

TRANSPORT ASSESSMENT



Everill Gate Lane, Wombwell

ON BEHALF OF

Everill Gate Properties Ltd

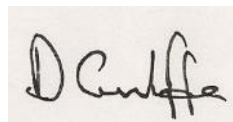
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1. Introduction

1.1. OVERVIEW

- 1.1.1. Via Solutions has been appointed to prepare this Transport Assessment for a proposed industrial development at Everill Gate Lane, Wombwell. Figure 1 at Appendix A shows the site location in relation to the local highway network.
- 1.1.2. This Transport Assessment considers traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.
- 1.1.3. The development proposals have been explained and the impact on the highway network considered. Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report. ¹
- 1.1.4. The following assessment concludes that an acceptable vehicular access can be provided in terms of safety and capacity. The proposed development is acceptable in terms of accessibility and provides opportunities for employees to travel by modes other than the private car.

1.2. REPORT STRUCTURE

- 1.2.1. This report is divided within the following sections:
 - ✓ Section 2 provides details of national and local transport policy and the proposed developments compliance;
 - ✓ Section 3 provides a description of the existing highway network and details sustainable transport facilities as well as indicating the accessibility of the development site;

- ✓ Section 4 provides a description of the proposed development;
- ✓ Section 5 details the proposed developments traffic generation and impact on the highway network; and
- ✓ Section 6 summarizes the development proposals and impact as well as providing conclusions

2. Transport Policy

2.1. OVERVIEW

- 2.1.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

- 2.2.1. On 24 July 2018, the Ministry of Housing, Communities and Local Government published a new National Planning Policy Framework (NPPF), which replaced the document that was published on 27 March 2012. The NPPF published on 27 March 2012.

- 2.2.2. The New NPPF in paragraph 103 states that *"significant development should be focused in locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making."*

- 2.2.3. In paragraph 108 the NPPF states that when considering planning applications, it should be ensured that:

- *Appropriate opportunities to promote sustainable transport can be or have been taken up, given the location and type of development;*

- ✓ *Safe and suitable access to the site can be achieved for all users; and*
- ✓ *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.2.4. NPPF paragraph 109 states that *“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.*

2.2.5. In relation to paragraph 109 developments should be in accordance with paragraph 110, which states:

- ✓ *Give priority first to pedestrians and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- ✓ *Address the needs of people with disabilities and reduce mobility in relation to all modes of transport;*
- ✓ *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- ✓ *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- ✓ *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2.6. Paragraph 111 of the NPPF states that all developments that will generate significant amounts of movement should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.3. LOCAL POLICY

2.3.1. The Barnsley Metropolitan Borough Council Core strategy which was adopted in September 2011 and has a number of transport policies. Those policies relate to accessibility, new development, sustainable travel and highway improvements.

2.3.2. Policy CSP23 Accessibility Priorities states that transport investment will be focused on improving accessibility in the Accessibility Improvement Zone area, delivering a programme of community accessibility studies in all principle towns and facilitating sustainable links between the principal towns and existing and proposed employment, community and leisure and tourism facilities in the borough, particularly enhancing the non-car role of the A1-M1 link road.

2.3.3. New Development and Sustainable Travel are covered by policy CSP25. The policy states that *"new development will be expected to:*

- *be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;*
- *provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document;*
- *provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through planning obligations or a planning condition."*

2.3.4. Policy CSP26 New Development and Highway Improvement states that *"new development will be expected to be designed and built to provide safe, secure and convenient access for all road users. If a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency*

of the highway for all road users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition."

2.4. PLANNING HISTORY

2.4.1. The site received outline planning consent (planning reference 2006/0064) on 7 March 2006 for a B1/B2/B8 (Industry, Storage, Distribution) Units with access road. The planning consent is contained within Appendix B. The consent include condition 18 detailing the off-site highway works, which is as follows:

Development shall not commence until arrangements have been entered into to secure such works to mitigate the effect of the development being brought into use. Such works shall comprise of:

- *Provision of a right turn lane on Valley Way;*
- *Provision of central pedestrian islands associated with right turn;*
- *Provision of merge/diverge lanes;*
- *Provision of splitter island at Everill Gate Lane junction to enforce left turn in/left turn out;*
- *Provision of 1m level areas between back edge of footway and top of embankment;*
- *Provision of 2m footways on Valley Way to connect with existing and on Everill Gate Lane to include entire site frontage;*
- *Provision of all necessary signing and lining;*
- *Provision and any necessary alteration to street lighting;*
- *Provision and any necessary alteration to drainage;*
- *Provision of tactile paving;*
- *Resurfacing/reconstruction of all areas of carriageway/footway as dictated by the work;*
- *Provision of 2 bus stops and shelters.*

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- 2.4.2. On 1 February 2010 a reserved matters application (reference 2009/0189) for the outline planning consent 2006/0064 was approved by Barnsley Metropolitan Borough Council. The reserved matters consent and drawings are contained within Appendix B.
- 2.4.3. The site access and off-site highway works at the A633 Valley Way/Everill Gate Lane junction are indicated on Harris Partnership drawing 9837-104 Revision A. The consented scheme drawings were for a floor area of 14,632m² (157,500sq.ft). The proposed site layout is indicated on Harris Partnership drawing 9837-105 Revision A. The drawings are contained within Appendix B.
- 2.4.4. A further reserved matters application for an extension time limit (reference 2012/1120) for reserved matters 2009/0189 was approved on 4 January 2013. The reserved matters consent and drawings are contained within Appendix B.
- 2.4.5. Work commenced on site during January 2013, when trenches were dug and 7 concrete was poured. Steel was fabricated on site for Units 7 to 10 in 2013 and was erected on site in 2016.

3. Existing Situation

3.1. SITE DESCRIPTION

- 3.1.1. The application site is located between the A633 Valley Way, Everill Gate Lane, a disused railway which is now a bridleway and a disused canal at Wombwell. Figure 1 at Appendix A shows the site location in relation to the local highway network.



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Photograph 1 : View of the existing A633 Valley Way/Everill Gate Lane Junction

- 3.1.2. The site consists of a grassed area and the works undertaken as part of outline planning consent 2006/0064, reserved matters consents 2009/0189 and 2012/1120.
- 3.1.3. Everill Gate Lane is a lit single carriageway road with a grass verge on the site side and a footway on north side for some 137m and then a grass verge up to the bridge over the disused railway. The bridge over the disused railway, which is now a bridleway has a footway on the north side and a narrow margin on the south side.

- 3.1.4. Everill Gate Lane in the vicinity of the site traverses in a general westerly direction to the settlement of Broomhill. At Broomhill, Everill Gate Lane becomes Pontefract Road, traversing in a southerly direction to the A633/A6195 roundabout.
- 3.1.5. Everill Gate Lane prior to the construction of the A633 Valley Way continued uninterrupted to its junction with Park Street and Wath Road to the south west. Everill Gate Lane is stopped up to motor vehicles some 144m east of Park Street, the road up to that point has a carriageway with flanking footways. A pedestrian link exists on Everill Gate Lane from the A633 Valley Way in a south westerly direction to Park Street.
- 3.1.6. Valley Way along the site frontage has a grass verge flanking the carriageway. Behind the verge there are trees.

3.2. HIGHWAY NETWORK

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- 3.2.1. The A633 Valley Way forms a simple priority junction with Everill Gate Lane. The junction has a deceleration lane to facilitate the left turn into Everill Gate Lane. There is a splitter island on Everill Gate Lane at the junction with Valley Way.
- 3.2.2. The A633 Valley Way traverses in a general north westerly direction, to the east of Wombwell towards Barnsley, whose centre can be reached from the A635, which is connected at the Stairfoot junction. The M1 at Junction 37 can be accessed via the A635, A6133 and A628. The road serves directly or indirectly a number of employment areas as well as residential areas.
- 3.2.3. Some 160m to the south east of Everill Gate Lane, Valley Way forms part of a four arm roundabout with the A633 Wath Road, the B6089 Brampton Road and Wath Road. Wath Road traverses in a general north westerly direction into central Wombwell. The B6089 Brampton Road traverses in a general south direction through Brampton to Rotherham.

- 3.2.4. The A633 Wath Road road traverses in a south easterly direction until in joins the A6195, Wath Road and Newlands Way which serves the Valley Park Estate at a roundabout. Wath Road leads to Wath-Upon-Dearne.
- 3.2.5. The A6195 to the west of the roundabout skirts the north of Hoyland, leading to the M1 at Junction 36. The A6195 to the east of the roundabout traverses in a general northerly direction, crossing the A635 and past Grimethorpe towards Shafton. The junction of the A6195 with the A635 provides a route to the A1(M) and Doncaster.
- 3.2.6. The proposed site is well located for access to the local, regional and strategic road network.

3.3. PEDESTRIANS AND CYCLISTS

WALKING

- 3.3.1. The national policy relating to transport and development is set out Section 4 of the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "Providing for Journeys on Foot" (Institution of Highways and Transportation, 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

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TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.3.2. The facilities within the walking distances are summarised in the Table 2. There is a bus stop on Everill Gate Lane within 270m to the east. There are bus stops on Park Street, which are accessed by Everill Gate Lane and are within 450m of the site. There are also bus stops on the B6089 Brampton Road which are within 450m of the site.

