

APPENDIX C
TRICS Trip Rates

Calculation Reference: AUDIT-250601-151123-1117

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
10	WALES	
	GW GWYNEDD	1 days
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days
17	ULSTER (NORTHERN IRELAND)	
	DO DOWN	1 days
	TY TYRONE	1 days

Filtering Stage 2 selection:

Parameter: Retail floor area
 Actual Range: 800 to 1350 (units: sqm)
 Range Selected by User: 612 to 1350 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 17/06/14

Selected survey days:

Monday	1 days
Tuesday	6 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

Selected survey types:

Manual count	11 days
Directional ATC Count	1 days

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	5

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Retail Zone	1
Built-Up Zone	3
No Sub Category	5

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
A1	11 days

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	8 days

Filtering Stage 3 selection (Cont.):

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	12 days

Travel Plan:

Not Known	1 days
Yes	1 days
No	10 days

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00	1	997	0.000	1	997	0.000	1	997	0.000
01:00 - 02:00	1	997	0.000	1	997	0.000	1	997	0.000
02:00 - 03:00	1	997	0.000	1	997	0.000	1	997	0.000
03:00 - 04:00	1	997	0.000	1	997	0.000	1	997	0.000
04:00 - 05:00	1	997	0.000	1	997	0.000	1	997	0.000
05:00 - 06:00	1	997	0.000	1	997	0.000	1	997	0.000
06:00 - 07:00	1	997	0.201	1	997	0.000	1	997	0.201
07:00 - 08:00	8	1089	0.264	8	1089	0.092	8	1089	0.356
08:00 - 09:00	11	1067	1.814	11	1067	1.201	11	1067	3.015
09:00 - 10:00	12	1063	4.579	12	1063	3.340	12	1063	7.919
10:00 - 11:00	12	1063	5.849	12	1063	5.096	12	1063	10.945
11:00 - 12:00	12	1063	6.319	12	1063	5.653	12	1063	11.972
12:00 - 13:00	12	1063	5.762	12	1063	6.249	12	1063	12.011
13:00 - 14:00	12	1063	5.120	12	1063	5.206	12	1063	10.326
14:00 - 15:00	12	1063	5.504	12	1063	5.323	12	1063	10.827
15:00 - 16:00	12	1063	5.731	12	1063	6.029	12	1063	11.760
16:00 - 17:00	12	1063	5.535	12	1063	5.598	12	1063	11.133
17:00 - 18:00	12	1063	4.688	12	1063	5.551	12	1063	10.239
18:00 - 19:00	12	1063	3.983	12	1063	4.500	12	1063	8.483
19:00 - 20:00	11	1067	2.411	11	1067	3.305	11	1067	5.716
20:00 - 21:00	7	1099	1.391	7	1099	2.094	7	1099	3.485
21:00 - 22:00	4	1084	0.092	4	1084	0.277	4	1084	0.369
22:00 - 23:00	1	997	0.000	1	997	0.000	1	997	0.000
23:00 - 24:00	1	997	0.201	1	997	0.502	1	997	0.703
Total Rates:			59.444			60.016			119.460

Parameter summary

Trip rate parameter range selected: 800 - 1350 (units: sqm)
 Survey date range: 01/01/00 - 17/06/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

Calculation Reference: AUDIT-250601-151123-1121

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	SW SWANSEA	1 days
17	ULSTER (NORTHERN IRELAND)	
	TY TYRONE	1 days

Filtering Stage 2 selection:

Parameter: Retail floor area
 Actual Range: 642 to 1050 (units: sqm)
 Range Selected by User: 612 to 1350 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 17/06/14

Selected survey days:

Saturday 7 days

Selected survey types:

Manual count 6 days
 Directional ATC Count 1 days

Selected Locations:

Edge of Town Centre 1
 Suburban Area (PPS6 Out of Centre) 6

Selected Location Sub Categories:

Industrial Zone 1
 Commercial Zone 1
 Residential Zone 2
 Built-Up Zone 2
 No Sub Category 1

Filtering Stage 3 selection:

Use Class:

A1 7 days

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

10,001 to 15,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

Travel Plan:

Not Known	1 days
No	6 days

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00	1	997	0.000	1	997	0.000	1	997	0.000
01:00 - 02:00	1	997	0.000	1	997	0.000	1	997	0.000
02:00 - 03:00	1	997	0.000	1	997	0.000	1	997	0.000
03:00 - 04:00	1	997	0.100	1	997	0.100	1	997	0.200
04:00 - 05:00	1	997	0.000	1	997	0.000	1	997	0.000
05:00 - 06:00	1	997	0.000	1	997	0.000	1	997	0.000
06:00 - 07:00	1	997	0.000	1	997	0.000	1	997	0.000
07:00 - 08:00	5	886	0.722	5	886	0.203	5	886	0.925
08:00 - 09:00	6	847	2.224	6	847	0.905	6	847	3.129
09:00 - 10:00	7	871	6.545	7	871	5.118	7	871	11.663
10:00 - 11:00	7	871	7.776	7	871	6.857	7	871	14.633
11:00 - 12:00	7	871	8.415	7	871	8.235	7	871	16.650
12:00 - 13:00	7	871	7.972	7	871	8.235	7	871	16.207
13:00 - 14:00	7	871	7.808	7	871	7.595	7	871	15.403
14:00 - 15:00	7	871	8.465	7	871	8.235	7	871	16.700
15:00 - 16:00	7	871	7.218	7	871	7.923	7	871	15.141
16:00 - 17:00	7	871	6.168	7	871	6.972	7	871	13.140
17:00 - 18:00	6	847	4.153	6	847	5.806	6	847	9.959
18:00 - 19:00	6	847	0.945	6	847	1.515	6	847	2.460
19:00 - 20:00	1	997	0.301	1	997	0.802	1	997	1.103
20:00 - 21:00	1	997	0.401	1	997	1.103	1	997	1.504
21:00 - 22:00	1	997	0.201	1	997	0.100	1	997	0.301
22:00 - 23:00	1	997	0.000	1	997	0.000	1	997	0.000
23:00 - 24:00	1	997	0.000	1	997	0.000	1	997	0.000
Total Rates:			69.414			69.704			139.118

Parameter summary

Trip rate parameter range selected: 642 - 1050 (units: sqm)
 Survey date range: 01/01/00 - 17/06/14
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 7
 Number of Sundays: 0
 Surveys manually removed from selection: 0

APPENDIX D
Traffic Survey Data

Site 1: A61 Old Mill Lane/Un-named Road/Carphone Warehouse Access Road

Day: Friday

Date: 20 November 2015

Weather: Showers/Breezy

A: A61 Wakefield

B: Un-named Road

C: A61 Barnsley

D: Carphone Warehouse Access Road/Peel Place

A - B										A - C										A - D							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	PCU	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	PCU	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
15:00	13	0	0	0	0	0	0	13	13	116	17	1	1	0	1	5	141	151	0	0	0	0	0	0	0	0	
15:15	11	0	0	0	0	0	0	11	11	101	15	0	0	0	0	8	124	136	0	0	0	0	0	0	0	0	
15:30	6	0	0	0	0	0	0	6	6	132	15	1	0	0	0	5	153	161	1	0	0	0	0	0	0	1	
15:45	1	0	0	0	0	0	0	1	1	123	19	1	1	0	0	5	149	159	0	0	0	0	0	0	0	0	
16:00	3	0	0	0	0	0	0	3	3	121	17	2	3	0	0	12	155	181	3	0	1	0	0	0	0	4	
16:15	1	0	0	0	0	0	0	1	1	123	14	1	0	0	1	2	141	144	0	0	0	0	0	0	0	0	
16:30	5	0	0	0	0	0	0	5	5	92	10	1	0	0	0	8	111	124	1	0	0	0	0	0	0	1	
16:45	0	0	0	0	0	0	0	0	0	113	10	0	0	0	0	2	125	128	0	1	0	0	0	0	0	1	
			0	0					9			4	3					577			1	0					
17:00	0	0	0	0	0	0	0	0	0	92	7	0	0	0	1	6	106	114	0	0	0	0	0	0	0	0	
17:15	2	0	0	0	0	0	0	2	2	117	15	1	0	0	2	5	140	147	0	0	0	0	0	0	0	0	
17:30	3	0	0	0	0	0	0	3	3	121	9	2	0	0	1	4	137	144	0	0	0	0	0	0	0	0	
17:45	1	0	0	0	0	0	0	1	1	104	8	0	1	0	2	5	120	128	0	0	0	0	0	0	0	0	
18:00	0	0	0	0	0	0	0	0	0	137	8	1	2	0	2	5	155	166	0	0	0	0	0	0	0	0	
18:15	1	0	0	0	0	0	0	1	1	119	10	0	0	0	0	4	133	139	0	0	0	0	0	0	0	0	
18:30	1	0	0	0	0	0	0	1	1	121	6	0	0	0	1	3	131	135	0	0	0	0	0	0	0	0	
18:45	3	0	0	0	0	0	0	3	3	118	8	1	0	0	0	4	131	138	0	0	0	0	0	0	0	0	
Total	51	0	0	0	0	0	0	51	51	1850	188	16	11	0	11	83	2152	2310	5	1	2	0	0	0	0	7	

B - A

B - C

B - D

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	PCU	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	PCU	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
15:00	2	0	0	0	0	0	0	2	2	90	20	0	1	0	0	5	116	125	0	0	0	0	0	0	0	0
15:15	4	0	0	0	0	0	0	4	4	120	12	1	1	0	0	0	134	137	0	0	0	0	0	0	0	0
15:30	3	0	0	0	0	0	0	3	3	144	19	1	0	0	1	1	166	168	1	0	0	0	0	0	0	1
15:45	6	1	0	0	0	0	0	7	7	129	13	1	0	0	0	0	143	144	0	0	0	0	0	0	0	0
16:00	8	1	1	0	0	0	0	10	11	129	17	0	1	0	1	0	148	149	1	0	0	0	0	0	0	1
16:15	5	0	0	0	0	0	0	5	5	150	19	1	1	0	1	0	172	174	0	0	0	0	0	0	0	0
16:30	0	3	0	0	0	0	0	3	3	141	15	1	0	0	0	2	159	163	0	0	0	0	0	0	0	0
16:45	2	1	0	0	0	0	0	3	3	130	16	0	0	0	0	0	146	146	0	0	0	0	0	0	0	0
			1	0					22			2	2					632			0	0				
17:00	3	1	0	0	0	0	0	4	4	120	13	0	1	0	1	0	135	136	0	0	0	0	0	0	0	0
17:15	4	2	0	0	0	0	0	6	6	137	13	2	0	0	0	0	152	154	0	0	0	0	0	0	0	0
17:30	6	1	0	0	0	0	0	7	7	114	13	1	1	0	0	1	130	134	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	3	102	13	0	1	0	0	0	116	118	0	0	0	0	0	0	0	0
18:00	4	1	0	0	0	0	0	5	5	112	7	2	0	0	0	0	121	123	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3	3	128	5	0	0	1	0	1	135	136	0	0	0	0	0	0	0	0
18:30	5	1	0	0	0	0	0	6	6	138	10	1	0	0	0	0	149	150	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	1	103	3	0	0	0	0	1	107	109	0	0	0	0	0	0	0	0
Total	59	12	2	0	0	0	0	72	75	1987	208	13	9	1	4	11	2229	2274	2	0	0	0	0	0	0	2

C - A

C - B

C - D

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	PCU	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	PCU	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
15:00	170	19	1	3	0	2	5	200	213	142	12	0	0	0	1	2	157	159	2	1	0	0	0	0	0	3
15:15	146	25	6	3	0	0	5	185	204	138	14	4	1	0	0	3	160	170	3	0	0	0	0	0	0	3
15:30	154	13	2	2	0	1	6	178	192	157	20	0	1	0	0	4	182	190	1	2	1	0	0	0	0	4

15:45	155	16	2	0	0	1	2	176	180	140	8	3	1	0	0	4	156	167	2	0	2	0	0	0	0	4
16:00	165	24	2	4	0	1	4	200	215	151	9	0	0	0	1	0	161	160	1	0	2	1	0	0	0	4
16:15	156	17	0	0	0	0	5	178	186	154	14	3	0	0	3	4	178	184	0	1	0	0	0	0	0	1
16:30	186	20	2	2	0	0	4	214	226	177	19	0	2	0	0	2	200	207	1	1	0	0	0	0	0	2
16:45	189	18	1	1	1	1	9	220	235	184	15	2	0	1	1	3	206	211	1	0	0	0	0	0	0	1
			5	7					860			5	2					762			2	1				
17:00	181	13	1	0	0	2	2	199	201	185	17	1	0	0	1	4	208	214	0	0	0	0	0	0	0	0
17:15	207	18	1	0	0	2	4	232	237	200	18	0	1	0	1	3	223	229	0	0	0	0	0	0	0	0
17:30	182	8	3	0	0	2	4	199	206	197	17	1	0	0	1	2	218	221	0	0	0	0	0	0	0	0
17:45	178	10	1	0	0	0	6	195	205	137	15	1	0	0	1	1	155	157	0	0	0	0	0	0	0	0
18:00	139	7	0	1	0	2	9	158	172	136	8	0	0	0	0	2	146	149	0	0	0	0	0	0	0	0
18:15	134	10	1	0	0	0	6	151	161	131	4	3	0	0	0	0	138	141	1	0	0	0	0	0	0	1
18:30	148	8	1	1	0	1	3	162	169	123	16	2	0	0	0	0	141	143	1	0	0	0	0	0	0	1
18:45	143	13	1	0	0	0	9	166	180	121	10	1	0	0	0	1	133	135	0	0	0	0	0	0	0	0
Total	2633	239	30	24	1	15	83	3013	3209	2473	216	26	8	1	10	35	2762	2851	13	5	7	2	0	0	0	24

D - A										D - B										D - C							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	PCU	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	PCU	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
15:00	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
15:15	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	
15:30	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	
15:45	3	1	0	0	0	0	0	4	4	1	2	0	0	0	0	0	3	3	4	0	1	0	0	0	0	5	
16:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	
16:15	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	
16:30	2	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	
16:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
									8									4									

17:00	3	0	0	0	0	0	0	3	3	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:45	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:15	1	0	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	6	1	0	0	0	0	26	27	5	6	0	0	0	0	0	11	11	18	2	3	0	0	0	0	23

Site 2: A61 Old Mill Lane/Burton Road

Day: Friday

Date: 20 November 2015

Weather: Showers/Breezy

A: A61 Wakefield

B: Burton Road

C: A61 Barnsley

A - B

A - C

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
15:00	16	4	0	0	0	0	0	20	20	119	16	1	1	0	1	4	142	150
15:15	8	4	0	0	0	0	0	12	12	111	13	1	0	0	0	5	130	138
15:30	12	7	1	0	0	0	0	20	21	114	15	1	0	0	0	3	133	138
15:45	12	0	1	0	0	0	0	13	14	112	15	1	2	0	0	5	135	147
16:00	17	2	0	0	0	0	0	19	19	110	16	1	2	0	0	6	135	149
16:15	9	4	0	0	0	0	0	13	13	111	14	1	0	0	1	3	130	135
16:30	18	4	0	0	0	0	0	22	22	100	11	1	0	0	0	5	117	125
16:45	12	4	0	0	0	0	0	16	16	100	10	0	0	0	0	1	111	113
			0	0					70			3	2					521
17:00	29	3	0	0	0	0	0	32	32	94	9	0	0	0	2	4	109	113
17:15	18	2	0	0	0	0	0	20	20	116	12	1	0	0	1	3	133	138
17:30	14	4	0	0	0	0	0	18	18	116	10	1	0	0	2	3	132	136
17:45	5	0	1	0	0	0	0	6	7	109	8	1	2	0	1	3	124	132
18:00	11	0	0	0	0	0	0	11	11	120	9	1	1	0	2	3	136	142
18:15	2	1	0	0	0	0	0	3	3	121	8	0	0	0	0	3	132	137
18:30	6	0	0	0	0	0	0	6	6	120	7	0	0	0	1	3	131	135
18:45	6	0	0	0	0	0	0	6	6	118	8	1	0	0	0	2	129	133
Total	195	39	3	0	0	0	0	237	240	1791	181	15	10	0	11	56	2059	2172

170

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159

161 641

168

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129 591

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139 596

153

140

141

139 572

B - A

B - C

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
15:00	0	0	0	0	0	0	0	0	0	10	2	0	0	0	0	2	14	17
15:15	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	2	14	17
15:30	0	0	0	0	0	0	0	0	0	15	2	0	0	0	0	2	19	22
15:45	0	0	0	0	0	0	0	0	0	14	2	0	0	0	0	2	18	21
16:00	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	3	17	22
16:15	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	14
16:30	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	3	8	13
16:45	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	6	9
									0									57
17:00	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	1	7	9
17:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	5	8
17:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	5	8
17:45	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	2	6	9
18:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5	7
18:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	5
18:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4	6
18:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	4
Total	0	0	0	0	0	0	0	0	0	109	11	0	0	0	0	27	147	188

17

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21 77

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9 57

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9 34

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6

4 20

C - A

C - B

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
15:00	163	23	1	3	0	1	5	196	209	0	0	0	0	0	0	0	0	0

