | | | PM | | |
|--------------------|-------------|-----------|------|-------------|-----------|------|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| 2024 Survey | | | | | | |
| Stream B-C | 0.1 | 12.16 | 0.07 | 0.1 | 13.45 | 0.05 |
| Stream B-A | 1.3 | 22.04 | 0.57 | 1.3 | 25.16 | 0.59 |
| Stream C-AB | 0.0 | 4.68 | 0.03 | 0.1 | 5.07 | 0.06 |
| 2031 Base | | | | | | |
| Stream B-C | 0.1 | 16.10 | 0.10 | 0.1 | 17.43 | 0.08 |
| Stream B-A | 2.1 | 30.98 | 0.69 | 2.0 | 34.22 | 0.69 |
| Stream C-AB | 0.1 | 4.63 | 0.04 | 0.1 | 5.07 | 0.07 |
| 2031 Design | | | | | | |
| Stream B-C | 0.3 | 33.47 | 0.21 | 0.1 | 23.78 | 0.11 |
| Stream B-A | 4.3 | 53.71 | 0.84 | 2.9 | 44.63 | 0.78 |
| Stream C-AB | 0.1 | 4.66 | 0.04 | 0.2 | 5.17 | 0.09 |

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

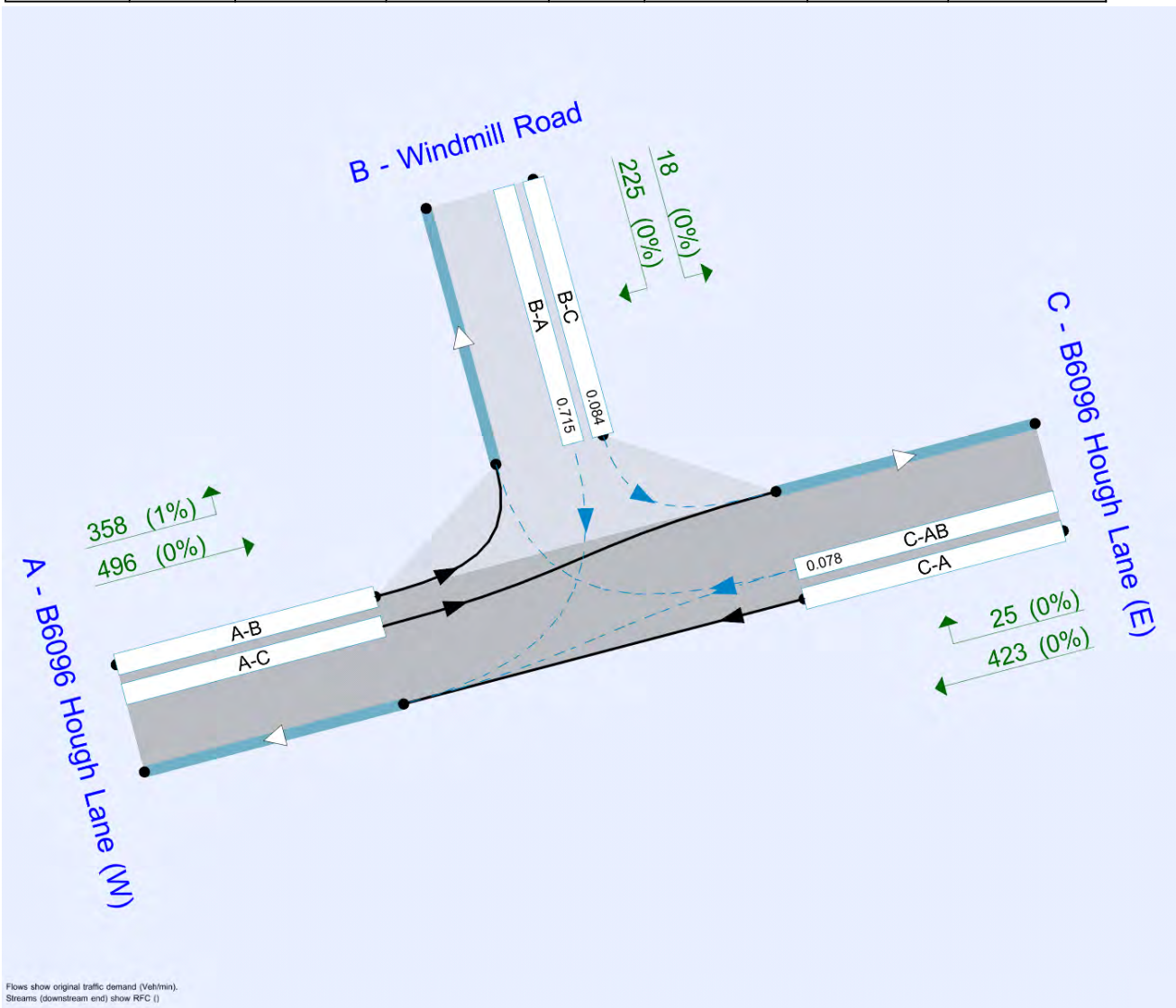
File summary

File Description

| | |
|-------------|---------------|
| Title | |
| Location | |
| Site number | |
| Date | 23/12/2024 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | OPTIMA\OPTIMA |
| 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 | Veh | PCU | perMin | s | -Min | perMin |



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D1 | 2024 Survey | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |
| D2 | 2024 Survey | PM | DIRECT | 16:15 | 17:15 | 60 | 15 | ✓ |
| D3 | 2031 Base | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |
| D4 | 2031 Base | PM | DIRECT | 16:15 | 17:15 | 60 | 15 | ✓ |
| D5 | 2031 Design | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |
| D6 | 2031 Design | PM | DIRECT | 16:15 | 17:15 | 60 | 15 | ✓ |

Analysis Set Details

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

2024 Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J2 - B6096 Hough Lane/Windmill Road | T-Junction | Two-way | | 4.34 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|----------------------|-------------|----------|
| A | B6096 Hough Lane (W) | | Major |
| B | Windmill Road | | Minor |
| C | B6096 Hough 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 - B6096 Hough Lane (E) | 7.90 | | | 97.0 | ✓ | 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 - Windmill Road | One lane plus flare | 7.40 | 5.30 | 3.90 | 3.50 | 3.40 | ✓ | 1.00 | 25 | 20 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/min) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|---------------------|---------------|---------------|---------------|---------------|
| B-A | 9.191 | 0.092 | 0.233 | 0.147 | 0.333 |
| B-C | 8.944 | 0.075 | 0.191 | - | - |
| C-B | 10.502 | 0.224 | 0.224 | - | - |

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 period length (min) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D1 | 2024 Survey | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|--------------------|
| A - B6096 Hough Lane (W) | | DIRECT | | 100.000 |
| B - Windmill Road | | DIRECT | | 100.000 |
| C - B6096 Hough Lane (E) | | DIRECT | | 100.000 |

Origin-Destination Data

Demand (Veh/min)

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0.00 | 150.00 | 339.00 |
| | B - Windmill Road | 205.00 | 0.00 | 20.00 |
| | C - B6096 Hough Lane (E) | 407.00 | 12.00 | 0.00 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0 | 0 | 1 |
| | B - Windmill Road | 1 | 0 | 0 |
| | C - B6096 Hough Lane (E) | 0 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/min) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|--------------------------|-------------------------------|
| B-C | 0.07 | 12.16 | 0.1 | B | 0.33 | 20.00 |
| B-A | 0.57 | 22.04 | 1.3 | C | 3.47 | 208.00 |
| C-AB | 0.03 | 4.68 | 0.0 | A | 0.41 | 24.33 |
| C-A | | | | | 6.60 | 395.77 |
| A-B | | | | | 2.50 | 149.95 |
| A-C | | | | | 5.68 | 340.90 |

Main Results for each time segment

07:45 - 08:00

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.34 | 5.17 | 5.54 | 0.062 | 0.34 | 0.0 | 0.1 | 11.530 | B |
| B-A | 3.59 | 53.80 | 6.48 | 0.554 | 3.51 | 0.0 | 1.2 | 20.016 | C |
| C-AB | 0.43 | 6.41 | 13.62 | 0.031 | 0.42 | 0.0 | 0.0 | 4.553 | A |
| C-A | 6.81 | 102.15 | | | 6.81 | | | | |
| A-B | 2.59 | 38.79 | | | 2.59 | | | | |
| A-C | 5.88 | 88.18 | | | 5.88 | | | | |

08:00 - 08:15

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.33 | 5.00 | 5.67 | 0.059 | 0.33 | 0.1 | 0.1 | 11.243 | B |
| B-A | 3.47 | 52.00 | 6.57 | 0.528 | 3.47 | 1.2 | 1.2 | 19.680 | C |
| C-AB | 0.40 | 6.06 | 13.50 | 0.030 | 0.40 | 0.0 | 0.0 | 4.585 | A |
| C-A | 6.59 | 98.89 | | | 6.59 | | | | |
| A-B | 2.50 | 37.45 | | | 2.50 | | | | |
| A-C | 5.68 | 85.15 | | | 5.68 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.35 | 5.29 | 5.29 | 0.067 | 0.35 | 0.1 | 0.1 | 12.156 | B |
| B-A | 3.67 | 55.05 | 6.41 | 0.573 | 3.66 | 1.2 | 1.3 | 22.042 | C |
| C-AB | 0.45 | 6.72 | 13.71 | 0.033 | 0.45 | 0.0 | 0.0 | 4.531 | A |
| C-A | 6.97 | 104.54 | | | 6.97 | | | | |
| A-B | 2.65 | 39.71 | | | 2.65 | | | | |
| A-C | 6.02 | 90.27 | | | 6.02 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.30 | 4.53 | 6.19 | 0.049 | 0.30 | 0.1 | 0.1 | 10.201 | B |
| B-A | 3.14 | 47.15 | 6.81 | 0.461 | 3.17 | 1.3 | 0.9 | 16.846 | C |
| C-AB | 0.34 | 5.14 | 13.20 | 0.026 | 0.34 | 0.0 | 0.0 | 4.676 | A |
| C-A | 6.01 | 90.19 | | | 6.01 | | | | |
| A-B | 2.27 | 34.00 | | | 2.27 | | | | |
| A-C | 5.15 | 77.30 | | | 5.15 | | | | |

2024 Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J2 - B6096 Hough Lane/Windmill Road | T-Junction | Two-way | | 3.68 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D2 | 2024 Survey | PM | DIRECT | 16:15 | 17:15 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|--------------------|
| A - B6096 Hough Lane (W) | | DIRECT | | 100.000 |
| B - Windmill Road | | DIRECT | | 100.000 |
| C - B6096 Hough Lane (E) | | DIRECT | | 100.000 |

Origin-Destination Data

Demand (Veh/min)

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0.00 | 277.00 | 462.00 |
| | B - Windmill Road | 183.00 | 0.00 | 14.00 |
| | C - B6096 Hough Lane (E) | 394.00 | 18.00 | 0.00 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0 | 1 | 0 |
| | B - Windmill Road | 0 | 0 | 0 |
| | C - B6096 Hough Lane (E) | 1 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/min) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|--------------------------|-------------------------------|
| B-C | 0.05 | 13.45 | 0.1 | B | 0.23 | 14.01 |
| B-A | 0.59 | 25.16 | 1.3 | D | 3.05 | 183.09 |
| C-AB | 0.06 | 5.07 | 0.1 | A | 0.64 | 38.11 |
| C-A | | | | | 6.28 | 376.94 |
| A-B | | | | | 4.67 | 280.02 |
| A-C | | | | | 7.72 | 463.03 |

Main Results for each time segment

16:15 - 16:30

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.24 | 3.61 | 5.15 | 0.047 | 0.24 | 0.0 | 0.0 | 12.199 | B |
| B-A | 3.15 | 47.24 | 5.79 | 0.544 | 3.07 | 0.0 | 1.1 | 21.536 | C |
| C-AB | 0.67 | 10.03 | 12.73 | 0.053 | 0.66 | 0.0 | 0.1 | 4.992 | A |
| C-A | 6.47 | 97.10 | | | 6.47 | | | | |
| A-B | 4.82 | 72.29 | | | 4.82 | | | | |
| A-C | 7.97 | 119.54 | | | 7.97 | | | | |

16:30 - 16:45

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.23 | 3.41 | 5.45 | 0.042 | 0.23 | 0.0 | 0.0 | 11.486 | B |
| B-A | 2.97 | 44.59 | 5.99 | 0.496 | 2.98 | 1.1 | 1.0 | 20.021 | C |
| C-AB | 0.60 | 9.02 | 12.57 | 0.048 | 0.60 | 0.1 | 0.1 | 5.037 | A |
| C-A | 6.13 | 91.91 | | | 6.13 | | | | |
| A-B | 4.54 | 68.14 | | | 4.54 | | | | |
| A-C | 7.51 | 112.68 | | | 7.51 | | | | |

16:45 - 17:00

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.21 | 3.19 | 5.83 | 0.036 | 0.21 | 0.0 | 0.0 | 10.690 | B |
| B-A | 2.78 | 41.66 | 6.19 | 0.448 | 2.79 | 1.0 | 0.8 | 17.699 | C |
| C-AB | 0.53 | 8.02 | 12.41 | 0.043 | 0.54 | 0.1 | 0.1 | 5.074 | A |
| C-A | 5.77 | 86.56 | | | 5.77 | | | | |
| A-B | 4.25 | 63.77 | | | 4.25 | | | | |
| A-C | 7.03 | 105.44 | | | 7.03 | | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.25 | 3.79 | 4.71 | 0.054 | 0.25 | 0.0 | 0.1 | 13.451 | B |
| B-A | 3.31 | 49.61 | 5.62 | 0.588 | 3.27 | 0.8 | 1.3 | 25.161 | D |
| C-AB | 0.74 | 11.04 | 12.88 | 0.057 | 0.73 | 0.1 | 0.1 | 4.963 | A |
| C-A | 6.76 | 101.37 | | | 6.76 | | | | |
| A-B | 5.05 | 75.82 | | | 5.05 | | | | |
| A-C | 8.36 | 125.37 | | | 8.36 | | | | |

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J2 - B6096 Hough Lane/Windmill Road | T-Junction | Two-way | | 6.40 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D3 | 2031 Base | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|--------------------|
| A - B6096 Hough Lane (W) | | DIRECT | | 100.000 |
| B - Windmill Road | | DIRECT | | 100.000 |
| C - B6096 Hough Lane (E) | | DIRECT | | 100.000 |

Origin-Destination Data

Demand (Veh/min)

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0.00 | 168.00 | 363.00 |
| | B - Windmill Road | 238.73 | 0.00 | 23.00 |
| | C - B6096 Hough Lane (E) | 436.39 | 13.53 | 0.00 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0 | 0 | 1 |
| | B - Windmill Road | 1 | 0 | 0 |
| | C - B6096 Hough Lane (E) | 0 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/min) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|--------------------------|-------------------------------|
| B-C | 0.10 | 16.10 | 0.1 | C | 0.38 | 23.00 |
| B-A | 0.69 | 30.98 | 2.1 | D | 4.03 | 241.96 |
| C-AB | 0.04 | 4.63 | 0.1 | A | 0.48 | 29.04 |
| C-A | | | | | 7.03 | 421.88 |
| A-B | | | | | 2.80 | 168.28 |
| A-C | | | | | 6.10 | 365.76 |

Main Results for each time segment

07:45 - 08:00

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.40 | 5.94 | 4.56 | 0.087 | 0.39 | 0.0 | 0.1 | 14.363 | B |
| B-A | 4.17 | 62.54 | 6.26 | 0.666 | 4.05 | 0.0 | 1.9 | 26.240 | D |
| C-AB | 0.51 | 7.68 | 13.86 | 0.037 | 0.51 | 0.0 | 0.1 | 4.499 | A |
| C-A | 7.27 | 108.99 | | | 7.27 | | | | |
| A-B | 2.90 | 43.52 | | | 2.90 | | | | |
| A-C | 6.31 | 94.59 | | | 6.31 | | | | |

08:00 - 08:15

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.38 | 5.75 | 4.70 | 0.081 | 0.38 | 0.1 | 0.1 | 13.890 | B |
| B-A | 4.03 | 60.46 | 6.36 | 0.634 | 4.03 | 1.9 | 1.8 | 26.257 | D |
| C-AB | 0.48 | 7.23 | 13.73 | 0.035 | 0.48 | 0.1 | 0.0 | 4.537 | A |
| C-A | 7.03 | 105.39 | | | 7.03 | | | | |
| A-B | 2.80 | 42.05 | | | 2.80 | | | | |
| A-C | 6.09 | 91.39 | | | 6.09 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.41 | 6.09 | 4.13 | 0.098 | 0.40 | 0.1 | 0.1 | 16.104 | C |
| B-A | 4.27 | 64.06 | 6.18 | 0.691 | 4.25 | 1.8 | 2.1 | 30.977 | D |
| C-AB | 0.54 | 8.05 | 13.95 | 0.038 | 0.54 | 0.0 | 0.1 | 4.478 | A |
| C-A | 7.42 | 111.33 | | | 7.42 | | | | |
| A-B | 2.97 | 44.56 | | | 2.97 | | | | |
| A-C | 6.46 | 96.86 | | | 6.46 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.35 | 5.22 | 5.44 | 0.064 | 0.35 | 0.1 | 0.1 | 11.800 | B |
| B-A | 3.66 | 54.91 | 6.62 | 0.553 | 3.71 | 2.1 | 1.3 | 21.264 | C |
| C-AB | 0.41 | 6.08 | 13.39 | 0.030 | 0.41 | 0.1 | 0.0 | 4.627 | A |
| C-A | 6.41 | 96.16 | | | 6.41 | | | | |
| A-B | 2.54 | 38.16 | | | 2.54 | | | | |
| A-C | 5.53 | 82.93 | | | 5.53 | | | | |

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J2 - B6096 Hough Lane/Windmill Road | T-Junction | Two-way | | 5.08 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D4 | 2031 Base | PM | DIRECT | 16:15 | 17:15 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|--------------------|
| A - B6096 Hough Lane (W) | | DIRECT | | 100.000 |
| B - Windmill Road | | DIRECT | | 100.000 |
| C - B6096 Hough Lane (E) | | DIRECT | | 100.000 |

Origin-Destination Data

Demand (Veh/min)