3.3.3. The distance between the site and the bus stops is well within the preferred maximum walking distance for commuting/school/sightseeing contained in Table 1.

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TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
500m	Bus stops on Everill Gate Lane, Wath Road and Brampton Road, Takeway Wath Road, Convenience store Brampton Road
1000m	Post Office, Pharmacy
2000m	Public House

3.3.4. There are a range of facilities that are within the desirable walking distance for commuting/school and sightseeing of 500m. There is no footway on the site side of Everill Gate Lane at present, but there is one on the opposite side of the road which provides a link to the other section of Everill Gate Lane, Wath Road and Park Street. Brampton Road can be accessed via the verge alongside Valley Way and the footways and islands at the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout.

- 3.3.5. A footway will be provided on the south side of Everill Gate Lane towards the junction with Valley Way and a pedestrian link from the site onto the A633 Valley Way and connecting to the footway at the roundabout as part of the Phase 1 development. The footway will be provided at the A633 Valley Way/Everill Gate Lane and on the A633 Valley Way frontage. Everill Gate Lane to the east has sections of footways and verge.
- 3.3.6. The site is considered to be well connected by foot using good quality infrastructure.

CYCLING

- 3.3.7. National and Local policy encourage sustainable development and a transfer the mode of transport away from private car use, however, there is no specific policy that states the recommended maximum cycle distances for access to services/leisure facilities from new developments. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, 12 site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.
- 3.3.8. The bridleway to the rear of the site is number 62 and part of the Trans Pennine Trail. The route continues in a north westerly direction and then westerly north of Wombwell. At northern Wombwell route 62 connects to route 67. Route 67 traverses in a north westerly direction towards Barnsley, another route provides a link to the west and central Barnsley. Route 62 continues in northerly direction.

- 3.3.9. The bridleway, route 62 traverses in a generally southerly direction from Everill Gate Lane and connects to route 67 at the Valley Way Estate. The route 62 connects to route 67, which has a stretch to the west which is parallel to the A6195.
- 3.3.10. The site has good cycling infrastructure which give access to the surrounding area networks and will encourage sustainable travel to and from the proposed car auction facility.
- 3.3.11. It is considered that there are practical and convenient links available to and from the proposed development offering the potential for employees and customers to walk or cycle.

3.4. PUBLIC TRANSPORT

BUSES

- 3.4.1. The bus stop on Everill Gate Lane is within 270m of the site. The stop has a post and flag. The bus stop is served by the 203 service. The bus stop on Park Street is within 450m of the site. Both stops have a shelter, a flag and timetable information. The stop are served by 22X, 203, 222, 226 and X20. The bus stops on Brampton Road are within 450m of the site. The northbound stop is in a lay-by and has a shelter with timetable information and seating. The southbound stop has a shelter, timetable information and seating. The stops are served by 22X and 226 services.
- 3.4.2. The services that utilise the stops on Park Street, Everill Gate Lane and Brampton are indicated in Table 3.

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TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Sunday and Evenings
22X	Rotherham – Parkgate – Rawmarsh – Warren Vale – Swinton – Manvers – Wath Upon Dearne – West Melton – Brampton Bierlow – Brampton – Wombwell – Stairfoot – Kendray – Barnsley	20 mins/15 mins Sat	60 mins Sun/30 mins
203	Doncaster – Cusworth – Scawsby – Scawthorpe – Highfields – Pickburn – Brodsworth – Hooton Pagnell – Clayton – Thurnscoe – Highgate – Goldthorpe – Billingley – Middlecliffe – Little Houghton – Middlecliffe – Broomhill – Wombwell	4 per day by direction	-
222	Barnsley – Kendray – Stairfoot – Wombwell – Corton Wood	30 mins	60 mins
226	Barnsley – Kendray – Stairfoot – Wombwell – Brampton – Brampton Bierlow – Brampton – West Melton – Wath Upon Dearne – Manvers – Bolton Upon Dearne – Goldthorpe – Highgate – Thurnscoe	30 mins	60 mins
X20	Barnsley – Staifoot – Wombwell – Old Moor – West Melton – Manvers – Mexborough – Denaby Main – Conisbrough – Warmsworth – Balby – Doncaster	60 mins	No Sun/60 mins

3.4.3. The proposed development is served by eight services an hour Monday to Friday from the Park Street bus stops. Everill Gate Lane has only four services a day Monday to Friday. The site which has bus stops within the desirable walking distance for commuting can be accessed from a large number of destinations which include Barnsley, Doncaster, Rotherham, Wombwell and Wath Upon Dearne. The site is considered to be well served by bus.

3.5. INJURY COLLISION RECORDS

- 3.5.1. Injury collision data has been investigated for the latest five year period on the Crashmap website for Everill Gate Lane in the vicinity of the proposed site, the A633 Valley Way from A633 Valley Way approach to the A633 Valley Way/A633 Mitchells Way/B6096 Station Road/Mayflower Way roundabout to Wath Road and the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout. The injury collision data is contained within Appendix C.
- 3.5.2. Within the study area there were seven injury collisions, one at the A633 Valley Way/Everill Gate Lane junction, five at the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout and one on the A633 Valley Way approach to the A633 Valley Way/A633 Mitchells Way/B6096 Station Road/Mayflower Way roundabout. Out of the seven injury collisions, one was serious and six were slight.
- 3.5.3. The serious injury collision occurred at the A633 Valley Way/Everill Gate Lane 15 junction in 2012. The collision is reported between a car and a cyclist, with the car recorded as a “vehicle is waiting to proceed normally but is held up” and the cyclist as a “vehicle proceeding normally along the carriageway, not on a bend”. The collision impact is record as the front of the car and cycle. The collision occurred in the dark when the road was lit. The road surface was wet or damp, with the weather described as fine without high winds. No details are provided of causation.
- 3.5.4. There is only one recorded injury collision in the last five years at the junction of A633 Valley Way/Everill Gate Lane. That collision was serious, however there is no collision trend or another injury collision between 2012 and September 2017 and therefore there is no indication of a safety issue at that location.

- 3.5.5. A slight injury collision has been recorded at the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout in 2014, when a car collided with the rear of another car which is recorded as "vehicle is slowing down or stopping". The collision occurred in darkness, on a damp or wet road, when it was raining. The street lighting was recorded as lit.
- 3.5.6. A slight injury collision occurred at the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout in 2015 between a "vehicle proceeding normally, along the carriageway, not on a bend" and a pedestrian "in carriageway, crossing on a pedestrian crossing facility". The casualties were recorded as the driver and the pedestrian. The pedestrian was an adult. The collision occurred in 2015 in the dark, on a damp or wet road, when it was raining. The street lighting was recorded as lit.
- 3.5.7. A slight injury collision occurred in 2015 at the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout, between a car "proceeding 16 normally along the carriageway, not on a bend" and a bicycle "proceeding normally along the carriageway, not on a bend". The first impact was the offside of the car and front of the bicycle. The casualty was the cyclist, who was an adult. The injury collision occurred in daylight on a dry road surface in fine weather without high winds.
- 3.5.8. In 2016 an slight injury collision occurred at the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout, when a car "proceeding normally along the carriageway, not on a bend" collided with a pedestrian "on refuge, central island or central reservation" "crossing from drivers offside". The first point of impact was the front. The collision occurred in the dark on a dry road in fine weather. The casualty was aged between 16 and 20. The street lighting was recorded as lit.

3.5.9. A slight injury collision was recorded in 2017 at the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout between two cars. The collision was between a car “waiting to proceed normally but is held up” and a car “proceeding normally along the carriageway, not on a bend”. The collision occurred in daylight on a dry road surface in fine weather. There were two casualties.

3.5.10. There were five slight injury collisions at the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout over a five year period:

- ✓ Two injury collisions involved pedestrians
- ✓ Both pedestrian collisions were in the dark;
- ✓ One injury collision involved a cyclist;
- ✓ One injury collision involved a rear collision;
- ✓ Two collisions occurred on a wet or damp road surface;
- ✓ Three injury collision occurred in the dark with street lighting lit;
- ✓ One injury collision in 2014, two in 2015, one in 2016 and one in 2017.

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3.5.11. The five injury collisions at A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout over a five year period and all were slight. Although two involved pedestrians it is not considered to be a trend over a five year period. There is not considered to be a road safety issue at the roundabout.

3.5.12. The slight collision occurred on the A633 Valley Way approach at the A633 Valley Way/A633 Mitchells Way/B6096 Station Road/Mayflower Way roundabout. The collision occurred in 2015 in the dark, in fine weather on a dry road surface. The collision was between a car and a pedestrian. The casualty was the pedestrian.

3.5.13. The study area does not indicate a specific road safety issue.

4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

4.1.1. The applicant seeks planning permission for a development consisting of 14,028m² (151,000 sqft) of B1, B2 and B8 uses, which will be delivered in the form of industrial units. The proposal is to deliver the development in two phases.