209

15:15	160	20	5	2	0	1	5	193	208	0	0	0	0	0	0	0	0	208
15:30	160	16	3	3	0	1	5	188	203	0	0	0	0	0	0	0	0	203
15:45	160	20	2	0	0	1	3	186	192	0	0	0	0	0	0	0	0	192 812 1530
16:00	170	23	2	3	0	1	4	203	216	0	0	0	0	0	0	0	0	216
16:15	173	19	1	1	0	0	4	198	207	0	0	0	0	0	0	0	0	207
16:30	180	21	2	2	0	0	5	210	223	0	0	0	0	0	0	0	0	223
16:45	191	18	1	1	0	1	7	219	232	0	0	0	0	0	0	0	0	232 877 1525
			6	7					877			0	0					0
17:00	200	16	1	0	1	2	3	223	226	0	0	0	0	0	0	0	0	226
17:15	206	16	1	0	0	2	5	230	237	0	0	0	0	0	0	0	0	237
17:30	181	12	3	0	0	1	4	201	209	0	0	0	0	0	0	0	0	209
17:45	183	11	1	0	0	1	6	202	211	0	0	0	0	0	0	0	0	211 883 1512
18:00	146	9	1	1	0	2	9	168	183	0	0	0	0	0	0	0	0	183
18:15	140	10	1	0	0	0	6	157	167	0	0	0	0	0	0	0	0	167
18:30	146	10	1	1	0	1	3	162	169	0	0	0	0	0	0	0	0	169
18:45	151	12	1	0	0	0	8	172	185	0	0	0	0	0	0	0	0	185 703 1295
Total	2710	256	33	24	1	15	82	3108	3307	0	0	0	0	0	0	0	0	0

Site 3: Un-named Road/Wickes Access Road

Day: Friday

Date: 20 November 2015

Weather: Showers/Breezy

A: Un-named Road (South)

B: Wickes Access Road

C: Un-named Road (North)

A - B									A - C									
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
15:00	23	2	0	0	0	0	0	25	25	132	10	0	0	0	1	2	145	147
15:15	32	0	1	0	0	0	0	33	33.9	117	14	3	1	0	0	3	138	147
15:30	10	3	0	0	0	0	0	13	13	154	18	0	1	0	0	4	177	185
15:45	8	0	0	0	0	0	0	8	8	134	10	3	1	0	0	4	152	163
16:00	11	1	0	0	0	0	0	12	12	143	8	0	0	0	1	0	152	151
16:15	6	1	0	0	0	0	0	7	7	149	14	3	0	0	3	4	173	179
16:30	9	1	0	0	0	0	0	10	10	175	19	0	2	0	0	2	198	205
16:45	1	1	0	0	0	0	0	2	2	183	14	2	0	1	1	3	204	209
			0	0					31			5	2					744
17:00	2	1	0	0	0	0	0	3	3	183	17	1	0	0	1	4	206	212
17:15	4	0	0	0	0	0	0	4	4	198	18	0	1	0	1	3	221	227
17:30	9	1	0	0	0	0	0	10	10	191	16	1	0	0	1	2	211	214
17:45	6	0	0	0	0	0	0	6	6	133	15	1	0	0	1	1	151	153
18:00	2	1	0	0	0	0	0	3	3	134	7	0	0	0	0	2	143	146
18:15	5	0	0	0	0	0	0	5	5	127	4	3	0	0	0	0	134	137
18:30	6	1	0	0	0	0	0	7	7	118	15	2	0	0	0	0	135	137
18:45	5	2	0	0	0	0	0	7	7	119	8	1	0	0	0	1	129	131
Total	139	15	1	0	0	0	0	155	155.9	2390	207	25	8	1	10	35	2669	2757

B - A									B - C									
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
15:00	3	1	0	0	0	0	0	4	4	4	2	0	0	0	0	0	6	6
15:15	6	1	0	0	0	0	0	7	7	1	2	0	0	0	0	0	3	3
15:30	36	2	1	0	0	0	0	39	40	51	1	0	0	0	0	0	52	52
15:45	8	1	0	0	0	0	0	9	9	6	0	0	0	0	0	0	6	6
16:00	7	1	0	0	0	0	0	8	8	7	0	0	0	0	0	0	7	7
16:15	6	0	0	0	0	0	0	6	6	5	2	0	0	0	0	0	7	7
16:30	7	3	0	0	0	0	0	10	10	5	1	0	0	0	0	0	6	6
16:45	7	2	0	0	0	0	0	9	9	3	0	0	0	0	0	0	3	3
			0	0					33			0	0					23
17:00	6	1	0	0	0	0	0	7	7	1	1	0	0	0	0	0	2	2
17:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:30	6	2	0	0	0	0	0	8	8	3	0	0	0	0	0	0	3	3
17:45	6	0	0	0	0	0	0	6	6	5	1	0	0	0	0	0	6	6
18:00	3	1	0	0	0	0	0	4	4	2	3	0	0	0	0	0	3	3

18:15	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:30	7	0	0	0	0	0	0	7	7	2	1	0	0	0	0	0	3	3
18:45	1	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	4	4
Total	115	16	1	0	0	0	0	132	133	99	12	0	0	0	0	0	111	111

C - A									C - B									
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
15:00	89	19	0	1	0	0	5	114	123	7	3	0	0	0	0	0	10	10
15:15	118	11	1	1	0	0	0	131	134	28	1	0	0	0	0	0	29	29
15:30	112	17	0	0	0	1	1	131	132	3	0	0	0	0	0	0	3	3
15:45	127	13	1	0	0	0	0	141	142	4	0	0	0	0	0	0	4	4
16:00	131	17	1	1	0	1	0	151	153	5	2	0	0	0	0	0	7	7
16:15	149	19	1	1	0	1	0	171	173	3	1	0	0	0	0	0	4	4
16:30	134	15	1	0	0	0	2	152	156	4	1	0	0	0	0	0	5	5
16:45	125	15	0	0	0	0	0	140	140	0	0	0	0	0	0	0	0	0
			3	2					622			0	0					16
17:00	117	13	0	1	0	1	0	132	133	2	0	0	0	0	0	0	2	2
17:15	137	15	2	0	0	0	0	154	156	0	1	0	0	0	0	0	1	1
17:30	114	12	1	1	0	0	1	129	133	1	1	0	0	0	0	0	2	2
17:45	99	13	0	1	0	0	0	113	115	1	0	0	0	0	0	0	1	1
18:00	113	7	2	0	0	0	0	122	124	1	0	0	0	0	0	0	1	1
18:15	129	4	0	0	1	0	1	135	136	1	0	0	0	0	0	0	1	1
18:30	136	11	1	0	0	0	0	148	149	2	0	0	0	0	0	0	2	2
18:45	103	3	0	0	0	0	1	107	109	2	0	0	0	0	0	0	2	2
Total	1933	204	14	9	1	4	11	2171	2218	64	10	0	0	0	0	0	74	74

Site 4: Burton Road/Un-named Road

Day: Friday

Date: 20 November 2015

Weather: Showers/Breezy

A: Burton Road (East)

B: Un-named Road

C: Burton Road (West)

A - B									A - C									
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
15:00	88	21	0	1	0	0	5	115	124	10	1	0	0	0	0	2	13	16
15:15	143	12	1	1	0	0	0	157	160	7	0	0	0	0	0	2	9	12
15:30	105	14	0	0	0	1	1	121	122	6	0	0	0	0	0	3	9	14
15:45	125	13	1	0	0	0	0	139	140	6	3	0	0	0	0	1	10	12
16:00	125	18	1	1	0	1	0	146	148	9	0	0	0	0	0	3	12	17
16:15	147	17	1	1	0	1	0	167	169	9	1	0	0	0	0	0	10	10
16:30	131	14	1	0	0	0	2	148	152	2	1	0	0	0	0	4	7	13
16:45	119	14	0	0	0	0	0	133	133	4	0	0	0	0	0	1	5	7
									602									46
17:00	102	10	0	1	0	1	0	114	115	2	2	0	0	0	0	1	5	7
17:15	121	13	2	0	0	0	0	136	138	1	0	0	0	0	0	2	3	6
17:30	111	12	1	1	0	0	1	126	130	3	0	0	0	0	0	2	5	8
17:45	98	13	0	1	0	0	0	112	114	2	0	0	0	0	0	3	5	10
18:00	114	7	1	0	0	0	0	122	123	0	0	0	0	0	0	0	0	0
18:15	130	4	0	0	1	0	1	136	137	1	0	0	0	0	0	1	2	4
18:30	136	11	1	0	0	0	0	148	149	1	0	0	0	0	0	1	2	4
18:45	105	3	0	0	0	0	1	109	111	0	0	0	0	0	0	1	1	3
Total	1900	196	10	7	1	4	11	2129	2164	63	8	0	0	0	0	27	98	139

B - A									B - C									
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
15:00	125	10	0	0	0	1	2	138	140	11	2	0	0	0	0	0	13	13
15:15	113	16	3	1	0	0	3	136	145	5	0	0	0	0	0	0	5	5
15:30	190	17	0	1	0	0	4	212	220	15	2	0	0	0	0	0	17	17
15:45	129	10	3	1	0	0	4	147	158	11	0	0	0	0	0	0	11	11
16:00	141	8	0	0	0	1	0	150	149	9	0	0	0	0	0	0	9	9
16:15	149	16	3	0	0	3	4	175	181	5	0	0	0	0	0	0	5	5
16:30	176	20	0	2	0	0	2	200	207	4	0	0	0	0	0	0	4	4
16:45	183	14	2	0	1	1	3	204	209	3	0	0	0	0	0	0	3	3
									746									21
17:00	181	18	1	0	0	1	4	205	211	3	0	0	0	0	0	0	3	3
17:15	192	18	0	1	0	1	3	215	221	6	0	0	0	0	0	0	6	6
17:30	191	16	1	0	0	1	2	211	214	3	0	0	0	0	0	0	3	3
17:45	134	15	1	0	0	1	1	152	154	4	1	0	0	0	0	0	5	5
18:00	135	7	0	0	0	0	2	144	147	2	2	0	0	0	0	0	2	2

18:15	126	3	3	0	0	0	0	132	135	1	1	0	0	0	0	0	2	2
18:30	116	16	2	0	0	0	0	134	136	4	0	0	0	0	0	0	4	4
18:45	120	9	1	0	0	0	1	131	133	2	0	0	0	0	0	0	2	2
Total	2401	213	20	6	1	10	35	2686	2759	88	6	0	0	0	0	0	94	94

C - A									C - B									
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
15:00	15	4	0	0	0	0	0	19	19	8	1	0	0	0	0	0	9	9
15:15	4	3	0	0	0	0	0	7	7	3	0	0	0	0	0	0	3	3
15:30	29	6	1	0	0	0	0	36	37	10	3	0	0	0	0	0	13	13
15:45	19	0	1	0	0	0	0	20	21	6	0	0	0	0	0	0	6	6
16:00	20	2	0	0	0	0	0	22	22	11	1	0	0	0	0	0	12	12
16:15	11	2	0	0	0	0	0	13	13	5	3	0	0	0	0	0	8	8
16:30	17	3	0	0	0	0	0	20	20	7	2	0	0	0	0	0	9	9
16:45	10	4	0	0	0	0	0	14	14	6	1	0	0	0	0	0	7	7
									69									36
17:00	15	2	0	0	0	0	0	17	17	17	3	0	0	0	0	0	20	20
17:15	5	0	0	0	0	0	0	5	5	16	3	0	0	0	0	0	19	19
17:30	13	4	0	0	0	0	0	17	17	4	1	0	0	0	0	0	5	5
17:45	5	1	0	0	0	0	0	6	6	2	0	0	0	0	0	0	2	2
18:00	13	0	0	0	0	0	0	13	13	0	0	1	0	0	0	0	1	2
18:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
18:30	6	0	0	0	0	0	0	6	6	2	0	0	0	0	0	0	2	2
18:45	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
Total	191	32	2	0	0	0	0	225	227	97	18	1	0	0	0	0	116	117

Site 1: A61 Old Mill Lane/Un-named Road/Carphone Warehouse Access Road

Day: Saturday

Date: 21 November 2015

Weather: Fine/Sunny Periods/Breezy/Cold

A: A61 Wakefield

B: Un-named Road

C: A61 Barnsley

D: Carphone Warehouse Access Road/Peel Place

A - B										A - C								A - D									
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	PCU	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	PCU	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
11:00	1	0	0	0	0	0	0	1	1	122	14	1	2	0	0	6	145	159	2	0	1	0	0	0	0	0	3
11:15	7	1	0	0	0	0	0	8	8	127	10	0	0	0	0	7	144	155	1	0	0	0	0	0	0	0	1
11:30	2	1	0	0	0	0	0	3	3	141	11	3	1	0	1	6	163	176	0	0	0	0	0	0	0	0	0
11:45	3	0	0	0	0	0	0	3	3	131	10	3	0	0	1	8	153	167	1	0	0	0	0	0	0	0	1
12:00	1	0	0	0	0	0	0	1	1	128	6	1	0	0	0	5	140	148	0	0	0	0	0	0	0	0	0
12:15	4	0	0	0	0	0	0	4	4	109	12	3	1	0	1	6	132	145	1	0	0	0	0	0	0	0	1
12:30	3	1	0	0	0	0	0	4	4	119	9	0	0	0	0	8	136	148	1	0	0	0	0	0	0	0	1
12:45	1	1	0	0	0	0	0	2	2	122	9	1	4	0	1	4	141	155	1	0	0	0	0	0	0	0	1
13:00	2	0	0	0	0	0	0	2	2	125	7	0	0	0	3	8	143	153	0	0	0	1	0	0	0	0	1
13:15	3	1	0	0	0	0	0	4	4	122	8	0	1	0	0	7	138	150	0	1	0	0	0	0	0	0	1
13:30	5	0	0	0	0	0	0	5	5	113	9	0	1	0	1	6	130	140	1	0	1	0	0	0	0	0	2
13:45	1	0	0	0	0	0	0	1	1	124	9	0	1	0	0	9	143	158	0	1	0	0	0	0	0	0	1
14:00	3	1	0	0	0	0	0	4	4	161	10	0	1	0	1	4	177	184	1	0	0	0	0	0	0	0	1
14:15	0	2	0	0	0	0	0	2	2	126	11	4	1	0	1	4	147	158	2	1	0	0	0	0	0	0	3
14:30	3	0	0	0	0	0	0	3	3	162	7	0	0	0	1	9	179	192	1	0	0	0	0	0	0	0	1
14:45	3	1	0	0	0	0	0	4	4	117	9	0	0	0	1	7	134	144	0	0	0	0	0	0	0	0	0
									13									677									
Total	42	9	0	0	0	0	0	51	51	2049	151	16	13	0	12	104	2345	2531	12	3	2	1	0	0	0	0	18

B - A									B - C									B - D								
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
11:00	7	1	1	0	0	0	0	9	10	123	9	1	0	0	0	0	133	134	0	0	0	0	0	0	0	0
11:15	4	0	0	0	0	0	0	4	4	121	9	1	0	0	1	0	132	132	0	0	0	0	0	0	0	0
11:30	6	1	0	0	0	0	0	7	7	117	6	1	0	0	0	0	124	125	0	0	0	0	0	0	0	0
11:45	4	0	0	0	0	0	0	4	4	103	5	1	0	0	0	0	109	110	1	0	0	0	0	0	0	1
12:00	8	2	0	0	0	0	0	10	10	148	8	1	1	0	0	0	158	161	0	0	0	0	0	0	0	0
12:15	2	0	0	0	0	0	0	2	2	154	6	0	0	0	0	0	160	160	0	0	0	0	0	0	0	0
12:30	2	1	0	0	0	0	0	3	3	125	10	0	1	0	0	0	136	138	0	0	0	0	0	0	0	0
12:45	7	2	0	0	0	0	0	9	9	124	9	0	0	0	0	0	133	133	0	0	1	0	0	0	0	1
13:00	4	2	0	0	0	0	0	6	6	119	3	1	0	0	0	0	123	124	0	0	0	0	0	0	0	0
13:15	3	1	0	0	0	0	0	4	4	114	7	0	0	0	1	0	122	121	0	1	0	0	0	0	0	1
13:30	1	2	0	0	0	0	0	3	3	131	7	0	0	0	0	0	138	138	0	0	0	0	0	0	0	0
13:45	4	0	0	0	0	0	0	4	4	122	4	0	0	0	3	0	129	127	0	0	0	0	0	0	0	0
14:00	4	0	0	0	0	0	0	4	4	118	9	0	0	0	1	0	128	127	0	0	0	0	0	0	0	0
14:15	4	0	0	0	0	0	0	4	4	130	6	1	0	0	1	1	139	141	0	0	0	0	0	0	0	0
14:30	4	2	0	0	0	0	0	6	6	111	5	0	1	0	2	0	119	119	0	0	0	0	0	0	0	0
14:45	11	1	0	0	0	0	0	12	12	137	7	2	0	0	0	0	146	148	1	0	0	0	0	0	0	1
									26									535								
Total	75	15	1	0	0	0	0	91	92	1997	110	9	3	0	9	1	2129	2137	2	1	1	0	0	0	0	4