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0.00 | 314.00 | 496.00 |
| | B - Windmill Road | 204.64 | 0.00 | 16.00 |
| | C - B6096 Hough Lane (E) | 423.14 | 20.85 | 0.00 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0 | 1 | 0 |
| | B - Windmill Road | 0 | 0 | 0 |
| | C - B6096 Hough Lane (E) | 0 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/min) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|--------------------------|-------------------------------|
| B-C | 0.08 | 17.43 | 0.1 | C | 0.27 | 15.99 |
| B-A | 0.69 | 34.22 | 2.0 | D | 3.41 | 204.51 |
| C-AB | 0.07 | 5.07 | 0.1 | A | 0.78 | 47.05 |
| C-A | | | | | 6.61 | 396.80 |
| A-B | | | | | 5.29 | 317.45 |
| A-C | | | | | 8.29 | 497.44 |

Main Results for each time segment

16:15 - 16:30

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.27 | 4.12 | 4.37 | 0.063 | 0.27 | 0.0 | 0.1 | 14.631 | B |
| B-A | 3.52 | 52.73 | 5.51 | 0.638 | 3.41 | 0.0 | 1.6 | 27.344 | D |
| C-AB | 0.83 | 12.41 | 12.86 | 0.064 | 0.82 | 0.0 | 0.1 | 4.985 | A |
| C-A | 6.81 | 102.19 | | | 6.81 | | | | |
| A-B | 5.46 | 81.95 | | | 5.46 | | | | |
| A-C | 8.56 | 128.41 | | | 8.56 | | | | |

16:30 - 16:45

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.26 | 3.89 | 4.74 | 0.055 | 0.26 | 0.1 | 0.1 | 13.404 | B |
| B-A | 3.32 | 49.81 | 5.72 | 0.580 | 3.33 | 1.6 | 1.4 | 25.298 | D |
| C-AB | 0.74 | 11.11 | 12.68 | 0.058 | 0.74 | 0.1 | 0.1 | 5.028 | A |
| C-A | 6.46 | 96.89 | | | 6.46 | | | | |
| A-B | 5.15 | 77.25 | | | 5.15 | | | | |
| A-C | 8.07 | 121.05 | | | 8.07 | | | | |

16:45 - 17:00

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.24 | 3.64 | 5.24 | 0.046 | 0.24 | 0.1 | 0.0 | 12.000 | B |
| B-A | 3.11 | 46.61 | 5.94 | 0.523 | 3.13 | 1.4 | 1.1 | 21.476 | C |
| C-AB | 0.65 | 9.81 | 12.50 | 0.052 | 0.66 | 0.1 | 0.1 | 5.068 | A |
| C-A | 6.09 | 91.29 | | | 6.09 | | | | |
| A-B | 4.82 | 72.31 | | | 4.82 | | | | |
| A-C | 7.55 | 113.31 | | | 7.55 | | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.29 | 4.33 | 3.73 | 0.077 | 0.29 | 0.0 | 0.1 | 17.432 | C |
| B-A | 3.69 | 55.37 | 5.33 | 0.693 | 3.63 | 1.1 | 2.0 | 34.218 | D |
| C-AB | 0.91 | 13.72 | 13.01 | 0.070 | 0.91 | 0.1 | 0.1 | 4.962 | A |
| C-A | 7.10 | 106.43 | | | 7.10 | | | | |
| A-B | 5.73 | 85.94 | | | 5.73 | | | | |
| A-C | 8.98 | 134.67 | | | 8.98 | | | | |

2031 Design, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J2 - B6096 Hough Lane/Windmill Road | T-Junction | Two-way | | 12.61 | B |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D5 | 2031 Design | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|--------------------|
| A - B6096 Hough Lane (W) | | DIRECT | | 100.000 |
| B - Windmill Road | | DIRECT | | 100.000 |
| C - B6096 Hough Lane (E) | | DIRECT | | 100.000 |

Origin-Destination Data

Demand (Veh/min)

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0.00 | 187.00 | 363.00 |
| | B - Windmill Road | 287.08 | 0.00 | 27.00 |
| | C - B6096 Hough Lane (E) | 436.39 | 15.24 | 0.00 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0 | 0 | 1 |
| | B - Windmill Road | 1 | 0 | 0 |
| | C - B6096 Hough Lane (E) | 0 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/min) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|--------------------------|-------------------------------|
| B-C | 0.21 | 33.47 | 0.3 | D | 0.45 | 27.07 |
| B-A | 0.84 | 53.71 | 4.3 | F | 4.85 | 291.01 |
| C-AB | 0.04 | 4.66 | 0.1 | A | 0.55 | 32.87 |
| C-A | | | | | 7.00 | 419.85 |
| A-B | | | | | 3.12 | 187.32 |
| A-C | | | | | 6.10 | 365.77 |

Main Results for each time segment

07:45 - 08:00

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.47 | 7.00 | 3.09 | 0.151 | 0.46 | 0.0 | 0.2 | 22.710 | C |
| B-A | 5.02 | 75.28 | 6.20 | 0.809 | 4.79 | 0.0 | 3.4 | 38.394 | E |
| C-AB | 0.58 | 8.69 | 13.81 | 0.042 | 0.58 | 0.0 | 0.1 | 4.539 | A |
| C-A | 7.23 | 108.43 | | | 7.23 | | | | |
| A-B | 3.23 | 48.45 | | | 3.23 | | | | |
| A-C | 6.31 | 94.60 | | | 6.31 | | | | |

08:00 - 08:15

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.45 | 6.76 | 3.16 | 0.143 | 0.45 | 0.2 | 0.2 | 22.155 | C |
| B-A | 4.84 | 72.65 | 6.31 | 0.768 | 4.84 | 3.4 | 3.4 | 41.642 | E |
| C-AB | 0.55 | 8.18 | 13.68 | 0.040 | 0.55 | 0.1 | 0.1 | 4.577 | A |
| C-A | 6.99 | 104.89 | | | 6.99 | | | | |
| A-B | 3.12 | 46.77 | | | 3.12 | | | | |
| A-C | 6.09 | 91.32 | | | 6.09 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.48 | 7.17 | 2.26 | 0.212 | 0.47 | 0.2 | 0.3 | 33.475 | D |
| B-A | 5.14 | 77.08 | 6.13 | 0.839 | 5.08 | 3.4 | 4.3 | 53.710 | F |
| C-AB | 0.61 | 9.11 | 13.90 | 0.044 | 0.61 | 0.1 | 0.1 | 4.522 | A |
| C-A | 7.38 | 110.72 | | | 7.38 | | | | |
| A-B | 3.31 | 49.62 | | | 3.31 | | | | |
| A-C | 6.46 | 96.90 | | | 6.46 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.41 | 6.14 | 4.21 | 0.097 | 0.42 | 0.3 | 0.1 | 15.867 | C |
| B-A | 4.40 | 65.99 | 6.58 | 0.669 | 4.54 | 4.3 | 2.2 | 31.400 | D |
| C-AB | 0.46 | 6.89 | 13.34 | 0.034 | 0.46 | 0.1 | 0.0 | 4.665 | A |
| C-A | 6.39 | 95.81 | | | 6.39 | | | | |
| A-B | 2.83 | 42.48 | | | 2.83 | | | | |
| A-C | 5.53 | 82.95 | | | 5.53 | | | | |

2031 Design, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J2 - B6096 Hough Lane/Windmill Road | T-Junction | Two-way | | 6.95 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D6 | 2031 Design | PM | DIRECT | 16:15 | 17:15 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|--------------------|
| A - B6096 Hough Lane (W) | | DIRECT | | 100.000 |
| B - Windmill Road | | DIRECT | | 100.000 |
| C - B6096 Hough Lane (E) | | DIRECT | | 100.000 |

Origin-Destination Data

Demand (Veh/min)

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0.00 | 358.00 | 496.00 |
| | B - Windmill Road | 225.37 | 0.00 | 18.00 |
| | C - B6096 Hough Lane (E) | 423.14 | 24.73 | 0.00 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------|--------------------------|-------------------|--------------------------|
| | | A - B6096 Hough Lane (W) | B - Windmill Road | C - B6096 Hough Lane (E) |
| From | A - B6096 Hough Lane (W) | 0 | 1 | 0 |
| | B - Windmill Road | 0 | 0 | 0 |
| | C - B6096 Hough Lane (E) | 0 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/min) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|--------------------------|-------------------------------|
| B-C | 0.11 | 23.78 | 0.1 | C | 0.30 | 17.97 |
| B-A | 0.78 | 44.63 | 2.9 | E | 3.75 | 225.03 |
| C-AB | 0.09 | 5.17 | 0.2 | A | 0.94 | 56.62 |
| C-A | | | | | 6.52 | 391.43 |
| A-B | | | | | 6.02 | 361.33 |
| A-C | | | | | 8.29 | 497.22 |

Main Results for each time segment

16:15 - 16:30

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.31 | 4.64 | 3.69 | 0.084 | 0.30 | 0.0 | 0.1 | 17.698 | C |
| B-A | 3.87 | 58.06 | 5.41 | 0.715 | 3.72 | 0.0 | 2.2 | 33.194 | D |
| C-AB | 1.00 | 14.93 | 12.73 | 0.078 | 0.99 | 0.0 | 0.1 | 5.108 | A |
| C-A | 6.71 | 100.72 | | | 6.71 | | | | |
| A-B | 6.22 | 93.27 | | | 6.22 | | | | |
| A-C | 8.56 | 128.34 | | | 8.56 | | | | |

16:30 - 16:45

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.29 | 4.37 | 4.11 | 0.071 | 0.29 | 0.1 | 0.1 | 15.710 | C |
| B-A | 3.65 | 54.73 | 5.63 | 0.648 | 3.66 | 2.2 | 2.0 | 30.936 | D |
| C-AB | 0.89 | 13.36 | 12.56 | 0.071 | 0.89 | 0.1 | 0.1 | 5.145 | A |
| C-A | 6.38 | 95.69 | | | 6.38 | | | | |
| A-B | 5.86 | 87.94 | | | 5.86 | | | | |
| A-C | 8.07 | 121.01 | | | 8.07 | | | | |

16:45 - 17:00

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.27 | 4.09 | 4.75 | 0.058 | 0.27 | 0.1 | 0.1 | 13.417 | B |
| B-A | 3.42 | 51.26 | 5.86 | 0.583 | 3.45 | 2.0 | 1.5 | 25.242 | D |
| C-AB | 0.78 | 11.77 | 12.39 | 0.063 | 0.79 | 0.1 | 0.1 | 5.174 | A |
| C-A | 6.02 | 90.23 | | | 6.02 | | | | |
| A-B | 5.49 | 82.29 | | | 5.49 | | | | |
| A-C | 7.55 | 113.24 | | | 7.55 | | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/min) | Junction Arrivals (PCU) | Capacity (PCU/min) | RFC | Throughput (PCU/min) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|------------------------|-------------------------|--------------------|-------|----------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 0.32 | 4.87 | 2.84 | 0.114 | 0.32 | 0.1 | 0.1 | 23.785 | C |
| B-A | 4.07 | 60.98 | 5.22 | 0.778 | 3.97 | 1.5 | 2.9 | 44.628 | E |
| C-AB | 1.10 | 16.55 | 12.89 | 0.086 | 1.10 | 0.1 | 0.2 | 5.092 | A |
| C-A | 6.99 | 104.80 | | | 6.99 | | | | |
| A-B | 6.52 | 97.83 | | | 6.52 | | | | |
| A-C | 8.98 | 134.63 | | | 8.98 | | | | |

| |
|--|
| Junctions 9 |
| PICADY 9 - Priority Intersection Module |
| Version: 9.5.2.1013 © Copyright TRL Limited, 2019 |
| For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk |
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Filename: J3 - B6096 - Dovecliffe Road - Hemingfield Road.j9
 Path: O:\Pit Lane, Wombwell\ANALYSIS\CAPACITY\Priority Junctions
 Report generation date: 23/01/2025 08:59:35

- »2024 Survey, AM
- »2024 Survey, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Design, AM
- »2031 Design, PM

Summary of junction performance

| | AM | | | PM | | |
|--------------------|-------------|-----------|------|-------------|-----------|------|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| 2024 Survey | | | | | | |
| Stream B-CD | 0.2 | 14.25 | 0.16 | 0.3 | 17.85 | 0.22 |
| Stream B-AD | 0.7 | 18.05 | 0.40 | 1.4 | 27.41 | 0.60 |
| Stream A-BCD | 0.2 | 4.03 | 0.10 | 0.1 | 4.25 | 0.06 |
| Stream D-AB | 0.1 | 10.38 | 0.10 | 0.2 | 12.76 | 0.19 |
| Stream D-BC | 0.1 | 12.78 | 0.07 | 0.1 | 14.93 | 0.12 |
| Stream C-ABD | 0.1 | 5.14 | 0.06 | 0.1 | 4.31 | 0.07 |
| 2031 Base | | | | | | |
| Stream B-CD | 0.2 | 16.18 | 0.19 | 0.4 | 24.40 | 0.31 |
| Stream B-AD | 0.9 | 21.51 | 0.46 | 2.3 | 40.05 | 0.71 |
| Stream A-BCD | 0.3 | 3.94 | 0.12 | 0.1 | 4.18 | 0.07 |
| Stream D-AB | 0.1 | 11.06 | 0.11 | 0.3 | 14.04 | 0.21 |
| Stream D-BC | 0.1 | 13.69 | 0.08 | 0.2 | 16.45 | 0.14 |
| Stream C-ABD | 0.1 | 5.12 | 0.06 | 0.1 | 4.23 | 0.07 |
| 2031 Design | | | | | | |
| Stream B-CD | 0.3 | 17.61 | 0.21 | 0.7 | 36.42 | 0.42 |
| Stream B-AD | 1.0 | 23.98 | 0.51 | 3.5 | 57.21 | 0.80 |
| Stream A-BCD | 0.3 | 3.86 | 0.13 | 0.1 | 4.15 | 0.07 |
| Stream D-AB | 0.1 | 11.36 | 0.12 | 0.3 | 14.48 | 0.22 |
| Stream D-BC | 0.1 | 14.15 | 0.09 | 0.2 | 17.06 | 0.14 |
| Stream C-ABD | 0.1 | 5.14 | 0.07 | 0.1 | 4.20 | 0.08 |

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

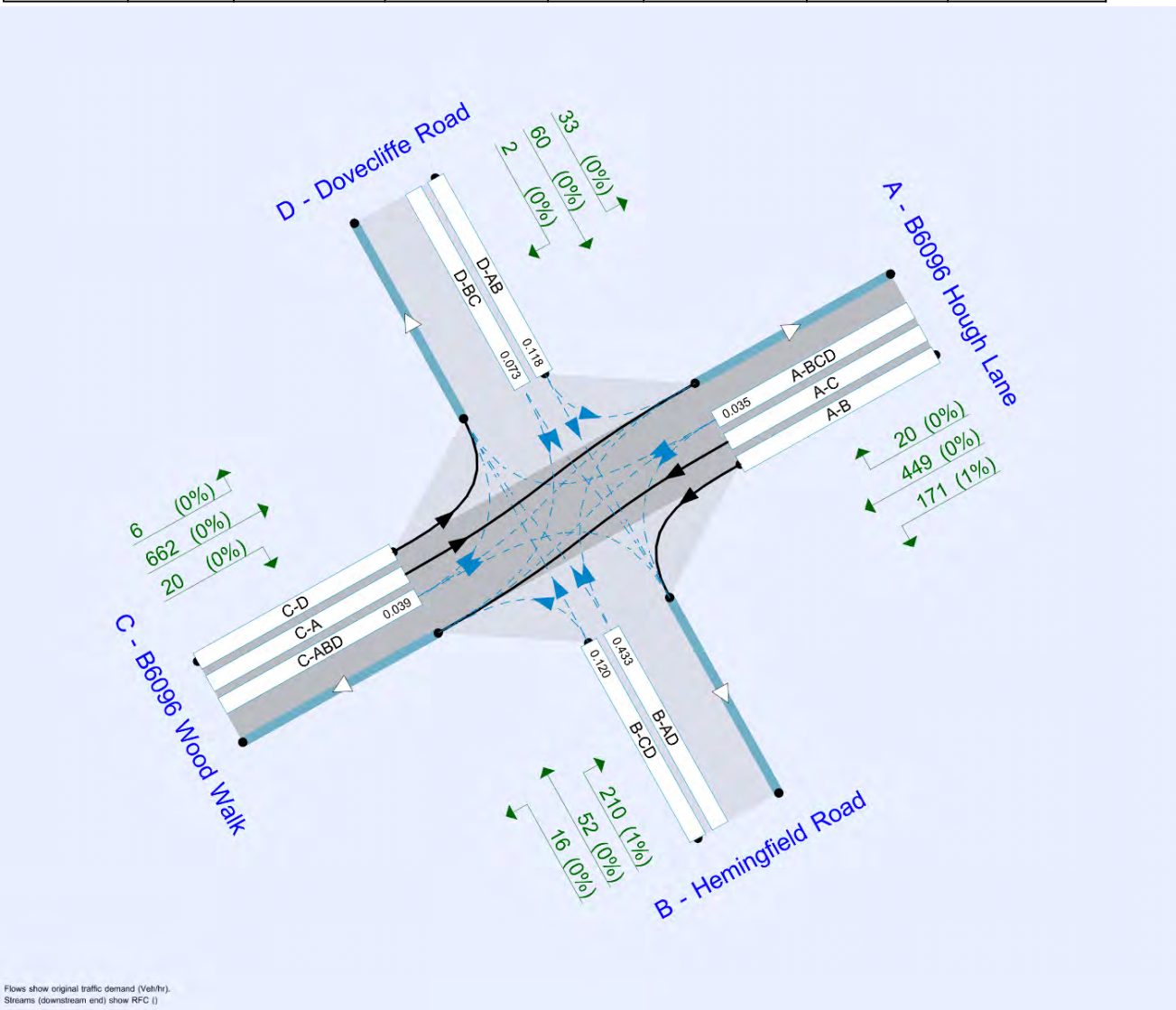
File summary

File Description

| | |
|-------------|---------------|
| Title | |
| Location | |
| Site number | |
| Date | 23/12/2024 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | OPTIMA\OPTIMA |
| 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 | Veh | PCU | perHour | s | -Min | perMin |



Analysis Options

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

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2024 Survey | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D2 | 2024 Survey | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |
| D3 | 2031 Base | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D4 | 2031 Base | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |
| D5 | 2031 Design | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D6 | 2031 Design | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