- Phase 1 - 4,831m² (52,000sq.ft) comprising of 2,044m² (22,000sq.ft) industrial starter units; and an 2,787m² (30,000sq.ft) industrial unit and
- Phase 2 - 9,197m² (99,000sq.ft) Industrial unit

4.1.2. The first phase will consist of the construction of the buildings, site access, the required internal roads and parking for those starter units. Improvement works are required to the A633 Valley Way/Everill Gate Lane to facilitate articulated vehicles. 18

4.1.3. The second phase will consist of the construction of a 9,197m² Industrial Unit, with internal road and parking. The junction of the A633 Valley Way/Everill Gate Lane will be improved by upgrading to a ghost island priority junction.

4.1.4. The proposed phase 1 and phase 2 site layouts are indicated on the drawings contained within Appendix D and are based on those that received planning consent. The phase 1 layout includes the construction of the central spine roads. The industrial unit which is to be constructed as part of phase 1 has an access which can be utilised as part of a turning head.

4.2. SITE ACCESS

4.2.1. The site will be accessed from a simple priority junction with Everill Gate Lane and is indicated on the proposed site layout drawing contained within Appendix D.

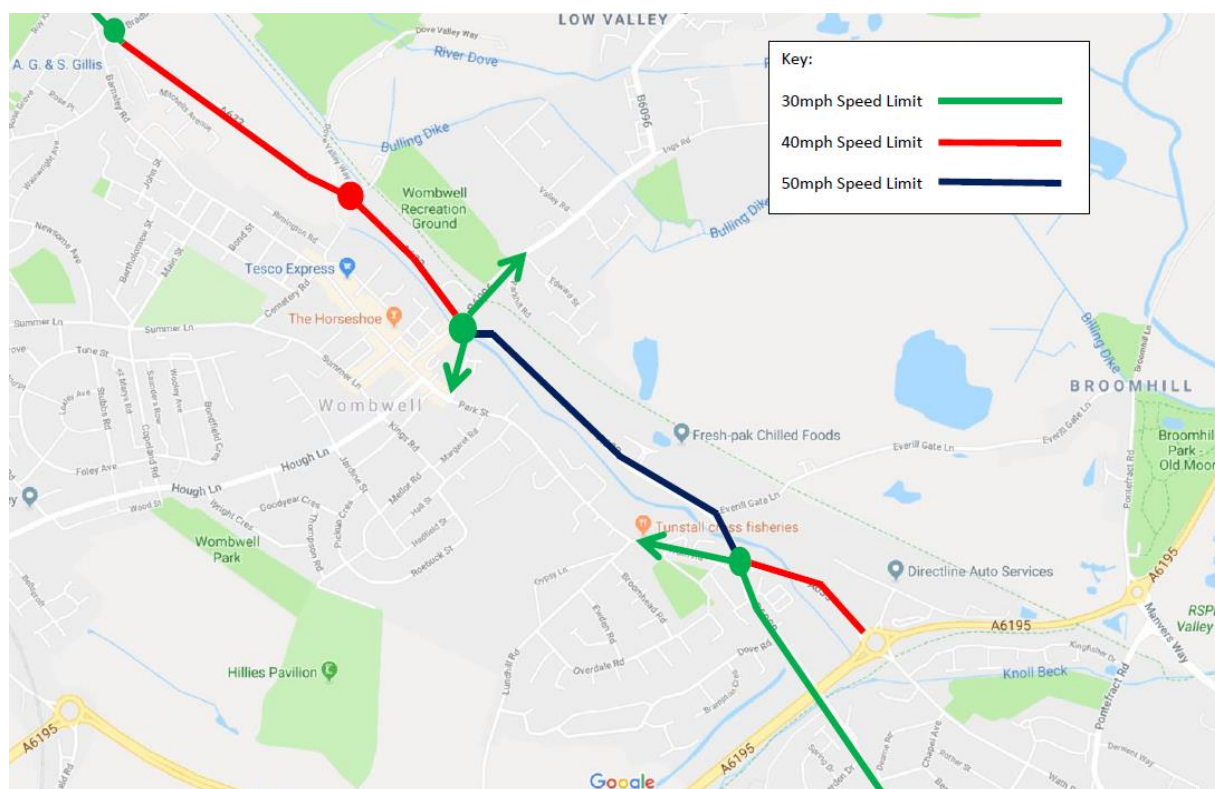
PHASE 1

- 4.2.2. A speed survey was undertaken on the A633 Valley Way on the approach to the A633 Valley Way/Everill Gate Lane junction in the vicinity of the disused canal. The 85%ile wet weather speed was recorded as 22.52mph. A speed survey was undertaken at the Everill Gate Lane junction of vehicles travelling northwest bound and the 85%ile wet weather speed was recorded as 37.73mph. The speed surveys indicate that after leaving the roundabout vehicles accelerate towards Everill Gate Lane, but do not reach the posted speed limit of 50mph.
- 4.2.3. In advance of the existing A633 Valley Way/Everill Gate Lane junction at a point where a vehicle could be seen waiting to turn right the 85%ile wet weather speed is 22.52mph, which equates to 36.24kph. Design Manual for Roads and Bridges TD9/93 indicates in Table 3 that for a Design Speed of 50kph a desirable minimum stopping sight distance of 70m is required. The drawing indicates that a 70m stopping sight distance can be achieved, and therefore any vehicle waiting to turn right onto Everill Gate Lane at the existing junction could be seen and that a vehicle could stop safely before reaching the junction. ¹⁹
- 4.2.4. The traffic generation and distribution associated with the proposed development is calculated in Section 5. The Phase 1 development is predicted to generate a maximum of an addition 11 vehicles turning right into Everill Gate Lane and 8 vehicles turning right out in the weekday peak hours. The increases in traffic flows are not considered to be significant.

4.2.5. In order to accommodate 16.5m HGVs at the A633 Valley Way/Everill Gate Lane junction the left turn out radius needs to be amended. The swept path analysis is contained within Appendix E, together with the amended junction layout.

PHASE 2

4.2.6. The proposal is to improve the junction of Valley Way with Everill Gate Lane further as a result of the phase 2 development by the introduction of a ghost island right turn facility and a pedestrian refuge island on Valley Way and Everill Gate Lane. All vehicle turning movements will be allowed at the junction.



A633 Speed Limits

4.2.7. The A633 is a single carriageway road with varying speed limits as illustrated in the above diagram. The A633 Valley Way is approximately 950m long between the A633 Wath Road and Station Road and is subject to 30mph speed limit on the immediate

approach to both roundabouts and a 50mph speed limit on the remainder of the link.

- 4.2.8. The A633 Wath Road is subject to a 40mph speed limit after the immediate approach to the roundabout. North of Station Road, the A633 Mitchells Way up to the immediate approach of the Barnsley Road roundabout is subject to a 40mph speed limit. Further north the A633 is subject to a 30mph speed limit.
- 4.2.9. A speed survey was undertaken on the A633 Valley Way at the junction with Everill Gate Lane in the northwest bound direction and north of Everill Gate Lane in the southeast bound direction. The 85%ile wet weather speed in the northwest bound direction was 37.73mph which equates to 60.72kph. The 85%ile wet weather speed in the southeast bound direction was 44.86mph which equates to 72.20kph. The average 85%ile wet weather speed is 41.3mph, which equates to 66.47kph.
- 4.2.10. The design of the proposed improvements at the A633 Valley Way/Everill Gate Lane 21 junction has been undertaken in compliance with TD42 for a road with a design speed of 70kph, which equates to the speed at the junction and the average speed in both directions. The proposed layout will incorporate a ghost island right turn and a pedestrian refuge island on the A633 Valley Way to facilitate cross pedestrian movements. The proposed layout is contained within Appendix E.
- 4.2.11. The suggestion to the Council is that the speed limit on Valley Way between the A633 Valley Way/A633 Mitchells Way/B6096 Station Road/Mayflower Way roundabout and the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout to be changed using a Traffic Regulation Order from 50mph to 40mph, so that the A633 corridor has a consistent speed limit philosophy of that route and reflects the observed average speeds recorded.

- 4.2.12. The character of the A633 Valley Way will change with the provision of a pedestrian refuge island. There is no road safety reason not to support the change to the speed limit.

4.3. PARKING PROVISION

- 4.3.1. Barnsley Metropolitan Borough Councils parking guidance is contained within a supplementary planning document. The maximum parking standards for B2 and B8 are:

- ✦ B2 General Industry – 1 space per 30-50m² (Borough Wide for above 2,500m² GFA)
- ✦ B8 Storage and Distribution – 1 space per 3 staff or 1 space per 60m² gross floor area up to 300m², then 1 space per 100m² up to 1,000m² and 1 space per 150m² thereafter

- 4.3.2. Disabled parking for non-residential development should be in addition to the maximum vehicle parking standards of 4% of the total number of spaces. 22

- 4.3.3. The Councils Cycle Parking standard for General Industry is a minimum of 1 space per 300m² for staff. The cycle parking standard for Storage and Distribution is 1 short stay space per 1,000m² gross floor area for visitors and 1 long stay space per 40 staff.

- 4.3.4. The Councils Motorcycle parking standard is 1 space per 20 car parking spaces.

- 4.3.5. Based on a General Industry use the proposed Phase 1 development could have a maximum of 97 to 161 car parking spaces (4,831/50 to 4,831/30) plus 4 to 6 disabled parking spaces, resulting in a total of 101 to 167 spaces.