C - A									C - B									C - D								
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
11:00	139	12	1	1	0	0	4	157	166	121	12	0	1	0	1	2	137	141	4	1	0	0	0	0	0	5
11:15	145	16	2	1	0	0	3	167	175	138	8	0	0	0	0	3	149	154	2	0	0	0	0	0	0	2
11:30	166	7	0	1	0	1	2	177	181	122	10	0	0	0	1	1	134	135	1	0	0	0	0	0	0	1
11:45	178	12	1	0	0	1	5	197	205	120	12	2	0	0	0	4	138	146	0	0	0	0	0	0	0	0

12:00	161	20	1	3	0	0	3	188	199	140	9	0	0	0	0	1	150	152	1	1	1	1	0	0	0	4
12:15	180	8	0	0	0	1	4	193	198	134	9	0	0	0	3	4	150	154	1	1	0	0	0	0	0	2
12:30	159	5	0	0	0	0	1	165	167	139	8	1	0	0	1	2	151	154	1	1	0	0	0	0	0	2
12:45	135	5	3	0	0	0	5	148	158	131	6	0	0	0	1	2	140	142	5	0	0	0	0	0	0	5
13:00	141	5	0	2	0	0	3	151	159	152	11	2	1	0	0	2	168	175	4	0	0	0	0	0	0	4
13:15	153	8	2	0	0	0	3	166	172	143	11	1	0	0	1	4	160	166	2	1	0	0	0	0	0	3
13:30	142	12	0	0	0	3	3	160	162	155	8	0	0	0	0	2	165	168	2	0	0	0	0	0	0	2
13:45	145	13	0	0	0	2	3	163	166	144	9	0	1	0	0	3	157	163	3	0	0	0	0	0	0	3
14:00	140	7	0	0	0	2	4	153	157	144	6	0	0	0	0	1	151	153	1	0	0	0	0	0	0	1
14:15	185	6	0	0	0	0	3	194	199	136	6	1	0	0	0	5	148	156	3	0	0	0	0	0	0	3
14:30	176	7	0	1	1	1	2	188	191	125	9	1	0	0	1	3	139	144	2	0	0	0	0	0	0	2
14:45	179	8	1	1	0	2	5	196	205	143	4	1	0	0	0	1	149	151	5	0	0	0	0	0	0	5
									752									604								
Total	2524	151	11	10	1	13	53	2763	2860	2187	138	9	3	0	9	40	2386	2453	37	5	1	1	0	0	0	44

D - A									D - B									D - C								
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
11:00	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
11:15	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
11:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
11:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2
12:00	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
12:30	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
12:45	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
13:15	3	2	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3

13:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	
14:45	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	
									8									2								
Total	31	6	0	0	0	0	0	37	37	4	2	0	0	0	0	0	6	6	11	5	3	1	0	0	0	20

Site 2: A61 Old Mill Lane/Burton Road

Day: Saturday

Date: 21 November 2015

Weather: Fine/Sunny Periods/Breezy/Cold

A: A61 Wakefield

B: Burton Road

C: A61 Barnsley

A - B

A - C

Time	Car	LGV	OGVI	OGV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	OGV2	P/C	M/C	PSV	Total	
11:00	10	3	0	0	0	0	0	13	13	125	14	2	2	0	0	2	145	154
11:15	7	3	0	0	0	0	0	10	10	123	10	1	0	0	0	4	138	145
11:30	10	2	0	1	0	0	0	13	15	124	10	2	1	0	1	3	141	148
11:45	11	1	0	0	0	0	0	12	12	110	9	3	0	0	1	5	128	137
12:00	16	1	0	0	0	0	0	17	17	108	6	1	0	0	0	3	118	123
12:15	9	1	0	0	0	0	0	10	10	105	7	2	1	0	1	3	119	126
12:30	16	2	1	0	0	0	0	19	20	113	10	0	1	0	0	4	128	136
12:45	11	3	0	0	0	0	0	14	14	111	8	0	3	0	2	3	127	136
13:00	13	4	0	0	0	0	0	17	17	109	7	0	1	0	2	6	125	134
13:15	11	1	0	0	0	0	0	12	12	107	8	0	1	0	0	5	121	130
13:30	8	0	0	0	0	0	0	8	8	108	9	1	1	0	1	4	124	132
13:45	8	0	0	0	0	0	0	8	8	110	9	0	1	0	0	5	125	134
14:00	8	1	0	0	0	0	0	9	9	145	7	1	1	0	1	2	157	162
14:15	11	0	0	0	0	0	0	11	11	127	11	3	1	0	1	3	146	154
14:30	11	4	0	0	0	0	0	15	15	152	8	0	0	0	1	6	167	175
14:45	9	2	1	0	0	0	0	12	13	117	9	0	0	0	1	4	131	136
									48									628
Total	169	28	2	1	0	0	0	200	204	1894	142	16	14	0	12	62	2140	2264

167

155

163

149 634

140

136

156

150 582

151

142

140

142 576

171

165

190

149 676

B - A

B - C

Time	Car	LGV	OGVI	OGV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	OGV2	P/C	M/C	PSV	Total	
11:00	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	4	9	15
11:15	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	4	14	20
11:30	0	0	0	0	0	0	0	0	0	16	2	0	0	0	0	2	20	23
11:45	0	0	0	0	0	0	0	0	0	26	1	0	0	0	0	2	29	32
12:00	0	0	0	0	0	0	0	0	0	23	2	1	0	0	0	3	29	34
12:15	0	0	0	0	0	0	0	0	0	8	3	0	0	0	0	3	14	19
12:30	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	3	13	18
12:45	0	0	0	0	0	0	0	0	0	16	1	1	0	0	0	2	20	24
13:00	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	2	19	22
13:15	0	0	0	0	0	0	0	0	0	17	1	0	0	0	0	2	20	23
13:30	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	2	24	27
13:45	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	3	12	17
14:00	0	0	0	0	0	0	0	0	0	16	4	0	0	0	0	3	23	28
14:15	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	2	16	19
14:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4	7
14:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	6	11
									0									64
Total	0	0	0	0	0	0	0	0	0	207	21	2	0	0	0	42	272	337

15

20

23

32 90

34

19

18

24 94

22

23

27

17 89

28

19

7

11 64

C - A

C - B

Time	Car	LGV	OGVI	OGV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	OGV2	P/C	M/C	PSV	Total
------	-----	-----	------	------	-----	-----	-----	-------	--	-----	-----	------	------	-----	-----	-----	-------

11:00	151	13	2	1	0	0	3	170	178	0	0	0	0	0	0	0	0	0	178
11:15	156	15	2	1	0	0	4	178	188	0	0	0	0	0	0	0	0	0	188
11:30	167	11	0	1	0	1	1	181	184	0	0	0	0	0	0	0	0	0	184
11:45	184	11	1	0	0	1	7	204	215	0	0	0	0	0	0	0	0	0	215 764 1488
12:00	174	20	1	2	0	0	2	199	207	0	0	0	0	0	0	0	0	0	207
12:15	180	11	0	1	0	1	3	196	202	0	0	0	0	0	0	0	0	0	202
12:30	161	7	0	0	0	0	2	170	173	0	0	0	0	0	0	0	0	0	173
12:45	148	8	2	0	0	0	5	163	172	0	0	0	0	0	0	0	0	0	172 754 1430
13:00	148	8	2	1	0	0	3	162	170	0	0	0	0	0	0	0	0	0	170
13:15	152	10	1	1	0	0	3	167	174	0	0	0	0	0	0	0	0	0	174
13:30	150	13	0	0	0	2	2	167	168	0	0	0	0	0	0	0	0	0	168
13:45	149	14	0	0	0	3	4	170	174	0	0	0	0	0	0	0	0	0	174 687 1351
14:00	146	6	0	0	0	2	3	157	160	0	0	0	0	0	0	0	0	0	160
14:15	187	8	0	0	0	0	3	198	203	0	0	0	0	0	0	0	0	0	203
14:30	184	8	0	1	1	1	2	197	200	0	0	0	0	0	0	0	0	0	200
14:45	195	10	1	1	0	2	5	214	223	0	0	0	0	0	0	0	0	0	223 785 1525
									785										0
Total	2632	173	12	10	1	13	52	2893	2990	0	0	0	0	0	0	0	0	0	0

Site 3: Un-named Road/Wickes Access Road

Day: Saturday

Date: 21 November 2015

Weather: Fine/Sunny Periods/Breezy/Cold

A: Un-named Road (South)

B: Wickes Access Road

C: Un-named Road (North)

A - B										A - C								
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
11:00	16	4	0	0	0	0	0	20	20	106	7	0	1	0	1	2	117	121
11:15	17	3	0	0	0	0	0	20	20	119	7	0	0	0	0	3	129	134
11:30	15	1	0	0	0	0	0	16	16	116	10	0	0	0	1	2	129	131
11:45	14	2	0	0	0	0	0	16	16	113	9	1	0	0	0	3	126	131
12:00	25	6	0	0	0	0	0	31	31	116	5	1	0	0	1	1	124	126
12:15	19	2	0	0	0	0	0	21	21	120	6	0	0	0	2	3	131	134
12:30	20	4	0	0	0	0	0	24	24	120	4	1	0	0	1	2	128	131
12:45	15	3	0	0	0	0	0	18	18	120	5	0	0	0	1	2	128	130
13:00	22	2	1	0	0	0	0	25	26	130	8	1	0	0	0	2	141	145
13:15	23	4	0	0	0	0	0	27	27	133	9	1	1	0	1	4	149	157
13:30	18	1	0	0	0	0	0	19	19	130	7	0	0	0	0	2	139	142
13:45	18	2	0	0	0	0	0	20	20	128	6	0	1	0	0	3	138	144
14:00	19	4	0	0	0	0	0	23	23	123	5	0	0	0	0	1	129	131
14:15	17	2	0	0	0	0	0	19	19	123	6	1	0	0	0	5	135	143
14:30	16	1	0	0	0	0	0	17	17	114	7	1	0	0	1	3	126	131
14:45	18	1	0	0	0	0	0	19	19	126	5	1	0	0	0	1	133	135
									78									540
Total	292	42	1	0	0	0	0	335	336	1937	106	8	3	0	9	39	2102	2166

B - A										B - C								
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
11:00	6	1	0	0	0	0	0	7	7	7	4	0	0	0	0	0	11	11
11:15	7	4	0	0	0	0	0	11	11	5	2	0	0	0	0	0	7	7
11:30	12	2	0	0	0	0	0	14	14	10	2	0	0	0	0	0	12	12
11:45	12	2	0	0	0	0	0	14	14	8	1	0	0	0	0	0	9	9
12:00	8	2	0	0	0	0	0	10	10	12	2	0	0	0	0	0	14	14
12:15	15	4	0	0	0	0	0	19	19	13	3	0	0	0	0	0	16	16
12:30	10	4	0	0	0	0	0	14	14	15	2	0	0	0	0	0	17	17
12:45	8	3	0	0	0	0	0	11	11	7	1	0	0	0	0	0	8	8
13:00	9	1	1	0	0	0	0	11	12	10	2	0	0	0	0	0	12	12
13:15	8	0	0	0	0	0	0	8	8	13	1	0	0	0	0	0	14	14
13:30	14	2	0	0	0	0	0	16	16	12	2	1	0	0	0	0	15	16
13:45	10	0	0	0	0	0	0	10	10	14	4	0	0	0	0	0	18	18
14:00	7	0	0	0	0	0	0	7	7	10	3	0	0	0	0	0	13	13
14:15	9	0	0	0	0	0	0	9	9	7	3	0	0	0	0	0	10	10
14:30	16	2	0	0	0	0	0	18	18	6	1	0	0	0	0	0	7	7

14:45	11	1	0	0	0	0	0	12	12	13	1	0	0	0	0	0	14	14
									46									44
Total	162	28	1	0	0	0	0	191	192	162	34	1	0	0	0	0	197	198

C - A										C - B								
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
11:00	128	8	2	0	0	1	0	139	140	3	2	0	0	0	0	0	5	5
11:15	116	6	1	0	0	0	0	123	124	6	2	0	0	0	0	0	8	8
11:30	108	4	1	0	0	0	0	113	114	6	2	0	0	0	0	0	8	8
11:45	111	6	1	0	0	0	0	118	119	4	1	0	0	0	0	0	5	5
12:00	138	6	1	1	0	0	0	146	149	2	1	0	0	0	0	0	3	3
12:15	139	5	0	1	0	0	0	145	147	5	2	0	0	0	0	0	7	7
12:30	127	5	0	0	0	0	0	132	132	4	1	0	0	0	0	0	5	5
12:45	114	7	1	0	0	0	0	122	123	1	2	0	0	0	0	0	3	3
13:00	117	6	0	0	0	0	0	123	123	2	1	0	0	0	0	0	3	3
13:15	112	7	0	0	0	1	0	120	119	3	1	1	0	0	0	0	5	6
13:30	114	7	0	0	0	1	0	122	121	4	0	0	0	0	0	0	4	4
13:45	116	5	0	0	0	2	0	123	121	5	0	0	0	0	0	0	5	5
14:00	113	8	0	0	0	1	0	122	121	5	1	0	0	0	0	0	6	6
14:15	125	6	1	0	0	1	1	134	136	1	2	0	0	0	0	0	3	3
14:30	111	6	1	1	0	2	0	121	122	2	0	0	0	0	0	0	2	2
14:45	126	6	1	0	0	0	0	133	134	5	1	0	0	0	0	0	6	6
									513									17
Total	1915	98	10	3	0	9	1	2036	2045	58	19	1	0	0	0	0	78	79

Site 4: Burton Road/Un-named Road

Day: Saturday

Date: 21 November 2015

Weather: Fine/Sunny Periods/Breezy/Cold

A: Burton Road (East)

B: Un-named Road

C: Burton Road (West)

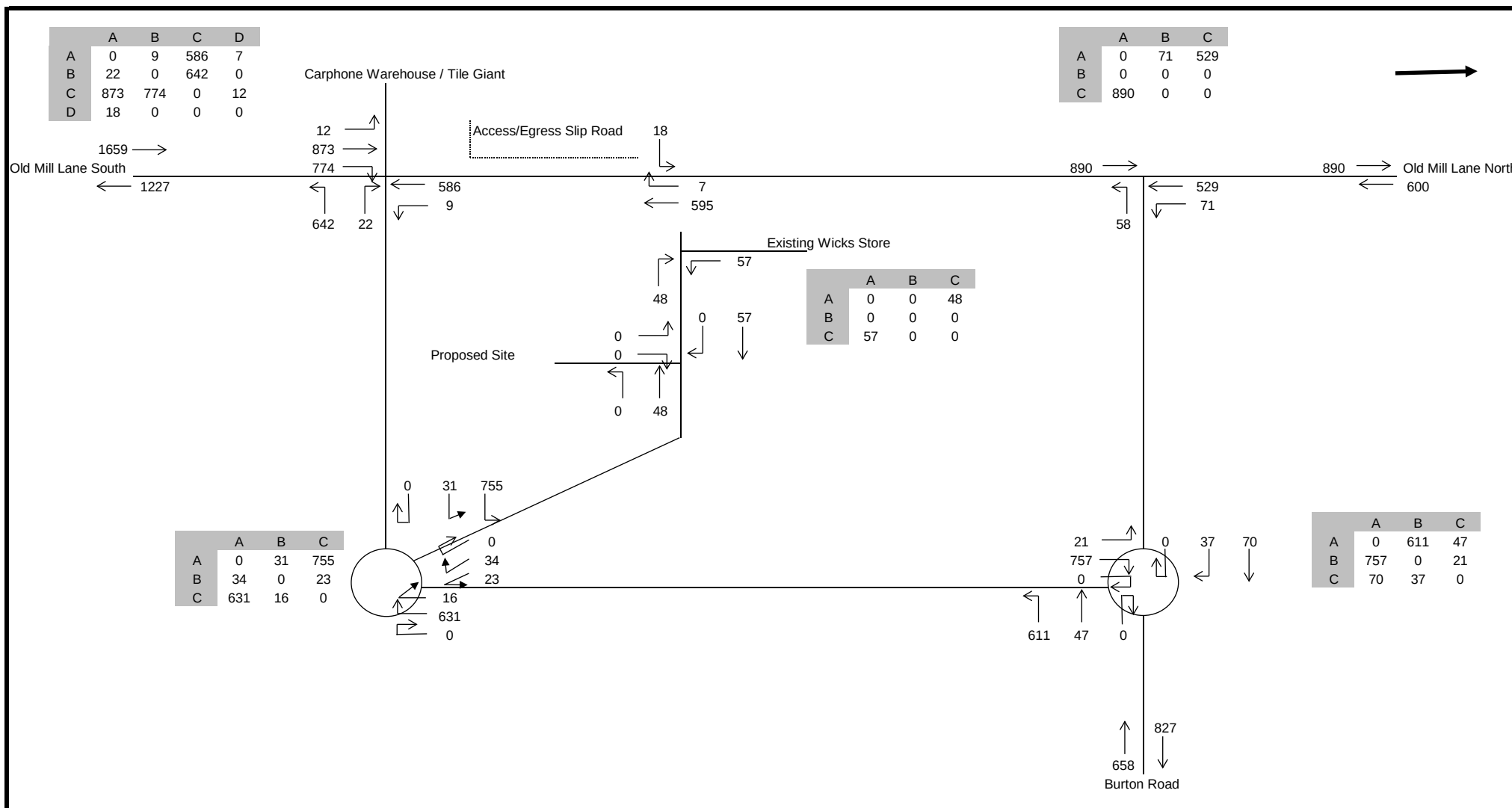
A - B									A - C									
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
11:00	122	8	2	0	0	0	0	132	134	4	0	0	0	0	0	4	8	14
11:15	121	7	1	0	0	1	0	130	130	6	0	0	0	0	0	5	11	19
11:30	113	5	0	0	0	0	0	118	118	18	1	0	0	0	0	1	20	22
11:45	104	6	1	0	0	0	0	111	112	25	1	0	0	0	0	2	28	31
12:00	133	8	1	1	0	0	0	143	146	13	1	1	0	0	0	3	18	23
12:15	143	4	0	0	0	0	0	147	147	5	1	0	0	0	0	2	8	11
12:30	127	6	1	1	0	0	0	135	138	8	2	0	0	0	0	4	14	20
12:45	111	6	1	0	0	0	0	118	119	15	1	0	0	0	0	2	18	21
13:00	110	5	0	0	0	0	0	115	115	16	1	0	0	0	0	2	19	22
13:15	113	6	1	0	0	1	0	121	121	11	1	0	0	0	0	2	14	17
13:30	118	9	0	0	0	1	0	128	127	14	1	0	0	0	0	2	17	20
13:45	116	4	0	0	0	2	0	122	120	9	0	0	0	0	0	4	13	19
14:00	115	9	0	0	0	1	0	125	124	17	2	0	0	0	0	3	22	27
14:15	125	9	1	0	0	1	1	137	139	4	0	0	0	0	0	1	5	7
14:30	117	5	0	1	0	2	0	125	125	1	0	0	0	0	0	2	3	6
14:45	122	7	2	0	0	0	0	131	133	1	0	0	0	0	0	3	4	9
			3	1					521			0	0					48
Total	1910	104	11	3	0	9	1	2038	2048	167	12	1	0	0	0	42	222	286

