Doncaster Road, Darfield

Transport Assessment Addendum No2

September 2025

Project number 1229C

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final report			
Date	September 2025			
Prepared by	LJO			
Checked by	AH			

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Appendices

1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Addendum to the Transport Assessment dated June 2025 (Rev 2) in relation to the proposed residential development on land off Doncaster Road, Darfield.

1.2 This Addendum provides further information as a result of scoping with Barnsley Council's Highways Officers, in particular the impact the development would have on the signalised junction at Stairfoot Roundabout.

1.3 This Addendum considers the traffic impact on the junction during the current year and future year (2034) and assesses performance using LinSig. Traffic surveys have been undertaken including junction turning counts and a queue length survey to provide a test on the accuracy of the baseline modelling. The report demonstrates that the inclusion of development traffic would not significantly add to delays through the junction.

2.0 Traffic Surveys

2.1 To assess the performance of Stairfoot Roundabout it has been necessary to obtain a junction turning count. The survey was carried out during school term time on Wednesday 25th June 2025 and included all arms of the Stairfoot roundabout including the signalised junction to the southeast at Bleachcroft Way/ A633.

2.2 The turning count has revealed that the network morning peak hours are between 0730hrs and 0830hrs, and for the evening peak between 1630hrs and 1730hrs.

2.3 The survey results are presented in PCU and provided at Appendix A. The survey revealed that there was a total of 3807.6 PCU that travelled through the junction during the morning peak and 3925.9 PCU that travelled through the junction during the evening peak hour.

2.4 From the survey, the peak hour turning flows have been derived and are found on the traffic flows at Appendix C for the 2025 base conditions. All of the flow scenarios can be found at Appendix C including current and future year with and without development flows for phases 1 and 2 including committed development flows.

3.0 Queue Length Survey

3.1 As part of the scoping process Barnsley Council advised that queue lengths be obtained at the Stairfoot roundabout to verify any modelling being carried out at the junction.

3.2 The LinSig computer program has been used to model the junction, and the user guide advises that queues are inherently difficult to model accurately regardless of the quality or level of detail used for the model and that predicted queue lengths are extremely sensitive to small changes in input data. Due to the variability of queues and sensitivity to small changes in conditions both in models and reality it is recommended to avoid directly calibrating models to measured queues as unless done with extreme care and highly detailed data it has the potential for introducing significant inaccuracy into the model.

3.3 The LinSig user guide recommends that a greater emphasis is placed on ensuring capacities are modelled correctly whilst still checking that modelled queues are acceptable.

3.4 Based on the above it can be considered that the queue survey is a guide that cannot be relied upon for direct comparison to what the LinSig model generates as the traffic counts are only for vehicles that have crossed the stop line and does not include vehicles that are actually forming the queues at the given point in time. Furthermore, traffic queues were observed on one day only, which can be unreliable because queue lengths have a large daily variability even with the same levels of traffic demand.

3.5 Notwithstanding the above guidance given the Council's request a queue length survey was carried out on all arms of the Stairfoot roundabout including the Bleachcroft Way/ A633 signals junction. The queue length survey was carried out during school term time (1st May 2025) between 0700hrs and 0930hrs and between 1600hrs and 1830hrs.

3.6 The mean maximum queues have been considered against the queue length survey and revealed the follows: -

- A633 Grange Lane AM = Observed queues between 5% and 81% of LinSig queue values (in the case of the latter a difference of 17.7PCUs).
- A633 Grange Lane PM = Observed queues between 16% and 31% of LinSig queue values.
- A635 Doncaster Road Outbound AM = Observed queues between 20% and 28% of LinSig queue values.
- A635 Doncaster Road Outbound PM = Observed queues between 33% and 136% of LinSig queue values (in the case of the latter a difference of 11.7PCUs).
- B6100 Hunningley Lane AM = Observed queues between 22% and 131% of LinSig queue values (in the case of the latter a difference of 8.3PCUs).

- B6100 Hunningley Lane PM = Observed queues between 42% and 161% of LinSig queue values (in the case of the latter a difference of 13PCUs).
- Bleachcroft Way AM = Observed queues between 34% and 113% of LinSig queue values (in the case of the latter a difference of 6.9PCUs).
- Bleachcroft Way PM = Observed queues between 50% and 118% of LinSig queue values (in the case of the latter a difference of 4.6PCUs).
- Wombwell Lane (inbound) AM = Observed queues 81% of LinSig queue values (10PCU difference).
- Wombwell Lane (inbound) PM = Observed queues 23.5PCU difference (258%) of from LinSig queue values.
- Wombwell Lane (outbound) AM = Observed queues between 1.2 and 1.3PCU difference from LinSig queue values.
- Wombwell Lane (outbound) PM = Observed queues between 0.9 and 6.5PCU difference.
- A635 Doncaster Road inbound AM = Observed queues between 78% and 150% (in the case of the latter a difference of 18.2PCUs).
- A635 Doncaster Road inbound PM = Observed queues between 19% and 73% (in the case of the latter a difference of 7.8PCUs).

3.7 The queue length survey can be found at Appendix B.

4.0 Junction Capacity Assessment

Stairfoot Roundabout

4.1 As part of the scoping process with Barnsley Council it has been agreed that the signalised junction at Stairfoot Roundabout (including the Bleachcroft Way/ A633 signals) be assessed in terms of junction performance.

4.2 To assess the signalised junctions, it has been necessary to obtain turning count data and also queue length data to assist model validation as described in sections 2 & 3 of this report.

4.3 To assist the modelling it has been necessary to obtain the average SCOOT timings from YUNEX that include Stairfoot roundabout and Bleachcroft Way/ A633 signals junction. The YUNEX data includes controller information, staging diagrams, SCOOT plans and SSGMs for W/C 14th July 2025, which is the last full week of school term time.

4.4 To assess junction performance the LinSig computer program has been used, and the following flow scenarios have been considered and also available at Appendix C.

- 2025 Base
- 2025 + Committed Development
- 2025 + Committed Development + 270 Dwellings
- 2025 + Committed Development + 470 Dwellings
- 2034 No Development
- 2034 + Committed Development
- 2034 + Committed Development + 270 Dwellings

- 2034 + Committed Development + 470 Dwellings

4.5 It should be noted that according to the timing data from YUNEX the bus lanes run very infrequently and consequently not included within the stage sequence for the purposes of the capacity assessments.

4.6 The green times and overall cycle time are based on averages taken from UTC DSSG data (as opposed to the AVSP data requested) and used across all models. This provides the same practical reserve capacity across all scenarios, increasing delay as flows increase.

4.7 For the A633 Grange Lane arm, due to the long lane flaring to two shorter lanes SAT flow estimates have been allocated to this approach based on on-site observations and registered queue lengths.

4.8 The table at figure 1 below shows the LinSig assessment summary for all flow scenarios during the morning peak for 2025. The LinSig output can be found at Appendix D.

Link	2025 (730-830AM)		2025 (730-830AM) + Comm Dev		2025 (730-830AM) + Comm Dev + 270 Dwellings		2025 (730-830AM) + Comm Dev + 470 Dwellings	
	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ
J1 Stairfoot Roundabout	**108.5**		**108.5**		**108.5**		**108.2**	
A633 Grange Lane Ahead Left	64.9	5.9	73.4	7.0	75.3	7.4	76.5	7.6
A633 Grange Lane Ahead	108.5 : 108.5	21.8	108.5 : 108.5	21.8	108.5: 108.5	21.8	108.2 : 108.2	21.5

Internal at Grange Lane Ahead	38.9	1.0	39.9	1.1	41.8	0.5	42.2	0.5
Internal at Grange Lane Right Ahead	42.3	0.7	44.7	1.0	43.7	0.4	44.1	0.4
Internal at Grange Lane Right	7.1	0.0	7.1	0.0	7.1	0.0	7.1	0.0
A635 Doncaster Road Inbound Ahead Left	89.0	12.1	94.9	15.5	100.1	21.4	103.9	28.4
A635 Doncaster Road Inbound Ahead	89.8	12.4	94.7	15.4	100.3	21.7	104.3	29.2
A635 Doncaster Road Inbound Ahead	0.0	0.0	-	-	-	-	-	-
Internal at Doncaster Road IB Ahead	62.9	3.3	64.4	3.5	64.4	6.6	64.4	6.6
Internal at Doncaster Road IB Right Ahead	27.5	0.4	27.5	0.5	27.5	3.4	27.5	2.5
Internal at Doncaster Road IB Right	3.1	0.0	3.1	0.0	3.1	0.4	3.2	0.4
Bleachcroft Way Left Ahead	53.6	6.1	60.5	8.3	64.2	6.4	64.2	6.4
Bleachcroft Way Ahead	49.5	5.8	56.3	7.6	52.7	4.8	52.7	4.6
Internal at Bleachcroft Way Right Right2	81.3	9.0	77.4	7.7	80.3	11.2	80.7	11.7
Internal at Bleachcroft Way Right	61.4	1.8	58.7	1.4	61.7	1.4	61.8	1.4
Hunningley Lane Exit Ahead	38.3	0.9	38.6	0.9	38.9	1.3	38.8	1.3
B6100 Hunningley Road Left Left2	70.5	6.3	70.5	6.3	70.5	6.3	70.5	6.3
B6100 Hunningley Road Left	66.9	5.9	67.7	5.9	68.0	6.0	68.2	6.0
A635 Doncaster Road Outbound Ahead Left	93.6	12.9	96.9	15.4	98.1	16.5	99.0	17.5

A635 Doncaster Road Outbound Ahead	93.6	12.9	96.6	15.2	97.8	16.3	98.8	17.2
A635 Doncaster Road Outbound Ahead	20.4	1.5	20.4	1.5	20.4	1.5	20.4	1.5
Internal at Doncaster Road OB Ahead	60.3	9.4	62.8	10.1	64.4	9.7	64.8	9.5
Internal at Doncaster Road OB Right	13.9	0.1	13.8	0.1	15.3	1.3	15.3	1.8
Internal at Doncaster Road OB Right	11.4	0.1	12.8	0.1	11.4	1.3	11.4	1.8
Internal at Hunningley Lane Ahead	43.9	2.1	46.9	1.9	51.0	6.4	51.4	6.4
Internal at Hunningley Lane Ahead Ahead2	69.4	4.1	71.6	3.8	71.4	7.9	71.5	7.9
Internal at Hunningley Lane Ahead	4.5	0.2	5.6	0.3	5.6	0.9	5.6	0.9
Bus Lane Right	0.0	0.0	-	-	-	-	-	-
J2 Wombwell Lane	**72.0**		**66.0**		**66.0**		**66.0**	
Wombwell Lane NB Left Left2	72.0	12.3	66.0	9.6	66.0	9.6	66.0	9.6
Wombwell Lane Exit Ahead	52.7	0.8	53.9	0.8	53.8	0.8	53.7	0.7
Wombwell Lane exit Right Right2	14.8	1.0	25.9	1.1	25.9	1.2	25.7	1.2
Bleachcroft Way Right	35.1	0.7	32.7	0.8	34.7	0.9	34.7	1.0
Bleachcroft Way Right	32.2	0.6	30.2	0.6	28.2	0.5	28.2	0.8
Bleachcroft Way Entry Left	8.2	0.5	13.3	0.6	13.3	0.6	13.3	0.6
Bleachcroft Way Exit Ahead	3.0	0.1	3.0	0.1	3.0	0.1	3.0	0.1
J3 McDonalds	**59.1**		**60.4**		**60.4**		**60.1**	
Access Left	7.4	0.0	7.5	0.0	7.5	0.0	7.5	0.0

Ahead Left	59.1: 59.1	2.1	60.4 : 60.4	2.2	60.4 : 60.4	7.8	60.1 : 59.6	7.9
Ahead	2.1	0.1	2.1	0.1	2.1	0.2	2.1	0.2
	PRC %	-20.5	PRC	-20.5	PRC	-20.5	PRC	-20.2

Figure 1 2025 Flow scenarios AM

4.9 As can be seen from the table above, the A633 Grange Lane and A635 Doncaster Road arms of the junction struggle to cope with existing traffic levels, with a DofS exceeding 90%, and in the case of A633 Grange Lane and A635 Doncaster Road inbound exceed the theoretical limit of the junction (DofS greater than 100%).

4.10 With regard to the A633 Grange Lane, the introduction of committed development traffic and proposed development traffic has little impact on the existing queue lengths. For the A635 Doncaster Road inbound ahead left the introduction of committed development increases the DofS to 94.9%, with a further increase in DofS as a result of the 270 dwellings and 470 dwellings as part of the development proposals, which equates to an increase in max queue lengths by 5.9PCUs and 12.9PCUs respectively. Similarly, with the A635 Doncaster Road ahead the DofS increases to 94.7% as a result of the committed development and an increase of 6.3PCUs and 13.8PCUs as a consequence of the proposed 270 dwellings and total 470 dwellings respectively.

4.11 In respect of the A635 Doncaster Road outbound arm ahead left and ahead, the existing performance of this arm exceeds a DofS of 90% although with the inclusion of committed development and proposed development the DofS does not exceed the theoretical limit with only small increases in queue lengths of between 1 and 2 PCUs.

4.12 Considering the above, for the 2025 morning peak scenarios, the inclusion of development traffic would not have a severe impact on the operation of the junction, which is the test within the current NPPF.

4.13 The table at figure 2 below shows the LinSig assessment summary for all flow scenarios during the evening peak for 2025. The LinSig output can be found at Appendix D.

Link	2025 (1630-1730PM)		2025 (1630-1730PM) + Comm Dev		2025 (1630-1730PM) + Comm Dev + 270 Dwellings		2025 (1630-1730PM) + Comm Dev + 470 Dwellings	
	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ
J1 Stairfoot Roundabout	**129.9**		**129.9**		**129.9**		**129.9**	
A633 Grange Lane Ahead Left	73.0	6.7	81.6	8.2	86.7	9.5	90.7	11.0
A633 Grange Lane Ahead	129.9 : 129.9	46.3	129.9 : 129.9	46.3	129.9 : 129.9	46.3	129.9 : 129.9	46.3
Internal at Grange Lane Ahead	53.7	5.3	54.6	1.4	56.0	4.5	56.2	1.7
Internal at Grange Lane Right Ahead	53.4	5.9	55.5	0.9	56.5	4.7	57.1	0.9
Internal at Grange Lane Right	5.8	0.3	5.8	0.0	5.8	0.1	5.8	0.0
A635 Doncaster Road Inbound Ahead Left	89.7	10.6	97.8	15.5	100.3	18.2	101.6	19.8
A635 Doncaster Road Inbound Ahead	90.4	10.9	98.0	15.7	100.0	17.9	101.8	20.2
A635 Doncaster Road Inbound Ahead	-	-	-	-	-	-	-	-
Internal at Doncaster Road IB Ahead	73.8	9.7	75.2	8.0	75.2	11.3	74.8	7.6
Internal at Doncaster Road IB Right Ahead	23.2	0.9	23.2	4.5	23.2	1.1	23.2	4.2
Internal at Doncaster Road IB Right	1.8	0.0	1.8	0.3	1.8	0.0	1.8	0.3
Bleachcroft Way Left Ahead	59.6	4.9	59.7	5.6	60.3	5.2	59.9	5.2

Bleachcroft Way Ahead	57.1	5.0	58.1	5.1	57.6	4.6	58.0	4.7
Internal at Bleachcroft Way Right Right2	62,7	6.8	66.4	6.9	67.4	6.9	67.6	5.3
Internal at Bleachcroft Way Right	43.7	0.8	47.1	8.0	48.0	0.9	48.0	0.7
Hunningley Lane Exit Ahead	38.2	2.0	38.4	1.4	38.5	1.4	38.5	1.4
B6100 Hunningley Road Left Left2	69.7	6.2	69.7	6.2	69.7	6.2	69.7	6.2
B6100 Hunningley Road Left	81.1	8.1	82.1	8.3	83.1	8.5	83.6	8.7
A635 Doncaster Road Outbound Ahead Left	62.1	8.5	96.8	17.9	79.6	11.2	101.4	24.4
A635 Doncaster Road Outbound Ahead	63.0	8.6	96.6	17.7	79.4	11.2	101.2	24.0
A635 Doncaster Road Outbound Ahead	9.3	0.9	14.0	1.2	11.2	1.0	14.0	1.2
Internal at Doncaster Road OB Ahead	71.4	7.7	57.8	7.5	65.9	4.3	58.6	7.6
Internal at Doncaster Road OB Right	27.2	0.5	20.3	1.3	23.3	0.2	20.6	1.7
Internal at Doncaster Road OB Right	21.5	0.7	17.9	1.7	20.2	0.2	18.2	2.3
Internal at Hunningley Lane Ahead	36.6	5.6	38.9	2.6	39.9	5.4	39.8	3.7
Internal at Hunningley Lane Ahead Ahead2	57.8	7.3	60.6	5.1	60.9	75	61.1	5.8
Internal at Hunningley Lane Ahead	9.4	1.8	9.6	0.6	9.6	1.7	9.6	1.2
Bus Lane Right	-	-	-	-	-	-	-	-
J2 Wombwell Lane	**64.4**		**65.6**		**65.5**		**65.1**	
Wombwell Lane NB Left Left2	64.4	9.1	65.1	9.5	65.1	9.5	65.1	9.5

Wombwell Lane Exit Ahead	64.4	1.2	65.6	1.1	65.5	1,2	65.1	1.1
Wombwell Lane exit Right Right2	31.0	1.4	31.0	1.2	31.0	1.4	30.9	1.2
Bleachcroft Way Right	32.5	4.0	32.6	0.9	32.8	1.1	32.6	1.0
Bleachcroft Way Right	30.8	3.3	31.4	1.5	31.1	1.9	31.3	1.9
Bleachcroft Way Entry Left	10.4	0.4	10.4	0.4	10.4	0.4	10.4	0.4
Bleachcroft Way Exit Ahead	2.0	0.0	2.0	0.0	2.0	0.0	1.9	0.0
J3 McDonalds	**73.1**		**74.4**		**74.4**		**74.0**	
Access Left	11.2	0.1	11.3	0.1	11.3	0.1	11.2	0.1
Ahead Left	73.1 : 73.1	10.1	74.4 : 74.4	9.1	74.4 : 74.4	11.8	73.9 : 74.0	8.6
Ahead	1.4	02	1.4	0.2	1.4	0.2	1.4	0.2
	PRC %	-44.4	PRC	-44.4	PRC	-44.4	PRC	-44.4

Figure 2 2025 flow scenarios PM

4.14 As can be seen from the table above, the A633 Grange Lane and A635 Doncaster Road arms of the junction struggle to cope with existing traffic levels during the evening peak, with a DofS exceeding 90% for A635 Doncaster Road inbound, and in the case of A633 Grange Lane exceed the theoretical limit of the junction (DofS greater than 100%).

4.15 With regard to the A633 Grange Lane, the introduction of committed development traffic and proposed development traffic has little impact on the existing queue lengths. For the A635 Doncaster Road inbound ahead left the introduction of committed development increases the DofS to 97.8%, with a further increase in DofS as a result of the 270 dwellings and 470 dwellings as part of the development proposals, which equates to an increase in max queue lengths by 2.7PCUs and 4.3PCUs respectively. Similarly, with the A635 Doncaster Road ahead the DofS increases to 98.0% as a result of the committed development and an increase of 2.2PCUs and 4.5PCUs as a consequence of the proposed 270 dwellings and total 470 dwellings respectively.

4.16 In respect of the A635 Doncaster Road outbound arm ahead left, the performance of this arm exceeds a DofS of 96.8% with the inclusion of committed development. The proposal for 270 dwellings provides no difference in max queue lengths and the proposed 470 dwellings results in an increase in max queue of 6.5PCUs. For the A635 Doncaster Road ahead arm, the inclusion of committed development increases the DofS to 96.6% and again the further traffic associated with the proposed 270 dwellings provides little difference in max queue lengths with the proposal for 470 dwellings resulting in an increase in max queue by 6.3PCUs.

4.17 Considering the above, for the 2025 evening peak scenarios, the inclusion of development traffic would not have a severe impact on the operation of the junction, which is the test within the current NPPF.

4.18 The table at figure 3 below shows the LinSig assessment summary for all flow scenarios during the morning peak for the future year 2034. The LinSig output can be found at Appendix E.

Link	2034 (730-830AM)		2034 (730-830AM) + Comm Dev		2034 (730-830AM) + Comm Dev + 270 Dwellings		2034 (730-830AM) + Comm Dev + 470 Dwellings	
	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ
J1 Stairfoot Roundabout	**118.0**		**118.0**		**117.1**		**117.7**	
A633 Grange Lane Ahead Left	70.6	6.6	79.1	8.0	81.0	8.5	82.2	8.7
A633 Grange Lane Ahead	118.0 : 118.0	34.1	118.0 : 118.0	34.1	117.7 : 117.7	33.8	117.7 : 117.7	33.8
Internal at Grange Lane Ahead	42.4	0.5	42.2	0.4	42.4	0.4	42.3	0.4
Internal at Grange Lane Right Ahead	44.8	0.4	46.4	0.5	46.4	0.5	46.6	0.5
Internal at Grange Lane Right	7.7	0.0	7.7	0.0	7.7	0.0	7.7	0.0
A635 Doncaster Road Inbound Ahead Left	85.7	11.6	102.5	25.5	107.9	36.8	111.7	45.9
A635 Doncaster Road Inbound Ahead	90.2	13.6	102.9	26.2	108.3	37.7	112.3	47.3
A635 Doncaster Road Inbound Ahead	-	-	-	-	-	-	-	-
Internal at Doncaster Road IB Ahead	71.0	7.3	68.2	4.1	67.9	4.1	67.6	4.1
Internal at Doncaster Road IB Right Ahead	29.5	3.9	28.1	0.3	28.1	0.3	28.1	0.3
Internal at Doncaster Road IB Right	3.2	0.4	3.1	0.0	3.2	0.0	3.2	0.0
Bleachcroft Way Left Ahead	62.5	5.3	61.0	7.9	61.1	8.3	61.1	8.3
Bleachcroft Way Ahead	49.6	3.7	54.2	6.6	54.1	6.7	54.1	6.7
Internal at Bleachcroft Way Right Right2	84.6	12.9	88.3	12.6	88.9	12.8	89.4	13.4

Internal at Bleachcroft Way Right	67.7	2.2	67.8	2.3	68.0	2.4	68.0	2.4
Hunningley Lane Exit Ahead	40.3	1.4	40.5	1.0	40.3	1.0	40.2	0.9
B6100 Hunningley Road Left Left2	76.5	7.2	76.5	7.2	76.5	7.2	76.5	7.2
B6100 Hunningley Road Left	72.5	6.6	73.3	6.7	73.5	6.8	73.8	6.8
A635 Doncaster Road Outbound Ahead Left	101.8	21.2	104.9	26.2	106.1	28.3	107.1	30.1
A635 Doncaster Road Outbound Ahead	101.6	20.9	104.9	26.2	106.1	28.3	107.1	30.1
A635 Doncaster Road Outbound Ahead	22.0	1.6	22.0	1.6	22.0	1.6	22.0	1.6
Internal at Doncaster Road OB Ahead	65.6	9.8	67.5	11.5	67.9	11.6	68.3	11.6
Internal at Doncaster Road OB Right	15.6	1.4	15.2	0.8	15.4	0.8	15.2	0.8
Internal at Doncaster Road OB Right	11.8	1.3	13.4	0.5	13.3	0.6	13.6	0.6
Internal at Hunningley Lane Ahead	49.8	6.6	51.0	2.4	51.6	2.4	52.1	2.4
Internal at Hunningley Lane Ahead Ahead2	73.2	8.4	75.5	5.8	75.5	5.8	75.5	5.8
Internal at Hunningley Lane Ahead	4.8	0.8	5.9	0.3	5.9	0.3	5.9	0.3
Bus Lane Right	-	-	-	-	-	-	-	-
J2 Wombwell Lane	**78.3**		**80.5**		**80.5**		**80.5**	
Wombwell Lane NB Left Left2	78.3	14.8	80.5	15.7	80.5	15.7	80.5	15.7
Wombwell Lane Exit Ahead	56.8	0.9	57.1	1.0	56.5	0.9	56.1	0.9
Wombwell Lane exit Right Right2	15.9	1.1	15.8	0.9	15.7	0.9	15.6	0.9

Bleachcroft Way Right	42.7	1.2	40.0	0.9	40.1	0.9	40.1	0.9
Bleachcroft Way Right	33.5	0.9	35.3	0.6	35.2	0.6	35.2	0.6
Bleachcroft Way Entry Left	7.6	0.5	8.7	0.5	8.7	0.5	8.7	0.5
Bleachcroft Way Exit Ahead	3.2	0.1	3.2	0.1	3.1	0.1	3.1	0.1
J3 McDonalds	**63.9**		**64.3**		**63.3**		**62.8**	
Access Left	8.4	0.0	8.4	0.0	8.4	0.0	8.4	0.0
Ahead Left	63.7 : 63.7	7.5	63.9 : 64.3	2.5	63.3 : 63.1	2.4	62.8 : 62.4	2.3
Ahead	2.3	0.2	2.2	0.2	2.2	0.2	2.2	0.2
	PRC %	-31.1	PRC	-31.1	PRC	-30.8	PRC	-30.8

Figure 3 2034 flow scenarios AM

4.19 As can be seen from the table above, the A633 Grange Lane and A635 Doncaster Road arms of the junction would struggle to cope due to forecasted traffic growth, with a DofS generally exceeding 90%, and in the case of A633 Grange Lane and A635 Doncaster Road outbound exceed the theoretical limit of the junction (DofS greater than 100%).

4.20 With regard to the A633 Grange Lane, the introduction of committed development traffic and proposed development traffic has little impact on the forecasted future year queue lengths. For the A635 Doncaster Road inbound ahead left the introduction of committed development increases the DofS to 102.5%, with a further increase in DofS as a result of the 270 dwellings and 470 dwellings as part of the development proposals, which equates to an increase in max queue lengths by 11.3PCUs and 20.4PCUs respectively. Similarly, with the A635 Doncaster Road inbound ahead the DofS increases to 102.9% as a result of the committed development and an increase of 11.5PCUs and 21.1PCUs as a consequence of the proposed 270 dwellings and total 470 dwellings respectively.

4.21 In respect of the A635 Doncaster Road outbound arm left ahead and ahead, the forecasted growth in traffic during the future year results in these arms exceeding a DofS of over 100%. The inclusion of committed development traffic increases max queue lengths by 5.1PCUs, with the additional 270 dwellings and total of 470 dwellings resulting in a further increase of 2.1PCUs and 3.9PCUs respectively.

4.22 Considering the above, for the 2034 morning peak scenarios for the A635 Doncaster Road inbound arm in particular, the future traffic forecast would result in baseline conditions exceeding a DofS of 90%. Therefore, committed development traffic and subsequent proposed development traffic would have an exponential impact on the performance of the junction and this leads to an increase in queue lengths of up to 21PCUs for the development total of 470 dwellings. The remaining arms (not including the A633 Grange Lane) appear to operate efficiently during the future year flow scenarios.

4.23 It should be noted that Barnsley Council have secured funding for the A635 Stairfoot quality bus corridor as part of a bus rapid transit scheme. The scheme proposes to redesign and increase the size of Stairfoot roundabout and many of its entry and exit lanes and would reduce current forecasted congestion along the A635 Doncaster Road corridor. The Council propose to start work on this scheme in July 2026. As a result of the forecasted future year traffic growth being accommodated at the roundabout, then committed development traffic and the proposed development traffic along the A635 Doncaster Road arms should also be accommodated. Therefore, the development traffic would not have a severe impact on the operation of the junction, which is the test within the current NPPF.

4.24 The table at figure 3 below shows the LinSig assessment summary for all flow scenarios during the evening peak for the future year 2034. The LinSig output can be found at Appendix E.

Link	2034 (1630-1730PM)		2034 (1630-1730PM) + Comm Dev		2034 (1630-1730PM) + Comm Dev + 270 Dwellings		2034 (1630-1730PM) + Comm Dev + 470 Dwellings	
	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ	%SAT	MMQ
J1 Stairfoot Roundabout	**141.2**		**141.2**		**141.2**		**141.2**	
A633 Grange Lane Ahead Left	79.1	7.7	87.7	9.8	92.7	11.9	96.8	14.6
A633 Grange Lane Ahead	141.2 : 141.2	60.7	141.2 : 141.2	60.7	141.2 : 141.2	60.8	141.2 : 141.2	60.7
Internal at Grange Lane Ahead	57.7	1.9	56.4	1.7	57.1	1.7	57.1	0..9
Internal at Grange Lane Right Ahead	58.2	0.8	59.0	1.0	58.8	1.1	59.8	0.9
Internal at Grange Lane Right	6.3	0.0	6.3	0.0	6.3	0.0	6.3	0.0
A635 Doncaster Road Inbound Ahead Left	98.0	15.7	105.6	26.0	107.9	29.9	109.4	32.6
A635 Doncaster Road Inbound Ahead	97.5	15.3	105.6	26.0	107.9	29.9	109.4	32.6
A635 Doncaster Road Inbound Ahead	-	-	-	-	-	-	-	-
Internal at Doncaster Road IB Ahead	80.4	9.0	79.6	8.8	78.6	18.3	79.1	6.7
Internal at Doncaster Road IB Right Ahead	23.8	4.2	23.8	3.9	23.8	4.6	23.8	0.2
Internal at Doncaster Road IB Right	1.8	0.3	1.8	0.3	1.8	0.4	1.8	0.0
Bleachcroft Way Left Ahead	65.1	6.8	65.6	6.4	66.2	6.9	65.1	8.4
Bleachcroft Way Ahead	63.7	7.0	62.4	5.3	61.8	6.3	64.3	8.6
Internal at Bleachcroft Way Right Right2	66.3	4.8	67.8	5.9	68.0	3.8	68.2	6.9

Internal at Bleachcroft Way Right	46.9	0.6	48.0	0.7	48.0	0.7	48.0	1.0
Hunningley Lane Exit Ahead	40.2	1.5	40.0	1.6	39.9	1.5	39.9	1.2
B6100 Hunningley Road Left Left2	75.8	7.1	75.8	7.1	75.8	7.1	75.8	7.1
B6100 Hunningley Road Left	87.9	9.9	88.9	10.2	89.9	10.7	90.4	10.9
A635 Doncaster Road Outbound Ahead Left	101.7	25.0	105.0	31.6	107.6	37.8	109.5	42.5
A635 Doncaster Road Outbound Ahead	102.3	26.1	104.8	31.2	107.4	37.4	109.3	42.0
A635 Doncaster Road Outbound Ahead	15.3	1.3	15.3	1.3	15.3	1.3	15.3	1.3
Internal at Doncaster Road OB Ahead	59.9	7.5	61.9	7.9	62.3	8.0	62.5	11.7
Internal at Doncaster Road OB Right	22.7	1.7	21.1	1.5	21.7	0.4	21.7	1.6
Internal at Doncaster Road OB Right	19.5	2.3	20.3	2.4	20.1	0.7	21.2	1.2
Internal at Hunningley Lane Ahead	40.2	4.2	41.7	4.4	42.4	4.1	41.9	1.6
Internal at Hunningley Lane Ahead Ahead2	62.2	6.4	63.1	6.3	62.7	6.3	63.5	3.6
Internal at Hunningley Lane Ahead	11.4	1.4	10.4	1.4	10.4	1.1	11.3	0.3
Bus Lane Right	-	-	-	-	-	-	-	-
J2 Wombwell Lane	**70.1**		**70.7**		**70.7**		**70.7**	
Wombwell Lane NB Left Left2	70.1	10.9	70.7	11.3	70.7	11.3	70.7	11.3
Wombwell Lane Exit Ahead	68.1	1.2	69.2	1.3	68.3	1.3	66.6	1.2
Wombwell Lane exit Right Right2	41.0	1.7	33.2	1.3	33.0	1.3	40.4	1.9

Bleachcroft Way Right	35.4	0.9	35.7	1.1	36.1	1.0	35.4	0.9
Bleachcroft Way Right	34.4	1.5	33.7	2.0	33.3	1.1	35.0	1.6
Bleachcroft Way Entry Left	11.4	0.5	11.4	0.5	11.4	0.5	9.5	0.4
Bleachcroft Way Exit Ahead	2.2	0.0	2.1	0.0	2.1	0.0	2.1	0.0
J3 McDonalds	**80.1**		**79.2**		**78.5**		**79.5**	
Access Left	12.4	0.1	12.4	0.1	12.3	0.1	12.2	0.1
Ahead Left	79.5 : 80.1	10.1	78.5 : 79.2	10.0	77.4 : 78.5	19.4	77.7 : 79.5	8.4
Ahead	1.6	0.2	1.5	0.2	1.5	0.2	1.5	0.2
	PRC %	-56.9	PRC	-56.9	PRC	-56.9	PRC	--56.9

Figure 4 2034 flow scenarios PM

4.25 As can be seen from the table above, the A633 Grange Lane and A635 Doncaster Road arms of the junction would struggle to cope due to the forecasted traffic growth, with a DofS generally exceeding 90%, and in the case of A633 Grange Lane and A635 Doncaster Road outbound exceed the theoretical limit of the junction (DofS greater than 100%).

4.26 With regard to the A633 Grange Lane ahead, the introduction of committed development traffic and proposed development traffic has little impact on the forecasted future year queue lengths. For the A633 Grange Lane ahead left, the introduction of development traffic would result in the DofS being over 90% resulting in an increase in maximum queue lengths of between 2.1PCUs and 4.8PCUs over the committed development flow scenario.

4.27 For the A635 Doncaster Road inbound ahead left the introduction of committed development increases the DofS to 105.6%, with a further increase in DofS as a result of the 270 dwellings and 470 dwellings as part of the development proposals, which equates to an increase in max queue lengths by 3.9PCUs and 6.6PCUs respectively. Similarly, with the A635 Doncaster Road inbound ahead the DofS increases to 105.6% as a result of the committed development and would lead to the same queue lengths for inbound ahead left.

4.28 In respect of the A635 Doncaster Road outbound arm left ahead and ahead, the forecasted growth in traffic during the future year results in these arms exceeding a DofS of over 100%. The inclusion of committed development traffic increases max queue lengths by 6.6PCUs, with the additional 270 dwellings and total of 470 dwellings resulting in a further increase of 6.2PCUs and 10.9PCUs respectively.

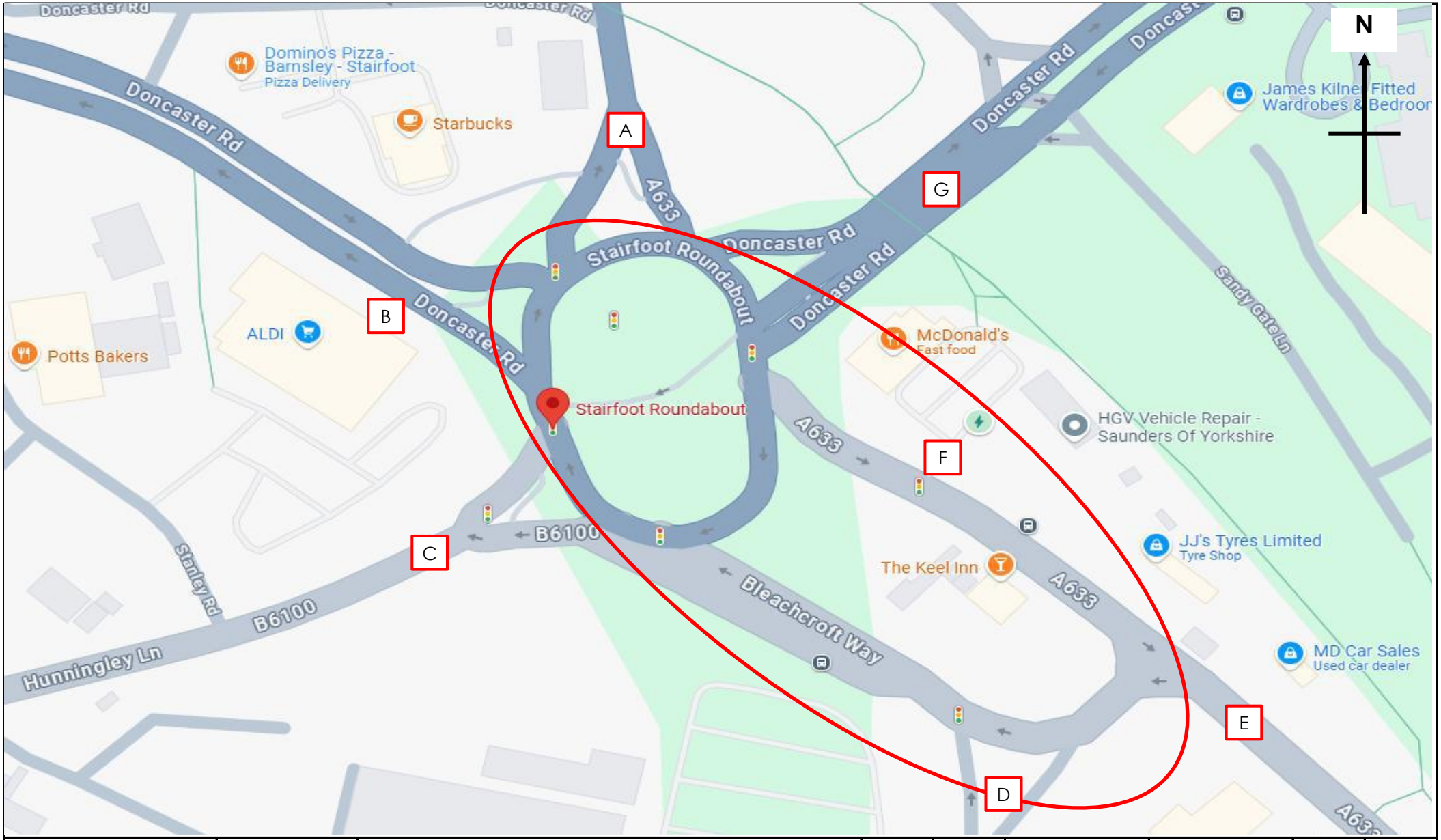
4.29 From the above, for the 2034 evening peak scenarios for the A635 Doncaster Road arms in particular, the future traffic forecast would result in baseline conditions exceeding a DofS of 100% exceeding the theoretical capacity of the junction. Therefore, committed development traffic and subsequent proposed development traffic would again have an exponential impact on the performance of the junction, although increases of only 10.9PCUs are identified.

4.30 Overall, it can be seen that the future year traffic growth and committed development has the largest impact on the operation of the Stairfoot junction and that the introduction of development traffic has less of an impact.

4.31 Barnsley Council have secured funding for the A635 Stairfoot quality bus corridor as part of a bus rapid transit scheme. This should result in the forecasted future year traffic growth being accommodated at the roundabout. Subsequently, committed development traffic and the proposed development traffic along the A635 Doncaster Road arms should also be easily accommodated.

4.32 Therefore, considering the modest increases in queue lengths and that a future improvement scheme at the roundabout is to start in July 2026, the development traffic should not have a severe impact on the operation of the junction for the current and future years, which is the test within the current NPPF.

Appendix A
Traffic Surveys



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 1 – Stairfoot Roundabout	**Project No:**	16911	**Drawing No:**	16911-01	**Drawn By:** MN
	Survey Date:	Wednesday 25th June 2025	**Project Name:**	Stairfoot Roundabout			
	Survey Times:	0700 – 0930 / 1600 – 1830	**Drawing Title:**	Site Layout and Observed Movements			

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	A to G									A to F							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	2	1	0	0	0	0	0	3	07:00	3	2	0	0	0	0	0	5
07:15	0	0	0	1	1	0	0	2	07:15	4	0	0	0	0	0	0	4
07:30	1	0	0	1	0	1	0	3	07:30	2	2	0	0	0	0	0	4
07:45	1	0	1	2	0	0	0	4	07:45	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	08:00	2	0	0	0	0	0	0	2
08:15	4	1	1	2	0	0	0	8	08:15	1	2	0	0	0	0	0	3
08:30	1	0	0	0	0	0	0	1	08:30	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	08:45	1	0	0	0	0	0	0	1
09:00	0	0	1	3	1	0	0	5	09:00	2	0	0	0	0	0	0	2
09:15	4	0	0	0	0	0	0	4	09:15	3	0	0	0	0	0	0	3
P/TOT	14	2	3	9	2	1	0	31	**P/TOT**	20	6	0	0	0	0	0	26

	A to G									A to F							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	2	0	0	0	0	0	0	2	16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	1	0	0	0	1	16:15	3	0	0	0	0	0	0	3
16:30	1	1	0	1	0	0	0	3	16:30	4	2	0	0	0	0	0	6
16:45	1	0	0	1	0	0	0	2	16:45	4	1	0	0	0	0	0	5
17:00	0	1	0	0	0	0	0	1	17:00	1	1	0	0	0	0	0	2
17:15	3	0	0	1	0	0	0	4	17:15	3	0	0	0	0	0	0	3
17:30	1	0	0	0	0	0	0	1	17:30	3	0	0	0	0	0	0	3
17:45	2	0	0	0	0	0	0	2	17:45	7	0	0	0	0	0	0	7
18:00	0	0	0	0	0	0	0	0	18:00	11	1	0	0	0	0	0	12
18:15	2	1	0	0	0	0	0	3	18:15	7	0	0	0	0	0	0	7
P/TOT	12	3	0	4	0	0	0	19	**P/TOT**	44	5	0	0	0	0	0	49

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	A to E								A to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	48	19	0	0	0	0	0	67	07:00	0	0	0	0	0	0	0	0
07:15	46	11	2	4	0	2	0	65	07:15	0	0	0	0	0	0	0	0
07:30	59	6	5	0	0	0	1	71	07:30	2	0	0	0	0	0	0	2
07:45	50	13	0	1	1	1	0	66	07:45	0	0	0	0	0	0	0	0
08:00	44	8	3	1	0	0	0	56	08:00	1	0	0	0	0	0	0	1
08:15	35	0	2	2	0	0	0	39	08:15	0	0	0	0	0	0	0	0
08:30	25	10	0	0	0	0	0	35	08:30	1	0	1	0	0	0	0	2
08:45	46	1	3	0	0	0	0	50	08:45	0	0	0	0	0	0	0	0
09:00	42	1	2	0	0	0	0	45	09:00	1	1	0	1	0	0	0	3
09:15	59	11	2	2	0	1	1	76	09:15	1	0	0	0	0	0	0	1
P/TOT	454	80	19	10	1	4	2	570	P/TOT	6	1	1	1	0	0	0	9

	A to E								A to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	59	4	0	0	0	1	0	64	16:00	0	0	0	0	0	0	0	0
16:15	54	0	1	2	0	3	0	60	16:15	0	0	0	0	0	0	0	0
16:30	58	6	0	1	0	6	0	71	16:30	0	0	0	0	0	0	0	0
16:45	36	1	1	0	0	0	0	38	16:45	0	0	0	0	0	0	0	0
17:00	79	12	0	0	0	1	0	92	17:00	0	0	0	0	0	0	0	0
17:15	54	5	0	0	0	3	0	62	17:15	0	0	0	0	0	0	0	0
17:30	53	2	2	0	0	3	0	60	17:30	0	0	0	0	0	0	0	0
17:45	75	2	0	0	0	2	0	79	17:45	0	0	0	0	0	0	0	0
18:00	55	2	0	0	0	0	0	57	18:00	0	0	0	0	0	0	0	0
18:15	71	7	1	0	0	1	1	81	18:15	0	0	0	0	0	0	0	0
P/TOT	594	41	5	3	0	20	1	664	P/TOT	0	0	0	0	0	0	0	0

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	A to C								A to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	52	17	1	2	0	1	0	73	3	1	3	0	0	0	0	7
07:15	52	8	4	2	0	1	0	67	5	0	1	0	0	0	0	6
07:30	48	11	1	1	1	0	0	62	5	2	0	0	0	0	0	7
07:45	46	10	3	0	0	1	0	60	8	1	0	1	0	0	0	10
08:00	42	9	1	2	0	1	0	55	6	2	0	0	0	1	0	9
08:15	45	16	1	0	0	0	0	62	8	1	0	0	0	0	0	9
08:30	36	7	0	0	3	0	0	46	10	2	0	0	0	0	0	12
08:45	25	12	0	5	0	0	0	42	19	1	1	0	1	0	0	22
09:00	42	8	2	1	0	0	0	53	4	1	2	0	1	0	0	8
09:15	54	13	1	1	0	0	0	69	7	1	0	1	0	0	0	9
P/TOT	442	111	14	14	4	4	0	589	75	12	7	2	2	1	0	99

	A to C								A to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	53	8	1	1	0	0	0	63	5	2	0	0	0	0	0	7
16:15	53	15	0	1	0	0	0	69	9	1	0	0	0	0	0	10
16:30	61	12	0	3	0	0	0	76	7	0	0	0	0	0	0	7
16:45	55	10	0	0	0	0	0	65	5	1	0	0	0	0	0	6
17:00	60	7	2	0	0	0	0	69	5	0	0	0	0	0	0	5
17:15	60	10	1	0	0	0	0	71	7	2	0	0	0	0	0	9
17:30	56	9	1	0	0	1	0	67	12	1	0	1	0	0	0	14
17:45	42	10	0	1	0	1	0	54	7	0	0	0	0	0	0	7
18:00	58	6	0	0	0	2	0	66	9	1	0	0	0	0	0	10
18:15	55	9	1	2	0	1	0	68	6	1	0	0	0	0	0	7
P/TOT	553	96	6	8	0	5	0	668	72	9	0	1	0	0	0	82

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	A to A									B to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	07:00	6	3	1	0	0	1	0	11
07:15	1	0	0	0	0	0	0	1	07:15	15	3	1	0	0	0	0	19
07:30	0	0	0	0	0	0	0	0	07:30	16	2	2	1	0	0	0	21
07:45	0	0	0	0	0	0	0	0	07:45	12	2	0	0	0	1	0	15
08:00	0	0	1	0	0	0	0	1	08:00	13	2	1	1	0	0	0	17
08:15	1	0	0	0	0	0	0	1	08:15	12	2	2	2	0	0	0	18
08:30	0	0	1	0	0	0	0	1	08:30	13	1	1	0	0	0	0	15
08:45	0	0	0	0	0	0	0	0	08:45	14	1	2	2	0	0	0	19
09:00	1	0	0	0	0	0	0	1	09:00	18	3	0	2	0	0	0	23
09:15	0	0	0	0	0	0	0	0	09:15	7	6	0	0	0	0	0	13
P/TOT	3	0	2	0	0	0	0	5	P/TOT	126	25	10	8	0	2	0	171

	A to A									B to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	16:00	6	2	0	0	0	0	0	8
16:15	1	0	0	0	0	0	0	1	16:15	6	1	0	0	0	0	0	7
16:30	0	0	0	0	0	0	0	0	16:30	11	1	0	0	0	0	0	12
16:45	0	0	0	0	0	0	0	0	16:45	8	1	0	0	0	0	0	9
17:00	1	0	0	0	0	0	0	1	17:00	5	2	0	0	0	0	0	7
17:15	0	0	0	0	0	0	0	0	17:15	13	0	0	0	0	1	0	14
17:30	0	0	0	0	0	0	0	0	17:30	14	2	0	0	0	0	0	16
17:45	1	0	0	0	0	0	0	1	17:45	8	1	0	0	0	0	0	9
18:00	0	0	0	0	0	0	0	0	18:00	12	2	0	0	0	0	0	14
18:15	1	0	0	0	0	0	0	1	18:15	6	0	0	0	0	0	0	6
P/TOT	4	0	0	0	0	0	0	4	P/TOT	89	12	0	0	0	1	0	102

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	B to G								B to F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	10	0	0	1	0	0	51	07:00	2	1	0	0	1	0	0	4
07:15	54	11	0	0	1	0	0	66	07:15	1	0	0	0	0	0	0	1
07:30	75	11	1	1	4	0	0	92	07:30	3	1	0	0	0	0	0	4
07:45	84	10	1	1	2	0	0	98	07:45	3	1	0	0	0	0	0	4
08:00	49	8	1	0	1	0	0	59	08:00	2	0	0	0	0	0	0	2
08:15	66	12	2	1	1	0	0	82	08:15	1	0	0	0	0	0	0	1
08:30	63	5	0	0	1	0	0	69	08:30	1	0	0	0	0	0	0	1
08:45	51	7	0	1	1	1	0	61	08:45	2	1	0	0	0	0	0	3
09:00	37	7	0	3	3	1	0	51	09:00	6	0	0	0	0	0	0	6
09:15	64	11	0	1	0	1	0	77	09:15	4	0	0	0	0	0	0	4
P/TOT	583	92	5	8	15	3	0	706	P/TOT	25	4	0	0	1	0	0	30

	B to G								B to F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	72	10	1	0	4	1	0	88	16:00	3	0	0	0	0	0	0	3
16:15	100	14	1	0	0	1	0	116	16:15	3	1	0	0	0	0	0	4
16:30	85	8	1	0	0	0	0	94	16:30	2	0	0	0	0	0	0	2
16:45	89	17	1	1	0	3	0	111	16:45	1	2	0	0	0	0	0	3
17:00	114	11	0	0	3	1	0	129	17:00	2	0	0	0	0	0	0	2
17:15	106	8	1	0	0	2	0	117	17:15	5	0	0	0	0	0	0	5
17:30	100	5	0	0	1	0	0	106	17:30	1	1	0	0	0	0	0	2
17:45	66	7	0	1	0	0	0	74	17:45	4	0	0	0	0	0	0	4
18:00	75	5	0	0	2	0	0	82	18:00	1	0	0	0	0	0	0	1
18:15	62	10	0	0	0	0	0	72	18:15	5	0	0	0	0	0	0	5
P/TOT	869	95	5	2	10	8	0	989	P/TOT	27	4	0	0	0	0	0	31