- 4.3.6. The proposed Phase 2 development could have an additional 184 to 307 car parking spaces (9,197/50 to 9,197/30) plus 7 to 12 disabled parking spaces, resulting in a total of 191 to 319 spaces.
- 4.3.7. The overall development maximum car parking 281 to 468 car parking spaces plus 11 to 18 disabled parking spaces.
- 4.3.8. The minimum cycle parking spaces would be 16 spaces for phase 1 and an additional 31 spaces for phase 2.
- 4.3.9. The proposed development layout provides a total of 254 car parking spaces of which 12 are for the disabled. A total of 48 cycle parking spaces and 13 motorcycle parking spaces will be provided. The development complies with the Councils parking standards.

4.4. SERVICING

23

- 4.4.1. The site can be served by up to 16.5m articulated HGVs. Those large vehicles will use the A633 Valley Way/Everill Gate Lane junction. Swept path analysis of the site layout is contained within Appendix G

5. Development Assessment

5.1. TRAFFIC FLOWS

5.1.1. A traffic count was undertaken at the A633 Valley Way/Everill Gate Lane priority junction and the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout on Thursday 28 June 2018. The survey was undertaken from 0700 to 0930 hours and 1600 to 1830 hours. The survey results are contained within Appendix G.

5.1.2. The morning peak hour is 0715 to 0815 hours and the evening peak hour is 1615 to 1715 hours.

5.1.3. The planning application will be submitted in 2018 and therefore the assessment horizon would be five years later, which is 2023. Traffic growth factors have been calculated using TEMPRO. The local morning and evening peak growth factors are as follows:

➤ Morning peak = 1.084

➤ Evening peak = 1.082

24

5.2. TRAFFIC GENERATION

5.2.1. Trip rates have been calculated from the TRICS database for industrial estates for the starter units. Trip rates for the larger industrial units have been calculated for an industrial unit from TRICS. The trip rates that have been utilised to calculate the proposed development traffic generation are contained within in Table 4 below. The TRICS data is contained within Appendix I.

TABLE 4. PROPOSED TRIP RATES

	Industrial Estate			Industrial Unit		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Morning Peak						
0700-0730	0.160	0.075	0.235	0.057	0.010	0.067
0730-0800	0.354	0.060	0.414	0.127	0.013	0.140
0800-0830	0.314	0.225	0.539	0.166	0.031	0.197
Evening Peak						
1600-1630	0.177	0.290	0.467	0.021	0.052	0.073
1630-1700	0.150	0.293	0.443	0.044	0.130	0.174
1700-1730	0.082	0.406	0.488	0.036	0.176	0.212

5.2.2. The traffic generation for the proposed development has been calculated in two phases. The first phase consists of

- / Phase 1 - 4,831m² (52,000sq.ft)
 - 2,044m² (22,000sq.ft) industrial starter units
 - 2,787m² (30,000sq.ft) industrial unit; and
- / Phase 2 - 9,197m² (99,000sq.ft) Industrial unit

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5.2.3. The morning Peak is from 0715 to 0815 hours. The traffic generation for the morning peak has been determined from the trip rates from 0700 to 0730, 0730 to 0800 and 0800 to 0830 hours. The evening peak is from 1615 to 1715 hours. The traffic generation for the evening peak has been determined from the trip rates from 1600 to 1630, 1630 to 1700 and 1700 to 1730 hours. The proposed development traffic generation is contained within Table 5.

TABLE 5. PROPOSED TRAFFIC GENERATION

	Industrial Estate			Industrial Unit		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Phase 1						
Morning Peak						
0700-0730	3	2	5	2	0	2
0730-0800	7	1	8	4	0	4
0800-0830	6	5	11	5	1	6
Evening Peak						
1600-1630	4	6	10	1	1	2
1630-1700	3	6	9	1	4	5
1700-1730	2	8	10	1	5	6
Phase 1 and 2						
Morning Peak						
0700-0730	3	2	5	7	1	8
0730-0800	7	1	8	15	2	17
0800-0830	6	5	11	20	4	24
Evening Peak						
1600-1630	4	6	10	3	6	9
1630-1700	3	6	9	5	16	21
1700-1730	2	8	10	4	21	25

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Phase 1

○ Morning Peak

▪ 0715 to 0815 hours

Arrivals = $((3+7+2+4)+(7+6+4+5))/2 = 19$ vehicles

Departures = $((2+1+0+0)+(1+5+0+1))/2 = 5$ vehicles

○ Evening Peak

▪ 1615 to 1715 hours

Arrivals = $((4+3+1+1)+(3+2+1+1))/2 = 8$ vehicles

Departures = $((6+6+1+4)+(6+8+4+5))/2 = 20$ vehicles

Phase 1 and 2

○ Morning Peak

▪ 0715 to 0815 hours

Arrivals $= ((3+7+7+15)+(7+6+15+20))/2 = 40$ vehicles

Departures $= ((2+1+1+2)+(1+5+2+4))/2 = 9$ vehicles

▪ 1615 to 1715 hours

Arrivals $= ((4+3+3+5)+(3+2+5+4))/2 = 15$ vehicles

Departures $= ((6+6+6+16)+(6+8+16+21))/2 = 43$ vehicles

5.2.4. Census data from the Nomis website has been used to determine the possible traffic distribution. The 2011 census data for the location of usual residence and place of work by has been utilised. The place of residence selected was for Barnsley 023B, Barnsley 023, Barnsley 026A, Barnsley 026B, Barnsley 026C, Barnsley 026E, Barnsley 026F and Barnsley 026G, which were deemed suitable to represent the proposed site. Details of the traffic distribution calculation are contained in Appendix J.

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TABLE 6. PROPOSED TRAFFIC DISTRIBUTION

	Percentage
A633 Valley Way (North)	42.5%
Everill Gate Lane (East)	0.0%
A633 Wath Road (East)	32.6%
B6089 Brampton Road	15.5%
Wath Road	9.4%

5.2.5. The 2018 existing, 2023 base and 2023 proposed development traffic flows are contained within Appendix K.

5.3. CONSENTED TRAFFIC GENERATION

- 5.3.1. The site received outline planning consent (planning reference 2006/0064) on 7 March 2006 for 14,632m² (157,500sq.ft), which is 604m² (6,500sq.ft) larger than the proposed development. The morning and evening peak traffic generation is 52 vehicles and 62 vehicles respectively. The proposal would generate 3 fewer vehicles in the morning peak hour and 4 fewer vehicles in the evening peak hour.

5.4. TRAFFIC IMPACT ASSESSMENT

A633 VALLEY WAY/EVERILL GATE LANE JUNCTION

- 5.4.1. The operation of the improved A633 Valley Way/Everill Gate Lane junction has been assessed utilising the Junctions9 program. The improved Phase 1 junction has been assessed with development traffic flows. The existing situation has not been assessed because due to the swept path requirements for HGVs the Everill Gate Lane approach has been amended. The results of the assessment are contained within Appendix L and are summarised within Table 7. 28

TABLE 7. A633 VALLEY ROAD/EVERILL GATE LANE PHASE 1 ASSESSMENT RESULTS

	2023 Proposed	
	Max RFC	Queue
Morning Peak		
Everill Gate Lane	0.085	0.1
A633 Valley Way Right turn	0.087	0.1
Evening Peak		
Everill Gate Lane	0.437	0.8
A633 Valley Way Right turn	0.164	0.5

- 5.4.2. The improved A633 Valley Way/Everill Gate Lane junction with Phase 1 traffic flows is predicted to operate well within capacity with no Ratio of Flow to Capacity (RFC) even approaching 0.850. No significant queuing is predicted occur, especially on the A633 Valley Way right turn.
- 5.4.3. The A633 Valley Way/Everill Gate Lane junction has been improved by the introduction of a ghost island priority. The operation of the proposed junction has been assessed using the Junctions9 program. The results of the assessment are contained within Appendix L and are summarised within Table 8.

TABLE 8. A633 VALLEY ROAD/EVERILL GATE LANE PHASE 2 ASSESSMENT RESULTS

	2023 Proposed	
	Max RFC	Queue
Morning Peak		
Everill Gate Lane (Left turn out)	0.058	0.1
Everill Gate Lane (Right turn out)	0.067	0.1
A633 Valley Way Right turn	0.064	0.1
Evening Peak		
Everill Gate Lane (Left turn out)	0.132	0.2
Everill Gate Lane (Right turn out)	0.433	0.7
A633 Valley Way Right turn	0.080	0.1

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- 5.4.4. The proposed improved A633 Valley Way/Everill Gate Lane junction with Phase 1 and 2 development flows is predicted to operate well within capacity with no movement with an RFC of above 0.500. No significant queuing is predicted to occur.

A633 VALLEY WAY/A633 WATH ROAD/B6089 BRAMPTON ROAD/WATH ROAD ROUNDABOUT

- 5.4.5. The operation of the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout has been assessed both with and without development using the Junctions9 program. The results of the capacity assessment are contained within Appendix L and are summarised in Table 9.