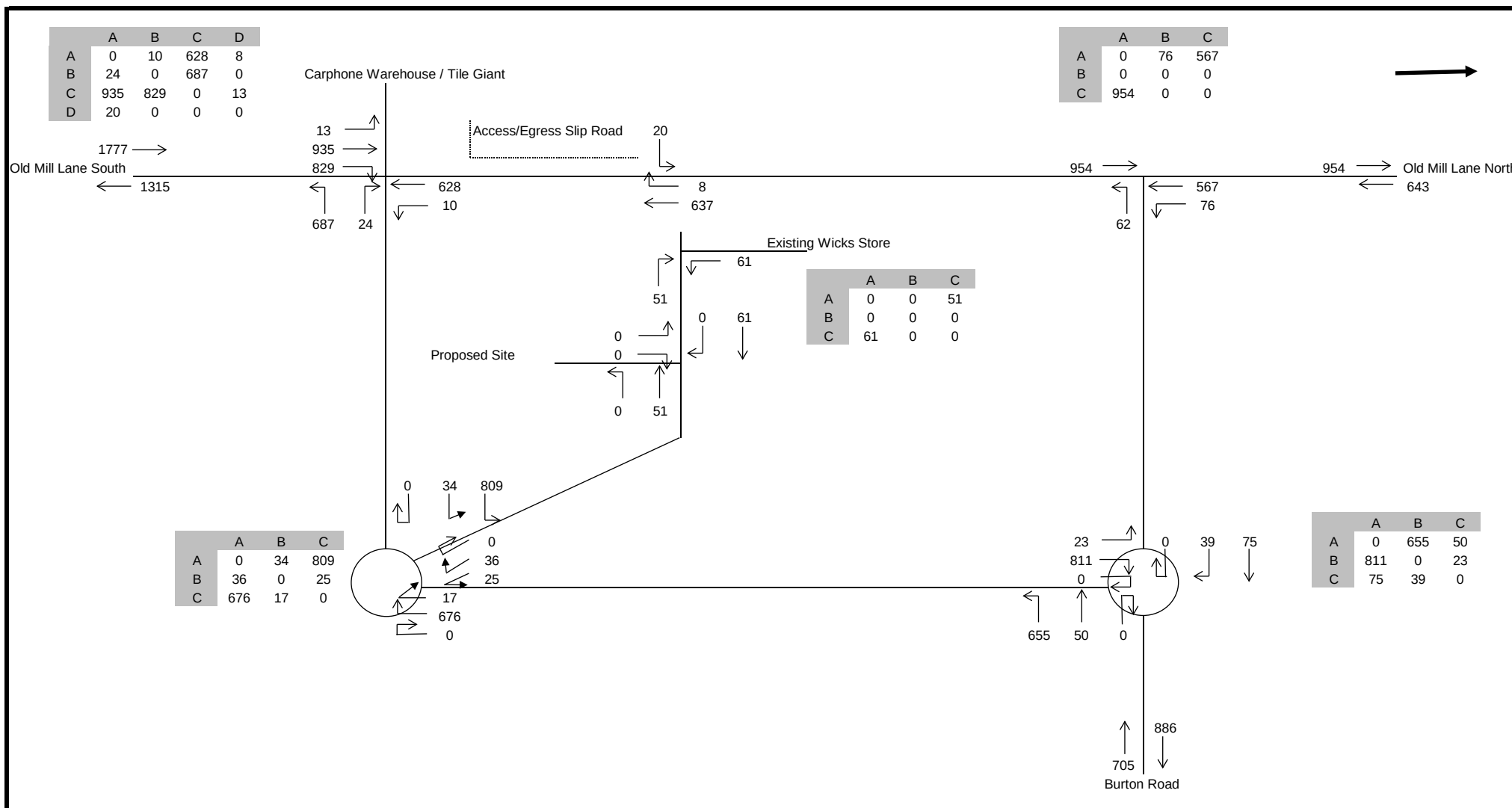
B - A									B - C									
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
11:00	98	10	0	1	0	1	1	111	114	3	0	0	0	0	0	0	3	3
11:15	128	10	0	0	0	0	4	142	148	4	0	0	0	0	0	0	4	4
11:30	98	11	0	0	0	1	1	111	112	2	0	0	0	0	0	0	2	2
11:45	112	11	1	0	0	0	4	128	135	5	0	0	0	0	0	0	5	5
12:00	137	6	1	0	0	1	1	146	148	6	0	0	0	0	0	0	6	6
12:15	139	10	0	0	0	2	3	154	157	4	0	0	0	0	0	0	4	4
12:30	125	5	1	0	0	1	2	134	137	3	1	0	0	0	0	0	4	4
12:45	126	6	0	0	0	1	2	135	137	2	0	0	0	0	0	0	2	2
13:00	142	11	1	0	0	0	1	155	157	2	1	0	0	0	0	0	3	3
13:15	125	9	1	1	0	1	5	142	152	9	0	0	0	0	0	0	9	9
13:30	147	9	1	0	0	0	2	159	163	5	0	0	0	0	0	0	5	5
13:45	134	10	0	1	0	0	3	148	154	2	0	0	0	0	0	0	2	2
14:00	136	4	0	0	0	0	1	141	143	3	3	0	0	0	0	0	6	6

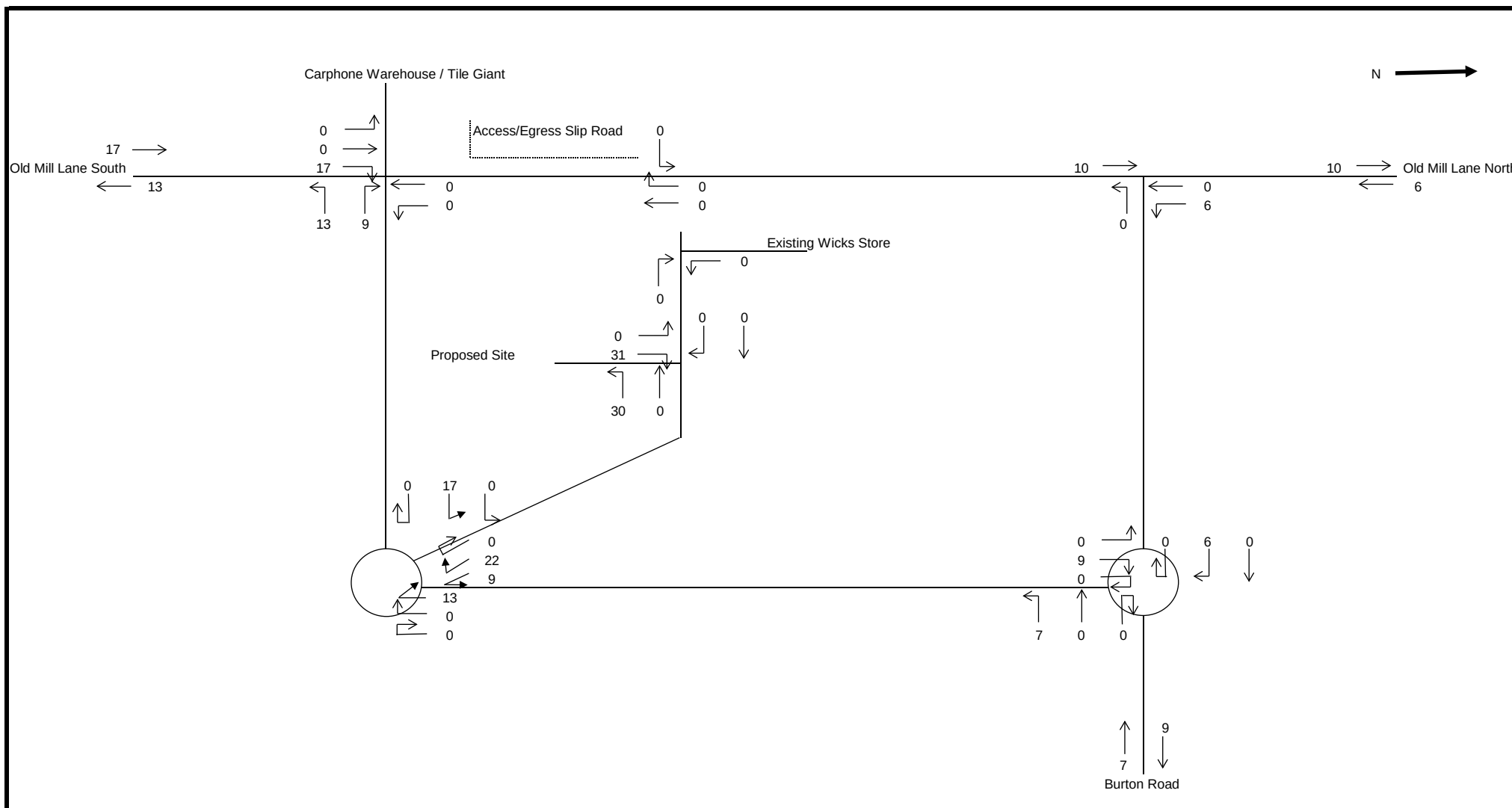
14:15	142	9	1	0	0	0	6	158	168	5	1	0	0	0	0	0	6	6
14:30	118	9	1	0	0	1	2	131	134	1	0	0	0	0	0	0	1	1
14:45	136	5	1	0	0	0	1	143	145	2	0	0	0	0	0	0	2	2
			3	0					590			0	0					15
Total	2043	135	9	3	0	9	39	2238	2303	58	6	0	0	0	0	0	64	64

C - A									C - B									
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total		Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	
11:00	6	0	0	0	0	0	0	6	6	7	3	0	0	0	0	0	10	10
11:15	4	1	0	0	0	0	0	5	5	4	2	0	0	0	0	0	6	6
11:30	4	1	0	1	0	0	0	6	8	2	1	0	0	0	0	0	3	3
11:45	8	1	0	0	0	0	0	9	9	5	0	0	0	0	0	0	5	5
12:00	11	1	0	0	0	0	0	12	12	6	1	0	0	0	0	0	7	7
12:15	9	1	0	0	0	0	0	10	10	2	0	0	0	0	0	0	2	2
12:30	10	1	0	0	0	0	0	11	11	3	1	0	0	0	0	0	4	4
12:45	12	3	1	0	0	0	0	16	17	2	0	0	0	0	0	0	2	2
13:00	5	1	0	0	0	0	0	6	6	9	2	0	0	0	0	0	11	11
13:15	10	0	0	0	0	0	0	10	10	2	2	0	0	0	0	0	4	4
13:30	5	0	0	0	0	0	0	5	5	2	0	0	0	0	0	0	2	2
13:45	6	0	0	0	0	0	0	6	6	5	0	0	0	0	0	0	5	5
14:00	6	0	0	0	0	0	0	6	6	2	1	0	0	0	0	0	3	3
14:15	8	1	0	0	0	0	0	9	9	4	0	0	0	0	0	0	4	4
14:30	10	4	0	0	0	0	0	14	14	2	1	0	0	0	0	0	3	3
14:45	6	1	1	0	0	0	0	8	9	5	0	0	0	0	0	0	5	5
			1	0					38			0	0					15
Total	120	16	2	1	0	0	0	139	143	62	14	0	0	0	0	0	76	76

