

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing Layout - Existing 2015, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2015, AM Peak	Existing 2015	AM Peak		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	One-way from A to C	A,B,C,D	16.67	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Orchard Street		Major
B	Station Lane		Minor
C	Low Road		Major
D	Bridge Hill		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.00		0.00		2.20	0.00		
C	6.00		0.00		2.20	0.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00								✓		0	100
	One lane												

D	plus flare				10.00	5.40	4.20	4.20	4.20	✓	1.00	32	0
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Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.164	0.235	0.164	-	-	-
1	B-A	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	755.659	0.086	0.216	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	573.963	0.164	0.164	0.235	-	-	-	-	-	-	-	-	-
1	D-A	677.033	-	-	-	-	-	-	0.194	-	0.077	-	-	-
1	D-B, nearside lane	529.457	0.113	0.113	0.257	-	-	-	0.180	0.180	0.071	-	-	-
1	D-B, offside lane	529.457	0.113	0.113	0.257	-	-	-	0.180	0.180	0.071	-	-	-
1	D-C	529.457	-	0.113	0.257	0.090	0.180	0.180	0.180	0.180	0.071	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	837.00	100.000
B	ONE HOUR	✓	339.00	100.000
C	ONE HOUR	✓	0.00	100.000
D	ONE HOUR	✓	285.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
	A	B	C	D

From	A	0.000	230.000	607.000	0.000
	B	0.000	0.000	339.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	261.000	24.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To				
		A	B	C	D
	A	0.00	0.27	0.73	0.00
	B	0.00	0.00	1.00	0.00
	C	0.25	0.25	0.25	0.25
D	0.00	0.92	0.08	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To				
		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
D	1.000	1.000	1.000	1.000	

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To				
		A	B	C	D
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
D	0.000	0.000	0.000	0.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.63	16.61	1.69	C
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	0.00	0.00	A
D-AB	0.43	17.65	0.74	C
D-BC	0.41	15.88	0.70	C
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	255.22	252.62	0.00	641.97	0.398	0.65	9.187	A
A-B	173.16	173.16	0.00	-	-	-	-	-
A-C	456.98	456.98	0.00	-	-	-	-	-

A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	102.36	101.10	0.00	422.54	0.242	0.31	11.157	B
D-BC	112.20	110.88	0.00	446.56	0.251	0.33	10.684	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	470.41	0.000	0.00	0.000	A

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	304.75	303.57	0.00	619.90	0.492	0.94	11.335	B
A-B	206.77	206.77	0.00	-	-	-	-	-
A-C	545.68	545.68	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	123.52	123.01	0.00	397.14	0.311	0.44	13.107	B
D-BC	132.69	132.23	0.00	424.75	0.312	0.45	12.286	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	450.31	0.000	0.00	0.000	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	373.25	370.43	0.00	589.39	0.633	1.65	16.229	C
A-B	253.23	253.23	0.00	-	-	-	-	-
A-C	668.32	668.32	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	153.63	152.49	0.00	358.18	0.429	0.73	17.403	C
D-BC	160.16	159.20	0.00	387.48	0.413	0.69	15.701	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	422.52	0.000	0.00	0.000	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	373.25	373.10	0.00	589.39	0.633	1.69	16.612	C
A-B	253.23	253.23	0.00	-	-	-	-	-
A-C	668.32	668.32	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	153.71	153.65	0.00	357.49	0.430	0.74	17.647	C
D-BC	160.09	160.04	0.00	386.65	0.414	0.70	15.878	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	422.52	0.000	0.00	0.000	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	304.75	307.54	0.00	619.90	0.492	0.99	11.626	B
A-B	206.77	206.77	0.00	-	-	-	-	-
A-C	545.68	545.68	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	123.60	124.71	0.00	396.33	0.312	0.46	13.309	B
D-BC	132.61	133.54	0.00	424.00	0.313	0.46	12.435	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	450.31	0.000	0.00	0.000	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	255.22	256.49	0.00	641.97	0.398	0.67	9.369	A
A-B	173.16	173.16	0.00	-	-	-	-	-
A-C	456.98	456.98	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A

D-AB	102.43	102.98	0.00	421.72	0.243	0.33	11.313	B
D-BC	112.13	112.62	0.00	446.02	0.251	0.34	10.815	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	470.41	0.000	0.00	0.000	A

<h1>Junctions 8</h1>
<h2>PICADY 8 - Priority Intersection Module</h2>
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2016
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Filename: Orchard St-Station Ln-Low Rd-Bridge Hill (5-2).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:31:46

Summary of junction performance

	PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - Existing 2015				
Stream B-ACD	3.18	22.98	0.77	C
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	0.00	0.00	A
Stream D-AB	0.40	11.80	0.29	B
Stream D-BC	0.47	12.11	0.32	B
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	A

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

"D1 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak " model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:31:46

File summary

File Description

Title	Orchard Street/Station Lane/Low Road/Bridge Hill Priority Crossroads Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing Layout - Existing 2015, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2015, PM Peak	Existing 2015	PM Peak		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	One-way from A to C	A,B,C,D	19.25	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Orchard Street		Major
B	Station Lane		Minor
C	Low Road		Major
D	Bridge Hill		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.00		0.00		2.20	0.00		
C	6.00		0.00		2.20	0.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00								✓		0	100
	One lane												

D	plus flare				10.00	5.40	4.20	4.20	4.20	✓	1.00	32	0
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Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.164	0.235	0.164	-	-	-
1	B-A	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	755.659	0.086	0.216	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	573.963	0.164	0.164	0.235	-	-	-	-	-	-	-	-	-
1	D-A	677.033	-	-	-	-	-	-	0.194	-	0.077	-	-	-
1	D-B, nearside lane	529.457	0.113	0.113	0.257	-	-	-	0.180	0.180	0.071	-	-	-
1	D-B, offside lane	529.457	0.113	0.113	0.257	-	-	-	0.180	0.180	0.071	-	-	-
1	D-C	529.457	-	0.113	0.257	0.090	0.180	0.180	0.180	0.180	0.071	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	386.00	100.000
B	ONE HOUR	✓	470.00	100.000
C	ONE HOUR	✓	0.00	100.000
D	ONE HOUR	✓	240.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D

From	A	0.000	59.000	327.000	0.000
	B	0.000	0.000	470.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	201.000	39.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To				
		A	B	C	D
	A	0.00	0.15	0.85	0.00
	B	0.00	0.00	1.00	0.00
	C	0.25	0.25	0.25	0.25
D	0.00	0.84	0.16	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To				
		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
D	1.000	1.000	1.000	1.000	

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To				
		A	B	C	D
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
D	0.000	0.000	0.000	0.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.77	22.98	3.18	C
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	0.00	0.00	A
D-AB	0.29	11.80	0.40	B
D-BC	0.32	12.11	0.47	B
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	353.84	349.83	0.00	698.59	0.507	1.00	10.212	B
A-B	44.42	44.42	0.00	-	-	-	-	-
A-C	246.18	246.18	0.00	-	-	-	-	-

A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	80.74	79.91	0.00	466.11	0.173	0.21	9.302	A
D-BC	99.95	98.90	0.00	474.68	0.211	0.26	9.553	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	422.52	420.38	0.00	687.52	0.615	1.54	13.363	B
A-B	53.04	53.04	0.00	-	-	-	-	-
A-C	293.97	293.97	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	97.97	97.70	0.00	451.03	0.217	0.27	10.189	B
D-BC	117.79	117.49	0.00	460.93	0.256	0.34	10.472	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	516.94	0.000	0.00	0.000	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	517.48	511.46	0.00	672.20	0.770	3.04	21.598	C
A-B	64.96	64.96	0.00	-	-	-	-	-
A-C	360.03	360.03	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	122.81	122.33	0.00	428.29	0.287	0.40	11.747	B
D-BC	141.43	140.92	0.00	439.25	0.322	0.47	12.043	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	504.12	0.000	0.00	0.000	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	517.48	516.94	0.00	672.20	0.770	3.18	22.975	C
A-B	64.96	64.96	0.00	-	-	-	-	-
A-C	360.03	360.03	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	122.89	122.88	0.00	427.95	0.287	0.40	11.798	B
D-BC	141.35	141.33	0.00	438.64	0.322	0.47	12.106	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	504.12	0.000	0.00	0.000	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	422.52	428.62	0.00	687.52	0.615	1.65	14.214	B
A-B	53.04	53.04	0.00	-	-	-	-	-
A-C	293.97	293.97	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	98.05	98.52	0.00	450.61	0.218	0.28	10.237	B
D-BC	117.70	118.19	0.00	460.18	0.256	0.35	10.541	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	516.94	0.000	0.00	0.000	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	353.84	356.26	0.00	698.59	0.507	1.05	10.588	B
A-B	44.42	44.42	0.00	-	-	-	-	-
A-C	246.18	246.18	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A