TABLE 9. ROUNDABOUT ASSESSMENT RESULTS

	20018		2023 Base		2023 Proposed	
	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue
Morning Peak						
A633 Valley Way	0.462	0.9	0.508	1.0	0.517	1.1
A633 Wath Road	0.321	0.5	0.351	0.5	0.361	0.6
Brampton Road	0.298	0.4	0.327	0.5	0.336	0.5
Wath Road	0.349	0.5	0.385	0.6	0.392	0.6
Evening Peak						
A633 Valley Way	0.583	1.4	0.639	1.7	0.653	1.8
A633 Wath Road	0.513	1.0	0.563	1.3	0.568	1.3
Brampton Road	0.418	0.7	0.468	0.9	0.474	0.9
Wath Road	0.260	0.3	0.288	0.4	0.294	0.4

- 5.4.6. The A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road operates within capacity in both the morning and evening peaks with all the assessment scenarios. The maximum RFC with Phase 1 and Phase 2 development traffic is 0.517 in the morning peak and 0.653

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5.5. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

- 5.5.1. The proposals are considered to be located in sustainable location and provides access by a genuine range of transport modes which accords with paragraph 103 of the new NPPF.
- 5.5.2. The proposed development facilitates sustainable transport use and has an access that operates with satisfactory capacity, without congestion and is considered safe for all users (paragraph 108 refers).
- 5.5.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 109. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110).

- 5.5.4. This report has also demonstrated that the proposed development accords with the policies within the Barnsley Metropolitan Borough Council Core Strategy in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.
- 5.5.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

6. Conclusions

6.1.1. The proposal is for a development consisting of 14,028m² (151,000 sqft) of B1, B2 and B8 uses, which will be delivered in the form of industrial units. The proposal is to deliver the development in two phases.

- Phase 1 - 4,831m² (52,000sq.ft)
 - 2,044m² (22,000sq.ft) industrial starter units
 - 2,787m² (30,000sq.ft) industrial unit; and
- Phase 2 - 9,197m² (99,000sq.ft) Industrial unit

6.1.2. The site received planning consent on 7 March 2006 for a B1/B2/B8 (Industry, Storage, Distribution) Units with access road. On 1 February 2010 a reserved matters application (reference 2009/0189) for the outline planning consent 2006/0064 was approved by Barnsley Metropolitan Borough Council. The consented scheme drawings were for a floor area of 14,632m² (157,500sq.ft), A further reserved matters application for an extension time limit was approved on 4 January 2013. Work commenced on site during January 2013, when trenches were dug and concrete was poured. Steel was fabricated on site for Units 7 to 10 occurred in 2013 and was erected on site in 2016. 32

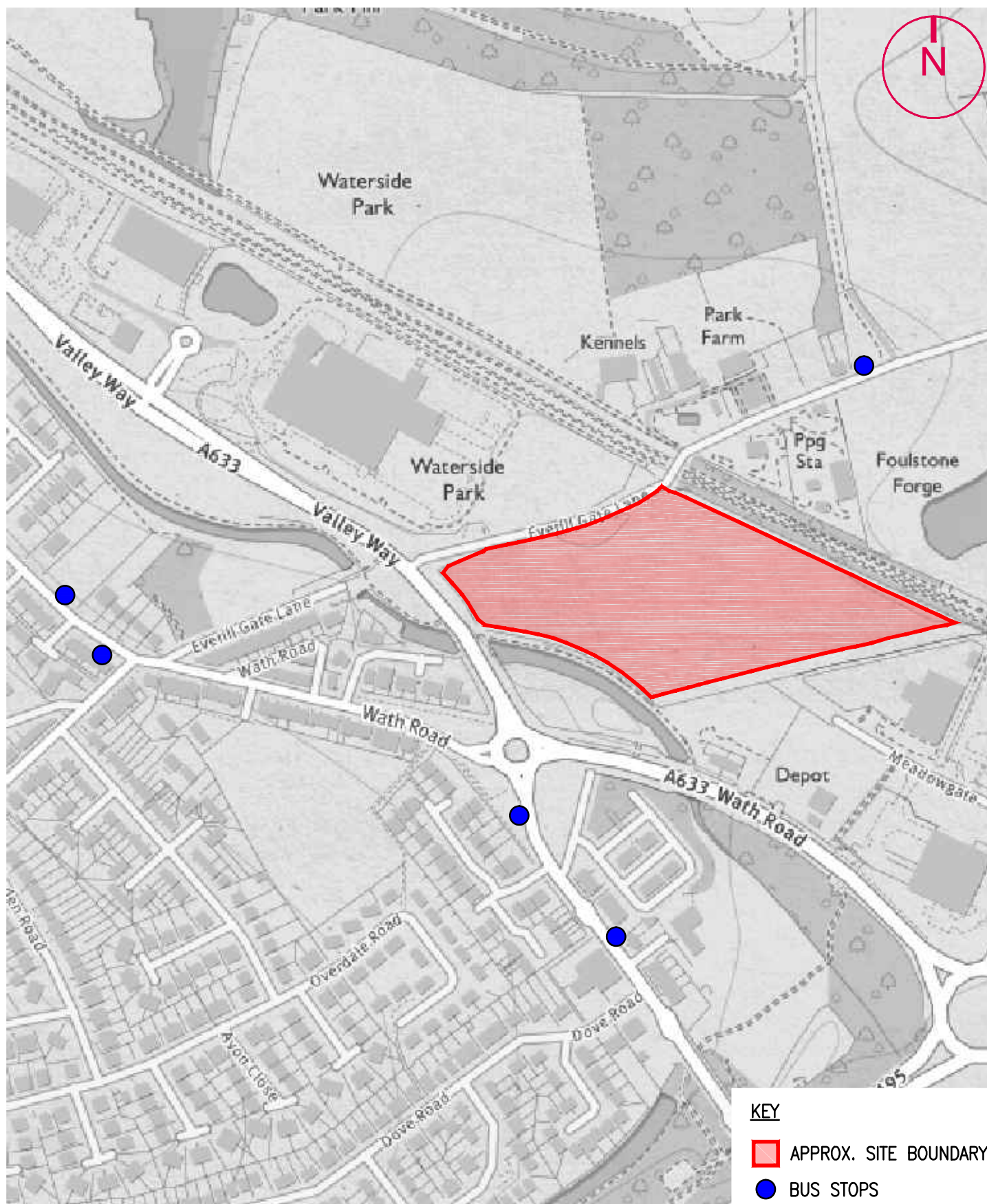
6.1.3. This Transport Assessment considers the existing highway conditions in terms of the road layout, walking, cycling and public transport facilities, the accessibility of the development, the developments compliance with both national and local transport policy and details of the proposed development and its impact on the highway network.

- 6.1.4. The existing A633 Valley Way/Everill Gate Lane junction has been improved by amending the nearside kerb line from Everill Gate Lane to accommodate articulated HGVs for the Phase 1 development. The operation of an improved A633 Valley Way/Everill Gate Lane junction has been assessed for the Phase 1 development and has been found to operate within capacity.
- 6.1.5. The A633 Valley Way/Everill Gate Lane junction has been further improved by the introduction of a ghost island right turn lane and pedestrian refuge island on the A633 Valley Way for the Phase 2 development. The operation of the improved junction has been assessed with both Phase 1 and 2 development traffic. The junction is predicted to operate well within capacity.
- 6.1.6. It is suggested to the Council that the speed limit on Valley Way between the A633 Valley Way/A633 Mitchells Way/B6096 Station Road/Mayflower Way roundabout and the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout to changed using a Traffic Regulation Order from 50mph to 40mph, so ³³ that the A633 corridor has a consistent speed limit philosophy of that route and reflects the observed average speeds recorded. The character of the A633 Valley Way will change with the provision of a pedestrian refuge island. There is no road safety reason not to support the change to the speed limit.
- 6.1.7. The operation of the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road junction has been assessed and found to operate within capacity.
- 6.1.8. The development site is connected to the wider highway network via Everill Gate Lane. There was only one collision at the A633 Valley Way/Everill Gate Lane junction within the last five years of available data, and therefore there is no collision cluster or a specific road safety issue.

- 6.1.9. It is considered that there are practical and convenient links available to and from the proposed site for employees to walk, cycle or use public transport. The development site complies with local and national transport policies due to the sustainable location of the site with good quality facilities for travel by modes other than the single occupancy private car trips.
- 6.1.10. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network because the development has a lower impact than for the consented use and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval

APPENDICES

APPENDIX A: Site Location



VIASOLUTIONS

THE OLD COACH HOUSE, 1 CAMPBELL STREET PUDSEY LS28 6DP
tel: 0113 3453957 email: highwaymen@viasolutions.com

EVERILL GATE LANE, WOMBWELL
SITE LOCATION PLAN

SCALE: 1:5000 @A4

DATE: AUGUST 2018

FIGURE 1

APPENDIX B: Planning History



BARNSLEY
Metropolitan Borough Council

GRANT OF OUTLINE PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2006/0064

To Gordon Stephenson
10 Parkwood Rise
Barnby Dun
Doncaster
DN3 1LY

DESCRIPTION Development of B1, B2 and B8 (Industry, Storage and Distribution) units with access road (Outline)
LOCATION Land to the East of Junction of Everill Gate Lane and Valley Way, Wombwell, Barnsley,

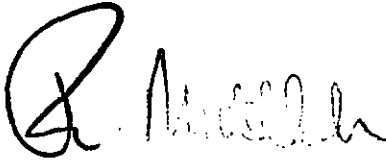
Permission is granted for the proposals which were the subject of the Application and Plans registered by the Council on 12 January 2006 and described above.