Analysis Set Details

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

2024 Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J3 - B6096 Hough Lane/Wood Walk /Dovecliffe Road/Hemingfield Road | Crossroads | Two-way | | 3.11 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|------------------|-------------|----------|
| A | B6096 Hough Lane | | Major |
| B | Hemingfield Road | | Minor |
| C | B6096 Wood Walk | | Major |
| D | Dovecliffe Road | | Minor |

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) |
|----------------------|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| A - B6096 Hough Lane | 8.00 | | | 250.0 | ✓ | 0.00 |
| C - B6096 Wood Walk | 8.00 | | | 142.0 | ✓ | 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 - Hemingfield Road | One lane plus flare | 10.00 | 7.30 | 5.60 | 5.00 | 4.90 | ✓ | 3.00 | 91 | 37 |
| D - Dovecliffe Road | One lane plus flare | 7.60 | 5.00 | 4.50 | 4.20 | 3.90 | ✓ | 2.00 | 46 | 48 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D | 719 | - | - | - | - | - | - | 0.254 | 0.363 | 0.254 | - | - | - |
| B-A | 576 | 0.096 | 0.242 | 0.242 | - | - | - | 0.152 | 0.346 | - | 0.242 | 0.242 | 0.121 |
| B-C | 621 | 0.087 | 0.220 | - | - | - | - | - | - | - | - | - | - |
| B-D, nearside lane | 505 | 0.084 | 0.212 | 0.212 | - | - | - | 0.133 | 0.303 | 0.133 | - | - | - |
| B-D, offside lane | 576 | 0.096 | 0.242 | 0.242 | - | - | - | 0.152 | 0.346 | 0.152 | - | - | - |
| C-B | 656 | 0.232 | 0.232 | 0.332 | - | - | - | - | - | - | - | - | - |
| D-A | 644 | - | - | - | - | - | - | 0.228 | - | 0.090 | - | - | - |
| D-B, nearside lane | 508 | 0.134 | 0.134 | 0.305 | - | - | - | 0.214 | 0.214 | 0.085 | - | - | - |
| D-B, offside lane | 508 | 0.134 | 0.134 | 0.305 | - | - | - | 0.214 | 0.214 | 0.085 | - | - | - |
| D-C | 508 | - | 0.134 | 0.305 | 0.107 | 0.214 | 0.214 | 0.214 | 0.214 | 0.085 | - | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2024 Survey | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B6096 Hough Lane | | ONE HOUR | ✓ | 680 | 100.000 |
| B - Hemingfield Road | | ONE HOUR | ✓ | 163 | 100.000 |
| C - B6096 Wood Walk | | ONE HOUR | ✓ | 376 | 100.000 |
| D - Dovecliffe Road | | ONE HOUR | ✓ | 56 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 148 | 499 | 33 |
| | B - Hemingfield Road | 105 | 0 | 10 | 48 |
| | C - B6096 Wood Walk | 356 | 19 | 0 | 1 |
| | D - Dovecliffe Road | 18 | 35 | 3 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 1 | 0 | 3 |
| | B - Hemingfield Road | 2 | 0 | 0 | 0 |
| | C - B6096 Wood Walk | 0 | 0 | 0 | 0 |
| | D - Dovecliffe Road | 0 | 3 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD | 0.16 | 14.25 | 0.2 | B | 37 | 56 |
| B-AD | 0.40 | 18.05 | 0.7 | C | 114 | 171 |
| A-BCD | 0.10 | 4.03 | 0.2 | A | 79 | 118 |
| A-B | | | | | 127 | 190 |
| A-C | | | | | 422 | 633 |
| D-AB | 0.10 | 10.38 | 0.1 | B | 33 | 50 |
| D-BC | 0.07 | 12.78 | 0.1 | B | 19 | 29 |
| C-ABD | 0.06 | 5.14 | 0.1 | A | 32 | 48 |
| C-D | | | | | 0.88 | 1 |
| C-A | | | | | 312 | 468 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 29 | 7 | 378 | 0.077 | 29 | 0.0 | 0.1 | 10.312 | B |
| B-AD | 95 | 24 | 413 | 0.230 | 94 | 0.0 | 0.3 | 11.411 | B |
| A-BCD | 52 | 13 | 959 | 0.054 | 52 | 0.0 | 0.1 | 4.035 | A |
| A-B | 107 | 27 | | | 107 | | | | |
| A-C | 356 | 89 | | | 356 | | | | |
| D-AB | 27 | 7 | 451 | 0.060 | 27 | 0.0 | 0.1 | 8.604 | A |
| D-BC | 16 | 4 | 374 | 0.042 | 16 | 0.0 | 0.0 | 10.281 | B |
| C-ABD | 23 | 6 | 723 | 0.031 | 23 | 0.0 | 0.0 | 5.139 | A |
| C-D | 0.73 | 0.18 | | | 0.73 | | | | |
| C-A | 260 | 65 | | | 260 | | | | |

07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 36 | 9 | 346 | 0.104 | 36 | 0.1 | 0.1 | 11.624 | B |
| B-AD | 112 | 28 | 381 | 0.294 | 112 | 0.3 | 0.4 | 13.539 | B |
| A-BCD | 73 | 18 | 1011 | 0.072 | 73 | 0.1 | 0.1 | 3.901 | A |
| A-B | 125 | 31 | | | 125 | | | | |
| A-C | 417 | 104 | | | 417 | | | | |
| D-AB | 32 | 8 | 426 | 0.076 | 32 | 0.1 | 0.1 | 9.265 | A |
| D-BC | 19 | 5 | 348 | 0.054 | 19 | 0.0 | 0.1 | 11.204 | B |
| C-ABD | 30 | 8 | 740 | 0.041 | 30 | 0.0 | 0.1 | 5.069 | A |
| C-D | 0.86 | 0.22 | | | 0.86 | | | | |
| C-A | 307 | 77 | | | 307 | | | | |

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 47 | 12 | 300 | 0.156 | 47 | 0.1 | 0.2 | 14.190 | B |
| B-AD | 135 | 34 | 337 | 0.400 | 134 | 0.4 | 0.7 | 17.884 | C |
| A-BCD | 111 | 28 | 1084 | 0.102 | 110 | 0.1 | 0.2 | 3.750 | A |
| A-B | 148 | 37 | | | 148 | | | | |
| A-C | 494 | 124 | | | 494 | | | | |
| D-AB | 40 | 10 | 392 | 0.102 | 40 | 0.1 | 0.1 | 10.371 | B |
| D-BC | 23 | 6 | 312 | 0.074 | 23 | 0.1 | 0.1 | 12.763 | B |
| C-ABD | 43 | 11 | 766 | 0.056 | 43 | 0.1 | 0.1 | 4.976 | A |
| C-D | 1 | 0.26 | | | 1 | | | | |
| C-A | 370 | 92 | | | 370 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 47 | 12 | 300 | 0.157 | 47 | 0.2 | 0.2 | 14.250 | B |
| B-AD | 135 | 34 | 337 | 0.400 | 135 | 0.7 | 0.7 | 18.053 | C |
| A-BCD | 111 | 28 | 1084 | 0.102 | 111 | 0.2 | 0.2 | 3.752 | A |
| A-B | 148 | 37 | | | 148 | | | | |
| A-C | 494 | 124 | | | 494 | | | | |
| D-AB | 40 | 10 | 392 | 0.102 | 40 | 0.1 | 0.1 | 10.380 | B |
| D-BC | 23 | 6 | 312 | 0.074 | 23 | 0.1 | 0.1 | 12.775 | B |
| C-ABD | 43 | 11 | 766 | 0.056 | 43 | 0.1 | 0.1 | 4.980 | A |
| C-D | 1 | 0.26 | | | 1 | | | | |
| C-A | 370 | 92 | | | 370 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 36 | 9 | 345 | 0.105 | 36 | 0.2 | 0.1 | 11.683 | B |
| B-AD | 112 | 28 | 381 | 0.294 | 113 | 0.7 | 0.4 | 13.690 | B |
| A-BCD | 73 | 18 | 1011 | 0.072 | 73 | 0.2 | 0.1 | 3.896 | A |
| A-B | 125 | 31 | | | 125 | | | | |
| A-C | 417 | 104 | | | 417 | | | | |
| D-AB | 32 | 8 | 426 | 0.076 | 33 | 0.1 | 0.1 | 9.277 | A |
| D-BC | 19 | 5 | 348 | 0.054 | 19 | 0.1 | 0.1 | 11.220 | B |
| C-ABD | 30 | 8 | 740 | 0.041 | 30 | 0.1 | 0.1 | 5.074 | A |
| C-D | 0.86 | 0.22 | | | 0.86 | | | | |
| C-A | 307 | 77 | | | 307 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 29 | 7 | 377 | 0.077 | 29 | 0.1 | 0.1 | 10.362 | B |
| B-AD | 95 | 24 | 413 | 0.230 | 96 | 0.4 | 0.3 | 11.540 | B |
| A-BCD | 52 | 13 | 959 | 0.055 | 53 | 0.1 | 0.1 | 4.035 | A |
| A-B | 107 | 27 | | | 107 | | | | |
| A-C | 356 | 89 | | | 356 | | | | |
| D-AB | 27 | 7 | 451 | 0.060 | 27 | 0.1 | 0.1 | 8.622 | A |
| D-BC | 16 | 4 | 374 | 0.042 | 16 | 0.1 | 0.0 | 10.302 | B |
| C-ABD | 23 | 6 | 723 | 0.032 | 23 | 0.1 | 0.0 | 5.144 | A |
| C-D | 0.73 | 0.18 | | | 0.73 | | | | |
| C-A | 259 | 65 | | | 259 | | | | |

2024 Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J3 - B6096 Hough Lane/Wood Walk /Dovecliffe Road/Hemingfield Road | Crossroads | Two-way | | 4.90 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2024 Survey | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B6096 Hough Lane | | ONE HOUR | ✓ | 570 | 100.000 |
| B - Hemingfield Road | | ONE HOUR | ✓ | 228 | 100.000 |
| C - B6096 Wood Walk | | ONE HOUR | ✓ | 616 | 100.000 |
| D - Dovecliffe Road | | ONE HOUR | ✓ | 89 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 145 | 406 | 19 |
| | B - Hemingfield Road | 165 | 0 | 15 | 48 |
| | C - B6096 Wood Walk | 591 | 19 | 0 | 6 |
| | D - Dovecliffe Road | 31 | 56 | 2 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 1 | 0 | 0 |
| | B - Hemingfield Road | 1 | 0 | 0 | 0 |
| | C - B6096 Wood Walk | 1 | 0 | 0 | 0 |
| | D - Dovecliffe Road | 0 | 0 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD | 0.22 | 17.85 | 0.3 | C | 46 | 68 |
| B-AD | 0.60 | 27.41 | 1.4 | D | 164 | 247 |
| A-BCD | 0.06 | 4.25 | 0.1 | A | 41 | 61 |
| A-B | | | | | 128 | 192 |
| A-C | | | | | 357 | 536 |
| D-AB | 0.19 | 12.76 | 0.2 | B | 54 | 81 |
| D-BC | 0.12 | 14.93 | 0.1 | B | 27 | 41 |
| C-ABD | 0.07 | 4.31 | 0.1 | A | 45 | 68 |
| C-D | | | | | 5 | 8 |
| C-A | | | | | 517 | 776 |

Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 35 | 9 | 360 | 0.097 | 34 | 0.0 | 0.1 | 11.041 | B |
| B-AD | 138 | 34 | 410 | 0.335 | 136 | 0.0 | 0.5 | 13.083 | B |
| A-BCD | 27 | 7 | 877 | 0.031 | 27 | 0.0 | 0.0 | 4.247 | A |
| A-B | 106 | 27 | | | 106 | | | | |
| A-C | 298 | 74 | | | 298 | | | | |
| D-AB | 45 | 11 | 422 | 0.105 | 44 | 0.0 | 0.1 | 9.509 | A |
| D-BC | 22 | 6 | 348 | 0.065 | 22 | 0.0 | 0.1 | 11.029 | B |
| C-ABD | 30 | 7 | 867 | 0.034 | 30 | 0.0 | 0.0 | 4.310 | A |
| C-D | 4 | 1 | | | 4 | | | | |
| C-A | 432 | 108 | | | 432 | | | | |

16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 44 | 11 | 322 | 0.136 | 44 | 0.1 | 0.2 | 12.903 | B |
| B-AD | 162 | 41 | 375 | 0.432 | 161 | 0.5 | 0.7 | 16.859 | C |
| A-BCD | 38 | 9 | 914 | 0.041 | 38 | 0.0 | 0.1 | 4.117 | A |
| A-B | 126 | 31 | | | 126 | | | | |
| A-C | 352 | 88 | | | 352 | | | | |
| D-AB | 53 | 13 | 391 | 0.136 | 53 | 0.1 | 0.2 | 10.637 | B |
| D-BC | 27 | 7 | 317 | 0.085 | 27 | 0.1 | 0.1 | 12.391 | B |
| C-ABD | 42 | 10 | 914 | 0.046 | 42 | 0.0 | 0.1 | 4.138 | A |
| C-D | 5 | 1 | | | 5 | | | | |
| C-A | 510 | 127 | | | 510 | | | | |

16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 58 | 15 | 262 | 0.222 | 58 | 0.2 | 0.3 | 17.593 | C |
| B-AD | 194 | 49 | 325 | 0.596 | 191 | 0.7 | 1.4 | 26.514 | D |
| A-BCD | 57 | 14 | 969 | 0.058 | 56 | 0.1 | 0.1 | 3.957 | A |
| A-B | 151 | 38 | | | 151 | | | | |
| A-C | 423 | 106 | | | 423 | | | | |
| D-AB | 65 | 16 | 347 | 0.188 | 65 | 0.2 | 0.2 | 12.729 | B |
| D-BC | 33 | 8 | 274 | 0.120 | 33 | 0.1 | 0.1 | 14.903 | B |
| C-ABD | 64 | 16 | 982 | 0.065 | 64 | 0.1 | 0.1 | 3.934 | A |
| C-D | 6 | 2 | | | 6 | | | | |
| C-A | 611 | 153 | | | 611 | | | | |

16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 58 | 15 | 260 | 0.224 | 58 | 0.3 | 0.3 | 17.846 | C |
| B-AD | 194 | 48 | 325 | 0.596 | 194 | 1.4 | 1.4 | 27.411 | D |
| A-BCD | 57 | 14 | 969 | 0.059 | 57 | 0.1 | 0.1 | 3.959 | A |
| A-B | 151 | 38 | | | 151 | | | | |
| A-C | 423 | 106 | | | 423 | | | | |
| D-AB | 65 | 16 | 347 | 0.188 | 65 | 0.2 | 0.2 | 12.760 | B |
| D-BC | 33 | 8 | 274 | 0.120 | 33 | 0.1 | 0.1 | 14.930 | B |
| C-ABD | 64 | 16 | 982 | 0.065 | 64 | 0.1 | 0.1 | 3.936 | A |
| C-D | 6 | 2 | | | 6 | | | | |
| C-A | 611 | 153 | | | 611 | | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 44 | 11 | 321 | 0.137 | 44 | 0.3 | 0.2 | 13.064 | B |
| B-AD | 162 | 40 | 375 | 0.432 | 164 | 1.4 | 0.8 | 17.424 | C |
| A-BCD | 38 | 9 | 914 | 0.041 | 38 | 0.1 | 0.1 | 4.123 | A |
| A-B | 126 | 31 | | | 126 | | | | |
| A-C | 352 | 88 | | | 352 | | | | |
| D-AB | 53 | 13 | 391 | 0.136 | 53 | 0.2 | 0.2 | 10.671 | B |
| D-BC | 27 | 7 | 317 | 0.085 | 27 | 0.1 | 0.1 | 12.421 | B |
| C-ABD | 42 | 10 | 914 | 0.046 | 42 | 0.1 | 0.1 | 4.142 | A |
| C-D | 5 | 1 | | | 5 | | | | |
| C-A | 509 | 127 | | | 509 | | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 35 | 9 | 359 | 0.098 | 35 | 0.2 | 0.1 | 11.131 | B |
| B-AD | 137 | 34 | 410 | 0.335 | 138 | 0.8 | 0.5 | 13.381 | B |
| A-BCD | 27 | 7 | 877 | 0.031 | 27 | 0.1 | 0.0 | 4.249 | A |
| A-B | 106 | 27 | | | 106 | | | | |
| A-C | 298 | 74 | | | 298 | | | | |
| D-AB | 45 | 11 | 422 | 0.105 | 45 | 0.2 | 0.1 | 9.547 | A |
| D-BC | 22 | 6 | 348 | 0.065 | 23 | 0.1 | 0.1 | 11.060 | B |
| C-ABD | 30 | 7 | 867 | 0.035 | 30 | 0.1 | 0.0 | 4.312 | A |
| C-D | 4 | 1 | | | 4 | | | | |
| C-A | 432 | 108 | | | 432 | | | | |

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J3 - B6096 Hough Lane/Wood Walk /Dovecliffe Road/Hemingfield Road | Crossroads | Two-way | | 3.56 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2031 Base | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B6096 Hough Lane | | ONE HOUR | ✓ | 748 | 100.000 |
| B - Hemingfield Road | | ONE HOUR | ✓ | 179 | 100.000 |
| C - B6096 Wood Walk | | ONE HOUR | ✓ | 406 | 100.000 |
| D - Dovecliffe Road | | ONE HOUR | ✓ | 60 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 169 | 544 | 35 |
| | B - Hemingfield Road | 117 | 0 | 11 | 51 |
| | C - B6096 Wood Walk | 385 | 20 | 0 | 1 |
| | D - Dovecliffe Road | 19 | 38 | 3 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 1 | 0 | 3 |
| | B - Hemingfield Road | 2 | 0 | 0 | 0 |
| | C - B6096 Wood Walk | 0 | 0 | 0 | 0 |
| | D - Dovecliffe Road | 0 | 3 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD | 0.19 | 16.18 | 0.2 | C | 41 | 62 |
| B-AD | 0.46 | 21.51 | 0.9 | C | 125 | 188 |
| A-BCD | 0.12 | 3.94 | 0.3 | A | 93 | 139 |
| A-B | | | | | 143 | 214 |
| A-C | | | | | 455 | 682 |
| D-AB | 0.11 | 11.06 | 0.1 | B | 36 | 53 |
| D-BC | 0.08 | 13.69 | 0.1 | B | 21 | 31 |
| C-ABD | 0.06 | 5.12 | 0.1 | A | 36 | 54 |
| C-D | | | | | 0.87 | 1 |
| C-A | | | | | 336 | 504 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 32 | 8 | 362 | 0.088 | 31 | 0.0 | 0.1 | 10.879 | B |
| B-AD | 105 | 26 | 400 | 0.261 | 103 | 0.0 | 0.4 | 12.246 | B |
| A-BCD | 60 | 15 | 987 | 0.061 | 59 | 0.0 | 0.1 | 3.943 | A |
| A-B | 121 | 30 | | | 121 | | | | |
| A-C | 385 | 96 | | | 385 | | | | |
| D-AB | 29 | 7 | 439 | 0.066 | 29 | 0.0 | 0.1 | 8.903 | A |
| D-BC | 17 | 4 | 362 | 0.047 | 17 | 0.0 | 0.0 | 10.673 | B |
| C-ABD | 25 | 6 | 728 | 0.034 | 25 | 0.0 | 0.0 | 5.116 | A |
| C-D | 0.73 | 0.18 | | | 0.73 | | | | |
| C-A | 280 | 70 | | | 280 | | | | |