D-AB	80.82	81.10	0.00	465.56	0.174	0.21	9.372	A
D-BC	99.86	100.18	0.00	474.10	0.211	0.27	9.635	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A

<h1>Junctions 8</h1>
<h2>PICADY 8 - Priority Intersection Module</h2>
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2016
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Filename: A6102 Langsett Rd N-Bridge Hill-A6102 Langsett Rd S-Church St (6).arc8
 Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
 Report generation date: 16/03/2016 15:35:17

Summary of junction performance

	AM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - Existing 2015				
Stream B-ACD	0.00	0.00	0.00	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	0.00	0.00	A
Stream D-ABC	1.74	17.17	0.64	C
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.26	7.93	0.21	A

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

"D1 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
 "D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
 "D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
 "D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
 "D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
 "D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:35:17

File summary

File Description

Title	A6102 Langsett Road S/Bridge Hill/A6102 Lngasset Road N/Church Street Priority Crossroads Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units

m	kph	PCU	PCU	perHour	s	-Min	perMin
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Existing Layout - Existing 2015, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2015, AM Peak	Existing 2015	AM Peak		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	One-way from C to A	A,B,C,D	14.92	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road N		Major
B	Bridge Hill		Minor
C	A6102 Langsett Road S		Major
D	Church Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.00		0.00		2.20	0.00		
C	6.00		0.00		2.20	0.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.20										0	0
D	One lane	5.00										0	27

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.164	0.235	0.164	-	-	-
1	B-A	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	-	0.182	0.182	0.091
1	B-C	698.897	0.079	0.200	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	0.115	-	-	-
1	B-D, offside lane	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	0.115	-	-	-
1	C-B	573.963	0.164	0.164	0.235	-	-	-	-	-	-	-	-	-
1	D-A	769.271	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	589.158	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	589.158	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	589.158	-	0.126	0.286	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	487.00	100.000
D	ONE HOUR	✓	338.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	217.000	109.000	0.000	161.000
	D	161.000	177.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.25	0.25	0.25	0.25
	B	0.25	0.25	0.25	0.25
	C	0.45	0.22	0.00	0.33
	D	0.48	0.52	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	0.00	0.00	A
D-ABC	0.64	17.17	1.74	C
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.21	7.93	0.26	A

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	511.90	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	507.93	0.000	0.00	0.000	A
D-ABC	254.46	251.63	0.00	607.36	0.419	0.71	10.043	B
C-D	121.21	121.21	0.00	-	-	-	-	-
C-A	163.37	163.37	0.00	-	-	-	-	-
C-B	82.06	81.40	0.00	573.96	0.143	0.17	7.300	A

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	500.12	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	494.96	0.000	0.00	0.000	A
D-ABC	303.86	302.64	0.00	596.38	0.510	1.01	12.202	B
C-D	144.74	144.74	0.00	-	-	-	-	-
C-A	195.08	195.08	0.00	-	-	-	-	-
C-B	97.99	97.83	0.00	573.96	0.171	0.20	7.559	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	483.88	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	477.20	0.000	0.00	0.000	A
D-ABC	372.14	369.41	0.00	581.26	0.640	1.70	16.769	C
C-D	177.26	177.26	0.00	-	-	-	-	-
C-A	238.92	238.92	0.00	-	-	-	-	-
C-B	120.01	119.78	0.00	573.96	0.209	0.26	7.922	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	483.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	477.15	0.000	0.00	0.000	A
D-ABC	372.14	371.99	0.00	581.23	0.640	1.74	17.168	C
C-D	177.26	177.26	0.00	-	-	-	-	-
C-A	238.92	238.92	0.00	-	-	-	-	-
C-B	120.01	120.01	0.00	573.96	0.209	0.26	7.930	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	499.78	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	494.87	0.000	0.00	0.000	A
D-ABC	303.86	306.53	0.00	596.33	0.510	1.07	12.534	B
C-D	144.74	144.74	0.00	-	-	-	-	-
C-A	195.08	195.08	0.00	-	-	-	-	-
C-B	97.99	98.21	0.00	573.96	0.171	0.21	7.572	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	511.46	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	507.74	0.000	0.00	0.000	A
D-ABC	254.46	255.79	0.00	607.25	0.419	0.73	10.281	B
C-D	121.21	121.21	0.00	-	-	-	-	-
C-A	163.37	163.37	0.00	-	-	-	-	-
C-B	82.06	82.22	0.00	573.96	0.143	0.17	7.322	A

<h1>Junctions 8</h1>
<h2>PICADY 8 - Priority Intersection Module</h2>
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Filename: A6102 Langsett Rd N-Bridge Hill-A6102 Langsett Rd S-Church St (6).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:35:52

Summary of junction performance

	PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - Existing 2015				
Stream B-ACD	0.00	0.00	0.00	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	0.00	0.00	A
Stream D-ABC	1.45	16.95	0.60	C
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.25	7.85	0.20	A

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

"D1 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:35:52

File summary

File Description

Title	A6102 Langsett Road S/Bridge Hill/A6102 Lngasset Road N/Church Street Priority Crossroads Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units

m	kph	PCU	PCU	perHour	s	-Min	perMin
---	-----	-----	-----	---------	---	------	--------

Existing Layout - Existing 2015, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2015, PM Peak	Existing 2015	PM Peak		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	One-way from C to A	A,B,C,D	14.51	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road N		Major
B	Bridge Hill		Minor
C	A6102 Langsett Road S		Major
D	Church Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.00		0.00		2.20	0.00		
C	6.00		0.00		2.20	0.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.20										0	0
D	One lane	5.00										0	27

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.164	0.235	0.164	-	-	-
1	B-A	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	-	0.182	0.182	0.091
1	B-C	698.897	0.079	0.200	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	0.115	-	-	-
1	B-D, offside lane	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	0.115	-	-	-
1	C-B	573.963	0.164	0.164	0.235	-	-	-	-	-	-	-	-	-
1	D-A	769.271	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	589.158	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	589.158	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	589.158	-	0.126	0.286	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	740.00	100.000
D	ONE HOUR	✓	286.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	492.000	105.000	0.000	143.000
	D	148.000	138.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.25	0.25	0.25	0.25
	B	0.25	0.25	0.25	0.25
	C	0.66	0.14	0.00	0.19
	D	0.52	0.48	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	0.00	0.00	A
D-ABC	0.60	16.95	1.45	C
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.20	7.85	0.25	A

Main Results for each time segment**Main results: (16:45-17:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	494.53	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	476.84	0.000	0.00	0.000	A
D-ABC	215.32	212.95	0.00	572.56	0.376	0.59	9.948	A
C-D	107.66	107.66	0.00	-	-	-	-	-
C-A	370.40	370.40	0.00	-	-	-	-	-
C-B	79.05	78.42	0.00	573.96	0.138	0.16	7.256	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	479.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	457.84	0.000	0.00	0.000	A
D-ABC	257.11	256.09	0.00	553.35	0.465	0.85	12.062	B
C-D	128.55	128.55	0.00	-	-	-	-	-
C-A	442.30	442.30	0.00	-	-	-	-	-
C-B	94.39	94.25	0.00	573.96	0.164	0.19	7.502	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	457.90	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	431.75	0.000	0.00	0.000	A
D-ABC	314.89	312.59	0.00	526.81	0.598	1.42	16.620	C
C-D	157.45	157.45	0.00	-	-	-	-	-
C-A	541.70	541.70	0.00	-	-	-	-	-
C-B	115.61	115.39	0.00	573.96	0.201	0.25	7.846	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	457.70	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	431.69	0.000	0.00	0.000	A
D-ABC	314.89	314.77	0.00	526.78	0.598	1.45	16.952	C
C-D	157.45	157.45	0.00	-	-	-	-	-
C-A	541.70	541.70	0.00	-	-	-	-	-
C-B	115.61	115.60	0.00	573.96	0.201	0.25	7.853	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	478.90	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	457.76	0.000	0.00	0.000	A
D-ABC	257.11	259.36	0.00	553.31	0.465	0.89	12.341	B
C-D	128.55	128.55	0.00	-	-	-	-	-
C-A	442.30	442.30	0.00	-	-	-	-	-
C-B	94.39	94.60	0.00	573.96	0.164	0.20	7.515	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	494.13	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	476.66	0.000	0.00	0.000	A
D-ABC	215.32	216.42	0.00	572.45	0.376	0.61	10.144	B
C-D	107.66	107.66	0.00	-	-	-	-	-
C-A	370.40	370.40	0.00	-	-	-	-	-
C-B	79.05	79.20	0.00	573.96	0.138	0.16	7.277	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: A6102 Forge Hill-A6102 Langsett Rd S (7).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:38:27