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	B to E								B to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	36	7	0	3	2	1	0	49	07:00	0	0	0	0	0	0	0	0
07:15	58	14	2	0	2	0	0	76	07:15	1	0	0	0	0	0	0	1
07:30	64	17	1	1	1	0	0	84	07:30	2	1	0	0	0	0	0	3
07:45	73	14	5	1	1	1	0	95	07:45	1	2	0	0	0	0	0	3
08:00	58	10	2	1	2	0	0	73	08:00	1	1	0	0	0	0	0	2
08:15	69	19	2	0	1	0	0	91	08:15	2	2	1	0	0	0	0	5
08:30	70	5	3	0	2	1	0	81	08:30	0	3	0	0	0	0	0	3
08:45	43	17	1	1	2	0	0	64	08:45	5	0	1	0	0	0	0	6
09:00	59	8	2	2	2	0	0	73	09:00	5	3	0	0	0	0	0	8
09:15	75	14	0	0	2	0	0	91	09:15	2	0	0	0	0	0	0	2
P/TOT	605	125	18	9	17	3	0	777	P/TOT	19	12	2	0	0	0	0	33

	B to E								B to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	76	11	0	0	2	0	0	89	16:00	4	2	0	0	0	0	0	6
16:15	102	12	0	0	0	1	0	115	16:15	2	0	0	0	0	0	0	2
16:30	80	12	0	0	3	2	0	97	16:30	3	0	0	0	0	0	0	3
16:45	109	11	2	0	3	3	0	128	16:45	0	1	0	0	0	0	0	1
17:00	108	7	0	0	2	0	0	117	17:00	2	0	0	0	0	0	0	2
17:15	126	6	0	0	2	1	1	136	17:15	1	0	0	0	0	0	0	1
17:30	106	11	0	0	2	4	0	123	17:30	1	0	0	0	0	0	0	1
17:45	70	3	0	0	1	1	0	75	17:45	4	0	0	0	0	0	0	4
18:00	89	4	0	0	3	0	0	96	18:00	1	0	0	0	0	0	0	1
18:15	67	8	0	0	1	2	0	78	18:15	2	0	0	0	0	0	0	2
P/TOT	933	85	2	0	19	14	1	1054	P/TOT	20	3	0	0	0	0	0	23

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	B to C								B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6	07:00	0	0	0	0	0	0	0	0
07:15	12	1	0	2	0	1	0	16	07:15	0	1	0	0	0	0	0	1
07:30	8	2	2	0	0	0	0	12	07:30	0	0	0	0	0	0	0	0
07:45	18	6	1	0	1	0	0	26	07:45	0	1	0	0	0	0	0	1
08:00	14	0	1	0	0	0	0	15	08:00	0	0	0	0	0	0	0	0
08:15	15	0	0	0	0	0	0	15	08:15	0	0	0	0	0	0	0	0
08:30	15	0	0	0	0	0	0	15	08:30	0	0	0	0	0	0	0	0
08:45	14	1	0	0	0	0	0	15	08:45	0	0	0	0	0	0	0	0
09:00	8	1	1	2	1	0	0	13	09:00	0	0	0	0	0	0	0	0
09:15	7	1	0	0	0	1	0	9	09:15	0	0	0	0	0	0	0	0
P/TOT	116	13	5	4	2	2	0	142	P/TOT	0	2	0	0	0	0	0	2

	B to C								B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	1	0	0	1	0	0	8	16:00	1	0	0	0	0	0	0	1
16:15	10	1	0	0	0	0	0	11	16:15	0	0	0	0	0	0	0	0
16:30	12	2	1	0	0	0	0	15	16:30	0	0	0	0	0	0	0	0
16:45	13	1	0	0	0	0	0	14	16:45	0	0	0	0	0	0	0	0
17:00	15	3	0	0	1	0	0	19	17:00	0	1	0	0	0	0	0	1
17:15	15	1	0	0	0	0	0	16	17:15	0	0	0	0	0	0	0	0
17:30	17	0	0	0	0	0	0	17	17:30	0	0	0	0	0	0	0	0
17:45	12	1	1	0	0	0	0	14	17:45	0	0	0	0	0	0	0	0
18:00	11	0	0	0	1	0	0	12	18:00	1	0	0	0	0	0	0	1
18:15	9	2	0	0	0	0	0	11	18:15	0	0	0	0	0	0	0	0
P/TOT	120	12	2	0	3	0	0	137	P/TOT	2	1	0	0	0	0	0	3

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	4	2	0	0	0	0	0	6	07:00	25	9	3	0	1	0	0	38
07:15	4	2	0	0	1	0	0	7	07:15	58	7	2	3	2	1	1	74
07:30	2	1	1	0	0	0	0	4	07:30	53	9	2	1	3	1	0	69
07:45	7	0	0	1	0	0	0	8	07:45	36	16	2	3	1	0	0	58
08:00	5	1	0	0	0	0	0	6	08:00	41	12	1	1	0	0	0	55
08:15	5	1	1	0	0	0	0	7	08:15	37	15	2	1	0	0	0	55
08:30	5	0	1	0	0	0	0	6	08:30	23	4	2	2	1	0	0	32
08:45	8	1	0	0	0	0	0	9	08:45	40	7	0	2	0	0	0	49
09:00	5	1	0	0	0	0	0	6	09:00	51	5	3	0	1	0	0	60
09:15	11	3	0	0	1	0	0	15	09:15	41	3	3	1	0	0	0	48
P/TOT	56	12	3	1	2	0	0	74	**P/TOT**	405	87	20	14	9	2	1	538

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	9	3	0	0	0	0	0	12	16:00	29	6	0	1	0	0	0	36
16:15	11	2	0	0	0	0	0	13	16:15	34	7	0	2	1	0	0	44
16:30	8	3	0	0	1	0	0	12	16:30	48	10	0	2	0	0	0	60
16:45	11	3	0	0	0	0	0	14	16:45	39	7	0	2	0	0	0	48
17:00	14	2	0	0	0	0	0	16	17:00	53	4	1	0	0	2	0	60
17:15	10	0	0	0	0	0	0	10	17:15	45	5	0	0	0	0	0	50
17:30	10	0	1	0	0	0	0	11	17:30	57	7	0	0	1	1	0	66
17:45	12	1	0	0	1	0	0	14	17:45	42	7	0	0	0	1	0	50
18:00	12	0	0	0	0	0	0	12	18:00	47	9	1	0	0	0	0	57
18:15	11	1	0	0	0	0	0	12	18:15	68	4	0	0	0	1	0	73
P/TOT	108	15	1	0	2	0	0	126	**P/TOT**	462	66	2	7	2	5	0	544

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	C to G								C to F							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	15	5	2	1	0	0	0	23	07:00	0	0	0	0	0	0	0	0
07:15	16	3	0	0	0	0	0	19	07:15	0	0	0	0	0	0	0	0
07:30	32	3	0	2	4	0	0	41	07:30	2	0	0	0	0	0	0	2
07:45	25	4	0	0	1	0	0	30	07:45	0	0	0	0	0	0	0	0
08:00	34	4	1	0	0	0	0	39	08:00	4	1	0	0	0	0	0	5
08:15	29	5	1	0	0	1	0	36	08:15	1	2	0	0	0	0	0	3
08:30	25	2	0	1	1	0	0	29	08:30	0	0	0	0	0	0	0	0
08:45	21	1	0	0	0	0	0	22	08:45	3	0	0	0	0	0	0	3
09:00	21	8	0	0	0	0	0	29	09:00	7	0	0	0	0	0	0	7
09:15	27	9	0	0	0	0	0	36	09:15	8	0	0	0	0	0	0	8
P/TOT	245	44	4	4	6	1	0	304	**P/TOT**	25	3	0	0	0	0	0	28

	C to G								C to F							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	25	3	0	0	0	1	0	29	16:00	3	0	0	0	0	0	0	3
16:15	28	6	1	0	0	1	0	36	16:15	4	1	0	0	0	0	0	5
16:30	34	4	0	0	0	0	0	38	16:30	2	0	0	0	0	0	0	2
16:45	31	4	1	0	0	0	0	36	16:45	4	0	0	0	0	0	0	4
17:00	39	6	0	0	0	0	0	45	17:00	5	0	0	0	0	0	0	5
17:15	44	3	1	0	0	1	0	49	17:15	5	0	0	0	0	0	0	5
17:30	25	2	2	0	0	0	0	29	17:30	3	0	0	0	0	0	0	3
17:45	28	3	0	0	0	0	0	31	17:45	6	0	0	0	0	0	0	6
18:00	30	5	0	0	0	0	0	35	18:00	4	0	0	0	0	0	0	4
18:15	31	0	0	0	0	0	0	31	18:15	8	0	0	0	0	0	0	8
P/TOT	315	36	5	0	0	3	0	359	**P/TOT**	44	1	0	0	0	0	0	45

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	C to E								C to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	7	1	0	0	1	0	14	07:00	0	1	0	0	0	0	0	1
07:15	20	8	0	0	0	0	0	28	07:15	0	0	0	0	0	0	0	0
07:30	16	3	1	0	2	0	0	22	07:30	0	0	0	1	0	0	0	1
07:45	23	6	1	0	0	0	0	30	07:45	0	0	1	0	0	0	0	1
08:00	13	2	1	0	0	0	0	16	08:00	0	0	0	0	0	0	0	0
08:15	25	0	0	0	0	0	0	25	08:15	0	0	0	0	0	0	0	0
08:30	16	2	0	0	0	0	0	18	08:30	0	0	0	0	0	0	0	0
08:45	21	5	1	0	0	0	0	27	08:45	0	1	0	0	0	0	0	1
09:00	20	4	0	0	0	0	0	24	09:00	0	0	0	0	0	0	0	0
09:15	32	5	0	0	0	0	0	37	09:15	0	0	0	0	0	0	0	0
P/TOT	191	42	5	0	2	1	0	241	P/TOT	0	2	1	1	0	0	0	4

	C to E								C to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	31	5	0	0	0	0	0	36	16:00	0	1	0	0	0	0	0	1
16:15	31	2	0	0	0	2	0	35	16:15	0	0	0	0	0	0	0	0
16:30	28	3	0	0	0	3	0	34	16:30	0	1	0	0	0	0	0	1
16:45	20	4	0	0	1	0	0	25	16:45	0	0	0	0	0	0	0	0
17:00	35	6	0	0	0	1	0	42	17:00	0	0	0	0	0	0	0	0
17:15	32	4	0	0	0	1	0	37	17:15	0	0	0	0	0	0	0	0
17:30	32	5	0	0	0	0	0	37	17:30	0	0	0	0	0	0	0	0
17:45	41	2	0	0	0	0	0	43	17:45	0	0	0	0	0	0	0	0
18:00	22	4	0	0	0	0	0	26	18:00	0	0	0	0	0	0	0	0
18:15	26	1	1	0	0	0	0	28	18:15	0	0	0	0	0	0	0	0
P/TOT	298	36	1	0	1	7	0	343	P/TOT	0	2	0	0	0	0	0	2

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JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	C to C									D to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	07:30	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	08:00	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	08:15	3	0	0	1	0	0	0	4
08:30	0	0	0	0	0	0	0	0	08:30	5	1	0	0	0	0	0	6
08:45	0	0	0	0	0	0	0	0	08:45	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	09:00	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	09:15	3	0	0	1	0	0	0	4
P/TOT	0	0	0	0	0	0	0	0	**P/TOT**	18	2	0	2	0	0	0	22

	C to C									D to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	0	0	0	0	0	0	0	0	16:00	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	**P/TOT**	5	0	0	0	0	0	0	5

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JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	D to B									D to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	0	0	0	0	0	0	0	07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	07:30	0	0	0	0	0	0	0	0
07:45	3	0	0	0	0	0	0	3	07:45	3	1	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	08:00	0	0	1	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	08:15	4	0	0	0	0	0	0	4
08:30	0	1	1	0	0	0	0	2	08:30	3	2	1	0	0	0	0	6
08:45	2	3	0	0	0	0	0	5	08:45	1	0	0	0	0	0	0	1
09:00	2	0	0	0	0	0	0	2	09:00	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	09:15	0	1	0	0	0	0	0	1
P/TOT	10	4	1	0	0	0	0	15	**P/TOT**	13	4	2	0	0	0	0	19

	D to B									D to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	1	0	0	0	0	0	0	1	16:00	1	0	0	0	0	0	0	1
16:15	1	2	0	0	0	0	0	3	16:15	2	0	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1	16:30	4	0	0	0	0	0	0	4
16:45	3	0	0	0	0	0	0	3	16:45	0	0	0	0	0	0	0	0
17:00	3	0	0	0	0	0	0	3	17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	17:15	2	0	0	0	0	0	0	2
17:30	2	0	0	0	0	0	0	2	17:30	1	1	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1	17:45	1	0	0	0	0	0	0	1
18:00	2	0	0	0	0	0	0	2	18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	18:15	3	1	0	0	0	0	0	4
P/TOT	14	2	0	0	0	0	0	16	**P/TOT**	14	2	0	0	0	0	0	16

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	D to G									D to F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	08:15	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	1	08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0
09:15	0	2	0	0	0	0	0	2	09:15	0	0	0	0	0	0	0	0
P/TOT	4	3	0	0	0	0	0	7	P/TOT	0	0	0	0	0	0	0	0

	D to G									D to F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	0	0	0	0	0	2	16:00	0	0	0	0	0	0	0	0
16:15	1	3	0	0	0	0	0	4	16:15	1	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1	16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2	17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	17:15	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	17:30	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	18:15	0	0	0	0	0	0	0	0
P/TOT	13	4	0	0	0	0	0	17	P/TOT	1	0	0	0	0	0	0	1

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	D to E								D to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	1	0	0	0	0	0	1	07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	1	08:45	0	0	0	0	0	0	0	0
09:00	0	0	1	0	0	0	0	1	09:00	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1	09:15	0	0	0	0	0	0	0	0
P/TOT	3	3	1	0	0	0	0	7	**P/TOT**	0	0	0	0	0	0	0	0

	D to E								D to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	0	1	0	0	0	0	0	1	16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0
16:30	0	2	0	0	0	0	0	2	16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	17:15	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	0	2	17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0
P/TOT	2	4	0	0	0	0	0	6	**P/TOT**	0	0	0	0	0	0	0	0

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	E to D									E to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	0	0	0	0	0	0	0	07:00	8	3	0	0	0	2	0	13
07:15	1	2	0	0	0	0	0	3	07:15	11	3	1	0	0	0	0	15
07:30	1	3	0	0	0	0	0	4	07:30	28	2	1	0	0	1	0	32
07:45	4	1	0	0	0	0	0	5	07:45	29	5	0	0	0	0	0	34
08:00	2	0	1	0	0	0	0	3	08:00	38	6	0	0	0	0	0	44
08:15	1	0	0	0	1	0	0	2	08:15	23	5	1	0	0	0	0	29
08:30	2	0	0	0	0	0	0	2	08:30	11	4	1	0	1	0	0	17
08:45	3	1	0	0	0	0	0	4	08:45	11	7	2	0	1	0	0	21
09:00	0	1	0	0	0	0	0	1	09:00	21	5	0	0	1	0	0	27
09:15	1	0	0	0	0	0	0	1	09:15	23	6	1	0	0	0	0	30
P/TOT	15	8	1	0	1	0	0	25	**P/TOT**	203	46	7	0	3	3	0	262

	E to D									E to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	0	0	0	0	0	0	0	0	16:00	53	4	0	0	0	0	0	57
16:15	0	1	0	0	0	0	0	1	16:15	37	4	1	0	0	0	0	42
16:30	3	0	0	0	0	0	0	3	16:30	42	4	0	1	2	1	0	50
16:45	2	1	0	0	0	0	0	3	16:45	33	1	0	0	1	0	0	35
17:00	1	0	0	0	0	0	0	1	17:00	25	3	0	0	0	0	1	29
17:15	1	0	0	0	0	0	0	1	17:15	38	3	0	0	0	0	0	41
17:30	2	0	0	0	0	0	0	2	17:30	51	2	0	0	0	0	0	53
17:45	1	0	0	0	0	0	0	1	17:45	34	5	0	0	1	0	0	40
18:00	1	0	0	0	0	0	0	1	18:00	38	1	1	0	0	0	0	40
18:15	0	0	0	0	0	0	0	0	18:15	41	1	0	0	0	0	0	42
P/TOT	11	2	0	0	0	0	0	13	**P/TOT**	392	28	2	1	4	1	1	429

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	E to B								E to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	56	13	5	0	2	1	0	77	07:00	51	10	0	1	0	0	0	62
07:15	59	11	1	0	2	1	0	74	07:15	58	13	0	0	1	1	0	73
07:30	83	11	1	0	2	1	0	98	07:30	61	12	3	1	0	2	0	79
07:45	90	11	3	0	1	0	0	105	07:45	52	6	0	0	0	0	0	58
08:00	82	13	0	1	1	1	0	98	08:00	38	7	1	0	0	1	0	47
08:15	83	8	1	0	2	0	0	94	08:15	59	12	0	1	0	0	0	72
08:30	68	8	3	1	3	0	0	83	08:30	62	7	1	0	0	0	0	70
08:45	68	1	3	2	0	0	0	74	08:45	63	0	3	1	1	1	0	69
09:00	58	9	2	0	1	1	0	71	09:00	54	6	2	0	0	0	0	62
09:15	76	10	2	2	2	0	0	92	09:15	41	13	3	1	0	0	0	58
P/TOT	723	95	21	6	16	5	0	866	**P/TOT**	539	86	13	5	2	5	0	650

	E to B								E to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	68	8	0	0	0	1	0	77	16:00	69	9	2	1	1	1	0	83
16:15	64	8	0	1	4	0	0	77	16:15	81	7	0	0	0	1	0	89
16:30	63	8	0	0	1	2	0	74	16:30	66	7	0	0	0	3	0	76
16:45	73	9	1	0	3	0	0	86	16:45	67	9	0	0	0	0	0	76
17:00	69	10	0	0	0	0	0	79	17:00	71	0	0	0	0	2	0	73
17:15	51	6	1	0	2	1	0	61	17:15	74	4	0	0	0	1	0	79
17:30	51	8	1	0	1	0	0	61	17:30	56	3	0	0	1	0	1	61
17:45	53	6	1	0	1	0	0	61	17:45	65	5	0	0	0	1	0	71
18:00	57	6	0	0	1	0	0	64	18:00	79	1	1	0	1	0	0	82
18:15	76	5	1	0	1	1	1	85	18:15	91	9	0	0	0	1	0	101
P/TOT	625	74	5	1	14	5	1	725	**P/TOT**	719	54	3	1	3	10	1	791

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	E to G								E to F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	0	0	0	4	07:00	1	1	0	0	0	0	0	2
07:15	8	5	1	0	0	0	0	14	07:15	0	1	0	0	0	0	0	1
07:30	10	1	0	0	0	0	0	11	07:30	1	0	0	0	0	0	0	1
07:45	3	3	0	0	1	0	0	7	07:45	0	0	0	0	0	0	0	0
08:00	9	2	0	0	0	0	0	11	08:00	1	0	0	0	0	0	0	1
08:15	8	5	0	0	0	0	0	13	08:15	1	0	0	0	0	0	0	1
08:30	23	4	1	0	0	0	0	28	08:30	2	0	0	0	0	0	0	2
08:45	16	7	2	0	1	0	0	26	08:45	1	0	0	0	0	0	0	1
09:00	21	0	0	0	0	0	0	21	09:00	0	0	0	0	0	0	0	0
09:15	4	2	0	0	0	0	0	6	09:15	0	0	0	0	0	0	0	0
P/TOT	106	29	4	0	2	0	0	141	P/TOT	7	2	0	0	0	0	0	9

	E to G								E to F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	10	0	0	0	0	0	0	10	16:00	2	0	0	0	0	0	0	2
16:15	7	5	1	0	0	0	0	13	16:15	1	0	0	0	0	0	0	1
16:30	21	2	0	0	0	0	0	23	16:30	2	0	0	0	0	0	0	2
16:45	17	3	0	0	1	0	0	21	16:45	1	0	0	0	0	0	0	1
17:00	20	1	0	0	1	0	0	22	17:00	3	0	0	0	0	0	0	3
17:15	21	2	0	0	0	0	0	23	17:15	2	0	0	0	0	0	0	2
17:30	18	1	0	0	0	0	0	19	17:30	0	0	0	0	0	0	0	0
17:45	23	0	0	0	0	1	0	24	17:45	1	0	0	0	0	0	0	1
18:00	14	4	0	0	0	0	0	18	18:00	0	0	0	0	0	0	0	0
18:15	21	1	0	0	0	1	0	23	18:15	1	0	0	0	0	0	0	1
P/TOT	172	19	1	0	2	2	0	196	P/TOT	13	0	0	0	0	0	0	13

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	E to E									F to E							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	07:00	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	07:15	4	1	0	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0	07:30	7	4	0	0	0	0	0	11
07:45	0	0	0	0	0	0	0	0	07:45	2	1	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	08:15	3	1	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	08:30	3	2	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	08:45	5	1	0	0	0	0	0	6
09:00	0	0	0	0	0	0	0	0	09:00	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	09:15	7	0	0	0	0	0	0	7
P/TOT	0	0	0	0	0	0	0	0	P/TOT	34	10	0	0	0	0	0	44

	E to E									F to E							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	16:00	7	0	0	0	0	0	0	7
16:15	0	0	0	0	0	0	0	0	16:15	6	0	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	16:30	4	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	16:45	4	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	17:00	5	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	17:30	4	1	0	0	0	1	0	6
17:45	0	0	0	0	0	0	0	0	17:45	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	18:00	5	0	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	18:15	5	0	0	0	0	0	0	5
P/TOT	0	0	0	0	0	0	0	0	P/TOT	46	1	0	0	0	1	0	48

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	F to D								F to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	1	0	0	0	0	0	1	07:00	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	07:45	1	1	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	08:00	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	08:15	4	0	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	08:45	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	09:00	4	0	0	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0	09:15	1	0	0	0	0	0	0	1
P/TOT	0	1	0	0	0	0	0	1	**P/TOT**	15	2	0	0	0	0	0	17

	F to D								F to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	0	0	0	0	0	0	0	0	16:00	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	16:15	0	2	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	16:30	2	0	0	0	0	2	0	4
16:45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	17:00	5	0	0	0	0	0	0	5
17:15	2	0	0	0	0	0	0	2	17:15	2	0	0	0	0	1	0	3
17:30	0	0	0	0	0	0	0	0	17:30	4	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	17:45	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	18:00	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	18:15	3	0	0	0	0	0	0	3
P/TOT	2	0	0	0	0	0	0	2	**P/TOT**	25	2	0	0	0	3	0	30

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	F to B									F to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	07:00	2	0	0	0	0	0	0	2
07:15	2	0	0	0	0	0	0	2	07:15	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	07:30	0	1	0	0	0	0	0	1
07:45	1	2	0	0	0	0	0	3	07:45	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	08:00	0	0	0	0	0	0	0	0
08:15	1	1	0	0	0	0	0	2	08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	09:00	2	0	0	0	0	0	0	2
09:15	3	0	0	0	0	0	0	3	09:15	4	0	0	0	0	0	0	4
P/TOT	10	4	0	0	0	0	0	14	P/TOT	11	1	0	0	0	0	0	12

	F to B									F to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	2	0	0	0	0	0	6	16:00	4	0	0	0	0	0	0	4
16:15	2	0	0	0	0	0	0	2	16:15	2	0	0	0	0	0	0	2
16:30	2	0	0	0	0	0	0	2	16:30	5	0	0	0	0	0	0	5
16:45	1	0	0	0	0	0	0	1	16:45	5	2	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	17:00	2	0	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	1	17:15	1	1	0	0	0	0	0	2
17:30	5	0	0	0	0	0	0	5	17:30	5	0	0	0	0	0	0	5
17:45	3	1	0	0	0	0	0	4	17:45	3	0	0	0	0	0	0	3
18:00	4	0	0	0	0	0	0	4	18:00	4	1	0	0	0	0	0	5
18:15	4	0	0	0	0	0	0	4	18:15	5	1	0	0	0	0	0	6
P/TOT	26	3	0	0	0	0	0	29	P/TOT	36	5	0	0	0	0	0	41

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	F to G									F to F							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	1	0	0	1	07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	07:45	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	08:00	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	08:45	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2	09:00	0	0	0	0	0	0	0	0
09:15	4	0	0	0	0	0	0	4	09:15	0	0	0	0	0	0	0	0
P/TOT	12	0	0	0	1	0	0	13	**P/TOT**	0	0	0	0	0	0	0	0

	F to G									F to F							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	1	2	0	0	0	0	0	3	16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0
16:30	3	1	0	0	0	0	0	4	16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	16:45	0	0	0	0	0	0	0	0
17:00	1	2	0	0	0	0	0	3	17:00	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	17:15	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	17:30	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	17:45	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	18:00	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3	18:15	0	0	0	0	0	0	0	0
P/TOT	17	5	0	0	0	0	0	22	**P/TOT**	0	0	0	0	0	0	0	0

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	G to F									G to E							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	3	1	0	0	0	0	0	4	07:00	4	2	1	0	0	0	0	7
07:15	1	1	0	0	0	0	0	2	07:15	8	1	0	0	0	0	0	9
07:30	2	1	0	0	0	0	0	3	07:30	12	4	0	0	0	0	0	16
07:45	3	1	0	0	0	0	0	4	07:45	21	2	0	0	0	0	0	23
08:00	3	0	0	0	0	0	0	3	08:00	12	5	1	1	0	0	0	19
08:15	5	0	0	0	0	0	0	5	08:15	13	3	1	0	0	0	0	17
08:30	0	0	0	0	0	0	0	0	08:30	26	3	0	0	0	0	0	29
08:45	1	0	0	0	0	0	0	1	08:45	25	4	0	0	0	0	0	29
09:00	4	0	0	0	0	0	0	4	09:00	31	0	0	0	0	1	0	32
09:15	2	0	0	0	0	0	0	2	09:15	15	1	0	0	1	0	0	17
P/TOT	24	4	0	0	0	0	0	28	**P/TOT**	167	25	3	1	1	1	0	198

	G to F									G to E							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	3	0	0	0	0	0	0	3	16:00	28	1	0	0	0	0	0	29
16:15	2	1	0	0	0	0	0	3	16:15	19	4	0	0	0	0	0	23
16:30	4	0	0	0	0	0	0	4	16:30	15	2	0	0	0	0	0	17
16:45	0	0	0	0	0	0	0	0	16:45	12	3	1	0	0	0	0	16
17:00	3	0	0	0	0	0	0	3	17:00	17	0	0	0	0	0	0	17
17:15	5	0	0	0	0	0	0	5	17:15	18	1	1	0	0	0	0	20
17:30	2	0	0	0	0	0	0	2	17:30	16	3	1	0	0	0	0	20
17:45	4	0	0	0	0	0	0	4	17:45	21	2	0	0	0	0	0	23
18:00	3	0	0	0	0	0	0	3	18:00	18	0	0	1	0	1	0	20
18:15	1	0	0	0	0	0	0	1	18:15	16	2	0	0	0	1	0	19
P/TOT	27	1	0	0	0	0	0	28	**P/TOT**	180	18	3	1	0	2	0	204

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	G to D									G to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	1	0	0	0	0	0	1	07:00	18	3	0	1	0	0	0	22
07:15	1	1	0	0	0	0	0	2	07:15	29	3	1	0	0	1	0	34
07:30	1	0	0	0	0	0	0	1	07:30	20	2	1	0	0	0	0	23
07:45	1	2	0	0	0	0	0	3	07:45	22	1	0	0	0	0	0	23
08:00	0	0	0	0	0	0	0	0	08:00	32	5	0	0	1	1	0	39
08:15	5	0	0	0	0	0	0	5	08:15	20	3	0	0	2	1	0	26
08:30	4	0	0	0	0	0	0	4	08:30	21	2	0	1	0	1	0	25
08:45	2	1	0	0	0	0	0	3	08:45	18	4	0	0	1	0	0	23
09:00	1	1	0	0	0	0	0	2	09:00	30	2	1	1	1	0	0	35
09:15	3	0	0	0	0	0	0	3	09:15	20	1	0	0	0	0	0	21
P/TOT	18	6	0	0	0	0	0	24	**P/TOT**	230	26	3	3	5	4	0	271

	G to D									G to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	0	1	0	0	0	0	0	1	16:00	20	1	0	0	1	0	0	22
16:15	0	0	0	0	0	0	0	0	16:15	25	4	1	1	0	0	0	31
16:30	4	0	0	0	0	0	0	4	16:30	27	1	0	0	0	0	0	28
16:45	3	1	0	0	0	0	0	4	16:45	29	1	0	1	0	2	0	33
17:00	1	0	0	0	0	0	0	1	17:00	25	0	0	0	0	0	0	25
17:15	3	0	0	0	0	0	0	3	17:15	21	1	0	0	0	0	0	22
17:30	0	0	0	0	0	0	0	0	17:30	31	0	0	0	0	0	0	31
17:45	0	0	0	0	0	0	0	0	17:45	26	4	0	1	0	0	0	31
18:00	1	0	0	0	0	0	0	1	18:00	20	0	0	0	0	0	0	20
18:15	1	0	0	0	0	0	0	1	18:15	21	1	0	0	0	0	0	22
P/TOT	13	2	0	0	0	0	0	15	**P/TOT**	245	13	1	3	1	2	0	265

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	G to B								G to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	67	14	0	0	0	0	0	81	07:00	17	9	0	1	1	0	0	28
07:15	93	16	1	0	0	1	0	111	07:15	33	6	0	2	0	0	0	41
07:30	97	14	2	1	0	0	0	114	07:30	25	4	0	1	0	1	0	31
07:45	89	16	2	0	0	1	0	108	07:45	47	7	2	0	0	0	0	56
08:00	90	8	2	1	1	0	0	102	08:00	60	12	2	3	0	0	0	77
08:15	101	5	2	2	0	0	0	110	08:15	52	10	1	0	2	0	0	65
08:30	91	2	0	0	0	0	0	93	08:30	52	8	0	1	0	0	0	61
08:45	131	8	0	0	0	0	0	139	08:45	35	6	1	1	0	0	0	43
09:00	70	3	0	0	0	0	0	73	09:00	32	9	2	0	1	0	0	44
09:15	56	7	1	0	0	0	0	64	09:15	22	8	0	0	1	0	0	31
P/TOT	885	93	10	4	1	2	0	995	**P/TOT**	375	79	8	9	5	1	0	477

	G to B								G to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	75	13	0	1	1	1	0	91	16:00	10	6	0	5	0	1	0	22
16:15	73	4	0	0	1	0	0	78	16:15	15	7	0	0	0	0	0	22
16:30	97	8	0	0	0	0	0	105	16:30	16	2	0	0	0	0	0	18
16:45	96	7	0	1	0	1	0	105	16:45	19	13	1	0	0	0	0	33
17:00	79	7	0	0	0	1	0	87	17:00	13	7	0	0	0	1	0	21
17:15	107	10	0	0	0	1	0	118	17:15	17	6	0	0	0	0	0	23
17:30	74	5	0	0	0	0	0	79	17:30	25	7	1	0	0	0	0	33
17:45	74	5	2	0	1	0	0	82	17:45	13	1	0	0	0	0	0	14
18:00	89	4	1	0	0	1	0	95	18:00	10	10	0	0	0	0	0	20
18:15	85	6	0	0	0	0	0	91	18:15	10	4	0	0	0	1	0	15
P/TOT	849	69	3	2	3	5	0	931	**P/TOT**	148	63	2	5	0	3	0	221

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

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

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	102	31	4	2	2	1	0	142	108	40	4	2	0	1	0	155
07:15	167	29	3	5	3	2	1	210	108	19	7	7	1	3	0	145
07:30	155	28	7	4	3	4	0	201	117	21	6	2	1	1	1	149
07:45	150	32	4	3	1	1	0	191	105	24	4	4	1	2	0	140
08:00	152	33	7	5	0	1	0	198	96	19	5	3	0	2	0	125
08:15	166	39	5	4	2	0	0	216	94	20	4	4	0	0	0	122
08:30	153	22	6	3	1	0	0	185	75	19	2	0	3	0	0	99
08:45	153	14	6	6	1	1	0	181	91	14	4	5	1	0	0	115
09:00	159	23	7	2	2	0	0	193	92	11	7	5	2	0	0	117
09:15	115	31	6	2	1	0	0	155	128	25	3	4	0	1	1	162
P/TOT	1472	282	55	36	16	10	1	1872	1014	212	46	36	9	10	2	1329

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	119	23	2	7	1	2	0	154	120	14	1	1	0	1	0	137
16:15	141	22	0	2	1	1	0	167	120	16	1	4	0	3	0	144
16:30	150	20	0	2	0	3	0	175	131	21	0	5	0	6	0	163
16:45	138	32	1	2	0	0	0	173	101	13	1	1	0	0	0	116
17:00	145	13	1	0	0	5	0	164	146	21	2	0	0	1	0	170
17:15	152	16	0	0	0	2	0	170	127	17	1	1	0	3	0	149
17:30	158	20	1	0	2	1	1	183	125	12	3	1	0	4	0	145
17:45	133	14	0	0	0	2	0	149	134	12	0	1	0	3	0	150
18:00	152	23	2	0	1	0	0	178	133	10	0	0	0	2	0	145
18:15	184	19	0	0	0	3	0	206	142	18	2	2	0	2	1	167
P/TOT	1472	202	7	13	5	19	1	1719	1279	154	11	16	0	25	1	1486

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	130	31	8	0	2	1	0	172	89	22	1	3	4	2	0	121
07:15	164	30	3	0	3	2	0	202	141	30	3	2	3	1	0	180
07:30	188	28	4	1	2	1	0	224	168	34	6	3	5	0	0	216
07:45	198	31	5	2	1	1	0	238	191	36	7	2	4	2	0	242
08:00	185	24	2	2	2	2	0	217	137	21	5	2	3	0	0	168
08:15	199	16	4	2	2	0	0	223	165	35	7	3	2	0	0	212
08:30	174	13	5	1	3	0	0	196	162	14	4	0	3	1	0	184
08:45	228	14	4	2	1	0	0	249	129	27	4	4	3	1	0	168
09:00	140	14	4	0	2	1	0	161	133	22	3	9	6	1	0	174
09:15	153	21	3	3	3	0	0	183	159	32	0	1	2	2	0	196
P/TOT	1759	222	42	13	21	8	0	2065	1474	273	40	29	35	10	0	1861

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	163	28	0	1	1	2	0	195	168	26	1	0	7	1	0	203
16:15	160	17	0	1	5	0	0	183	223	29	1	0	0	2	0	255
16:30	178	19	0	0	2	2	0	201	193	23	2	0	3	2	0	223
16:45	189	20	1	1	3	1	0	215	220	33	3	1	3	6	0	266
17:00	170	20	0	0	0	1	0	191	246	24	0	0	6	1	0	277
17:15	176	18	1	0	2	2	0	199	266	15	1	0	2	4	1	289
17:30	154	14	2	1	1	0	0	172	239	19	0	0	3	4	0	265
17:45	150	13	3	0	3	0	0	169	164	12	1	1	1	1	0	180
18:00	174	11	1	0	1	1	0	188	190	11	0	0	6	0	0	207
18:15	182	13	1	0	1	1	1	199	151	20	0	0	1	2	0	174
P/TOT	1696	173	9	4	19	10	1	1912	2060	212	9	2	32	23	1	2339

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	83	25	1	3	0	3	0	115	49	24	6	1	1	1	0	82
07:15	106	15	6	4	0	3	0	134	98	20	2	3	3	1	1	128
07:30	104	18	5	1	1	1	0	130	105	16	4	4	9	1	0	139
07:45	116	23	4	0	1	1	0	145	91	26	4	4	2	0	0	127
08:00	130	20	2	2	1	2	0	157	97	20	3	1	0	0	0	121
08:15	110	24	2	1	2	1	0	140	97	23	4	1	0	1	0	126
08:30	88	14	1	1	4	1	0	109	69	8	3	3	2	0	0	85
08:45	72	24	2	5	2	0	0	105	93	15	1	2	0	0	0	111
09:00	107	16	4	4	3	0	0	134	104	18	3	0	1	0	0	126
09:15	108	21	2	2	0	1	0	134	119	20	3	1	1	0	0	144
P/TOT	1024	200	29	23	14	13	0	1303	922	190	33	20	19	4	1	1189

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	136	14	1	1	2	0	0	154	97	18	0	1	0	1	0	117
16:15	125	26	2	2	0	0	0	155	108	18	1	2	1	3	0	133
16:30	145	19	1	4	2	3	0	174	120	21	0	2	1	3	0	147
16:45	130	13	0	1	1	2	0	147	105	18	1	2	1	0	0	127
17:00	131	13	2	0	1	0	1	148	146	18	1	0	0	3	0	168
17:15	136	15	1	0	0	1	0	153	136	12	1	0	0	2	0	151
17:30	160	11	1	0	0	1	0	173	127	14	3	0	1	1	0	146
17:45	117	20	1	2	1	1	0	142	129	13	0	0	1	1	0	144
18:00	131	7	1	0	1	2	0	142	115	18	1	0	0	0	0	134
18:15	129	13	1	2	0	1	0	146	144	6	1	0	0	1	0	152
P/TOT	1340	151	11	12	8	11	1	1534	1227	156	9	7	5	15	0	1419

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM D								FROM ARM D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	3	0	0	0	0	0	3	1	1	0	0	0	0	0	2
07:15	3	3	0	0	0	0	0	6	3	0	0	0	0	0	0	3
07:30	6	4	0	1	0	0	0	11	3	1	0	0	0	0	0	4
07:45	6	5	1	0	0	0	0	12	6	1	0	0	0	0	0	7
08:00	4	1	1	0	0	0	0	6	4	0	1	0	0	0	0	5
08:15	8	2	1	0	1	0	0	12	9	0	0	1	0	0	0	10
08:30	7	3	1	0	0	0	0	11	8	5	2	0	0	0	0	15
08:45	10	3	1	0	0	0	0	14	6	4	0	0	0	0	0	10
09:00	7	6	0	1	0	0	0	14	5	0	1	0	0	0	0	6
09:15	7	0	0	0	0	0	0	7	3	4	0	1	0	0	0	8
P/TOT	58	30	5	2	1	0	0	96	48	16	4	2	0	0	0	70

	TO ARM D								FROM ARM D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	4	0	0	0	0	0	8	5	2	0	0	0	0	0	7
16:15	2	1	0	0	0	0	0	3	5	5	0	0	0	0	0	10
16:30	10	1	0	0	0	0	0	11	7	2	0	0	0	0	0	9
16:45	5	3	0	0	0	0	0	8	3	0	0	0	0	0	0	3
17:00	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
17:15	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
17:30	3	0	0	0	0	0	0	3	8	2	0	0	0	0	0	10
17:45	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
18:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:15	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
P/TOT	46	9	0	0	0	0	0	55	49	12	0	0	0	0	0	61

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM E								FROM ARM E							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	94	36	2	3	2	2	0	139	120	27	5	1	2	3	0	158
07:15	137	35	4	4	2	2	0	184	137	35	3	0	3	2	0	180
07:30	158	34	7	1	3	0	1	204	184	29	5	1	2	4	0	225
07:45	169	36	6	2	2	2	0	217	178	26	3	0	2	0	0	209
08:00	129	25	7	3	2	0	0	166	170	28	2	1	1	2	0	204
08:15	145	23	5	2	1	0	0	176	175	30	2	1	3	0	0	211
08:30	140	22	3	0	2	1	0	168	168	23	6	1	4	0	0	202
08:45	140	29	5	1	2	0	0	177	162	16	10	3	3	1	0	195
09:00	154	13	5	2	2	1	0	177	154	21	4	0	2	1	0	182
09:15	188	32	2	2	3	1	1	229	145	31	6	3	2	0	0	187
P/TOT	1454	285	46	20	21	9	2	1837	1593	266	46	11	24	13	0	1953

	TO ARM E								FROM ARM E							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	201	22	0	0	2	1	0	226	202	21	2	1	1	2	0	229
16:15	212	18	1	2	0	6	0	239	190	25	2	1	4	1	0	223
16:30	185	25	0	1	3	11	0	225	197	21	0	1	3	6	0	228
16:45	181	19	4	0	4	3	0	211	193	23	1	0	5	0	0	222
17:00	244	25	0	0	2	2	0	273	189	14	0	0	1	2	1	207
17:15	232	16	1	0	2	5	1	257	187	15	1	0	2	2	0	207
17:30	212	23	3	0	2	8	0	248	178	14	1	0	2	0	1	196
17:45	212	9	0	0	1	3	0	225	177	16	1	0	2	2	0	198
18:00	189	10	0	1	3	1	0	204	189	12	2	0	2	0	0	205
18:15	185	18	2	0	1	4	1	211	230	16	1	0	1	3	1	252
P/TOT	2053	185	11	4	20	44	2	2319	1932	177	11	3	23	18	3	2167

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM F								FROM ARM F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	5	0	0	1	0	0	15	3	3	0	0	0	0	0	6
07:15	6	2	0	0	0	0	0	8	9	1	0	0	1	0	0	11
07:30	10	4	0	0	0	0	0	14	7	5	0	0	0	0	0	12
07:45	6	2	0	0	0	0	0	8	5	4	0	0	0	0	0	9
08:00	12	1	0	0	0	0	0	13	6	0	0	0	0	0	0	6
08:15	9	4	0	0	0	0	0	13	11	2	0	0	0	0	0	13
08:30	5	0	0	0	0	0	0	5	3	2	0	0	0	0	0	5
08:45	8	1	0	0	0	0	0	9	8	1	0	0	0	0	0	9
09:00	19	0	0	0	0	0	0	19	11	0	0	0	0	0	0	11
09:15	17	0	0	0	0	0	0	17	19	0	0	0	0	0	0	19
P/TOT	101	19	0	0	1	0	0	121	82	18	0	0	1	0	0	101

	TO ARM E								FROM ARM E							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	12	0	0	0	0	0	0	12	18	4	0	0	0	0	0	22
16:15	14	3	0	0	0	0	0	17	10	2	0	0	0	0	0	12
16:30	14	2	0	0	0	0	0	16	16	1	0	0	0	2	0	19
16:45	10	3	0	0	0	0	0	13	11	2	0	0	0	0	0	13
17:00	14	1	0	0	0	0	0	15	13	2	0	0	0	0	0	15
17:15	20	0	0	0	0	0	0	20	9	1	0	0	0	1	0	11
17:30	9	1	0	0	0	0	0	10	20	1	0	0	0	1	0	22
17:45	22	0	0	0	0	0	0	22	16	1	0	0	0	0	0	17
18:00	19	1	0	0	0	0	0	20	19	1	0	0	0	0	0	20
18:15	22	0	0	0	0	0	0	22	20	1	0	0	0	0	0	21
P/TOT	156	11	0	0	0	0	0	167	152	16	0	0	0	4	0	172

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM G								FROM ARM G								JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	61	16	2	1	1	0	0	81	109	30	1	2	1	0	0	143	07:00	479	147	17	9	8	7	0	667
07:15	78	19	1	1	3	0	0	102	165	28	2	2	0	2	0	199	07:15	661	133	17	14	11	9	1	846
07:30	120	15	1	4	8	1	0	149	157	25	3	2	0	1	0	188	07:30	741	131	24	12	17	7	1	933
07:45	114	17	2	3	4	0	0	140	183	29	4	0	0	1	0	217	07:45	759	146	22	10	9	5	0	951
08:00	95	14	2	0	1	0	0	112	197	30	5	5	2	1	0	240	08:00	707	118	21	12	6	5	0	869
08:15	110	23	4	3	1	1	0	142	196	21	4	2	4	1	0	228	08:15	747	131	21	12	9	2	0	922
08:30	112	12	1	1	2	0	0	128	194	15	0	2	0	1	0	212	08:30	679	86	17	6	12	2	0	802
08:45	90	15	2	1	2	1	0	111	212	23	1	1	1	0	0	238	08:45	701	100	20	15	8	2	0	846
09:00	81	15	1	6	4	1	0	108	168	15	3	1	2	1	0	190	09:00	667	87	21	15	13	3	0	806
09:15	103	24	0	1	0	1	0	129	118	17	1	0	2	0	0	138	09:15	691	129	13	10	7	3	1	854
P/TOT	964	170	16	21	26	5	0	1202	1699	233	24	17	12	8	0	1993	P/TOT	6832	1208	193	115	100	45	3	8496

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	3397
07:15 to 08:15	3599
07:30 to 08:30	**3675**
07:45 to 08:45	3544
08:00 to 09:00	3439
08:15 to 09:15	3376
A.M. Peak	**3675**

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM E								FROM ARM E								JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	111	16	1	0	4	2	0	134	136	22	0	6	2	2	0	168	16:00	746	107	4	9	10	7	0	883
16:15	136	28	3	1	0	2	0	170	134	20	1	1	1	0	0	157	16:15	790	115	6	8	6	9	0	934
16:30	145	16	1	1	0	0	0	163	163	13	0	0	0	0	0	176	16:30	827	102	2	8	7	19	0	965
16:45	139	24	2	2	1	3	0	171	159	25	2	2	0	3	0	191	16:45	792	114	8	6	9	9	0	938
17:00	176	21	0	0	4	1	0	202	138	14	0	0	0	2	0	154	17:00	884	93	3	0	7	9	1	997
17:15	177	13	2	1	0	3	0	196	171	18	1	0	0	1	0	191	17:15	900	78	5	1	4	13	1	1002
17:30	149	8	2	0	1	0	0	160	148	15	2	0	0	0	0	165	17:30	845	77	9	1	6	10	1	949
17:45	124	10	0	1	0	1	0	136	138	12	2	1	1	0	0	154	17:45	763	66	4	3	5	7	0	848
18:00	121	14	0	0	2	0	0	137	141	14	1	1	0	2	0	159	18:00	789	66	4	1	8	4	0	872
18:15	120	12	0	0	0	1	0	133	134	13	0	0	0	2	0	149	18:15	825	75	4	2	2	10	2	920
P/TOT	1398	162	11	6	12	13	0	1602	1462	166	9	11	4	12	0	1664	P/TOT	8161	893	49	39	64	97	5	9308

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	3720
16:15 to 17:15	3834
16:30 to 17:30	**3902**
16:45 to 17:45	3886
17:00 to 18:00	3796
17:15 to 18:15	3671
P.M. Peak	**3902**

	G to B Dedicated							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	1	0	0	1
07:15	0	0	0	0	2	0	0	2
07:30	0	0	0	0	3	0	0	3
07:45	0	0	0	0	1	0	0	1
08:00	0	0	0	0	1	0	0	1
08:15	0	0	0	0	4	0	0	4
08:30	1	0	0	0	3	0	0	4
08:45	2	0	0	0	4	0	0	6
09:00	0	0	0	0	4	0	0	4
09:15	0	0	0	0	1	0	0	1
P/TOT	3	0	0	0	24	0	0	27

	G to B Dedicated							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	2	0	0	3
16:15	0	0	0	0	3	0	0	3
16:30	1	0	0	0	1	0	0	2
16:45	0	0	0	0	1	0	0	1
17:00	1	0	0	0	1	0	0	2
17:15	0	0	0	0	1	0	0	1
17:30	0	0	0	0	2	0	0	2
17:45	0	0	0	0	1	0	0	1
18:00	0	0	0	0	1	0	0	1
18:15	0	0	0	0	1	0	0	1
P/TOT	3	0	0	0	14	0	0	17

SITE: 1

LOCATION: Stairfoot Roundabout

TIME	A to G CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3
07:15	0	0	0	2 3	2	0	0	4 3
07:30	1	0	0	2 3	0	0 4	0	3 7
07:45	1	0	1 5	4 6	0	0	0	7 1
08:00	1	0	0	0	0	0	0	1
08:15	4	1	1 5	4 6	0	0	0	11 1
08:30	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
09:00	0	0	1 5	6 9	2	0	0	10 4
09:15	4	0	0	0	0	0	0	4
P/TOT	14	2	4 5	20 7	4	0 4	0	45 6

TIME	A to G CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	2	0	0	0	0	0	0	2
16:15	0	0	0	2 3	0	0	0	2 3
16:30	1	1	0	2 3	0	0	0	4 3
16:45	1	0	0	2 3	0	0	0	3 3
17:00	0	1	0	0	0	0	0	1
17:15	3	0	0	2 3	0	0	0	5 3
17:30	1	0	0	0	0	0	0	1
17:45	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	2	1	0	0	0	0	0	3
P/TOT	12	3	0	9 2	0	0	0	24 2

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

DATE: 25/06/2025 SITE: 1 DATE: 25/06/2025

DAY: Wednesday LOCATION: Stairfoot Roundabout DAY: Wednesday

	A to F								A to E								A to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	2	0	0	0	0	0	5	07:00	48	19	0	0	0	0	0	67	07:00	0	0	0	0	0	0	0	0
07:15	4	0	0	0	0	0	0	4	07:15	46	11	3	9 2	0	0 8	0	70	07:15	0	0	0	0	0	0	0	0
07:30	2	2	0	0	0	0	0	4	07:30	59	6	7 5	0	0	0	0 2	72 7	07:30	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	07:45	50	13	0	2 3	2	0 4	0	67 7	07:45	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	08:00	44	8	4 5	2 3	0	0	0	58 8	08:00	1	0	0	0	0	0	0	1
08:15	1	2	0	0	0	0	0	3	08:15	35	0	3	4 6	0	0	0	42 6	08:15	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	0	0	2	08:30	25	10	0	0	0	0	0	35	08:30	1	0	1 5	0	0	0	0	2 5
08:45	1	0	0	0	0	0	0	1	08:45	46	1	4 5	0	0	0	0	51 5	08:45	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2	09:00	42	1	3	0	0	0	0	46	09:00	1	1	0	2 3	0	0	0	4 3
09:15	3	0	0	0	0	0	0	3	09:15	59	11	3	4 6	0	0 4	0 2	78 2	09:15	1	0	0	0	0	0	0	1
P/TOT	20	6	0	0	0	0	0	26	P/TOT	454	80	28 5	23	2	1 6	0 4	589 5	P/TOT	6	1	1 5	2 3	0	0	0	10 8