APPENDIX E
Traffic Flow Diagrams



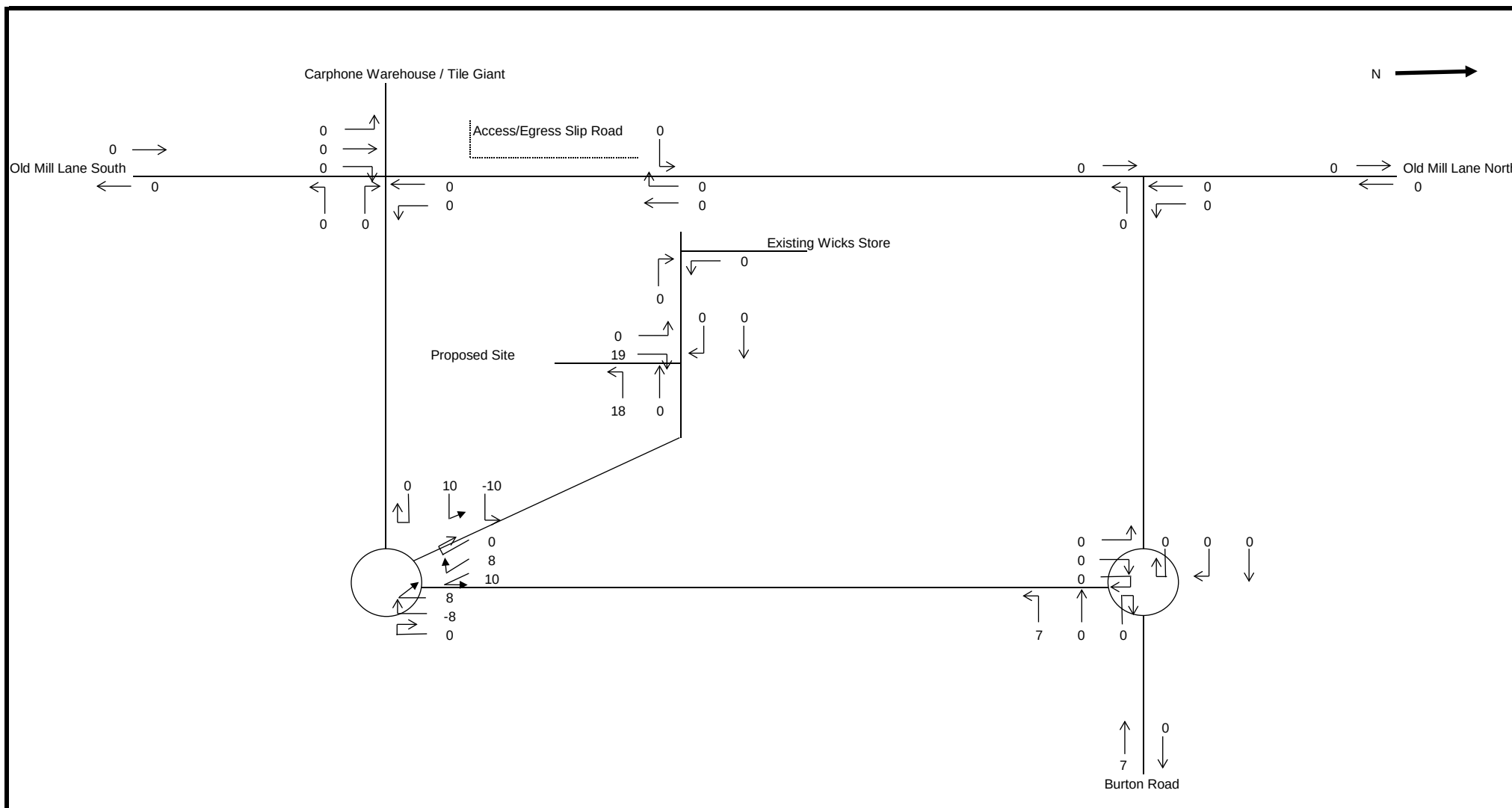




Scheme
Old Mill Lane, Barnsley

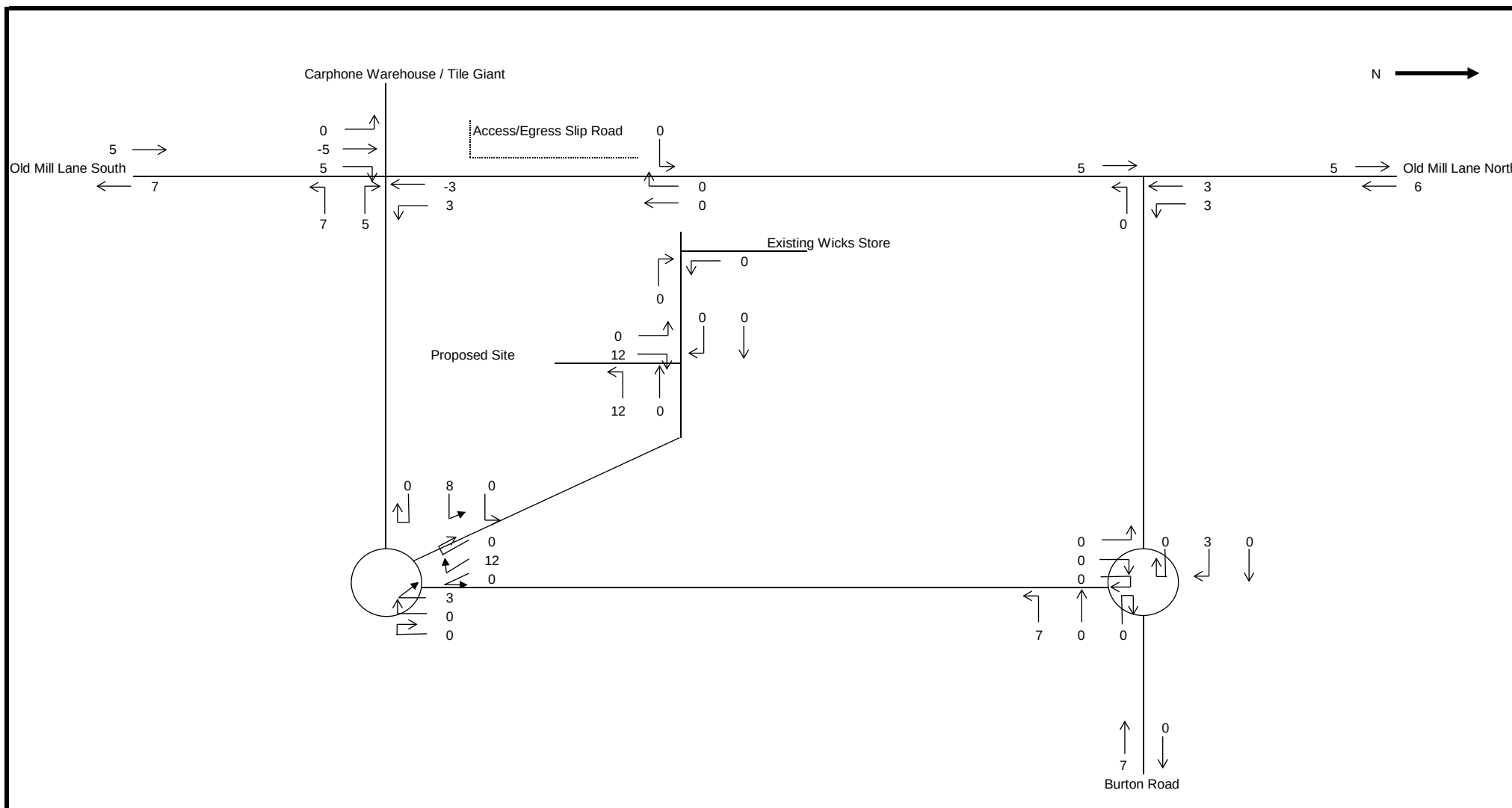
On Behalf of
Aldi Stores

Title
Primary Transfer
PM PEAK



Scheme	Old Mill Lane, Barnsley
On Behalf of	Aldi Stores

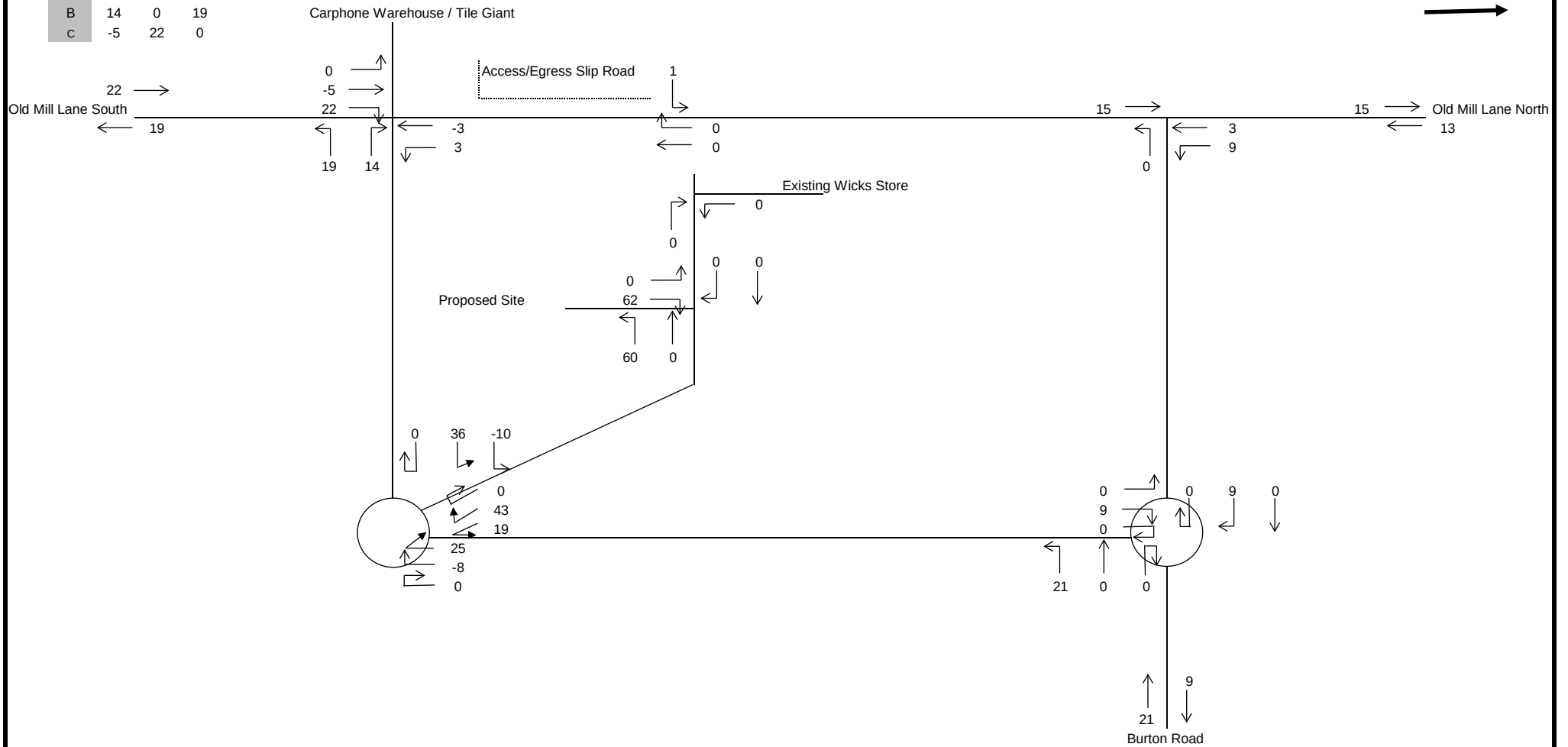
Title	Pass-By PM PEAK
-------	--------------------



Scheme	Old Mill Lane, Barnsley
On Behalf of	Aldi Stores

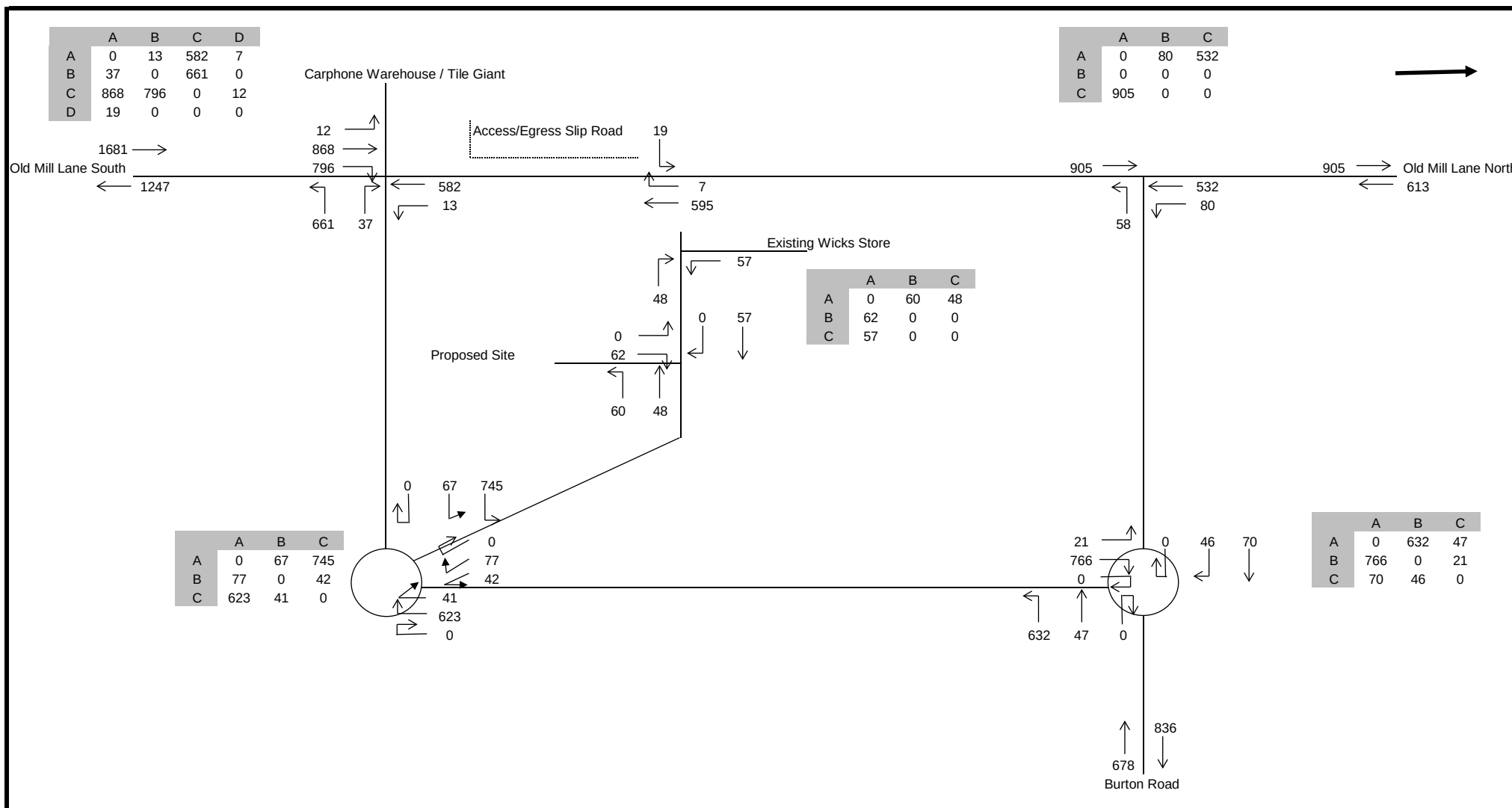
Title	Diverted PM PEAK
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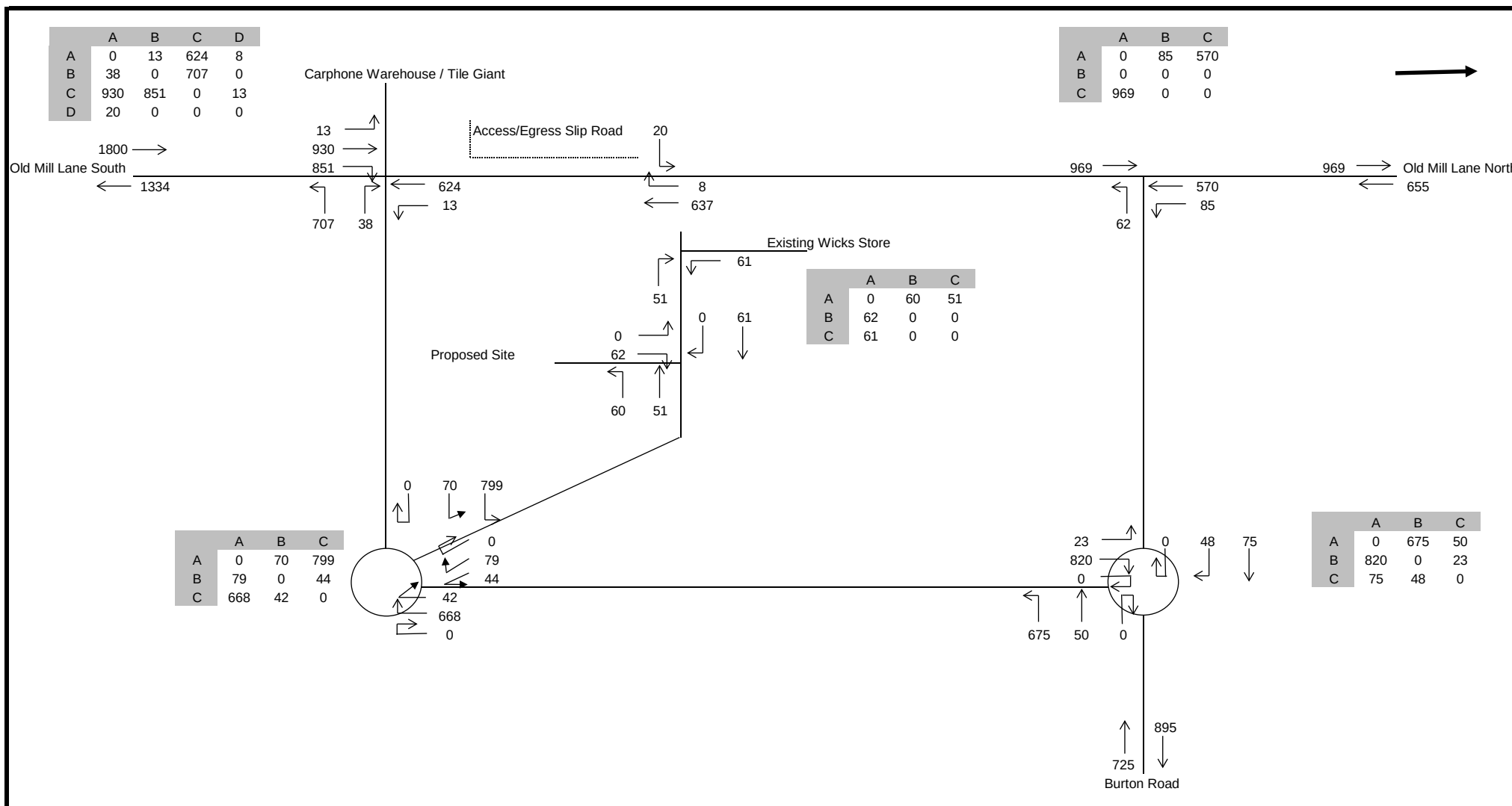
	A	B	C
A	0	3	-3
B	14	0	19
C	-5	22	0