Summary of junction performance

AM Peak				
	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - Existing 2015				
Stream B-C	0.00	0.00	0.00	A
Stream B-A	0.62	10.69	0.38	B
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:38:26

File summary

File Description

Title	A6102 Forge Hill/A6102 Langsett Road S Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing Layout - Existing 2015, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2015, AM Peak	Existing 2015	AM Peak		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	One-way from C to A	A,B,C	10.69	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road S (North West)		Major
B	A6102 Forge Hill		Minor
C	A6102 Langsett Road S (South East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	0.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.10	5.80	4.80	2.90	✓	2.00	100	0

Pedestrian Crossings

Arm	Crossing Type

A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	587.891	0.079	0.200	0.126	0.286
1	B-C	559.908	0.063	0.160	-	-
1	C-B	573.963	0.164	0.164	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.00	100.000
B	ONE HOUR	✓	191.00	100.000
C	ONE HOUR	✓	296.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	191.000	0.000	0.000
	C	296.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.38	10.69	0.62	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	523.96	0.000	0.00	0.000	A
B-A	143.79	142.43	0.00	559.85	0.257	0.34	8.598	A
C-A	222.84	222.84	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	516.21	0.000	0.00	0.000	A
B-A	171.71	171.30	0.00	554.41	0.310	0.44	9.386	A
C-A	266.10	266.10	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	505.63	0.000	0.00	0.000	A
B-A	210.29	209.61	0.00	546.89	0.385	0.61	10.651	B
C-A	325.90	325.90	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	505.45	0.000	0.00	0.000	A
B-A	210.29	210.27	0.00	546.89	0.385	0.62	10.692	B
C-A	325.90	325.90	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	515.93	0.000	0.00	0.000	A
B-A	171.71	172.36	0.00	554.41	0.310	0.46	9.438	A
C-A	266.10	266.10	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	523.50	0.000	0.00	0.000	A
B-A	143.79	144.22	0.00	559.85	0.257	0.35	8.671	A
C-A	222.84	222.84	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: A6102 Forge Hill-A6102 Langsett Rd S (7).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:39:14

Summary of junction performance

PM Peak				
	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - Existing 2015				
Stream B-C	0.00	0.00	0.00	A
Stream B-A	1.24	15.61	0.56	C
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak " model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:39:14

File summary

File Description

Title	A6102 Forge Hill/A6102 Langsett Road S Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing Layout - Existing 2015, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2015, PM Peak	Existing 2015	PM Peak		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	One-way from C to A	A,B,C	15.61	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road S (North West)		Major
B	A6102 Forge Hill		Minor
C	A6102 Langsett Road S (South East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	0.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.10	5.80	4.80	2.90	✓	2.00	100	0

Pedestrian Crossings

Arm	Crossing Type

A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	587.891	0.079	0.200	0.126	0.286
1	B-C	559.908	0.063	0.160	-	-
1	C-B	573.963	0.164	0.164	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.00	100.000
B	ONE HOUR	✓	265.00	100.000
C	ONE HOUR	✓	475.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	265.000	0.000	0.000
	C	475.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.56	15.61	1.24	C
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	508.47	0.000	0.00	0.000	A
B-A	199.51	197.22	0.00	542.90	0.367	0.57	10.347	B
C-A	357.60	357.60	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	496.88	0.000	0.00	0.000	A
B-A	238.23	237.36	0.00	534.16	0.446	0.79	12.092	B
C-A	427.02	427.02	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	480.84	0.000	0.00	0.000	A
B-A	291.77	290.03	0.00	522.09	0.559	1.22	15.396	C
C-A	522.98	522.98	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	480.37	0.000	0.00	0.000	A
B-A	291.77	291.69	0.00	522.09	0.559	1.24	15.608	C
C-A	522.98	522.98	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

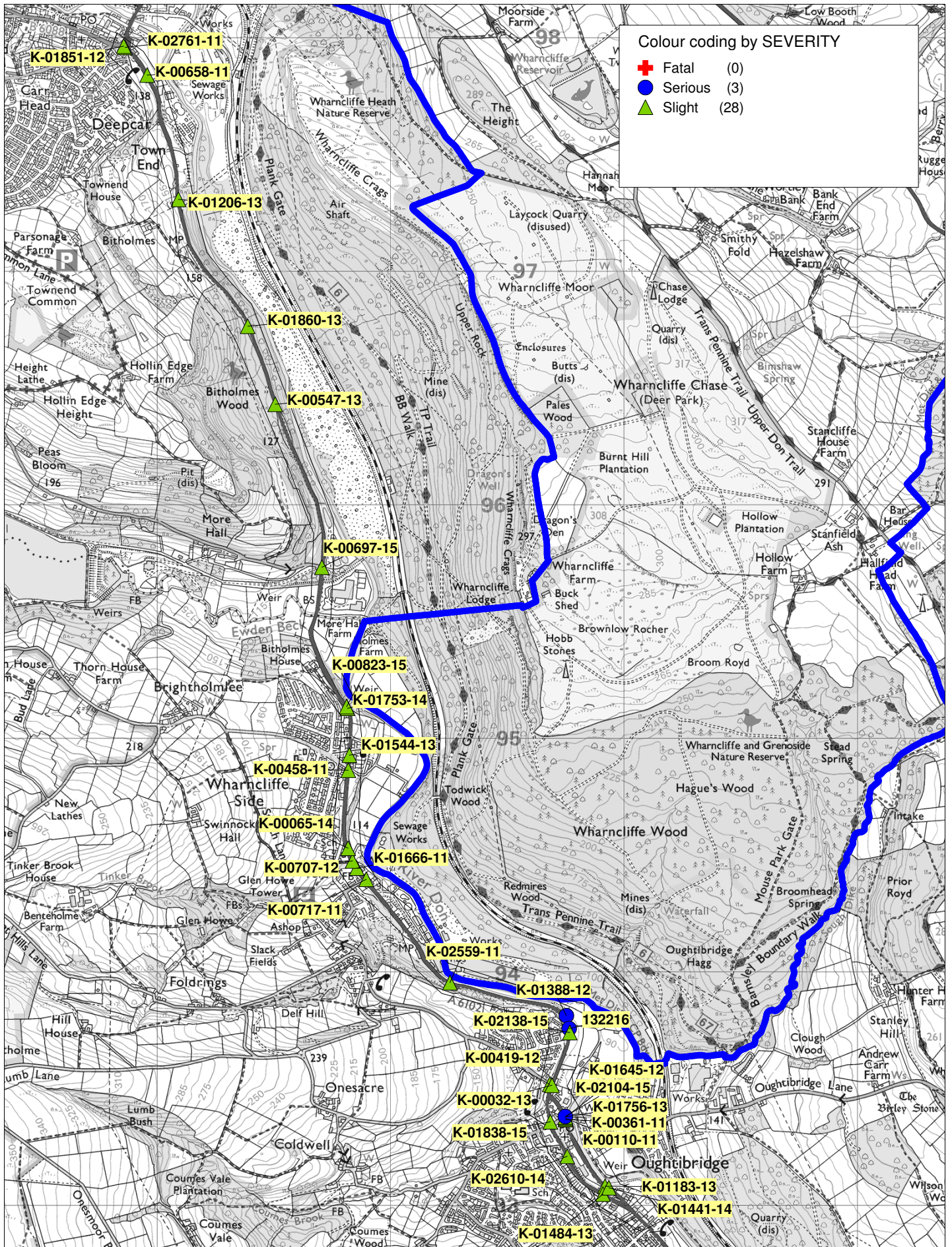
Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	496.18	0.000	0.00	0.000	A
B-A	238.23	239.91	0.00	534.16	0.446	0.82	12.303	B
C-A	427.02	427.02	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	507.62	0.000	0.00	0.000	A
B-A	199.51	200.44	0.00	542.90	0.367	0.59	10.540	B
C-A	357.60	357.60	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

APPENDIX BGH 5



Colour coding by SEVERITY

- + Fatal (0)
- Serious (3)
- ▲ Slight (28)



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**Recorded Injury Accidents
 A6102 Deepcar to Oughtibridge
 2011 - 2015**

SCALE	1 : 21400
DATE	21/01/2016
DRWG No.	
DRN BY	

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00361-11 14/02/2011 Monday Time: 1423 Vehicles 2 Casualties 2 Slight