	A to F								A to E								A to D							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	1	0	0	0	0	0	0	1	16:00	59	4	0	0	0	0 4	0	63 4	16:00	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	0	3	16:15	54	0	1 5	4 6	0	1 2	0	61 3	16:15	0	0	0	0	0	0	0	0
16:30	4	2	0	0	0	0	0	6	16:30	58	6	0	2 3	0	2 4	0	68 7	16:30	0	0	0	0	0	0	0	0
16:45	4	1	0	0	0	0	0	5	16:45	36	1	1 5	0	0	0	0	38 5	16:45	0	0	0	0	0	0	0	0
17:00	1	1	0	0	0	0	0	2	17:00	79	12	0	0	0	0 4	0	91 4	17:00	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	17:15	54	5	0	0	0	1 2	0	60 2	17:15	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	17:30	53	2	3	0	0	1 2	0	59 2	17:30	0	0	0	0	0	0	0	0
17:45	7	0	0	0	0	0	0	7	17:45	75	2	0	0	0	0 8	0	77 8	17:45	0	0	0	0	0	0	0	0
18:00	11	1	0	0	0	0	0	12	18:00	55	2	0	0	0	0	0	57	18:00	0	0	0	0	0	0	0	0
18:15	7	0	0	0	0	0	0	7	18:15	71	7	1 5	0	0	0 4	0 2	80 1	18:15	0	0	0	0	0	0	0	0
P/TOT	44	5	0	0	0	0	0	49	P/TOT	594	41	7 5	6 9	0	8	0 2	657 6	P/TOT	0	0	0	0	0	0	0	0

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	A to C									A to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	52	17	1 5	4 6	0	0 4	0	75 5	07:00	3	1	4 5	0	0	0	0	8 5
07:15	52	8	6	4 6	0	0 4	0	71	07:15	5	0	1 5	0	0	0	0	6 5
07:30	48	11	1 5	2 3	2	0	0	64 8	07:30	5	2	0	0	0	0	0	7
07:45	46	10	4 5	0	0	0 4	0	60 9	07:45	8	1	0	2 3	0	0	0	11 3
08:00	42	9	1 5	4 6	0	0 4	0	57 5	08:00	6	2	0	0	0	0 4	0	8 4
08:15	45	16	1 5	0	0	0	0	62 5	08:15	8	1	0	0	0	0	0	9
08:30	36	7	0	0	6	0	0	49	08:30	10	2	0	0	0	0	0	12
08:45	25	12	0	11 5	0	0	0	48 5	08:45	19	1	1 5	0	2	0	0	23 5
09:00	42	8	3	2 3	0	0	0	55 3	09:00	4	1	3	0	2	0	0	10
09:15	54	13	1 5	2 3	0	0	0	70 8	09:15	7	1	0	2 3	0	0	0	10 3
P/TOT	442	111	21	32 2	8	1 6	0	615 8	P/TOT	75	12	10 5	4 6	4	0 4	0	106 5

	A to C									A to B							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	53	8	1 5	2 3	0	0	0	64 8	16:00	5	2	0	0	0	0	0	7
16:15	53	15	0	2 3	0	0	0	70 3	16:15	9	1	0	0	0	0	0	10
16:30	61	12	0	6 9	0	0	0	79 9	16:30	7	0	0	0	0	0	0	7
16:45	55	10	0	0	0	0	0	65	16:45	5	1	0	0	0	0	0	6
17:00	60	7	3	0	0	0	0	70	17:00	5	0	0	0	0	0	0	5
17:15	60	10	1 5	0	0	0	0	71 5	17:15	7	2	0	0	0	0	0	9
17:30	56	9	1 5	0	0	0 4	0	66 9	17:30	12	1	0	2 3	0	0	0	15 3
17:45	42	10	0	2 3	0	0 4	0	54 7	17:45	7	0	0	0	0	0	0	7
18:00	58	6	0	0	0	0 8	0	64 8	18:00	9	1	0	0	0	0	0	10
18:15	55	9	1 5	4 6	0	0 4	0	70 5	18:15	6	1	0	0	0	0	0	7
P/TOT	553	96	9	18 4	0	2	0	678 4	P/TOT	72	9	0	2 3	0	0	0	83 3

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	A to A								B to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	07:00	6	3	1 5	0	0	0 4	0	10 9
07:15	1	0	0	0	0	0	0	1	07:15	15	3	1 5	0	0	0	0	19 5
07:30	0	0	0	0	0	0	0	0	07:30	16	2	3	2 3	0	0	0	23 3
07:45	0	0	0	0	0	0	0	0	07:45	12	2	0	0	0	0 4	0	14 4
08:00	0	0	1 5	0	0	0	0	1 5	08:00	13	2	1 5	2 3	0	0	0	18 8
08:15	1	0	0	0	0	0	0	1	08:15	12	2	3	4 6	0	0	0	21 6
08:30	0	0	1 5	0	0	0	0	1 5	08:30	13	1	1 5	0	0	0	0	15 5
08:45	0	0	0	0	0	0	0	0	08:45	14	1	3	4 6	0	0	0	22 6
09:00	1	0	0	0	0	0	0	1	09:00	18	3	0	4 6	0	0	0	25 6
09:15	0	0	0	0	0	0	0	0	09:15	7	6	0	0	0	0	0	13
P/TOT	3	0	3	0	0	0	0	6	P/TOT	126	25	15	18 4	0	0 8	0	185 2

	A to A								B to A							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	0	0	0	0	0	0	0	0	16:00	6	2	0	0	0	0	0	8
16:15	1	0	0	0	0	0	0	1	16:15	6	1	0	0	0	0	0	7
16:30	0	0	0	0	0	0	0	0	16:30	11	1	0	0	0	0	0	12
16:45	0	0	0	0	0	0	0	0	16:45	8	1	0	0	0	0	0	9
17:00	1	0	0	0	0	0	0	1	17:00	5	2	0	0	0	0	0	7
17:15	0	0	0	0	0	0	0	0	17:15	13	0	0	0	0	0 4	0	13 4
17:30	0	0	0	0	0	0	0	0	17:30	14	2	0	0	0	0	0	16
17:45	1	0	0	0	0	0	0	1	17:45	8	1	0	0	0	0	0	9
18:00	0	0	0	0	0	0	0	0	18:00	12	2	0	0	0	0	0	14
18:15	1	0	0	0	0	0	0	1	18:15	6	0	0	0	0	0	0	6
P/TOT	4	0	0	0	0	0	0	4	P/TOT	89	12	0	0	0	0 4	0	101 4

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LOCATION: Stairfoot Roundabout DAY: Wednesday

	B to G								B to F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	10	0	0	2	0	0	52	07:00	2	1	0	0	2	0	0	5
07:15	54	11	0	0	2	0	0	67	07:15	1	0	0	0	0	0	0	1
07:30	75	11	1 5	2 3	8	0	0	97 8	07:30	3	1	0	0	0	0	0	4
07:45	84	10	1 5	2 3	4	0	0	101 8	07:45	3	1	0	0	0	0	0	4
08:00	49	8	1 5	0	2	0	0	60 5	08:00	2	0	0	0	0	0	0	2
08:15	66	12	3	2 3	2	0	0	85 3	08:15	1	0	0	0	0	0	0	1
08:30	63	5	0	0	2	0	0	70	08:30	1	0	0	0	0	0	0	1
08:45	51	7	0	2 3	2	0 4	0	62 7	08:45	2	1	0	0	0	0	0	3
09:00	37	7	0	6 9	6	0 4	0	57 3	09:00	6	0	0	0	0	0	0	6
09:15	64	11	0	2 3	0	0 4	0	77 7	09:15	4	0	0	0	0	0	0	4
P/TOT	583	92	7 5	18 4	30	1 2	0	732 1	P/TOT	25	4	0	0	2	0	0	31

	B to G								B to F							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	72	10	1 5	0	8	0 4	0	91 9	16:00	3	0	0	0	0	0	0	3
16:15	100	14	1 5	0	0	0 4	0	115 9	16:15	3	1	0	0	0	0	0	4
16:30	85	8	1 5	0	0	0	0	94 5	16:30	2	0	0	0	0	0	0	2
16:45	89	17	1 5	2 3	0	1 2	0	111	16:45	1	2	0	0	0	0	0	3
17:00	114	11	0	0	6	0 4	0	131 4	17:00	2	0	0	0	0	0	0	2
17:15	106	8	1 5	0	0	0 8	0	116 3	17:15	5	0	0	0	0	0	0	5
17:30	100	5	0	0	2	0	0	107	17:30	1	1	0	0	0	0	0	2
17:45	66	7	0	2 3	0	0	0	75 3	17:45	4	0	0	0	0	0	0	4
18:00	75	5	0	0	4	0	0	84	18:00	1	0	0	0	0	0	0	1
18:15	62	10	0	0	0	0	0	72	18:15	5	0	0	0	0	0	0	5
P/TOT	869	95	7 5	4 6	20	3 2	0	999 3	P/TOT	27	4	0	0	0	0	0	31

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	B to E									B to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	36	7	0	6 9	4	0 4	0	54 3	07:00	0	0	0	0	0	0	0	0
07:15	58	14	3	0	4	0	0	79	07:15	1	0	0	0	0	0	0	1
07:30	64	17	1 5	2 3	2	0	0	86 8	07:30	2	1	0	0	0	0	0	3
07:45	73	14	7 5	2 3	2	0 4	0	99 2	07:45	1	2	0	0	0	0	0	3
08:00	58	10	3	2 3	4	0	0	77 3	08:00	1	1	0	0	0	0	0	2
08:15	69	19	3	0	2	0	0	93	08:15	2	2	1 5	0	0	0	0	5 5
08:30	70	5	4 5	0	4	0 4	0	83 9	08:30	0	3	0	0	0	0	0	3
08:45	43	17	1 5	2 3	4	0	0	67 8	08:45	5	0	1 5	0	0	0	0	6 5
09:00	59	8	3	4 6	4	0	0	78 6	09:00	5	3	0	0	0	0	0	8
09:15	75	14	0	0	4	0	0	93	09:15	2	0	0	0	0	0	0	2
P/TOT	605	125	27	20 7	34	1 2	0	812 9	**P/TOT**	19	12	3	0	0	0	0	34

	B to E									B to D							
TIME	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**BUS**	**COACH**	**TOT**	**TIME**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**BUS**	**COACH**	**TOT**
16:00	76	11	0	0	4	0	0	91	16:00	4	2	0	0	0	0	0	6
16:15	102	12	0	0	0	0 4	0	114 4	16:15	2	0	0	0	0	0	0	2
16:30	80	12	0	0	6	0 8	0	98 8	16:30	3	0	0	0	0	0	0	3
16:45	109	11	3	0	6	1 2	0	130 2	16:45	0	1	0	0	0	0	0	1
17:00	108	7	0	0	4	0	0	119	17:00	2	0	0	0	0	0	0	2
17:15	126	6	0	0	4	0 4	0 2	136 6	17:15	1	0	0	0	0	0	0	1
17:30	106	11	0	0	4	1 6	0	122 6	17:30	1	0	0	0	0	0	0	1
17:45	70	3	0	0	2	0 4	0	75 4	17:45	4	0	0	0	0	0	0	4
18:00	89	4	0	0	6	0	0	99	18:00	1	0	0	0	0	0	0	1
18:15	67	8	0	0	2	0 8	0	77 8	18:15	2	0	0	0	0	0	0	2
P/TOT	933	85	3	0	38	5 6	0 2	####	**P/TOT**	20	3	0	0	0	0	0	23

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	B to C								B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6	07:00	0	0	0	0	0	0	0	0
07:15	12	1	0	4 6	0	0 4	0	18	07:15	0	1	0	0	0	0	0	1
07:30	8	2	3	0	0	0	0	13	07:30	0	0	0	0	0	0	0	0
07:45	18	6	1 5	0	2	0	0	27 5	07:45	0	1	0	0	0	0	0	1
08:00	14	0	1 5	0	0	0	0	15 5	08:00	0	0	0	0	0	0	0	0
08:15	15	0	0	0	0	0	0	15	08:15	0	0	0	0	0	0	0	0
08:30	15	0	0	0	0	0	0	15	08:30	0	0	0	0	0	0	0	0
08:45	14	1	0	0	0	0	0	15	08:45	0	0	0	0	0	0	0	0
09:00	8	1	1 5	4 6	2	0	0	17 1	09:00	0	0	0	0	0	0	0	0
09:15	7	1	0	0	0	0 4	0	8 4	09:15	0	0	0	0	0	0	0	0
P/TOT	116	13	7 5	9 2	4	0 8	0	150 5	P/TOT	0	2	0	0	0	0	0	2

	B to C								B to B							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	6	1	0	0	2	0	0	9	16:00	1	0	0	0	0	0	0	1
16:15	10	1	0	0	0	0	0	11	16:15	0	0	0	0	0	0	0	0
16:30	12	2	1 5	0	0	0	0	15 5	16:30	0	0	0	0	0	0	0	0
16:45	13	1	0	0	0	0	0	14	16:45	0	0	0	0	0	0	0	0
17:00	15	3	0	0	2	0	0	20	17:00	0	1	0	0	0	0	0	1
17:15	15	1	0	0	0	0	0	16	17:15	0	0	0	0	0	0	0	0
17:30	17	0	0	0	0	0	0	17	17:30	0	0	0	0	0	0	0	0
17:45	12	1	1 5	0	0	0	0	14 5	17:45	0	0	0	0	0	0	0	0
18:00	11	0	0	0	2	0	0	13	18:00	1	0	0	0	0	0	0	1
18:15	9	2	0	0	0	0	0	11	18:15	0	0	0	0	0	0	0	0
P/TOT	120	12	3	0	6	0	0	141	P/TOT	2	1	0	0	0	0	0	3

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	C to B								C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	2	0	0	0	0	0	6	07:00	25	9	4 5	0	2	0	0	40 5
07:15	4	2	0	0	2	0	0	8	07:15	58	7	3	6 9	4	0 4	0 2	79 5
07:30	2	1	1 5	0	0	0	0	4 5	07:30	53	9	3	2 3	6	0 4	0	73 7
07:45	7	0	0	2 3	0	0	0	9 3	07:45	36	16	3	6 9	2	0	0	63 9
08:00	5	1	0	0	0	0	0	6	08:00	41	12	1 5	2 3	0	0	0	56 8
08:15	5	1	1 5	0	0	0	0	7 5	08:15	37	15	3	2 3	0	0	0	57 3
08:30	5	0	1 5	0	0	0	0	6 5	08:30	23	4	3	4 6	2	0	0	36 6
08:45	8	1	0	0	0	0	0	9	08:45	40	7	0	4 6	0	0	0	51 6
09:00	5	1	0	0	0	0	0	6	09:00	51	5	4 5	0	2	0	0	62 5
09:15	11	3	0	0	2	0	0	16	09:15	41	3	4 5	2 3	0	0	0	50 8
P/TOT	56	12	4 5	2 3	4	0	0	78 8	P/TOT	405	87	30	32 2	18	0 8	0 2	573 2

	C to B								C to A							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	9	3	0	0	0	0	0	12	16:00	29	6	0	2 3	0	0	0	37 3
16:15	11	2	0	0	0	0	0	13	16:15	34	7	0	4 6	2	0	0	47 6
16:30	8	3	0	0	2	0	0	13	16:30	48	10	0	4 6	0	0	0	62 6
16:45	11	3	0	0	0	0	0	14	16:45	39	7	0	4 6	0	0	0	50 6
17:00	14	2	0	0	0	0	0	16	17:00	53	4	1 5	0	0	0 8	0	59 3
17:15	10	0	0	0	0	0	0	10	17:15	45	5	0	0	0	0	0	50
17:30	10	0	1 5	0	0	0	0	11 5	17:30	57	7	0	0	2	0 4	0	66 4
17:45	12	1	0	0	2	0	0	15	17:45	42	7	0	0	0	0 4	0	49 4
18:00	12	0	0	0	0	0	0	12	18:00	47	9	1 5	0	0	0	0	57 5
18:15	11	1	0	0	0	0	0	12	18:15	68	4	0	0	0	0 4	0	72 4
P/TOT	108	15	1 5	0	4	0	0	128 5	P/TOT	462	66	3	16 1	4	2	0	553 1

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	C to G									C to F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	5	3	2 3	0	0	0	25 3	07:00	0	0	0	0	0	0	0	0
07:15	16	3	0	0	0	0	0	19	07:15	0	0	0	0	0	0	0	0
07:30	32	3	0	4 6	8	0	0	47 6	07:30	2	0	0	0	0	0	0	2
07:45	25	4	0	0	2	0	0	31	07:45	0	0	0	0	0	0	0	0
08:00	34	4	1 5	0	0	0	0	39 5	08:00	4	1	0	0	0	0	0	5
08:15	29	5	1 5	0	0	0 4	0	35 9	08:15	1	2	0	0	0	0	0	3
08:30	25	2	0	2 3	2	0	0	31 3	08:30	0	0	0	0	0	0	0	0
08:45	21	1	0	0	0	0	0	22	08:45	3	0	0	0	0	0	0	3
09:00	21	8	0	0	0	0	0	29	09:00	7	0	0	0	0	0	0	7
09:15	27	9	0	0	0	0	0	36	09:15	8	0	0	0	0	0	0	8
P/TOT	245	44	6	9 2	12	0 4	0	316 6	P/TOT	25	3	0	0	0	0	0	28

	C to G									C to F							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	25	3	0	0	0	0 4	0	28 4	16:00	3	0	0	0	0	0	0	3
16:15	28	6	1 5	0	0	0 4	0	35 9	16:15	4	1	0	0	0	0	0	5
16:30	34	4	0	0	0	0	0	38	16:30	2	0	0	0	0	0	0	2
16:45	31	4	1 5	0	0	0	0	36 5	16:45	4	0	0	0	0	0	0	4
17:00	39	6	0	0	0	0	0	45	17:00	5	0	0	0	0	0	0	5
17:15	44	3	1 5	0	0	0 4	0	48 9	17:15	5	0	0	0	0	0	0	5
17:30	25	2	3	0	0	0	0	30	17:30	3	0	0	0	0	0	0	3
17:45	28	3	0	0	0	0	0	31	17:45	6	0	0	0	0	0	0	6
18:00	30	5	0	0	0	0	0	35	18:00	4	0	0	0	0	0	0	4
18:15	31	0	0	0	0	0	0	31	18:15	8	0	0	0	0	0	0	8
P/TOT	315	36	7 5	0	0	1 2	0	359 7	P/TOT	44	1	0	0	0	0	0	45

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	C to E								C to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	7	1 5	0	0	0 4	0	13 9	07:00	0	1	0	0	0	0	0	1
07:15	20	8	0	0	0	0	0	28	07:15	0	0	0	0	0	0	0	0
07:30	16	3	1 5	0	4	0	0	24 5	07:30	0	0	0	2 3	0	0	0	2 3
07:45	23	6	1 5	0	0	0	0	30 5	07:45	0	0	1 5	0	0	0	0	1 5
08:00	13	2	1 5	0	0	0	0	16 5	08:00	0	0	0	0	0	0	0	0
08:15	25	0	0	0	0	0	0	25	08:15	0	0	0	0	0	0	0	0
08:30	16	2	0	0	0	0	0	18	08:30	0	0	0	0	0	0	0	0
08:45	21	5	1 5	0	0	0	0	27 5	08:45	0	1	0	0	0	0	0	1
09:00	20	4	0	0	0	0	0	24	09:00	0	0	0	0	0	0	0	0
09:15	32	5	0	0	0	0	0	37	09:15	0	0	0	0	0	0	0	0
P/TOT	191	42	7 5	0	4	0 4	0	244 9	P/TOT	0	2	1 5	2 3	0	0	0	5 8

	C to E								C to D							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	31	5	0	0	0	0	0	36	16:00	0	1	0	0	0	0	0	1
16:15	31	2	0	0	0	0 8	0	33 8	16:15	0	0	0	0	0	0	0	0
16:30	28	3	0	0	0	1 2	0	32 2	16:30	0	1	0	0	0	0	0	1
16:45	20	4	0	0	2	0	0	26	16:45	0	0	0	0	0	0	0	0
17:00	35	6	0	0	0	0 4	0	41 4	17:00	0	0	0	0	0	0	0	0
17:15	32	4	0	0	0	0 4	0	36 4	17:15	0	0	0	0	0	0	0	0
17:30	32	5	0	0	0	0	0	37	17:30	0	0	0	0	0	0	0	0
17:45	41	2	0	0	0	0	0	43	17:45	0	0	0	0	0	0	0	0
18:00	22	4	0	0	0	0	0	26	18:00	0	0	0	0	0	0	0	0
18:15	26	1	1 5	0	0	0	0	28 5	18:15	0	0	0	0	0	0	0	0
P/TOT	298	36	1 5	0	2	2 8	0	340 3	P/TOT	0	2	0	0	0	0	0	2

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	C to C									D to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	07:30	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	08:00	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	08:15	3	0	0	2	3	0	0	5 3
08:30	0	0	0	0	0	0	0	0	08:30	5	1	0	0	0	0	0	6
08:45	0	0	0	0	0	0	0	0	08:45	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	09:00	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	09:15	3	0	0	2	3	0	0	5 3
P/TOT	0	0	0	0	0	0	0	0	P/TOT	18	2	0	4	6	0	0	24 6

	C to C									D to C							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	0	0	0	0	0	0	0	0	16:00	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	P/TOT	5	0	0	0	0	0	0	5

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	D to B								D to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	07:30	0	0	0	0	0	0	0	0
07:45	3	0	0	0	0	0	0	3	07:45	3	1	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	08:00	0	0	1 5	0	0	0	0	1 5
08:15	1	0	0	0	0	0	0	1	08:15	4	0	0	0	0	0	0	4
08:30	0	1	1 5	0	0	0	0	2 5	08:30	3	2	1 5	0	0	0	0	6 5
08:45	2	3	0	0	0	0	0	5	08:45	1	0	0	0	0	0	0	1
09:00	2	0	0	0	0	0	0	2	09:00	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	09:15	0	1	0	0	0	0	0	1
P/TOT	10	4	1 5	0	0	0	0	15 5	P/TOT	13	4	3	0	0	0	0	20

	D to B								D to A							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	1	0	0	0	0	0	0	1	16:00	1	0	0	0	0	0	0	1
16:15	1	2	0	0	0	0	0	3	16:15	2	0	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1	16:30	4	0	0	0	0	0	0	4
16:45	3	0	0	0	0	0	0	3	16:45	0	0	0	0	0	0	0	0
17:00	3	0	0	0	0	0	0	3	17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	17:15	2	0	0	0	0	0	0	2
17:30	2	0	0	0	0	0	0	2	17:30	1	1	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1	17:45	1	0	0	0	0	0	0	1
18:00	2	0	0	0	0	0	0	2	18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	18:15	3	1	0	0	0	0	0	4
P/TOT	14	2	0	0	0	0	0	16	P/TOT	14	2	0	0	0	0	0	16

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	D to G								D to F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	08:15	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	1	08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0
09:15	0	2	0	0	0	0	0	2	09:15	0	0	0	0	0	0	0	0
P/TOT	4	3	0	0	0	0	0	7	P/TOT	0	0	0	0	0	0	0	0

	D to G								D to F							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	1	1	0	0	0	0	0	2	16:00	0	0	0	0	0	0	0	0
16:15	1	3	0	0	0	0	0	4	16:15	1	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1	16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2	17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	17:15	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	17:30	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	18:15	0	0	0	0	0	0	0	0
P/TOT	13	4	0	0	0	0	0	17	P/TOT	1	0	0	0	0	0	0	1

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	D to E								D to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	1	08:45	0	0	0	0	0	0	0	0
09:00	0	0	1 5	0	0	0	0	1 5	09:00	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1	09:15	0	0	0	0	0	0	0	0
P/TOT	3	3	1 5	0	0	0	0	7 5	P/TOT	0	0	0	0	0	0	0	0

	D to E								D to D							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	0	1	0	0	0	0	0	1	16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0
16:30	0	2	0	0	0	0	0	2	16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	17:15	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	0	2	17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0
P/TOT	2	4	0	0	0	0	0	6	P/TOT	0	0	0	0	0	0	0	0

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	E to D									E to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	07:00	8	3	0	0	0	0 8	0	11 8
07:15	1	2	0	0	0	0	0	3	07:15	11	3	1 5	0	0	0	0	15 5
07:30	1	3	0	0	0	0	0	4	07:30	28	2	1 5	0	0	0 4	0	31 9
07:45	4	1	0	0	0	0	0	5	07:45	29	5	0	0	0	0	0	34
08:00	2	0	1 5	0	0	0	0	3 5	08:00	38	6	0	0	0	0	0	44
08:15	1	0	0	0	2	0	0	3	08:15	23	5	1 5	0	0	0	0	29 5
08:30	2	0	0	0	0	0	0	2	08:30	11	4	1 5	0	2	0	0	18 5
08:45	3	1	0	0	0	0	0	4	08:45	11	7	3	0	2	0	0	23
09:00	0	1	0	0	0	0	0	1	09:00	21	5	0	0	2	0	0	28
09:15	1	0	0	0	0	0	0	1	09:15	23	6	1 5	0	0	0	0	30 5
P/TOT	15	8	1 5	0	2	0	0	26 5	P/TOT	203	46	10 5	0	6	1 2	0	266 7

	E to D									E to C							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	0	0	0	0	0	0	0	0	16:00	53	4	0	0	0	0	0	57
16:15	0	1	0	0	0	0	0	1	16:15	37	4	1 5	0	0	0	0	42 5
16:30	3	0	0	0	0	0	0	3	16:30	42	4	0	2 3	4	0 4	0	52 7
16:45	2	1	0	0	0	0	0	3	16:45	33	1	0	0	2	0	0	36
17:00	1	0	0	0	0	0	0	1	17:00	25	3	0	0	0	0	0 2	28 2
17:15	1	0	0	0	0	0	0	1	17:15	38	3	0	0	0	0	0	41
17:30	2	0	0	0	0	0	0	2	17:30	51	2	0	0	0	0	0	53
17:45	1	0	0	0	0	0	0	1	17:45	34	5	0	0	2	0	0	41
18:00	1	0	0	0	0	0	0	1	18:00	38	1	1 5	0	0	0	0	40 5
18:15	0	0	0	0	0	0	0	0	18:15	41	1	0	0	0	0	0	42
P/TOT	11	2	0	0	0	0	0	13	P/TOT	392	28	3	2 3	8	0 4	0 2	433 9

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	E to B									E to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	56	13	7 5	0	4	0 4	0	80 9	07:00	51	10	0	2 3	0	0	0	63 3
07:15	59	11	1 5	0	4	0 4	0	75 9	07:15	58	13	0	0	2	0 4	0	73 4
07:30	83	11	1 5	0	4	0 4	0	99 9	07:30	61	12	4 5	2 3	0	0 8	0	80 6
07:45	90	11	4 5	0	2	0	0	107 5	07:45	52	6	0	0	0	0	0	58
08:00	82	13	0	2 3	2	0 4	0	99 7	08:00	38	7	1 5	0	0	0 4	0	46 9
08:15	83	8	1 5	0	4	0	0	96 5	08:15	59	12	0	2 3	0	0	0	73 3
08:30	68	8	4 5	2 3	6	0	0	88 8	08:30	62	7	1 5	0	0	0	0	70 5
08:45	68	1	4 5	4 6	0	0	0	78 1	08:45	63	0	4 5	2 3	2	0 4	0	72 2
09:00	58	9	3	0	2	0 4	0	72 4	09:00	54	6	3	0	0	0	0	63
09:15	76	10	3	4 6	4	0	0	97 6	09:15	41	13	4 5	2 3	0	0	0	60 8
P/TOT	723	95	31 5	13 8	32	2	0	897 3	**P/TOT**	539	86	19 5	11 5	4	2	0	662

	E to B									E to A							
TIME	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**BUS**	**COACH**	**TOT**	**TIME**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**BUS**	**COACH**	**TOT**
16:00	68	8	0	0	0	0 4	0	76 4	16:00	69	9	3	2 3	2	0 4	0	85 7
16:15	64	8	0	2 3	8	0	0	82 3	16:15	81	7	0	0	0	0 4	0	88 4
16:30	63	8	0	0	2	0 8	0	73 8	16:30	66	7	0	0	0	1 2	0	74 2
16:45	73	9	1 5	0	6	0	0	89 5	16:45	67	9	0	0	0	0	0	76
17:00	69	10	0	0	0	0	0	79	17:00	71	0	0	0	0	0 8	0	71 8
17:15	51	6	1 5	0	4	0 4	0	62 9	17:15	74	4	0	0	0	0 4	0	78 4
17:30	51	8	1 5	0	2	0	0	62 5	17:30	56	3	0	0	2	0	0 2	61 2
17:45	53	6	1 5	0	2	0	0	62 5	17:45	65	5	0	0	0	0 4	0	70 4
18:00	57	6	0	0	2	0	0	65	18:00	79	1	1 5	0	2	0	0	83 5
18:15	76	5	1 5	0	2	0 4	0 2	85 1	18:15	91	9	0	0	0	0 4	0	100 4
P/TOT	625	74	7 5	2 3	28	2	0 2	739	**P/TOT**	719	54	4 5	2 3	6	4	0 2	790

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	E to G								E to F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	0	0	0	4	07:00	1	1	0	0	0	0	0	2
07:15	8	5	1 5	0	0	0	0	14 5	07:15	0	1	0	0	0	0	0	1
07:30	10	1	0	0	0	0	0	11	07:30	1	0	0	0	0	0	0	1
07:45	3	3	0	0	2	0	0	8	07:45	0	0	0	0	0	0	0	0
08:00	9	2	0	0	0	0	0	11	08:00	1	0	0	0	0	0	0	1
08:15	8	5	0	0	0	0	0	13	08:15	1	0	0	0	0	0	0	1
08:30	23	4	1 5	0	0	0	0	28 5	08:30	2	0	0	0	0	0	0	2
08:45	16	7	3	0	2	0	0	28	08:45	1	0	0	0	0	0	0	1
09:00	21	0	0	0	0	0	0	21	09:00	0	0	0	0	0	0	0	0
09:15	4	2	0	0	0	0	0	6	09:15	0	0	0	0	0	0	0	0
P/TOT	106	29	6	0	4	0	0	145	P/TOT	7	2	0	0	0	0	0	9

	E to G								E to F							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	10	0	0	0	0	0	0	10	16:00	2	0	0	0	0	0	0	2
16:15	7	5	1 5	0	0	0	0	13 5	16:15	1	0	0	0	0	0	0	1
16:30	21	2	0	0	0	0	0	23	16:30	2	0	0	0	0	0	0	2
16:45	17	3	0	0	2	0	0	22	16:45	1	0	0	0	0	0	0	1
17:00	20	1	0	0	2	0	0	23	17:00	3	0	0	0	0	0	0	3
17:15	21	2	0	0	0	0	0	23	17:15	2	0	0	0	0	0	0	2
17:30	18	1	0	0	0	0	0	19	17:30	0	0	0	0	0	0	0	0
17:45	23	0	0	0	0	0 4	0	23 4	17:45	1	0	0	0	0	0	0	1
18:00	14	4	0	0	0	0	0	18	18:00	0	0	0	0	0	0	0	0
18:15	21	1	0	0	0	0 4	0	22 4	18:15	1	0	0	0	0	0	0	1
P/TOT	172	19	1 5	0	4	0 8	0	197 3	P/TOT	13	0	0	0	0	0	0	13

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	E to E								F to E							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	07:00	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	07:15	4	1	0	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0	07:30	7	4	0	0	0	0	0	11
07:45	0	0	0	0	0	0	0	0	07:45	2	1	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	08:15	3	1	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	08:30	3	2	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	08:45	5	1	0	0	0	0	0	6
09:00	0	0	0	0	0	0	0	0	09:00	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	09:15	7	0	0	0	0	0	0	7
P/TOT	0	0	0	0	0	0	0	0	P/TOT	34	10	0	0	0	0	0	44

	E to E								F to E							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	0	0	0	0	0	0	0	0	16:00	7	0	0	0	0	0	0	7
16:15	0	0	0	0	0	0	0	0	16:15	6	0	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	16:30	4	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	16:45	4	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	17:00	5	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	17:30	4	1	0	0	0	0 4	0	5 4
17:45	0	0	0	0	0	0	0	0	17:45	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	18:00	5	0	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	18:15	5	0	0	0	0	0	0	5
P/TOT	0	0	0	0	0	0	0	0	P/TOT	46	1	0	0	0	0 4	0	47 4

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	F to D								F to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	07:00	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	07:45	1	1	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	08:00	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	08:15	4	0	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	08:45	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	09:00	4	0	0	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0	09:15	1	0	0	0	0	0	0	1
P/TOT	0	1	0	0	0	0	0	1	P/TOT	15	2	0	0	0	0	0	17

	F to D								F to C							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	0	0	0	0	0	0	0	0	16:00	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	16:15	0	2	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	16:30	2	0	0	0	0	0 8	0	2 8
16:45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	17:00	5	0	0	0	0	0	0	5
17:15	2	0	0	0	0	0	0	2	17:15	2	0	0	0	0	0 4	0	2 4
17:30	0	0	0	0	0	0	0	0	17:30	4	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	17:45	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	18:00	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	18:15	3	0	0	0	0	0	0	3
P/TOT	2	0	0	0	0	0	0	2	P/TOT	25	2	0	0	0	1 2	0	28 2

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	F to B								F to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	07:00	2	0	0	0	0	0	0	2
07:15	2	0	0	0	0	0	0	2	07:15	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	07:30	0	1	0	0	0	0	0	1
07:45	1	2	0	0	0	0	0	3	07:45	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	08:00	0	0	0	0	0	0	0	0
08:15	1	1	0	0	0	0	0	2	08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	09:00	2	0	0	0	0	0	0	2
09:15	3	0	0	0	0	0	0	3	09:15	4	0	0	0	0	0	0	4
P/TOT	10	4	0	0	0	0	0	14	P/TOT	11	1	0	0	0	0	0	12

	F to B								F to A							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	4	2	0	0	0	0	0	6	16:00	4	0	0	0	0	0	0	4
16:15	2	0	0	0	0	0	0	2	16:15	2	0	0	0	0	0	0	2
16:30	2	0	0	0	0	0	0	2	16:30	5	0	0	0	0	0	0	5
16:45	1	0	0	0	0	0	0	1	16:45	5	2	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	17:00	2	0	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	1	17:15	1	1	0	0	0	0	0	2
17:30	5	0	0	0	0	0	0	5	17:30	5	0	0	0	0	0	0	5
17:45	3	1	0	0	0	0	0	4	17:45	3	0	0	0	0	0	0	3
18:00	4	0	0	0	0	0	0	4	18:00	4	1	0	0	0	0	0	5
18:15	4	0	0	0	0	0	0	4	18:15	5	1	0	0	0	0	0	6
P/TOT	26	3	0	0	0	0	0	29	P/TOT	36	5	0	0	0	0	0	41

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	F to G									F to F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	2	0	0	2	07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	07:45	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	08:00	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	08:45	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2	09:00	0	0	0	0	0	0	0	0
09:15	4	0	0	0	0	0	0	4	09:15	0	0	0	0	0	0	0	0
P/TOT	12	0	0	0	2	0	0	14	P/TOT	0	0	0	0	0	0	0	0

	F to G									F to F							
TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT	TIME	CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	1	2	0	0	0	0	0	3	16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0
16:30	3	1	0	0	0	0	0	4	16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	16:45	0	0	0	0	0	0	0	0
17:00	1	2	0	0	0	0	0	3	17:00	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	17:15	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	17:30	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	17:45	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	18:00	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3	18:15	0	0	0	0	0	0	0	0
P/TOT	17	5	0	0	0	0	0	22	P/TOT	0	0	0	0	0	0	0	0

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	G to F									G to E							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	3	1	0	0	0	0	0	4	07:00	4	2	1 5	0	0	0	0	7 5
07:15	1	1	0	0	0	0	0	2	07:15	8	1	0	0	0	0	0	9
07:30	2	1	0	0	0	0	0	3	07:30	12	4	0	0	0	0	0	16
07:45	3	1	0	0	0	0	0	4	07:45	21	2	0	0	0	0	0	23
08:00	3	0	0	0	0	0	0	3	08:00	12	5	1 5	2 3	0	0	0	20 8
08:15	5	0	0	0	0	0	0	5	08:15	13	3	1 5	0	0	0	0	17 5
08:30	0	0	0	0	0	0	0	0	08:30	26	3	0	0	0	0	0	29
08:45	1	0	0	0	0	0	0	1	08:45	25	4	0	0	0	0	0	29
09:00	4	0	0	0	0	0	0	4	09:00	31	0	0	0	0	0 4	0	31 4
09:15	2	0	0	0	0	0	0	2	09:15	15	1	0	0	2	0	0	18
P/TOT	24	4	0	0	0	0	0	28	**P/TOT**	167	25	4 5	2 3	2	0 4	0	201 2

	G to F									G to E							
TIME	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**BUS**	**COACH**	**TOT**	**TIME**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**BUS**	**COACH**	**TOT**
16:00	3	0	0	0	0	0	0	3	16:00	28	1	0	0	0	0	0	29
16:15	2	1	0	0	0	0	0	3	16:15	19	4	0	0	0	0	0	23
16:30	4	0	0	0	0	0	0	4	16:30	15	2	0	0	0	0	0	17
16:45	0	0	0	0	0	0	0	0	16:45	12	3	1 5	0	0	0	0	16 5
17:00	3	0	0	0	0	0	0	3	17:00	17	0	0	0	0	0	0	17
17:15	5	0	0	0	0	0	0	5	17:15	18	1	1 5	0	0	0	0	20 5
17:30	2	0	0	0	0	0	0	2	17:30	16	3	1 5	0	0	0	0	20 5
17:45	4	0	0	0	0	0	0	4	17:45	21	2	0	0	0	0	0	23
18:00	3	0	0	0	0	0	0	3	18:00	18	0	0	2 3	0	0 4	0	20 7
18:15	1	0	0	0	0	0	0	1	18:15	16	2	0	0	0	0 4	0	18 4
P/TOT	27	1	0	0	0	0	0	28	**P/TOT**	180	18	4 5	2 3	0	0 8	0	205 6

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	G to D									G to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	1	0	0	0	0	0	1	07:00	18	3	0	2	3	0	0	23 3
07:15	1	1	0	0	0	0	0	2	07:15	29	3	1	5	0	0	0	4 33 9
07:30	1	0	0	0	0	0	0	1	07:30	20	2	1	5	0	0	0	23 5
07:45	1	2	0	0	0	0	0	3	07:45	22	1	0	0	0	0	0	23
08:00	0	0	0	0	0	0	0	0	08:00	32	5	0	0	2	0	4	0 39 4
08:15	5	0	0	0	0	0	0	5	08:15	20	3	0	0	4	0	4	0 27 4
08:30	4	0	0	0	0	0	0	4	08:30	21	2	0	2	3	0	0	4 25 7
08:45	2	1	0	0	0	0	0	3	08:45	18	4	0	0	2	0	0	24
09:00	1	1	0	0	0	0	0	2	09:00	30	2	1	5	2	3	2	0 0 37 8
09:15	3	0	0	0	0	0	0	3	09:15	20	1	0	0	0	0	0	21
P/TOT	18	6	0	0	0	0	0	24	**P/TOT**	230	26	4	5	6	9	10	1 6 0 279

	G to D									G to C							
TIME	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**BUS**	**COACH**	**TOT**	**TIME**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**BUS**	**COACH**	**TOT**
16:00	0	1	0	0	0	0	0	1	16:00	20	1	0	0	2	0	0	23
16:15	0	0	0	0	0	0	0	0	16:15	25	4	1	5	2	3	0	0 32 8
16:30	4	0	0	0	0	0	0	4	16:30	27	1	0	0	0	0	0	28
16:45	3	1	0	0	0	0	0	4	16:45	29	1	0	2	3	0	8	0 33 1
17:00	1	0	0	0	0	0	0	1	17:00	25	0	0	0	0	0	0	25
17:15	3	0	0	0	0	0	0	3	17:15	21	1	0	0	0	0	0	22
17:30	0	0	0	0	0	0	0	0	17:30	31	0	0	0	0	0	0	31
17:45	0	0	0	0	0	0	0	0	17:45	26	4	0	2	3	0	0	32 3
18:00	1	0	0	0	0	0	0	1	18:00	20	0	0	0	0	0	0	20
18:15	1	0	0	0	0	0	0	1	18:15	21	1	0	0	0	0	0	22
P/TOT	13	2	0	0	0	0	0	15	**P/TOT**	245	13	1	5	6	9	2	0 8 0 269 2

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	G to B								G to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**TIME**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	67	14	0	0	0	0	0	81	07:00	17	9	0	2 3	2	0	0	30 3
07:15	93	16	1 5	0	0	0 4	0	110 9	07:15	33	6	0	4 6	0	0	0	43 6
07:30	97	14	3	2 3	0	0	0	116 3	07:30	25	4	0	2 3	0	0 4	0	31 7
07:45	89	16	3	0	0	0 4	0	108 4	07:45	47	7	3	0	0	0	0	57
08:00	90	8	3	2 3	2	0	0	105 3	08:00	60	12	3	6 9	0	0	0	81 9
08:15	101	5	3	4 6	0	0	0	113 6	08:15	52	10	1 5	0	4	0	0	67 5
08:30	91	2	0	0	0	0	0	93	08:30	52	8	0	2 3	0	0	0	62 3
08:45	131	8	0	0	0	0	0	139	08:45	35	6	1 5	2 3	0	0	0	44 8
09:00	70	3	0	0	0	0	0	73	09:00	32	9	3	0	2	0	0	46
09:15	56	7	1 5	0	0	0	0	64 5	09:15	22	8	0	0	2	0	0	32
P/TOT	885	93	15	9 2	2	0 8	0	1005	**P/TOT**	375	79	12	20 7	10	0 4	0	497 1

	G to B								G to A							
TIME	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**BUS**	**COACH**	**TOT**	**TIME**	**CAR**	**TAXI**	**LGV**	**OGV1**	**OGV2**	**BUS**	**COACH**	**TOT**
16:00	75	13	0	2 3	2	0 4	0	92 7	16:00	10	6	0	11 5	0	0 4	0	27 9
16:15	73	4	0	0	2	0	0	79	16:15	15	7	0	0	0	0	0	22
16:30	97	8	0	0	0	0	0	105	16:30	16	2	0	0	0	0	0	18
16:45	96	7	0	2 3	0	0 4	0	105 7	16:45	19	13	1 5	0	0	0	0	33 5
17:00	79	7	0	0	0	0 4	0	86 4	17:00	13	7	0	0	0	0 4	0	20 4
17:15	107	10	0	0	0	0 4	0	117 4	17:15	17	6	0	0	0	0	0	23
17:30	74	5	0	0	0	0	0	79	17:30	25	7	1 5	0	0	0	0	33 5
17:45	74	5	3	0	2	0	0	84	17:45	13	1	0	0	0	0	0	14
18:00	89	4	1 5	0	0	0 4	0	94 9	18:00	10	10	0	0	0	0	0	20
18:15	85	6	0	0	0	0	0	91	18:15	10	4	0	0	0	0 4	0	14 4
P/TOT	849	69	4 5	4 6	6	2	0	935 1	**P/TOT**	148	63	3	11 5	0	1 2	0	226 7

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

TIME	G to G CAR	TAXI	LGV	OGV1	OGV2	BUS	COACH	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	102	31	6	4 6	4	0 4	0	148	108	40	6	4 6	0	0 4	0	159
07:15	167	29	4 5	11 5	6	0 8	0 2	219	108	19	10 5	16 1	2	1 2	0	156 8
07:30	155	28	10 5	9 2	6	1 6	0	210 3	117	21	9	4 6	2	0 4	0 2	154 2
07:45	150	32	6	6 9	2	0 4	0	197 3	105	24	6	9 2	2	0 8	0	147
08:00	152	33	10 5	11 5	0	0 4	0	207 4	96	19	7 5	6 9	0	0 8	0	130 2
08:15	166	39	7 5	9 2	4	0	0	225 7	94	20	6	9 2	0	0	0	129 2
08:30	153	22	9	6 9	2	0	0	192 9	75	19	3	0	6	0	0	103
08:45	153	14	9	13 8	2	0 4	0	192 2	91	14	6	11 5	2	0	0	124 5
09:00	159	23	10 5	4 6	4	0	0	201 1	92	11	10 5	11 5	4	0	0	129
09:15	115	31	9	4 6	2	0	0	161 6	128	25	4 5	9 2	0	0 4	0 2	167 3
P/TOT	1472	282	82 5	82 8	32	4	0 2	####	1014	212	69	82 8	18	4	0 4	####

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	119	23	3	16 1	2	0 8	0	163 9	120	14	1 5	2 3	0	0 4	0	138 2
16:15	141	22	0	4 6	2	0 4	0	170	120	16	1 5	9 2	0	1 2	0	147 9
16:30	150	20	0	4 6	0	1 2	0	175 8	131	21	0	11 5	0	2 4	0	165 9
16:45	138	32	1 5	4 6	0	0	0	176 1	101	13	1 5	2 3	0	0	0	117 8
17:00	145	13	1 5	0	0	2	0	161 5	146	21	3	0	0	0 4	0	170 4
17:15	152	16	0	0	0	0 8	0	168 8	127	17	1 5	2 3	0	1 2	0	149
17:30	158	20	1 5	0	4	0 4	0 2	184 1	125	12	4 5	2 3	0	1 6	0	145 4
17:45	133	14	0	0	0	0 8	0	147 8	134	12	0	2 3	0	1 2	0	149 5
18:00	152	23	3	0	2	0	0	180	133	10	0	0	0	0 8	0	143 8
18:15	184	19	0	0	0	1 2	0	204 2	142	18	3	4 6	0	0 8	0 2	168 6
P/TOT	1472	202	10 5	29 9	10	7 6	0 2	####	1279	154	16 5	36 8	0	10	0 2	####

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM B								FROM ARM B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	130	31	12	0	4	0 4	0	177 4	89	22	1 5	6 9	8	0 8	0	128 2
07:15	164	30	4 5	0	6	0 8	0	205 3	141	30	4 5	4 6	6	0 4	0	186 5
07:30	188	28	6	2 3	4	0 4	0	228 7	168	34	9	6 9	10	0	0	227 9
07:45	198	31	7 5	4 6	2	0 4	0	243 5	191	36	10 5	4 6	8	0 8	0	250 9
08:00	185	24	3	4 6	4	0 8	0	221 4	137	21	7 5	4 6	6	0	0	176 1
08:15	199	16	6	4 6	4	0	0	229 6	165	35	10 5	6 9	4	0	0	221 4
08:30	174	13	7 5	2 3	6	0	0	202 8	162	14	6	0	6	0 4	0	188 4
08:45	228	14	6	4 6	2	0	0	254 6	129	27	6	9 2	6	0 4	0	177 6
09:00	140	14	6	0	4	0 4	0	164 4	133	22	4 5	20 7	12	0 4	0	192 6
09:15	153	21	4 5	6 9	6	0	0	191 4	159	32	0	2 3	4	0 8	0	198 1
P/TOT	1759	222	63	29 9	42	3 2	0	####	1474	273	60	66 7	70	4	0	####

	TO ARM B								FROM ARM B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	163	28	0	2 3	2	0 8	0	196 1	168	26	1 5	0	14	0 4	0	209 9
16:15	160	17	0	2 3	10	0	0	189 3	223	29	1 5	0	0	0 8	0	254 3
16:30	178	19	0	0	4	0 8	0	201 8	193	23	3	0	6	0 8	0	225 8
16:45	189	20	1 5	2 3	6	0 4	0	219 2	220	33	4 5	2 3	6	2 4	0	268 2
17:00	170	20	0	0	0	0 4	0	190 4	246	24	0	0	12	0 4	0	282 4
17:15	176	18	1 5	0	4	0 8	0	200 3	266	15	1 5	0	4	1 6	0 2	288 3
17:30	154	14	3	2 3	2	0	0	175 3	239	19	0	0	6	1 6	0	265 6
17:45	150	13	4 5	0	6	0	0	173 5	164	12	1 5	2 3	2	0 4	0	182 2
18:00	174	11	1 5	0	2	0 4	0	188 9	190	11	0	0	12	0	0	213
18:15	182	13	1 5	0	2	0 4	0 2	199 1	151	20	0	0	2	0 8	0	173 8
P/TOT	1696	173	13 5	9 2	38	4	0 2	####	2060	212	13 5	4 6	64	9 2	0 2	####

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JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM C								FROM ARM C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	83	25	1 5	6 9	0	1 2	0	117 6	49	24	9	2 3	2	0 4	0	86 7
07:15	106	15	9	9 2	0	1 2	0	140 4	98	20	3	6 9	6	0 4	0 2	134 5
07:30	104	18	7 5	2 3	2	0 4	0	134 2	105	16	6	9 2	18	0 4	0	154 6
07:45	116	23	6	0	2	0 4	0	147 4	91	26	6	9 2	4	0	0	136 2
08:00	130	20	3	4 6	2	0 8	0	160 4	97	20	4 5	2 3	0	0	0	123 8
08:15	110	24	3	2 3	4	0 4	0	143 7	97	23	6	2 3	0	0 4	0	128 7
08:30	88	14	1 5	2 3	8	0 4	0	114 2	69	8	4 5	6 9	4	0	0	92 4
08:45	72	24	3	11 5	4	0	0	114 5	93	15	1 5	4 6	0	0	0	114 1
09:00	107	16	6	9 2	6	0	0	144 2	104	18	4 5	0	2	0	0	128 5
09:15	108	21	3	4 6	0	0 4	0	137	119	20	4 5	2 3	2	0	0	147 8
P/TOT	1024	200	43 5	52 9	28	5 2	0	####	922	190	49 5	46	38	1 6	0 2	####