07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 40 | 10 | 327 | 0.121 | 39 | 0.1 | 0.1 | 12.534 | B |
| B-AD | 123 | 31 | 366 | 0.337 | 123 | 0.4 | 0.5 | 15.012 | C |
| A-BCD | 85 | 21 | 1045 | 0.081 | 85 | 0.1 | 0.2 | 3.808 | A |
| A-B | 141 | 35 | | | 141 | | | | |
| A-C | 450 | 113 | | | 450 | | | | |
| D-AB | 35 | 9 | 412 | 0.085 | 35 | 0.1 | 0.1 | 9.687 | A |
| D-BC | 20 | 5 | 334 | 0.060 | 20 | 0.0 | 0.1 | 11.762 | B |
| C-ABD | 34 | 8 | 747 | 0.045 | 34 | 0.0 | 0.1 | 5.043 | A |
| C-D | 0.86 | 0.21 | | | 0.86 | | | | |
| C-A | 330 | 83 | | | 330 | | | | |

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 52 | 13 | 275 | 0.189 | 52 | 0.1 | 0.2 | 16.071 | C |
| B-AD | 147 | 37 | 317 | 0.465 | 146 | 0.5 | 0.8 | 21.183 | C |
| A-BCD | 133 | 33 | 1127 | 0.118 | 132 | 0.2 | 0.3 | 3.666 | A |
| A-B | 166 | 42 | | | 166 | | | | |
| A-C | 529 | 132 | | | 529 | | | | |
| D-AB | 43 | 11 | 373 | 0.114 | 43 | 0.1 | 0.1 | 11.049 | B |
| D-BC | 25 | 6 | 294 | 0.084 | 24 | 0.1 | 0.1 | 13.669 | B |
| C-ABD | 49 | 12 | 776 | 0.063 | 49 | 0.1 | 0.1 | 4.947 | A |
| C-D | 1 | 0.26 | | | 1 | | | | |
| C-A | 397 | 99 | | | 397 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 52 | 13 | 275 | 0.190 | 52 | 0.2 | 0.2 | 16.182 | C |
| B-AD | 147 | 37 | 317 | 0.464 | 147 | 0.8 | 0.9 | 21.506 | C |
| A-BCD | 133 | 33 | 1128 | 0.118 | 133 | 0.3 | 0.3 | 3.666 | A |
| A-B | 166 | 42 | | | 166 | | | | |
| A-C | 529 | 132 | | | 529 | | | | |
| D-AB | 43 | 11 | 373 | 0.115 | 43 | 0.1 | 0.1 | 11.063 | B |
| D-BC | 25 | 6 | 294 | 0.084 | 25 | 0.1 | 0.1 | 13.687 | B |
| C-ABD | 49 | 12 | 776 | 0.063 | 49 | 0.1 | 0.1 | 4.952 | A |
| C-D | 1 | 0.26 | | | 1 | | | | |
| C-A | 397 | 99 | | | 397 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 40 | 10 | 326 | 0.122 | 40 | 0.2 | 0.1 | 12.627 | B |
| B-AD | 123 | 31 | 365 | 0.337 | 124 | 0.9 | 0.5 | 15.265 | C |
| A-BCD | 85 | 21 | 1045 | 0.081 | 86 | 0.3 | 0.2 | 3.805 | A |
| A-B | 141 | 35 | | | 141 | | | | |
| A-C | 450 | 112 | | | 450 | | | | |
| D-AB | 35 | 9 | 411 | 0.085 | 35 | 0.1 | 0.1 | 9.706 | A |
| D-BC | 20 | 5 | 333 | 0.060 | 20 | 0.1 | 0.1 | 11.783 | B |
| C-ABD | 34 | 8 | 747 | 0.045 | 34 | 0.1 | 0.1 | 5.049 | A |
| C-D | 0.86 | 0.21 | | | 0.86 | | | | |
| C-A | 330 | 83 | | | 330 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 32 | 8 | 361 | 0.088 | 32 | 0.1 | 0.1 | 10.949 | B |
| B-AD | 104 | 26 | 400 | 0.261 | 105 | 0.5 | 0.4 | 12.424 | B |
| A-BCD | 60 | 15 | 987 | 0.061 | 60 | 0.2 | 0.1 | 3.945 | A |
| A-B | 121 | 30 | | | 121 | | | | |
| A-C | 385 | 96 | | | 385 | | | | |
| D-AB | 29 | 7 | 438 | 0.066 | 29 | 0.1 | 0.1 | 8.926 | A |
| D-BC | 17 | 4 | 362 | 0.047 | 17 | 0.1 | 0.1 | 10.697 | B |
| C-ABD | 25 | 6 | 728 | 0.035 | 25 | 0.1 | 0.0 | 5.121 | A |
| C-D | 0.73 | 0.18 | | | 0.73 | | | | |
| C-A | 280 | 70 | | | 280 | | | | |

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J3 - B6096 Hough Lane/Wood Walk /Dovecliffe Road/Hemingfield Road | Crossroads | Two-way | | 6.81 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2031 Base | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B6096 Hough Lane | | ONE HOUR | ✓ | 620 | 100.000 |
| B - Hemingfield Road | | ONE HOUR | ✓ | 254 | 100.000 |
| C - B6096 Wood Walk | | ONE HOUR | ✓ | 668 | 100.000 |
| D - Dovecliffe Road | | ONE HOUR | ✓ | 95 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 160 | 440 | 20 |
| | B - Hemingfield Road | 186 | 0 | 16 | 52 |
| | C - B6096 Wood Walk | 642 | 20 | 0 | 6 |
| | D - Dovecliffe Road | 33 | 60 | 2 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 1 | 0 | 0 |
| | B - Hemingfield Road | 1 | 0 | 0 | 0 |
| | C - B6096 Wood Walk | 1 | 0 | 0 | 0 |
| | D - Dovecliffe Road | 0 | 0 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD | 0.31 | 24.40 | 0.4 | C | 51 | 77 |
| B-AD | 0.71 | 40.05 | 2.3 | E | 183 | 274 |
| A-BCD | 0.07 | 4.18 | 0.1 | A | 47 | 70 |
| A-B | | | | | 140 | 210 |
| A-C | | | | | 385 | 578 |
| D-AB | 0.21 | 14.04 | 0.3 | B | 58 | 87 |
| D-BC | 0.14 | 16.45 | 0.2 | C | 29 | 44 |
| C-ABD | 0.07 | 4.23 | 0.1 | A | 52 | 79 |
| C-D | | | | | 5 | 8 |
| C-A | | | | | 558 | 838 |

Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 39 | 10 | 341 | 0.113 | 38 | 0.0 | 0.1 | 11.853 | B |
| B-AD | 153 | 38 | 396 | 0.387 | 151 | 0.0 | 0.6 | 14.624 | B |
| A-BCD | 31 | 8 | 894 | 0.034 | 30 | 0.0 | 0.0 | 4.179 | A |
| A-B | 117 | 29 | | | 117 | | | | |
| A-C | 321 | 80 | | | 321 | | | | |
| D-AB | 48 | 12 | 409 | 0.116 | 47 | 0.0 | 0.1 | 9.942 | A |
| D-BC | 24 | 6 | 335 | 0.072 | 24 | 0.0 | 0.1 | 11.564 | B |
| C-ABD | 34 | 8 | 887 | 0.038 | 33 | 0.0 | 0.1 | 4.227 | A |
| C-D | 4 | 1 | | | 4 | | | | |
| C-A | 467 | 117 | | | 467 | | | | |

16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 49 | 12 | 297 | 0.165 | 49 | 0.1 | 0.2 | 14.460 | B |
| B-AD | 180 | 45 | 357 | 0.505 | 179 | 0.6 | 1.0 | 20.107 | C |
| A-BCD | 43 | 11 | 936 | 0.046 | 43 | 0.0 | 0.1 | 4.042 | A |
| A-B | 138 | 35 | | | 138 | | | | |
| A-C | 379 | 95 | | | 379 | | | | |
| D-AB | 57 | 14 | 375 | 0.152 | 57 | 0.1 | 0.2 | 11.308 | B |
| D-BC | 29 | 7 | 301 | 0.095 | 28 | 0.1 | 0.1 | 13.214 | B |
| C-ABD | 48 | 12 | 939 | 0.051 | 48 | 0.1 | 0.1 | 4.050 | A |
| C-D | 5 | 1 | | | 5 | | | | |
| C-A | 550 | 138 | | | 550 | | | | |

16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 66 | 17 | 218 | 0.302 | 65 | 0.2 | 0.4 | 23.361 | C |
| B-AD | 215 | 54 | 303 | 0.708 | 210 | 1.0 | 2.2 | 37.101 | E |
| A-BCD | 66 | 17 | 998 | 0.066 | 66 | 0.1 | 0.1 | 3.877 | A |
| A-B | 166 | 41 | | | 166 | | | | |
| A-C | 454 | 114 | | | 454 | | | | |
| D-AB | 70 | 17 | 326 | 0.214 | 69 | 0.2 | 0.3 | 13.990 | B |
| D-BC | 35 | 9 | 254 | 0.138 | 35 | 0.1 | 0.2 | 16.409 | C |
| C-ABD | 75 | 19 | 1015 | 0.074 | 75 | 0.1 | 0.1 | 3.844 | A |
| C-D | 6 | 2 | | | 6 | | | | |
| C-A | 658 | 164 | | | 658 | | | | |

16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 66 | 17 | 214 | 0.311 | 66 | 0.4 | 0.4 | 24.403 | C |
| B-AD | 214 | 54 | 303 | 0.707 | 214 | 2.2 | 2.3 | 40.052 | E |
| A-BCD | 66 | 17 | 998 | 0.066 | 66 | 0.1 | 0.1 | 3.879 | A |
| A-B | 166 | 41 | | | 166 | | | | |
| A-C | 454 | 114 | | | 454 | | | | |
| D-AB | 70 | 17 | 326 | 0.214 | 70 | 0.3 | 0.3 | 14.037 | B |
| D-BC | 35 | 9 | 254 | 0.138 | 35 | 0.2 | 0.2 | 16.452 | C |
| C-ABD | 75 | 19 | 1015 | 0.074 | 75 | 0.1 | 0.1 | 3.848 | A |
| C-D | 6 | 2 | | | 6 | | | | |
| C-A | 657 | 164 | | | 657 | | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 49 | 12 | 294 | 0.168 | 50 | 0.4 | 0.2 | 14.845 | B |
| B-AD | 180 | 45 | 357 | 0.504 | 185 | 2.3 | 1.1 | 21.526 | C |
| A-BCD | 43 | 11 | 936 | 0.046 | 43 | 0.1 | 0.1 | 4.048 | A |
| A-B | 138 | 35 | | | 138 | | | | |
| A-C | 379 | 95 | | | 379 | | | | |
| D-AB | 57 | 14 | 375 | 0.152 | 57 | 0.3 | 0.2 | 11.356 | B |
| D-BC | 29 | 7 | 301 | 0.095 | 29 | 0.2 | 0.1 | 13.255 | B |
| C-ABD | 48 | 12 | 939 | 0.051 | 48 | 0.1 | 0.1 | 4.054 | A |
| C-D | 5 | 1 | | | 5 | | | | |
| C-A | 550 | 138 | | | 550 | | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 39 | 10 | 340 | 0.114 | 39 | 0.2 | 0.1 | 11.994 | B |
| B-AD | 153 | 38 | 396 | 0.387 | 155 | 1.1 | 0.7 | 15.125 | C |
| A-BCD | 31 | 8 | 894 | 0.034 | 31 | 0.1 | 0.0 | 4.183 | A |
| A-B | 117 | 29 | | | 117 | | | | |
| A-C | 321 | 80 | | | 321 | | | | |
| D-AB | 48 | 12 | 408 | 0.116 | 48 | 0.2 | 0.1 | 9.987 | A |
| D-BC | 24 | 6 | 335 | 0.072 | 24 | 0.1 | 0.1 | 11.602 | B |
| C-ABD | 34 | 8 | 887 | 0.038 | 34 | 0.1 | 0.1 | 4.230 | A |
| C-D | 4 | 1 | | | 4 | | | | |
| C-A | 467 | 117 | | | 467 | | | | |

2031 Design, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J3 - B6096 Hough Lane/Wood Walk /Dovecliffe Road/Hemingfield Road | Crossroads | Two-way | | 3.87 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | 2031 Design | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B6096 Hough Lane | | ONE HOUR | ✓ | 796 | 100.000 |
| B - Hemingfield Road | | ONE HOUR | ✓ | 189 | 100.000 |
| C - B6096 Wood Walk | | ONE HOUR | ✓ | 415 | 100.000 |
| D - Dovecliffe Road | | ONE HOUR | ✓ | 60 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 195 | 566 | 35 |
| | B - Hemingfield Road | 127 | 0 | 11 | 51 |
| | C - B6096 Wood Walk | 394 | 20 | 0 | 1 |
| | D - Dovecliffe Road | 19 | 38 | 3 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 1 | 0 | 3 |
| | B - Hemingfield Road | 2 | 0 | 0 | 0 |
| | C - B6096 Wood Walk | 0 | 0 | 0 | 0 |
| | D - Dovecliffe Road | 0 | 3 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD | 0.21 | 17.61 | 0.3 | C | 42 | 63 |
| B-AD | 0.51 | 23.98 | 1.0 | C | 133 | 200 |
| A-BCD | 0.13 | 3.86 | 0.3 | A | 100 | 150 |
| A-B | | | | | 164 | 246 |
| A-C | | | | | 471 | 706 |
| D-AB | 0.12 | 11.36 | 0.1 | B | 36 | 53 |
| D-BC | 0.09 | 14.15 | 0.1 | B | 21 | 31 |
| C-ABD | 0.07 | 5.14 | 0.1 | A | 37 | 55 |
| C-D | | | | | 0.87 | 1 |
| C-A | | | | | 343 | 515 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 32 | 8 | 351 | 0.092 | 32 | 0.0 | 0.1 | 11.274 | B |
| B-AD | 112 | 28 | 396 | 0.282 | 110 | 0.0 | 0.4 | 12.701 | B |
| A-BCD | 63 | 16 | 1009 | 0.063 | 63 | 0.0 | 0.1 | 3.861 | A |
| A-B | 139 | 35 | | | 139 | | | | |
| A-C | 400 | 100 | | | 400 | | | | |
| D-AB | 29 | 7 | 433 | 0.067 | 29 | 0.0 | 0.1 | 9.020 | A |
| D-BC | 17 | 4 | 356 | 0.047 | 17 | 0.0 | 0.1 | 10.865 | B |
| C-ABD | 25 | 6 | 726 | 0.035 | 25 | 0.0 | 0.0 | 5.135 | A |
| C-D | 0.73 | 0.18 | | | 0.73 | | | | |
| C-A | 286 | 72 | | | 286 | | | | |

07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 40 | 10 | 314 | 0.129 | 40 | 0.1 | 0.1 | 13.155 | B |
| B-AD | 132 | 33 | 360 | 0.366 | 131 | 0.4 | 0.6 | 15.904 | C |
| A-BCD | 91 | 23 | 1072 | 0.085 | 90 | 0.1 | 0.2 | 3.721 | A |
| A-B | 162 | 41 | | | 162 | | | | |
| A-C | 467 | 117 | | | 467 | | | | |
| D-AB | 35 | 9 | 405 | 0.086 | 35 | 0.1 | 0.1 | 9.859 | A |
| D-BC | 20 | 5 | 326 | 0.062 | 20 | 0.1 | 0.1 | 12.041 | B |
| C-ABD | 34 | 9 | 745 | 0.046 | 34 | 0.0 | 0.1 | 5.064 | A |
| C-D | 0.86 | 0.21 | | | 0.86 | | | | |
| C-A | 338 | 84 | | | 338 | | | | |