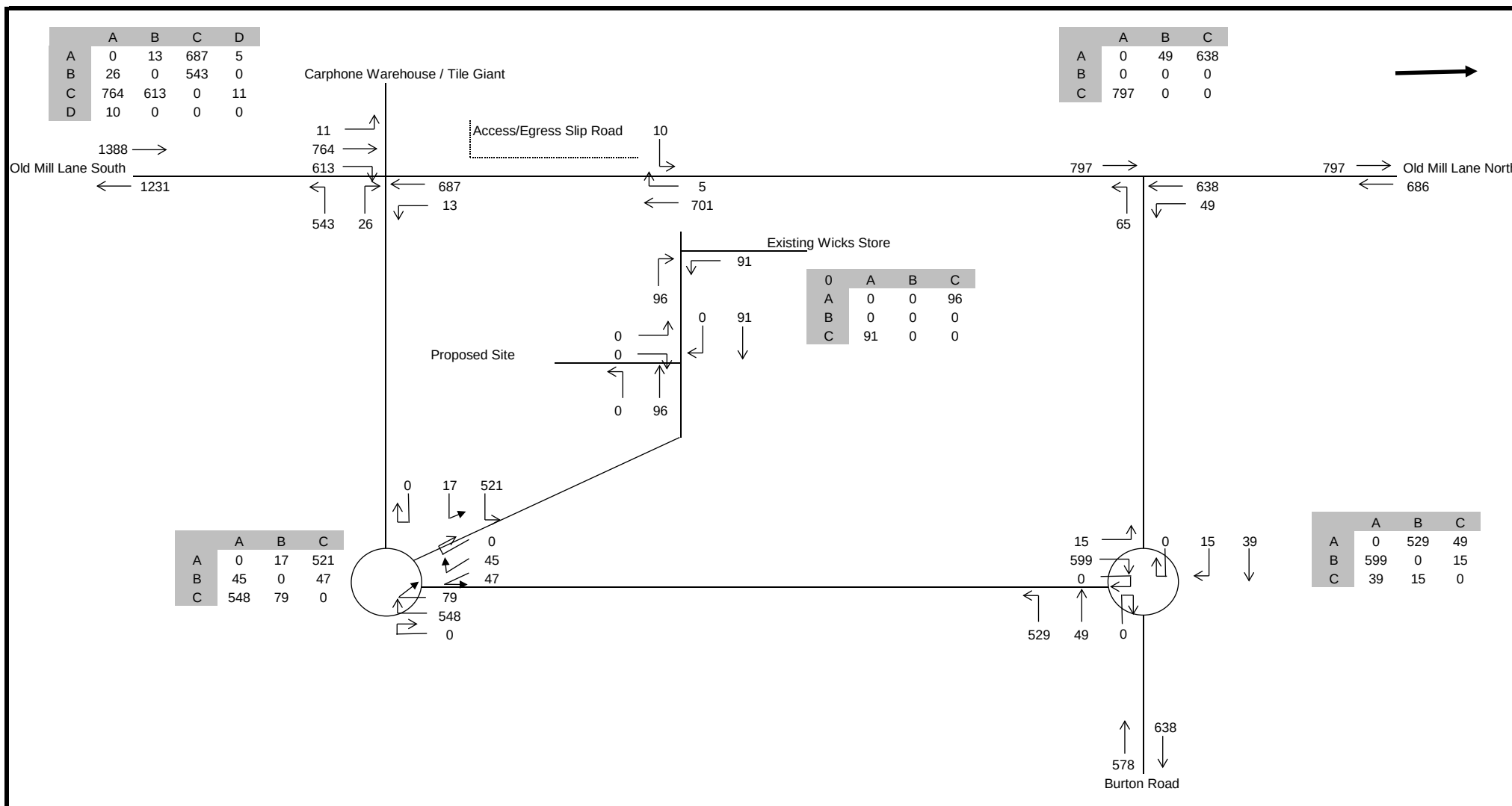


Scheme
Old Mill Lane, Barnsley
On Behalf of
Aldi Stores

Title
Total Development
PM PEAK



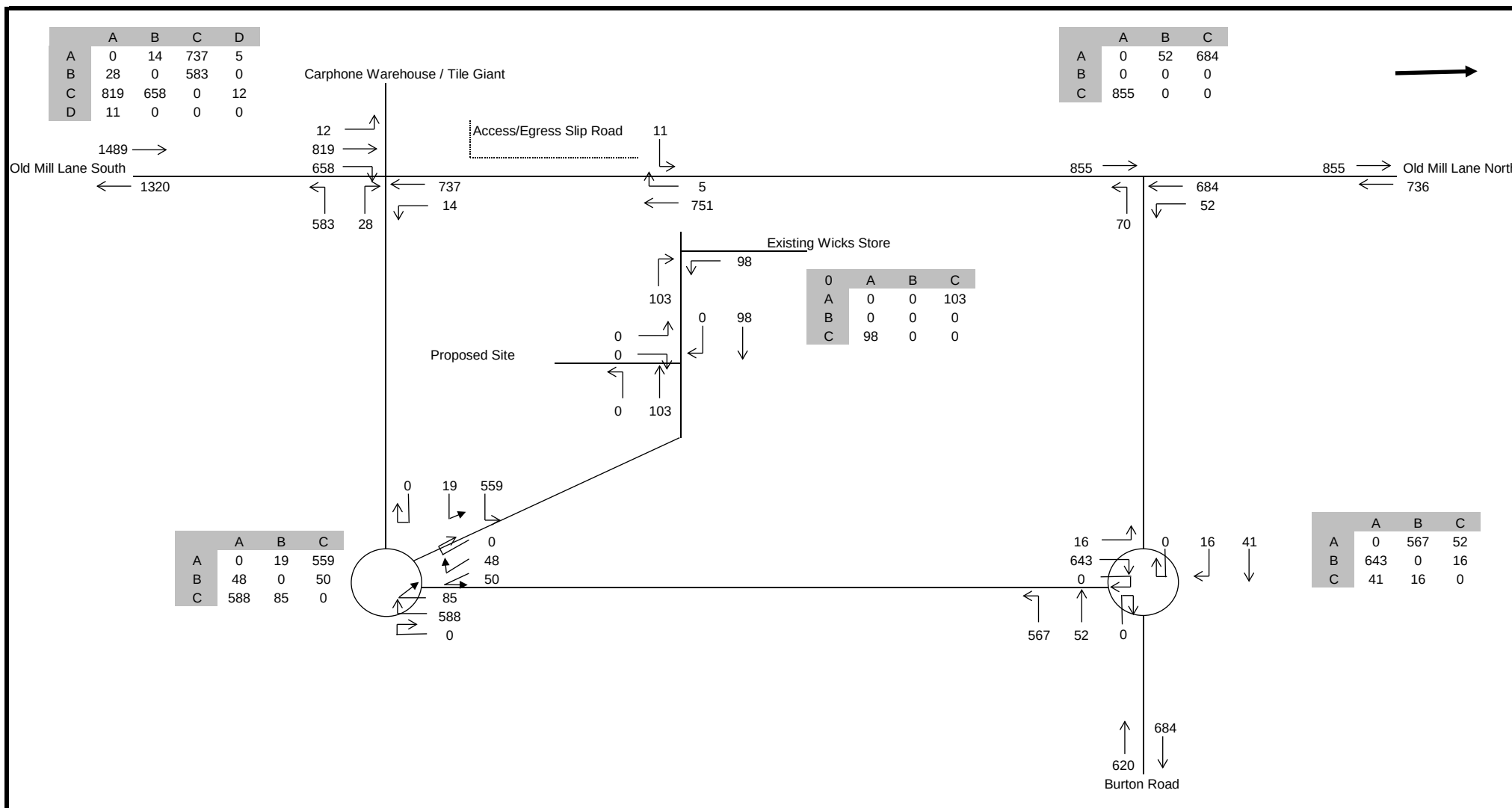


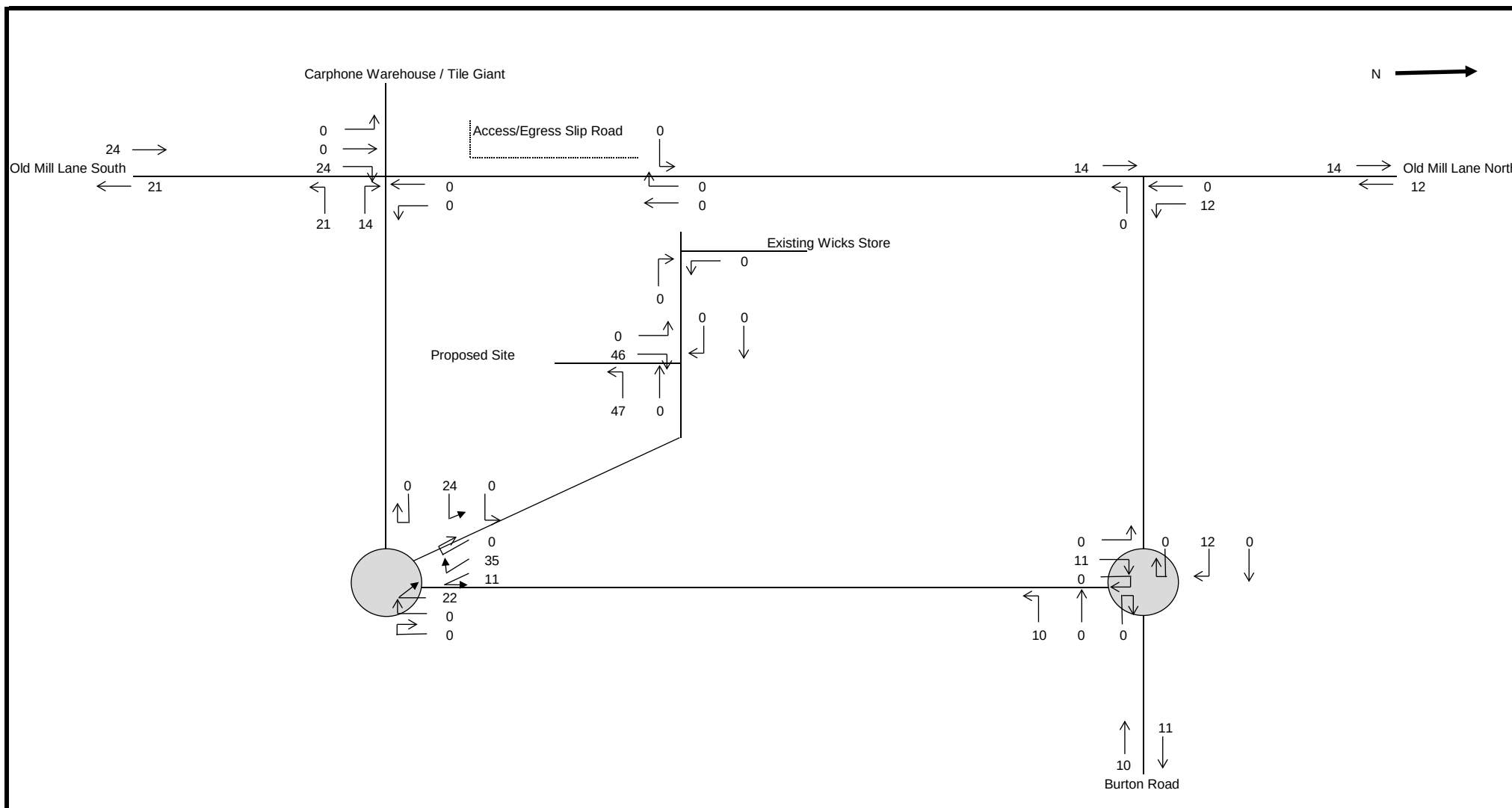


Scheme
Old Mill Lane, Barnsley

On Behalf of
Aldi Stores

Title
Base 2016
SAT PEAK

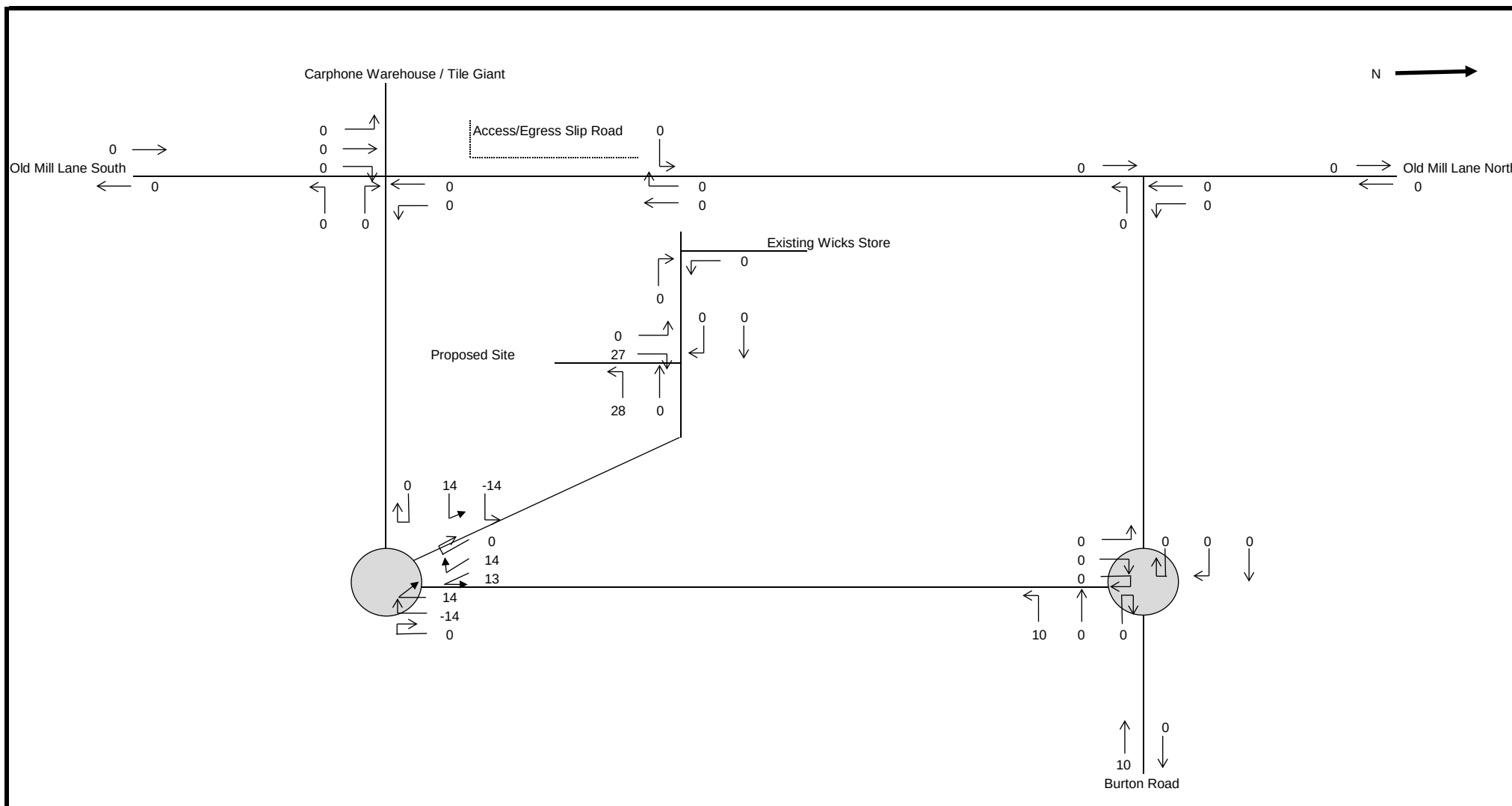




Scheme
Old Mill Lane, Barnsley

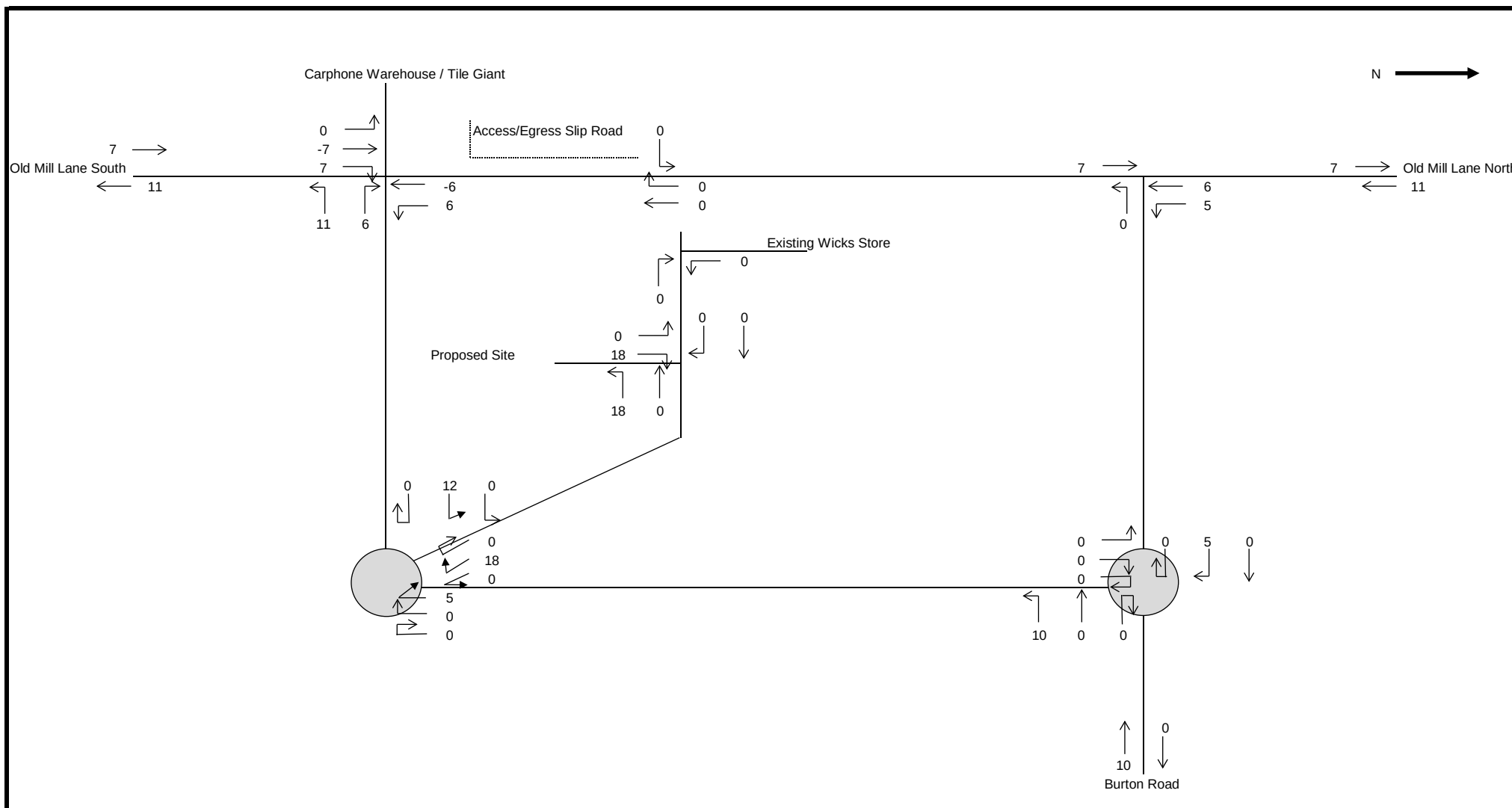
On Behalf of
Aldi Stores

Title
Primary Transfer
SAT PEAK



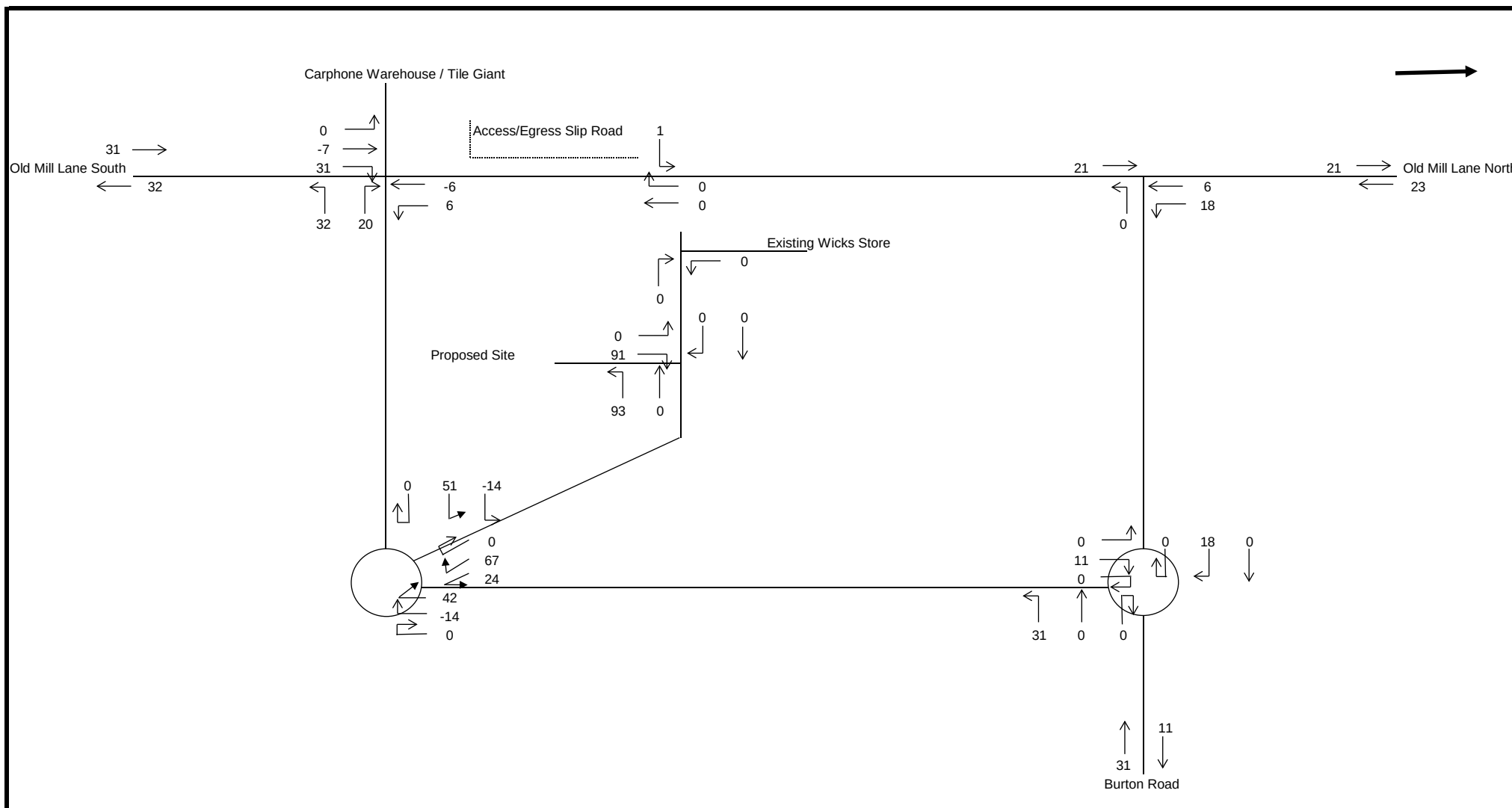
Scheme
Old Mill Lane, Barnsley
On Behalf of
Aldi Stores

Title
Pass-By
SAT PEAK



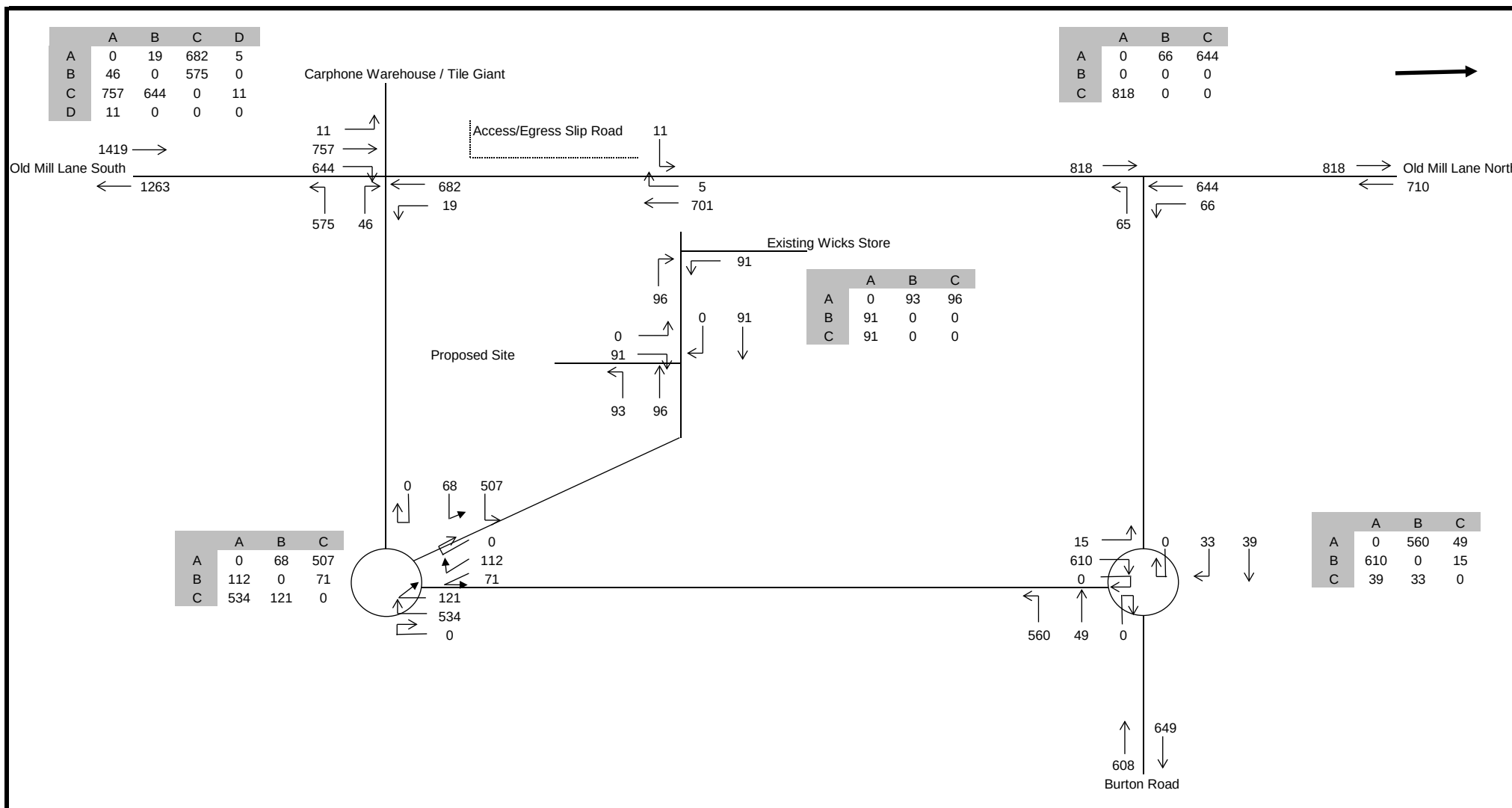
Scheme	Old Mill Lane, Barnsley
On Behalf of	Aldi Stores

Title	Diverted SAT PEAK
-------	-------------------



Scheme	Old Mill Lane, Barnsley
On Behalf of	Aldi Stores

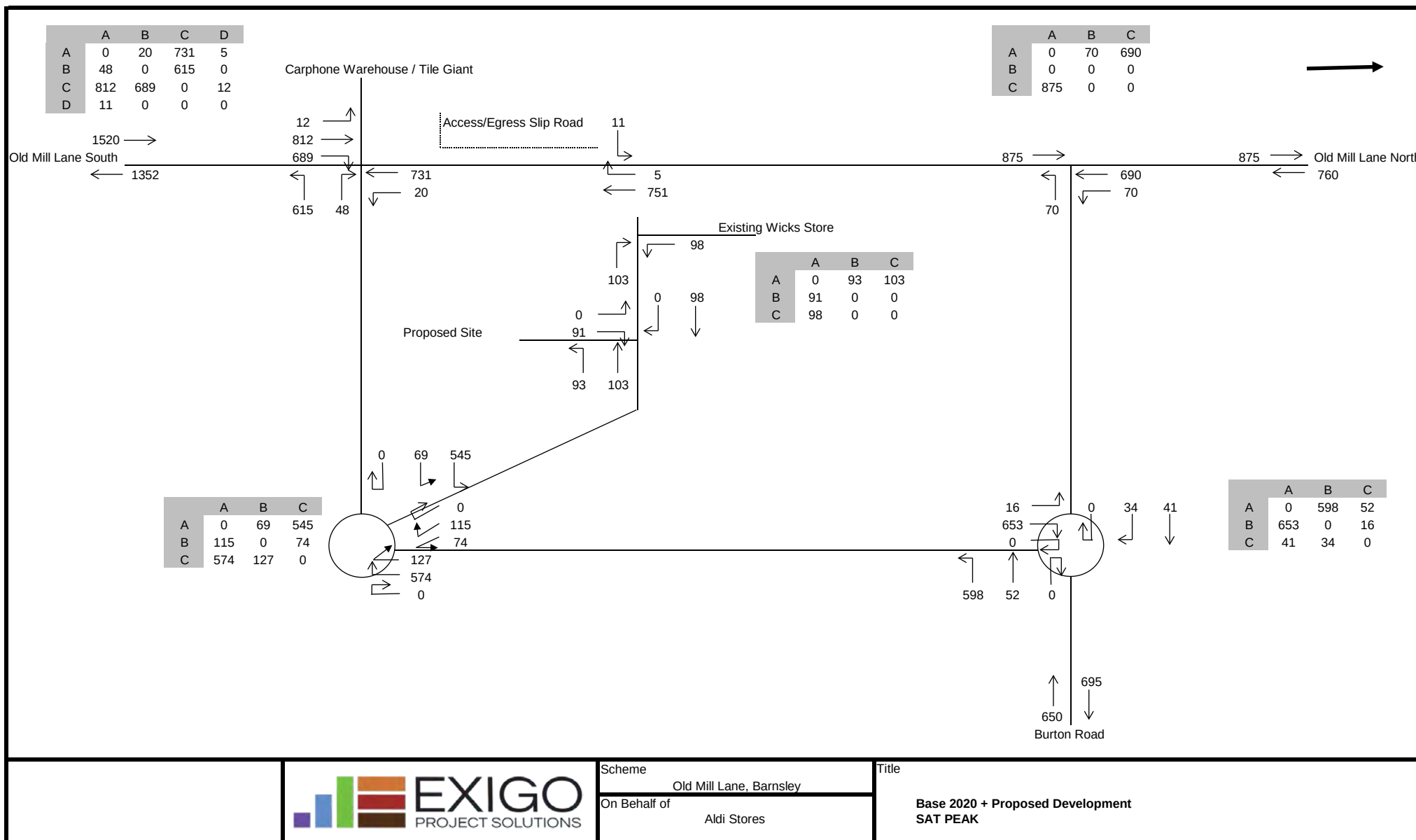
Title	Total Development SAT PEAK
-------	-------------------------------



Scheme
Old Mill Lane, Barnsley

On Behalf of
Aldi Stores

Title
Base 2015 + Proposed Development
SAT PEAK



Scheme
Old Mill Lane, Barnsley
On Behalf of
Aldi Stores

Title
Base 2020 + Proposed Development
SAT PEAK

APPENDIX F
PICADY Output

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:

TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:- "C:\Users\general\Documents\PICADY\Old Mill Lane\Site Access.vpi" (drive-on-the-left) at 11:29:58 on Thursd

RUN INFORMATION

RUN TITLE : Old Mill Lane, Barnsley
LOCATION : Barnsley
DATE : 31/03/16
CLIENT : Aldi
ENUMERATOR : general [LAPTOP3]
JOB NUMBER : T155
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Unnamed Road South
ARM B IS Site Access
ARM C IS Unnamed Road North

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 7.40 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 83.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 30.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 54.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.50 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	690.87	0.25	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	539.58	0.23	0.09	0.15	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	622.03	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: Base 2016 PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.30

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS I TOP OF PEAK I FLOW STOPS	I	BEFORE I AT TOP I AFTER	I
I		I	TO RISE I IS REACHED I FALLING	I	PEAK I OF PEAK I PEAK	I
I		I		I		I
I	ARM A	I	15.00 I 45.00 I 75.00	I	0.60 I 0.90 I 0.60	I
I	ARM B	I	15.00 I 45.00 I 75.00	I	0.00 I 0.00 I 0.00	I
I	ARM C	I	15.00 I 45.00 I 75.00	I	0.71 I 1.07 I 0.71	I

Demand set: Base 2016 PM

I I I I I	I	TURNING PROPORTIONS								I		
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
17.00 - 18.30	I		I		I		I		I		I	
	I	ARM	A	I	0.000	I	0.000	I	1.000	I		I
	I			I	0.0	I	0.0	I	48.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I
	I	ARM	B	I	0.000	I	0.000	I	0.000	I		I
	I			I	0.0	I	0.0	I	0.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I
	I	ARM	C	I	1.000	I	0.000	I	0.000	I		I
	I			I	57.0	I	0.0	I	0.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Base 2016 PM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.00	8.99	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.30	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.00	8.95	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.28	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.72								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.00	8.90	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.24	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.88								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	0.00	8.90	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.24	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.88								