	TO ARM C								FROM ARM C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	136	14	1 5	2 3	4	0	0	157 8	97	18	0	2 3	0	0 4	0	117 7
16:15	125	26	3	4 6	0	0	0	158 6	108	18	1 5	4 6	2	1 2	0	135 3
16:30	145	19	1 5	9 2	4	1 2	0	179 9	120	21	0	4 6	2	1 2	0	148 8
16:45	130	13	0	2 3	2	0 8	0	148 1	105	18	1 5	4 6	2	0	0	131 1
17:00	131	13	3	0	2	0	0 2	149 2	146	18	1 5	0	0	1 2	0	166 7
17:15	136	15	1 5	0	0	0 4	0	152 9	136	12	1 5	0	0	0 8	0	150 3
17:30	160	11	1 5	0	0	0 4	0	172 9	127	14	4 5	0	2	0 4	0	147 9
17:45	117	20	1 5	4 6	2	0 4	0	145 5	129	13	0	0	2	0 4	0	144 4
18:00	131	7	1 5	0	2	0 8	0	142 3	115	18	1 5	0	0	0	0	134 5
18:15	129	13	1 5	4 6	0	0 4	0	148 5	144	6	1 5	0	0	0 4	0	151 9
P/TOT	1340	151	16 5	27 6	16	4 4	0 2	####	1227	156	13 5	16 1	10	6	0	####

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JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM D								FROM ARM D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	3	0	0	0	0	0	3	1	1	0	0	0	0	0	2
07:15	3	3	0	0	0	0	0	6	3	0	0	0	0	0	0	3
07:30	6	4	0	2 3	0	0	0	12 3	3	1	0	0	0	0	0	4
07:45	6	5	1 5	0	0	0	0	12 5	6	1	0	0	0	0	0	7
08:00	4	1	1 5	0	0	0	0	6 5	4	0	1 5	0	0	0	0	5 5
08:15	8	2	1 5	0	2	0	0	13 5	9	0	0	2 3	0	0	0	11 3
08:30	7	3	1 5	0	0	0	0	11 5	8	5	3	0	0	0	0	16
08:45	10	3	1 5	0	0	0	0	14 5	6	4	0	0	0	0	0	10
09:00	7	6	0	2 3	0	0	0	15 3	5	0	1 5	0	0	0	0	6 5
09:15	7	0	0	0	0	0	0	7	3	4	0	2 3	0	0	0	9 3
P/TOT	58	30	7 5	4 6	2	0	0	102 1	48	16	6	4 6	0	0	0	74 6

	TO ARM D								FROM ARM D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	4	0	0	0	0	0	8	5	2	0	0	0	0	0	7
16:15	2	1	0	0	0	0	0	3	5	5	0	0	0	0	0	10
16:30	10	1	0	0	0	0	0	11	7	2	0	0	0	0	0	9
16:45	5	3	0	0	0	0	0	8	3	0	0	0	0	0	0	3
17:00	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
17:15	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
17:30	3	0	0	0	0	0	0	3	8	2	0	0	0	0	0	10
17:45	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
18:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:15	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
P/TOT	46	9	0	0	0	0	0	55	49	12	0	0	0	0	0	61

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JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM E								FROM ARM E							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	94	36	3	6 9	4	0 8	0	144 7	120	27	7 5	2 3	4	1 2	0	162
07:15	137	35	6	9 2	4	0 8	0	192	137	35	4 5	0	6	0 8	0	183 3
07:30	158	34	10 5	2 3	6	0	0 2	211	184	29	7 5	2 3	4	1 6	0	228 4
07:45	169	36	9	4 6	4	0 8	0	223 4	178	26	4 5	0	4	0	0	212 5
08:00	129	25	10 5	6 9	4	0	0	175 4	170	28	3	2 3	2	0 8	0	206 1
08:15	145	23	7 5	4 6	2	0	0	182 1	175	30	3	2 3	6	0	0	216 3
08:30	140	22	4 5	0	4	0 4	0	170 9	168	23	9	2 3	8	0	0	210 3
08:45	140	29	7 5	2 3	4	0	0	182 8	162	16	15	6 9	6	0 4	0	206 3
09:00	154	13	7 5	4 6	4	0 4	0	183 5	154	21	6	0	4	0 4	0	185 4
09:15	188	32	3	4 6	6	0 4	0 2	234 2	145	31	9	6 9	4	0	0	195 9
P/TOT	1454	285	69	46	42	3 6	0 4	1900	1593	266	69	25 3	48	5 2	0	####

	TO ARM E								FROM ARM E							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	201	22	0	0	4	0 4	0	227 4	202	21	3	2 3	2	0 8	0	231 1
16:15	212	18	1 5	4 6	0	2 4	0	238 5	190	25	3	2 3	8	0 4	0	228 7
16:30	185	25	0	2 3	6	4 4	0	222 7	197	21	0	2 3	6	2 4	0	228 7
16:45	181	19	6	0	8	1 2	0	215 2	193	23	1 5	0	10	0	0	227 5
17:00	244	25	0	0	4	0 8	0	273 8	189	14	0	0	2	0 8	0 2	206
17:15	232	16	1 5	0	4	2	0 2	255 7	187	15	1 5	0	4	0 8	0	208 3
17:30	212	23	4 5	0	4	3 2	0	246 7	178	14	1 5	0	4	0	0 2	197 7
17:45	212	9	0	0	2	1 2	0	224 2	177	16	1 5	0	4	0 8	0	199 3
18:00	189	10	0	2 3	6	0 4	0	207 7	189	12	3	0	4	0	0	208
18:15	185	18	3	0	2	1 6	0 2	209 8	230	16	1 5	0	2	1 2	0 2	250 9
P/TOT	2053	185	16 5	9 2	40	17 6	0 4	####	1932	177	16 5	6 9	46	7 2	0 6	####

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM F								FROM ARM F							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	5	0	0	2	0	0	16	3	3	0	0	0	0	0	6
07:15	6	2	0	0	0	0	0	8	9	1	0	0	2	0	0	12
07:30	10	4	0	0	0	0	0	14	7	5	0	0	0	0	0	12
07:45	6	2	0	0	0	0	0	8	5	4	0	0	0	0	0	9
08:00	12	1	0	0	0	0	0	13	6	0	0	0	0	0	0	6
08:15	9	4	0	0	0	0	0	13	11	2	0	0	0	0	0	13
08:30	5	0	0	0	0	0	0	5	3	2	0	0	0	0	0	5
08:45	8	1	0	0	0	0	0	9	8	1	0	0	0	0	0	9
09:00	19	0	0	0	0	0	0	19	11	0	0	0	0	0	0	11
09:15	17	0	0	0	0	0	0	17	19	0	0	0	0	0	0	19
P/TOT	101	19	0	0	2	0	0	122	82	18	0	0	2	0	0	102

	TO ARM E								FROM ARM E							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	12	0	0	0	0	0	0	12	18	4	0	0	0	0	0	22
16:15	14	3	0	0	0	0	0	17	10	2	0	0	0	0	0	12
16:30	14	2	0	0	0	0	0	16	16	1	0	0	0	0 8	0	17 8
16:45	10	3	0	0	0	0	0	13	11	2	0	0	0	0	0	13
17:00	14	1	0	0	0	0	0	15	13	2	0	0	0	0	0	15
17:15	20	0	0	0	0	0	0	20	9	1	0	0	0	0 4	0	10 4
17:30	9	1	0	0	0	0	0	10	20	1	0	0	0	0 4	0	21 4
17:45	22	0	0	0	0	0	0	22	16	1	0	0	0	0	0	17
18:00	19	1	0	0	0	0	0	20	19	1	0	0	0	0	0	20
18:15	22	0	0	0	0	0	0	22	20	1	0	0	0	0	0	21
P/TOT	156	11	0	0	0	0	0	167	152	16	0	0	0	1 6	0	169 6

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	TO ARM G								FROM ARM G							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	61	16	3	2 3	2	0	0	84 3	109	30	1 5	4 6	2	0	0	147 1
07:15	78	19	1 5	2 3	6	0	0	106 8	165	28	3	4 6	0	0 8	0	201 4
07:30	120	15	1 5	9 2	16	0 4	0	162 1	157	25	4 5	4 6	0	0 4	0	191 5
07:45	114	17	3	6 9	8	0	0	148 9	183	29	6	0	0	0 4	0	218 4
08:00	95	14	3	0	2	0	0	114	197	30	7 5	11 5	4	0 4	0	250 4
08:15	110	23	6	6 9	2	0 4	0	148 3	196	21	6	4 6	8	0 4	0	236
08:30	112	12	1 5	2 3	4	0	0	131 8	194	15	0	4 6	0	0 4	0	214
08:45	90	15	3	2 3	4	0 4	0	114 7	212	23	1 5	2 3	2	0	0	240 8
09:00	81	15	1 5	13 8	8	0 4	0	119 7	168	15	4 5	2 3	4	0 4	0	194 2
09:15	103	24	0	2 3	0	0 4	0	129 7	118	17	1 5	0	4	0	0	140 5
P/TOT	964	170	24	48 3	52	2	0	####	1699	233	36	39 1	24	3 2	0	####

	TO ARM E								FROM ARM E							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	111	16	1 5	0	8	0 8	0	137 3	136	22	0	13 8	4	0 8	0	176 6
16:15	136	28	4 5	2 3	0	0 8	0	171 6	134	20	1 5	2 3	2	0	0	159 8
16:30	145	16	1 5	2 3	0	0	0	164 8	163	13	0	0	0	0	0	176
16:45	139	24	3	4 6	2	1 2	0	173 8	159	25	3	4 6	0	1 2	0	192 8
17:00	176	21	0	0	8	0 4	0	205 4	138	14	0	0	0	0 8	0	152 8
17:15	177	13	3	2 3	0	1 2	0	196 5	171	18	1 5	0	0	0 4	0	190 9
17:30	149	8	3	0	2	0	0	162	148	15	3	0	0	0	0	166
17:45	124	10	0	2 3	0	0 4	0	136 7	138	12	3	2 3	2	0	0	157 3
18:00	121	14	0	0	4	0	0	139	141	14	1 5	2 3	0	0 8	0	159 6
18:15	120	12	0	0	0	0 4	0	132 4	134	13	0	0	0	0 8	0	147 8
P/TOT	1398	162	16 5	13 8	24	5 2	0	####	1462	166	13 5	25 3	8	4 8	0	####

16911 / Stairfoot Roundabout
JUNE 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 25/06/2025

LOCATION: Stairfoot Roundabout DAY: Wednesday

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	479	147	25 5	20 7	16	2 8	0	691
07:15	661	133	25 5	32 2	22	3 6	0 2	877 5
07:30	741	131	36	27 6	34	2 8	0 2	972 6
07:45	759	146	33	23	18	2	0	981
08:00	707	118	31 5	27 6	12	2	0	898 1
08:15	747	131	31 5	27 6	18	0 8	0	955 9
08:30	679	86	25 5	13 8	24	0 8	0	829 1
08:45	701	100	30	34 5	16	0 8	0	882 3
09:00	667	87	31 5	34 5	26	1 2	0	847 2
09:15	691	129	19 5	23	14	1 2	0 2	877 9
P/TOT	6832	1208	289 5	264 5	200	18	0 6	####

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	3522 1
07:15 to 08:15	3729 2
07:30 to 08:30	**3807 6**
07:45 to 08:45	3664 1
08:00 to 09:00	3565 4
08:15 to 09:15	3514 5
A.M. Peak	**3807 6**

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	746	107	6	20 7	20	2 8	0	902 5
16:15	790	115	9	18 4	12	3 6	0	948
16:30	827	102	3	18 4	14	7 6	0	972
16:45	792	114	12	13 8	18	3 6	0	953 4
17:00	884	93	4 5	0	14	3 6	0 2	999 3
17:15	900	78	7 5	2 3	8	5 2	0 2	####
17:30	845	77	13 5	2 3	12	4	0 2	954
17:45	763	66	6	6 9	10	2 8	0	854 7
18:00	789	66	6	2 3	16	1 6	0	880 9
18:15	825	75	6	4 6	4	4	0 4	919
P/TOT	8161	893	73 5	89 7	128	38 8	1	9385

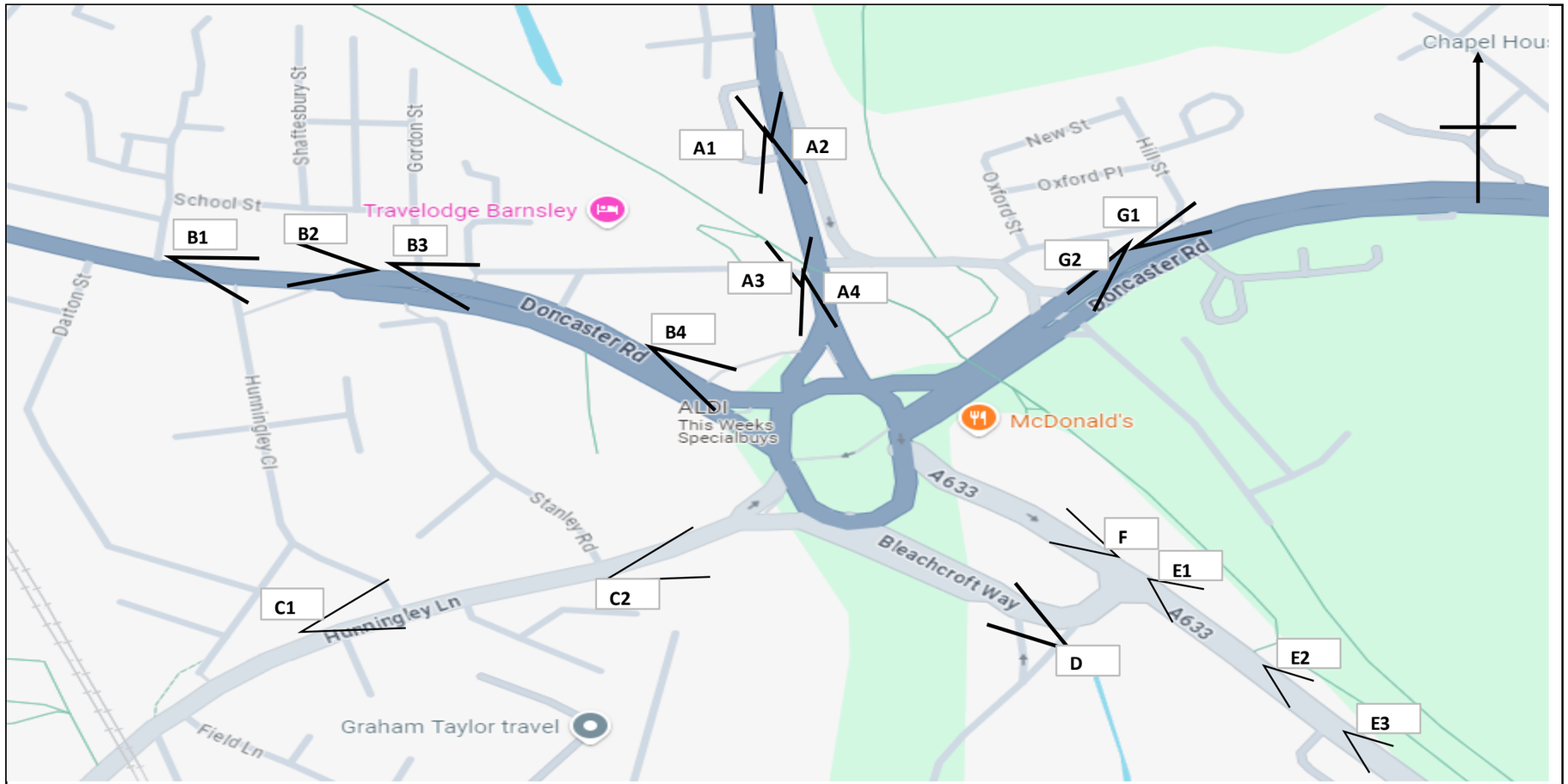
PEAK HOUR CALCULATION	TOT
16:00 to 17:00	3775 9
16:15 to 17:15	3872 7
16:30 to 17:30	**3925 9**
16:45 to 17:45	3907 9
17:00 to 18:00	3809 2
17:15 to 18:15	3690 8
P.M. Peak	**3925 9**

PCU values used in conversion

CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
1	1	1.5	2.3	2	0.4	0.2

Notes
Altering the figures in the above table will re-calculate the PCU conversion sheets.

Appendix B
Queue Length Survey



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 1 - Stairfoot Roundabout	**Project No:**	16734	**Drawing No:**	16734-01	**Drawn By:** TM
	Survey Date:	Thursday 1st May 2025	**Project Name:**		Stairfoot Roundabout		
	Survey Times:	0700 – 0930 / 1600 – 1830	**Drawing Title:**		Site Layout and Observed Movements		

Site: 1
Location: Stairfoot Roundabout
Date: Thursday, 1 May 2025

	ARM A		
Time	Lane 1	Lane 2	Lane 3
07:00	12	4	1
07:05	14	5	0
07:10	20	6	0
07:15	21	4	0
07:20	28	7	0
07:25	32	6	0
07:30	57	7	1
07:35	33	7	0
07:40	55	6	1
07:45	53	6	1
07:50	51	5	1
07:55	50	7	0
08:00	34	6	0
08:05	48	7	0
08:10	42	6	1
08:15	36	5	0
08:20	36	7	0
08:25	21	5	1
08:30	36	5	1
08:35	21	7	1
08:40	17	6	0
08:45	16	5	1
08:50	20	5	1
08:55	19	5	0
09:00	24	7	0
09:05	28	7	0
09:10	49	7	1
09:15	54	7	1
09:20	29	6	0
09:25	22	7	0
Max Queue	57	7	1

	ARM B		
Time	Lane 1	Lane 2	Lane 3
07:00	4	6	1
07:05	7	6	2
07:10	9	4	0
07:15	11	8	0
07:20	12	7	2
07:25	12	8	1
07:30	10	9	3
07:35	14	9	1
07:40	11	12	2
07:45	18	17	1
07:50	21	17	1
07:55	11	10	1
08:00	17	7	2
08:05	13	12	2
08:10	11	25	3
08:15	17	31	3
08:20	22	26	3
08:25	21	25	3
08:30	12	15	2
08:35	14	13	1
08:40	13	11	2
08:45	12	13	4
08:50	7	8	1
08:55	13	12	3
09:00	6	16	2
09:05	12	12	3
09:10	7	14	2
09:15	13	13	1
09:20	10	10	2
09:25	13	10	1
Max Queue	22	31	4

	ARM C	
Time	Lane 1	Lane 2
07:00	6	5
07:05	4	2
07:10	7	5
07:15	10	6
07:20	12	7
07:25	6	7
07:30	13	6
07:35	8	9
07:40	5	5
07:45	13	6
07:50	8	5
07:55	9	8
08:00	21	7
08:05	6	7
08:10	30	7
08:15	31	8
08:20	30	9
08:25	32	9
08:30	34	9
08:35	29	9
08:40	31	9
08:45	30	9
08:50	29	9
08:55	31	9
09:00	30	8
09:05	31	8
09:10	29	9
09:15	30	9
09:20	31	8
09:25	31	9
Max Queue	34	9

	ARM D		
Time	Lane 1	Lane 2	Lane 3
07:00	0	5	11
07:05	0	11	6
07:10	0	10	6
07:15	0	5	4
07:20	0	6	7
07:25	0	9	7
07:30	0	14	8
07:35	0	10	10
07:40	0	15	5
07:45	0	10	4
07:50	0	9	4
07:55	1	20	15
08:00	1	18	6
08:05	0	9	5
08:10	0	6	6
08:15	0	14	6
08:20	0	12	11
08:25	0	16	14
08:30	1	16	9
08:35	0	10	7
08:40	1	15	9
08:45	0	15	8
08:50	0	18	6
08:55	1	18	5
09:00	1	16	6
09:05	0	13	3
09:10	1	14	6
09:15	0	13	4
09:20	0	13	6
09:25	0	18	3
Max Queue	1	20	15

	ARM E
Time	Lane 1
07:00	9
07:05	5
07:10	3
07:15	4
07:20	7
07:25	10
07:30	16
07:35	21
07:40	5
07:45	25
07:50	35
07:55	21
08:00	10
08:05	30
08:10	26
08:15	21
08:20	24
08:25	33
08:30	34
08:35	23
08:40	46
08:45	26
08:50	47
08:55	38
09:00	33
09:05	29
09:10	35
09:15	46
09:20	35
09:25	29
Max Queue	47

	ARM F	
Time	Lane 1	Lane 2
07:00	0	2
07:05	0	3
07:10	2	3
07:15	0	6
07:20	0	2
07:25	0	3
07:30	7	1
07:35	0	1
07:40	0	4
07:45	0	3
07:50	0	3
07:55	0	2
08:00	0	2
08:05	0	2
08:10	0	2
08:15	0	2
08:20	2	4
08:25	16	1
08:30	9	3
08:35	6	2
08:40	0	1
08:45	0	2
08:50	0	2
08:55	3	1
09:00	16	2
09:05	0	4
09:10	5	4
09:15	0	1
09:20	4	3
09:25	11	1
Max Queue	16	6

	ARM G	
Time	Lane 1	Lane 2
07:00	9	6
07:05	7	3
07:10	12	7
07:15	22	16
07:20	20	19
07:25	18	8
07:30	23	12
07:35	24	10
07:40	19	14
07:45	19	16
07:50	24	13
07:55	19	16
08:00	29	18
08:05	35	32
08:10	39	37
08:15	46	40
08:20	45	39
08:25	41	18
08:30	38	25
08:35	44	39
08:40	46	40
08:45	42	45
08:50	49	46
08:55	32	29
09:00	19	15
09:05	25	18
09:10	33	7
09:15	14	7
09:20	13	8
09:25	14	7
Max Queue	49	46

	ARM A		
Time	Lane 1	Lane 2	Lane 3
16:00	58	4	0
16:05	61	7	0
16:10	53	5	1
16:15	59	5	0
16:20	51	4	0
16:25	59	7	0
16:30	31	4	0
16:35	48	5	0
16:40	49	5	2
16:45	45	7	1
16:50	30	6	0
16:55	42	4	1
17:00	49	6	1
17:05	32	6	0
17:10	39	4	0
17:15	43	5	0
17:20	41	4	1
17:25	29	5	2
17:30	38	5	0
17:35	45	3	0
17:40	39	6	0
17:45	25	5	0
17:50	38	7	2
17:55	24	6	0
18:00	38	5	1
18:05	36	6	0
18:10	40	5	0
18:15	46	6	1
18:20	39	4	1
18:25	44	7	2
Max Queue	61	7	2

	ARM B		
Time	Lane 1	Lane 2	Lane 3
16:00	26	21	4
16:05	20	22	4
16:10	23	19	1
16:15	11	13	2
16:20	9	14	1
16:25	12	15	1
16:30	13	16	1
16:35	12	12	4
16:40	7	9	1
16:45	6	14	3
16:50	10	26	1
16:55	9	48	2
17:00	14	20	2
17:05	13	29	3
17:10	14	25	2
17:15	16	11	1
17:20	10	11	3
17:25	11	22	1
17:30	17	16	3
17:35	13	19	2
17:40	17	16	2
17:45	8	12	3
17:50	10	21	3
17:55	13	22	4
18:00	12	17	3
18:05	12	14	3
18:10	13	17	1
18:15	15	11	3
18:20	14	7	2
18:25	5	5	1
Max Queue	26	48	4

	ARM C	
Time	Lane 1	Lane 2
16:00	29	9
16:05	31	9
16:10	26	9
16:15	18	9
16:20	22	9
16:25	29	9
16:30	29	9
16:35	25	9
16:40	9	9
16:45	11	9
16:50	12	9
16:55	7	7
17:00	17	9
17:05	26	8
17:10	31	9
17:15	30	9
17:20	31	9
17:25	26	9
17:30	30	5
17:35	27	9
17:40	27	9
17:45	29	9
17:50	9	9
17:55	10	6
18:00	7	9
18:05	7	9
18:10	6	5
18:15	24	9
18:20	13	9
18:25	19	9
Max Queue	31	9

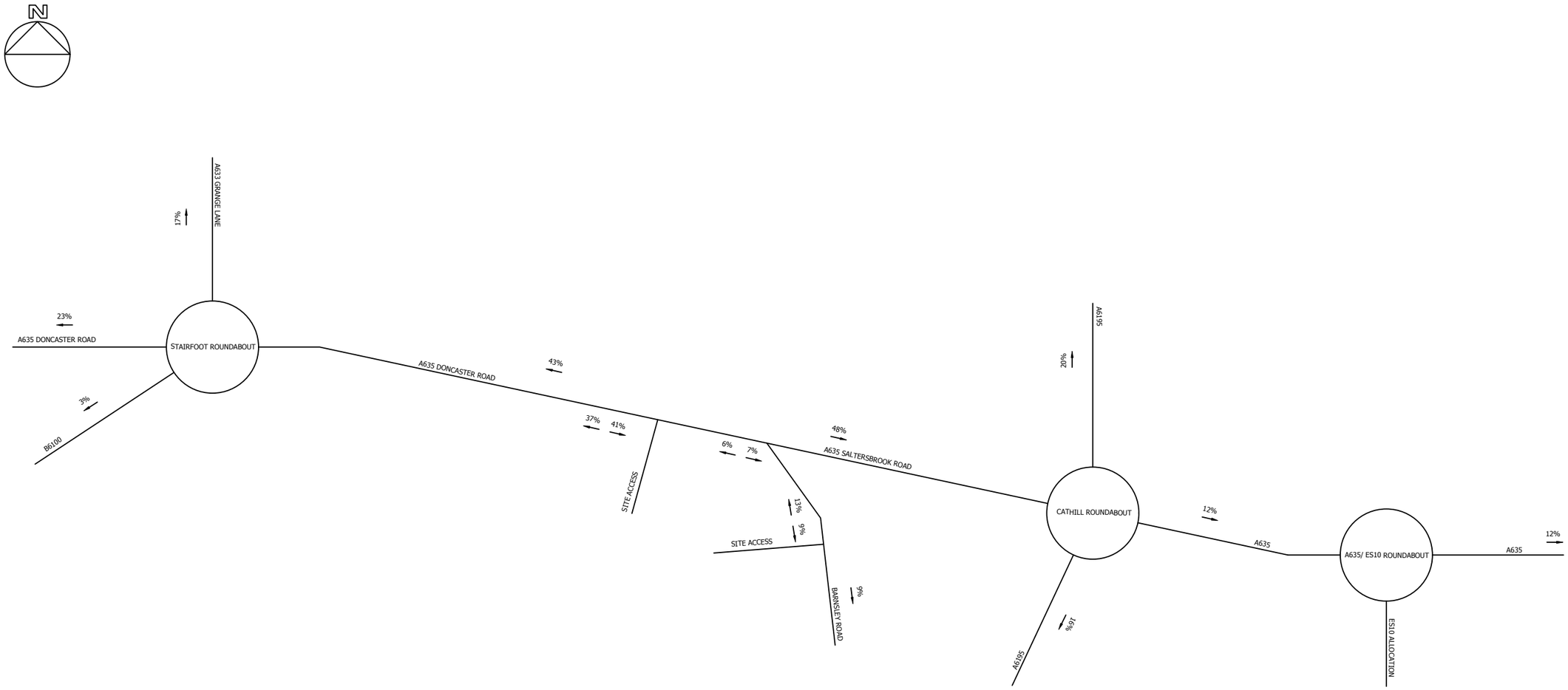
	ARM D		
Time	Lane 1	Lane 2	Lane 3
16:00	0	15	9
16:05	0	8	15
16:10	1	20	10
16:15	1	16	7
16:20	0	10	9
16:25	0	15	13
16:30	1	20	5
16:35	1	13	11
16:40	0	8	9
16:45	1	7	10
16:50	0	7	9
16:55	0	10	8
17:00	0	10	7
17:05	0	12	5
17:10	0	7	3
17:15	0	9	10
17:20	1	9	5
17:25	1	12	8
17:30	0	8	5
17:35	0	10	6
17:40	0	12	8
17:45	0	13	12
17:50	0	17	6
17:55	0	12	6
18:00	0	4	12
18:05	0	20	8
18:10	0	10	4
18:15	0	17	5
18:20	0	15	5
18:25	0	10	6
Max Queue	1	20	15

	ARM E
Time	Lane 1
16:00	13
16:05	46
16:10	29
16:15	33
16:20	26
16:25	46
16:30	47
16:35	18
16:40	35
16:45	16
16:50	17
16:55	28
17:00	45
17:05	46
17:10	44
17:15	26
17:20	30
17:25	39
17:30	42
17:35	49
17:40	27
17:45	41
17:50	16
17:55	12
18:00	21
18:05	27
18:10	37
18:15	46
18:20	46
18:25	36
Max Queue	49

	ARM F	
Time	Lane 1	Lane 2
16:00	9	1
16:05	0	3
16:10	2	3
16:15	0	2
16:20	0	3
16:25	0	2
16:30	0	1
16:35	0	4
16:40	2	1
16:45	0	3
16:50	0	2
16:55	13	4
17:00	13	3
17:05	16	3
17:10	16	1
17:15	16	2
17:20	0	3
17:25	16	1
17:30	1	2
17:35	0	3
17:40	0	6
17:45	2	3
17:50	0	3
17:55	0	1
18:00	16	2
18:05	16	1
18:10	0	1
18:15	0	2
18:20	7	2
18:25	0	2
Max Queue	16	6

	ARM G	
Time	Lane 1	Lane 2
16:00	18	14
16:05	9	14
16:10	21	9
16:15	19	8
16:20	15	11
16:25	19	11
16:30	16	7
16:35	16	10
16:40	20	16
16:45	16	10
16:50	18	9
16:55	23	4
17:00	14	8
17:05	9	9
17:10	25	8
17:15	24	9
17:20	21	11
17:25	19	8
17:30	21	10
17:35	26	12
17:40	19	9
17:45	16	8
17:50	18	6
17:55	16	7
18:00	17	10
18:05	20	10
18:10	30	11
18:15	28	11
18:20	12	11
18:25	16	10
Max Queue	30	16

Appendix C
Traffic Flows



General Notes

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PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
DISTRIBUTION

DRAWING NUMBER

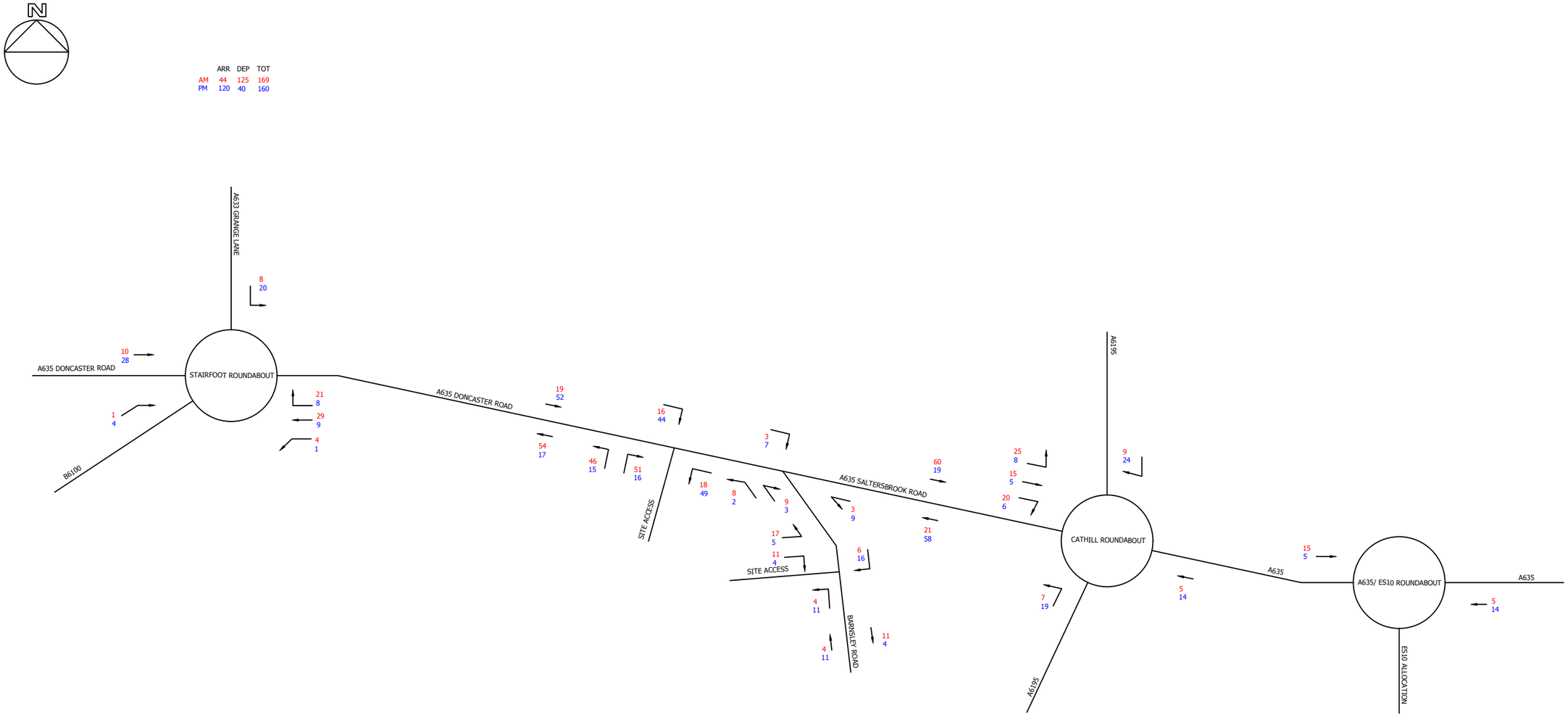
ORIGINATOR		PROJECT		VOL.		TYPE		ROLE		NUMBER
PRGN	–	1229	–	HGN	–	DR	–	CH	–	0010

CLIENT
SAUL & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	APR 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM



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PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
DEVELOPMENT FLOWS 270 DWELLINGS

DRAWING NUMBER

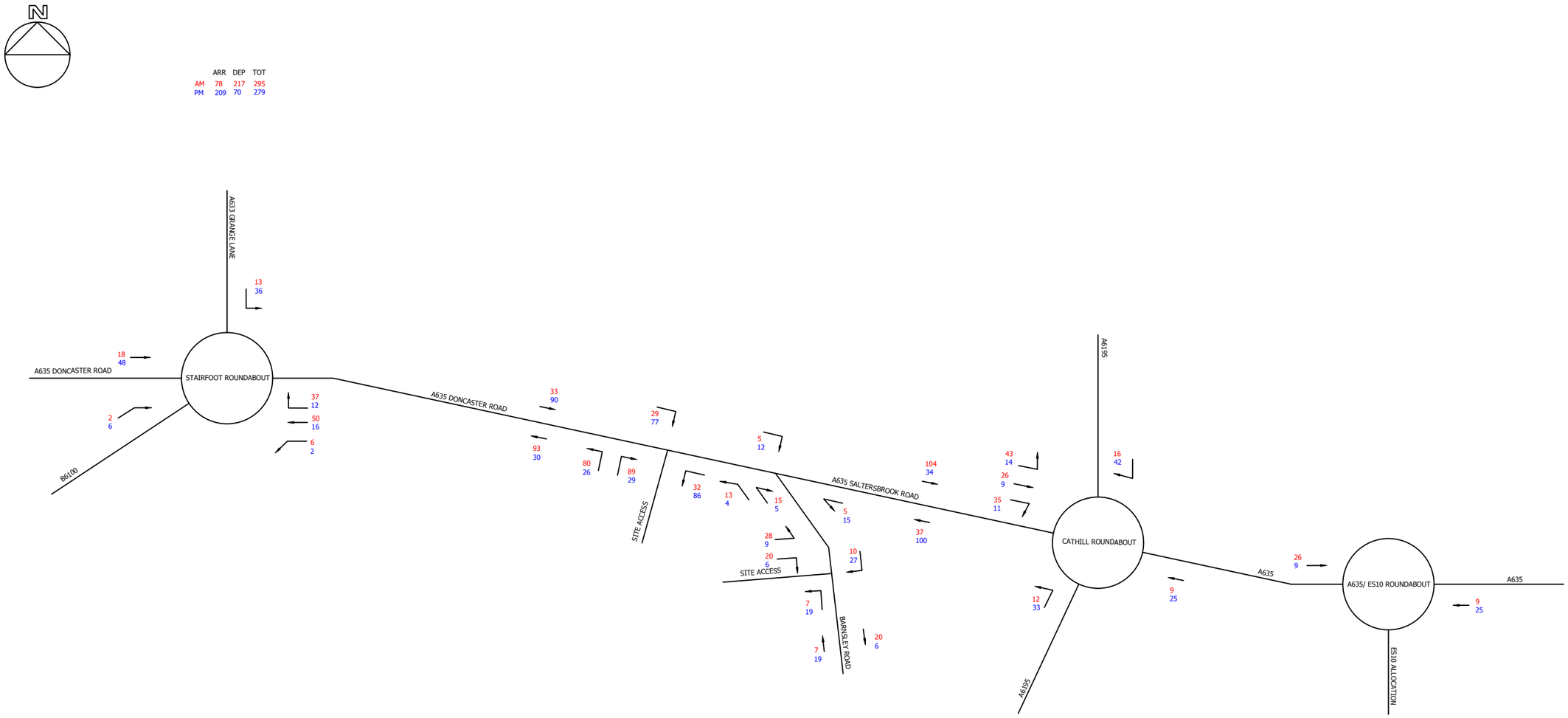
ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	1229 -	HGN -	DR -	CH -	0013

CLIENT
SAUL & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	APR 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM



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PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
DEVELOPMENT FLOWS 470 DWELLINGS

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	1229 -	HGN -	DR -	CH -	0014

CLIENT
SAUL & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	APR 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

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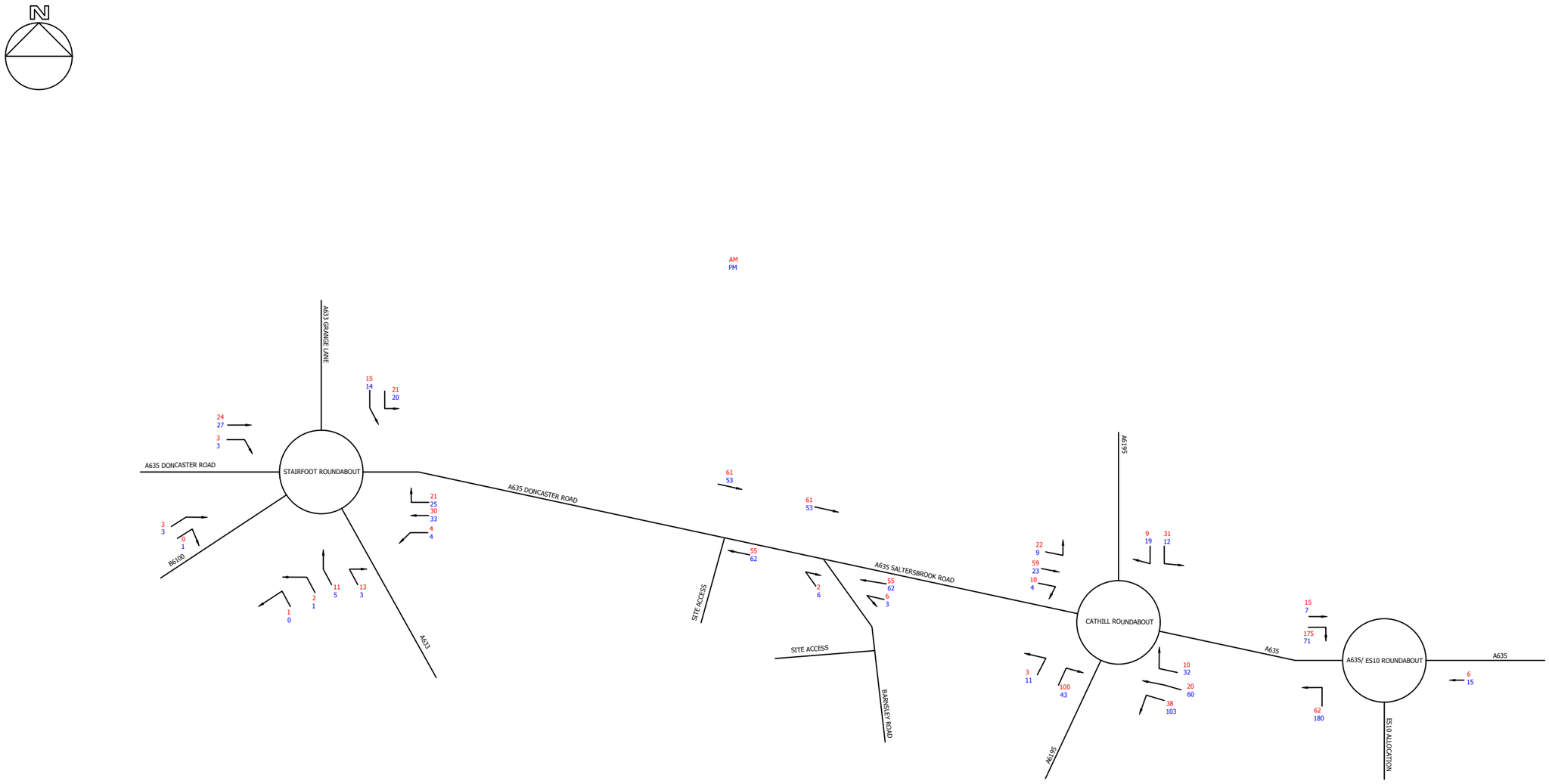


PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
COMMITTED DEVELOPMENT

DRAWING NUMBER

ORIGINATOR		PROJECT		VOL.		TYPE		ROLE		NUMBER
PRGN	-	1229	-	HGN	-	DR	-	CH	-	0012A

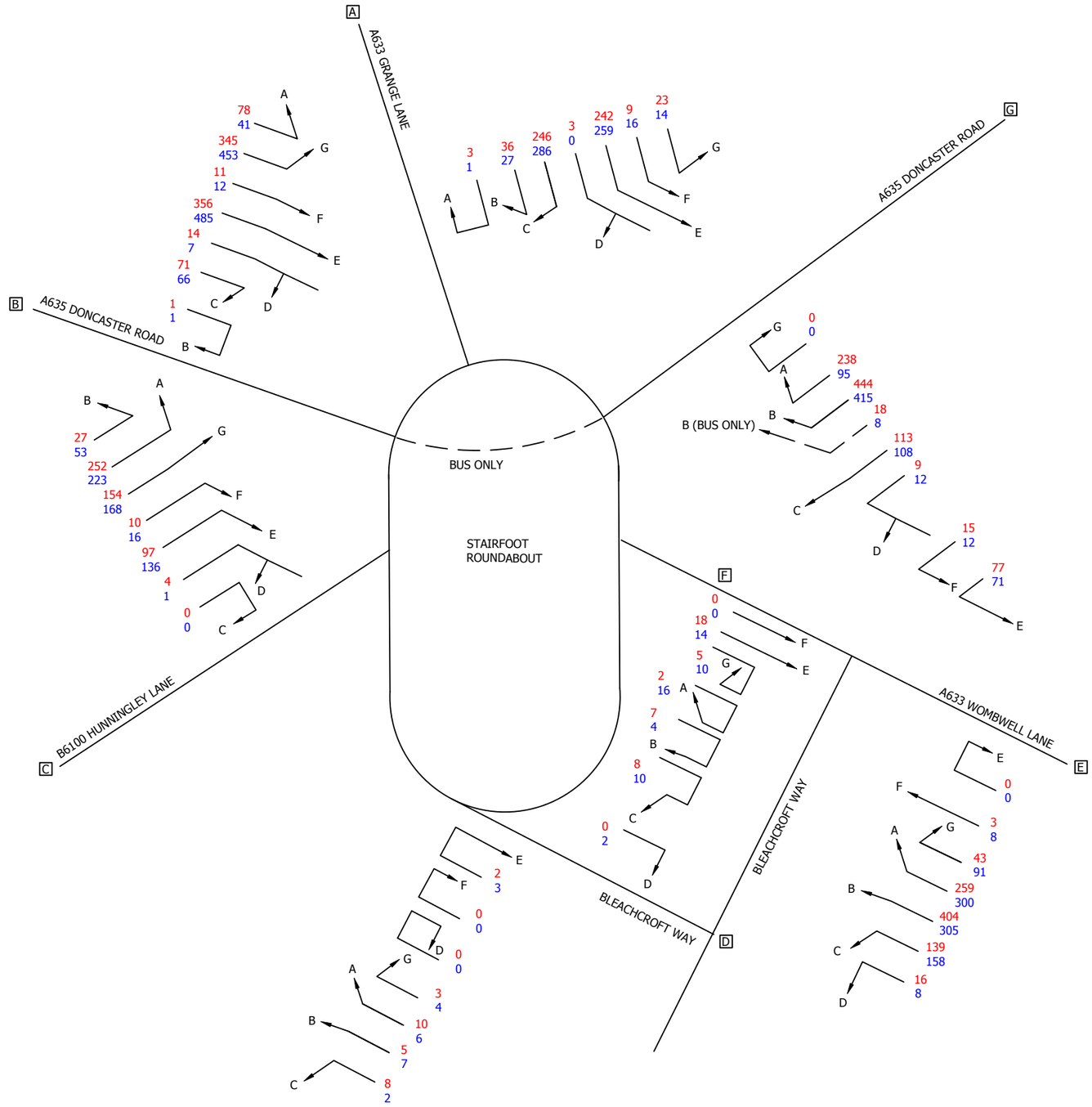
CLIENT
SAUL & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	APR 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

AM 07:30 - 08:30
PM 16:30 - 17:30



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PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
2025 BASE

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL	TYPE	ROLE	NUMBER
PRGN	1229	HGN	DR	CH	0022

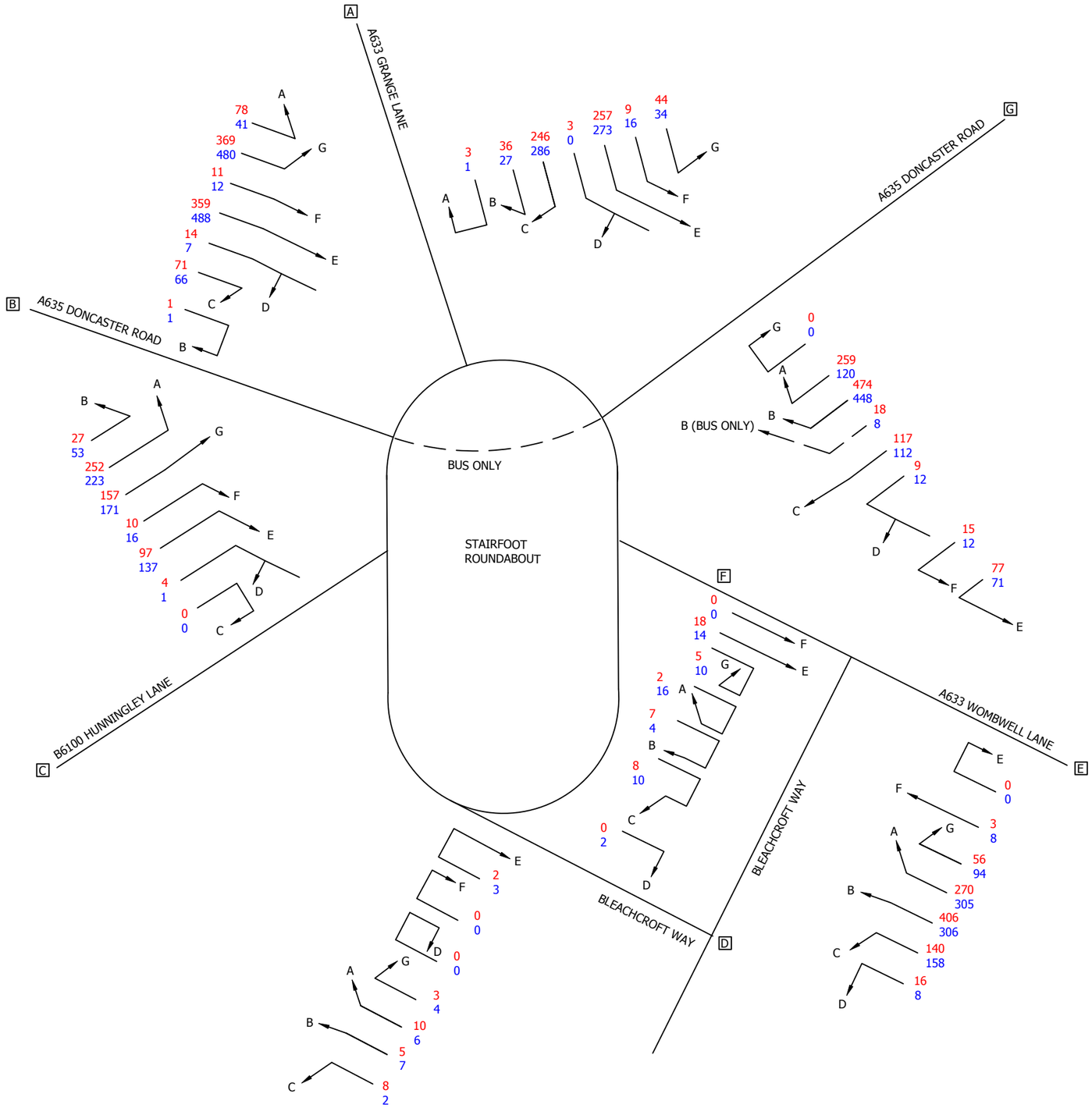
CLIENT
SAUL & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	AUG 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

AM 07:30 - 08:30
PM 16:30 - 17:30



General Notes

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PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
2025 + COMMITTED DEVELOPMENT

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	1229 -	HGN -	DR -	CH -	0024