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 53 | 13 | 259 | 0.206 | 53 | 0.1 | 0.3 | 17.442 | C |
| B-AD | 157 | 39 | 309 | 0.508 | 155 | 0.6 | 1.0 | 23.490 | C |
| A-BCD | 145 | 36 | 1161 | 0.125 | 144 | 0.2 | 0.3 | 3.587 | A |
| A-B | 190 | 47 | | | 190 | | | | |
| A-C | 546 | 137 | | | 546 | | | | |
| D-AB | 43 | 11 | 364 | 0.117 | 43 | 0.1 | 0.1 | 11.343 | B |
| D-BC | 25 | 6 | 285 | 0.086 | 24 | 0.1 | 0.1 | 14.134 | B |
| C-ABD | 50 | 13 | 774 | 0.065 | 50 | 0.1 | 0.1 | 4.971 | A |
| C-D | 1 | 0.26 | | | 1 | | | | |
| C-A | 405 | 101 | | | 405 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 53 | 13 | 258 | 0.207 | 53 | 0.3 | 0.3 | 17.610 | C |
| B-AD | 157 | 39 | 309 | 0.508 | 157 | 1.0 | 1.0 | 23.981 | C |
| A-BCD | 145 | 36 | 1162 | 0.125 | 145 | 0.3 | 0.3 | 3.588 | A |
| A-B | 190 | 47 | | | 190 | | | | |
| A-C | 546 | 137 | | | 546 | | | | |
| D-AB | 43 | 11 | 364 | 0.117 | 43 | 0.1 | 0.1 | 11.358 | B |
| D-BC | 25 | 6 | 285 | 0.086 | 25 | 0.1 | 0.1 | 14.153 | B |
| C-ABD | 50 | 13 | 774 | 0.065 | 50 | 0.1 | 0.1 | 4.976 | A |
| C-D | 1 | 0.26 | | | 1 | | | | |
| C-A | 405 | 101 | | | 405 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 40 | 10 | 312 | 0.130 | 41 | 0.3 | 0.2 | 13.279 | B |
| B-AD | 131 | 33 | 360 | 0.365 | 133 | 1.0 | 0.6 | 16.252 | C |
| A-BCD | 91 | 23 | 1072 | 0.085 | 92 | 0.3 | 0.2 | 3.721 | A |
| A-B | 162 | 41 | | | 162 | | | | |
| A-C | 466 | 117 | | | 466 | | | | |
| D-AB | 35 | 9 | 405 | 0.086 | 35 | 0.1 | 0.1 | 9.878 | A |
| D-BC | 20 | 5 | 326 | 0.062 | 20 | 0.1 | 0.1 | 12.066 | B |
| C-ABD | 35 | 9 | 745 | 0.046 | 35 | 0.1 | 0.1 | 5.069 | A |
| C-D | 0.86 | 0.21 | | | 0.86 | | | | |
| C-A | 338 | 84 | | | 338 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 32 | 8 | 350 | 0.092 | 33 | 0.2 | 0.1 | 11.354 | B |
| B-AD | 112 | 28 | 396 | 0.282 | 112 | 0.6 | 0.4 | 12.918 | B |
| A-BCD | 63 | 16 | 1009 | 0.063 | 64 | 0.2 | 0.1 | 3.863 | A |
| A-B | 139 | 35 | | | 139 | | | | |
| A-C | 400 | 100 | | | 400 | | | | |
| D-AB | 29 | 7 | 433 | 0.067 | 29 | 0.1 | 0.1 | 9.042 | A |
| D-BC | 17 | 4 | 356 | 0.047 | 17 | 0.1 | 0.1 | 10.888 | B |
| C-ABD | 26 | 6 | 726 | 0.035 | 26 | 0.1 | 0.0 | 5.140 | A |
| C-D | 0.73 | 0.18 | | | 0.73 | | | | |
| C-A | 286 | 72 | | | 286 | | | | |

2031 Design, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|---|---------------|----------------------|-----------------------|--------------------|--------------|
| 1 | J3 - B6096 Hough Lane/Wood Walk /Dovecliffe Road/Hemingfield Road | Crossroads | Two-way | | 9.76 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2031 Design | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B6096 Hough Lane | | ONE HOUR | ✓ | 640 | 100.000 |
| B - Hemingfield Road | | ONE HOUR | ✓ | 278 | 100.000 |
| C - B6096 Wood Walk | | ONE HOUR | ✓ | 688 | 100.000 |
| D - Dovecliffe Road | | ONE HOUR | ✓ | 95 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 171 | 449 | 20 |
| | B - Hemingfield Road | 210 | 0 | 16 | 52 |
| | C - B6096 Wood Walk | 662 | 20 | 0 | 6 |
| | D - Dovecliffe Road | 33 | 60 | 2 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|----------------------|----------------------|----------------------|---------------------|---------------------|
| | | A - B6096 Hough Lane | B - Hemingfield Road | C - B6096 Wood Walk | D - Dovecliffe Road |
| From | A - B6096 Hough Lane | 0 | 1 | 0 | 0 |
| | B - Hemingfield Road | 1 | 0 | 0 | 0 |
| | C - B6096 Wood Walk | 0 | 0 | 0 | 0 |
| | D - Dovecliffe Road | 0 | 0 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD | 0.42 | 36.42 | 0.7 | E | 53 | 80 |
| B-AD | 0.80 | 57.21 | 3.5 | F | 203 | 304 |
| A-BCD | 0.07 | 4.15 | 0.1 | A | 48 | 72 |
| A-B | | | | | 150 | 224 |
| A-C | | | | | 392 | 588 |
| D-AB | 0.22 | 14.48 | 0.3 | B | 58 | 87 |
| D-BC | 0.14 | 17.06 | 0.2 | C | 29 | 44 |
| C-ABD | 0.08 | 4.20 | 0.1 | A | 54 | 82 |
| C-D | | | | | 5 | 8 |
| C-A | | | | | 575 | 862 |

Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 40 | 10 | 328 | 0.120 | 39 | 0.0 | 0.1 | 12.418 | B |
| B-AD | 171 | 43 | 393 | 0.433 | 168 | 0.0 | 0.7 | 15.816 | C |
| A-BCD | 31 | 8 | 902 | 0.035 | 31 | 0.0 | 0.0 | 4.148 | A |
| A-B | 125 | 31 | | | 125 | | | | |
| A-C | 328 | 82 | | | 328 | | | | |
| D-AB | 48 | 12 | 404 | 0.118 | 47 | 0.0 | 0.1 | 10.082 | B |
| D-BC | 24 | 6 | 329 | 0.073 | 24 | 0.0 | 0.1 | 11.763 | B |
| C-ABD | 35 | 9 | 895 | 0.039 | 34 | 0.0 | 0.1 | 4.193 | A |
| C-D | 4 | 1 | | | 4 | | | | |
| C-A | 481 | 120 | | | 481 | | | | |

16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 51 | 13 | 279 | 0.181 | 50 | 0.1 | 0.2 | 15.730 | C |
| B-AD | 200 | 50 | 353 | 0.567 | 198 | 0.7 | 1.2 | 23.014 | C |
| A-BCD | 44 | 11 | 945 | 0.047 | 44 | 0.0 | 0.1 | 4.007 | A |
| A-B | 147 | 37 | | | 147 | | | | |
| A-C | 387 | 97 | | | 387 | | | | |
| D-AB | 57 | 14 | 369 | 0.154 | 57 | 0.1 | 0.2 | 11.532 | B |
| D-BC | 29 | 7 | 294 | 0.097 | 28 | 0.1 | 0.1 | 13.528 | B |
| C-ABD | 50 | 12 | 949 | 0.052 | 49 | 0.1 | 0.1 | 4.012 | A |
| C-D | 5 | 1 | | | 5 | | | | |
| C-A | 567 | 142 | | | 567 | | | | |

16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 69 | 17 | 178 | 0.387 | 68 | 0.2 | 0.6 | 32.083 | D |
| B-AD | 238 | 60 | 297 | 0.802 | 230 | 1.2 | 3.2 | 49.282 | E |
| A-BCD | 69 | 17 | 1010 | 0.068 | 69 | 0.1 | 0.1 | 3.838 | A |
| A-B | 176 | 44 | | | 176 | | | | |
| A-C | 463 | 116 | | | 463 | | | | |
| D-AB | 70 | 17 | 318 | 0.219 | 69 | 0.2 | 0.3 | 14.432 | B |
| D-BC | 35 | 9 | 246 | 0.142 | 35 | 0.1 | 0.2 | 17.012 | C |
| C-ABD | 79 | 20 | 1028 | 0.077 | 78 | 0.1 | 0.1 | 3.805 | A |
| C-D | 6 | 2 | | | 6 | | | | |
| C-A | 676 | 169 | | | 676 | | | | |

16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 70 | 17 | 168 | 0.416 | 69 | 0.6 | 0.7 | 36.421 | E |
| B-AD | 237 | 59 | 297 | 0.800 | 236 | 3.2 | 3.5 | 57.214 | F |
| A-BCD | 69 | 17 | 1010 | 0.068 | 69 | 0.1 | 0.1 | 3.841 | A |
| A-B | 176 | 44 | | | 176 | | | | |
| A-C | 463 | 116 | | | 463 | | | | |
| D-AB | 70 | 17 | 318 | 0.219 | 70 | 0.3 | 0.3 | 14.484 | B |
| D-BC | 35 | 9 | 246 | 0.142 | 35 | 0.2 | 0.2 | 17.061 | C |
| C-ABD | 79 | 20 | 1028 | 0.077 | 79 | 0.1 | 0.1 | 3.810 | A |
| C-D | 6 | 2 | | | 6 | | | | |
| C-A | 676 | 169 | | | 676 | | | | |

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 51 | 13 | 272 | 0.189 | 53 | 0.7 | 0.2 | 16.594 | C |
| B-AD | 200 | 50 | 353 | 0.565 | 208 | 3.5 | 1.4 | 26.212 | D |
| A-BCD | 44 | 11 | 945 | 0.047 | 45 | 0.1 | 0.1 | 4.011 | A |
| A-B | 147 | 37 | | | 147 | | | | |
| A-C | 386 | 97 | | | 386 | | | | |
| D-AB | 57 | 14 | 368 | 0.154 | 57 | 0.3 | 0.2 | 11.582 | B |
| D-BC | 29 | 7 | 294 | 0.097 | 29 | 0.2 | 0.1 | 13.573 | B |
| C-ABD | 50 | 12 | 949 | 0.052 | 50 | 0.1 | 0.1 | 4.018 | A |
| C-D | 5 | 1 | | | 5 | | | | |
| C-A | 567 | 142 | | | 567 | | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD | 40 | 10 | 326 | 0.122 | 40 | 0.2 | 0.1 | 12.618 | B |
| B-AD | 170 | 43 | 393 | 0.433 | 173 | 1.4 | 0.8 | 16.572 | C |
| A-BCD | 32 | 8 | 902 | 0.035 | 32 | 0.1 | 0.0 | 4.152 | A |
| A-B | 125 | 31 | | | 125 | | | | |
| A-C | 328 | 82 | | | 328 | | | | |
| D-AB | 48 | 12 | 403 | 0.118 | 48 | 0.2 | 0.1 | 10.128 | B |
| D-BC | 24 | 6 | 329 | 0.073 | 24 | 0.1 | 0.1 | 11.804 | B |
| C-ABD | 35 | 9 | 895 | 0.039 | 35 | 0.1 | 0.1 | 4.195 | A |
| C-D | 4 | 1 | | | 4 | | | | |
| C-A | 481 | 120 | | | 481 | | | | |

| |
|--|
| Junctions 9 |
| ARCADY 9 - Roundabout Module |
| Version: 9.5.2.1013 © Copyright TRL Limited, 2019 |
| For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: J4 - A6195 Dearne Valley Parkway - Hemingfield Road Roundabout.j9
Path: O:\Pit Lane, Wombwell\ANALYSIS\CAPACITY\Roundabouts
Report generation date: 23/01/2025 09:11:30

- »2024 Survey, AM
- »2024 Survey, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Design, AM
- »2031 Design, PM

Summary of junction performance

| | AM | | | PM | | |
|-------------------------------------|-------------|-----------|------|-------------|-----------|------|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| 2024 Survey | | | | | | |
| 1 - Hemingfield Road (N) | 0.4 | 5.89 | 0.26 | 0.5 | 6.84 | 0.33 |
| 2 - A1695 Dearne Valley Parkway (E) | 1.5 | 4.50 | 0.59 | 2.3 | 5.89 | 0.70 |
| 3 - Hemingfield Road (S) | 0.3 | 5.02 | 0.24 | 0.3 | 5.11 | 0.21 |
| 4 - A6195 Dearne Valley Parkway (W) | 1.1 | 3.51 | 0.51 | 1.4 | 4.06 | 0.58 |
| 2031 Base | | | | | | |
| 1 - Hemingfield Road (N) | 0.5 | 6.56 | 0.31 | 0.6 | 7.81 | 0.38 |
| 2 - A1695 Dearne Valley Parkway (E) | 1.9 | 5.09 | 0.64 | 3.1 | 7.31 | 0.75 |
| 3 - Hemingfield Road (S) | 0.4 | 5.44 | 0.27 | 0.3 | 5.61 | 0.24 |
| 4 - A6195 Dearne Valley Parkway (W) | 1.3 | 3.83 | 0.55 | 1.7 | 4.63 | 0.63 |
| 2031 Design | | | | | | |
| 1 - Hemingfield Road (N) | 0.5 | 6.93 | 0.35 | 0.6 | 8.02 | 0.39 |
| 2 - A1695 Dearne Valley Parkway (E) | 1.9 | 5.18 | 0.64 | 3.3 | 7.67 | 0.77 |
| 3 - Hemingfield Road (S) | 0.4 | 5.50 | 0.27 | 0.3 | 5.74 | 0.25 |
| 4 - A6195 Dearne Valley Parkway (W) | 1.3 | 3.86 | 0.55 | 1.8 | 4.73 | 0.64 |

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

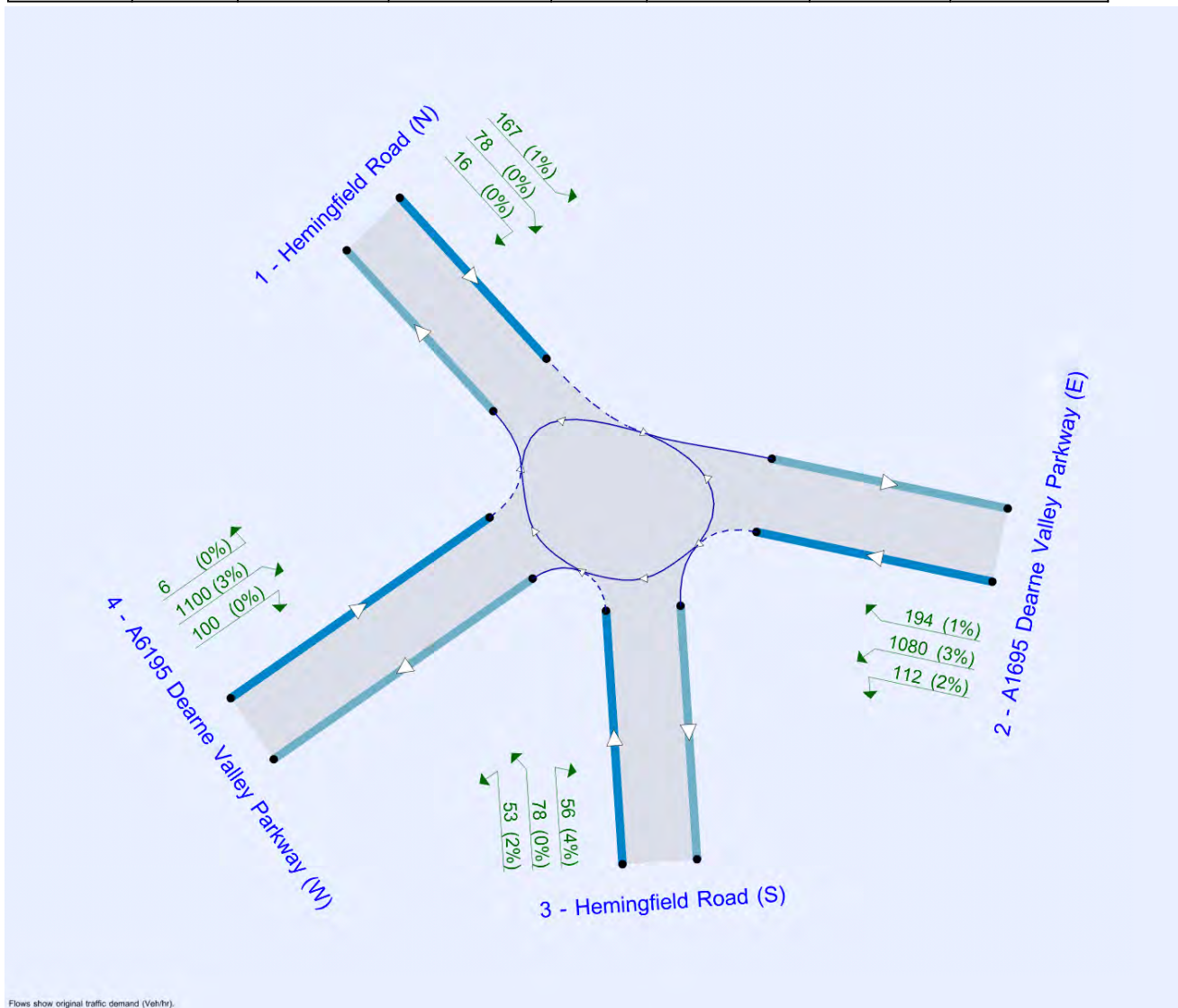
File summary

File Description

| | |
|-------------|---------------|
| Title | |
| Location | |
| Site number | |
| Date | 23/12/2024 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | OPTIMA\OPTIMA |
| 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 | Veh | PCU | perHour | s | -Min | perMin |



Analysis Options

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

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2024 Survey | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D2 | 2024 Survey | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |
| D3 | 2031 Base | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D4 | 2031 Base | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |
| D5 | 2031 Design | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D6 | 2031 Design | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

Analysis Set Details

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

2024 Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | J4 - Hemingfield Road Roundabout | Standard Roundabout | | 1, 2, 3, 4 | 4.26 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description |
|-----|---------------------------------|-------------|
| 1 | Hemingfield Road (N) | |
| 2 | A1695 Dearne Valley Parkway (E) | |
| 3 | Hemingfield Road (S) | |
| 4 | A6195 Dearne Valley Parkway (W) | |

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 - Hemingfield Road (N) | 3.10 | 5.70 | 8.6 | 30.7 | 78.1 | 32.0 | |
| 2 - A1695 Dearne Valley Parkway (E) | 7.60 | 7.70 | 1.0 | 18.9 | 78.1 | 49.0 | |
| 3 - Hemingfield Road (S) | 3.90 | 6.70 | 5.6 | 25.3 | 78.1 | 34.0 | |
| 4 - A6195 Dearne Valley Parkway (W) | 7.40 | 8.90 | 8.9 | 19.0 | 78.1 | 50.0 | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/hr) |
|-------------------------------------|-------------|--------------------------|
| 1 - Hemingfield Road (N) | 0.428 | 1353 |
| 2 - A1695 Dearne Valley Parkway (E) | 0.531 | 2166 |
| 3 - Hemingfield Road (S) | 0.447 | 1503 |
| 4 - A6195 Dearne Valley Parkway (W) | 0.558 | 2355 |