Easting: 430,749 Northing: 393,366

Fine without high winds Road Surface: Wet/Damp Daylight: street lights present

Road Type: One way street Speed Limit: 30

Location: LOW ROAD OUGHTIBRIDGE SHEFFIELD AT J/W BRIDGE HILL

Description: V1 TRAV BRIDGE HILL TO JNCT WITH LOW RD. V2 TRAV LOW RD TO CITY. V1 PULLED OUT OF JNCT AND INTO PATH OF V2 CAUSING COLLISION

Vehicle Reference: 1 Other motor vehicle Going ahead

First point of impact: Front

Vehicle direction: W to E Journey: Journey as part of work

Age of Driver : 47 Breath test: Negative

Contributory Factors : 510 302 104

Vehicle Reference: 2 Bus or coach Going ahead

First point of impact: Offside

Vehicle direction: N to SW Journey: Journey as part of work

Age of Driver : 44 Breath test: Negative

Contributory Factors : 510 302 104

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 22 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00458-11 16/02/2011 Wednesda Time: 1330 Vehicles 1 Casualties 1 Slight

Easting: 429,819 Northing: 394,863

Fine without high winds Road Surface: Dry Daylight:street lights present

Road Type: Dual carriageway Speed Limit: 40

Location: MAIN ROAD, WHARNCLIFFE SIDE 10 METRES EAST OF BRIGHTHOLMLEE LANE
 Description: A PEDESTRIAN (C1) WAS ON CROSSING WHEN HE WAS STRUCK BY A BUS (V1) CAUSING HIM INJURY, HE SAYS THE LIGHTS FAVOURED HIM TO CROSS, NO DETAILS OF BUS GAINED

Vehicle Reference: 1 Bus or coach

Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Journey as part of work

Age of Driver : 50

Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 54 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Movement U/K

Ped Location: On Ped Crossing

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00717-11 10/03/2011 Thursday Time: 1249 Vehicles 2 Casualties 2 Slight

Easting: 429,896 Northing: 394,395

Fine without high winds Road Surface: Dry Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: MAIN ROAD AT GREEN LANE WHARNCLIFFE SIDE SHEFFIELD

Description: V1 TRAV MAIN RD OUT OF CITY. V2 TRAV OP DIR. IT APPEARS THAT V1 HAS DRIVEN AROUND STANDING TRAFFIC AND INTO PATH OF V2 COLLIDING HEAD ON

Vehicle Reference: 1 Bus or coach

Going ahead

First point of impact: Front

Vehicle direction: SE to NW

Journey: Journey as part of work

Age of Driver : 26

Breath test: Not requested

Contributory Factors :

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: NW to SE

Journey: Not known

Age of Driver : 72

Breath test: Not provided (medical)

Contributory Factors :

Casualty Reference: 1 Age: 72 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 70 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00658-11 11/03/2011 Friday Time:2106 Vehicles 1 Casualties 1 Slight
 Easting: 428,956 Northing: 397,841
 Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 60

Location: MANCHESTER RD, DEEPCAR SHEFFIELD 150 METRES VAUGHTON HILL
 Description: V1 WAS TRAV TWDS DEEPCAR ON MANCHESTER RD, IT SLID ON WATER WHICH
 HAD GONE ACROSS THE ROAD FROM A FIELD, VEHICLE SLID THEN FLIPPED
 OVER, DRIVER INJURED

Vehicle Reference: 1 Car Going ahead left hand bend
 First point of impact: Front
 Vehicle direction: S to NW Journey: Not known
 Age of Driver : 21 Breath test: Not requested

Contributory Factors : 103 410 602

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00110-11 10/01/2011 Monday Time: 1101 Vehicles 2 Casualties 2 Slight

Easting: 430,751 Northing: 393,371

Raining without high winds Road Surface: Wet/Damp Daylight: no street lighting

Road Type: One way street Speed Limit: 30

Location: LOW ROAD, OUGHTIBRIDGE SHEFFIELD STATION LANE

Description: PEDESTRIAN (C1) WAS WAITING TO CROSS AT PELICAN CROSSING, V1 WAS APPROACHING AND STOPPED, V2 FAILED TO SEE V1 STOPPING AND STRUCK ITS REAR DUE TO WEATHER CONDITIONS, THIS PUSHED V1 FORWARD INTO C1 KNOCKING HER OVER, DRIVER OF V1 ALSO SLIGHTLY INJURED

Vehicle Reference: 1 Car Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: S to N Journey: Not known

Age of Driver : 20 Breath test: Not requested

Contributory Factors : 103

Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 66 Female Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : Driver's nearside

Ped Location: On Ped Crossing

Vehicle Reference: 2 Car Going ahead

First point of impact: Front

Vehicle direction: S to N Journey: Not known

Age of Driver : 40 Breath test: Not requested

Contributory Factors : 103

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01666-11 05/07/2011 Tuesday Time: 0955 Vehicles 2 Casualties 2 Slight
 Easting: 429,855 Northing: 394,443
 Fine without high winds Road Surface: Dry Daylight: no street lighting
 Road Type: Single carriageway Speed Limit: 40

Location: MAIN RD, WHARNCLIFFE SIDE SHEFFIELD OUTSIDE NO.137
 Description: V1 WAS STATIONARY ON MAIN RD AWAITING A VAN TURNING INTO A DRIVEWAY, V2 WAS TRAV BEHIND V1 AND FAILED TO STOP IN TIME COLLIDING WITH ITS REAR, DAMAGE TO BOTH VEH'S AND INJURIES TO BOTH DRIVERS

Vehicle Reference: 1 Car Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: SE to NW Journey: Not known
 Age of Driver : 21 Breath test: Negative

Contributory Factors : 405 406

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: SE to NW Journey: Not known
 Age of Driver : 69 Breath test: Not requested

Contributory Factors : 405 406

Casualty Reference: 2 Age: 69 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-02761-11 07/11/2011 Monday Time: 0803 Vehicles 2 Casualties 1 Slight
 Easting: 428,861 Northing: 397,959
 Fine without high winds Road Surface: Dry Daylight: street lights present
 Road Type: Dual carriageway Speed Limit: 30

Location: MANCHESTER ROAD, DEEPCAR SHEFFIELD J/W VAUGHTON HILL
 Description: V1 STOPPED AT TRAFFIC LIGHTS, V2 RAN INTO REAR OF V1, DRIVER OF V2
 VERY AGGRESSIVE REFUSING DETAILS, BUSINESS CARD OBTAINED FROM
 PASSENGER OF V2

Vehicle Reference: 1 Car Slowing or Stopping
 First point of impact: Back
 Vehicle direction: SE to NW Journey: Not known
 Age of Driver : 22 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

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

Contributory Factors :

AccsMap - Accident Analysis System

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-02559-11 16/10/2011 Sunday Time: 0125 Vehicles 1 Casualties 1 Slight
 Easting: 430,254 Northing: 393,952
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 40

Location: LANGSETT ROAD NORTH SHEFFIELD 200 METRES GREEN LANE
 Description: V1 HAS LOST CONTROL ON A BEND HIT THE BANKING AND REBOUND ACROSS
 THE CARRIAGEWAY, THEN SMASHED INTO A WALL AND FENCE, BEFORE
 SPINNING AND COMING TO REST IN CARRIAGEWAY, DRIVER RAN OFF BUT
 DETAINED SOON AFTER, POSSIBLE OPL

Vehicle Reference: 1 Car Going ahead right hand bend
 First point of impact: Front
 Vehicle direction: S to N Journey: Not known
 Age of Driver : 24 Breath test: Positive

Contributory Factors : 501 410

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00419-12 15/02/2012 Wednesda Time: 0740 Vehicles 2 Casualties 1 Slight

Easting: 430,682 Northing: 393,517

Fine without high winds Road Surface: Dry Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: LANGSETT ROAD NORTH J/W COCKSHUTTS LANE

Description: DRIVER OF V1 HAS PULLED OUT FROM THE JUNCTION AND TURNED RIGHT, FAILED TO SEE ONCOMING V2, A COLLISION HAS OCCURED RESULTING IN D2 BEING INJURED

Vehicle Reference: 1 Car Turning right

First point of impact: Front

Vehicle direction: NW to SW Journey: Commuting to/from work

Age of Driver : 57 Breath test: Not requested

Contributory Factors : 405

Vehicle Reference: 2 Motorcycle over 125cc and upGoing ahead

First point of impact: Front

Vehicle direction: NE to SW Journey: Commuting to/from work

Age of Driver : 47 Breath test: Not requested

Contributory Factors : 405

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00707-12 11/03/2012 Sunday Time: 1250 Vehicles 2 Casualties 1 Slight