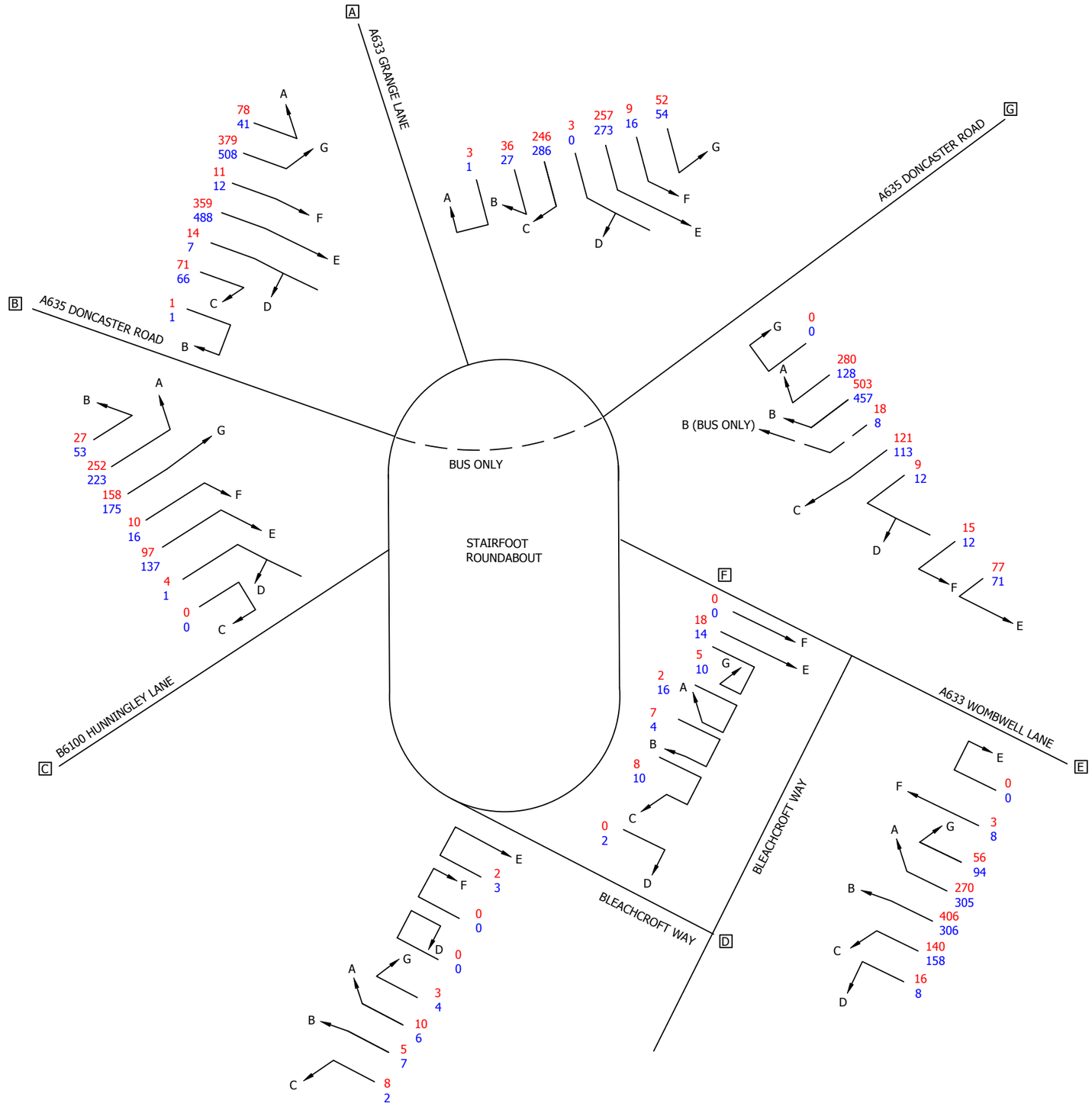
CLIENT
SAUL & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	AUG 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

AM 07:30 - 08:30
PM 16:30 - 17:30



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PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
2025 + COMMITTED DEVELOPMENT + PROPOSED 270 DWELLINGS

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL	TYPE	ROLE	NUMBER
PRGN	1229	HGN	DR	CH	0026

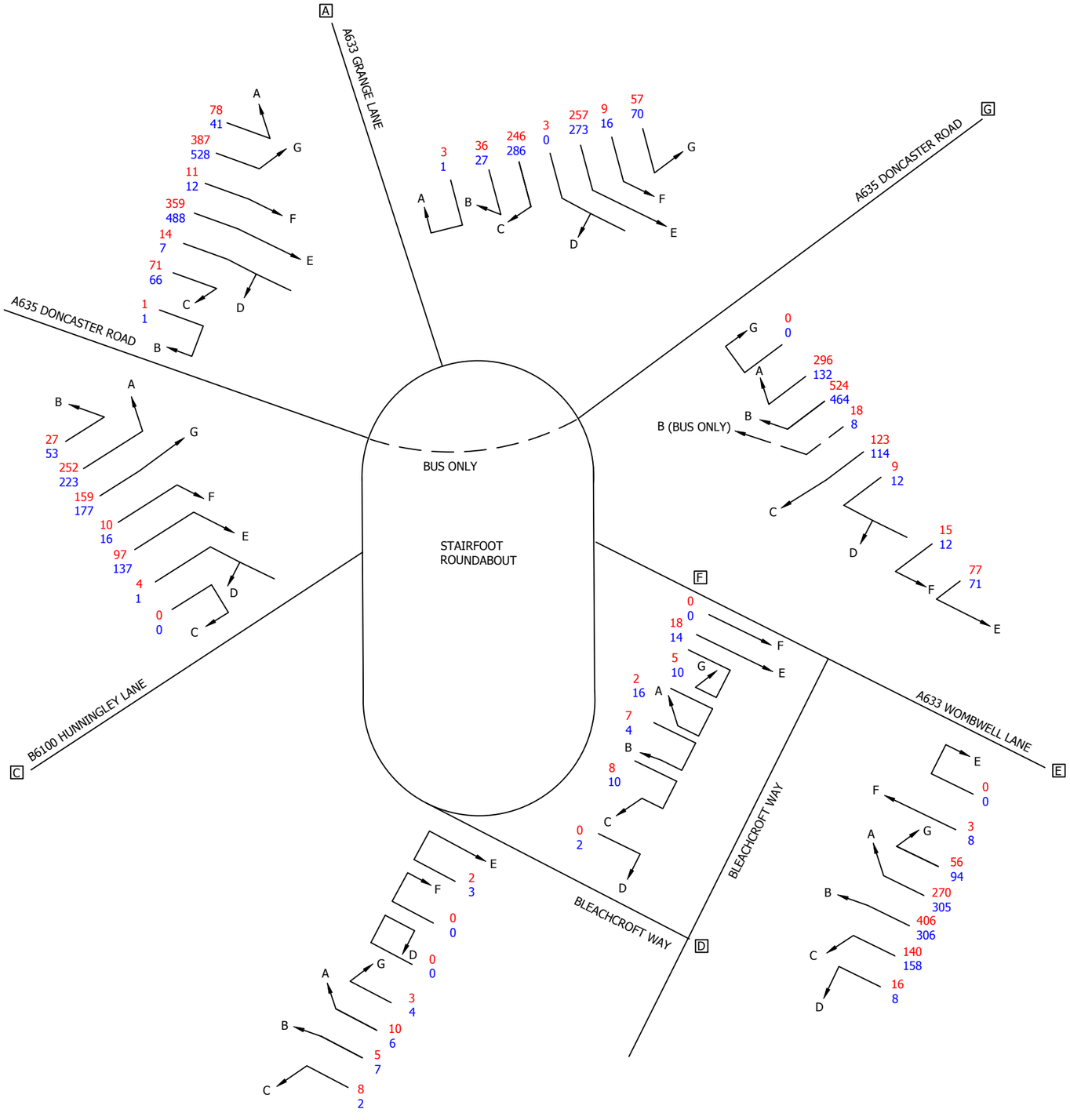
CLIENT
SAUL & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	AUG 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

AM 07:30 - 08:30
PM 16:30 - 17:30



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PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
2025 + COMMITTED DEVELOPMENT + PROPOSED (470 DWELLINGS)

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	1229 -	HGN -	DR -	CH -	0028

CLIENT
SAUL & KEEPMOAT

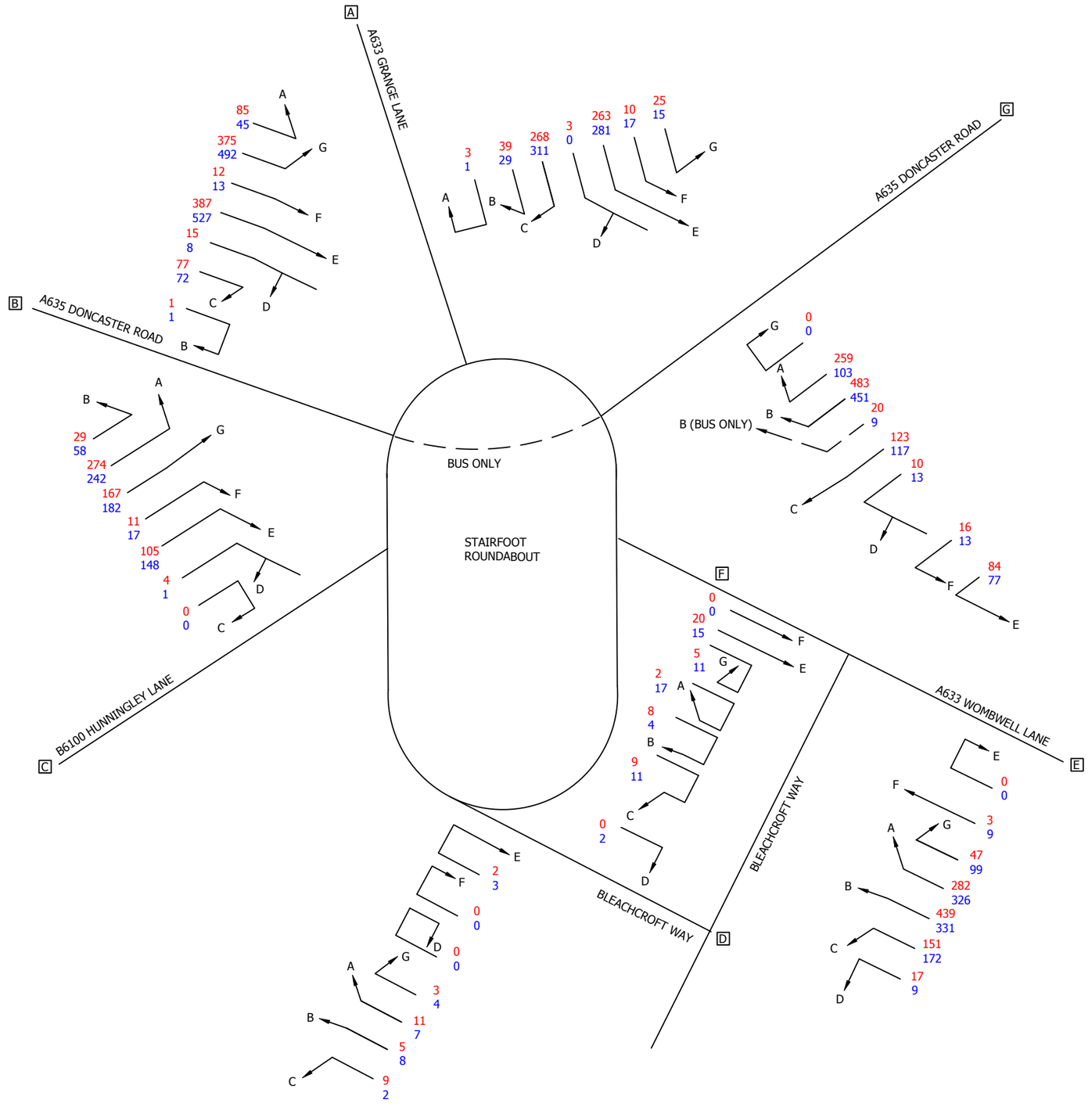
SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	AUG 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

N

AM 07:30 - 08:30
PM 16:30 - 17:30



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PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
2034 – NO DEVELOPMENT

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN –	1229 –	HGN –	DR –	CH –	0023

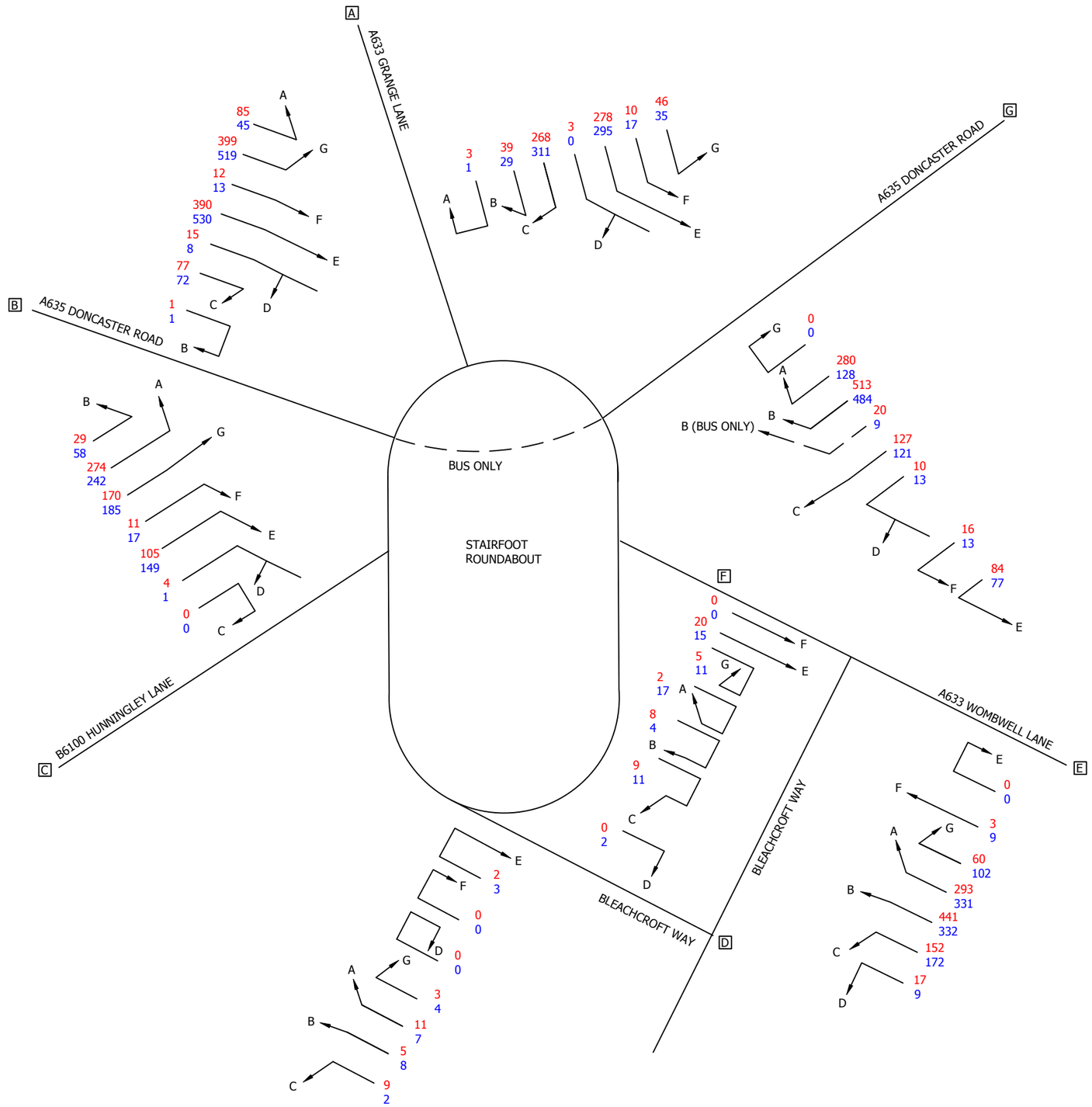
CLIENT
SAUL & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	AUG 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

AM 07:30 - 08:30
PM 16:30 - 17:30



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PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
2034 + COMMITTED DEVELOPMENT

DRAWING NUMBER

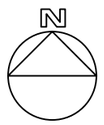
ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	1229 -	HGN -	DR -	CH -	0025

CLIENT
SAUL & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	AUG 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM



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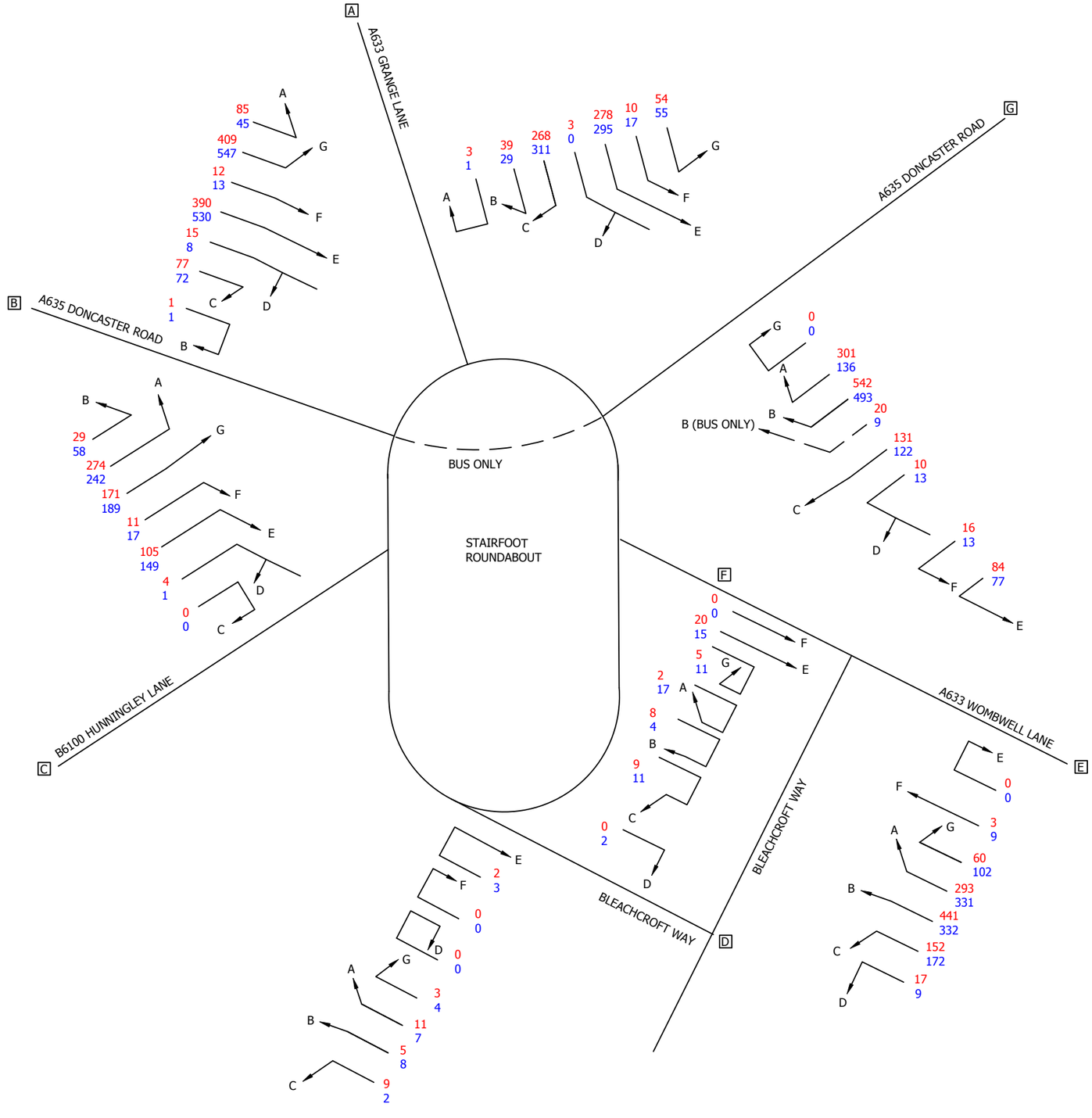
PM 16:30 - 17:30



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PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
2034 + COMMITTED DEVELOPMENT + PROPOSED 270 DWELLINGS

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	1229 -	HGN -	DR -	CH -	00027

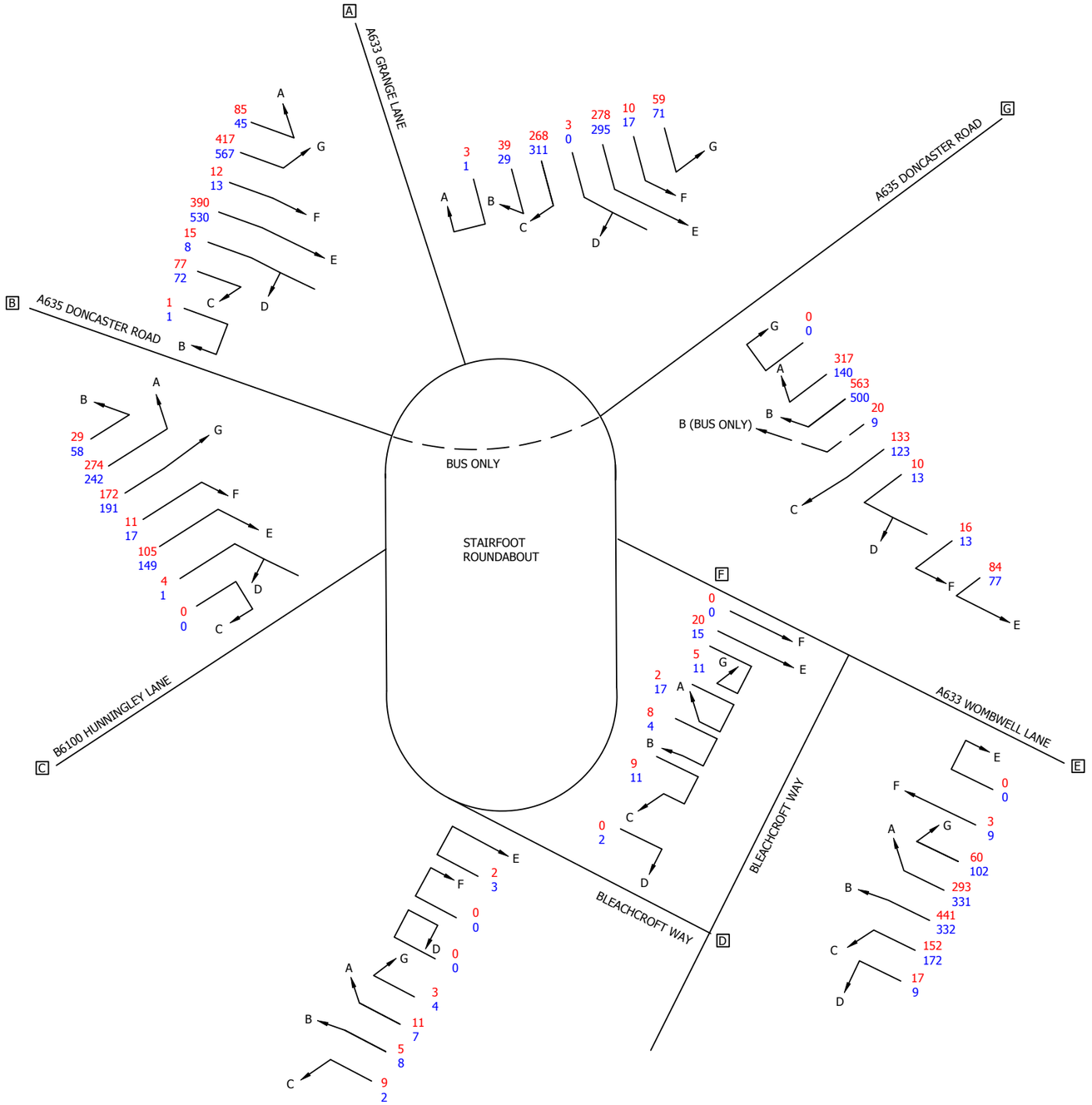
CLIENT
SAUL & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	AUG 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

AM 07:30 - 08:30
PM 16:30 - 17:30



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PARAGON HIGHWAYS

PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
2034 + COMMITTED DEVELOPMENT + PROPOSED 470 DWELLINGS

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	1229 -	HGN -	DR -	CH -	0029

CLIENT
SAUL & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	GJR	JJH	LJO	AUG 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

Appendix D

LinSig Output Stairfoot Roundabout 2025

Full Input Data And Results

User and Project Details

Project:	**Stairfoot Roundabout**
Title:	
Location:	
Client:	Paragon Highways
Site Ref(s):	N11111 & N11114
Model Assumptions:	Bus lanes run very infrequently and so have been ignored for the purposes of this assessment. Green times and overall cycle time are based on averages taken from UTC DSSG data (as opposed to the AVSP data requested), and used across all models. This gives the same PRC across all scenarios, but increasing delay as flows increase. Grange Lane is difficult to model due to lane arrangement, i.e. long lane flaring to 2 shorter lanes. SAT flow estimates have been allocated to this approach based on site observations and registered queue lengths

Network Layout Diagram

C1 - Stairfoot Rbt
Phase Diagram

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		10	4
C	Pedestrian	1		7	7
D	Traffic	2		7	7
E	Traffic	2		10	6
F	Pedestrian	2		7	7
G	Traffic	3		7	7
H	Traffic	3		5	5
I	Traffic	3		10	10
J	Pedestrian	3		4	4
K	Pedestrian	3		4	4
L	Traffic	4		5	5
M	Traffic	4		7	7
N	Traffic	4		10	10
O	Pedestrian	4		4	4
P	Pedestrian	4		4	4
Q	Traffic	5		7	7
R	Traffic	5		10	10
S	Traffic	5		5	5
T	Pedestrian	5		5	5
U	Traffic	6		7	7
V	Pedestrian	6		5	5

Phase Intergreens Matrix

		Starting Phase																					
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
Terminating Phase	A		5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	11	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	D	-	-	-		5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	-	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	F	-	-	-	9	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	G	-	-	-	-	-	-		-	5	5	-	-	-	-	-	-	-	-	-	-	-	-
	H	-	-	-	-	-	-	-		5	-	5	-	-	-	-	-	-	-	-	-	-	-
	I	-	-	-	-	-	-	5	5		-	-	-	-	-	-	-	-	-	-	-	-	-
	J	-	-	-	-	-	-	6	-	-		-	-	-	-	-	-	-	-	-	-	-	-
	K	-	-	-	-	-	-	-	5	-	-		-	-	-	-	-	-	-	-	-	-	-
	L	-	-	-	-	-	-	-	-	-	-	-		5	5	5	-	-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	-	-	-	5		5	-	5	-	-	-	-	-	-
	N	-	-	-	-	-	-	-	-	-	-	-	5	5		-	-	-	-	-	-	-	-
	O	-	-	-	-	-	-	-	-	-	-	-	5	-	-		-	-	-	-	-	-	-
	P	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-		-	-	-	-	-	-
	Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		5	7	5	-	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5		6	-	-	-
	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5		-	-	-
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	U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		5
	V	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B C
2	1	D
2	2	E F
3	1	G H
3	2	I J K

4	1	L P
4	2	M O
4	3	N O P
5	1	Q
5	2	R T
5	3	S T
6	1	U
6	2	V

Stage Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	B	Losing	6	6

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	E	Losing	4	4

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 5

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 6

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	11	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5

2	9	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		5
	2	6	

Stage Stream: 4

		To Stage		
		1	2	3
From Stage	1		6	5
	2	5		5
	3	5	6	

Stage Stream: 5

		To Stage		
		1	2	3
From Stage	1		5	7
	2	7		6
	3	7	5	

Stage Stream: 6

		To Stage	
		1	2
From Stage	1		5
	2	7	

C2 - Wombwell Lane

Phase Diagram

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Pedestrian	1		5	5
D	Pedestrian	1		5	5
E	Traffic	2		7	7
F	Pedestrian	2		5	5
G	Traffic	3		7	7
H	Traffic	3		7	7
I	Pedestrian	3		5	5
J	Traffic	4		7	7
K	Pedestrian	4		5	5
L	Traffic	5		7	7
M	Pedestrian	5		5	5

Phase Intergreens Matrix

		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		5	5	-	-	-	-	-	-	-	-	-	-
	B	5		-	5	-	-	-	-	-	-	-	-	-
	C	6	-		-	-	-	-	-	-	-	-	-	-
	D	-	6	-		-	-	-	-	-	-	-	-	-
	E	-	-	-	-		5	-	-	-	-	-	-	-
	F	-	-	-	-	6		-	-	-	-	-	-	-
	G	-	-	-	-	-	-		5	-	-	-	-	-
	H	-	-	-	-	-	-	5		5	-	-	-	-
	I	-	-	-	-	-	-	-	7		-	-	-	-
	J	-	-	-	-	-	-	-	-	-		5	-	-
	K	-	-	-	-	-	-	-	-	-	5		-	-
	L	-	-	-	-	-	-	-	-	-	-	-		5
	M	-	-	-	-	-	-	-	-	-	-	-	10	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A D
1	2	B C
2	1	E
2	2	F
3	1	G I
3	2	H
4	1	J
4	2	K
5	1	L
5	2	M

Stage Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 5

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	6	

Stage Stream: 3

	To Stage

From Stage		1	2
	1		7
	2	5	

Stage Stream: 4

		To Stage	
From Stage		1	2
	1		5
	2	5	

Stage Stream: 5

		To Stage	
From Stage		1	2
	1		5
	2	10	

Give-Way Lane Input Data

Junction: J1: Stairfoot Roundabout

There are no Opposed Lanes in this Junction

Junction: J2: Wombwell Lane

There are no Opposed Lanes in this Junction

Junction: J3: McDonald's

Lane	Movement	Max Flow when Giving Way (PCU/ Hr)	Min Flow when Giving Way (PCU/ Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:1/1 (Access)	J2:2/1 (Left)	715	0	J3:2/2	0.22	All	-	-	-	-	-
				J3:2/3	0.22	All					
	J2:2/2 (Left)	715	0	J3:2/2	0.22	All					
				J3:2/3	0.22	All					

Lane Input Data

Junction: J1: Stairfoot Roundabout

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/ Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A633 Grange Lane)	U	D	2	3	60.0	User	1900	-	-	-	-	-
J1:1/2 (A633 Grange Lane)	U	D	2	3	60.0	User	1100	-	-	-	-	-
J1:1/3 (A633 Grange Lane)	U	D	2	3	3.0	User	1200	-	-	-	-	-
J1:2/1 (Internal at Grange Lane)	U	E	2	3	8.3	User	1900	-	-	-	-	-

J1:2/2 (Internal at Grange Lane)	U	E	2	3	8.5	User	1900	-	-	-	-	-
J1:2/3 (Internal at Grange Lane)	U	E	2	3	8.7	User	1900	-	-	-	-	-
J1:3/1 (A635 Doncaster Rd Inbound)	U	G	2	3	60.0	User	1900	-	-	-	-	-
J1:3/2 (A635 Doncaster Rd Inbound)	U	G	2	3	60.0	User	1900	-	-	-	-	-
J1:3/3 (A635 Doncaster Rd Inbound)	U	H	2	3	60.0	User	1900	-	-	-	-	-
J1:4/1 (Internal at Doncaster Rd IB)	U	I	2	3	7.8	User	1900	-	-	-	-	-
J1:4/2 (Internal at Doncaster Rd IB)	U	I	2	3	7.7	User	1900	-	-	-	-	-
J1:4/3 (Internal at Doncaster Rd IB)	U	I	2	3	7.5	User	1900	-	-	-	-	-
J1:5/1 (Bleachcroft Way)	U	M	2	3	15.7	User	1900	-	-	-	-	-
J1:5/2 (Bleachcroft Way)	U	M	2	3	15.7	User	1900	-	-	-	-	-
J1:6/1 (Internal at Bleachcroft Way)	U	N	2	3	9.0	User	1900	-	-	-	-	-
J1:6/2 (Internal at Bleachcroft Way)	U	N	2	3	10.4	User	1900	-	-	-	-	-

J1:7/1 (Hunningley Lane Exit)	U	U	2	3	4.7	User	1900	-	-	-	-	-
J1:8/1 (B6100 Hunningley Road)	U	Q	2	3	60.0	User	1900	-	-	-	-	-
J1:8/2 (B6100 Hunningley Road)	U	Q	2	3	60.0	User	1900	-	-	-	-	-
J1:9/1 (A635 Doncaster Road Outbound)	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:9/2 (A635 Doncaster Road Outbound)	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:9/3 (A635 Doncaster Road Outbound)	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:10/1 (Internal at Doncaster Rd OB)	U	B	2	3	9.4	User	1900	-	-	-	-	-
J1:10/2 (Internal at Doncaster Rd OB)	U	B	2	3	9.0	User	1900	-	-	-	-	-
J1:10/3 (Internal at Doncaster Rd OB)	U	B	2	3	8.5	User	1900	-	-	-	-	-
J1:12/1 (Internal at Hunningley Ln)	U	R	2	3	10.3	User	1900	-	-	-	-	-

J1:12/2 (Internal at Hunningley Ln)	U	R	2	3	9.6	User	1900	-	-	-	-	-
J1:12/3 (Internal at Hunningley Ln)	U	R	2	3	9.2	User	1900	-	-	-	-	-
J1:16/1 (Bus Lane)	U	S	2	3	60.0	User	1800	-	-	-	-	-

Junction: J2: Wombwell Lane

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Wombwell Lane n/b)	U	B	2	3	60.0	User	1800	-	-	-	-	-
J2:2/1 (Wombwell Lane exit)	U	E	2	3	17.0	User	1900	-	-	-	-	-
J2:2/2 (Wombwell Lane exit)	U	A	2	3	15.7	User	1800	-	-	-	-	-
J2:4/1 (Bleachcroft Way)	U	G	2	3	9.6	User	1900	-	-	-	-	-
J2:4/2 (Bleachcroft Way)	U	G	2	3	8.7	User	1900	-	-	-	-	-
J2:5/1 (Bleachcroft Way entry)	U	H	2	3	60.0	User	1900	-	-	-	-	-
J2:6/1 (Bleachcroft Way exit)	U	J	2	3	7.3	User	1900	-	-	-	-	-

Junction: J3: McDonald's

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Access)	O		2	3	60.0	User	1800	-	-	-	-	-

J3:2/1	U	L	2	3	4.0	User	1700	-	-	-	-	-
J3:2/2	U	L	2	3	11.3	User	1900	-	-	-	-	-
J3:2/3	U	L	2	3	11.3	User	1900	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Peak'	07:30	08:30	01:00	
2: '2025 PM Peak'	16:30	17:30	01:00	
3: '2025 AM + committed dev'	07:30	08:30	01:00	
4: '2025 PM + committed dev'	16:30	17:30	01:00	
5: '2025 AM + committed dev + 270'	07:30	08:30	01:00	
6: '2025 PM + committed dev + 270'	16:30	17:30	01:00	
7: '2025 AM + committed dev + 470'	07:30	08:30	01:00	
8: '2025 PM + committed dev + 470'	16:30	17:30	01:00	

Scenario 1: 'AM Peak Base' (FG1: '2025 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
	A	3	36	246	3	242	9	23	562
	B	78	1	71	14	356	11	345	876
	C	252	27	0	4	97	10	154	544
Origin	D	10	5	8	0	2	0	3	28
	E	259	404	139	16	0	3	43	864
	F	2	7	8	0	18	0	5	40
	G	238	444	113	9	77	15	0	896
	Tot.	842	924	585	46	792	48	573	3810

Traffic Lane Flows

Lane	Scenario 1: AM Peak Base
Junction: J1: Stairfoot Roundabout	
J1:1/1	274
J1:1/2 (with short)	288(In) 250(Out)
J1:1/3 (short)	38
J1:2/1	493
J1:2/2	536
J1:2/3	90
J1:3/1	446
J1:3/2	450
J1:3/3	0
J1:4/1	730
J1:4/2	339
J1:4/3	39
J1:5/1	467
J1:5/2	431
J1:6/1	663
J1:6/2	489
J1:7/1	585
J1:8/1	279
J1:8/2	265
J1:9/1	395
J1:9/2	395
J1:9/3	86
J1:10/1	764

J1:10/2	176
J1:10/3	145
J1:11/1	585
J1:12/1	545
J1:12/2	864
J1:12/3	56
J1:13/1	572
J1:13/2	352
J1:14/1	842
J1:15/1	516
J1:15/2	57
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	864
J2:2/1	792
J2:2/2	52
J2:3/1	792
J2:4/1	454
J2:4/2	416
J2:5/1	28
J2:6/1	46
J2:7/1	46
Junction: J3: McDonald's	
J3:1/1	40
J3:2/1 (short)	48
J3:2/2 (with short)	822(In) 774(Out)
J3:2/3	30
J3:3/1	48

Scenario 2: 'PM Peak Base' (FG2: '2025 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
	A	1	27	286	0	259	16	14	603
	B	41	1	66	7	485	12	453	1065
	C	223	53	0	1	136	16	168	597
Origin	D	6	7	2	0	3	0	4	22
	E	300	305	158	8	0	8	91	870
	F	16	4	10	2	14	0	10	56
	G	95	415	108	12	71	12	0	713
	Tot.	682	812	630	30	968	64	740	3926

Traffic Lane Flows

Lane	Scenario 2: PM Peak Base
Junction: J1: Stairfoot Roundabout	
J1:1/1	289
J1:1/2 (with short)	314(In) 286(Out)
J1:1/3 (short)	28
J1:2/1	695
J1:2/2	691
J1:2/3	75
J1:3/1	355
J1:3/2	358
J1:3/3	0
J1:4/1	935
J1:4/2	360
J1:4/3	29
J1:5/1	472
J1:5/2	452
J1:6/1	612
J1:6/2	387
J1:7/1	630
J1:8/1	276
J1:8/2	321

J1:9/1	492
J1:9/2	499
J1:9/3	74
J1:10/1	641
J1:10/2	244
J1:10/3	193
J1:11/1	630
J1:12/1	454
J1:12/2	723
J1:12/3	116
J1:13/1	507
J1:13/2	305
J1:14/1	682
J1:15/1	709
J1:15/2	31
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	870
J2:2/1	968
J2:2/2	62
J2:3/1	968
J2:4/1	463
J2:4/2	439
J2:5/1	22
J2:6/1	30
J2:7/1	30
Junction: J3: McDonald's	
J3:1/1	56
J3:2/1 (short)	64
J3:2/2 (with short)	1018(In) 954(Out)
J3:2/3	20
J3:3/1	64

Scenario 3: '2025 AM+Com Dev' (FG3: '2025 AM + committed dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	3	36	246	3	257	9	44	598
	B	78	1	71	14	359	11	369	903
	C	252	27	0	4	97	10	157	547
	D	10	5	8	0	2	0	3	28
	E	270	406	140	16	0	3	56	891
	F	2	7	8	0	18	0	5	40
	G	259	474	117	9	77	15	0	951
	Tot.	874	956	590	46	810	48	634	3958

Traffic Lane Flows

Lane	Scenario 3: 2025 AM+Com Dev
Junction: J1: Stairfoot Roundabout	
J1:1/1	310
J1:1/2 (with short)	288(In) 250(Out)
J1:1/3 (short)	38
J1:2/1	506
J1:2/2	566
J1:2/3	90
J1:3/1	476
J1:3/2	475
J1:3/3	0
J1:4/1	748
J1:4/2	339
J1:4/3	39
J1:5/1	479
J1:5/2	446
J1:6/1	693

J1:6/2	514
J1:7/1	590
J1:8/1	279
J1:8/2	268
J1:9/1	409
J1:9/2	408
J1:9/3	86
J1:10/1	796
J1:10/2	175
J1:10/3	162
J1:11/1	590
J1:12/1	582
J1:12/2	891
J1:12/3	69
J1:13/1	609
J1:13/2	347
J1:14/1	874
J1:15/1	550
J1:15/2	84
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	891
J2:2/1	810
J2:2/2	52
J2:3/1	810
J2:4/1	466
J2:4/2	431
J2:5/1	28
J2:6/1	46
J2:7/1	46
Junction: J3: McDonald's	
J3:1/1	40
J3:2/1 (short)	48
J3:2/2 (with short)	840(In) 792(Out)
J3:2/3	30
J3:3/1	48

Scenario 4: '2025 PM+Com Dev' (FG4: '2025 PM + committed dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	1	27	286	0	273	16	34	637
	B	41	1	66	7	488	12	480	1095
	C	223	53	0	1	137	16	171	601
	D	6	7	2	0	3	0	4	22
	E	305	306	158	8	0	8	94	879
	F	16	4	10	2	14	0	10	56
	G	120	448	112	12	71	12	0	775
	Tot.	712	846	634	30	986	64	793	4065

Traffic Lane Flows

Lane	Scenario 4: 2025 PM+Com Dev
Junction: J1: Stairfoot Roundabout	
J1:1/1	323
J1:1/2 (with short)	314(In) 286(Out)
J1:1/3 (short)	28
J1:2/1	706
J1:2/2	717
J1:2/3	75
J1:3/1	387
J1:3/2	388
J1:3/3	0
J1:4/1	953
J1:4/2	360

J1:4/3	29
J1:5/1	473
J1:5/2	460
J1:6/1	644
J1:6/2	417
J1:7/1	634
J1:8/1	276
J1:8/2	325
J1:9/1	511
J1:9/2	510
J1:9/3	74
J1:10/1	671
J1:10/2	236
J1:10/3	208
J1:11/1	634
J1:12/1	483
J1:12/2	758
J1:12/3	119
J1:13/1	536
J1:13/2	310
J1:14/1	712
J1:15/1	740
J1:15/2	53
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	879
J2:2/1	986
J2:2/2	62
J2:3/1	986
J2:4/1	464
J2:4/2	447
J2:5/1	22
J2:6/1	30
J2:7/1	30
Junction: J3: McDonald's	
J3:1/1	56
J3:2/1 (short)	64
J3:2/2 (with short)	1036(In) 972(Out)
J3:2/3	20
J3:3/1	64

Scenario 5: '2025 AM+Com Dev+270' (FG5: '2025 AM + committed dev + 270', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	3	36	246	3	257	9	52	606
	B	78	1	71	14	359	11	379	913
	C	252	27	0	4	97	10	158	548
	D	10	5	8	0	2	0	3	28
	E	270	406	140	16	0	3	56	891
	F	2	7	8	0	18	0	5	40
	G	280	503	121	9	77	15	0	1005
	Tot.	895	985	594	46	810	48	653	4031

Traffic Lane Flows

Lane	Scenario 5: 2025 AM+Com Dev+270
Junction: J1: Stairfoot Roundabout	
J1:1/1	318
J1:1/2 (with short)	288(In) 250(Out)
J1:1/3 (short)	38
J1:2/1	530
J1:2/2	553
J1:2/3	90

J1:3/1	502
J1:3/2	503
J1:3/3	0
J1:4/1	748
J1:4/2	339
J1:4/3	39
J1:5/1	508
J1:5/2	417
J1:6/1	719
J1:6/2	542
J1:7/1	594
J1:8/1	279
J1:8/2	269
J1:9/1	414
J1:9/2	413
J1:9/3	86
J1:10/1	817
J1:10/2	194
J1:10/3	144
J1:11/1	594
J1:12/1	633
J1:12/2	890
J1:12/3	69
J1:13/1	660
J1:13/2	325
J1:14/1	895
J1:15/1	582
J1:15/2	71
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	891
J2:2/1	810
J2:2/2	52
J2:3/1	810
J2:4/1	495
J2:4/2	402
J2:5/1	28
J2:6/1	46
J2:7/1	46
Junction: J3: McDonald's	
J3:1/1	40
J3:2/1 (short)	48
J3:2/2 (with short)	840(In) 792(Out)
J3:2/3	30
J3:3/1	48

Scenario 6: '2025 PM+Com Dev+270' (FG6: '2025 PM + committed dev + 270', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
	A	1	27	286	0	273	16	54	657
	B	41	1	66	7	488	12	508	1123
	C	223	53	0	1	137	16	175	605
Origin	D	6	7	2	0	3	0	4	22
	E	305	306	158	8	0	8	94	879
	F	16	4	10	2	14	0	10	56
	G	128	457	113	12	71	12	0	793
	Tot.	720	855	635	30	986	64	845	4135

Traffic Lane Flows

Lane	Scenario 6: 2025 PM+Com Dev+270
Junction: J1: Stairfoot Roundabout	
J1:1/1	343
J1:1/2 (with short)	314(In) 286(Out)

J1:1/3 (short)	28
J1:2/1	724
J1:2/2	731
J1:2/3	75
J1:3/1	397
J1:3/2	396
J1:3/3	0
J1:4/1	953
J1:4/2	360
J1:4/3	29
J1:5/1	477
J1:5/2	456
J1:6/1	654
J1:6/2	425
J1:7/1	635
J1:8/1	276
J1:8/2	329
J1:9/1	525
J1:9/2	524
J1:9/3	74
J1:10/1	679
J1:10/2	240
J1:10/3	208
J1:11/1	635
J1:12/1	496
J1:12/2	762
J1:12/3	119
J1:13/1	549
J1:13/2	306
J1:14/1	720
J1:15/1	778
J1:15/2	67
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	879
J2:2/1	986
J2:2/2	62
J2:3/1	986
J2:4/1	468
J2:4/2	443
J2:5/1	22
J2:6/1	30
J2:7/1	30
Junction: J3: McDonald's	
J3:1/1	56
J3:2/1 (short)	64
J3:2/2 (with short)	1036(In) 972(Out)
J3:2/3	20
J3:3/1	64

Scenario 7: '2025 AM+Com Dev+470' (FG7: '2025 AM + committed dev + 470', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
	A	3	36	246	3	257	9	57	611
	B	78	1	71	14	359	11	387	921
	C	252	27	0	4	97	10	159	549
Origin	D	10	5	8	0	2	0	3	28
	E	270	406	140	16	0	3	56	891
	F	2	7	8	0	18	0	5	40
	G	296	524	123	9	77	15	0	1044
	Tot.	911	1006	596	46	810	48	667	4084

Traffic Lane Flows

Lane	Scenario 7: 2025 AM+Com Dev+470
Junction: J1: Stairfoot Roundabout	
J1:1/1	323
J1:1/2 (with short)	288(In) 249(Out)
J1:1/3 (short)	39
J1:2/1	534
J1:2/2	558
J1:2/3	90
J1:3/1	521
J1:3/2	523
J1:3/3	0
J1:4/1	748
J1:4/2	338
J1:4/3	40
J1:5/1	508
J1:5/2	417
J1:6/1	737
J1:6/2	563
J1:7/1	596
J1:8/1	279
J1:8/2	270
J1:9/1	418
J1:9/2	417
J1:9/3	86
J1:10/1	833
J1:10/2	194
J1:10/3	145
J1:11/1	596
J1:12/1	649
J1:12/2	911
J1:12/3	69
J1:13/1	676
J1:13/2	330
J1:14/1	911
J1:15/1	591
J1:15/2	76
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	891
J2:2/1	810
J2:2/2	52
J2:3/1	810
J2:4/1	495
J2:4/2	402
J2:5/1	28
J2:6/1	46
J2:7/1	46
Junction: J3: McDonald's	
J3:1/1	40
J3:2/1 (short)	48
J3:2/2 (with short)	840(In) 792(Out)
J3:2/3	30
J3:3/1	48

Scenario 8: '2025 PM+Com Dev+470' (FG8: '2025 PM + committed dev + 470', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
Origin		A	B	C	D	E	F	G	Tot.
	A	1	27	286	0	273	16	70	673
	B	41	1	66	7	488	12	528	1143
	C	223	53	0	1	137	16	177	607
	D	6	7	2	0	3	0	4	22
	E	305	306	158	8	0	8	94	879
	F	16	4	10	2	14	0	10	56

	G	132	464	114	12	71	12	0	805
	Tot.	724	862	636	30	986	64	883	4185

Traffic Lane Flows

Lane	Scenario 8: 2025 PM+Com Dev+470
Junction: J1: Stairfoot Roundabout	
J1:1/1	359
J1:1/2 (with short)	314(In) 286(Out)
J1:1/3 (short)	28
J1:2/1	733
J1:2/2	744
J1:2/3	75
J1:3/1	402
J1:3/2	403
J1:3/3	0
J1:4/1	953
J1:4/2	360
J1:4/3	29
J1:5/1	474
J1:5/2	459
J1:6/1	659
J1:6/2	432
J1:7/1	636
J1:8/1	276
J1:8/2	331
J1:9/1	535
J1:9/2	534
J1:9/3	74
J1:10/1	683
J1:10/2	239
J1:10/3	211
J1:11/1	636
J1:12/1	497
J1:12/2	772
J1:12/3	119
J1:13/1	550
J1:13/2	312
J1:14/1	724
J1:15/1	803
J1:15/2	80
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	879
J2:2/1	986
J2:2/2	62
J2:3/1	986
J2:4/1	465
J2:4/2	446
J2:5/1	22
J2:6/1	30
J2:7/1	30
Junction: J3: McDonald's	
J3:1/1	56
J3:2/1 (short)	64
J3:2/2 (with short)	1036(In) 972(Out)
J3:2/3	20
J3:3/1	64

Scenario 1: 'AM Peak Base' (FG1: '2025 AM Peak', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	41
Change Point	0	26

Stage Stream: 2

Stage	1	2
Duration	15	43
Change Point	29	53

Stage Stream: 3

Stage	1	2
Duration	18	43
Change Point	59	11

Stage Stream: 4

Stage	2	3
Duration	32	29
Change Point	16	54

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	44	65

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	53	43

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	13	47
Change Point	48	67

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	14	4

Stage Stream: 3

Stage	1	2
Duration	48	12
Change Point	1	54

Stage Stream: 4

Stage	1	2
Duration	57	5
Change Point	52	42

Stage Stream: 5

Stage	1	2
Duration	52	5
Change Point	3	65

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**108.5%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**108.5%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	15	274	1900	422	64.9%	274	274
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	15	288	1100:1200	230+35	108.5 : 108.5%	288	265
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	47	493	1900	1267	38.9%	493	493
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	47	536	1900	1267	42.3%	536	536
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	47	90	1900	1267	7.1%	90	90
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	18	446	1900	501	89.0%	446	446
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	18	450	1900	501	89.8%	450	450
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	19	0	1900	528	0.0%	0	0
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	43	730	1900	1161	62.9%	730	730
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	43	339	1900	1161	27.5%	319	319
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	43	39	1900	1161	3.1%	36	36
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	32	467	1900	871	53.6%	467	467