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2024 Survey | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Hemingfield Road (N) | | ONE HOUR | ✓ | 200 | 100.000 |
| 2 - A1695 Dearne Valley Parkway (E) | | ONE HOUR | ✓ | 1055 | 100.000 |
| 3 - Hemingfield Road (S) | | ONE HOUR | ✓ | 206 | 100.000 |
| 4 - A6195 Dearne Valley Parkway (W) | | ONE HOUR | ✓ | 961 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 3 | 114 | 68 | 15 |
| | 2 - A1695 Dearne Valley Parkway (E) | 79 | 4 | 40 | 932 |
| | 3 - Hemingfield Road (S) | 67 | 49 | 0 | 90 |
| | 4 - A6195 Dearne Valley Parkway (W) | 3 | 917 | 39 | 2 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 0 | 1 | 3 | 0 |
| | 2 - A1695 Dearne Valley Parkway (E) | 1 | 0 | 8 | 7 |
| | 3 - Hemingfield Road (S) | 1 | 6 | 0 | 0 |
| | 4 - A6195 Dearne Valley Parkway (W) | 0 | 7 | 5 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Hemingfield Road (N) | 0.26 | 5.89 | 0.4 | A | 186 | 280 |
| 2 - A1695 Dearne Valley Parkway (E) | 0.59 | 4.50 | 1.5 | A | 1032 | 1547 |
| 3 - Hemingfield Road (S) | 0.24 | 5.02 | 0.3 | A | 192 | 289 |
| 4 - A6195 Dearne Valley Parkway (W) | 0.51 | 3.51 | 1.1 | A | 943 | 1414 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 153 | 38 | 811 | 1006 | 0.152 | 152 | 115 | 0.0 | 0.2 | 4.278 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 846 | 212 | 98 | 2114 | 0.400 | 844 | 865 | 0.0 | 0.7 | 3.014 | A |
| 3 - Hemingfield Road (S) | 158 | 39 | 826 | 1133 | 0.139 | 157 | 116 | 0.0 | 0.2 | 3.751 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 773 | 193 | 155 | 2268 | 0.341 | 771 | 828 | 0.0 | 0.6 | 2.566 | A |

07:45 - 08:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 183 | 46 | 970 | 938 | 0.195 | 182 | 138 | 0.2 | 0.2 | 4.838 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1011 | 253 | 118 | 2103 | 0.480 | 1010 | 1035 | 0.7 | 1.0 | 3.504 | A |
| 3 - Hemingfield Road (S) | 188 | 47 | 989 | 1061 | 0.178 | 188 | 138 | 0.2 | 0.2 | 4.197 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 923 | 231 | 185 | 2251 | 0.410 | 923 | 992 | 0.6 | 0.7 | 2.894 | A |

08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 224 | 56 | 1188 | 845 | 0.265 | 223 | 169 | 0.2 | 0.4 | 5.877 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1238 | 309 | 144 | 2089 | 0.592 | 1236 | 1267 | 1.0 | 1.5 | 4.481 | A |
| 3 - Hemingfield Road (S) | 231 | 58 | 1210 | 962 | 0.240 | 230 | 169 | 0.2 | 0.3 | 5.006 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1131 | 283 | 227 | 2228 | 0.508 | 1129 | 1214 | 0.7 | 1.1 | 3.497 | A |

08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 224 | 56 | 1189 | 845 | 0.265 | 224 | 169 | 0.4 | 0.4 | 5.890 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1238 | 309 | 144 | 2089 | 0.592 | 1238 | 1269 | 1.5 | 1.5 | 4.505 | A |
| 3 - Hemingfield Road (S) | 231 | 58 | 1212 | 961 | 0.240 | 231 | 170 | 0.3 | 0.3 | 5.017 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1131 | 283 | 227 | 2228 | 0.508 | 1131 | 1216 | 1.1 | 1.1 | 3.506 | A |

08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 183 | 46 | 972 | 937 | 0.195 | 183 | 138 | 0.4 | 0.2 | 4.852 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1011 | 253 | 118 | 2103 | 0.481 | 1013 | 1038 | 1.5 | 1.0 | 3.527 | A |
| 3 - Hemingfield Road (S) | 188 | 47 | 992 | 1059 | 0.178 | 189 | 139 | 0.3 | 0.2 | 4.210 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 923 | 231 | 186 | 2251 | 0.410 | 925 | 995 | 1.1 | 0.7 | 2.903 | A |

08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 153 | 38 | 814 | 1005 | 0.152 | 153 | 116 | 0.2 | 0.2 | 4.296 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 846 | 212 | 99 | 2113 | 0.400 | 847 | 868 | 1.0 | 0.7 | 3.032 | A |
| 3 - Hemingfield Road (S) | 158 | 39 | 830 | 1132 | 0.139 | 158 | 116 | 0.2 | 0.2 | 3.765 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 773 | 193 | 156 | 2268 | 0.341 | 774 | 832 | 0.7 | 0.6 | 2.578 | A |

2024 Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | J4 - Hemingfield Road Roundabout | Standard Roundabout | | 1, 2, 3, 4 | 5.18 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2024 Survey | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Hemingfield Road (N) | | ONE HOUR | ✓ | 231 | 100.000 |
| 2 - A1695 Dearne Valley Parkway (E) | | ONE HOUR | ✓ | 1267 | 100.000 |
| 3 - Hemingfield Road (S) | | ONE HOUR | ✓ | 169 | 100.000 |
| 4 - A6195 Dearne Valley Parkway (W) | | ONE HOUR | ✓ | 1124 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 2 | 143 | 71 | 15 |
| | 2 - A1695 Dearne Valley Parkway (E) | 154 | 3 | 104 | 1006 |
| | 3 - Hemingfield Road (S) | 68 | 52 | 0 | 49 |
| | 4 - A6195 Dearne Valley Parkway (W) | 6 | 1024 | 93 | 1 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 0 | 1 | 0 | 0 |
| | 2 - A1695 Dearne Valley Parkway (E) | 1 | 0 | 2 | 3 |
| | 3 - Hemingfield Road (S) | 0 | 4 | 0 | 2 |
| | 4 - A6195 Dearne Valley Parkway (W) | 0 | 3 | 0 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Hemingfield Road (N) | 0.33 | 6.84 | 0.5 | A | 213 | 320 |
| 2 - A1695 Dearne Valley Parkway (E) | 0.70 | 5.89 | 2.3 | A | 1194 | 1790 |
| 3 - Hemingfield Road (S) | 0.21 | 5.11 | 0.3 | A | 158 | 237 |
| 4 - A6195 Dearne Valley Parkway (W) | 0.58 | 4.06 | 1.4 | A | 1060 | 1589 |

Main Results for each time segment

16:00 - 16:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 175 | 44 | 905 | 966 | 0.181 | 174 | 174 | 0.0 | 0.2 | 4.569 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 979 | 245 | 136 | 2093 | 0.468 | 976 | 943 | 0.0 | 0.9 | 3.296 | A |
| 3 - Hemingfield Road (S) | 130 | 32 | 910 | 1096 | 0.118 | 129 | 203 | 0.0 | 0.1 | 3.788 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 869 | 217 | 212 | 2237 | 0.389 | 867 | 827 | 0.0 | 0.7 | 2.695 | A |

16:15 - 16:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 209 | 52 | 1083 | 890 | 0.235 | 209 | 208 | 0.2 | 0.3 | 5.314 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1169 | 292 | 163 | 2079 | 0.562 | 1168 | 1128 | 0.9 | 1.3 | 4.048 | A |
| 3 - Hemingfield Road (S) | 155 | 39 | 1089 | 1016 | 0.152 | 154 | 242 | 0.1 | 0.2 | 4.253 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1038 | 260 | 254 | 2213 | 0.469 | 1037 | 989 | 0.7 | 0.9 | 3.141 | A |

16:30 - 16:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 256 | 64 | 1325 | 786 | 0.325 | 255 | 254 | 0.3 | 0.5 | 6.813 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1432 | 358 | 200 | 2060 | 0.695 | 1428 | 1381 | 1.3 | 2.3 | 5.815 | A |
| 3 - Hemingfield Road (S) | 189 | 47 | 1332 | 907 | 0.209 | 189 | 297 | 0.2 | 0.3 | 5.099 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1271 | 318 | 310 | 2182 | 0.583 | 1269 | 1210 | 0.9 | 1.4 | 4.045 | A |

16:45 - 17:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 256 | 64 | 1328 | 785 | 0.326 | 256 | 255 | 0.5 | 0.5 | 6.841 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1432 | 358 | 200 | 2059 | 0.695 | 1432 | 1383 | 2.3 | 2.3 | 5.889 | A |
| 3 - Hemingfield Road (S) | 189 | 47 | 1335 | 906 | 0.209 | 189 | 297 | 0.3 | 0.3 | 5.115 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1271 | 318 | 311 | 2181 | 0.583 | 1271 | 1213 | 1.4 | 1.4 | 4.064 | A |

17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 209 | 52 | 1086 | 889 | 0.235 | 210 | 209 | 0.5 | 0.3 | 5.342 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1169 | 292 | 164 | 2079 | 0.563 | 1173 | 1132 | 2.3 | 1.3 | 4.099 | A |
| 3 - Hemingfield Road (S) | 155 | 39 | 1094 | 1014 | 0.153 | 155 | 243 | 0.3 | 0.2 | 4.271 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1038 | 260 | 255 | 2213 | 0.469 | 1040 | 994 | 1.4 | 0.9 | 3.158 | A |

17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 175 | 44 | 909 | 964 | 0.181 | 175 | 175 | 0.3 | 0.2 | 4.592 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 979 | 245 | 137 | 2093 | 0.468 | 981 | 947 | 1.3 | 0.9 | 3.328 | A |
| 3 - Hemingfield Road (S) | 130 | 32 | 915 | 1094 | 0.118 | 130 | 204 | 0.2 | 0.1 | 3.801 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 869 | 217 | 213 | 2236 | 0.389 | 870 | 831 | 0.9 | 0.7 | 2.711 | A |

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | J4 - Hemingfield Road Roundabout | Standard Roundabout | | 1, 2, 3, 4 | 4.74 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2031 Base | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Hemingfield Road (N) | | ONE HOUR | ✓ | 224 | 100.000 |
| 2 - A1695 Dearne Valley Parkway (E) | | ONE HOUR | ✓ | 1134 | 100.000 |
| 3 - Hemingfield Road (S) | | ONE HOUR | ✓ | 221 | 100.000 |
| 4 - A6195 Dearne Valley Parkway (W) | | ONE HOUR | ✓ | 1030 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 3 | 131 | 74 | 16 |
| | 2 - A1695 Dearne Valley Parkway (E) | 88 | 4 | 43 | 999 |
| | 3 - Hemingfield Road (S) | 72 | 53 | 0 | 96 |
| | 4 - A6195 Dearne Valley Parkway (W) | 3 | 983 | 42 | 2 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 0 | 1 | 3 | 0 |
| | 2 - A1695 Dearne Valley Parkway (E) | 1 | 0 | 8 | 7 |
| | 3 - Hemingfield Road (S) | 1 | 6 | 0 | 0 |
| | 4 - A6195 Dearne Valley Parkway (W) | 0 | 7 | 5 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Hemingfield Road (N) | 0.31 | 6.56 | 0.5 | A | 209 | 313 |
| 2 - A1695 Dearne Valley Parkway (E) | 0.64 | 5.09 | 1.9 | A | 1109 | 1663 |
| 3 - Hemingfield Road (S) | 0.27 | 5.44 | 0.4 | A | 206 | 310 |
| 4 - A6195 Dearne Valley Parkway (W) | 0.55 | 3.83 | 1.3 | A | 1010 | 1515 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 171 | 43 | 869 | 981 | 0.175 | 170 | 126 | 0.0 | 0.2 | 4.504 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 910 | 227 | 106 | 2110 | 0.431 | 906 | 934 | 0.0 | 0.8 | 3.180 | A |
| 3 - Hemingfield Road (S) | 169 | 42 | 887 | 1106 | 0.153 | 169 | 125 | 0.0 | 0.2 | 3.908 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 829 | 207 | 169 | 2261 | 0.367 | 826 | 887 | 0.0 | 0.6 | 2.678 | A |

07:45 - 08:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 205 | 51 | 1040 | 908 | 0.225 | 204 | 150 | 0.2 | 0.3 | 5.191 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1086 | 272 | 127 | 2098 | 0.518 | 1085 | 1117 | 0.8 | 1.1 | 3.779 | A |
| 3 - Hemingfield Road (S) | 202 | 51 | 1062 | 1028 | 0.197 | 202 | 150 | 0.2 | 0.2 | 4.434 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 990 | 247 | 202 | 2242 | 0.441 | 989 | 1062 | 0.6 | 0.8 | 3.068 | A |

08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 251 | 63 | 1273 | 809 | 0.310 | 250 | 184 | 0.3 | 0.5 | 6.539 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1330 | 333 | 155 | 2083 | 0.639 | 1327 | 1368 | 1.1 | 1.9 | 5.054 | A |
| 3 - Hemingfield Road (S) | 248 | 62 | 1299 | 922 | 0.269 | 247 | 183 | 0.2 | 0.4 | 5.426 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1212 | 303 | 247 | 2217 | 0.547 | 1210 | 1300 | 0.8 | 1.3 | 3.816 | A |

08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 251 | 63 | 1275 | 808 | 0.310 | 251 | 185 | 0.5 | 0.5 | 6.561 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1330 | 333 | 156 | 2083 | 0.639 | 1330 | 1370 | 1.9 | 1.9 | 5.093 | A |
| 3 - Hemingfield Road (S) | 248 | 62 | 1302 | 921 | 0.269 | 248 | 184 | 0.4 | 0.4 | 5.443 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1212 | 303 | 247 | 2217 | 0.547 | 1212 | 1302 | 1.3 | 1.3 | 3.829 | A |

08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 205 | 51 | 1043 | 907 | 0.226 | 205 | 151 | 0.5 | 0.3 | 5.215 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1086 | 272 | 127 | 2098 | 0.518 | 1089 | 1121 | 1.9 | 1.2 | 3.810 | A |
| 3 - Hemingfield Road (S) | 202 | 51 | 1066 | 1026 | 0.197 | 203 | 150 | 0.4 | 0.3 | 4.451 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 990 | 247 | 203 | 2242 | 0.441 | 991 | 1066 | 1.3 | 0.8 | 3.083 | A |

08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 171 | 43 | 873 | 980 | 0.175 | 172 | 126 | 0.3 | 0.2 | 4.525 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 910 | 227 | 107 | 2109 | 0.431 | 911 | 938 | 1.2 | 0.8 | 3.206 | A |
| 3 - Hemingfield Road (S) | 169 | 42 | 892 | 1104 | 0.153 | 170 | 126 | 0.3 | 0.2 | 3.921 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 829 | 207 | 169 | 2260 | 0.367 | 830 | 892 | 0.8 | 0.6 | 2.690 | A |

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | J4 - Hemingfield Road Roundabout | Standard Roundabout | | 1, 2, 3, 4 | 6.17 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2031 Base | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Hemingfield Road (N) | | ONE HOUR | ✓ | 252 | 100.000 |
| 2 - A1695 Dearne Valley Parkway (E) | | ONE HOUR | ✓ | 1368 | 100.000 |
| 3 - Hemingfield Road (S) | | ONE HOUR | ✓ | 183 | 100.000 |
| 4 - A6195 Dearne Valley Parkway (W) | | ONE HOUR | ✓ | 1207 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 2 | 157 | 77 | 16 |
| | 2 - A1695 Dearne Valley Parkway (E) | 173 | 3 | 112 | 1080 |
| | 3 - Hemingfield Road (S) | 74 | 56 | 0 | 53 |
| | 4 - A6195 Dearne Valley Parkway (W) | 6 | 1100 | 100 | 1 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 0 | 1 | 0 | 0 |
| | 2 - A1695 Dearne Valley Parkway (E) | 1 | 0 | 2 | 3 |
| | 3 - Hemingfield Road (S) | 0 | 4 | 0 | 2 |
| | 4 - A6195 Dearne Valley Parkway (W) | 0 | 3 | 0 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Hemingfield Road (N) | 0.38 | 7.81 | 0.6 | A | 233 | 349 |
| 2 - A1695 Dearne Valley Parkway (E) | 0.75 | 7.31 | 3.1 | A | 1289 | 1933 |
| 3 - Hemingfield Road (S) | 0.24 | 5.61 | 0.3 | A | 171 | 256 |
| 4 - A6195 Dearne Valley Parkway (W) | 0.63 | 4.63 | 1.7 | A | 1138 | 1707 |

Main Results for each time segment

16:00 - 16:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 191 | 48 | 972 | 937 | 0.204 | 190 | 192 | 0.0 | 0.3 | 4.840 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1057 | 264 | 147 | 2088 | 0.506 | 1053 | 1015 | 0.0 | 1.0 | 3.557 | A |
| 3 - Hemingfield Road (S) | 140 | 35 | 982 | 1064 | 0.132 | 140 | 218 | 0.0 | 0.2 | 3.963 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 934 | 233 | 234 | 2224 | 0.420 | 931 | 887 | 0.0 | 0.7 | 2.853 | A |

16:15 - 16:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 228 | 57 | 1163 | 856 | 0.266 | 228 | 230 | 0.3 | 0.4 | 5.763 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1262 | 316 | 176 | 2072 | 0.609 | 1260 | 1215 | 1.0 | 1.6 | 4.539 | A |
| 3 - Hemingfield Road (S) | 167 | 42 | 1175 | 978 | 0.171 | 167 | 261 | 0.2 | 0.2 | 4.522 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1115 | 279 | 280 | 2199 | 0.507 | 1113 | 1062 | 0.7 | 1.0 | 3.406 | A |

16:30 - 16:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 279 | 70 | 1423 | 744 | 0.375 | 278 | 282 | 0.4 | 0.6 | 7.756 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1546 | 387 | 215 | 2052 | 0.754 | 1540 | 1486 | 1.6 | 3.0 | 7.146 | A |
| 3 - Hemingfield Road (S) | 205 | 51 | 1436 | 861 | 0.238 | 205 | 320 | 0.2 | 0.3 | 5.581 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1365 | 341 | 342 | 2164 | 0.631 | 1363 | 1298 | 1.0 | 1.7 | 4.600 | A |

16:45 - 17:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 279 | 70 | 1426 | 743 | 0.376 | 279 | 283 | 0.6 | 0.6 | 7.806 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1546 | 387 | 216 | 2051 | 0.754 | 1546 | 1489 | 3.0 | 3.1 | 7.307 | A |
| 3 - Hemingfield Road (S) | 205 | 51 | 1441 | 858 | 0.239 | 205 | 321 | 0.3 | 0.3 | 5.608 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1365 | 341 | 343 | 2163 | 0.631 | 1365 | 1303 | 1.7 | 1.7 | 4.634 | A |