The approval is subject on compliance with the following conditions:

- 1 Application for approval of the matters reserved in Condition No. 2 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission, and the development, hereby permitted, shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: In order to comply with the provision of Section 92 of the Town and Country Planning Act 1990.

The grant of this consent does not constitute or imply permission, approval or consent by the Local Authority for any other purpose.

Signed 
Assistant Director, Planning and Transportation *mw*

Dated 07 March 2006

Planning and Transportation Service
Central Offices, Kendray Street, Barnsley. S70 2TN

Telephone: 01226 - 772600
Fax: 01226 - 772599

2 The development hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-

(a) the siting of the proposed development.

(b) the design of the proposed development.

(c) the external appearance of the proposed development.

(d) landscaping for the site.

Reason: In order to allow the Local Planning Authority to assess the details of the reserved matters with regard to the development plan and other material considerations.

3 Unless otherwise agreed in writing by the Local Planning Authority, no building or other obstruction shall be located over or within 5.0 (five) metres either side of the centre line of the sewer which crosses the site

4 Reason: In order to allow sufficient access for maintenance and repair work at all times
The site shall be developed with separate systems of drainage for foul and surface water on and off the site

Reason: In the interests of satisfactory and sustainable drainage

5 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved by the Local Planning Authority before development commences

Reason: To ensure that the site is properly drained and surface water is not discharged to the foul sewerage system which will prevent overloading

6 No development shall take place until details of the proposed means of disposal of foul water drainage, including details of any balancing works and off-site works, have been submitted to and approved by the Local Planning Authority

Reason: To ensure that the development can be properly drained

7 Unless otherwise approved in writing by the Local Planning Authority, no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

Reason: To ensure that no foul water discharges take place until proper provision has been made for its disposal

8 Surface water from vehicle parking and hardstandings areas shall be passed through an interceptor or adequate capacity prior to discharge. Roof drainage should not be passed through any interceptor

Reason: In the interests of satisfactory drainage

- 9 Surface water shall be disposed to a soakaway system designed and constructed in accordance with BS 8301: 1985 (Section 8.4)
- Reason: To ensure the satisfactory provision of drainage facilities to serve the proposed development
- 10 Roof drainage downwater pipes shall at all times be sealed at ground level to prevent the ingress of any contaminated water/run-off
- Reason: To prevent pollution of the water environment
- 11 The surface water drainage from the proposed development shall be discharged to a soakaway system which meets the requirements of Building Research Establishment Digest 365 and which complies with the following:
- a) there is no connection to the adjacent canal, and no part of the soakaway system is situated within 10 metres of the canal
 - b) porosity tests are carried out in accordance with BRE 365 to demonstrate that suitable subsoil and adequate land area is available for the soakaway
- Reason: To ensure the proper drainage and to prevent pollution of the water environment
- 12 No hedges or trees on the site, or their branches or roots, shall be lopped, topped, felled, or severed.
- Reason: To safeguard existing trees/hedges, in the interests of the visual amenities of the locality and in accordance with UDP Policies GS22, Woodland, Hedgerows and Trees and GS22A.
- 13 The siting and layout of the development shall be designed in accordance with Supplementary Planning Guidance Note 1: Industrial Units and Warehouses and Supplementary Planning Guidance Note 26: Landscape Design for Industrial Development
- Reason: In the interests of visual amenity
- 14 A minimum 10 metre wide landscaping strip shall be provided along the boundary with the Trans Pennine Trail and along the boundary with 77 and 79 Wath Road.
- Reason: To safeguard the Trans Pennine Trail and the amenities of neighbouring residents
- 15 All on-site vehicular areas shall be hard surfaced and drained in an approved manner prior to the development being brought into use, to prevent mud/debris from being deposited on the public highway to the detriment of road safety.
- Reason: In the interests of road safety
- 16 Pedestrian intervisibility splays, having the dimensions 2m x 2m, shall be safeguarded at the drive entrance/exit such that there is no obstruction to visibility at a height exceeding 600mm above the nearside channel level of the adjacent highway
- Reason: In the interest of road safety.

- 17 The parking/manoeuvring facilities, indicated on the submitted plan, shall be provided prior to the development being brought into use, and shall be retained for that sole purpose at all times

Reason: In the interest of road safety.

- 18 Development shall not commence until arrangements have been entered into to secure such works to mitigate the effect of the development being brought into use. Such works shall comprise of: -

- A) Provision of right turn lane on Valley Way;
- B) Provision of central pedestrian islands associated with right turn;
- C) Provision of merge/diverge lanes;
- D) Provision of splitter island at Everill Gate Lane junction to enforce left turn in/left turn out;
- E) Provision of 1m level area between back edge of footway and top of embankment;
- F) Provision of 2m footways on Valley Way to connect with existing and on Everill Gate Lane to include entire site frontage;
- G) Provision of all necessary signing and lining;
- H) Provision and any necessary alteration to street lighting;
- I) Provision and any necessary alteration to drainage;
- J) Provision of tactile paving;
- K) Resurfacing/reconstruction of all areas of carriageway/footway as dictated by the works;
- L) Provision of 2 bus stops and shelters.

Reason: In the interests of road safety

- 19 Development shall not commence until details of measures to prevent mud/debris from being deposited on the public highway to the detriment of road safety, have been submitted to and approved, in writing, by the Local Planning Authority, and such measures shall be retained for the entire construction period.

Reason: In the interest of road safety.

- 20 Development shall not commence until details of all areas for the parking of all employees' vehicles, the storage of building materials and plant have been submitted an approved, in writing, by the Local Planning Authority, and such areas shall be retained for the entire construction period

Reason: In the interest of road safety.

- 21 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved, in writing, by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developers expense in accordance with a scheme to be agreed, in writing, by the Local Planning Authority.

Reason: In the interests of road safety

- 22 Development shall not commence until details of the phasing of the development has been submitted and approved, in writing, by the Local Planning Authority, to ensure a safe and adequate highway network

Reason: In the interest of road safety.

- 23 This approval is in outline form with all matters, except access, reserved for future consideration

Reason: For the avoidance of doubt

Informative(s)

1. The decision to grant planning permission has been taken having regard to the policies and proposals in the Barnsley Unitary Development Plan set out below and to all relevant material considerations, including Supplementary Planning Guidance:

UDP Policy ED2 - Employment Sites
UDP Policy WW4/3 - Employment Sites
UDP Policy ED4 - Economic Development and Residential Amenity
UDP Policy ED12 - Office Development
UDP Policy GS9 - Visual Amenity and the Green Belt
UDP Policy GS26 - Recreational Routeways and Networks
SPG 1 - Industrial Units and Warehouses
SPG26 - Landscape Design for Industrial Developments

The proposals accord with the provisions of the Unitary Development Plan and are acceptable in principle. The access arrangements are considered acceptable. All other matters are reserved for future consideration.

This informative is only intended as a summary of the reason for granting planning permission. For further details on the decision please refer to the application file, by contacting 01226 772593.



BARNSELEY
Metropolitan Borough Council

APPROVAL OF RESERVED MATTERS

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2009/0189

To Mr Graham Connell
Colliers CRE
15-16 Park Row
Leeds
LS1 5HD

Proposal Development of B1,B2 and B8 (industry, storage and distribution) units with access road (Reserved Matters)

At Land at Everill Gate Lane, Wombwell, Barnsley, South Yorkshire, S73 0YL

Approval is hereby given for the proposals which were the subject of the Application and Plans registered by the Council on 16 February 2009 and described above, being matters reserved in the permission granted on 8th March, 2006 under Application Number 2006/0064.

The approval is subject on compliance with the details specified in the application, the approved plans and conditions of the outline permission and, additionally, is subject to the following conditions:-

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
- 2 No development shall take place until full details of the proposed external materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the locality and in accordance with UDP Policy BE6, Design Standards.

The grant of this consent does not constitute or imply permission, approval or consent by the Local Authority for any other purpose.

Signed

Stephen Moralee

Assistant Director, Planning and Transportation

Dated 01 February 2010

- 3 Unless otherwise agreed in writing any building shall be constructed and maintained so as to provide sound insulation against internally generated noise of not less than 35 dB(A) with doors and windows closed, taking into consideration any vents and outlets.
Reason: In the interests of the amenity of nearby residential occupiers.
- 4 Prior to the occupation of the buildings, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the site, including the provision of an acoustic fence where the building has an external work area or service yard.
Reason: In the interests of the amenity of the occupiers of nearby houses.
- 5 The car, cycle and powered two wheeler parking shall be provided prior to the development being brought into use and shall be retained for that sole purpose at all times.
Reason: In the interests of highway safety.
- 6 Prior to the occupation of the building a draft Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to encourage travel by modes other than the private car, and allow for regular reporting and monitoring to be undertaken. Subsequently, within six months of the site becoming operational, a detailed travel plan shall be submitted to the Local Planning Authority and once approved shall be fully implemented.
Reason: In the interests of sustainable development.
- 7 The proposed balancing pond shall be constructed in accordance with a scheme to be submitted to and approved writing by the Local Planning Authority prior to the commencement of development. The scheme shall include associated planting native to the local area and a schedule for future maintenance of the pond.
Reason: To ensure that the proposed balancing pond is developed in a way that contributes to the nature conservation value of the site.
- 8 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs.
Reason: In the interests of the visual amenities of the locality.
- 9 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority give written consent to any variation.
Reason: In the interests of the visual amenities of the locality.