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	32	431	1900	871	49.5%	431	431
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	29	663	1900	792	81.3%	644	644
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	29	489	1900	792	61.4%	486	486
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	585	1900	1478	38.3%	566	566
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	279	1900	396	70.5%	279	279
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	265	1900	396	66.9%	265	265
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	15	395	1900	422	93.6%	395	395
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	395	1900	422	93.6%	395	395
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	86	1900	422	20.4%	86	86
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	47	764	1900	1267	60.3%	764	764
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	176	1900	1267	13.9%	176	176
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	145	1900	1267	11.4%	145	145
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	545	1900	1240	43.9%	545	545

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	864	1900	1240	69.4%	861	861
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	56	1900	1240	4.5%	56	56
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	0	0.0%	0	0
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**72.0%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	47	864	1800	1200	72.0%	864	864
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	792	1900	1504	52.7%	792	792
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	13	52	1800	350	14.8%	52	52
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	48	454	1900	1293	35.1%	454	454
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	48	416	1900	1293	32.2%	416	416
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	12	28	1900	343	8.2%	28	28
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	46	1900	1531	3.0%	46	46
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**59.1%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	40	1800	538	7.4%	40	40
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	822	1900:1700	1311+81	59.1 : 59.1%	822	822
2/3	Ahead	U	2:5	N/A	C2:L	52	30	1900	1399	2.1%	30	30

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**29**	**11**	**0**	**31.3**	**48.6**	**0.0**	**79.9**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**28.6**	**45.4**	**0.0**	**73.9**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.9	0.9	-	2.9	37.5	4.9	0.9	5.9	
1/2+1/3	-	-	-	2.8	15.8	-	18.6	232.3	6.0	15.8	21.8	
2/1	-	-	-	0.2	0.3	-	0.5	3.4	0.7	0.3	1.0	
2/2	-	-	-	0.1	0.4	-	0.5	3.0	0.4	0.4	0.7	
2/3	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	
3/1	-	-	-	3.2	3.6	-	6.7	54.3	8.5	3.6	12.1	
3/2	-	-	-	3.2	3.8	-	7.0	56.1	8.6	3.8	12.4	
3/3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	-	-	-	0.6	0.8	-	1.5	7.2	2.4	0.8	3.3	

4/2	-	-	-	0.1	0.2	-	0.3	2.9	0.2	0.2	0.4	
4/3	-	-	-	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0	
5/1	-	-	-	0.9	0.6	-	1.5	11.6	5.6	0.6	6.1	
5/2	-	-	-	0.8	0.5	-	1.3	11.1	5.3	0.5	5.8	
6/1	-	-	-	1.4	2.1	-	3.5	19.6	6.9	2.1	9.0	
6/2	-	-	-	0.3	0.8	-	1.1	8.3	1.0	0.8	1.8	
7/1	-	-	-	0.1	0.3	-	0.4	2.5	0.6	0.3	0.9	
8/1	-	-	-	2.1	1.2	-	3.2	41.6	5.1	1.2	6.3	
8/2	-	-	-	1.9	1.0	-	2.9	39.8	4.9	1.0	5.9	
9/1	-	-	-	3.0	5.2	-	8.3	75.2	7.7	5.2	12.9	
9/2	-	-	-	3.0	5.2	-	8.3	75.2	7.7	5.2	12.9	
9/3	-	-	-	0.5	0.1	-	0.7	28.2	1.4	0.1	1.5	
10/1	-	-	-	1.4	0.8	-	2.1	10.0	8.6	0.8	9.4	
10/2	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1	
10/3	-	-	-	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1	
12/1	-	-	-	0.4	0.4	-	0.8	5.4	1.7	0.4	2.1	
12/2	-	-	-	0.6	1.1	-	1.7	7.2	3.0	1.1	4.1	
12/3	-	-	-	0.1	0.0	-	0.1	4.9	0.2	0.0	0.2	
16/1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: Wombwell Lane	**0**	**0**	**0**	**2.6**	**2.5**	**0.0**	**5.0**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.8	1.3	-	3.1	13.0	11.0	1.3	12.3	
2/1	-	-	-	0.0	0.6	-	0.6	2.7	0.2	0.6	0.8	
2/2	-	-	-	0.3	0.1	-	0.4	28.2	0.9	0.1	1.0	
4/1	-	-	-	0.1	0.3	-	0.4	2.9	0.4	0.3	0.7	
4/2	-	-	-	0.1	0.2	-	0.3	2.6	0.3	0.2	0.6	
5/1	-	-	-	0.2	0.0	-	0.2	30.3	0.5	0.0	0.5	
6/1	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.1	
J3: McDonald's	**29**	**11**	**0**	**0.2**	**0.8**	**0.0**	**1.0**	**-**	**-**	**-**	**-**	
1/1	29	11	0	0.0	0.0	-	0.0	3.6	0.0	0.0	0.0	
2/2+2/1	-	-	-	0.2	0.7	-	0.9	3.9	1.4	0.7	2.1	
2/3	-	-	-	0.0	0.0	-	0.0	2.9	0.1	0.0	0.1	

C1 - Stairfoot Rbt	Stream: 1	PRC for Signalled Lanes (%):	-3.9	Total Delay for Signalled Lanes (pcuHr):	19.45
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 2	PRC for Signalled Lanes (%):	-20.5	Total Delay for Signalled Lanes (pcuHr):	22.40
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 3	PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	15.46
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 4	PRC for Signalled Lanes (%):	10.7	Total Delay for Signalled Lanes (pcuHr):	7.46
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 5	PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	8.78
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 6	PRC for Signalled Lanes (%):	135.1	Total Delay for Signalled Lanes (pcuHr):	0.39
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 1	PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):	3.53
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 2	PRC for Signalled Lanes (%):	70.9	Total Delay for Signalled Lanes (pcuHr):	0.59
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 3	PRC for Signalled Lanes (%):	156.3	Total Delay for Signalled Lanes (pcuHr):	0.90
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 4	PRC for Signalled Lanes (%):	2909.9	Total Delay for Signalled Lanes (pcuHr):	0.02
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 5	PRC for Signalled Lanes (%):	52.4	Total Delay for Signalled Lanes (pcuHr):	0.91
		Cycle Time (s):	72		
		PRC Over All Lanes (%):	-20.5	Total Delay Over All Lanes(pcuHr):	79.92

Scenario 2: 'PM Peak Base' (FG2: '2025 PM Peak', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	27
Change Point	0	40

Stage Stream: 2

Stage	1	2
Duration	14	44
Change Point	28	51

Stage Stream: 3

Stage	1	2
Duration	14	47
Change Point	71	19

Stage Stream: 4

Stage	2	3
Duration	29	32
Change Point	34	69

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	32	53

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	62	52

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	53
Change Point	57	70

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	28	18

Stage Stream: 3

Stage	1	2

Duration	53	7
Change Point	36	22

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	61	51

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	16	6

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**129.9%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**129.9%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	14	289	1900	396	73.0%	289	289
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	14	314	1100:1200	220+22	129.9 : 129.9%	314	242
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	48	695	1900	1293	53.7%	695	695
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	48	691	1900	1293	53.4%	691	691
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	48	75	1900	1293	5.8%	75	75
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	14	355	1900	396	89.7%	355	355
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	14	358	1900	396	90.4%	358	358
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	15	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	47	935	1900	1267	73.8%	935	935
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	47	360	1900	1267	23.2%	294	294
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	47	29	1900	1267	1.8%	23	23
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	29	472	1900	792	59.6%	472	472

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	29	452	1900	792	57.1%	452	452
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	32	612	1900	871	62.7%	546	546
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	32	387	1900	871	43.7%	381	381
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	630	1900	1478	38.2%	564	564
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	276	1900	396	69.7%	276	276
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	321	1900	396	81.1%	321	321
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	29	492	1900	792	62.1%	492	492
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	29	499	1900	792	63.0%	499	499
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	29	74	1900	792	9.3%	74	74
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	33	641	1900	897	71.4%	641	641
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	33	244	1900	897	27.2%	244	244
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	33	193	1900	897	21.5%	193	193
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	454	1900	1240	36.6%	454	454

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	723	1900	1240	57.8%	717	717
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	116	1900	1240	9.4%	116	116
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**64.4%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	53	870	1800	1350	64.4%	870	870
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	968	1900	1504	64.4%	968	968
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	7	62	1800	200	31.0%	62	62
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	463	1900	1425	32.5%	463	463
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	439	1900	1425	30.8%	439	439
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	7	22	1900	211	10.4%	22	22
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	30	1900	1531	2.0%	30	30
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	56	1800	501	11.2%	56	56
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	1018	1900:1700	1305+88	73.1 : 73.1%	1018	1018
2/3	Ahead	U	2:5	N/A	C2:L	52	20	1900	1399	1.4%	20	20

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**41**	**15**	**0**	**33.5**	**64.3**	**0.0**	**97.8**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**30.5**	**60.3**	**0.0**	**90.8**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.1	1.3	-	3.5	43.1	5.4	1.3	6.7	
1/2+1/3	-	-	-	4.4	38.2	-	42.6	488.9	8.0	38.2	46.3	
2/1	-	-	-	0.7	0.6	-	1.3	6.7	4.7	0.6	5.3	
2/2	-	-	-	0.8	0.6	-	1.4	7.3	5.3	0.6	5.9	
2/3	-	-	-	0.1	0.0	-	0.1	4.6	0.3	0.0	0.3	
3/1	-	-	-	2.7	3.7	-	6.4	65.1	6.9	3.7	10.6	
3/2	-	-	-	2.8	3.9	-	6.7	67.2	7.0	3.9	10.9	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.5	1.4	-	1.9	7.2	8.3	1.4	9.7	

4/2	-	-	-	0.0	0.2	-	0.2	2.2	0.8	0.2	0.9	
4/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
5/1	-	-	-	1.2	0.7	-	2.0	15.0	4.1	0.7	4.9	
5/2	-	-	-	1.3	0.7	-	2.0	15.9	4.4	0.7	5.0	
6/1	-	-	-	1.6	0.8	-	2.4	16.1	5.9	0.8	6.8	
6/2	-	-	-	0.1	0.4	-	0.5	4.9	0.4	0.4	0.8	
7/1	-	-	-	0.2	0.3	-	0.5	3.5	1.6	0.3	2.0	
8/1	-	-	-	2.0	1.1	-	3.2	41.1	5.1	1.1	6.2	
8/2	-	-	-	2.4	2.0	-	4.5	50.0	6.1	2.0	8.1	
9/1	-	-	-	2.3	0.8	-	3.1	22.5	7.7	0.8	8.5	
9/2	-	-	-	2.3	0.8	-	3.2	22.7	7.8	0.8	8.6	
9/3	-	-	-	0.3	0.1	-	0.3	15.3	0.9	0.1	0.9	
10/1	-	-	-	0.8	1.2	-	2.1	11.7	6.4	1.2	7.7	
10/2	-	-	-	0.0	0.2	-	0.2	3.2	0.3	0.2	0.5	
10/3	-	-	-	0.0	0.1	-	0.1	2.8	0.5	0.1	0.7	
12/1	-	-	-	0.6	0.3	-	0.9	6.8	5.3	0.3	5.6	
12/2	-	-	-	0.9	0.7	-	1.6	8.0	6.6	0.7	7.3	
12/3	-	-	-	0.2	0.1	-	0.2	7.5	1.8	0.1	1.8	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**2.8**	**2.6**	**0.0**	**5.3**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.1	0.9	-	2.0	8.1	8.2	0.9	9.1	
2/1	-	-	-	0.0	0.9	-	0.9	3.5	0.3	0.9	1.2	
2/2	-	-	-	0.5	0.2	-	0.7	42.3	1.2	0.2	1.4	
4/1	-	-	-	0.6	0.2	-	0.8	6.2	3.7	0.2	4.0	
4/2	-	-	-	0.4	0.2	-	0.7	5.5	3.0	0.2	3.3	
5/1	-	-	-	0.2	0.1	-	0.2	38.4	0.4	0.1	0.4	
6/1	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
J3: McDonald's	**41**	**15**	**0**	**0.2**	**1.4**	**0.0**	**1.7**	**-**	**-**	**-**	**-**	
1/1	41	15	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1	
2/2+2/1	-	-	-	0.2	1.4	-	1.6	5.6	8.7	1.4	10.1	
2/3	-	-	-	0.0	0.0	-	0.0	5.5	0.2	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1 PRC for Signalled Lanes (%):	26.0	Total Delay for Signalled Lanes (pcuHr):	8.98	
	Cycle Time (s):	72			
C1 - Stairfoot Rbt	Stream: 2 PRC for Signalled Lanes (%):	-44.4	Total Delay for Signalled Lanes (pcuHr):	48.88	
	Cycle Time (s):	72			
C1 - Stairfoot Rbt	Stream: 3 PRC for Signalled Lanes (%):	-0.5	Total Delay for Signalled Lanes (pcuHr):	15.18	
	Cycle Time (s):	72			
C1 - Stairfoot Rbt	Stream: 4 PRC for Signalled Lanes (%):	43.5	Total Delay for Signalled Lanes (pcuHr):	6.92	
	Cycle Time (s):	72			
C1 - Stairfoot Rbt	Stream: 5 PRC for Signalled Lanes (%):	11.0	Total Delay for Signalled Lanes (pcuHr):	10.29	
	Cycle Time (s):	72			
C1 - Stairfoot Rbt	Stream: 6 PRC for Signalled Lanes (%):	135.8	Total Delay for Signalled Lanes (pcuHr):	0.55	
	Cycle Time (s):	72			
C2 - Wombwell Lane	Stream: 1 PRC for Signalled Lanes (%):	39.7	Total Delay for Signalled Lanes (pcuHr):	2.68	
	Cycle Time (s):	72			
C2 - Wombwell Lane	Stream: 2 PRC for Signalled Lanes (%):	39.9	Total Delay for Signalled Lanes (pcuHr):	0.94	
	Cycle Time (s):	72			
C2 - Wombwell Lane	Stream: 3 PRC for Signalled Lanes (%):	177.0	Total Delay for Signalled Lanes (pcuHr):	1.70	
	Cycle Time (s):	72			
C2 - Wombwell Lane	Stream: 4 PRC for Signalled Lanes (%):	4491.6	Total Delay for Signalled Lanes (pcuHr):	0.01	
	Cycle Time (s):	72			
C2 - Wombwell Lane	Stream: 5 PRC for Signalled Lanes (%):	23.1	Total Delay for Signalled Lanes (pcuHr):	1.61	
	Cycle Time (s):	72			
	PRC Over All Lanes (%):	-44.4	Total Delay Over All Lanes(pcuHr):	97.81	

Scenario 3: '2025 AM+Com Dev' (FG3: '2025 AM + committed dev', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	41
Change Point	0	26

Stage Stream: 2

Stage	1	2
Duration	15	43
Change Point	30	54

Stage Stream: 3

Stage	1	2
Duration	18	43
Change Point	59	11

Stage Stream: 4

Stage	2	3
Duration	29	32
Change Point	18	53

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	45	66

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	52	42

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	53
Change Point	42	55

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	15	5

Stage Stream: 3

Stage	1	2

Duration	53	7
Change Point	61	47

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	46	36

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	4	66

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**108.5%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**108.5%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	15	310	1900	422	73.4%	310	310
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	15	288	1100:1200	230+35	108.5 : 108.5%	288	265
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	47	506	1900	1267	39.9%	506	506
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	47	566	1900	1267	44.7%	566	566
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	47	90	1900	1267	7.1%	90	90
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	18	476	1900	501	94.9%	476	476
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	18	475	1900	501	94.7%	475	475
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	19	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	43	748	1900	1161	64.4%	748	748
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	43	339	1900	1161	27.5%	319	319
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	43	39	1900	1161	3.1%	36	36
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	29	479	1900	792	60.5%	479	479

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	29	446	1900	792	56.3%	446	446
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	32	693	1900	871	77.4%	674	674
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	32	514	1900	871	58.7%	511	511
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	590	1900	1478	38.6%	571	571
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	279	1900	396	70.5%	279	279
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	268	1900	396	67.7%	268	268
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	15	409	1900	422	96.9%	409	409
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	408	1900	422	96.6%	408	408
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	86	1900	422	20.4%	86	86
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	47	796	1900	1267	62.8%	796	796
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	175	1900	1267	13.8%	175	175
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	162	1900	1267	12.8%	162	162
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	582	1900	1240	46.9%	582	582

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	891	1900	1240	71.6%	888	888
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	69	1900	1240	5.6%	69	69
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**66.0%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	53	891	1800	1350	66.0%	891	891
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	810	1900	1504	53.9%	810	810
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	7	52	1800	200	25.9%	52	52
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	466	1900	1425	32.7%	466	466
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	431	1900	1425	30.2%	431	431
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	7	28	1900	211	13.3%	28	28
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	46	1900	1531	3.0%	46	46
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**60.4%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	40	1800	534	7.5%	40	40
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	840	1900:1700	1312+80	60.4 : 60.4%	840	840
2/3	Ahead	U	2:5	N/A	C2:L	52	30	1900	1399	2.1%	30	30

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**29**	**11**	**0**	**32.9**	**58.2**	**0.0**	**91.1**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**30.9**	**55.1**	**0.0**	**86.0**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.2	1.3	-	3.6	41.7	5.7	1.3	7.0	
1/2+1/3	-	-	-	2.8	15.8	-	18.6	232.2	6.0	15.8	21.8	
2/1	-	-	-	0.1	0.3	-	0.5	3.4	0.7	0.3	1.1	
2/2	-	-	-	0.1	0.4	-	0.5	3.3	0.6	0.4	1.0	
2/3	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	
3/1	-	-	-	3.4	6.3	-	9.7	73.5	9.3	6.3	15.5	
3/2	-	-	-	3.4	6.1	-	9.6	72.6	9.2	6.1	15.4	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.6	0.9	-	1.5	7.2	2.6	0.9	3.5	

4/2	-	-	-	0.1	0.2	-	0.3	3.3	0.3	0.2	0.5	
4/3	-	-	-	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0	
5/1	-	-	-	1.7	0.8	-	2.5	18.5	7.6	0.8	8.3	
5/2	-	-	-	1.6	0.6	-	2.2	17.8	6.9	0.6	7.6	
6/1	-	-	-	1.2	1.7	-	2.9	15.6	6.0	1.7	7.7	
6/2	-	-	-	0.2	0.7	-	0.9	6.3	0.7	0.7	1.4	
7/1	-	-	-	0.1	0.3	-	0.4	2.4	0.5	0.3	0.9	
8/1	-	-	-	2.1	1.2	-	3.2	41.6	5.1	1.2	6.3	
8/2	-	-	-	2.0	1.0	-	3.0	40.1	4.9	1.0	5.9	
9/1	-	-	-	3.2	7.3	-	10.5	92.3	8.1	7.3	15.4	
9/2	-	-	-	3.1	7.2	-	10.3	90.8	8.0	7.2	15.2	
9/3	-	-	-	0.5	0.1	-	0.7	28.2	1.4	0.1	1.5	
10/1	-	-	-	1.4	0.8	-	2.3	10.3	9.2	0.8	10.1	
10/2	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1	
10/3	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1	
12/1	-	-	-	0.4	0.4	-	0.8	5.2	1.5	0.4	1.9	
12/2	-	-	-	0.5	1.3	-	1.8	7.3	2.6	1.3	3.8	
12/3	-	-	-	0.1	0.0	-	0.1	4.6	0.2	0.0	0.3	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**1.8**	**2.3**	**0.0**	**4.1**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.1	1.0	-	2.1	8.4	8.7	1.0	9.6	
2/1	-	-	-	0.0	0.6	-	0.6	2.7	0.2	0.6	0.8	
2/2	-	-	-	0.3	0.2	-	0.5	35.0	1.0	0.2	1.1	
4/1	-	-	-	0.1	0.2	-	0.3	2.6	0.6	0.2	0.8	
4/2	-	-	-	0.1	0.2	-	0.3	2.2	0.4	0.2	0.6	
5/1	-	-	-	0.2	0.1	-	0.3	38.7	0.5	0.1	0.6	
6/1	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.1	
J3: McDonald's	**29**	**11**	**0**	**0.2**	**0.8**	**0.0**	**1.0**	**-**	**-**	**-**	**-**	
1/1	29	11	0	0.0	0.0	-	0.0	3.6	0.0	0.0	0.0	
2/2+2/1	-	-	-	0.2	0.8	-	0.9	4.0	1.4	0.8	2.2	
2/3	-	-	-	0.0	0.0	-	0.0	3.0	0.1	0.0	0.1	

C1 - Stairfoot Rbt	Stream: 1	PRC for Signalled Lanes (%):	-7.6	Total Delay for Signalled Lanes (pcuHr):	23.89
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 2	PRC for Signalled Lanes (%):	-20.5	Total Delay for Signalled Lanes (pcuHr):	23.20
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 3	PRC for Signalled Lanes (%):	-5.5	Total Delay for Signalled Lanes (pcuHr):	21.09
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 4	PRC for Signalled Lanes (%):	16.3	Total Delay for Signalled Lanes (pcuHr):	8.49
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 5	PRC for Signalled Lanes (%):	25.7	Total Delay for Signalled Lanes (pcuHr):	8.93
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 6	PRC for Signalled Lanes (%):	133.0	Total Delay for Signalled Lanes (pcuHr):	0.39
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 1	PRC for Signalled Lanes (%):	36.4	Total Delay for Signalled Lanes (pcuHr):	2.57
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 2	PRC for Signalled Lanes (%):	67.1	Total Delay for Signalled Lanes (pcuHr):	0.62
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 3	PRC for Signalled Lanes (%):	175.2	Total Delay for Signalled Lanes (pcuHr):	0.90
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 4	PRC for Signalled Lanes (%):	2909.9	Total Delay for Signalled Lanes (pcuHr):	0.02
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 5	PRC for Signalled Lanes (%):	49.1	Total Delay for Signalled Lanes (pcuHr):	0.96
		Cycle Time (s):	72		
		PRC Over All Lanes (%):	-20.5	Total Delay Over All Lanes(pcuHr):	91.10

Scenario 4: '2025 PM+Com Dev' (FG4: '2025 PM + committed dev', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	37
Change Point	0	30

Stage Stream: 2

Stage	1	2
Duration	14	44
Change Point	58	9

Stage Stream: 3

Stage	1	2
Duration	14	47
Change Point	56	4

Stage Stream: 4

Stage	2	3
Duration	29	32
Change Point	31	66

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	20	41

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	64	54

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	53
Change Point	11	24

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	12	2

Stage Stream: 3

Stage	1	2

Duration	53	7
Change Point	31	17

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	15	5

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	1	63

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**129.9%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**129.9%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	14	323	1900	396	81.6%	323	323
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	14	314	1100:1200	220+22	129.9 : 129.9%	314	242
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	48	706	1900	1293	54.6%	706	706
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	48	717	1900	1293	55.5%	717	717
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	48	75	1900	1293	5.8%	75	75
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	14	387	1900	396	97.8%	387	387
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	14	388	1900	396	98.0%	388	388
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	15	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	47	953	1900	1267	75.2%	953	953
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	47	360	1900	1267	23.2%	294	294
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	47	29	1900	1267	1.8%	23	23
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	29	473	1900	792	59.7%	473	473

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	29	460	1900	792	58.1%	460	460
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	32	644	1900	871	66.4%	578	578
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	32	417	1900	871	47.1%	411	411
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	634	1900	1478	38.4%	568	568
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	276	1900	396	69.7%	276	276
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	325	1900	396	82.1%	325	325
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	19	511	1900	528	96.8%	511	511
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	510	1900	528	96.6%	510	510
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	74	1900	528	14.0%	74	74
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	43	671	1900	1161	57.8%	671	671
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	236	1900	1161	20.3%	236	236
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	208	1900	1161	17.9%	208	208
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	483	1900	1240	38.9%	483	483

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	758	1900	1240	60.6%	752	752
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	119	1900	1240	9.6%	119	119
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**65.6%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	53	879	1800	1350	65.1%	879	879
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	986	1900	1504	65.6%	986	986
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	7	62	1800	200	31.0%	62	62
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	464	1900	1425	32.6%	464	464
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	447	1900	1425	31.4%	447	447
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	7	22	1900	211	10.4%	22	22
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	30	1900	1531	2.0%	30	30
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**74.4%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	56	1800	497	11.3%	56	56
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	1036	1900:1700	1306+86	74.4 : 74.4%	1036	1036
2/3	Ahead	U	2:5	N/A	C2:L	52	20	1900	1399	1.4%	20	20

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**41**	**15**	**0**	**35.1**	**87.5**	**0.0**	**122.6**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**32.9**	**83.3**	**0.0**	**116.3**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.4	2.1	-	4.5	50.6	6.1	2.1	8.2	
1/2+1/3	-	-	-	5.3	38.2	-	43.5	498.5	8.0	38.2	46.3	
2/1	-	-	-	0.2	0.6	-	0.8	4.0	0.8	0.6	1.4	
2/2	-	-	-	0.1	0.6	-	0.7	3.4	0.3	0.6	0.9	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	3.0	7.9	-	10.9	101.6	7.6	7.9	15.5	
3/2	-	-	-	3.1	8.1	-	11.1	103.4	7.7	8.1	15.7	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.8	1.5	-	2.3	8.6	6.5	1.5	8.0	

4/2	-	-	-	0.3	0.2	-	0.5	6.0	4.3	0.2	4.5	
4/3	-	-	-	0.0	0.0	-	0.0	7.4	0.3	0.0	0.3	
5/1	-	-	-	1.7	0.7	-	2.5	18.7	4.8	0.7	5.6	
5/2	-	-	-	1.6	0.7	-	2.3	17.7	4.4	0.7	5.1	
6/1	-	-	-	0.4	1.0	-	1.4	8.6	6.0	1.0	6.9	
6/2	-	-	-	0.3	0.4	-	0.7	6.1	7.6	0.4	8.0	
7/1	-	-	-	0.2	0.3	-	0.5	3.0	1.1	0.3	1.4	
8/1	-	-	-	2.0	1.1	-	3.2	41.1	5.1	1.1	6.2	
8/2	-	-	-	2.5	2.2	-	4.6	51.2	6.1	2.2	8.3	
9/1	-	-	-	3.6	7.9	-	11.5	81.1	10.1	7.9	17.9	
9/2	-	-	-	3.6	7.7	-	11.3	80.0	10.1	7.7	17.7	
9/3	-	-	-	0.4	0.1	-	0.5	23.5	1.1	0.1	1.2	
10/1	-	-	-	0.9	0.7	-	1.6	8.8	6.8	0.7	7.5	
10/2	-	-	-	0.0	0.1	-	0.2	2.4	1.1	0.1	1.3	
10/3	-	-	-	0.0	0.1	-	0.1	2.5	1.6	0.1	1.7	
12/1	-	-	-	0.1	0.3	-	0.4	2.9	2.2	0.3	2.6	
12/2	-	-	-	0.4	0.8	-	1.1	5.4	4.3	0.8	5.1	
12/3	-	-	-	0.0	0.1	-	0.1	2.2	0.6	0.1	0.6	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**1.9**	**2.6**	**0.0**	**4.6**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.1	0.9	-	2.0	8.2	8.5	0.9	9.5	
2/1	-	-	-	0.0	0.9	-	1.0	3.6	0.2	0.9	1.1	
2/2	-	-	-	0.5	0.2	-	0.7	39.9	1.0	0.2	1.2	
4/1	-	-	-	0.1	0.2	-	0.3	2.5	0.7	0.2	0.9	
4/2	-	-	-	0.1	0.2	-	0.3	2.8	1.2	0.2	1.5	
5/1	-	-	-	0.2	0.1	-	0.2	38.4	0.4	0.1	0.4	
6/1	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
J3: McDonald's	**41**	**15**	**0**	**0.2**	**1.5**	**0.0**	**1.7**	**-**	**-**	**-**	**-**	
1/1	41	15	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1	
2/2+2/1	-	-	-	0.2	1.4	-	1.6	5.7	7.7	1.4	9.1	
2/3	-	-	-	0.0	0.0	-	0.0	5.2	0.2	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1 PRC for Signalled Lanes (%):	-7.6	Total Delay for Signalled Lanes (pcuHr):	25.26	Cycle Time (s): 72
C1 - Stairfoot Rbt	Stream: 2 PRC for Signalled Lanes (%):	-44.4	Total Delay for Signalled Lanes (pcuHr):	49.52	Cycle Time (s): 72
C1 - Stairfoot Rbt	Stream: 3 PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	24.88	Cycle Time (s): 72
C1 - Stairfoot Rbt	Stream: 4 PRC for Signalled Lanes (%):	35.6	Total Delay for Signalled Lanes (pcuHr):	6.80	Cycle Time (s): 72
C1 - Stairfoot Rbt	Stream: 5 PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	9.37	Cycle Time (s): 72
C1 - Stairfoot Rbt	Stream: 6 PRC for Signalled Lanes (%):	134.1	Total Delay for Signalled Lanes (pcuHr):	0.47	Cycle Time (s): 72
C2 - Wombwell Lane	Stream: 1 PRC for Signalled Lanes (%):	38.2	Total Delay for Signalled Lanes (pcuHr):	2.69	Cycle Time (s): 72
C2 - Wombwell Lane	Stream: 2 PRC for Signalled Lanes (%):	37.3	Total Delay for Signalled Lanes (pcuHr):	0.98	Cycle Time (s): 72
C2 - Wombwell Lane	Stream: 3 PRC for Signalled Lanes (%):	176.4	Total Delay for Signalled Lanes (pcuHr):	0.90	Cycle Time (s): 72
C2 - Wombwell Lane	Stream: 4 PRC for Signalled Lanes (%):	4491.6	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s): 72
C2 - Wombwell Lane	Stream: 5 PRC for Signalled Lanes (%):	20.9	Total Delay for Signalled Lanes (pcuHr):	1.67	Cycle Time (s): 72
	PRC Over All Lanes (%):	-44.4	Total Delay Over All Lanes(pcuHr):	122.61	

Scenario 5: '2025 AM+Com Dev+270' (FG5: '2025 AM + committed dev + 270', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	41
Change Point	0	26

Stage Stream: 2

Stage	1	2
Duration	15	43
Change Point	57	9

Stage Stream: 3

Stage	1	2
Duration	18	43
Change Point	47	71

Stage Stream: 4

Stage	2	3
Duration	29	32
Change Point	19	54

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	16	37

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	52	42

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	53
Change Point	70	11

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	11	1

Stage Stream: 3

Stage	1	2

Duration	53	7
Change Point	17	3

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	2	64

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	1	63

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**108.5%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**108.5%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	15	318	1900	422	75.3%	318	318
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	15	288	1100:1200	230+35	108.5 : 108.5%	288	265
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	47	530	1900	1267	41.8%	530	530
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	47	553	1900	1267	43.7%	553	553
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	47	90	1900	1267	7.1%	90	90
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	18	502	1900	501	100.1%	502	501
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	18	503	1900	501	100.3%	503	501
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	19	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	43	748	1900	1161	64.4%	748	748
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	43	339	1900	1161	27.5%	319	319
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	43	39	1900	1161	3.1%	36	36
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	29	508	1900	792	64.2%	508	508

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	29	417	1900	792	52.7%	417	417
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	32	719	1900	871	80.3%	699	699
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	32	542	1900	871	61.7%	537	537
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	594	1900	1478	38.9%	575	575
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	279	1900	396	70.5%	279	279
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	269	1900	396	68.0%	269	269
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	15	414	1900	422	98.1%	414	414
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	413	1900	422	97.8%	413	413
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	86	1900	422	20.4%	86	86
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	47	817	1900	1267	64.4%	816	816
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	194	1900	1267	15.3%	194	194
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	144	1900	1267	11.4%	144	144
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	633	1900	1240	51.0%	633	633

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	890	1900	1240	71.4%	885	885
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	69	1900	1240	5.6%	69	69
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**66.0%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	53	891	1800	1350	66.0%	891	891
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	810	1900	1504	53.8%	810	810
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	7	52	1800	200	25.9%	52	52
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	495	1900	1425	34.7%	495	495
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	402	1900	1425	28.2%	402	402
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	7	28	1900	211	13.3%	28	28
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	46	1900	1531	3.0%	46	46
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**60.4%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	40	1800	534	7.5%	40	40
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	840	1900:1700	1312+80	60.4 : 60.3%	840	840
2/3	Ahead	U	2:5	N/A	C2:L	52	30	1900	1399	2.1%	30	30

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**29**	**11**	**0**	**34.8**	**71.4**	**0.0**	**106.2**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**32.3**	**68.3**	**0.0**	**100.7**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.3	1.5	-	3.8	43.0	5.9	1.5	7.4	
1/2+1/3	-	-	-	3.0	15.8	-	18.9	235.7	6.0	15.8	21.8	
2/1	-	-	-	0.1	0.4	-	0.4	2.8	0.2	0.4	0.5	
2/2	-	-	-	0.0	0.4	-	0.4	2.6	0.0	0.4	0.4	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	3.7	11.4	-	15.1	108.1	10.1	11.4	21.4	
3/2	-	-	-	3.8	11.6	-	15.4	110.2	10.1	11.6	21.7	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.5	0.9	-	1.4	6.9	5.7	0.9	6.6	

4/2	-	-	-	0.1	0.2	-	0.3	3.5	3.2	0.2	3.4	
4/3	-	-	-	0.0	0.0	-	0.0	4.9	0.4	0.0	0.4	
5/1	-	-	-	1.8	0.9	-	2.7	19.3	5.5	0.9	6.4	
5/2	-	-	-	1.4	0.6	-	2.0	17.3	4.2	0.6	4.8	
6/1	-	-	-	1.0	2.0	-	3.0	15.6	9.2	2.0	11.2	
6/2	-	-	-	0.0	0.8	-	0.8	5.6	0.6	0.8	1.4	
7/1	-	-	-	0.1	0.3	-	0.5	2.9	1.0	0.3	1.3	
8/1	-	-	-	2.1	1.2	-	3.2	41.6	5.1	1.2	6.3	
8/2	-	-	-	2.0	1.0	-	3.0	40.3	4.9	1.0	6.0	
9/1	-	-	-	3.2	8.3	-	11.5	100.2	8.2	8.3	16.5	
9/2	-	-	-	3.2	8.1	-	11.3	98.6	8.1	8.1	16.3	
9/3	-	-	-	0.5	0.1	-	0.7	28.2	1.4	0.1	1.5	
10/1	-	-	-	1.6	0.9	-	2.5	11.1	8.8	0.9	9.7	
10/2	-	-	-	0.0	0.1	-	0.1	2.3	1.2	0.1	1.3	
10/3	-	-	-	0.0	0.1	-	0.1	2.4	1.2	0.1	1.3	
12/1	-	-	-	0.6	0.5	-	1.1	6.3	5.9	0.5	6.4	
12/2	-	-	-	0.9	1.2	-	2.1	8.7	6.6	1.2	7.9	
12/3	-	-	-	0.1	0.0	-	0.1	6.2	0.9	0.0	0.9	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**2.0**	**2.3**	**0.0**	**4.3**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.1	1.0	-	2.1	8.4	8.7	1.0	9.6	
2/1	-	-	-	0.0	0.6	-	0.6	2.7	0.2	0.6	0.8	
2/2	-	-	-	0.5	0.2	-	0.7	46.9	1.0	0.2	1.2	
4/1	-	-	-	0.1	0.3	-	0.4	2.6	0.6	0.3	0.9	
4/2	-	-	-	0.0	0.2	-	0.2	2.2	0.3	0.2	0.5	
5/1	-	-	-	0.2	0.1	-	0.3	38.7	0.5	0.1	0.6	
6/1	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.1	
J3: McDonald's	**29**	**11**	**0**	**0.5**	**0.8**	**0.0**	**1.3**	**-**	**-**	**-**	**-**	
1/1	29	11	0	0.0	0.0	-	0.0	3.6	0.0	0.0	0.0	
2/2+2/1	-	-	-	0.4	0.8	-	1.2	5.2	7.0	0.8	7.8	
2/3	-	-	-	0.0	0.0	-	0.0	4.1	0.2	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1	PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	26.23
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 2	PRC for Signalled Lanes (%):	-20.5	Total Delay for Signalled Lanes (pcuHr):	23.50
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 3	PRC for Signalled Lanes (%):	-11.5	Total Delay for Signalled Lanes (pcuHr):	32.26
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 4	PRC for Signalled Lanes (%):	12.1	Total Delay for Signalled Lanes (pcuHr):	8.60
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 5	PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	9.60
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 6	PRC for Signalled Lanes (%):	131.5	Total Delay for Signalled Lanes (pcuHr):	0.46
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 1	PRC for Signalled Lanes (%):	36.4	Total Delay for Signalled Lanes (pcuHr):	2.74
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 2	PRC for Signalled Lanes (%):	67.1	Total Delay for Signalled Lanes (pcuHr):	0.61
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 3	PRC for Signalled Lanes (%):	159.1	Total Delay for Signalled Lanes (pcuHr):	0.91
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 4	PRC for Signalled Lanes (%):	2910.6	Total Delay for Signalled Lanes (pcuHr):	0.02
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 5	PRC for Signalled Lanes (%):	49.1	Total Delay for Signalled Lanes (pcuHr):	1.24
		Cycle Time (s):	72		
		PRC Over All Lanes (%):	-20.5	Total Delay Over All Lanes(pcuHr):	106.21

Scenario 6: '2025 PM+Com Dev+270' (FG6: '2025 PM + committed dev + 270', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	32
Change Point	0	35

Stage Stream: 2

Stage	1	2
Duration	14	44
Change Point	32	55

Stage Stream: 3

Stage	1	2
Duration	14	47
Change Point	0	20

Stage Stream: 4

Stage	2	3
Duration	29	32
Change Point	35	70

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	33	54

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	68	58

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	53
Change Point	15	28

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	29	19

Stage Stream: 3

Stage	1	2

Duration	53	7
Change Point	36	22

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	19	9

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	17	7

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**129.9%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**129.9%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	14	343	1900	396	86.7%	343	343
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	14	314	1100:1200	220+22	129.9 : 129.9%	314	242
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	48	724	1900	1293	56.0%	724	724
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	48	731	1900	1293	56.5%	731	731
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	48	75	1900	1293	5.8%	75	75
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	14	397	1900	396	100.3%	397	396
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	14	396	1900	396	100.0%	396	396
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	15	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	47	953	1900	1267	75.2%	953	953
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	47	360	1900	1267	23.2%	294	294
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	47	29	1900	1267	1.8%	23	23
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	29	477	1900	792	60.3%	477	477

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	29	456	1900	792	57.6%	456	456
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	32	654	1900	871	67.4%	587	587
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	32	425	1900	871	48.0%	418	418
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	635	1900	1478	38.5%	569	569
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	276	1900	396	69.7%	276	276
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	329	1900	396	83.1%	329	329
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	24	525	1900	660	79.6%	525	525
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	24	524	1900	660	79.4%	524	524
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	24	74	1900	660	11.2%	74	74
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	38	679	1900	1029	65.9%	679	679
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	38	240	1900	1029	23.3%	240	240
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	38	208	1900	1029	20.2%	208	208
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	496	1900	1240	39.9%	495	495

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	762	1900	1240	60.9%	755	755
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	119	1900	1240	9.6%	119	119
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**65.5%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	53	879	1800	1350	65.1%	879	879
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	986	1900	1504	65.5%	986	986
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	7	62	1800	200	31.0%	62	62
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	468	1900	1425	32.8%	468	468
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	443	1900	1425	31.1%	443	443
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	7	22	1900	211	10.4%	22	22
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	30	1900	1531	2.0%	30	30
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**74.4%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	56	1800	497	11.3%	56	56
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	1036	1900:1700	1306+86	74.4 : 74.4%	1036	1036
2/3	Ahead	U	2:5	N/A	C2:L	52	20	1900	1399	1.4%	20	20

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**41**	**15**	**0**	**36.0**	**81.4**	**0.0**	**117.5**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**33.7**	**77.3**	**0.0**	**111.0**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.6	2.9	-	5.5	58.2	6.6	2.9	9.5	
1/2+1/3	-	-	-	4.3	38.2	-	42.6	487.9	8.0	38.2	46.3	
2/1	-	-	-	0.5	0.6	-	1.2	5.8	3.9	0.6	4.5	
2/2	-	-	-	0.6	0.6	-	1.2	6.0	4.0	0.6	4.7	
2/3	-	-	-	0.0	0.0	-	0.1	2.8	0.1	0.0	0.1	
3/1	-	-	-	3.2	10.3	-	13.4	121.9	8.0	10.3	18.2	
3/2	-	-	-	3.1	10.0	-	13.1	119.4	7.9	10.0	17.9	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.7	1.5	-	2.2	8.2	9.8	1.5	11.3	

4/2	-	-	-	0.0	0.2	-	0.2	2.5	0.9	0.2	1.1
4/3	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
5/1	-	-	-	1.7	0.8	-	2.5	18.9	4.5	0.8	5.2
5/2	-	-	-	1.6	0.7	-	2.2	17.6	3.9	0.7	4.6
6/1	-	-	-	1.4	1.0	-	2.4	14.9	5.8	1.0	6.9
6/2	-	-	-	0.1	0.5	-	0.6	5.0	0.4	0.5	0.9
7/1	-	-	-	0.2	0.3	-	0.5	3.0	1.1	0.3	1.4
8/1	-	-	-	2.0	1.1	-	3.2	41.1	5.1	1.1	6.2
8/2	-	-	-	2.5	2.3	-	4.8	52.5	6.2	2.3	8.5
9/1	-	-	-	3.1	1.9	-	5.0	34.2	9.3	1.9	11.2
9/2	-	-	-	3.1	1.9	-	5.0	34.1	9.3	1.9	11.2
9/3	-	-	-	0.3	0.1	-	0.4	19.0	1.0	0.1	1.0
10/1	-	-	-	0.7	1.0	-	1.7	9.0	3.4	1.0	4.3
10/2	-	-	-	0.0	0.2	-	0.2	2.7	0.1	0.2	0.2
10/3	-	-	-	0.0	0.1	-	0.1	2.4	0.0	0.1	0.2
12/1	-	-	-	0.6	0.3	-	0.9	6.8	5.1	0.3	5.4
12/2	-	-	-	1.0	0.8	-	1.8	8.3	6.7	0.8	7.5
12/3	-	-	-	0.2	0.1	-	0.2	6.9	1.7	0.1	1.7
16/1	-	-	-	-	-	-	-	-	-	-	-
J2: Wombwell Lane	**0**	**0**	**0**	**2.1**	**2.6**	**0.0**	**4.8**	**-**	**-**	**-**	**-**
1/1	-	-	-	1.1	0.9	-	2.0	8.2	8.5	0.9	9.5
2/1	-	-	-	0.0	0.9	-	1.0	3.6	0.3	0.9	1.2
2/2	-	-	-	0.6	0.2	-	0.9	49.5	1.2	0.2	1.4
4/1	-	-	-	0.1	0.2	-	0.3	2.5	0.8	0.2	1.1
4/2	-	-	-	0.1	0.2	-	0.4	2.9	1.7	0.2	1.9
5/1	-	-	-	0.2	0.1	-	0.2	38.4	0.4	0.1	0.4
6/1	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
J3: McDonald's	**41**	**15**	**0**	**0.2**	**1.5**	**0.0**	**1.7**	**-**	**-**	**-**	**-**
1/1	41	15	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1
2/2+2/1	-	-	-	0.2	1.4	-	1.7	5.8	10.3	1.4	11.8
2/3	-	-	-	0.0	0.0	-	0.0	5.1	0.2	0.0	0.2

C1 - Stairfoot Rbt	Stream: 1	PRC for Signalled Lanes (%):	13.1	Total Delay for Signalled Lanes (pcuHr):	12.36
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 2	PRC for Signalled Lanes (%):	-44.4	Total Delay for Signalled Lanes (pcuHr):	50.54
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 3	PRC for Signalled Lanes (%):	-11.4	Total Delay for Signalled Lanes (pcuHr):	28.96
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 4	PRC for Signalled Lanes (%):	33.5	Total Delay for Signalled Lanes (pcuHr):	7.74
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 5	PRC for Signalled Lanes (%):	8.3	Total Delay for Signalled Lanes (pcuHr):	10.87
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 6	PRC for Signalled Lanes (%):	133.8	Total Delay for Signalled Lanes (pcuHr):	0.48
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 1	PRC for Signalled Lanes (%):	38.2	Total Delay for Signalled Lanes (pcuHr):	2.86
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 2	PRC for Signalled Lanes (%):	37.3	Total Delay for Signalled Lanes (pcuHr):	0.99
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 3	PRC for Signalled Lanes (%):	174.0	Total Delay for Signalled Lanes (pcuHr):	0.91
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 4	PRC for Signalled Lanes (%):	4497.1	Total Delay for Signalled Lanes (pcuHr):	0.01
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 5	PRC for Signalled Lanes (%):	21.0	Total Delay for Signalled Lanes (pcuHr):	1.68
		Cycle Time (s):	72		
		PRC Over All Lanes (%):	-44.4	Total Delay Over All Lanes(pcuHr):	117.47

Scenario 7: '2025 AM+Com Dev+470' (FG7: '2025 AM + committed dev + 470', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	41
Change Point	0	26

Stage Stream: 2

Stage	1	2
Duration	15	43
Change Point	57	9

Stage Stream: 3

Stage	1	2
Duration	18	43
Change Point	46	70

Stage Stream: 4

Stage	2	3
Duration	29	32
Change Point	18	53

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	15	36

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	51	41

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	53
Change Point	69	10

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	12	2

Stage Stream: 3

Stage	1	2

Duration	53	7
Change Point	17	3

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	60	50

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	1	63

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**108.2%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**108.2%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	15	323	1900	422	76.5%	323	323
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	15	288	1100:1200	230+36	108.2 : 108.2%	288	266
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	47	534	1900	1267	42.2%	534	534
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	47	558	1900	1267	44.1%	558	558
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	47	90	1900	1267	7.1%	90	90
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	18	521	1900	501	103.9%	521	501
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	18	523	1900	501	104.3%	523	501
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	19	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	43	748	1900	1161	64.4%	748	748
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	43	338	1900	1161	27.5%	319	319
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	43	40	1900	1161	3.2%	37	37
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	29	508	1900	792	64.2%	508	508

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	29	417	1900	792	52.7%	417	417
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	32	737	1900	871	80.7%	703	703
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	32	563	1900	871	61.8%	538	538
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	596	1900	1478	38.8%	573	573
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	279	1900	396	70.5%	279	279
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	270	1900	396	68.2%	270	270
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	15	418	1900	422	99.0%	418	418
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	417	1900	422	98.8%	417	417
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	86	1900	422	20.4%	86	86
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	47	833	1900	1267	64.8%	821	821
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	194	1900	1267	15.3%	194	194
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	145	1900	1267	11.4%	145	145
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	649	1900	1240	51.4%	638	638

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	911	1900	1240	71.5%	886	886
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	69	1900	1240	5.6%	69	69
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**66.0%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	53	891	1800	1350	66.0%	891	891
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	810	1900	1504	53.7%	807	807
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	7	52	1800	200	25.7%	51	51
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	495	1900	1425	34.7%	495	495
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	402	1900	1425	28.2%	402	402
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	7	28	1900	211	13.3%	28	28
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	46	1900	1531	3.0%	45	45
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**60.1%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	40	1800	535	7.5%	40	40
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	840	1900:1700	1312+80	60.1 : 59.6%	837	837
2/3	Ahead	U	2:5	N/A	C2:L	52	30	1900	1399	2.1%	29	29

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**29**	**11**	**0**	**36.9**	**85.5**	**0.0**	**122.4**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**34.4**	**82.4**	**0.0**	**116.8**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.4	1.6	-	3.9	43.8	6.0	1.6	7.6	
1/2+1/3	-	-	-	3.0	15.5	-	18.5	231.9	6.0	15.5	21.5	
2/1	-	-	-	0.0	0.4	-	0.4	2.8	0.2	0.4	0.5	
2/2	-	-	-	0.0	0.4	-	0.4	2.6	0.0	0.4	0.4	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	4.7	17.3	-	22.0	152.0	11.1	17.3	28.4	
3/2	-	-	-	4.8	18.0	-	22.8	157.1	11.2	18.0	29.2	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.5	0.9	-	1.4	6.6	5.7	0.9	6.6	