Easting: 429,837 Northing: 394,474

Fine without high winds Road Surface: Dry Daylight:street lights present

Road Type: Single carriageway Speed Limit: 60

Location: MANCHESTER ROAD SHEFFIELD NR WRAGG FARM

Description: V1 WAS TURNING RIGHT ONTO A PRIVATE ROAD AND WAS STATIONARY IN THE RD, V2 RAN INTO THE REAR OF V1, DRIVER OF V1 INJURED

Vehicle Reference: 1 Car Waiting to turn right

First point of impact: Back

Vehicle direction: Parked to Parked Journey: Not known

Age of Driver : 33 Breath test: Not requested

Contributory Factors : 108 509 703

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Front

Vehicle direction: Parked to Parked Journey: Not known

Age of Driver : 40 Breath test: Not requested

Contributory Factors : 108 509 703

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01388-12 15/06/2012 Friday Time:2011 Vehicles 2 Casualties 2 Serious

Easting: 430,753 Northing: 393,811

Other Road Surface: Wet/Damp Daylight:street lights present

Road Type: Single carriageway Speed Limit: 40

Location: LANGSETT RD NORTH SHEFFIELD

Description: A BUS (V1) WAS TRAV ON LANGSETT RD NORTH FROM STOCKSBRIDGE AS IT REACHED OUGHTIBRIDGE IT WAS STRUCK BY A MOTORBIKE (V2), RIDER & PILLION PASSENGER BOTH INJURED

Vehicle Reference: 1 Bus or coach Going ahead right hand bend

First point of impact: Front

Vehicle direction: NW to SE

Journey: Journey as part of work

Age of Driver : 64

Breath test: Not requested

Contributory Factors : 410 703 103

Vehicle Reference: 2 Motorcycle over 500cc Going ahead left hand bend

First point of impact: Front

Vehicle direction: SE to NW

Journey: Not known

Age of Driver : 27

Breath test: Not requested

Contributory Factors : 410 703 103

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 25 Male Passenger Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01851-12 09/08/2012 Thursday Time: 1620 Vehicles 1 Casualties 1 Slight

Easting: 428,856 Northing: 397,965

Fine without high winds Road Surface: Dry Daylight: no street lighting

Road Type: Single carriageway Speed Limit: 30

Location: MANCHESTER RD, STOCKSBRIDGE SHEFFIELD J/W VAUGHTON HILL

Description: A PEDESTRIAN HAS BEEN STOOD AT THE SIDE OF THE ROAD WHEN V1 PASSED, V1 STUCK THE PEDESTRIANS HAND CAUSING INJURY BUT FAILED TO STOP, NO DETAILS GAINED OF V1.

Vehicle Reference: 1 Motorcycle 50cc and under Going ahead

First point of impact: Offside

Vehicle direction: SE to NW Journey: Not known

Age of Driver : 0 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 45 Male Pedestrian Severity: Slight

Ped Dir: Ped Movement : In carr not crossing masked

Ped Location: In carr not crossing

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01645-12 14/07/2012 Saturday Time: 1415 Vehicles 2 Casualties 2 Slight

Easting: 430,750 Northing: 393,376

Fine without high winds Road Surface: Dry Daylight: street lighting unknown

Road Type: One way street Speed Limit: 30

Location: BRIDGE HILL, OUGHTIBRIDGE SHEFFIELD J/W STATION LANE

Description: V1 HAS COLLIDED WITH A CYCLIST (V2 / C1) PASSENGER IN V1 SHOWERED WITH GLASS AS CYCLIST COLLIDED WITH WINDOW, ONLY DETAILS OF CYCLIST ARE HIS WIFES PHONE NUMBER

Vehicle Reference: 1 Car Moving off

First point of impact: Nearside

Vehicle direction: W to E Journey: Not known

Age of Driver : 44 Breath test: Not requested

Contributory Factors : 802

Casualty Reference: 2 Age: 14 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Pedal cycle Going ahead

First point of impact: Front

Vehicle direction: N to S Journey: Not known

Age of Driver : 50 Breath test: Not requested

Contributory Factors : 802

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00032-13 04/03/2013 Monday Time: 1800 Vehicles 2 Casualties 2 Slight
 Easting: 430,692 Northing: 393,513
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: LANGSETT RD NORTH SHEFFIELD J/W COCKSHUTTS LN
 Description: VEH1 MCAR TV ALG A6102 AWAY FROM CITY. VEH2 MCAR TURNS R FROM COCKSHUTTS LN ONTO A6102 ACROSS PATH VEH1. VEH1 UNABLE TO AVOID COLL

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Not known
 Age of Driver : 61 Breath test: Negative

Contributory Factors : 401 405

Casualty Reference: 1 Age: 61 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Turning right
 First point of impact: Offside
 Vehicle direction: SW to S Journey: Not known
 Age of Driver : 18 Breath test: Not requested

Contributory Factors : 401 405

Casualty Reference: 2 Age: 18 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01183-13 19/07/2013 Friday Time: 1300 Vehicles 1 Casualties 1 Slight
 Easting: 430,919 Northing: 393,080
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: FORGE HILL OUGHTIBRIDGE 100METRES LANGSETT ROAD SOUTH
 Description: VEH1 LEAVES CARRIAGEWAY N/SIDE AND COLLIDES WITH ELS. BELD DRIVER
 COLLAPSED AT WHEEL

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead

First point of impact: Nearside

Vehicle direction: N to S

Journey: Journey as part of work

Age of Driver : 58

Breath test: Not requested

Contributory Factors : 410 503 409 403 505 706

Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00547-13 08/05/2013 Wednesda Time: 1845 Vehicles 2 Casualties 1 Slight

Easting: 429,505 Northing: 396,430

Fine without high winds Road Surface: Dry Daylight

Road Type: Single carriageway Speed Limit: 60

Location: MANCHESTER ROAD DEEPCAR

Description: VH1 M/CAR TRV NB ON MANCHESTER RD STOPS SUDDENLY AS VHS INFRNT BRAKE. VH2 M/CYC COLL REAR VH1

Vehicle Reference: 1 Car Slowing or Stopping

First point of impact: Back

Vehicle direction: S to N Journey: Taking pupil to/from school

Age of Driver : 42 Breath test: Not requested

Contributory Factors : 405 408

Vehicle Reference: 2 Motorcycle over 50cc and up Going ahead

First point of impact: Front

Vehicle direction: S to N Journey: Not known

Age of Driver : 18 Breath test: Not requested

Contributory Factors : 405 408

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

132216 09/01/2013 Wednesda Time: 1350 Vehicles 3 Casualties 3 Serious
 Easting: 430,765 Northing: 393,756
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 50

Location: A 6102 LANGSETT ROAD NORTH, SHEFFIELD SOUTH YORKSHIRE
 Description: DRIVER OF V1 APPROACHING LEFT HAND BEND DRIFTED OVER SOLID WHITE LINE INTO PATH OF V2 TRAVELLING IN OPPOSITE DIRECTION AND COLLISION OCCURRED, V1 THEN LEFT CARRIAGEWAY AND COLLIDED WITH V3.

Vehicle Reference: 1 Car Going ahead left hand bend
 First point of impact: Front
 Vehicle direction: SE to NW Journey: Other
 Age of Driver : 80 Breath test:

Contributory Factors : 409 410 303

Casualty Reference: 1 Age: 80 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 3 Age: 80 Female Passenger Severity: Serious

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Going ahead right hand bend
 First point of impact: Front
 Vehicle direction: NW to SE Journey: Journey as part of work
 Age of Driver : 50 Breath test:

Contributory Factors : 409 410 303

Casualty Reference: 2 Age: 50 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

Vehicle Reference: 3 Car

Parked

First point of impact: Offside

Vehicle direction: Parked to Parked

Journey: Not known

Age of Driver : 47

Breath test:

Contributory Factors : 409 410 303

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01206-13 29/07/2013 Monday Time: 1536 Vehicles 3 Casualties 1 Slight
 Easting: 429,090 Northing: 397,308
 Unknown Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 60

Location: MANCHESTER RD DEEPCAR OUTSIDE IMBROS

Description: VEH 2 & 3 TV IN DIRC OF OUGHTIBRIDGE. VEH1 OVTKS VEHS 2 & 3. VEH2 BRAKES TO AVOID COLL WITH 1. VEH3 COLL INTO REAR OF 2.