Reason(s) for Granting Permission

- 1 Unique This is a reserved matters application that follows the grant of outline planning permission when the principle was established. It is considered that the details of design, layout and landscaping are appropriate

Informative(s)

- 1 These provisions required by condition 4 may include both physical and/or administrative measures such as the location/orientation of any air-handling units and any relevant attenuation measures, restrictions on operating hours, restrictions on hours of external working in service yards, use of directional reversing alarms on all vehicles based on site etc. An acoustic fence shall normally be a brick built wall of solid construction or solid timber fence with no gaps between or below the panels, constructed to reduce noise received at proximate residential properties.
- 2 The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Such hazards may currently exist, be caused as a result of the proposed development, or occur at some time in the future. These hazards included:
 - Collapse of shallow coal mine workings;
 - Collapse of, or risk of entry into, mine entries (shafts and adits);
 - Gas emissions from coal mines including methane and carbon dioxide;
 - Spontaneous combustion or ignition of coal which may lead to underground heatings and production of carbon monoxide;
 - Transmission of gases into adjacent properties from underground sources through ground fractures;
 - Coal mining subsidence
 - Water emissions from coal mine workings.

Applicants must take account of these hazards which could affect stability, health & safety, or cause adverse environmental impacts during the carrying out their proposals and must seek specialist advice where required. Additional hazards or stability issues may arise from development on or adjacent to restored opencast sites or quarries and former colliery spoil tips.

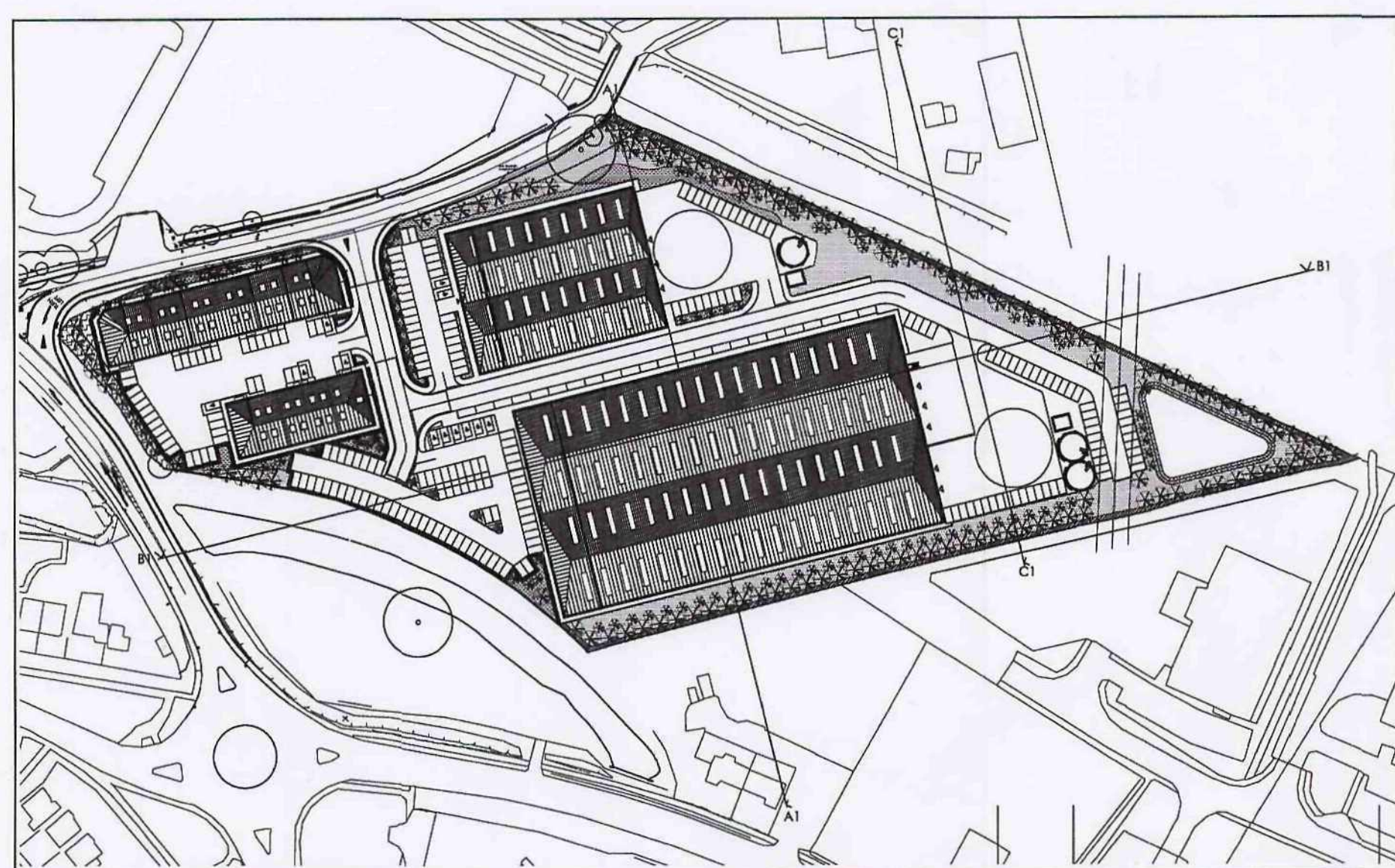
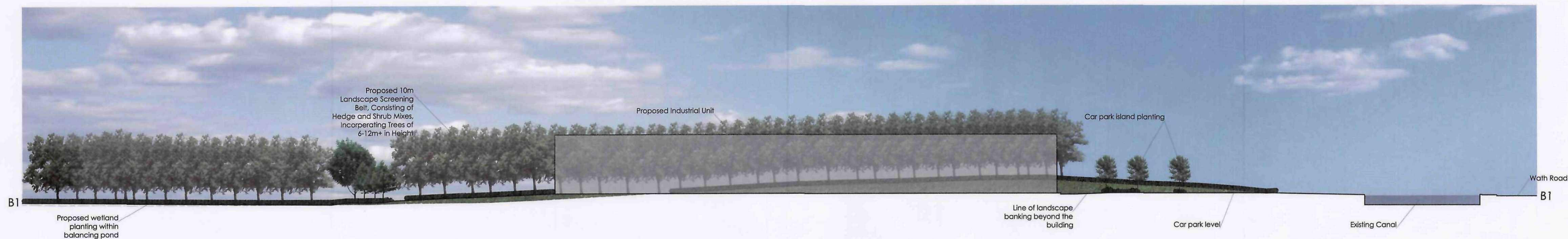
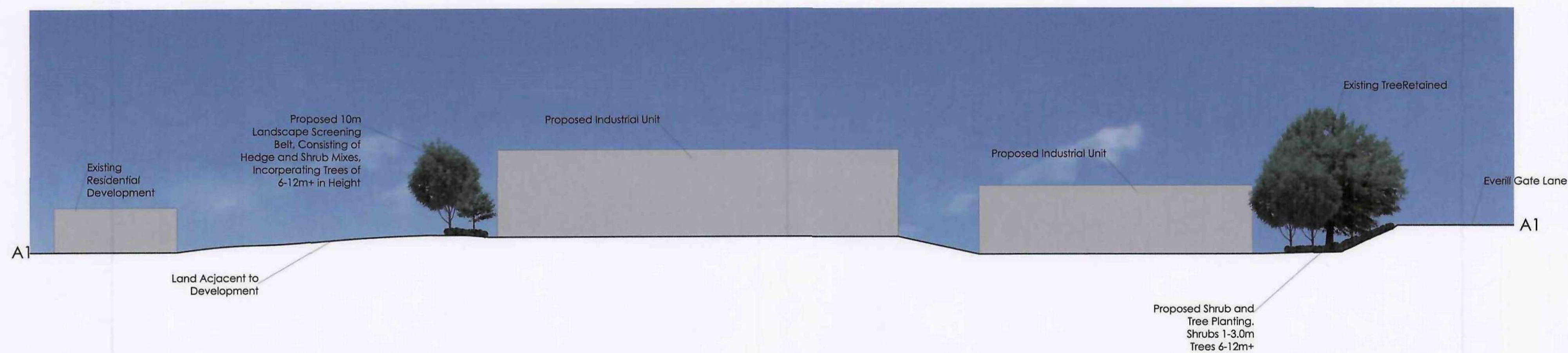
Failure to obtain Coal Authority permission for such activities is trespass, with the potential for court action. In the interests of public safety the Coal Authority is concerned that risks specific to the nature of coal and coal mine workings are identified and mitigated.