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.00	8.95	0.000		0.00	0.00	0.0		0.00	I
I	C-AB	0.00	9.28	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	0.72									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.15-18.30										I
I	B-AC	0.00	8.99	0.000		0.00	0.00	0.0		0.00	I
I	C-AB	0.00	9.30	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	0.60									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0
18.30	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0
18.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I		I		I		I		I		I
I	B-AC	I	0.0	I	0.0	I	0.0	I	0.00	I
I	C-AB	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I	I	I	I	I
I	A-C	I	66.1	I	44.0	I	I	I	I	I
I	ALL	I	144.5	I	96.3	I	0.0	I	0.00	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	690.87		0.25		0.10	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	539.58		0.23		0.09		0.15		0.33	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	622.03		0.23		0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: Base 2016 SAT

TIME PERIOD BEGINS 14.00 AND ENDS 15.30

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I		I		I		I
I	ARM A	I	15.00	I	1.20	I
I	ARM B	I	15.00	I	0.00	I
I	ARM C	I	15.00	I	1.14	I

Demand set: Base 2016 SAT

I I I I I	I	TURNING PROPORTIONS								I		
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
14.00 - 15.30	I		I		I		I		I		I	
	I	ARM	A	I	0.000	I	0.000	I	1.000	I		I
	I			I	0.0	I	0.0	I	96.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I
	I	ARM	B	I	0.000	I	0.000	I	0.000	I		I
	I			I	0.0	I	0.0	I	0.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I
	I	ARM	C	I	1.000	I	0.000	I	0.000	I		I
	I			I	91.0	I	0.0	I	0.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Base 2016 SAT
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.00-14.15									
B-AC	0.00	8.82	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.18	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.15-14.30									
B-AC	0.00	8.75	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.13	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.44								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.30-14.45									
B-AC	0.00	8.65	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.06	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
B-AC	0.00	8.65	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.06	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.76								

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	15.00-15.15										I
I	B-AC	0.00	8.75	0.000		0.00	0.00	0.0		0.00	I
I	C-AB	0.00	9.13	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	1.44									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	15.15-15.30										I
I	B-AC	0.00	8.82	0.000		0.00	0.00	0.0		0.00	I
I	C-AB	0.00	9.18	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	1.20									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.15	0.0
14.30	0.0
14.45	0.0
15.00	0.0
15.15	0.0
15.30	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.15	0.0
14.30	0.0
14.45	0.0
15.00	0.0
15.15	0.0
15.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	0.0	I	0.0	I	0.0	I	0.00	I
I	C-AB	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I	I	I	I	I
I	A-C	I	132.1	I	88.1	I	I	I	I	I
I	ALL	I	257.4	I	171.6	I	0.0	I	0.00	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	690.87		0.25		0.10	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	539.58		0.23		0.09		0.15	I
							0.33	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	622.03		0.23		0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	I	SCALE(%)	I
I	A	I	100	I		I
I	B	I	100	I		I
I	C	I	100	I		I