17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 228 | 57 | 1167 | 854 | 0.267 | 229 | 232 | 0.6 | 0.4 | 5.805 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1262 | 316 | 177 | 2072 | 0.609 | 1268 | 1219 | 3.1 | 1.6 | 4.633 | A |
| 3 - Hemingfield Road (S) | 167 | 42 | 1182 | 974 | 0.172 | 168 | 263 | 0.3 | 0.2 | 4.547 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1115 | 279 | 282 | 2198 | 0.507 | 1117 | 1069 | 1.7 | 1.1 | 3.431 | A |

17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 191 | 48 | 976 | 936 | 0.204 | 191 | 194 | 0.4 | 0.3 | 4.872 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1057 | 264 | 148 | 2087 | 0.507 | 1060 | 1020 | 1.6 | 1.1 | 3.602 | A |
| 3 - Hemingfield Road (S) | 140 | 35 | 988 | 1061 | 0.132 | 140 | 220 | 0.2 | 0.2 | 3.982 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 934 | 233 | 235 | 2224 | 0.420 | 935 | 893 | 1.1 | 0.7 | 2.874 | A |

2031 Design, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | J4 - Hemingfield Road Roundabout | Standard Roundabout | | 1, 2, 3, 4 | 4.84 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | 2031 Design | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Hemingfield Road (N) | | ONE HOUR | ✓ | 251 | 100.000 |
| 2 - A1695 Dearne Valley Parkway (E) | | ONE HOUR | ✓ | 1143 | 100.000 |
| 3 - Hemingfield Road (S) | | ONE HOUR | ✓ | 223 | 100.000 |
| 4 - A6195 Dearne Valley Parkway (W) | | ONE HOUR | ✓ | 1030 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 3 | 154 | 78 | 16 |
| | 2 - A1695 Dearne Valley Parkway (E) | 97 | 4 | 43 | 999 |
| | 3 - Hemingfield Road (S) | 74 | 53 | 0 | 96 |
| | 4 - A6195 Dearne Valley Parkway (W) | 3 | 983 | 42 | 2 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 0 | 1 | 3 | 0 |
| | 2 - A1695 Dearne Valley Parkway (E) | 1 | 0 | 8 | 7 |
| | 3 - Hemingfield Road (S) | 1 | 6 | 0 | 0 |
| | 4 - A6195 Dearne Valley Parkway (W) | 0 | 7 | 5 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Hemingfield Road (N) | 0.35 | 6.93 | 0.5 | A | 234 | 351 |
| 2 - A1695 Dearne Valley Parkway (E) | 0.64 | 5.18 | 1.9 | A | 1117 | 1676 |
| 3 - Hemingfield Road (S) | 0.27 | 5.50 | 0.4 | A | 208 | 312 |
| 4 - A6195 Dearne Valley Parkway (W) | 0.55 | 3.86 | 1.3 | A | 1010 | 1515 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 192 | 48 | 869 | 981 | 0.196 | 191 | 134 | 0.0 | 0.2 | 4.619 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 916 | 229 | 109 | 2108 | 0.435 | 913 | 951 | 0.0 | 0.8 | 3.202 | A |
| 3 - Hemingfield Road (S) | 171 | 43 | 894 | 1103 | 0.155 | 170 | 128 | 0.0 | 0.2 | 3.923 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 829 | 207 | 177 | 2256 | 0.367 | 826 | 887 | 0.0 | 0.6 | 2.686 | A |

07:45 - 08:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 229 | 57 | 1040 | 908 | 0.252 | 229 | 160 | 0.2 | 0.3 | 5.377 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1094 | 274 | 131 | 2097 | 0.522 | 1093 | 1138 | 0.8 | 1.2 | 3.815 | A |
| 3 - Hemingfield Road (S) | 204 | 51 | 1070 | 1024 | 0.199 | 204 | 153 | 0.2 | 0.3 | 4.463 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 990 | 247 | 212 | 2237 | 0.442 | 989 | 1062 | 0.6 | 0.8 | 3.082 | A |

08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 281 | 70 | 1273 | 809 | 0.347 | 280 | 196 | 0.3 | 0.5 | 6.904 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1340 | 335 | 160 | 2081 | 0.644 | 1337 | 1393 | 1.2 | 1.9 | 5.135 | A |
| 3 - Hemingfield Road (S) | 250 | 62 | 1309 | 917 | 0.272 | 249 | 188 | 0.3 | 0.4 | 5.480 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1212 | 303 | 259 | 2210 | 0.548 | 1210 | 1300 | 0.8 | 1.3 | 3.841 | A |

08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 281 | 70 | 1275 | 808 | 0.347 | 281 | 197 | 0.5 | 0.5 | 6.933 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1340 | 335 | 160 | 2081 | 0.644 | 1340 | 1396 | 1.9 | 1.9 | 5.177 | A |
| 3 - Hemingfield Road (S) | 250 | 62 | 1312 | 916 | 0.273 | 250 | 188 | 0.4 | 0.4 | 5.497 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1212 | 303 | 260 | 2210 | 0.548 | 1212 | 1302 | 1.3 | 1.3 | 3.856 | A |

08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 229 | 57 | 1043 | 907 | 0.253 | 230 | 161 | 0.5 | 0.3 | 5.404 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1094 | 274 | 131 | 2096 | 0.522 | 1097 | 1142 | 1.9 | 1.2 | 3.850 | A |
| 3 - Hemingfield Road (S) | 204 | 51 | 1074 | 1022 | 0.200 | 204 | 154 | 0.4 | 0.3 | 4.481 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 990 | 247 | 213 | 2236 | 0.443 | 991 | 1066 | 1.3 | 0.9 | 3.094 | A |

08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 192 | 48 | 873 | 980 | 0.196 | 192 | 135 | 0.3 | 0.2 | 4.645 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 916 | 229 | 110 | 2108 | 0.435 | 918 | 955 | 1.2 | 0.8 | 3.225 | A |
| 3 - Hemingfield Road (S) | 171 | 43 | 899 | 1101 | 0.155 | 171 | 129 | 0.3 | 0.2 | 3.942 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 829 | 207 | 178 | 2256 | 0.367 | 830 | 892 | 0.9 | 0.6 | 2.701 | A |

2031 Design, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | J4 - Hemingfield Road Roundabout | Standard Roundabout | | 1, 2, 3, 4 | 6.41 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2031 Design | PM | ONE HOUR | 16:00 | 17:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-------------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Hemingfield Road (N) | | ONE HOUR | ✓ | 263 | 100.000 |
| 2 - A1695 Dearne Valley Parkway (E) | | ONE HOUR | ✓ | 1389 | 100.000 |
| 3 - Hemingfield Road (S) | | ONE HOUR | ✓ | 187 | 100.000 |
| 4 - A6195 Dearne Valley Parkway (W) | | ONE HOUR | ✓ | 1207 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 2 | 167 | 78 | 16 |
| | 2 - A1695 Dearne Valley Parkway (E) | 194 | 3 | 112 | 1080 |
| | 3 - Hemingfield Road (S) | 78 | 56 | 0 | 53 |
| | 4 - A6195 Dearne Valley Parkway (W) | 6 | 1100 | 100 | 1 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | 1 - Hemingfield Road (N) | 2 - A1695 Dearne Valley Parkway (E) | 3 - Hemingfield Road (S) | 4 - A6195 Dearne Valley Parkway (W) |
| From | 1 - Hemingfield Road (N) | 0 | 1 | 0 | 0 |
| | 2 - A1695 Dearne Valley Parkway (E) | 1 | 0 | 2 | 3 |
| | 3 - Hemingfield Road (S) | 0 | 4 | 0 | 2 |
| | 4 - A6195 Dearne Valley Parkway (W) | 0 | 3 | 0 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Hemingfield Road (N) | 0.39 | 8.02 | 0.6 | A | 243 | 364 |
| 2 - A1695 Dearne Valley Parkway (E) | 0.77 | 7.67 | 3.3 | A | 1308 | 1962 |
| 3 - Hemingfield Road (S) | 0.25 | 5.74 | 0.3 | A | 175 | 262 |
| 4 - A6195 Dearne Valley Parkway (W) | 0.64 | 4.73 | 1.8 | A | 1138 | 1707 |

Main Results for each time segment

16:00 - 16:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 199 | 50 | 972 | 937 | 0.213 | 198 | 211 | 0.0 | 0.3 | 4.893 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1073 | 268 | 148 | 2087 | 0.514 | 1069 | 1022 | 0.0 | 1.1 | 3.613 | A |
| 3 - Hemingfield Road (S) | 143 | 36 | 998 | 1057 | 0.136 | 143 | 219 | 0.0 | 0.2 | 4.005 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 934 | 233 | 253 | 2214 | 0.422 | 931 | 887 | 0.0 | 0.7 | 2.876 | A |

16:15 - 16:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 238 | 59 | 1163 | 856 | 0.278 | 237 | 253 | 0.3 | 0.4 | 5.857 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1282 | 320 | 177 | 2072 | 0.619 | 1279 | 1224 | 1.1 | 1.6 | 4.648 | A |
| 3 - Hemingfield Road (S) | 171 | 43 | 1194 | 969 | 0.177 | 171 | 262 | 0.2 | 0.2 | 4.588 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1115 | 279 | 303 | 2186 | 0.510 | 1113 | 1062 | 0.7 | 1.1 | 3.443 | A |

16:30 - 16:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 291 | 73 | 1423 | 744 | 0.391 | 290 | 309 | 0.4 | 0.6 | 7.960 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1570 | 392 | 216 | 2051 | 0.765 | 1563 | 1497 | 1.6 | 3.2 | 7.478 | A |
| 3 - Hemingfield Road (S) | 210 | 52 | 1459 | 851 | 0.246 | 209 | 321 | 0.2 | 0.3 | 5.707 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1365 | 341 | 370 | 2148 | 0.635 | 1362 | 1298 | 1.1 | 1.8 | 4.689 | A |

16:45 - 17:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 291 | 73 | 1426 | 743 | 0.392 | 291 | 310 | 0.6 | 0.6 | 8.018 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1570 | 392 | 217 | 2051 | 0.765 | 1569 | 1501 | 3.2 | 3.3 | 7.666 | A |
| 3 - Hemingfield Road (S) | 210 | 52 | 1465 | 848 | 0.247 | 210 | 322 | 0.3 | 0.3 | 5.736 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1365 | 341 | 371 | 2148 | 0.636 | 1365 | 1303 | 1.8 | 1.8 | 4.726 | A |

17:00 - 17:15

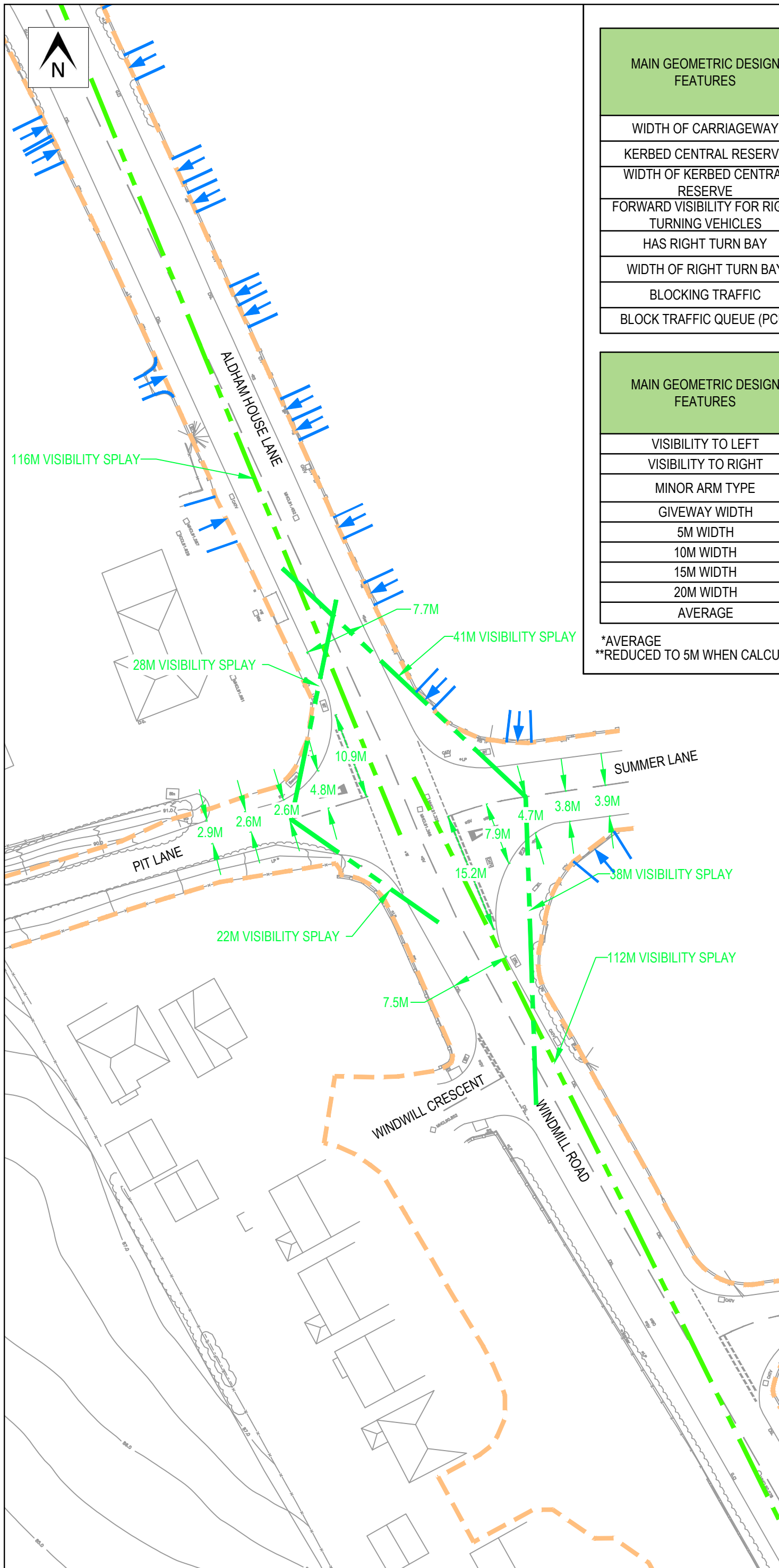
| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 238 | 59 | 1167 | 854 | 0.279 | 239 | 255 | 0.6 | 0.4 | 5.900 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1282 | 320 | 178 | 2072 | 0.619 | 1288 | 1229 | 3.3 | 1.7 | 4.754 | A |
| 3 - Hemingfield Road (S) | 171 | 43 | 1202 | 965 | 0.177 | 172 | 264 | 0.3 | 0.2 | 4.616 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 1115 | 279 | 304 | 2185 | 0.510 | 1118 | 1069 | 1.8 | 1.1 | 3.472 | A |

17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Hemingfield Road (N) | 199 | 50 | 976 | 935 | 0.213 | 200 | 213 | 0.4 | 0.3 | 4.928 | A |
| 2 - A1695 Dearne Valley Parkway (E) | 1073 | 268 | 149 | 2087 | 0.514 | 1076 | 1028 | 1.7 | 1.1 | 3.663 | A |
| 3 - Hemingfield Road (S) | 143 | 36 | 1004 | 1054 | 0.136 | 144 | 220 | 0.2 | 0.2 | 4.024 | A |
| 4 - A6195 Dearne Valley Parkway (W) | 934 | 233 | 254 | 2213 | 0.422 | 935 | 893 | 1.1 | 0.8 | 2.898 | A |

Appendix K Drawing 23081/IN/01 – Aldham House Lane/Windmill Road/Summer Lane/Pit Lane

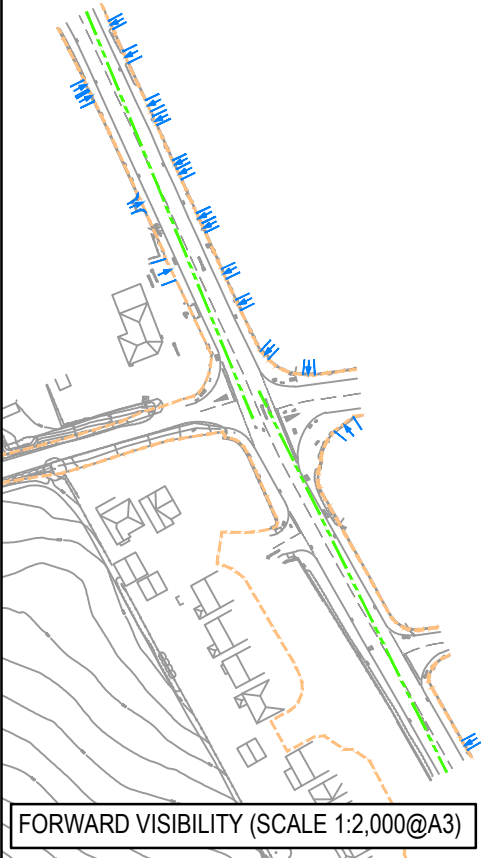




| MAIN GEOMETRIC DESIGN FEATURES | ALDHAM HOUSE LANE | WINDMILL ROAD |
|---|-------------------|---------------|
| WIDTH OF CARRIAGEWAY | 7.6M* | 7.6M* |
| KERBED CENTRAL RESERVE | N/A | N/A |
| WIDTH OF KERBED CENTRAL RESERVE | N/A | N/A |
| FORWARD VISIBILITY FOR RIGHT TURNING VEHICLES | 112M | 116M |
| HAS RIGHT TURN BAY | NO | NO |
| WIDTH OF RIGHT TURN BAY | N/A | N/A |
| BLOCKING TRAFFIC | YES | YES |
| BLOCK TRAFFIC QUEUE (PCU) | 0 | 0 |

| MAIN GEOMETRIC DESIGN FEATURES | PIT LANE | SUMMER LANE |
|--------------------------------|--------------|--------------|
| VISIBILITY TO LEFT | 28M | 38M |
| VISIBILITY TO RIGHT | 22M | 41M |
| MINOR ARM TYPE | ONE LANE | ONE LANE |
| GIVEWAY WIDTH | 10.9M (5M)** | 15.2M** (5M) |
| 5M WIDTH | 4.8M | 7.9M** (5M) |
| 10M WIDTH | 2.6M | 4.7M |
| 15M WIDTH | 2.6M | 3.8M |
| 20M WIDTH | 2.9M | 3.9M |
| AVERAGE | 3.6M | 4.5M |