Vehicle Reference: 1 Car Overtaking moving vehicle on its offside
 First point of impact: Did not impact
 Vehicle direction: N to S Journey: Journey as part of work
 Age of Driver : Breath test: Driver not contacted
 Contributory Factors : 602 103 405 403

Vehicle Reference: 2 Car Going ahead right hand bend
 First point of impact: Back
 Vehicle direction: N to S Journey: Other
 Age of Driver : 58 Breath test: Negative
 Contributory Factors : 602 103 405 403

Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 3 Bus or coach Going ahead right hand bend
 First point of impact: Front
 Vehicle direction: N to S Journey: Journey as part of work
 Age of Driver : 51 Breath test: Negative
 Contributory Factors : 602 103 405 403

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01544-13 29/08/2013 Thursday Time: 1447 Vehicles 2 Casualties 1 Slight

Easting: 429,823 Northing: 394,927

Fine without high winds Road Surface: Dry Daylight

Road Type: Single carriageway Speed Limit: 40

Location: MAIN ROAD WHARNCLIFFE SIDE SHEFFIELD 25 BRIGHTHOLMLEE LANE

Description: V1 OVERTAKING A BUS V2 PULLING OUT OF THE PUB COLL WITH V1

Vehicle Reference: 1 Motorcycle 50cc and under Going ahead

First point of impact: Front

Vehicle direction: S to N Journey: Other

Age of Driver : 25 Breath test: Not requested

Contributory Factors : 403 701 701 801

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Turning right

First point of impact: Offside

Vehicle direction: W to S Journey: Not known

Age of Driver : 84 Breath test: Not requested

Contributory Factors : 403 701 701 801

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01756-13 02/10/2013 Wednesda Time:0650 Vehicles 2 Casualties 1 Slight
 Easting: 430,749 Northing: 393,377
 Raining without high winds Road Surface: Wet/Damp Darkness: street lights present but unlit
 Road Type: One way street Speed Limit: 30

Location: LOW ROAD SHEFFIELD J/W ORCHARD STREET
 Description: V1 EMERGES FROM JUNCTION GOING STRAIGHT ACROSS, A CYCLIST (V2 / C1)
 COLLIDES WITH V1 SUSTAINING INJURIES

Vehicle Reference: 1 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: W to E Journey: Not known
 Age of Driver : 55 Breath test: Not requested

Contributory Factors : 405 707 704

Vehicle Reference: 2 Pedal cycle Going ahead
 First point of impact: Back
 Vehicle direction: N to S Journey: Not known
 Age of Driver : 56 Breath test: Not requested

Contributory Factors : 405 707 704

Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01860-13 11/10/2013 Friday Time: 0900 Vehicles 1 Casualties 1 Slight

Easting: 429,387 Northing: 396,765

Raining without high winds Road Surface: Wet/Damp Daylight

Road Type: Single carriageway Speed Limit: 60

Location: MANCHESTER RD DEEPCAR SHEFFIELD

Description: DRIV VEH1 TRAV ALG A6102 ALLEGES HE SKIDDED INTO WOODEN FENCING TO AVOID COLL WITH A HIGHWAY MAINTENANCE TRUCK WHICH STOPPED SUDDENLY IN FRONT OF HIM

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: NW to SE

Journey: Not known

Age of Driver : 18

Breath test: Driver not contacted

Contributory Factors : 408 409 307 605 406 306

Casualty Reference: 1 Age: 51 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00065-14 10/01/2014 Friday Time: 1615 Vehicles 2 Casualties 1 Slight

Easting: 429,818 Northing: 394,528

Fine without high winds Road Surface: Wet/Damp Daylight

Road Type: Single carriageway Speed Limit: 40

Location: MAIN ROAD WHARNCLIFFE SIDE 10 MTS OLD SCHOOL CROFTS

Description: A MINI BUS (V1) DRIVER APPEARS TO HAVE FALLEN ASLEEP AT THE WHEEL
AND COLLIDED WITH ONCOMING V2

Vehicle Reference: 1 Minibus

Going ahead

First point of impact: Offside

Vehicle direction: N to S

Journey: Journey as part of work

Age of Driver : 67

Breath test: Not requested

Contributory Factors :

Vehicle Reference: 2 Car

Going ahead

First point of impact: Offside

Vehicle direction: S to N

Journey: Journey as part of work

Age of Driver : 34

Breath test: Not requested

Contributory Factors :

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01484-13 01/09/2013 Sunday Time:0016 Vehicles 4 Casualties 3 Slight
 Easting: 430,910 Northing: 393,047
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: One way street Speed Limit: 30

Location: O/S 93 LANGSETT RD SOUTH SHEFFIELD
 Description: PROCAD : TWO CARS RACING/OVERTAKING, ONE OF WHICH HIT A PARKED CAR CASUING INJURY TO OFFENDING CARS PASSENGER.

Vehicle Reference: 1 Car Slowing or Stopping
 First point of impact: Back
 Vehicle direction: SE to NW Journey: Other
 Age of Driver : 18 Breath test: Negative

Contributory Factors : 306 406 601 602

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

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 16 Male Passenger Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 3 Age: 16 Male Passenger Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: SE to NW Journey: Other
 Age of Driver : Breath test: Driver not contacted

Contributory Factors : 306 406 601 602

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

Vehicle Reference: 3 Car

Parked

First point of impact: Back

Vehicle direction: Parked to Parked

Journey: Other

Age of Driver :

Breath test: Not requested

Contributory Factors : 306 406 601 602

Vehicle Reference: 4 Car

Parked

First point of impact: Back

Vehicle direction: Parked to Parked

Journey: Other

Age of Driver :

Breath test: Not requested

Contributory Factors : 306 406 601 602

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01753-14 25/06/2014 Wednesda Time:0814 Vehicles 2 Casualties 4 Slight

Easting: 429,815 Northing: 395,128

Fine without high winds Road Surface: Dry Daylight

Road Type: Single carriageway Speed Limit: 40

Location: MAIN ROAD WHARNCLIFFE SIDE 240 MTS BRIGHTHOLMLEE LANE

Description: VEH1 TV TW STOCKSBGRIDGE HITS POT HOLE CAUSING VEH TO ENTER OPP LN. VEH2 TV IN OPP DIRC ATTEMPTS TO AVOID COLL BUT IS HIT BY VEH1.

Vehicle Reference: 1 Bus or coach Going ahead left hand bend

First point of impact: Front

Vehicle direction: S to N Journey: Journey as part of work

Age of Driver : 22 Breath test: Negative

Contributory Factors : 101 204

Casualty Reference: 3 Age: 45 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 60 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

Vehicle Reference: 2 Car

Going ahead right hand bend

First point of impact: Front

Vehicle direction: N to S

Journey: Commuting to/from work

Age of Driver : 42

Breath test: Negative

Contributory Factors : 101 204

Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 59 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

K-01441-14 08/06/2014 Sunday Time: 1745 Vehicles 1 Casualties 1 Slight

Easting: 430,935 Northing: 393,074

Fine without high winds Road Surface: Dry Daylight

Road Type: One way street Speed Limit: 30

Location: LOW ROAD OUGHTIBRIDGE 10 MTS RIVER BANK

Description: DRIVER LOST CONTROL VEERING OFF CARR TO N/S AND COLL WITH BOLLARDS.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: NW to SE

Journey: Commuting to/from work

Age of Driver : 32

Breath test: Negative

Contributory Factors : 204 410

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-02610-14 10/10/2014 Friday Time: 1049 Vehicles 3 Casualties 1 Slight
 Easting: 430,757 Northing: 393,209
 Fine without high winds Road Surface: Wet/Damp Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: LANGSETT ROAD SOUTH SHEFFIELD 150 MTS CHURCH STREET
 Description: V1 TRAVELLING ALONG LANGSETT RD SOUTH WHEN IT HAS COLLIDED ON THE
 OFFSIDE WITH TWO PARKED VEHICLES.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: SE to NW Journey: Journey as part of work
 Age of Driver : 53 Breath test: Negative
 Contributory Factors : 410 509

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Parked
 First point of impact: Offside
 Vehicle direction: Parked to Parked Journey: Other
 Age of Driver : 27 Breath test: Not requested
 Contributory Factors : 410 509

Vehicle Reference: 3 Van or Goods <= 3.5 tonnes Parked
 First point of impact: Offside
 Vehicle direction: Parked to Parked Journey: Other
 Age of Driver : 25 Breath test: Not requested
 Contributory Factors : 410 509

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00697-15 19/03/2015 Thursday Time: 1055 Vehicles 4 Casualties 6 Slight
 Easting: 429,705 Northing: 395,732
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 60

Location: MANCHESTER ROAD WHARNCLIFFE SIDE J/W MORE HALL LANE
 Description: ALL VH2 TRV NW OUT OF CITY. A PSV STOPS AND VHS 1,2 & 3 STOP BHND THE PSV. VH4 COLL REAR VH3 CAUSING SHUNT. PSV NOT HIT