Demand set: Base 2016 + Dev PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.30

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I	A	I	15.00	I	1.35	I
I	B	I	15.00	I	0.77	I
I	C	I	15.00	I	0.71	I

Demand set: Base 2016 + Dev PM

I I I I I	I	TURNING PROPORTIONS								I		
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
17.00 - 18.30	I		I		I		I		I		I	
	I	ARM	A	I	0.000	I	0.556	I	0.444	I		I
	I			I	0.0	I	60.0	I	48.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I
	I	ARM	B	I	1.000	I	0.000	I	0.000	I		I
	I			I	62.0	I	0.0	I	0.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I
	I	ARM	C	I	1.000	I	0.000	I	0.000	I		I
	I			I	57.0	I	0.0	I	0.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Base 2016 + Dev PM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.78	8.68	0.090		0.00	0.10	1.4		0.13
C-AB	0.00	9.15	0.000		0.00	0.00	0.0		0.00
A-B	0.75								
A-C	0.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.93	8.62	0.108		0.10	0.12	1.8		0.13
C-AB	0.00	9.09	0.000		0.00	0.00	0.0		0.00
A-B	0.90								
A-C	0.72								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.14	8.53	0.133		0.12	0.15	2.2		0.14
C-AB	0.00	9.02	0.000		0.00	0.00	0.0		0.00
A-B	1.10								
A-C	0.88								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	1.14	8.53	0.133		0.15	0.15	2.3		0.14
C-AB	0.00	9.02	0.000		0.00	0.00	0.0		0.00
A-B	1.10								
A-C	0.88								

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.93	8.62	0.108		0.15	0.12	1.9		0.13	I
I	C-AB	0.00	9.09	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.90									I
I	A-C	0.72									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.15-18.30										I
I	B-AC	0.78	8.68	0.090		0.12	0.10	1.5		0.13	I
I	C-AB	0.00	9.15	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.75									I
I	A-C	0.60									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.1
17.30	0.1
17.45	0.2
18.00	0.2
18.15	0.1
18.30	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0
18.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I		I		I		I		I		I
I	B-AC	I	85.3	I	56.9	I	11.1	I	0.13	I
I	C-AB	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	82.6	I	55.1	I		I		I
I	A-C	I	66.1	I	44.0	I		I		I
I	ALL	I	312.4	I	208.3	I	11.1	I	0.04	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	690.87		0.25		0.10	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	539.58		0.23		0.09		0.15		0.33	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	622.03		0.23		0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: Base 2021 PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.30

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I	A	I	15.00	I	0.64	I
I	B	I	15.00	I	0.00	I
I	C	I	15.00	I	0.76	I

Demand set: Base 2021 PM

I	I	TURNING PROPORTIONS								I				
I	I	TURNING COUNTS								I				
I	I	(PERCENTAGE OF H.V.S)								I				
I	I	-----								I				
I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I	
I	I	-----												I
I	17.00 - 18.30	I		I		I		I		I		I		
I		I	ARM	A	I	0.000	I	0.000	I	1.000	I			
I		I			I	0.0	I	0.0	I	51.0	I			
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I			
I		I			I		I		I		I			
I		I	ARM	B	I	0.000	I	0.000	I	0.000	I			
I		I			I	0.0	I	0.0	I	0.0	I			
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I			
I		I			I		I		I		I			
I		I	ARM	C	I	1.000	I	0.000	I	0.000	I			
I		I			I	61.0	I	0.0	I	0.0	I			
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I			
I		I			I		I		I		I			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Base 2021 PM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.00	8.97	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.29	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.64								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.00	8.93	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.27	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.00	8.88	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.23	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.94								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	0.00	8.88	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.23	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.94								

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.00	8.93	0.000		0.00	0.00	0.0		0.00	I
I	C-AB	0.00	9.27	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	0.76									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.15-18.30										I
I	B-AC	0.00	8.97	0.000		0.00	0.00	0.0		0.00	I
I	C-AB	0.00	9.29	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	0.64									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0
18.30	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0
18.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I		I		I		I		I		I
I	B-AC	I	0.0	I	0.0	I	0.0	I	0.00	I
I	C-AB	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I	I	I	I	I
I	A-C	I	70.2	I	46.8	I	I	I	I	I
I	ALL	I	154.2	I	102.8	I	0.0	I	0.00	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I
I	STREAM B-C	I	STREAM	I	A-C	I	STREAM A-B	I	A-B	I
I	690.87	I		I	0.25	I	0.10	I		I

I	Intercept	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I
I	STREAM B-A	I	STREAM	I	A-C	I	STREAM A-B	I	STREAM C-A	I	STREAM C-B	I	C-B	I
I	539.58	I		I	0.23	I	0.09	I	0.15	I	0.33	I		I

I	Intercept	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I
I	STREAM C-B	I	STREAM	I	A-C	I	STREAM A-B	I	A-B	I
I	622.03	I		I	0.23	I	0.23	I		I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	I	SCALE(%)	I
I		I		I		I
I	A	I	100	I		I
I	B	I	100	I		I
I	C	I	100	I		I

Demand set: Base 2021 + Dev PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.30

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I		I		I		I
I	ARM A	I	15.00	I	1.39	I
I	ARM B	I	15.00	I	0.77	I
I	ARM C	I	15.00	I	0.76	I

Demand set: Base 2021 + Dev PM

I	I	TURNING PROPORTIONS								I			
I	I	TURNING COUNTS								I			
I	I	(PERCENTAGE OF H.V.S)								I			
I											I		
I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
I	17.00 - 18.30	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.541	I	0.459	I		I
I		I		I		0.0	I	60.0	I	51.0	I		I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I		I		I		I		I	I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I		I
I		I		I		62.0	I	0.0	I	0.0	I		I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I		I		I		I		I	I
I		I	ARM	C	I	1.000	I	0.000	I	0.000	I		I
I		I		I		61.0	I	0.0	I	0.0	I		I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I		I		I		I		I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Base 2021 + Dev PM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.78	8.66	0.090		0.00	0.10	1.4		0.13
C-AB	0.00	9.14	0.000		0.00	0.00	0.0		0.00
A-B	0.75								
A-C	0.64								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.93	8.60	0.108		0.10	0.12	1.8		0.13
C-AB	0.00	9.08	0.000		0.00	0.00	0.0		0.00
A-B	0.90								
A-C	0.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.14	8.51	0.134		0.12	0.15	2.2		0.14
C-AB	0.00	9.01	0.000		0.00	0.00	0.0		0.00
A-B	1.10								
A-C	0.94								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	1.14	8.51	0.134		0.15	0.15	2.3		0.14
C-AB	0.00	9.01	0.000		0.00	0.00	0.0		0.00
A-B	1.10								
A-C	0.94								

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.93	8.60	0.108		0.15	0.12	1.9		0.13	I
I	C-AB	0.00	9.08	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.90									I
I	A-C	0.76									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.15-18.30										I
I	B-AC	0.78	8.66	0.090		0.12	0.10	1.5		0.13	I
I	C-AB	0.00	9.14	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.75									I
I	A-C	0.64									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.1
17.30	0.1
17.45	0.2
18.00	0.2
18.15	0.1
18.30	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0
18.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I		I		I		I		I		I
I	B-AC	I	85.3	I	56.9	I	11.1	I	0.13	I
I	C-AB	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	82.6	I	55.1	I		I		I
I	A-C	I	70.2	I	46.8	I		I		I
I	ALL	I	322.1	I	214.7	I	11.1	I	0.03	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I
I	STREAM B-C	I	STREAM	I	A-C	I	STREAM A-B	I	A-B	I
I	690.87	I		I	0.25	I	0.10	I		I

I	Intercept	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I	
I	STREAM B-A	I	STREAM	I	A-C	I	STREAM A-B	I	STREAM C-A	I	STREAM C-B	I	C-B	I					I
I	539.58	I		I	0.23	I	0.09	I	0.15	I	0.33	I		I					I

I	Intercept	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I
I	STREAM C-B	I	STREAM	I	A-C	I	STREAM A-B	I	A-B	I
I	622.03	I		I	0.23	I	0.23	I		I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	I	SCALE(%)	I
I		I		I		I
I	A	I	100	I		I
I	B	I	100	I		I
I	C	I	100	I		I

Demand set: Base 2016 + Dev SAT

TIME PERIOD BEGINS 14.00 AND ENDS 15.30

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I		I		I		I
I	ARM A	I	15.00	I	2.36	I
I	ARM B	I	15.00	I	1.14	I
I	ARM C	I	15.00	I	1.14	I

Demand set: Base 2016 + Dev SAT

I I I I I	TURNING PROPORTIONS										I I I I I	
	TURNING COUNTS											
	(PERCENTAGE OF H.V.S)											
TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
14.00 - 15.30	I		I		I		I		I		I	I
	I	ARM	A	I	0.000	I	0.492	I	0.508	I		I
	I			I	0.0	I	93.0	I	96.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I
	I	ARM	B	I	1.000	I	0.000	I	0.000	I		I
	I			I	91.0	I	0.0	I	0.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I
	I	ARM	C	I	1.000	I	0.000	I	0.000	I		I
	I			I	91.0	I	0.0	I	0.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Base 2016 + Dev SAT
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.00-14.15									
B-AC	1.14	8.44	0.135		0.00	0.15	2.2		0.14
C-AB	0.00	8.94	0.000		0.00	0.00	0.0		0.00
A-B	1.17								
A-C	1.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.15-14.30									
B-AC	1.36	8.33	0.164		0.15	0.19	2.8		0.14
C-AB	0.00	8.84	0.000		0.00	0.00	0.0		0.00
A-B	1.39								
A-C	1.44								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.30-14.45									
B-AC	1.67	8.18	0.204		0.19	0.25	3.7		0.15
C-AB	0.00	8.71	0.000		0.00	0.00	0.0		0.00
A-B	1.71								
A-C	1.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
B-AC	1.67	8.18	0.204		0.25	0.25	3.8		0.15
C-AB	0.00	8.71	0.000		0.00	0.00	0.0		0.00
A-B	1.71								
A-C	1.76								

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	15.00-15.15										I
I	B-AC	1.36	8.33	0.164		0.25	0.20	3.0		0.14	I
I	C-AB	0.00	8.84	0.000		0.00	0.00	0.0		0.00	I
I	A-B	1.39									I
I	A-C	1.44									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	15.15-15.30										I
I	B-AC	1.14	8.44	0.135		0.20	0.16	2.4		0.14	I
I	C-AB	0.00	8.94	0.000		0.00	0.00	0.0		0.00	I
I	A-B	1.17									I
I	A-C	1.20									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.15	0.2
14.30	0.2
14.45	0.3
15.00	0.3
15.15	0.2
15.30	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.15	0.0
14.30	0.0
14.45	0.0
15.00	0.0
15.15	0.0
15.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I		I		I		I		I		I
I	B-AC	I	125.3	I	83.5	I	18.1	I	0.14	I
I	C-AB	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	128.0	I	85.3	I		I		I
I	A-C	I	132.1	I	88.1	I		I		I
I	ALL	I	510.7	I	340.4	I	18.1	I	0.04	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	690.87		0.25		0.10	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	539.58		0.23		0.09		0.15	I
							0.33	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	622.03		0.23		0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: Base 2021 SAT

TIME PERIOD BEGINS 14.00 AND ENDS 15.30

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I	A	I	15.00	I	45.00	I
I	B	I	15.00	I	45.00	I
I	C	I	15.00	I	45.00	I

Demand set: Base 2021 SAT

I I I I I	I	TURNING PROPORTIONS								I		
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
14.00 - 15.30	I		I		I		I		I		I	
	I	ARM	A	I	0.000	I	0.000	I	1.000	I		I
	I			I	0.0	I	0.0	I	103.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I
	I	ARM	B	I	0.000	I	0.000	I	0.000	I		I
	I			I	0.0	I	0.0	I	0.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I
	I	ARM	C	I	1.000	I	0.000	I	0.000	I		I
	I			I	98.0	I	0.0	I	0.0	I		I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
	I			I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Base 2021 SAT
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.00-14.15									
B-AC	0.00	8.79	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.16	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.29								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.15-14.30									
B-AC	0.00	8.71	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.11	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.54								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.30-14.45									
B-AC	0.00	8.61	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.04	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.89								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
B-AC	0.00	8.61	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	9.04	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.89								

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	15.00-15.15										I
I	B-AC	0.00	8.71	0.000		0.00	0.00	0.0		0.00	I
I	C-AB	0.00	9.11	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	1.54									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	15.15-15.30										I
I	B-AC	0.00	8.79	0.000		0.00	0.00	0.0		0.00	I
I	C-AB	0.00	9.16	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	1.29									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.15	0.0
14.30	0.0
14.45	0.0
15.00	0.0
15.15	0.0
15.30	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.15	0.0
14.30	0.0
14.45	0.0
15.00	0.0
15.15	0.0
15.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I	B-AC	I	0.0	I	0.0	I	0.0	I	0.00	I
I	C-AB	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I	I	I	I	I
I	A-C	I	141.8	I	94.5	I	I	I	I	I
I	ALL	I	276.7	I	184.4	I	0.0	I	0.00	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I
I	STREAM B-C	I	STREAM	I	A-C	I	STREAM A-B	I	STREAM A-B	I
I	690.87	I		I	0.25	I	0.10	I		I

I	Intercept	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I
I	STREAM B-A	I	STREAM	I	A-C	I	STREAM A-B	I	STREAM C-A	I	STREAM C-B	I	STREAM C-B	I
I	539.58	I		I	0.23	I	0.09	I	0.15	I	0.33	I		I

I	Intercept	I	Slope	I	For Opposing	I	Slope	I	For Opposing	I
I	STREAM C-B	I	STREAM	I	A-C	I	STREAM A-B	I	STREAM A-B	I
I	622.03	I		I	0.23	I	0.23	I		I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	I	SCALE(%)	I
I		I		I		I
I	A	I	100	I		I
I	B	I	100	I		I
I	C	I	100	I		I

Demand set: Base 2021 + Dev SAT

TIME PERIOD BEGINS 14.00 AND ENDS 15.30

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I		I		I		I
I	ARM A	I	15.00	I	2.45	I
I	ARM B	I	15.00	I	1.14	I
I	ARM C	I	15.00	I	1.23	I

Demand set: Base 2021 + Dev SAT

I I I I I	TIME	TURNING PROPORTIONS								I
		TURNING COUNTS								
		(PERCENTAGE OF H.V.S)								
		FROM/TO	ARM	A	ARM	B	ARM	C		
I	14.00 - 15.30	I	I	I	I	I	I	I	I	
I		I	ARM A	I	0.000	I	0.474	I	0.526	I
I		I		I	0.0	I	93.0	I	103.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I
I		I	ARM B	I	1.000	I	0.000	I	0.000	I
I		I		I	91.0	I	0.0	I	0.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I
I		I	ARM C	I	1.000	I	0.000	I	0.000	I
I		I		I	98.0	I	0.0	I	0.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Base 2021 + Dev SAT
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.00-14.15									
B-AC	1.14	8.40	0.136		0.00	0.16	2.2		0.14
C-AB	0.00	8.92	0.000		0.00	0.00	0.0		0.00
A-B	1.17								
A-C	1.29								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.15-14.30									
B-AC	1.36	8.29	0.164		0.16	0.19	2.9		0.14
C-AB	0.00	8.82	0.000		0.00	0.00	0.0		0.00
A-B	1.39								
A-C	1.54								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.30-14.45									
B-AC	1.67	8.13	0.205		0.19	0.26	3.7		0.15
C-AB	0.00	8.68	0.000		0.00	0.00	0.0		0.00
A-B	1.71								
A-C	1.89								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
B-AC	1.67	8.13	0.205		0.26	0.26	3.8		0.15
C-AB	0.00	8.68	0.000		0.00	0.00	0.0		0.00
A-B	1.71								
A-C	1.89								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.00-15.15									
B-AC	1.36	8.29	0.164		0.26	0.20	3.1		0.14
C-AB	0.00	8.82	0.000		0.00	0.00	0.0		0.00
A-B	1.39								
A-C	1.54								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.15-15.30									
B-AC	1.14	8.40	0.136		0.20	0.16	2.4		0.14
C-AB	0.00	8.92	0.000		0.00	0.00	0.0		0.00
A-B	1.17								
A-C	1.29								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.15	0.2
14.30	0.2
14.45	0.3
15.00	0.3
15.15	0.2
15.30	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.15	0.0
14.30	0.0
14.45	0.0
15.00	0.0
15.15	0.0
15.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING *	* INCLUSIVE QUEUEING *
		* DELAY *	* DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-AC	125.3	18.2	0.15
C-AB	0.0	0.0	0.00
A-B	128.0		
A-C	141.8		
ALL	529.9	18.2	0.03

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====