*AVERAGE
**REDUCED TO 5M WHEN CALCULATING AVERAGE



TITLE
PIT LANE, WOMBWELL - ALDHAM HOUSE LANE/
WINDMILL ROAD/SUMMER LANE/PIT LANE -
EXISTING HIGHWAY LAYOUT AND PICADY DIMS

REF
23081/IN/01

SCALE
1:250@A3



Appendix L Drawing 23081/IN/02 – Hough Lane/Windmill Road



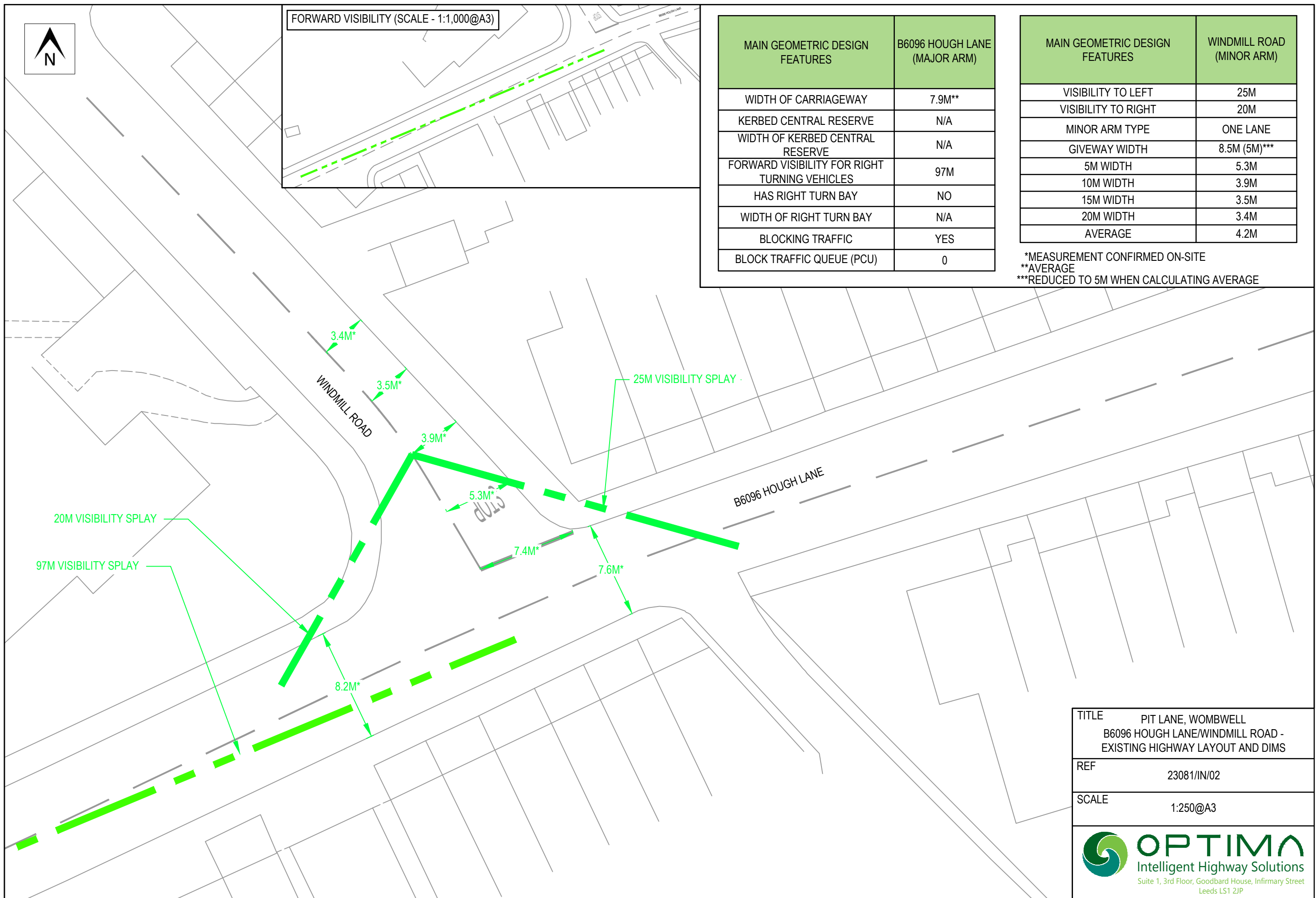


FORWARD VISIBILITY (SCALE - 1:1,000@A3)

| MAIN GEOMETRIC DESIGN FEATURES | B6096 HOUGH LANE (MAJOR ARM) |
|---|------------------------------|
| WIDTH OF CARRIAGEWAY | 7.9M** |
| KERBED CENTRAL RESERVE | N/A |
| WIDTH OF KERBED CENTRAL RESERVE | N/A |
| FORWARD VISIBILITY FOR RIGHT TURNING VEHICLES | 97M |
| HAS RIGHT TURN BAY | NO |
| WIDTH OF RIGHT TURN BAY | N/A |
| BLOCKING TRAFFIC | YES |
| BLOCK TRAFFIC QUEUE (PCU) | 0 |

| MAIN GEOMETRIC DESIGN FEATURES | WINDMILL ROAD (MINOR ARM) |
|--------------------------------|---------------------------|
| VISIBILITY TO LEFT | 25M |
| VISIBILITY TO RIGHT | 20M |
| MINOR ARM TYPE | ONE LANE |
| GIVEWAY WIDTH | 8.5M (5M)*** |
| 5M WIDTH | 5.3M |
| 10M WIDTH | 3.9M |
| 15M WIDTH | 3.5M |
| 20M WIDTH | 3.4M |
| AVERAGE | 4.2M |

*MEASUREMENT CONFIRMED ON-SITE
 **AVERAGE
 ***REDUCED TO 5M WHEN CALCULATING AVERAGE



| | |
|-------|--|
| TITLE | PIT LANE, WOMBWELL B6096 HOUGH LANE/WINDMILL ROAD - EXISTING HIGHWAY LAYOUT AND DIMS |
| REF | 23081/IN/02 |
| SCALE | 1:250@A3 |



Appendix M Drawing 23081/IN/03 – Hough Lane/Wood Walk/Dovecliffe Road/Hemingfield Road



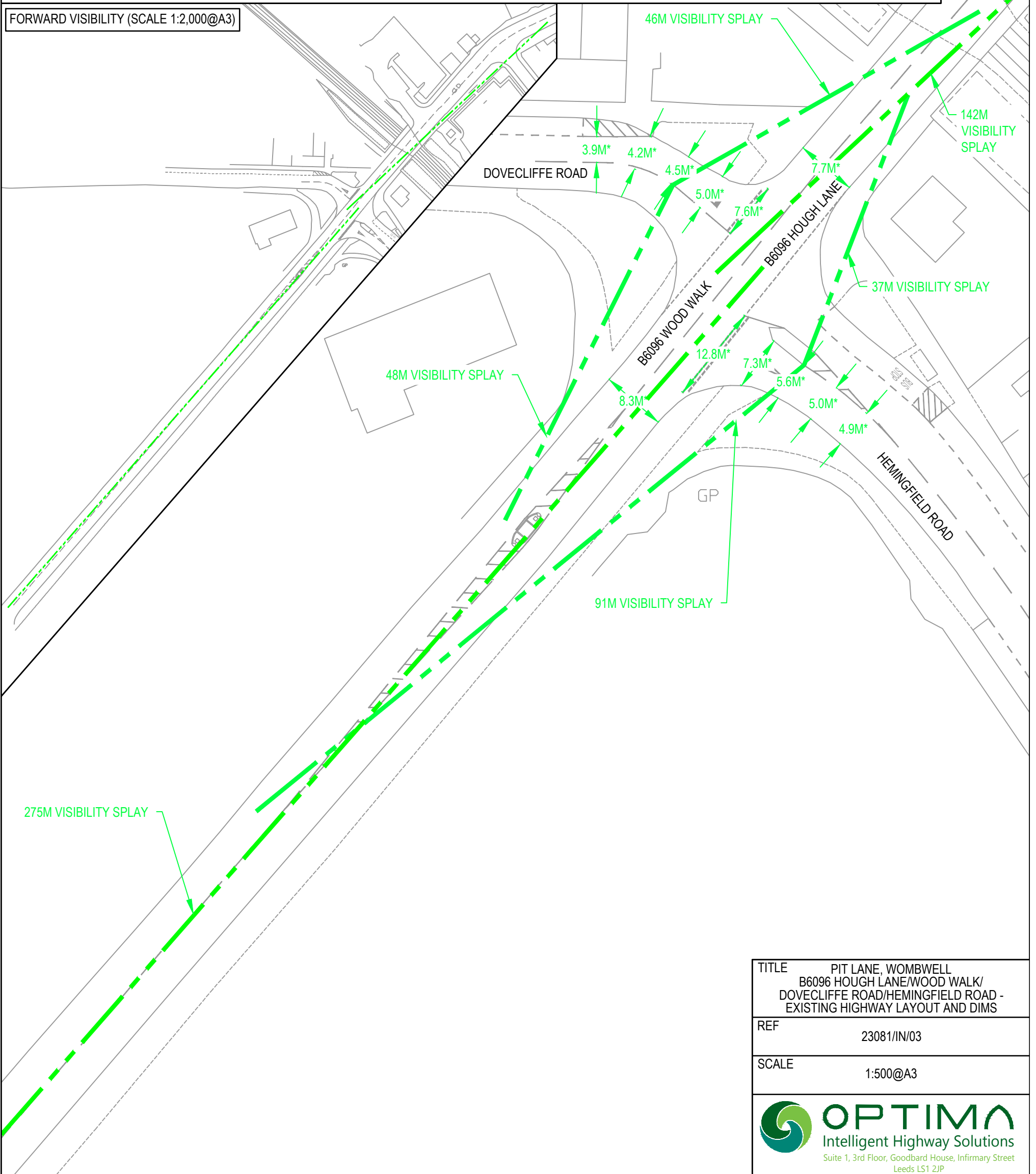
| MAIN GEOMETRIC DESIGN FEATURES | B6096 HOUGH LANE (MAJOR ARM) | B6096 WOOD WALK (MAJOR ARM) |
|---|------------------------------|-----------------------------|
| WIDTH OF CARRIAGEWAY | 8.0M** | 8.0M** |
| KERBED CENTRAL RESERVE | N/A | N/A |
| WIDTH OF KERBED CENTRAL RESERVE | N/A | N/A |
| FORWARD VISIBILITY FOR RIGHT TURNING VEHICLES | 275M | 142M |
| HAS RIGHT TURN BAY | NO | NO |
| WIDTH OF RIGHT TURN BAY | N/A | N/A |
| BLOCKING TRAFFIC | YES | YES |
| BLOCK TRAFFIC QUEUE (PCU) | 0 | 0 |


| MAIN GEOMETRIC DESIGN FEATURES | DOVECLIFFE ROAD | HEMINGFIELD ROAD |
|--------------------------------|---------------------|---------------------|
| VISIBILITY TO LEFT | 46M | 91M |
| VISIBILITY TO RIGHT | 48M | 37M |
| MINOR ARM TYPE | ONE LANE PLUS FLARE | ONE LANE PLUS FLARE |
| GIVEWAY WIDTH | 7.6M | 12.8M (10M)*** |
| 5M WIDTH | 5.0M | 7.3M |
| 10M WIDTH | 4.5M | 5.6M |
| 15M WIDTH | 4.2M | 5.0M |
| 20M WIDTH | 3.9M | 4.9M |

* MEASUREMENT CONFIRMED ON-SITE
 **AVERAGE
 ***MAXIMUM 10M INPUT



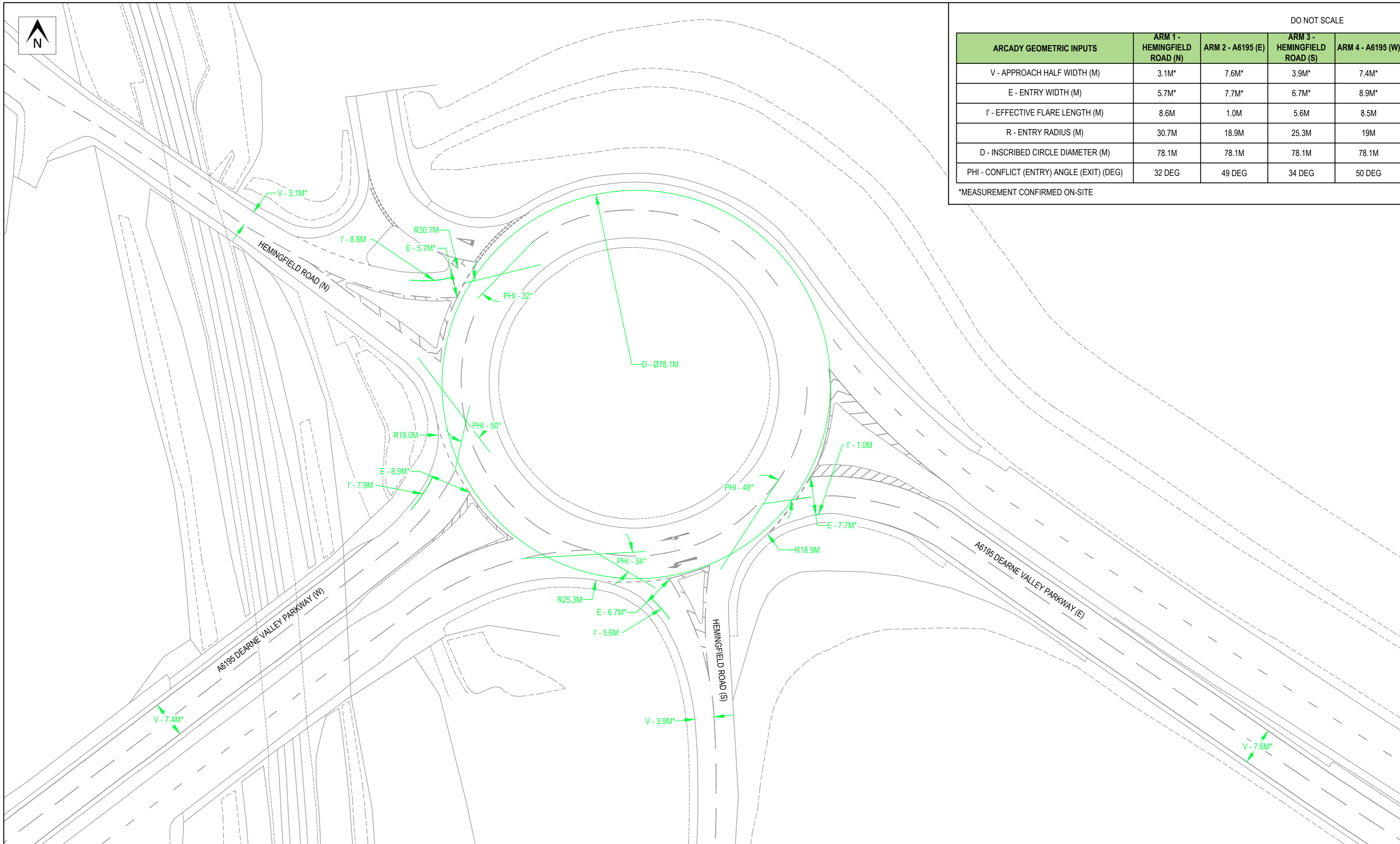
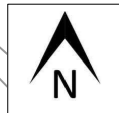
FORWARD VISIBILITY (SCALE 1:2,000@A3)



| | |
|---|---|
| TITLE | PIT LANE, WOMBWELL B6096 HOUGH LANE/WOOD WALK/ DOVECLIFFE ROAD/HEMINGFIELD ROAD - EXISTING HIGHWAY LAYOUT AND DIMS |
| REF | 23081/IN/03 |
| SCALE | 1:500@A3 |
|  OPTIMA Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbard House, Infirmary Street Leeds LS1 2JP | |

Appendix N Drawing 23081/IN/04 – Hemingfield Road Roundabout






DO NOT SCALE

| ARCADY GEOMETRIC INPUTS | ARM 1 - HEMINGFIELD ROAD (N) | ARM 2 - A6195 (E) | ARM 3 - HEMINGFIELD ROAD (S) | ARM 4 - A6195 (W) |
|---|------------------------------|-------------------|------------------------------|-------------------|
| V - APPROACH HALF WIDTH (M) | 3.1M* | 7.6M* | 3.9M* | 7.4M* |
| E - ENTRY WIDTH (M) | 5.7M* | 7.7M* | 6.7M* | 8.9M* |
| I' - EFFECTIVE FLARE LENGTH (M) | 8.6M | 1.0M | 5.6M | 8.5M |
| R - ENTRY RADIUS (M) | 30.7M | 18.9M | 25.3M | 19M |
| D - INSCRIBED CIRCLE DIAMETER (M) | 78.1M | 78.1M | 78.1M | 78.1M |
| PHI - CONFLICT (ENTRY) ANGLE (EXIT) (DEG) | 32 DEG | 49 DEG | 34 DEG | 50 DEG |

*MEASUREMENT CONFIRMED ON-SITE

| | | | | | | | | | | |
|--------|----------|-------------|---------------|--|-----|-----------------|----------|--|----------|-------------|
| | | | | PROJECT | | CLIENT | |  <p>Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbarb House, Infirmiry Street Leeds LS1 2JP optimahighways.com T 0113 245 1679</p> | | |
| | | | | PIT LANE, WOMBWELL | | CREST NICHOLSON | | | | |
| REV | DATE | BY | DESCRIPTION | CHK | APP | CHECKED | APPROVED | | | DRG No. |
| - | 24/12/24 | JS | INITIAL ISSUE | MEW | MEW | MEW | MEW | | | 23081/IN/04 |
| STATUS | | PRELIMINARY | | DRAWING TITLE | | DRAWN BY: | | SCALE @ A2 | DATE | REV. |
| | | | | HEMINGFIELD ROAD ROUNDABOUT - EXISTING ARCADY GEOMETRY | | JS | | 1:500 | 24/12/24 | - |