4/2	-	-	-	0.1	0.2	-	0.3	3.0	2.3	0.2	2.5	
4/3	-	-	-	0.0	0.0	-	0.0	4.3	0.4	0.0	0.4	
5/1	-	-	-	1.8	0.9	-	2.7	19.4	5.5	0.9	6.4	
5/2	-	-	-	1.4	0.6	-	2.0	17.3	4.0	0.6	4.6	
6/1	-	-	-	1.2	2.0	-	3.2	16.3	9.7	2.0	11.7	
6/2	-	-	-	0.1	0.8	-	0.9	5.7	0.6	0.8	1.4	
7/1	-	-	-	0.1	0.3	-	0.5	2.9	1.0	0.3	1.3	
8/1	-	-	-	2.1	1.2	-	3.2	41.6	5.1	1.2	6.3	
8/2	-	-	-	2.0	1.1	-	3.0	40.4	5.0	1.1	6.0	
9/1	-	-	-	3.2	9.2	-	12.5	107.3	8.2	9.2	17.5	
9/2	-	-	-	3.2	9.0	-	12.2	105.5	8.2	9.0	17.2	
9/3	-	-	-	0.5	0.1	-	0.7	28.2	1.4	0.1	1.5	
10/1	-	-	-	1.6	0.9	-	2.5	11.0	8.6	0.9	9.5	
10/2	-	-	-	0.1	0.1	-	0.1	2.7	1.8	0.1	1.8	
10/3	-	-	-	0.1	0.1	-	0.1	2.9	1.7	0.1	1.8	
12/1	-	-	-	0.6	0.5	-	1.1	6.3	5.9	0.5	6.4	
12/2	-	-	-	0.9	1.2	-	2.1	8.7	6.6	1.2	7.9	
12/3	-	-	-	0.1	0.0	-	0.1	6.2	0.9	0.0	0.9	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**2.0**	**2.3**	**0.0**	**4.2**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.1	1.0	-	2.1	8.4	8.7	1.0	9.6	
2/1	-	-	-	0.0	0.6	-	0.6	2.7	0.2	0.6	0.7	
2/2	-	-	-	0.5	0.2	-	0.7	45.9	1.0	0.2	1.2	
4/1	-	-	-	0.1	0.3	-	0.4	2.6	0.7	0.3	1.0	
4/2	-	-	-	0.0	0.2	-	0.2	2.1	0.6	0.2	0.8	
5/1	-	-	-	0.2	0.1	-	0.3	38.7	0.5	0.1	0.6	
6/1	-	-	-	0.0	0.0	-	0.0	1.7	0.1	0.0	0.1	
J3: McDonald's	**29**	**11**	**0**	**0.5**	**0.8**	**0.0**	**1.3**	**-**	**-**	**-**	**-**	
1/1	29	11	0	0.0	0.0	-	0.0	3.6	0.0	0.0	0.0	
2/2+2/1	-	-	-	0.5	0.8	-	1.2	5.3	7.1	0.8	7.9	
2/3	-	-	-	0.0	0.0	-	0.0	4.1	0.2	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1 PRC for Signalled Lanes (%):	-10.0	Total Delay for Signalled Lanes (pcuHr):	28.14
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 2 PRC for Signalled Lanes (%):	-20.2	Total Delay for Signalled Lanes (pcuHr):	23.33
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 3 PRC for Signalled Lanes (%):	-15.9	Total Delay for Signalled Lanes (pcuHr):	46.50
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 4 PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	8.79
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 5 PRC for Signalled Lanes (%):	25.9	Total Delay for Signalled Lanes (pcuHr):	9.63
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 6 PRC for Signalled Lanes (%):	132.2	Total Delay for Signalled Lanes (pcuHr):	0.46
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 1 PRC for Signalled Lanes (%):	36.4	Total Delay for Signalled Lanes (pcuHr):	2.73
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 2 PRC for Signalled Lanes (%):	67.7	Total Delay for Signalled Lanes (pcuHr):	0.60
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 3 PRC for Signalled Lanes (%):	159.1	Total Delay for Signalled Lanes (pcuHr):	0.89
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 4 PRC for Signalled Lanes (%):	2931.8	Total Delay for Signalled Lanes (pcuHr):	0.02
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 5 PRC for Signalled Lanes (%):	49.7	Total Delay for Signalled Lanes (pcuHr):	1.28
	Cycle Time (s):	72		
	PRC Over All Lanes (%):	-20.2	Total Delay Over All Lanes(pcuHr):	122.40

Scenario 8: '2025 PM+Com Dev+470' (FG8: '2025 PM + committed dev + 470', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	37
Change Point	0	30

Stage Stream: 2

Stage	1	2
Duration	14	44
Change Point	59	10

Stage Stream: 3

Stage	1	2
Duration	14	47
Change Point	55	3

Stage Stream: 4

Stage	2	3
Duration	29	32
Change Point	27	62

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	19	40

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	60	50

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	53
Change Point	7	20

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	11	1

Stage Stream: 3

Stage	1	2

Duration	53	7
Change Point	28	14

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	4	66

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	0	62

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**129.9%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**129.9%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	14	359	1900	396	90.7%	359	359
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	14	314	1100:1200	220+22	129.9 : 129.9%	314	242
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	48	733	1900	1293	56.2%	726	726
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	48	744	1900	1293	57.1%	738	738
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	48	75	1900	1293	5.8%	75	75
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	14	402	1900	396	101.6%	402	396
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	14	403	1900	396	101.8%	403	396
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	15	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	47	953	1900	1267	74.8%	947	947
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	47	360	1900	1267	23.2%	294	294
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	47	29	1900	1267	1.8%	23	23
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	29	474	1900	792	59.9%	474	474

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	29	459	1900	792	58.0%	459	459
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	32	659	1900	871	67.6%	588	588
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	32	432	1900	871	48.0%	418	418
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	636	1900	1478	38.5%	568	568
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	276	1900	396	69.7%	276	276
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	331	1900	396	83.6%	331	331
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	19	535	1900	528	101.4%	535	528
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	534	1900	528	101.2%	534	528
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	74	1900	528	14.0%	74	74
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	43	683	1900	1161	58.6%	680	680
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	239	1900	1161	20.6%	239	239
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	211	1900	1161	18.2%	211	211
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	497	1900	1240	39.8%	494	494

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	772	1900	1240	61.1%	758	758
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	119	1900	1240	9.6%	119	119
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**65.1%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	53	879	1800	1350	65.1%	879	879
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	986	1900	1504	65.1%	979	979
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	7	62	1800	200	30.9%	62	62
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	465	1900	1425	32.6%	465	465
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	446	1900	1425	31.3%	446	446
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	7	22	1900	211	10.4%	22	22
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	30	1900	1531	1.9%	30	30
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**74.0%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	56	1800	498	11.2%	56	56
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	1036	1900:1700	1306+86	73.9 : 74.0%	1029	1029
2/3	Ahead	U	2:5	N/A	C2:L	52	20	1900	1399	1.4%	20	20

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**41**	**15**	**0**	**37.1**	**108.6**	**0.0**	**145.7**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**34.9**	**104.5**	**0.0**	**139.4**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.8	4.0	-	6.8	68.0	7.0	4.0	11.0	
1/2+1/3	-	-	-	5.2	38.2	-	43.5	498.3	8.0	38.2	46.3	
2/1	-	-	-	0.1	0.6	-	0.8	3.8	1.1	0.6	1.7	
2/2	-	-	-	0.0	0.7	-	0.7	3.5	0.2	0.7	0.9	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	3.4	11.7	-	15.1	135.4	8.2	11.7	19.8	
3/2	-	-	-	3.5	12.0	-	15.5	138.2	8.2	12.0	20.2	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.6	1.5	-	2.1	7.8	6.1	1.5	7.6	

4/2	-	-	-	0.2	0.2	-	0.4	4.5	4.0	0.2	4.2	
4/3	-	-	-	0.0	0.0	-	0.0	6.1	0.3	0.0	0.3	
5/1	-	-	-	1.7	0.7	-	2.5	18.8	4.5	0.7	5.2	
5/2	-	-	-	1.6	0.7	-	2.3	17.7	4.0	0.7	4.7	
6/1	-	-	-	0.4	1.0	-	1.5	9.0	4.3	1.0	5.3	
6/2	-	-	-	0.0	0.5	-	0.5	4.0	0.2	0.5	0.7	
7/1	-	-	-	0.2	0.3	-	0.5	3.0	1.1	0.3	1.4	
8/1	-	-	-	2.0	1.1	-	3.2	41.1	5.1	1.1	6.2	
8/2	-	-	-	2.5	2.4	-	4.9	53.2	6.3	2.4	8.7	
9/1	-	-	-	4.1	13.5	-	17.6	118.6	10.8	13.5	24.4	
9/2	-	-	-	4.1	13.2	-	17.3	116.5	10.8	13.2	24.0	
9/3	-	-	-	0.4	0.1	-	0.5	23.5	1.1	0.1	1.2	
10/1	-	-	-	1.1	0.7	-	1.8	9.5	6.9	0.7	7.6	
10/2	-	-	-	0.0	0.1	-	0.2	2.7	1.6	0.1	1.7	
10/3	-	-	-	0.1	0.1	-	0.2	3.0	2.2	0.1	2.3	
12/1	-	-	-	0.2	0.3	-	0.5	3.8	3.4	0.3	3.7	
12/2	-	-	-	0.5	0.8	-	1.2	5.9	5.0	0.8	5.8	
12/3	-	-	-	0.1	0.1	-	0.1	3.3	1.1	0.1	1.2	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**2.0**	**2.6**	**0.0**	**4.6**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.1	0.9	-	2.0	8.2	8.5	0.9	9.5	
2/1	-	-	-	0.0	0.9	-	1.0	3.5	0.2	0.9	1.1	
2/2	-	-	-	0.5	0.2	-	0.7	41.6	1.0	0.2	1.2	
4/1	-	-	-	0.1	0.2	-	0.3	2.5	0.8	0.2	1.0	
4/2	-	-	-	0.1	0.2	-	0.4	2.9	1.7	0.2	1.9	
5/1	-	-	-	0.2	0.1	-	0.2	38.4	0.4	0.1	0.4	
6/1	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	
J3: McDonald's	**41**	**15**	**0**	**0.2**	**1.5**	**0.0**	**1.7**	**-**	**-**	**-**	**-**	
1/1	41	15	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1	
2/2+2/1	-	-	-	0.2	1.4	-	1.6	5.6	7.2	1.4	8.6	
2/3	-	-	-	0.0	0.0	-	0.0	5.1	0.2	0.0	0.2	

C1 - Stairfoot Rbt Stream: 1 PRC for Signalled Lanes (%): -12.6 Total Delay for Signalled Lanes (pcuHr): 37.52
Cycle Time (s): 72
C1 - Stairfoot Rbt Stream: 2 PRC for Signalled Lanes (%): -44.4 Total Delay for Signalled Lanes (pcuHr): 51.76
Cycle Time (s): 72
C1 - Stairfoot Rbt Stream: 3 PRC for Signalled Lanes (%): -13.1 Total Delay for Signalled Lanes (pcuHr): 33.05
Cycle Time (s): 72
C1 - Stairfoot Rbt Stream: 4 PRC for Signalled Lanes (%): 33.2 Total Delay for Signalled Lanes (pcuHr): 6.67
Cycle Time (s): 72
C1 - Stairfoot Rbt Stream: 5 PRC for Signalled Lanes (%): 7.6 Total Delay for Signalled Lanes (pcuHr): 9.93
Cycle Time (s): 72
C1 - Stairfoot Rbt Stream: 6 PRC for Signalled Lanes (%): 134.0 Total Delay for Signalled Lanes (pcuHr): 0.48
Cycle Time (s): 72
C2 - Wombwell Lane Stream: 1 PRC for Signalled Lanes (%): 38.2 Total Delay for Signalled Lanes (pcuHr): 2.72
Cycle Time (s): 72
C2 - Wombwell Lane Stream: 2 PRC for Signalled Lanes (%): 38.2 Total Delay for Signalled Lanes (pcuHr): 0.96
Cycle Time (s): 72
C2 - Wombwell Lane Stream: 3 PRC for Signalled Lanes (%): 175.8 Total Delay for Signalled Lanes (pcuHr): 0.91
Cycle Time (s): 72
C2 - Wombwell Lane Stream: 4 PRC for Signalled Lanes (%): 4520.0 Total Delay for Signalled Lanes (pcuHr): 0.01
Cycle Time (s): 72
C2 - Wombwell Lane Stream: 5 PRC for Signalled Lanes (%): 21.6 Total Delay for Signalled Lanes (pcuHr): 1.63
Cycle Time (s): 72
PRC Over All Lanes (%): -44.4 Total Delay Over All Lanes(pcuHr): 145.70

Appendix E

LinSig Output Stairfoot Roundabout 2034

Full Input Data And Results

User and Project Details

Project:	**Stairfoot Roundabout**
Title:	
Location:	
Client:	Paragon Highways
Site Ref(s):	N11111 & N11114
Model Assumptions:	Bus lanes run very infrequently and so have been ignored for the purposes of this assessment. Green times and overall cycle time are based on averages taken from UTC DSSG data. Grange Lane is difficult to model due to lane arrangement, i.e. long lane flaring to 2 shorter lanes. An overall SAT flow has been allocated to this approach based on site observations and registered queue lengths

Network Layout Diagram

C1 - Stairfoot Rbt
Phase Diagram

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		10	4
C	Pedestrian	1		7	7
D	Traffic	2		7	7
E	Traffic	2		10	6
F	Pedestrian	2		7	7
G	Traffic	3		7	7
H	Traffic	3		5	5
I	Traffic	3		10	10
J	Pedestrian	3		4	4
K	Pedestrian	3		4	4
L	Traffic	4		5	5
M	Traffic	4		7	7
N	Traffic	4		10	10
O	Pedestrian	4		4	4
P	Pedestrian	4		4	4
Q	Traffic	5		7	7
R	Traffic	5		10	10
S	Traffic	5		5	5
T	Pedestrian	5		5	5
U	Traffic	6		7	7
V	Pedestrian	6		5	5

Phase Intergreens Matrix

		Starting Phase																					
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
Terminating Phase	A		5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	11	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	D	-	-	-		5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	-	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	F	-	-	-	9	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	G	-	-	-	-	-	-		-	5	5	-	-	-	-	-	-	-	-	-	-	-	-
	H	-	-	-	-	-	-	-		5	-	5	-	-	-	-	-	-	-	-	-	-	-
	I	-	-	-	-	-	-	5	5		-	-	-	-	-	-	-	-	-	-	-	-	-
	J	-	-	-	-	-	-	6	-	-		-	-	-	-	-	-	-	-	-	-	-	-
	K	-	-	-	-	-	-	-	5	-	-		-	-	-	-	-	-	-	-	-	-	-
	L	-	-	-	-	-	-	-	-	-	-	-		5	5	5	-	-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	-	-	-	5		5	-	5	-	-	-	-	-	-
	N	-	-	-	-	-	-	-	-	-	-	-	5	5		-	-	-	-	-	-	-	-
	O	-	-	-	-	-	-	-	-	-	-	-	5	-	-		-	-	-	-	-	-	-
	P	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-		-	-	-	-	-	-
	Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		5	7	5	-	-
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5		6	-	-	-
	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5		-	-	-
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-	-		-	-
	U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		5
	V	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B C
2	1	D
2	2	E F
3	1	G H
3	2	I J K

4	1	L P
4	2	M O
4	3	N O P
5	1	Q
5	2	R T
5	3	S T
6	1	U
6	2	V

Stage Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Phase Delays
Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	B	Losing	6	6

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	E	Losing	4	4

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 5

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 6

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

C2 - Wombwell Lane
Phase Diagram

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Pedestrian	1		5	5
D	Pedestrian	1		5	5

E	Traffic	2		7	7
F	Pedestrian	2		5	5
G	Traffic	3		7	7
H	Traffic	3		7	7
I	Pedestrian	3		5	5
J	Traffic	4		7	7
K	Pedestrian	4		5	5
L	Traffic	5		7	7
M	Pedestrian	5		5	5

Phase Intergreens Matrix

		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		5	5	-	-	-	-	-	-	-	-	-	-
	B	5		-	5	-	-	-	-	-	-	-	-	-
	C	6	-		-	-	-	-	-	-	-	-	-	-
	D	-	6	-		-	-	-	-	-	-	-	-	-
	E	-	-	-	-		5	-	-	-	-	-	-	-
	F	-	-	-	-	6		-	-	-	-	-	-	-
	G	-	-	-	-	-	-		5	-	-	-	-	-
	H	-	-	-	-	-	-	5		5	-	-	-	-
	I	-	-	-	-	-	-	-	7		-	-	-	-
	J	-	-	-	-	-	-	-	-	-		5	-	-
	K	-	-	-	-	-	-	-	-	-	5		-	-
	L	-	-	-	-	-	-	-	-	-	-	-		5
	M	-	-	-	-	-	-	-	-	-	-	-	10	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A D
1	2	B C
2	1	E
2	2	F
3	1	G I
3	2	H
4	1	J
4	2	K
5	1	L
5	2	M

Stage Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 5

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Give-Way Lane Input Data

Junction: J1: Stairfoot Roundabout
There are no Opposed Lanes in this Junction

Junction: J2: Wombwell Lane
There are no Opposed Lanes in this Junction

Junction: J3: McDonald's

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:1/1 (Access)	J2:2/1 (Left)	715	0	J3:2/2	0.22	All	-	-	-	-	-
				J3:2/3	0.22	All					
	J2:2/2 (Left)	715	0	J3:2/2	0.22	All					
				J3:2/3	0.22	All					

Lane Input Data

Junction: J1: Stairfoot Roundabout

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A633 Grange Lane)	U	D	2	3	60.0	User	1900	-	-	-	-	-
J1:1/2 (A633 Grange Lane)	U	D	2	3	60.0	User	1100	-	-	-	-	-
J1:1/3 (A633 Grange Lane)	U	D	2	3	3.0	User	1200	-	-	-	-	-
J1:2/1 (Internal at Grange Lane)	U	E	2	3	8.3	User	1900	-	-	-	-	-
J1:2/2 (Internal at Grange Lane)	U	E	2	3	8.5	User	1900	-	-	-	-	-

J1:2/3 (Internal at Grange Lane)	U	E	2	3	8.7	User	1900	-	-	-	-	-
J1:3/1 (A635 Doncaster Rd Inbound)	U	G	2	3	60.0	User	1900	-	-	-	-	-
J1:3/2 (A635 Doncaster Rd Inbound)	U	G	2	3	60.0	User	1900	-	-	-	-	-
J1:3/3 (A635 Doncaster Rd Inbound)	U	H	2	3	60.0	User	1900	-	-	-	-	-
J1:4/1 (Internal at Doncaster Rd IB)	U	I	2	3	7.8	User	1900	-	-	-	-	-
J1:4/2 (Internal at Doncaster Rd IB)	U	I	2	3	7.7	User	1900	-	-	-	-	-
J1:4/3 (Internal at Doncaster Rd IB)	U	I	2	3	7.5	User	1900	-	-	-	-	-
J1:5/1 (Bleachcroft Way)	U	M	2	3	15.7	User	1900	-	-	-	-	-
J1:5/2 (Bleachcroft Way)	U	M	2	3	15.7	User	1900	-	-	-	-	-
J1:6/1 (Internal at Bleachcroft Way)	U	N	2	3	9.0	User	1900	-	-	-	-	-
J1:6/2 (Internal at Bleachcroft Way)	U	N	2	3	10.4	User	1900	-	-	-	-	-
J1:7/1 (Hunningley Lane Exit)	U	U	2	3	4.7	User	1900	-	-	-	-	-

J1:8/1 (B6100 Hunningley Road)	U	Q	2	3	60.0	User	1900	-	-	-	-	-
J1:8/2 (B6100 Hunningley Road)	U	Q	2	3	60.0	User	1900	-	-	-	-	-
J1:9/1 (A635 Doncaster Road Outbound)	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:9/2 (A635 Doncaster Road Outbound)	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:9/3 (A635 Doncaster Road Outbound)	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:10/1 (Internal at Doncaster Rd OB)	U	B	2	3	9.4	User	1900	-	-	-	-	-
J1:10/2 (Internal at Doncaster Rd OB)	U	B	2	3	9.0	User	1900	-	-	-	-	-
J1:10/3 (Internal at Doncaster Rd OB)	U	B	2	3	8.5	User	1900	-	-	-	-	-
J1:12/1 (Internal at Hunningley Ln)	U	R	2	3	10.3	User	1900	-	-	-	-	-
J1:12/2 (Internal at Hunningley Ln)	U	R	2	3	9.6	User	1900	-	-	-	-	-

J1:12/3 (Internal at Hunningley Ln)	U	R	2	3	9.2	User	1900	-	-	-	-	-
J1:16/1 (Bus Lane)	U	S	2	3	60.0	User	1800	-	-	-	-	-

Junction: J2: Wombwell Lane

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Wombwell Lane n/b)	U	B	2	3	60.0	User	1800	-	-	-	-	-
J2:2/1 (Wombwell Lane exit)	U	E	2	3	17.0	User	1900	-	-	-	-	-
J2:2/2 (Wombwell Lane exit)	U	A	2	3	15.7	User	1800	-	-	-	-	-
J2:4/1 (Bleachcroft Way)	U	G	2	3	9.6	User	1900	-	-	-	-	-
J2:4/2 (Bleachcroft Way)	U	G	2	3	8.7	User	1900	-	-	-	-	-
J2:5/1 (Bleachcroft Way entry)	U	H	2	3	60.0	User	1900	-	-	-	-	-
J2:6/1 (Bleachcroft Way exit)	U	J	2	3	7.3	User	1900	-	-	-	-	-

Junction: J3: McDonald's

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Access)	O		2	3	60.0	User	1800	-	-	-	-	-
J3:2/1	U	L	2	3	4.0	User	1700	-	-	-	-	-
J3:2/2	U	L	2	3	11.3	User	1900	-	-	-	-	-
J3:2/3	U	L	2	3	11.3	User	1900	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
9: '2034 AM Peak'	07:30	08:30	01:00	

10: '2034 PM Peak'	16:30	17:30	01:00	
11: '2034 AM + committed dev'	07:30	08:30	01:00	
12: '2034 PM + committed dev'	16:30	17:30	01:00	
13: '2034 AM + committed dev + 270'	07:30	08:30	01:00	
14: '2034 PM + committed dev + 270'	16:30	17:30	01:00	
15: '2034 AM + committed dev + 470'	07:30	08:30	01:00	
16: '2034 PM + committed dev + 470'	16:30	17:30	01:00	

Scenario 9: '2034 AM Peak' (FG9: '2034 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
	A	3	39	268	3	263	10	25	611
	B	85	1	77	15	387	12	375	952
	C	274	29	0	4	105	11	167	590
Origin	D	11	5	9	0	2	0	3	30
	E	282	439	151	17	0	3	47	939
	F	2	8	9	0	20	0	5	44
	G	259	483	123	10	84	16	0	975
	Tot.	916	1004	637	49	861	52	622	4141

Traffic Lane Flows

Lane	Scenario 9: 2034 AM Peak
Junction: J1: Stairfoot Roundabout	
J1:1/1	298
J1:1/2 (with short)	313(In) 272(Out)
J1:1/3 (short)	41
J1:2/1	543
J1:2/2	574
J1:2/3	97
J1:3/1	475
J1:3/2	500
J1:3/3	0
J1:4/1	793
J1:4/2	368
J1:4/3	42
J1:5/1	544
J1:5/2	432
J1:6/1	711
J1:6/2	542
J1:7/1	637
J1:8/1	303
J1:8/2	287
J1:9/1	430
J1:9/2	429
J1:9/3	93
J1:10/1	831
J1:10/2	198
J1:10/3	149
J1:11/1	637
J1:12/1	618
J1:12/2	914
J1:12/3	60
J1:13/1	647
J1:13/2	357

J1:14/1	916
J1:15/1	568
J1:15/2	54
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	939
J2:2/1	861
J2:2/2	56
J2:3/1	861
J2:4/1	530
J2:4/2	416
J2:5/1	30
J2:6/1	49
J2:7/1	49
Junction: J3: McDonald's	
J3:1/1	44
J3:2/1 (short)	52
J3:2/2 (with short)	893(In) 841(Out)
J3:2/3	32
J3:3/1	52

Lane Saturation Flows

Junction: J1: Stairfoot Roundabout
No data to display

Junction: J2: Wombwell Lane
No data to display

Junction: J3: McDonald's
No data to display

Scenario 10: '2034 PM Peak' (FG10: '2034 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	1	29	311	0	281	17	15	654
	B	45	1	72	8	527	13	492	1158
	C	242	58	0	1	148	17	182	648
	D	7	8	2	0	3	0	4	24
	E	326	331	172	9	0	9	99	946
	F	17	4	11	2	0	15	11	60
	G	103	451	117	13	77	13	0	774
	Tot.	741	882	685	33	1036	84	803	4264

Traffic Lane Flows

Lane	Scenario 10: 2034 PM Peak
Junction: J1: Stairfoot Roundabout	
J1:1/1	313
J1:1/2 (with short)	341(In) 311(Out)
J1:1/3 (short)	30
J1:2/1	755
J1:2/2	765
J1:2/3	82
J1:3/1	388
J1:3/2	386
J1:3/3	0
J1:4/1	1030
J1:4/2	392
J1:4/3	31
J1:5/1	515
J1:5/2	504
J1:6/1	668
J1:6/2	417
J1:7/1	685
J1:8/1	300

J1:8/2	348
J1:9/1	537
J1:9/2	540
J1:9/3	81
J1:10/1	696
J1:10/2	263
J1:10/3	226
J1:11/1	685
J1:12/1	498
J1:12/2	780
J1:12/3	141
J1:13/1	556
J1:13/2	326
J1:14/1	741
J1:15/1	770
J1:15/2	33
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	946
J2:2/1	1036
J2:2/2	82
J2:3/1	1036
J2:4/1	505
J2:4/2	490
J2:5/1	24
J2:6/1	33
J2:7/1	33
Junction: J3: McDonald's	
J3:1/1	60
J3:2/1 (short)	84
J3:2/2 (with short)	1120(In) 1036(Out)
J3:2/3	22
J3:3/1	84

Scenario 11: '2034 AM+Com Dev' (FG11: '2034 AM + committed dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
	A	3	39	268	3	278	10	46	647
	B	85	1	77	15	390	12	399	979
	C	274	29	0	4	105	11	170	593
Origin	D	11	5	9	0	2	0	3	30
	E	293	441	152	17	0	3	60	966
	F	2	8	9	0	20	0	5	44
	G	280	513	127	10	84	16	0	1030
	Tot.	948	1036	642	49	879	52	683	4289

Traffic Lane Flows

Lane	Scenario 11: 2034 AM+Com Dev
Junction: J1: Stairfoot Roundabout	
J1:1/1	334
J1:1/2 (with short)	313(In) 272(Out)
J1:1/3 (short)	41
J1:2/1	551
J1:2/2	609
J1:2/3	97
J1:3/1	514
J1:3/2	516
J1:3/3	0
J1:4/1	811
J1:4/2	368
J1:4/3	42
J1:5/1	531
J1:5/2	472

J1:6/1	750
J1:6/2	558
J1:7/1	642
J1:8/1	303
J1:8/2	290
J1:9/1	443
J1:9/2	443
J1:9/3	93
J1:10/1	863
J1:10/2	193
J1:10/3	170
J1:11/1	642
J1:12/1	639
J1:12/2	957
J1:12/3	73
J1:13/1	668
J1:13/2	368
J1:14/1	948
J1:15/1	597
J1:15/2	86
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	966
J2:2/1	879
J2:2/2	56
J2:3/1	879
J2:4/1	517
J2:4/2	456
J2:5/1	30
J2:6/1	49
J2:7/1	49
Junction: J3: McDonald's	
J3:1/1	44
J3:2/1 (short)	52
J3:2/2 (with short)	911(In) 859(Out)
J3:2/3	32
J3:3/1	52

Scenario 12: '2034 PM+Com Dev' (FG12: '2034 PM + committed dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
	A	1	29	311	0	295	17	35	688
	B	45	1	72	8	530	13	519	1188
	C	242	58	0	1	149	17	185	652
Origin	D	7	8	2	0	3	0	4	24
	E	331	332	172	9	0	9	102	955
	F	17	4	11	2	15	0	11	60
	G	128	484	121	13	77	13	0	836
	Tot.	771	916	689	33	1069	69	856	4403

Traffic Lane Flows

Lane	Scenario 12: 2034 PM+Com Dev
Junction: J1: Stairfoot Roundabout	
J1:1/1	347
J1:1/2 (with short)	341(In) 311(Out)
J1:1/3 (short)	30
J1:2/1	754
J1:2/2	788
J1:2/3	82
J1:3/1	418
J1:3/2	418
J1:3/3	0
J1:4/1	1033

J1:4/2	392
J1:4/3	31
J1:5/1	519
J1:5/2	494
J1:6/1	698
J1:6/2	449
J1:7/1	689
J1:8/1	300
J1:8/2	352
J1:9/1	554
J1:9/2	553
J1:9/3	81
J1:10/1	726
J1:10/2	245
J1:10/3	236
J1:11/1	689
J1:12/1	528
J1:12/2	814
J1:12/3	129
J1:13/1	586
J1:13/2	330
J1:14/1	771
J1:15/1	789
J1:15/2	67
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	955
J2:2/1	1069
J2:2/2	67
J2:3/1	1069
J2:4/1	509
J2:4/2	480
J2:5/1	24
J2:6/1	33
J2:7/1	33
Junction: J3: McDonald's	
J3:1/1	60
J3:2/1 (short)	69
J3:2/2 (with short)	1123(In) 1054(Out)
J3:2/3	22
J3:3/1	69

Scenario 13: '2034 AM+Com Dev+270' (FG13: '2034 AM + committed dev + 270', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
	A	3	39	268	3	278	10	54	655
	B	85	1	77	15	390	12	409	989
	C	274	29	0	4	105	11	171	594
Origin	D	11	5	9	0	2	0	3	30
	E	293	441	152	17	0	3	60	966
	F	2	8	9	0	20	0	5	44
	G	301	542	131	10	84	16	0	1084
	Tot.	969	1065	646	49	879	52	702	4362

Traffic Lane Flows

Lane	Scenario 13: 2034 AM+Com Dev+270
Junction: J1: Stairfoot Roundabout	
J1:1/1	342
J1:1/2 (with short)	313(In) 271(Out)
J1:1/3 (short)	42
J1:2/1	558
J1:2/2	613
J1:2/3	97

J1:3/1	541
J1:3/2	543
J1:3/3	0
J1:4/1	811
J1:4/2	367
J1:4/3	43
J1:5/1	532
J1:5/2	471
J1:6/1	776
J1:6/2	586
J1:7/1	646
J1:8/1	303
J1:8/2	291
J1:9/1	448
J1:9/2	448
J1:9/3	93
J1:10/1	884
J1:10/2	195
J1:10/3	169
J1:11/1	646
J1:12/1	662
J1:12/2	984
J1:12/3	73
J1:13/1	691
J1:13/2	374
J1:14/1	969
J1:15/1	612
J1:15/2	90
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	966
J2:2/1	879
J2:2/2	56
J2:3/1	879
J2:4/1	518
J2:4/2	455
J2:5/1	30
J2:6/1	49
J2:7/1	49
Junction: J3: McDonald's	
J3:1/1	44
J3:2/1 (short)	52
J3:2/2 (with short)	911(In) 859(Out)
J3:2/3	32
J3:3/1	52

Scenario 14: '2034 PM+Com Dev+270' (FG14: '2034 PM + committed dev + 270', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
	A	1	29	311	0	295	17	55	708
	B	45	1	72	8	530	13	547	1216
	C	242	58	0	1	149	17	189	656
Origin	D	7	8	2	0	3	0	4	24
	E	331	332	172	9	0	9	102	955
	F	17	4	11	2	15	0	11	60
	G	136	493	122	13	77	13	0	854
	Tot.	779	925	690	33	1069	69	908	4473

Traffic Lane Flows

Lane	Scenario 14: 2034 PM+Com Dev+270
Junction: J1: Stairfoot Roundabout	
J1:1/1	367
J1:1/2 (with short)	341(In) 311(Out)

J1:1/3 (short)	30
J1:2/1	775
J1:2/2	799
J1:2/3	82
J1:3/1	427
J1:3/2	427
J1:3/3	0
J1:4/1	1033
J1:4/2	392
J1:4/3	31
J1:5/1	524
J1:5/2	489
J1:6/1	707
J1:6/2	458
J1:7/1	690
J1:8/1	300
J1:8/2	356
J1:9/1	568
J1:9/2	567
J1:9/3	81
J1:10/1	734
J1:10/2	252
J1:10/3	233
J1:11/1	690
J1:12/1	541
J1:12/2	818
J1:12/3	129
J1:13/1	599
J1:13/2	326
J1:14/1	779
J1:15/1	830
J1:15/2	78
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	955
J2:2/1	1069
J2:2/2	67
J2:3/1	1069
J2:4/1	514
J2:4/2	475
J2:5/1	24
J2:6/1	33
J2:7/1	33
Junction: J3: McDonald's	
J3:1/1	60
J3:2/1 (short)	69
J3:2/2 (with short)	1123(In) 1054(Out)
J3:2/3	22
J3:3/1	69

Scenario 15: '2034 AM+Com Dev+470' (FG15: '2034 AM + committed dev + 470', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
	A	3	39	268	3	278	10	59	660
	B	85	1	77	15	390	12	417	997
	C	274	29	0	4	105	11	172	595
Origin	D	11	5	9	0	2	0	3	30
	E	293	441	152	17	0	3	60	966
	F	2	8	9	0	20	0	5	44
	G	317	563	133	10	84	16	0	1123
	Tot.	985	1086	648	49	879	52	716	4415

Traffic Lane Flows

Lane	Scenario 15: 2034 AM+Com Dev+470
Junction: J1: Stairfoot Roundabout	
J1:1/1	347
J1:1/2 (with short)	313(In) 271(Out)
J1:1/3 (short)	42
J1:2/1	560
J1:2/2	620
J1:2/3	97
J1:3/1	560
J1:3/2	563
J1:3/3	0
J1:4/1	811
J1:4/2	367
J1:4/3	43
J1:5/1	532
J1:5/2	471
J1:6/1	795
J1:6/2	606
J1:7/1	648
J1:8/1	303
J1:8/2	292
J1:9/1	452
J1:9/2	452
J1:9/3	93
J1:10/1	900
J1:10/2	193
J1:10/3	172
J1:11/1	648
J1:12/1	679
J1:12/2	1004
J1:12/3	73
J1:13/1	708
J1:13/2	378
J1:14/1	985
J1:15/1	619
J1:15/2	97
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	966
J2:2/1	879
J2:2/2	56
J2:3/1	879
J2:4/1	518
J2:4/2	455
J2:5/1	30
J2:6/1	49
J2:7/1	49
Junction: J3: McDonald's	
J3:1/1	44
J3:2/1 (short)	52
J3:2/2 (with short)	911(In) 859(Out)
J3:2/3	32
J3:3/1	52

Scenario 16: '2034 PM+Com Dev+470' (FG16: '2034 PM + committed dev + 470', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
Origin		A	B	C	D	E	F	G	Tot.
	A	1	29	311	0	295	17	71	724
	B	45	1	72	8	530	13	567	1236
	C	242	58	0	1	149	17	191	658
	D	7	8	2	0	3	0	0	20
	E	331	332	172	9	0	9	102	955
	F	17	4	11	2	0	15	11	60

	G	140	500	123	13	77	13	0	866
	Tot.	783	932	691	33	1054	84	942	4519

Traffic Lane Flows

Lane	Scenario 16: 2034 PM+Com Dev+470
Junction: J1: Stairfoot Roundabout	
J1:1/1	383
J1:1/2 (with short)	341(In) 311(Out)
J1:1/3 (short)	30
J1:2/1	785
J1:2/2	822
J1:2/3	82
J1:3/1	433
J1:3/2	433
J1:3/3	0
J1:4/1	1048
J1:4/2	392
J1:4/3	31
J1:5/1	515
J1:5/2	509
J1:6/1	713
J1:6/2	464
J1:7/1	691
J1:8/1	300
J1:8/2	358
J1:9/1	578
J1:9/2	577
J1:9/3	81
J1:10/1	738
J1:10/2	252
J1:10/3	246
J1:11/1	691
J1:12/1	537
J1:12/2	833
J1:12/3	140
J1:13/1	595
J1:13/2	337
J1:14/1	783
J1:15/1	856
J1:15/2	86
J1:16/1	0
Junction: J2: Wombwell Lane	
J2:1/1	955
J2:2/1	1054
J2:2/2	82
J2:3/1	1054
J2:4/1	505
J2:4/2	499
J2:5/1	20
J2:6/1	33
J2:7/1	33
Junction: J3: McDonald's	
J3:1/1	60
J3:2/1 (short)	84
J3:2/2 (with short)	1138(In) 1054(Out)
J3:2/3	22
J3:3/1	84

Scenario 9: '2034 AM Peak' (FG9: '2034 AM Peak', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	41
Change Point	0	26

Stage Stream: 2

Stage	1	2
Duration	15	43
Change Point	58	10

Stage Stream: 3

Stage	1	2
Duration	20	41
Change Point	47	1

Stage Stream: 4

Stage	2	3
Duration	32	29
Change Point	16	54

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	16	37

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	52	42

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	13	47
Change Point	58	5

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	4	66

Stage Stream: 3

Stage	1	2
Duration	46	14
Change Point	12	63

Stage Stream: 4

Stage	1	2
Duration	57	5
Change Point	62	52

Stage Stream: 5

Stage	1	2
Duration	52	5
Change Point	64	54

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**118.0%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**118.0%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	15	298	1900	422	70.6%	298	298
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	15	313	1100:1200	231+35	118.0 : 118.0%	313	265
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	47	543	1900	1267	42.4%	537	537
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	47	574	1900	1267	44.8%	567	567
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	47	97	1900	1267	7.7%	97	97
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	20	475	1900	554	85.7%	475	475
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	20	500	1900	554	90.2%	500	500
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	21	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	41	793	1900	1108	71.0%	787	787
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	41	368	1900	1108	29.5%	327	327
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	41	42	1900	1108	3.2%	36	36
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	32	544	1900	871	62.5%	544	544

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	32	432	1900	871	49.6%	432	432
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	29	711	1900	792	84.6%	670	670
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	29	542	1900	792	67.7%	536	536
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	637	1900	1478	40.3%	596	596
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	303	1900	396	76.5%	303	303
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	287	1900	396	72.5%	287	287
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	15	430	1900	422	101.8%	430	422
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	429	1900	422	101.6%	429	422
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	93	1900	422	22.0%	93	93
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	47	831	1900	1267	65.6%	831	831
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	198	1900	1267	15.6%	198	198
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	149	1900	1267	11.8%	149	149
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	618	1900	1240	49.8%	618	618

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	914	1900	1240	73.2%	908	908
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	60	1900	1240	4.8%	60	60
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	47	939	1800	1200	78.3%	939	939
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	861	1900	1504	56.8%	855	855
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	13	56	1800	350	15.9%	56	56
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	46	530	1900	1240	42.7%	530	530
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	46	416	1900	1240	33.5%	416	416
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	14	30	1900	396	7.6%	30	30
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	49	1900	1531	3.2%	49	49
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**63.9%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	44	1800	524	8.4%	44	44
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	893	1900:1700	1311+81	63.7 : 63.9%	887	887
2/3	Ahead	U	2:5	N/A	C2:L	52	32	1900	1399	2.3%	32	32

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**32**	**12**	**0**	**37.7**	**77.2**	**0.0**	**114.8**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**34.3**	**73.0**	**0.0**	**107.4**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.1	1.2	-	3.3	40.1	5.5	1.2	6.6	
1/2+1/3	-	-	-	4.2	26.8	-	31.0	356.4	7.4	26.8	34.1	
2/1	-	-	-	0.0	0.4	-	0.4	2.8	0.2	0.4	0.5	
2/2	-	-	-	0.0	0.4	-	0.4	2.6	0.0	0.4	0.4	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	3.2	2.8	-	6.0	45.3	8.8	2.8	11.6	
3/2	-	-	-	3.4	4.0	-	7.4	53.5	9.6	4.0	13.6	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.7	1.2	-	1.9	8.8	6.1	1.2	7.3	

4/2	-	-	-	0.2	0.2	-	0.4	4.2	3.7	0.2	3.9	
4/3	-	-	-	0.0	0.0	-	0.1	5.6	0.4	0.0	0.4	
5/1	-	-	-	1.3	0.8	-	2.2	14.4	4.4	0.8	5.3	
5/2	-	-	-	1.0	0.5	-	1.5	12.6	3.2	0.5	3.7	
6/1	-	-	-	2.1	2.6	-	4.7	25.5	10.3	2.6	12.9	
6/2	-	-	-	0.1	1.0	-	1.2	7.9	1.1	1.0	2.2	
7/1	-	-	-	0.2	0.3	-	0.5	3.0	1.1	0.3	1.4	
8/1	-	-	-	2.3	1.6	-	3.8	45.6	5.6	1.6	7.2	
8/2	-	-	-	2.1	1.3	-	3.4	42.7	5.3	1.3	6.6	
9/1	-	-	-	3.6	12.5	-	16.1	134.8	8.8	12.5	21.2	
9/2	-	-	-	3.6	12.2	-	15.8	132.2	8.7	12.2	20.9	
9/3	-	-	-	0.6	0.1	-	0.7	28.4	1.5	0.1	1.6	
10/1	-	-	-	1.5	0.9	-	2.5	10.7	8.9	0.9	9.8	
10/2	-	-	-	0.0	0.1	-	0.1	2.3	1.3	0.1	1.4	
10/3	-	-	-	0.0	0.1	-	0.1	2.3	1.2	0.1	1.3	
12/1	-	-	-	0.8	0.5	-	1.3	7.4	6.1	0.5	6.6	
12/2	-	-	-	1.1	1.4	-	2.4	9.7	7.1	1.4	8.4	
12/3	-	-	-	0.1	0.0	-	0.1	7.7	0.8	0.0	0.8	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**3.1**	**3.2**	**0.0**	**6.3**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.2	1.8	-	4.0	15.2	13.0	1.8	14.8	
2/1	-	-	-	0.0	0.7	-	0.7	2.9	0.2	0.7	0.9	
2/2	-	-	-	0.4	0.1	-	0.5	35.2	1.0	0.1	1.1	
4/1	-	-	-	0.2	0.4	-	0.5	3.6	0.8	0.4	1.2	
4/2	-	-	-	0.1	0.3	-	0.3	2.8	0.7	0.3	0.9	
5/1	-	-	-	0.2	0.0	-	0.2	27.9	0.5	0.0	0.5	
6/1	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.1	
J3: McDonald's	**32**	**12**	**0**	**0.2**	**0.9**	**0.0**	**1.2**	**-**	**-**	**-**	**-**	
1/1	32	12	0	0.0	0.0	-	0.0	3.7	0.0	0.0	0.0	
2/2+2/1	-	-	-	0.2	0.9	-	1.1	4.4	6.6	0.9	7.5	
2/3	-	-	-	0.0	0.0	-	0.0	3.2	0.2	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1 PRC for Signalled Lanes (%):	-13.2	Total Delay for Signalled Lanes (pcuHr):	35.28
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 2 PRC for Signalled Lanes (%):	-31.1	Total Delay for Signalled Lanes (pcuHr):	35.17
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 3 PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	15.76
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 4 PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	9.59
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 5 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	11.08
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 6 PRC for Signalled Lanes (%):	123.1	Total Delay for Signalled Lanes (pcuHr):	0.49
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 1 PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	4.50
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 2 PRC for Signalled Lanes (%):	58.4	Total Delay for Signalled Lanes (pcuHr):	0.69
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 3 PRC for Signalled Lanes (%):	110.6	Total Delay for Signalled Lanes (pcuHr):	1.09
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 4 PRC for Signalled Lanes (%):	2737.7	Total Delay for Signalled Lanes (pcuHr):	0.02
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 5 PRC for Signalled Lanes (%):	40.8	Total Delay for Signalled Lanes (pcuHr):	1.11
	Cycle Time (s):	72		
	PRC Over All Lanes (%):	-31.1	Total Delay Over All Lanes(pcuHr):	114.83

Scenario 10: '2034 PM Peak' (FG10: '2034 PM Peak', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	37
Change Point	0	30

Stage Stream: 2

Stage	1	2
Duration	14	44
Change Point	59	10

Stage Stream: 3

Stage	1	2
Duration	14	47
Change Point	55	3

Stage Stream: 4

Stage	2	3
Duration	29	32
Change Point	27	62

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	19	40

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	60	50

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	53
Change Point	5	18

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	10	0

Stage Stream: 3

Stage	1	2

Duration	53	7
Change Point	23	9

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	9	71

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	70	60

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**141.2%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**141.2%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	14	313	1900	396	79.1%	313	313
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	14	341	1100:1200	220+21	141.2 : 141.2%	341	241
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	48	755	1900	1293	57.7%	747	747
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	48	765	1900	1293	58.2%	753	753
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	48	82	1900	1293	6.3%	82	82
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	14	388	1900	396	98.0%	388	388
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	14	386	1900	396	97.5%	386	386
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	15	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	47	1030	1900	1267	80.4%	1018	1018
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	47	392	1900	1267	23.8%	301	301
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	47	31	1900	1267	1.8%	22	22
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	29	515	1900	792	65.1%	515	515

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	29	504	1900	792	63.7%	504	504
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	32	668	1900	871	66.3%	577	577
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	32	417	1900	871	46.9%	408	408
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	685	1900	1478	40.2%	594	594
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	300	1900	396	75.8%	300	300
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	348	1900	396	87.9%	348	348
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	19	537	1900	528	101.7%	537	528
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	540	1900	528	102.3%	540	528
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	81	1900	528	15.3%	81	81
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	43	696	1900	1161	59.9%	696	696
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	263	1900	1161	22.7%	263	263
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	226	1900	1161	19.5%	226	226
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	498	1900	1240	40.2%	498	498

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	780	1900	1240	62.2%	771	771
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	141	1900	1240	11.4%	141	141
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**70.1%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	53	946	1800	1350	70.1%	946	946
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	1036	1900	1504	68.1%	1024	1024
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	7	82	1800	200	41.0%	82	82
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	505	1900	1425	35.4%	505	505
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	490	1900	1425	34.4%	490	490
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	7	24	1900	211	11.4%	24	24
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	33	1900	1531	2.2%	33	33
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	60	1800	485	12.4%	60	60
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	1120	1900:1700	1289+104	79.5 : 80.1%	1108	1108
2/3	Ahead	U	2:5	N/A	C2:L	52	22	1900	1399	1.6%	22	22

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**44**	**16**	**0**	**38.7**	**117.6**	**0.0**	**156.2**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**36.0**	**112.4**	**0.0**	**148.4**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.3	1.8	-	4.2	47.8	5.9	1.8	7.7	
1/2+1/3	-	-	-	6.5	51.4	-	57.9	611.7	9.3	51.4	60.7	
2/1	-	-	-	0.2	0.7	-	0.8	4.1	1.2	0.7	1.9	
2/2	-	-	-	0.0	0.7	-	0.7	3.5	0.2	0.7	0.8	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	3.1	8.1	-	11.1	103.4	7.7	8.1	15.7	
3/2	-	-	-	3.0	7.7	-	10.7	99.8	7.6	7.7	15.3	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.8	2.0	-	2.8	10.0	7.0	2.0	9.0	

4/2	-	-	-	0.2	0.2	-	0.4	4.5	4.0	0.2	4.2	
4/3	-	-	-	0.0	0.0	-	0.0	6.1	0.3	0.0	0.3	
5/1	-	-	-	1.8	0.9	-	2.8	19.3	5.9	0.9	6.8	
5/2	-	-	-	1.7	0.9	-	2.6	18.3	6.1	0.9	7.0	
6/1	-	-	-	0.5	1.0	-	1.5	9.1	3.8	1.0	4.8	
6/2	-	-	-	0.0	0.4	-	0.4	4.0	0.2	0.4	0.6	
7/1	-	-	-	0.2	0.3	-	0.5	3.1	1.2	0.3	1.5	
8/1	-	-	-	2.2	1.5	-	3.8	45.0	5.6	1.5	7.1	
8/2	-	-	-	2.7	3.2	-	5.9	60.8	6.7	3.2	9.9	
9/1	-	-	-	4.2	14.1	-	18.3	122.7	10.9	14.1	25.0	
9/2	-	-	-	4.3	15.1	-	19.4	129.2	11.0	15.1	26.1	
9/3	-	-	-	0.4	0.1	-	0.5	23.7	1.2	0.1	1.3	
10/1	-	-	-	0.9	0.7	-	1.6	8.5	6.7	0.7	7.5	
10/2	-	-	-	0.0	0.1	-	0.2	2.6	1.6	0.1	1.7	
10/3	-	-	-	0.1	0.1	-	0.2	3.0	2.2	0.1	2.3	
12/1	-	-	-	0.2	0.3	-	0.5	3.9	3.9	0.3	4.2	
12/2	-	-	-	0.5	0.8	-	1.3	6.1	5.5	0.8	6.4	
12/3	-	-	-	0.1	0.1	-	0.1	3.2	1.3	0.1	1.4	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**2.4**	**3.2**	**0.0**	**5.6**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.2	1.2	-	2.4	9.2	9.7	1.2	10.9	
2/1	-	-	-	0.0	1.1	-	1.1	3.8	0.2	1.1	1.2	
2/2	-	-	-	0.7	0.3	-	1.0	44.4	1.4	0.3	1.7	
4/1	-	-	-	0.1	0.3	-	0.4	2.8	0.7	0.3	0.9	
4/2	-	-	-	0.2	0.3	-	0.4	3.2	1.3	0.3	1.5	
5/1	-	-	-	0.2	0.1	-	0.3	38.5	0.4	0.1	0.5	
6/1	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	
J3: McDonald's	**44**	**16**	**0**	**0.2**	**2.0**	**0.0**	**2.2**	**-**	**-**	**-**	**-**	
1/1	44	16	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1	
2/2+2/1	-	-	-	0.2	1.9	-	2.1	7.0	8.2	1.9	10.1	
2/3	-	-	-	0.0	0.0	-	0.0	4.2	0.2	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1	PRC for Signalled Lanes (%):	-13.7	Total Delay for Signalled Lanes (pcuHr):	40.25
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 2	PRC for Signalled Lanes (%):	-56.9	Total Delay for Signalled Lanes (pcuHr):	63.71
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 3	PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	25.09
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 4	PRC for Signalled Lanes (%):	35.8	Total Delay for Signalled Lanes (pcuHr):	7.22
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 5	PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	11.60
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 6	PRC for Signalled Lanes (%):	123.8	Total Delay for Signalled Lanes (pcuHr):	0.51
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 1	PRC for Signalled Lanes (%):	28.4	Total Delay for Signalled Lanes (pcuHr):	3.42
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 2	PRC for Signalled Lanes (%):	32.2	Total Delay for Signalled Lanes (pcuHr):	1.09
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 3	PRC for Signalled Lanes (%):	154.0	Total Delay for Signalled Lanes (pcuHr):	1.09
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 4	PRC for Signalled Lanes (%):	4074.2	Total Delay for Signalled Lanes (pcuHr):	0.01
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 5	PRC for Signalled Lanes (%):	12.4	Total Delay for Signalled Lanes (pcuHr):	2.17
		Cycle Time (s):	72		
		PRC Over All Lanes (%):	-56.9	Total Delay Over All Lanes(pcuHr):	156.23

Scenario 11: '2034 AM+Com Dev' (FG11: '2034 AM + committed dev', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	41
Change Point	0	26