Vehicle Reference: 1 Car Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: S to N Journey: Other
 Age of Driver : 46 Breath test: Not requested
 Contributory Factors : 408 406

Casualty Reference: 2 Age: 46 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: S to N Journey: Other
 Age of Driver : 73 Breath test: Not requested
 Contributory Factors : 408 406

Casualty Reference: 1 Age: 69 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 3 Age: 73 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

Vehicle Reference: 3 Car

Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: S to N

Journey: Other

Age of Driver : 20

Breath test: Not requested

Contributory Factors : 408 406

Casualty Reference: 4 Age: 20 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 4 Car

Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Other

Age of Driver : 42

Breath test: Not requested

Contributory Factors : 408 406

Casualty Reference: 5 Age: 4 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 6 Age: 2 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-02104-15 02/09/2015 Wednesda Time: 0720 Vehicles 2 Casualties 1 Serious

Easting: 430,749 Northing: 393,379

Fine without high winds Road Surface: Dry Daylight

Road Type: Single carriageway Speed Limit: 30

Location: LOW ROAD OUGHTIBRIDGE J/W BRIDGE HILL

Description: VEH1 PULLS OUT OF JUNC INTO MIDDLE OF XRDS AND INTO PATH OF VEH2.

Vehicle Reference: 1 Car Going ahead

First point of impact: Nearside

Vehicle direction: W to E

Journey: Commuting to/from work

Age of Driver : 49

Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Pedal cycle

Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Commuting to/from work

Age of Driver : 53

Breath test: Not applicable

Contributory Factors : 405

Casualty Reference: 1 Age: 53 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-00823-15 04/04/2015 Saturday Time:2310 Vehicles 3 Casualties 2 Slight
 Easting: 429,811 Northing: 395,135
 Fine without high winds Road Surface: Dry Darkness: street lighting unknown
 Road Type: Single carriageway Speed Limit: 40

Location: MAIN ROAD WHARNCLIFFE SIDE 250 MTS BRIGHTHOLMLEE LANE
 Description: STOLEN V1 HAS COLLIDED WITH POLICE VE2 AND THEN V3 WHICH WAS
 PARKED UNATTENDED

Vehicle Reference: 1 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: N to S Journey: Journey as part of work
 Age of Driver : 38 Breath test: Not requested
 Contributory Factors : 901 903 903

Vehicle Reference: 2 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: N to S Journey: Journey as part of work
 Age of Driver : 30 Breath test: Not requested
 Contributory Factors : 901 903 903

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 49 Female Passenger Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 3 Car Parked
 First point of impact: Front
 Vehicle direction: Parked to Parked Journey: Other
 Age of Driver : 52 Breath test: Not requested
 Contributory Factors : 901 903 903

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-01838-15 29/07/2015 Wednesda Time:2000 Vehicles 2 Casualties 1 Slight

Easting: 430,684 Northing: 393,356

Fine without high winds Road Surface: Dry Daylight

Road Type: One way street Speed Limit: 30

Location: LANGSETT ROAD NORTH OUGHTIBRIDGE 5 MTS CHURCH STREET

Description: VEH1 PASSES PARKED VEH2 WHICH PULLS OUT AND COLL WITH O/S OF VEH1.

Vehicle Reference: 1 Car Going ahead

First point of impact: Offside

Vehicle direction: S to N Journey: Other

Age of Driver : 19 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Moving off

First point of impact: Front

Vehicle direction: S to N Journey: Other

Age of Driver : Breath test: Driver not contacted

Contributory Factors : 405

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

A6102 from Deepcar to Oughtibridge

K-02138-15 08/09/2015 Tuesday Time:0123 Vehicles 2 Casualties 1 Slight
 Easting: 430,768 Northing: 393,739
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: LANGSETT ROAD NORTH OUGHTIBRIDGE

Description: V2 POLICE VEHICLE RESPONDING TO AN INCIDENT. V1 TRAVELLING 700M IN FRONT. V2 ROUNDED CORNER TO FIND V1 COLL WITH WALL

Vehicle Reference: 1 Car Going ahead right hand bend

First point of impact: Front

Vehicle direction: NW to SE

Journey: Other

Age of Driver : 18

Breath test: Negative

Contributory Factors : 902

Vehicle Reference: 2 Car

Going ahead right hand bend

First point of impact: Did not impact

Vehicle direction: NW to SE

Journey: Journey as part of work

Age of Driver : 52

Breath test: Negative

Contributory Factors : 902

Casualty Reference: 1 Age: 17 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 30/12/2015 (60) months

Selection:

Selected using Manual Selection

Notes:

A6102 from Deepcar to Oughtibridge

Accidents involving:

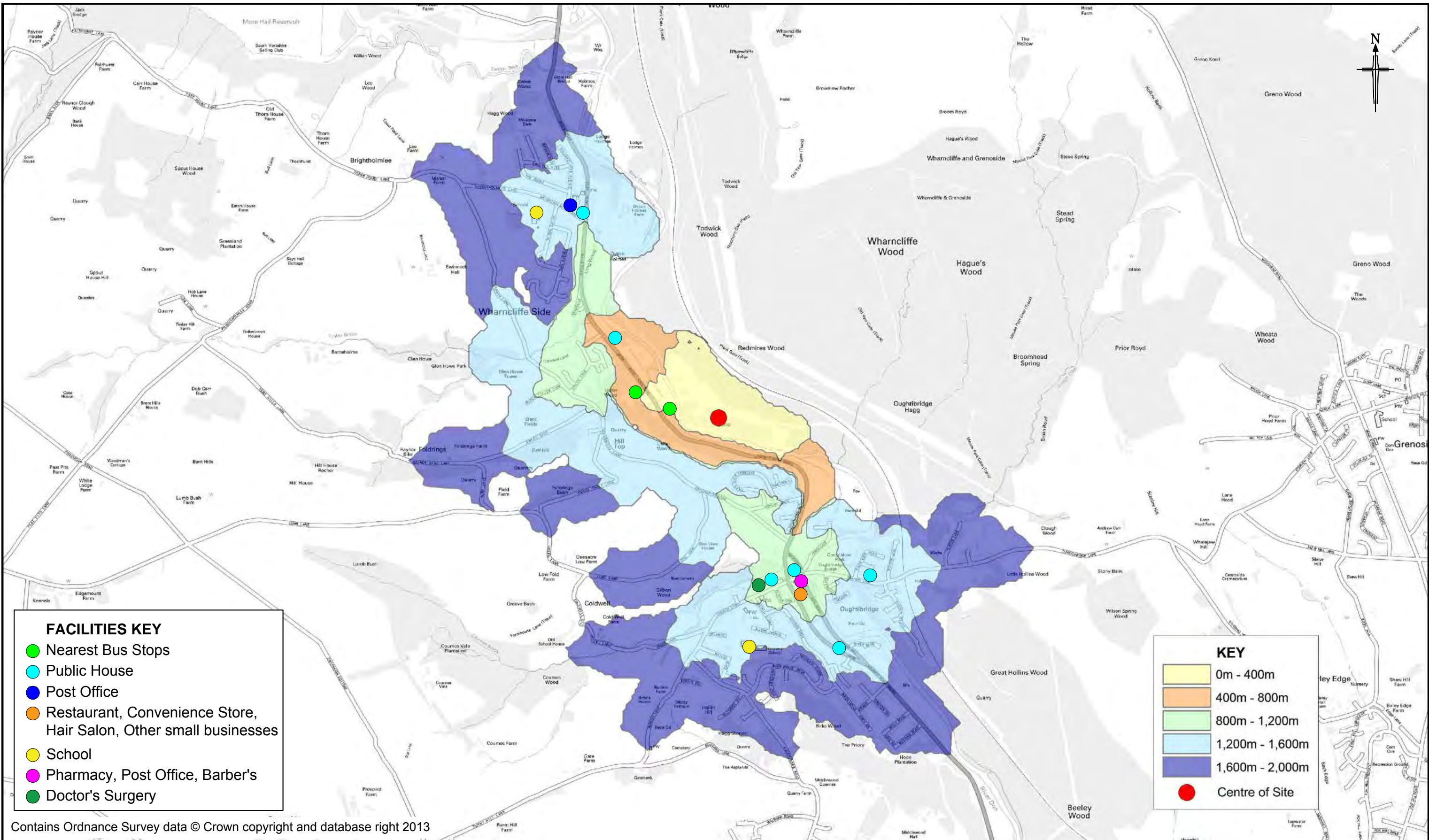
Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	1	22	23
2-wheeled motor vehicles	0	1	4	5
Pedal cycles	0	1	2	3
Horses & other	0	0	0	0
Total	0	3	28	31