Stage Stream: 2

Stage	1	2
Duration	15	43
Change Point	58	10

Stage Stream: 3

Stage	1	2
Duration	18	43
Change Point	36	60

Stage Stream: 4

Stage	2	3
Duration	32	29
Change Point	66	32

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	23	44

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	31	21

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	13	47
Change Point	22	41

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	65	55

Stage Stream: 3

Stage	1	2

Duration	48	12
Change Point	47	28

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	26	16

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	53	43

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**118.0%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**118.0%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	15	334	1900	422	79.1%	334	334
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	15	313	1100:1200	231+35	118.0 : 118.0%	313	265
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	47	551	1900	1267	42.2%	534	534
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	47	609	1900	1267	46.4%	588	588
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	47	97	1900	1267	7.7%	97	97
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	18	514	1900	501	102.5%	514	501
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	18	516	1900	501	102.9%	516	501
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	19	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	43	811	1900	1161	68.2%	792	792
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	43	368	1900	1161	28.1%	327	327
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	43	42	1900	1161	3.1%	36	36
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	32	531	1900	871	61.0%	531	531

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	32	472	1900	871	54.2%	472	472
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	29	750	1900	792	88.3%	699	699
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	29	558	1900	792	67.8%	537	537
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	642	1900	1478	40.5%	598	598
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	303	1900	396	76.5%	303	303
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	290	1900	396	73.3%	290	290
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	15	443	1900	422	104.9%	443	422
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	443	1900	422	104.9%	443	422
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	93	1900	422	22.0%	93	93
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	47	863	1900	1267	67.5%	855	855
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	193	1900	1267	15.2%	193	193
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	170	1900	1267	13.4%	170	170
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	639	1900	1240	51.0%	632	632

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	957	1900	1240	75.5%	936	936
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	73	1900	1240	5.9%	73	73
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	47	966	1800	1200	80.5%	966	966
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	879	1900	1504	57.1%	859	859
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	13	56	1800	350	15.8%	55	55
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	48	517	1900	1293	40.0%	517	517
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	48	456	1900	1293	35.3%	456	456
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	12	30	1900	343	8.7%	30	30
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	49	1900	1531	3.2%	48	48
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**64.3%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	44	1800	524	8.4%	44	44
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	911	1900:1700	1312+79	63.9 : 64.3%	890	890
2/3	Ahead	U	2:5	N/A	C2:L	52	32	1900	1399	2.2%	31	31

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**32**	**12**	**0**	**40.3**	**112.1**	**0.0**	**152.3**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**36.9**	**107.7**	**0.0**	**144.6**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.5	1.8	-	4.3	46.0	6.2	1.8	8.0	
1/2+1/3	-	-	-	4.2	26.8	-	31.0	356.4	7.4	26.8	34.1	
2/1	-	-	-	0.0	0.4	-	0.4	2.5	0.0	0.4	0.4	
2/2	-	-	-	0.0	0.4	-	0.4	2.7	0.0	0.4	0.5	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	4.1	14.9	-	19.0	133.2	10.5	14.9	25.5	
3/2	-	-	-	4.2	15.6	-	19.8	137.8	10.6	15.6	26.2	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.8	1.1	-	1.9	8.5	3.1	1.1	4.1	

4/2	-	-	-	0.0	0.2	-	0.2	2.5	0.1	0.2	0.3	
4/3	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	
5/1	-	-	-	1.0	0.8	-	1.8	12.4	7.1	0.8	7.9	
5/2	-	-	-	0.9	0.6	-	1.5	11.2	6.0	0.6	6.6	
6/1	-	-	-	2.3	3.5	-	5.8	30.0	9.0	3.5	12.6	
6/2	-	-	-	0.6	1.0	-	1.6	11.0	1.3	1.0	2.3	
7/1	-	-	-	0.1	0.3	-	0.4	2.6	0.6	0.3	1.0	
8/1	-	-	-	2.3	1.6	-	3.8	45.6	5.6	1.6	7.2	
8/2	-	-	-	2.1	1.3	-	3.5	43.2	5.4	1.3	6.7	
9/1	-	-	-	4.2	16.9	-	21.1	171.4	9.3	16.9	26.2	
9/2	-	-	-	4.2	16.9	-	21.1	171.4	9.3	16.9	26.2	
9/3	-	-	-	0.6	0.1	-	0.7	28.4	1.5	0.1	1.6	
10/1	-	-	-	1.4	1.0	-	2.5	10.4	10.4	1.0	11.5	
10/2	-	-	-	0.1	0.1	-	0.2	4.4	0.7	0.1	0.8	
10/3	-	-	-	0.1	0.1	-	0.2	3.4	0.4	0.1	0.5	
12/1	-	-	-	0.5	0.5	-	1.0	5.8	1.9	0.5	2.4	
12/2	-	-	-	0.7	1.5	-	2.2	8.4	4.3	1.5	5.8	
12/3	-	-	-	0.1	0.0	-	0.1	5.0	0.3	0.0	0.3	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**3.1**	**3.5**	**0.0**	**6.6**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.3	2.0	-	4.3	16.2	13.7	2.0	15.7	
2/1	-	-	-	0.1	0.7	-	0.7	3.0	0.4	0.7	1.0	
2/2	-	-	-	0.4	0.1	-	0.4	28.9	0.8	0.1	0.9	
4/1	-	-	-	0.1	0.3	-	0.4	3.1	0.6	0.3	0.9	
4/2	-	-	-	0.1	0.3	-	0.3	2.6	0.3	0.3	0.6	
5/1	-	-	-	0.2	0.0	-	0.3	30.3	0.5	0.0	0.5	
6/1	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.1	
J3: McDonald's	**32**	**12**	**0**	**0.2**	**0.9**	**0.0**	**1.2**	**-**	**-**	**-**	**-**	
1/1	32	12	0	0.0	0.0	-	0.0	3.8	0.0	0.0	0.0	
2/2+2/1	-	-	-	0.2	0.9	-	1.1	4.4	1.6	0.9	2.5	
2/3	-	-	-	0.0	0.0	-	0.0	3.0	0.1	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1 PRC for Signalled Lanes (%):	-16.6	Total Delay for Signalled Lanes (pcuHr):	45.79
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 2 PRC for Signalled Lanes (%):	-31.1	Total Delay for Signalled Lanes (pcuHr):	36.11
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 3 PRC for Signalled Lanes (%):	-14.3	Total Delay for Signalled Lanes (pcuHr):	40.89
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 4 PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	10.77
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 5 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	10.62
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 6 PRC for Signalled Lanes (%):	122.4	Total Delay for Signalled Lanes (pcuHr):	0.43
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 1 PRC for Signalled Lanes (%):	11.8	Total Delay for Signalled Lanes (pcuHr):	4.79
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 2 PRC for Signalled Lanes (%):	57.7	Total Delay for Signalled Lanes (pcuHr):	0.72
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 3 PRC for Signalled Lanes (%):	125.1	Total Delay for Signalled Lanes (pcuHr):	1.03
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 4 PRC for Signalled Lanes (%):	2752.1	Total Delay for Signalled Lanes (pcuHr):	0.02
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 5 PRC for Signalled Lanes (%):	40.1	Total Delay for Signalled Lanes (pcuHr):	1.11
	Cycle Time (s):	72		
	PRC Over All Lanes (%):	-31.1	Total Delay Over All Lanes(pcuHr):	152.33

Scenario 12: '2034 PM+Com Dev' (FG12: '2034 PM + committed dev', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	37
Change Point	0	30

Stage Stream: 2

Stage	1	2
Duration	14	44
Change Point	59	10

Stage Stream: 3

Stage	1	2
Duration	14	47
Change Point	54	2

Stage Stream: 4

Stage	2	3
Duration	29	32
Change Point	26	61

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	19	40

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	59	49

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	53
Change Point	6	19

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	11	1

Stage Stream: 3

Stage	1	2

Duration	53	7
Change Point	27	13

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	10	0

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	71	61

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**141.2%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**141.2%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	14	347	1900	396	87.7%	347	347
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	14	341	1100:1200	220+21	141.2 : 141.2%	341	241
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	48	754	1900	1293	56.4%	730	730
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	48	788	1900	1293	59.0%	763	763
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	48	82	1900	1293	6.3%	82	82
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	14	418	1900	396	105.6%	418	396
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	14	418	1900	396	105.6%	418	396
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	15	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	47	1033	1900	1267	79.6%	1008	1008
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	47	392	1900	1267	23.8%	301	301
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	47	31	1900	1267	1.8%	22	22
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	29	519	1900	792	65.6%	519	519

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	29	494	1900	792	62.4%	494	494
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	32	698	1900	871	67.8%	590	590
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	32	449	1900	871	48.0%	418	418
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	689	1900	1478	40.0%	592	592
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	300	1900	396	75.8%	300	300
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	352	1900	396	88.9%	352	352
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	19	554	1900	528	105.0%	554	528
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	553	1900	528	104.8%	553	528
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	81	1900	528	15.3%	81	81
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	43	726	1900	1161	61.9%	719	719
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	245	1900	1161	21.1%	245	245
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	236	1900	1161	20.3%	236	236
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	528	1900	1240	41.7%	518	518

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	814	1900	1240	63.1%	783	783
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	129	1900	1240	10.4%	129	129
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	53	955	1800	1350	70.7%	955	955
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	1069	1900	1504	69.2%	1041	1041
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	7	67	1800	200	33.2%	66	66
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	509	1900	1425	35.7%	509	509
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	480	1900	1425	33.7%	480	480
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	7	24	1900	211	11.4%	24	24
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	33	1900	1531	2.1%	32	32
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**79.2%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	60	1800	485	12.4%	60	60
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	1123	1900:1700	1307+86	78.5 : 79.2%	1093	1093
2/3	Ahead	U	2:5	N/A	C2:L	52	22	1900	1399	1.5%	21	21

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**44**	**16**	**0**	**42.7**	**148.2**	**0.0**	**190.9**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**40.2**	**143.1**	**0.0**	**183.4**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.7	3.1	-	5.8	60.3	6.7	3.1	9.8	
1/2+1/3	-	-	-	6.5	51.4	-	57.9	611.7	9.3	51.4	60.7	
2/1	-	-	-	0.1	0.6	-	0.8	3.8	1.1	0.6	1.7	
2/2	-	-	-	0.1	0.7	-	0.8	3.7	0.3	0.7	1.0	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	4.2	17.2	-	21.4	184.2	8.8	17.2	26.0	
3/2	-	-	-	4.2	17.2	-	21.4	184.2	8.8	17.2	26.0	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.7	1.9	-	2.6	9.3	6.9	1.9	8.8	

4/2	-	-	-	0.2	0.2	-	0.3	3.8	3.7	0.2	3.9	
4/3	-	-	-	0.0	0.0	-	0.0	5.5	0.3	0.0	0.3	
5/1	-	-	-	2.0	0.9	-	2.9	20.3	5.5	0.9	6.4	
5/2	-	-	-	1.7	0.8	-	2.6	18.7	4.5	0.8	5.3	
6/1	-	-	-	0.6	1.0	-	1.6	9.9	4.9	1.0	5.9	
6/2	-	-	-	0.0	0.5	-	0.5	4.1	0.2	0.5	0.7	
7/1	-	-	-	0.2	0.3	-	0.5	3.1	1.3	0.3	1.6	
8/1	-	-	-	2.2	1.5	-	3.8	45.0	5.6	1.5	7.1	
8/2	-	-	-	2.7	3.5	-	6.2	63.2	6.7	3.5	10.2	
9/1	-	-	-	4.9	20.0	-	24.9	161.9	11.6	20.0	31.6	
9/2	-	-	-	4.8	19.6	-	24.5	159.4	11.6	19.6	31.2	
9/3	-	-	-	0.4	0.1	-	0.5	23.7	1.2	0.1	1.3	
10/1	-	-	-	1.0	0.8	-	1.9	9.3	7.0	0.8	7.9	
10/2	-	-	-	0.0	0.1	-	0.2	2.6	1.3	0.1	1.5	
10/3	-	-	-	0.1	0.1	-	0.2	3.0	2.2	0.1	2.4	
12/1	-	-	-	0.3	0.4	-	0.6	4.3	4.0	0.4	4.4	
12/2	-	-	-	0.5	0.9	-	1.4	6.2	5.5	0.9	6.3	
12/3	-	-	-	0.1	0.1	-	0.1	3.7	1.3	0.1	1.4	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**2.3**	**3.2**	**0.0**	**5.4**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.3	1.2	-	2.5	9.3	10.1	1.2	11.3	
2/1	-	-	-	0.0	1.1	-	1.2	4.0	0.2	1.1	1.3	
2/2	-	-	-	0.5	0.2	-	0.8	42.2	1.1	0.2	1.3	
4/1	-	-	-	0.1	0.3	-	0.4	2.5	0.8	0.3	1.1	
4/2	-	-	-	0.1	0.3	-	0.4	3.0	1.7	0.3	2.0	
5/1	-	-	-	0.2	0.1	-	0.3	38.5	0.4	0.1	0.5	
6/1	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	
J3: McDonald's	**44**	**16**	**0**	**0.2**	**1.9**	**0.0**	**2.1**	**-**	**-**	**-**	**-**	
1/1	44	16	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1	
2/2+2/1	-	-	-	0.2	1.8	-	2.0	6.6	8.2	1.8	10.0	
2/3	-	-	-	0.0	0.0	-	0.0	5.0	0.2	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1	PRC for Signalled Lanes (%):	-16.6	Total Delay for Signalled Lanes (pcuHr):	52.16
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 2	PRC for Signalled Lanes (%):	-56.9	Total Delay for Signalled Lanes (pcuHr):	65.35
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 3	PRC for Signalled Lanes (%):	-17.3	Total Delay for Signalled Lanes (pcuHr):	45.72
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 4	PRC for Signalled Lanes (%):	32.7	Total Delay for Signalled Lanes (pcuHr):	7.59
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 5	PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	12.03
		Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 6	PRC for Signalled Lanes (%):	124.8	Total Delay for Signalled Lanes (pcuHr):	0.51
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 1	PRC for Signalled Lanes (%):	27.2	Total Delay for Signalled Lanes (pcuHr):	3.25
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 2	PRC for Signalled Lanes (%):	30.1	Total Delay for Signalled Lanes (pcuHr):	1.15
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 3	PRC for Signalled Lanes (%):	152.0	Total Delay for Signalled Lanes (pcuHr):	1.01
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 4	PRC for Signalled Lanes (%):	4163.3	Total Delay for Signalled Lanes (pcuHr):	0.01
		Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 5	PRC for Signalled Lanes (%):	13.7	Total Delay for Signalled Lanes (pcuHr):	2.05
		Cycle Time (s):	72		
		PRC Over All Lanes (%):	-56.9	Total Delay Over All Lanes(pcuHr):	190.90

Scenario 13: '2034 AM+Com Dev+270' (FG13: '2034 AM + committed dev + 270', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	41
Change Point	0	26

Stage Stream: 2

Stage	1	2
Duration	15	43
Change Point	58	10

Stage Stream: 3

Stage	1	2
Duration	18	43
Change Point	36	60

Stage Stream: 4

Stage	2	3
Duration	32	29
Change Point	66	32

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	23	44

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	31	21

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	13	47
Change Point	21	40

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	67	57

Stage Stream: 3

Stage	1	2

Duration	48	12
Change Point	46	27

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	25	15

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	55	45

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**117.7%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**117.7%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	15	342	1900	422	81.0%	342	342
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	15	313	1100:1200	230+36	117.7 : 117.7%	313	266
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	47	558	1900	1267	42.4%	537	537
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	47	613	1900	1267	46.4%	587	587
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	47	97	1900	1267	7.7%	97	97
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	18	541	1900	501	107.9%	541	501
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	18	543	1900	501	108.3%	543	501
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	19	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	43	811	1900	1161	67.9%	788	788
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	43	367	1900	1161	28.1%	326	326
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	43	43	1900	1161	3.2%	37	37
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	32	532	1900	871	61.1%	532	532

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	32	471	1900	871	54.1%	471	471
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	29	776	1900	792	88.9%	704	704
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	29	586	1900	792	68.0%	538	538
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	646	1900	1478	40.3%	596	596
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	303	1900	396	76.5%	303	303
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	291	1900	396	73.5%	291	291
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	15	448	1900	422	106.1%	448	422
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	448	1900	422	106.1%	448	422
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	93	1900	422	22.0%	93	93
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	47	884	1900	1267	67.9%	860	860
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	195	1900	1267	15.4%	195	195
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	169	1900	1267	13.3%	169	169
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	662	1900	1240	51.6%	640	640

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	984	1900	1240	75.5%	936	936
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	73	1900	1240	5.9%	73	73
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	47	966	1800	1200	80.5%	966	966
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	879	1900	1504	56.5%	850	850
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	13	56	1800	350	15.7%	55	55
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	48	518	1900	1293	40.1%	518	518
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	48	455	1900	1293	35.2%	455	455
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	12	30	1900	343	8.7%	30	30
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	49	1900	1531	3.1%	48	48
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**63.3%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	44	1800	526	8.4%	44	44
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	911	1900:1700	1312+79	63.3 : 63.1%	881	881
2/3	Ahead	U	2:5	N/A	C2:L	52	32	1900	1399	2.2%	31	31

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**32**	**12**	**0**	**42.5**	**136.7**	**0.0**	**179.2**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**39.2**	**132.3**	**0.0**	**171.5**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.5	2.0	-	4.6	47.9	6.5	2.0	8.5	
1/2+1/3	-	-	-	4.2	26.5	-	30.7	352.7	7.3	26.5	33.8	
2/1	-	-	-	0.0	0.4	-	0.4	2.5	0.0	0.4	0.4	
2/2	-	-	-	0.0	0.4	-	0.4	2.7	0.0	0.4	0.5	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	5.0	25.2	-	30.2	200.7	11.6	25.2	36.8	
3/2	-	-	-	5.0	26.0	-	31.1	206.0	11.7	26.0	37.7	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.8	1.0	-	1.9	8.5	3.1	1.0	4.1	

4/2	-	-	-	0.0	0.2	-	0.2	2.5	0.1	0.2	0.3	
4/3	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	
5/1	-	-	-	1.1	0.8	-	1.8	12.4	7.5	0.8	8.3	
5/2	-	-	-	0.9	0.6	-	1.5	11.1	6.1	0.6	6.7	
6/1	-	-	-	2.3	3.7	-	6.0	30.9	9.1	3.7	12.8	
6/2	-	-	-	0.6	1.1	-	1.7	11.1	1.3	1.1	2.4	
7/1	-	-	-	0.1	0.3	-	0.4	2.6	0.6	0.3	1.0	
8/1	-	-	-	2.3	1.6	-	3.8	45.6	5.6	1.6	7.2	
8/2	-	-	-	2.2	1.4	-	3.5	43.4	5.4	1.4	6.8	
9/1	-	-	-	4.4	18.8	-	23.2	186.5	9.5	18.8	28.3	
9/2	-	-	-	4.4	18.8	-	23.2	186.5	9.5	18.8	28.3	
9/3	-	-	-	0.6	0.1	-	0.7	28.4	1.5	0.1	1.6	
10/1	-	-	-	1.5	1.1	-	2.5	10.5	10.6	1.1	11.6	
10/2	-	-	-	0.1	0.1	-	0.2	4.3	0.7	0.1	0.8	
10/3	-	-	-	0.1	0.1	-	0.2	3.6	0.5	0.1	0.6	
12/1	-	-	-	0.5	0.5	-	1.0	5.7	1.9	0.5	2.4	
12/2	-	-	-	0.7	1.5	-	2.2	8.4	4.3	1.5	5.8	
12/3	-	-	-	0.1	0.0	-	0.1	4.9	0.3	0.0	0.3	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**3.1**	**3.4**	**0.0**	**6.5**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.3	2.0	-	4.3	16.2	13.7	2.0	15.7	
2/1	-	-	-	0.0	0.6	-	0.7	2.9	0.2	0.6	0.9	
2/2	-	-	-	0.4	0.1	-	0.4	29.4	0.8	0.1	0.9	
4/1	-	-	-	0.1	0.3	-	0.5	3.2	0.6	0.3	0.9	
4/2	-	-	-	0.1	0.3	-	0.3	2.6	0.3	0.3	0.6	
5/1	-	-	-	0.2	0.0	-	0.3	30.3	0.5	0.0	0.5	
6/1	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.1	
J3: McDonald's	**32**	**12**	**0**	**0.2**	**0.9**	**0.0**	**1.1**	**-**	**-**	**-**	**-**	
1/1	32	12	0	0.0	0.0	-	0.0	3.7	0.0	0.0	0.0	
2/2+2/1	-	-	-	0.2	0.9	-	1.1	4.4	1.5	0.9	2.4	
2/3	-	-	-	0.0	0.0	-	0.0	3.3	0.1	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1 PRC for Signalled Lanes (%):	-17.9	Total Delay for Signalled Lanes (pcuHr):
50.06	Cycle Time (s):	72	
C1 - Stairfoot Rbt	Stream: 2 PRC for Signalled Lanes (%):	-30.8	Total Delay for Signalled Lanes (pcuHr):
36.07	Cycle Time (s):	72	
C1 - Stairfoot Rbt	Stream: 3 PRC for Signalled Lanes (%):	-20.3	Total Delay for Signalled Lanes (pcuHr):
63.32	Cycle Time (s):	72	
C1 - Stairfoot Rbt	Stream: 4 PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):
10.98	Cycle Time (s):	72	
C1 - Stairfoot Rbt	Stream: 5 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):
10.64	Cycle Time (s):	72	
C1 - Stairfoot Rbt	Stream: 6 PRC for Signalled Lanes (%):	123.1	Total Delay for Signalled Lanes (pcuHr):
0.42	Cycle Time (s):	72	
C2 - Wombwell Lane	Stream: 1 PRC for Signalled Lanes (%):	11.8	Total Delay for Signalled Lanes (pcuHr):
4.79	Cycle Time (s):	72	
C2 - Wombwell Lane	Stream: 2 PRC for Signalled Lanes (%):	59.2	Total Delay for Signalled Lanes (pcuHr):
0.69	Cycle Time (s):	72	
C2 - Wombwell Lane	Stream: 3 PRC for Signalled Lanes (%):	124.7	Total Delay for Signalled Lanes (pcuHr):
1.03	Cycle Time (s):	72	
C2 - Wombwell Lane	Stream: 4 PRC for Signalled Lanes (%):	2780.8	Total Delay for Signalled Lanes (pcuHr):
0.02	Cycle Time (s):	72	
C2 - Wombwell Lane	Stream: 5 PRC for Signalled Lanes (%):	42.2	Total Delay for Signalled Lanes (pcuHr):
1.10	Cycle Time (s):	72	
	PRC Over All Lanes (%):	-30.8	Total Delay Over All Lanes(pcuHr):
		179.18	

Scenario 14: '2034 PM+Com Dev+270' (FG14: '2034 PM + committed dev + 270', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	37
Change Point	0	30

Stage Stream: 2

Stage	1	2
Duration	14	44
Change Point	58	9

Stage Stream: 3

Stage	1	2
Duration	14	47
Change Point	59	7

Stage Stream: 4

Stage	2	3
Duration	29	32
Change Point	31	66

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	22	43

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	64	54

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	53
Change Point	10	23

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	15	5

Stage Stream: 3

Stage	1	2

Duration	53	7
Change Point	28	14

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	14	4

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	4	66

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**141.2%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**141.2%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	14	367	1900	396	92.7%	367	367
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	14	341	1100:1200	220+21	141.2 : 141.2%	341	241
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	48	775	1900	1293	57.1%	738	738
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	48	799	1900	1293	58.8%	760	760
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	48	82	1900	1293	6.3%	82	82
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	14	427	1900	396	107.9%	427	396
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	14	427	1900	396	107.9%	427	396
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	15	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	47	1033	1900	1267	78.6%	995	995
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	47	392	1900	1267	23.8%	301	301
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	47	31	1900	1267	1.8%	22	22
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	29	524	1900	792	66.2%	524	524

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	29	489	1900	792	61.8%	489	489
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	32	707	1900	871	68.0%	593	593
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	32	458	1900	871	48.0%	418	418
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	690	1900	1478	39.9%	590	590
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	300	1900	396	75.8%	300	300
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	356	1900	396	89.9%	356	356
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	19	568	1900	528	107.6%	568	528
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	567	1900	528	107.4%	567	528
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	81	1900	528	15.3%	81	81
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	43	734	1900	1161	62.3%	724	724
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	252	1900	1161	21.7%	252	252
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	233	1900	1161	20.1%	233	233
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	541	1900	1240	42.4%	526	526

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	818	1900	1240	62.7%	778	778
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	129	1900	1240	10.4%	129	129
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	53	955	1800	1350	70.7%	955	955
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	1069	1900	1504	68.3%	1027	1027
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	7	67	1800	200	33.0%	66	66
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	514	1900	1425	36.1%	514	514
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	475	1900	1425	33.3%	475	475
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	7	24	1900	211	11.4%	24	24
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	33	1900	1531	2.1%	32	32
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**78.5%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	60	1800	488	12.3%	60	60
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	1123	1900:1700	1307+86	77.4 : 78.5%	1079	1079
2/3	Ahead	U	2:5	N/A	C2:L	52	22	1900	1399	1.5%	21	21

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**44**	**16**	**0**	**45.4**	**168.2**	**0.0**	**213.6**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**42.8**	**163.3**	**0.0**	**206.1**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.9	4.8	-	7.6	74.9	7.1	4.8	11.9	
1/2+1/3	-	-	-	6.5	51.4	-	58.0	612.0	9.4	51.4	60.8	
2/1	-	-	-	0.2	0.7	-	0.9	4.2	1.1	0.7	1.7	
2/2	-	-	-	0.1	0.7	-	0.8	3.8	0.4	0.7	1.1	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	4.6	20.7	-	25.3	213.7	9.2	20.7	29.9	
3/2	-	-	-	4.6	20.7	-	25.3	213.7	9.2	20.7	29.9	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	1.4	1.8	-	3.2	11.7	16.5	1.8	18.3	

4/2	-	-	-	0.5	0.2	-	0.7	8.1	4.5	0.2	4.6	
4/3	-	-	-	0.1	0.0	-	0.1	9.7	0.4	0.0	0.4	
5/1	-	-	-	1.9	1.0	-	2.9	19.9	5.9	1.0	6.9	
5/2	-	-	-	1.7	0.8	-	2.5	18.4	5.5	0.8	6.3	
6/1	-	-	-	0.2	1.1	-	1.3	7.9	2.7	1.1	3.8	
6/2	-	-	-	0.0	0.5	-	0.5	4.0	0.2	0.5	0.7	
7/1	-	-	-	0.2	0.3	-	0.5	3.1	1.2	0.3	1.5	
8/1	-	-	-	2.2	1.5	-	3.8	45.0	5.6	1.5	7.1	
8/2	-	-	-	2.7	3.8	-	6.5	65.8	6.9	3.8	10.7	
9/1	-	-	-	5.5	25.6	-	31.1	197.2	12.2	25.6	37.8	
9/2	-	-	-	5.4	25.2	-	30.6	194.6	12.1	25.2	37.4	
9/3	-	-	-	0.4	0.1	-	0.5	23.7	1.2	0.1	1.3	
10/1	-	-	-	0.9	0.8	-	1.7	8.5	7.2	0.8	8.0	
10/2	-	-	-	0.0	0.1	-	0.1	2.1	0.3	0.1	0.4	
10/3	-	-	-	0.0	0.1	-	0.1	2.1	0.5	0.1	0.7	
12/1	-	-	-	0.2	0.4	-	0.5	3.7	3.8	0.4	4.1	
12/2	-	-	-	0.5	0.8	-	1.3	6.2	5.4	0.8	6.3	
12/3	-	-	-	0.0	0.1	-	0.1	2.8	1.1	0.1	1.1	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**2.3**	**3.1**	**0.0**	**5.4**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.3	1.2	-	2.5	9.3	10.1	1.2	11.3	
2/1	-	-	-	0.0	1.1	-	1.1	3.9	0.2	1.1	1.3	
2/2	-	-	-	0.6	0.2	-	0.8	43.9	1.1	0.2	1.3	
4/1	-	-	-	0.1	0.3	-	0.4	2.9	0.7	0.3	1.0	
4/2	-	-	-	0.1	0.2	-	0.4	2.8	0.8	0.2	1.1	
5/1	-	-	-	0.2	0.1	-	0.3	38.5	0.4	0.1	0.5	
6/1	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	
J3: McDonald's	**44**	**16**	**0**	**0.2**	**1.8**	**0.0**	**2.0**	**-**	**-**	**-**	**-**	
1/1	44	16	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1	
2/2+2/1	-	-	-	0.2	1.7	-	1.9	6.4	17.7	1.7	19.4	
2/3	-	-	-	0.0	0.0	-	0.0	4.9	0.2	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1 PRC for Signalled Lanes (%):	-19.6	Total Delay for Signalled Lanes (pcuHr):	64.28	Cycle Time (s): 72
C1 - Stairfoot Rbt	Stream: 2 PRC for Signalled Lanes (%):	-56.9	Total Delay for Signalled Lanes (pcuHr):	67.29	Cycle Time (s): 72
C1 - Stairfoot Rbt	Stream: 3 PRC for Signalled Lanes (%):	-19.9	Total Delay for Signalled Lanes (pcuHr):	54.65	Cycle Time (s): 72
C1 - Stairfoot Rbt	Stream: 4 PRC for Signalled Lanes (%):	32.3	Total Delay for Signalled Lanes (pcuHr):	7.15	Cycle Time (s): 72
C1 - Stairfoot Rbt	Stream: 5 PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	12.23	Cycle Time (s): 72
C1 - Stairfoot Rbt	Stream: 6 PRC for Signalled Lanes (%):	125.3	Total Delay for Signalled Lanes (pcuHr):	0.51	Cycle Time (s): 72
C2 - Wombwell Lane	Stream: 1 PRC for Signalled Lanes (%):	27.2	Total Delay for Signalled Lanes (pcuHr):	3.28	Cycle Time (s): 72
C2 - Wombwell Lane	Stream: 2 PRC for Signalled Lanes (%):	31.9	Total Delay for Signalled Lanes (pcuHr):	1.10	Cycle Time (s): 72
C2 - Wombwell Lane	Stream: 3 PRC for Signalled Lanes (%):	149.5	Total Delay for Signalled Lanes (pcuHr):	1.04	Cycle Time (s): 72
C2 - Wombwell Lane	Stream: 4 PRC for Signalled Lanes (%):	4197.8	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s): 72
C2 - Wombwell Lane	Stream: 5 PRC for Signalled Lanes (%):	14.6	Total Delay for Signalled Lanes (pcuHr):	1.94	Cycle Time (s): 72
	PRC Over All Lanes (%):	-56.9	Total Delay Over All Lanes(pcuHr):	213.55	

Scenario 15: '2034 AM+Com Dev+470' (FG15: '2034 AM + committed dev + 470', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	41
Change Point	0	26

Stage Stream: 2

Stage	1	2
Duration	15	43
Change Point	58	10

Stage Stream: 3

Stage	1	2
Duration	18	43
Change Point	36	60

Stage Stream: 4

Stage	2	3
Duration	32	29
Change Point	66	32

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	23	44

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	31	21

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	13	47
Change Point	21	40

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	67	57

Stage Stream: 3

Stage	1	2

Duration	48	12
Change Point	46	27

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	25	15

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	55	45

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**117.7%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**117.7%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	15	347	1900	422	82.2%	347	347
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	15	313	1100:1200	230+36	117.7 : 117.7%	313	266
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	47	560	1900	1267	42.3%	536	536
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	47	620	1900	1267	46.6%	590	590
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	47	97	1900	1267	7.7%	97	97
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	18	560	1900	501	111.7%	560	501
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	18	563	1900	501	112.3%	563	501
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	19	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	43	811	1900	1161	67.6%	785	785
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	43	367	1900	1161	28.1%	326	326
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	43	43	1900	1161	3.2%	37	37
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	32	532	1900	871	61.1%	532	532

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	32	471	1900	871	54.1%	471	471
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	29	795	1900	792	89.4%	708	708
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	29	606	1900	792	68.0%	538	538
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	648	1900	1478	40.2%	594	594
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	303	1900	396	76.5%	303	303
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	292	1900	396	73.8%	292	292
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	15	452	1900	422	107.1%	452	422
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	452	1900	422	107.1%	452	422
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	15	93	1900	422	22.0%	93	93
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	47	900	1900	1267	68.3%	865	865
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	193	1900	1267	15.2%	193	193
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	47	172	1900	1267	13.6%	172	172
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	679	1900	1240	52.1%	646	646

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	1004	1900	1240	75.5%	936	936
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	73	1900	1240	5.9%	73	73
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	47	966	1800	1200	80.5%	966	966
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	879	1900	1504	56.1%	845	845
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	13	56	1800	350	15.6%	55	55
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	48	518	1900	1293	40.1%	518	518
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	48	455	1900	1293	35.2%	455	455
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	12	30	1900	343	8.7%	30	30
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	49	1900	1531	3.1%	48	48
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**62.8%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	44	1800	527	8.4%	44	44
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	911	1900:1700	1312+79	62.8 : 62.4%	874	874
2/3	Ahead	U	2:5	N/A	C2:L	52	32	1900	1399	2.2%	31	31

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**32**	**12**	**0**	**44.2**	**157.3**	**0.0**	**201.4**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**40.8**	**153.0**	**0.0**	**193.8**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.6	2.2	-	4.7	49.3	6.6	2.2	8.7	
1/2+1/3	-	-	-	4.2	26.5	-	30.7	352.7	7.3	26.5	33.8	
2/1	-	-	-	0.0	0.4	-	0.4	2.5	0.0	0.4	0.4	
2/2	-	-	-	0.0	0.4	-	0.4	2.7	0.0	0.4	0.5	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	5.6	33.5	-	39.1	251.3	12.4	33.5	45.9	
3/2	-	-	-	5.7	34.8	-	40.5	259.3	12.5	34.8	47.3	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.8	1.0	-	1.8	8.4	3.0	1.0	4.1	

4/2	-	-	-	0.0	0.2	-	0.2	2.5	0.1	0.2	0.3	
4/3	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	
5/1	-	-	-	1.1	0.8	-	1.8	12.4	7.5	0.8	8.3	
5/2	-	-	-	0.9	0.6	-	1.5	11.1	6.1	0.6	6.7	
6/1	-	-	-	2.3	3.9	-	6.2	31.5	9.5	3.9	13.4	
6/2	-	-	-	0.6	1.1	-	1.7	11.1	1.3	1.1	2.4	
7/1	-	-	-	0.1	0.3	-	0.4	2.6	0.6	0.3	0.9	
8/1	-	-	-	2.3	1.6	-	3.8	45.6	5.6	1.6	7.2	
8/2	-	-	-	2.2	1.4	-	3.5	43.6	5.4	1.4	6.8	
9/1	-	-	-	4.5	20.4	-	25.0	198.8	9.6	20.4	30.1	
9/2	-	-	-	4.5	20.4	-	25.0	198.8	9.6	20.4	30.1	
9/3	-	-	-	0.6	0.1	-	0.7	28.4	1.5	0.1	1.6	
10/1	-	-	-	1.5	1.1	-	2.5	10.6	10.6	1.1	11.6	
10/2	-	-	-	0.1	0.1	-	0.2	4.4	0.7	0.1	0.8	
10/3	-	-	-	0.1	0.1	-	0.2	3.5	0.5	0.1	0.6	
12/1	-	-	-	0.5	0.5	-	1.0	5.7	1.9	0.5	2.4	
12/2	-	-	-	0.7	1.5	-	2.2	8.4	4.3	1.5	5.8	
12/3	-	-	-	0.1	0.0	-	0.1	4.9	0.3	0.0	0.3	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**3.1**	**3.4**	**0.0**	**6.5**	**-**	**-**	**-**	**-**	
1/1	-	-	-	2.3	2.0	-	4.3	16.2	13.7	2.0	15.7	
2/1	-	-	-	0.0	0.6	-	0.7	2.9	0.2	0.6	0.9	
2/2	-	-	-	0.4	0.1	-	0.4	29.4	0.8	0.1	0.9	
4/1	-	-	-	0.1	0.3	-	0.5	3.2	0.6	0.3	0.9	
4/2	-	-	-	0.1	0.3	-	0.3	2.6	0.3	0.3	0.6	
5/1	-	-	-	0.2	0.0	-	0.3	30.3	0.5	0.0	0.5	
6/1	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.1	
J3: McDonald's	**32**	**12**	**0**	**0.2**	**0.9**	**0.0**	**1.1**	**-**	**-**	**-**	**-**	
1/1	32	12	0	0.0	0.0	-	0.0	3.7	0.0	0.0	0.0	
2/2+2/1	-	-	-	0.2	0.8	-	1.0	4.3	1.5	0.8	2.3	
2/3	-	-	-	0.0	0.0	-	0.0	3.3	0.1	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1 PRC for Signalled Lanes (%):	-18.9	Total Delay for Signalled Lanes (pcuHr):	53.60
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 2 PRC for Signalled Lanes (%):	-30.8	Total Delay for Signalled Lanes (pcuHr):	36.27
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 3 PRC for Signalled Lanes (%):	-24.8	Total Delay for Signalled Lanes (pcuHr):	81.71
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 4 PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	11.13
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 5 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	10.67
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 6 PRC for Signalled Lanes (%):	124.0	Total Delay for Signalled Lanes (pcuHr):	0.42
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 1 PRC for Signalled Lanes (%):	11.8	Total Delay for Signalled Lanes (pcuHr):	4.79
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 2 PRC for Signalled Lanes (%):	60.3	Total Delay for Signalled Lanes (pcuHr):	0.68
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 3 PRC for Signalled Lanes (%):	124.7	Total Delay for Signalled Lanes (pcuHr):	1.03
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 4 PRC for Signalled Lanes (%):	2799.8	Total Delay for Signalled Lanes (pcuHr):	0.02
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 5 PRC for Signalled Lanes (%):	43.2	Total Delay for Signalled Lanes (pcuHr):	1.08
	Cycle Time (s):	72		
	PRC Over All Lanes (%):	-30.8	Total Delay Over All Lanes(pcuHr):	201.45

Scenario 16: '2034 PM+Com Dev+470' (FG16: '2034 PM + committed dev + 470', Plan 1: 'Network Control Plan 1')
C1 - Stairfoot Rbt
Stage Sequence Diagram
Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Stream: 6

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	37
Change Point	0	30

Stage Stream: 2

Stage	1	2
Duration	14	44
Change Point	59	10

Stage Stream: 3

Stage	1	2
Duration	14	47
Change Point	40	60

Stage Stream: 4

Stage	2	3
Duration	29	32
Change Point	70	33

Stage Stream: 5

Stage	1	2
Duration	14	46
Change Point	30	51

Stage Stream: 6

Stage	1	2
Duration	55	5
Change Point	31	21

C2 - Wombwell Lane

Stage Sequence Diagram

Stage Stream: 1

Stage Stream: 2

Stage Stream: 3

Stage Stream: 4

Stage Stream: 5

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	53
Change Point	40	53

Stage Stream: 2

Stage	1	2
Duration	56	5
Change Point	70	60

Stage Stream: 3

Stage	1	2

Duration	53	7
Change Point	58	44

Stage Stream: 4

Stage	**1**	**2**
Duration	57	5
Change Point	44	34

Stage Stream: 5

Stage	**1**	**2**
Duration	52	5
Change Point	58	48

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)
Network	-	-	**N/A**	-	-	-	-	-	-	**141.2%**	-	-
J1: Stairfoot Roundabout	-	-	**N/A**	-	-	-	-	-	-	**141.2%**	-	-
1/1	A633 Grange Lane Ahead Left	U	1:2	N/A	C1:D	14	383	1900	396	96.8%	383	383
1/2+1/3	A633 Grange Lane Ahead	U	1:2	N/A	C1:D	14	341	1100:1200	220+21	141.2 : 141.2%	341	241
2/1	Internal at Grange Lane Ahead	U	1:2	N/A	C1:E	48	785	1900	1293	57.1%	739	739
2/2	Internal at Grange Lane Right Ahead	U	1:2	N/A	C1:E	48	822	1900	1293	59.8%	773	773
2/3	Internal at Grange Lane Right	U	1:2	N/A	C1:E	48	82	1900	1293	6.3%	82	82
3/1	A635 Doncaster Rd Inbound Ahead Left	U	1:3	N/A	C1:G	14	433	1900	396	109.4%	433	396
3/2	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:G	14	433	1900	396	109.4%	433	396
3/3	A635 Doncaster Rd Inbound Ahead	U	1:3	N/A	C1:H	15	0	1900	-	-	-	-
4/1	Internal at Doncaster Rd IB Ahead	U	1:3	N/A	C1:I	47	1048	1900	1267	79.1%	1002	1002
4/2	Internal at Doncaster Rd IB Right Ahead	U	1:3	N/A	C1:I	47	392	1900	1267	23.8%	301	301
4/3	Internal at Doncaster Rd IB Right	U	1:3	N/A	C1:I	47	31	1900	1267	1.8%	22	22
5/1	Bleachcroft Way Left Ahead	U	1:4	N/A	C1:M	29	515	1900	792	65.1%	515	515

5/2	Bleachcroft Way Ahead	U	1:4	N/A	C1:M	29	509	1900	792	64.3%	509	509
6/1	Internal at Bleachcroft Way Right Right2	U	1:4	N/A	C1:N	32	713	1900	871	68.2%	594	594
6/2	Internal at Bleachcroft Way Right	U	1:4	N/A	C1:N	32	464	1900	871	48.0%	418	418
7/1	Hunningley Lane Exit Ahead	U	1:6	N/A	C1:U	55	691	1900	1478	39.9%	590	590
8/1	B6100 Hunningley Road Left Left2	U	1:5	N/A	C1:Q	14	300	1900	396	75.8%	300	300
8/2	B6100 Hunningley Road Left	U	1:5	N/A	C1:Q	14	358	1900	396	90.4%	358	358
9/1	A635 Doncaster Road Outbound Ahead Left	U	1:1	N/A	C1:A	19	578	1900	528	109.5%	578	528
9/2	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	577	1900	528	109.3%	577	528
9/3	A635 Doncaster Road Outbound Ahead	U	1:1	N/A	C1:A	19	81	1900	528	15.3%	81	81
10/1	Internal at Doncaster Rd OB Ahead	U	1:1	N/A	C1:B	43	738	1900	1161	62.5%	726	726
10/2	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	252	1900	1161	21.7%	252	252
10/3	Internal at Doncaster Rd OB Right	U	1:1	N/A	C1:B	43	246	1900	1161	21.2%	246	246
12/1	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	537	1900	1240	41.9%	519	519

12/2	Internal at Hunningley Ln Ahead Ahead2	U	1:5	N/A	C1:R	46	833	1900	1240	63.5%	787	787
12/3	Internal at Hunningley Ln Ahead	U	1:5	N/A	C1:R	46	140	1900	1240	11.3%	140	140
16/1	Bus Lane Right	U	1:5	N/A	C1:S	0	0	1800	-	-	-	-
J2: Wombwell Lane	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**	**-**	**-**
1/1	Wombwell Lane n/b Left Left2	U	2:1	N/A	C2:B	53	955	1800	1350	70.7%	955	955
2/1	Wombwell Lane exit Ahead	U	2:2	N/A	C2:E	56	1054	1900	1504	66.6%	1002	1002
2/2	Wombwell Lane exit Right Right2	U	2:1	N/A	C2:A	7	82	1800	200	40.4%	81	81
4/1	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	505	1900	1425	35.4%	505	505
4/2	Bleachcroft Way Right	U	2:3	N/A	C2:G	53	499	1900	1425	35.0%	499	499
5/1	Bleachcroft Way entry Left	U	2:3	N/A	C2:H	7	20	1900	211	9.5%	20	20
6/1	Bleachcroft Way exit Ahead	U	2:4	N/A	C2:J	57	33	1900	1531	2.1%	32	32
J3: McDonald's	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**	**-**	**-**
1/1	Access Left	O	N/A	N/A	-	-	60	1800	490	12.2%	60	60
2/2+2/1	Ahead Left	U	2:5	N/A	C2:L	52	1138	1900:1700	1290+103	77.7 : 79.5%	1084	1084
2/3	Ahead	U	2:5	N/A	C2:L	52	22	1900	1399	1.5%	21	21

Item	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**44**	**16**	**0**	**47.7**	**184.5**	**0.0**	**232.2**	**-**	**-**	**-**	**-**	
J1: Stairfoot Roundabout	**0**	**0**	**0**	**45.0**	**179.5**	**0.0**	**224.5**	**-**	**-**	**-**	**-**	
1/1	-	-	-	3.0	7.1	-	10.1	94.9	7.6	7.1	14.6	
1/2+1/3	-	-	-	6.5	51.4	-	57.9	611.7	9.3	51.4	60.7	
2/1	-	-	-	0.1	0.7	-	0.7	3.6	0.3	0.7	0.9	
2/2	-	-	-	0.1	0.7	-	0.8	3.7	0.2	0.7	0.9	
2/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
3/1	-	-	-	4.3	23.2	-	27.6	229.4	9.4	23.2	32.6	
3/2	-	-	-	4.3	23.2	-	27.6	229.4	9.4	23.2	32.6	
3/3	-	-	-	-	-	-	-	-	-	-	-	
4/1	-	-	-	0.8	1.9	-	2.7	9.7	4.9	1.9	6.7	

4/2	-	-	-	0.0	0.2	-	0.2	2.0	0.0	0.2	0.2	
4/3	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
5/1	-	-	-	1.7	0.9	-	2.6	18.3	7.5	0.9	8.4	
5/2	-	-	-	1.7	0.9	-	2.6	18.3	7.7	0.9	8.6	
6/1	-	-	-	2.1	1.1	-	3.1	19.0	5.8	1.1	6.9	
6/2	-	-	-	0.2	0.5	-	0.7	5.8	0.5	0.5	1.0	
7/1	-	-	-	0.1	0.3	-	0.5	2.8	0.9	0.3	1.2	
8/1	-	-	-	2.2	1.5	-	3.8	45.0	5.6	1.5	7.1	
8/2	-	-	-	2.8	3.9	-	6.7	67.2	7.0	3.9	10.9	
9/1	-	-	-	5.9	29.9	-	35.8	223.0	12.6	29.9	42.5	
9/2	-	-	-	5.8	29.5	-	35.3	220.4	12.5	29.5	42.0	
9/3	-	-	-	0.4	0.1	-	0.5	23.7	1.2	0.1	1.3	
10/1	-	-	-	1.6	0.8	-	2.5	12.3	10.9	0.8	11.7	
10/2	-	-	-	0.3	0.1	-	0.4	5.6	1.4	0.1	1.6	
10/3	-	-	-	0.2	0.1	-	0.3	4.8	1.1	0.1	1.2	
12/1	-	-	-	0.3	0.4	-	0.7	4.5	1.2	0.4	1.6	
12/2	-	-	-	0.4	0.9	-	1.3	5.8	2.7	0.9	3.6	
12/3	-	-	-	0.1	0.1	-	0.1	3.7	0.3	0.1	0.3	
16/1	-	-	-	-	-	-	-	-	-	-	-	
J2: Wombwell Lane	**0**	**0**	**0**	**2.4**	**3.1**	**0.0**	**5.6**	**-**	**-**	**-**	**-**	
1/1	-	-	-	1.3	1.2	-	2.5	9.3	10.1	1.2	11.3	
2/1	-	-	-	0.0	1.0	-	1.0	3.7	0.2	1.0	1.2	
2/2	-	-	-	0.7	0.3	-	1.0	44.7	1.5	0.3	1.9	
4/1	-	-	-	0.1	0.3	-	0.4	2.8	0.7	0.3	0.9	
4/2	-	-	-	0.2	0.3	-	0.4	3.2	1.3	0.3	1.6	
5/1	-	-	-	0.2	0.1	-	0.2	38.3	0.4	0.1	0.4	
6/1	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	
J3: McDonald's	**44**	**16**	**0**	**0.2**	**1.8**	**0.0**	**2.1**	**-**	**-**	**-**	**-**	
1/1	44	16	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1	
2/2+2/1	-	-	-	0.2	1.7	-	2.0	6.5	6.6	1.7	8.4	
2/3	-	-	-	0.0	0.0	-	0.0	5.4	0.2	0.0	0.2	

C1 - Stairfoot Rbt	Stream: 1 PRC for Signalled Lanes (%):	-21.7	Total Delay for Signalled Lanes (pcuHr):	74.87
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 2 PRC for Signalled Lanes (%):	-56.9	Total Delay for Signalled Lanes (pcuHr):	69.61
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 3 PRC for Signalled Lanes (%):	-21.5	Total Delay for Signalled Lanes (pcuHr):	58.05
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 4 PRC for Signalled Lanes (%):	32.0	Total Delay for Signalled Lanes (pcuHr):	9.02
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 5 PRC for Signalled Lanes (%):	-0.5	Total Delay for Signalled Lanes (pcuHr):	12.51
	Cycle Time (s):	72		
C1 - Stairfoot Rbt	Stream: 6 PRC for Signalled Lanes (%):	125.6	Total Delay for Signalled Lanes (pcuHr):	0.46
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 1 PRC for Signalled Lanes (%):	27.2	Total Delay for Signalled Lanes (pcuHr):	3.48
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 2 PRC for Signalled Lanes (%):	35.1	Total Delay for Signalled Lanes (pcuHr):	1.03
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 3 PRC for Signalled Lanes (%):	154.0	Total Delay for Signalled Lanes (pcuHr):	1.06
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 4 PRC for Signalled Lanes (%):	4220.3	Total Delay for Signalled Lanes (pcuHr):	0.01
	Cycle Time (s):	72		
C2 - Wombwell Lane	Stream: 5 PRC for Signalled Lanes (%):	13.2	Total Delay for Signalled Lanes (pcuHr):	1.98
	Cycle Time (s):	72		
	PRC Over All Lanes (%):	-56.9	Total Delay Over All Lanes(pcuHr):	232.15