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	24	25
Passenger	0	2	14	16
Motorcycle rider	0	0	4	4
Cyclist	0	1	2	3
Pedestrian	0	0	3	3
Other	0	0	0	0
Total	0	4	47	51

Road Environment Contributed	101	102	103	104	105	106	107	108	109		
	Poor or defective road surface	Deposits on Road (e.g. oil, mud, chippings)	Slippery Road (due to weather)	Inadequate or masked signs/markings	Defective traffic signals	Traffic claming (e.g. humps, cushions)	Temporary road layout	Road layout (e.g. bend, hill)	Animal or object in carriageway		
Vehicle Defects	201	202	203	204	205	206					
	Tyres illegal defective or under inflated	Defect lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirror	Overloaded or poorly loaded vehicle or trailer					
Driver/rider only (includes pedal cyclist and horse rider)	Injudicious Actions	301	302	303	304	305	306	307	308	309	310
		Disobeyed automatic traffic signal	Disobeyed 'Give Way' or 'Stop' sign/markings	Disobeyed double white lines	Disobeyed pedestrian crossing facility	Illegal turn or direction of travel	Exceeding speed limit	Travelling too fast for conditions	Following too close	Vehicle travelling along pavement	Cyclist entering road from pavement
	Driver/Rider Error or Reaction	401	402	403	404	405	406	407	408	409	410
		Junction overshoot	Junction restart (moving off at junction)	Poor turn or manoeuvre	Failed to signal or misleading signal	Failed to look properly	Failed to judge other person's path or speed	Passing too close to cyclist, horse or pedestrian	Sudden braking	Swerved	Loss of control
	Impairment or Distraction	501	502	503	504	505	506	507	508	509	510
		Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Fatigue	Uncorrected defective eyesight	Illness or disability, mental or physical	Not displaying lights at night or in poor visibility	Cyclist wearing dark clothing at night	Driver using mobile phone	Distraction in vehicle	Distraction outside vehicle
	Behaviour or Inexperience	601	602	603	604	605	606	607			
Aggressive driving		Careless, reckless or in a hurry	Nervous, uncertain or panic	Driving too slow for conditions or using slow vehicle	Learner or inexperienced driver/rider	Inexperience of driving on the left	Unfamiliar with model of vehicle				
Vision Affected by:	701	702	703	704	705	706	707	708	709	710	
	Stationary or parked vehicles	Vegetation	Road layout (e.g. bend, winding road)	Buildings, road signs, street furniture	Dazzling headlights	Dazzling sun	Rain, sleet or fog	Spray from other vehicle	Visor or windscreen dirty or scratched	Vehicle blind spot	
Pedestrian only (Casualty or Uninjured)	801	802	803	804	805	806	807	808	809	810	
	Crossing road masked by stationary or parked vehicle	Failed to look properly	Failed to judge vehicle path or speed	Wrong use of pedestrian crossing facility	Dangerous action in carriageway (e.g. playing)	Impaired by alcohol	Impaired by drug (illicit or medicinal)	Careless, reckless or in a hurry	Pedestrian wearing dark clothing at night	Disability or illness mental or physical	
Special Codes	901	902	903	904						999	
	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently						Other	

APPENDIX BGH 6



- FACILITIES KEY**
- Nearest Bus Stops
 - Public House
 - Post Office
 - Restaurant, Convenience Store, Hair Salon, Other small businesses
 - School
 - Pharmacy, Post Office, Barber's
 - Doctor's Surgery

- KEY**
- 0m - 400m
 - 400m - 800m
 - 800m - 1,200m
 - 1,200m - 1,600m
 - 1,600m - 2,000m
 - Centre of Site

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Client: **CEG** Project: **OUGHTIBRIDGE MILLS, OUGHTIBRIDGE**

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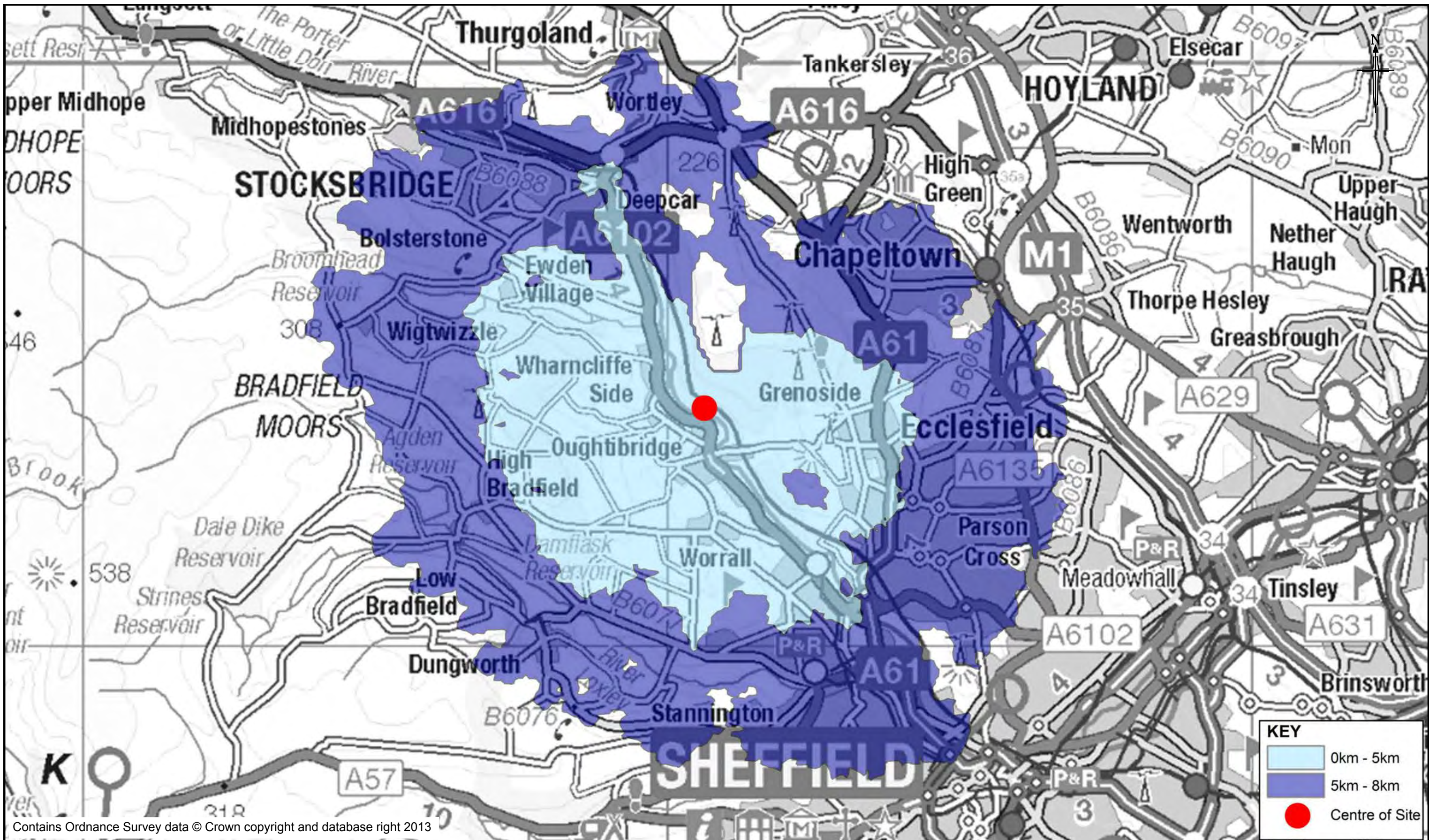
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Title: **TRACC WALKING CATCHMENT 2km**

Rev:	Amendment:	Drm:	Chk:	Date:	
Job No:	15-215	Drawn:	RD	Checked:	MC
Scale:	N.T.S.	Drawing No:	15/215/ACC/001	Date:	16-11-2015
	A3 - 420 x 297			Revision:	

APPENDIX BGH 7



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Client: CEG

Project: OUGHTIBRIDGE MILLS,
OUGHTIBRIDGE

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Title: TRACC CYCLING CATCHMENT 5km & 8km

Rev:	Amendment:	Drm:	Chk:	Date:	
Job No:	15-215	Drawn:	RD	Checked: MC	Date: 16-11-2015
Scale:	N.T.S. A3 - 420 x 297	Drawing No:	15/215/ACC/002		Revision:

APPENDIX BGH 8