The above advice applies to the site of your proposal and the surrounding vicinity. You must obtain property specific summary information on any past, current and proposed surface and underground coal mining activity and other ground stability information in order to make an assessment of the risks. This can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com

NOTES:-

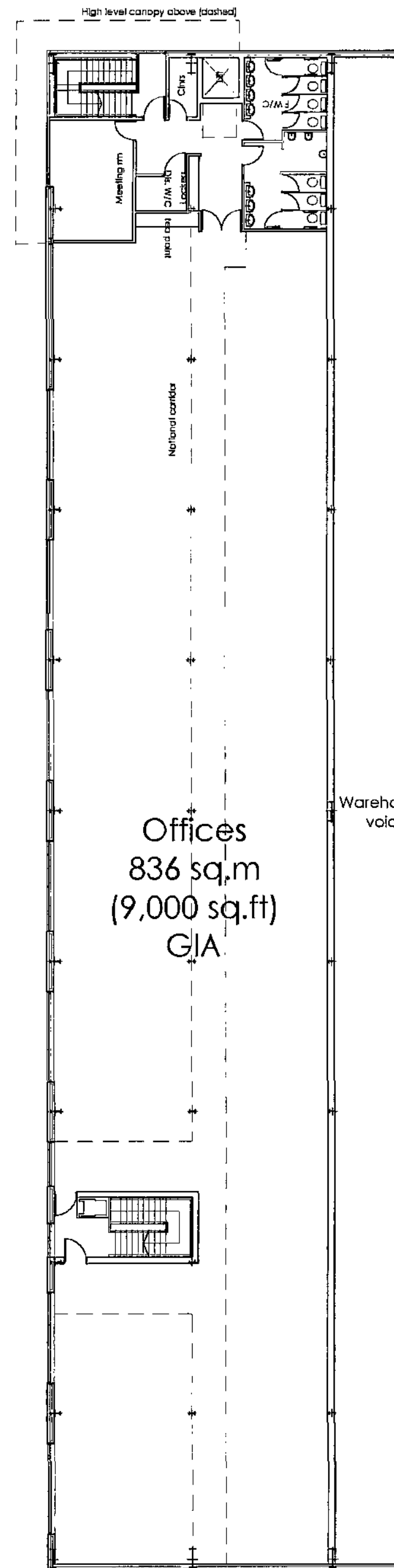
1. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or grant permission or approval subject to conditions, he may appeal to the Secretary of State for the Environment, Transport and Regions in accordance with Section 36 of the Town and Country Planning Act 1971 within six months of receipt of this notice. (Appeals must be made on a form which is obtainable from The Planning Inspectorate, Room 3/24 Hawk Wing, Temple Quay, 2 The Square, Temple Quay, Bristol, BS1 6PN). The Secretary of State has power to allow a longer period for the giving of a notice of appeal, but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposal development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements*, to the provisions of the development order, and to any directions given under the order. He does not, in practice, refuse to entertain appeals solely because the local planning was based on a direction given by him.
2. If permission to develop land is refused or granted subject to conditions, whether by the local planning authority or the Secretary of State for the Environment, Transport and Regions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Common Council, or County Council, London Borough or District Council in which land is situated as the case may be, a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of Part IX of the Town and Country Planning Act 1971.
3. In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference of the application to him. These circumstances in which such compensation is payable are set out in Section 169 of the Town and Country Planning Act 1971.

* The statutory requirements are those set out in section 36(7) of the Town and Country Planning Act 1971, namely sections 29(1), 30(1), 67 and 74 of the Act.



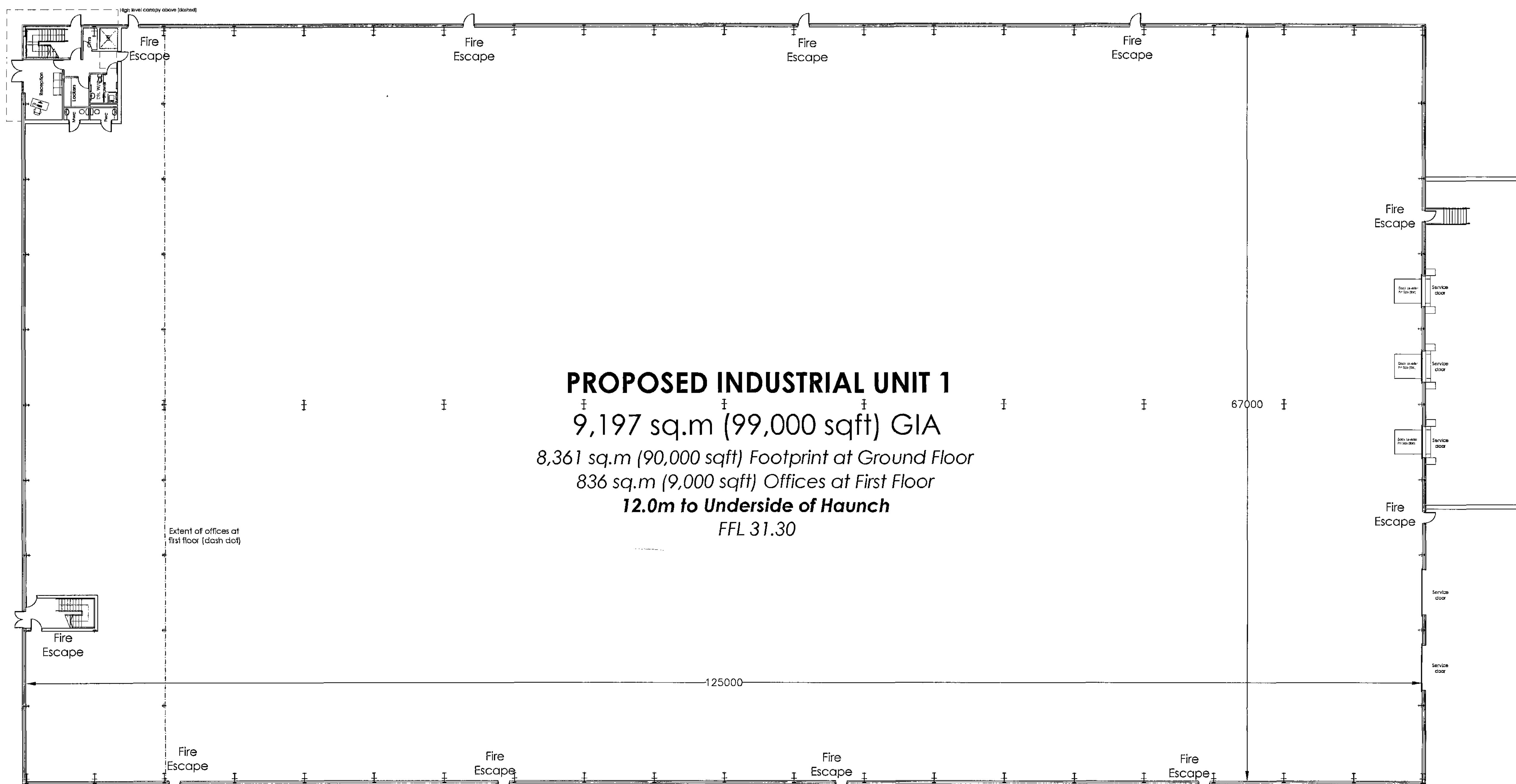
This drawing is copyright and may not be reproduced in whole or part without written authority. Do not scale off this drawing.

Project Title	Land Adjacent to Everill Gate Cortonwood Dearne Valley			Drawing Title	Landscape Sections	
				Job-Dwg No	VL9837 L02	Rev
Client	Gregory Propoerties			vector design concepts LANDSCAPE DESIGNERS 4 ST JOHNS NORTH, WAKEFIELD, WF1 3QA. TEL 01924 332056 web:www.vectordc.com email:georgebarnes@vectordc.com		
Status	Planning					
Scale	1:500	Drawing Size	A1			
Drawn By	GB	Checked By				



Offices
836 sq.m
(9,000 sq.ft)
GIA

Warehouse void

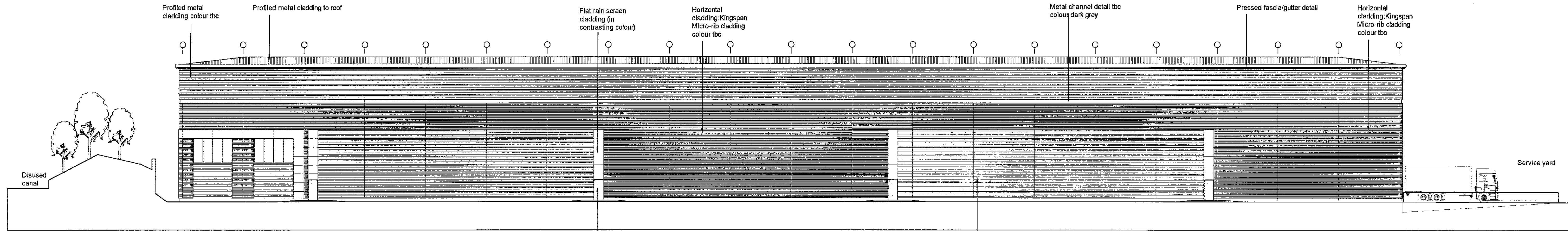


PROPOSED INDUSTRIAL UNIT 1

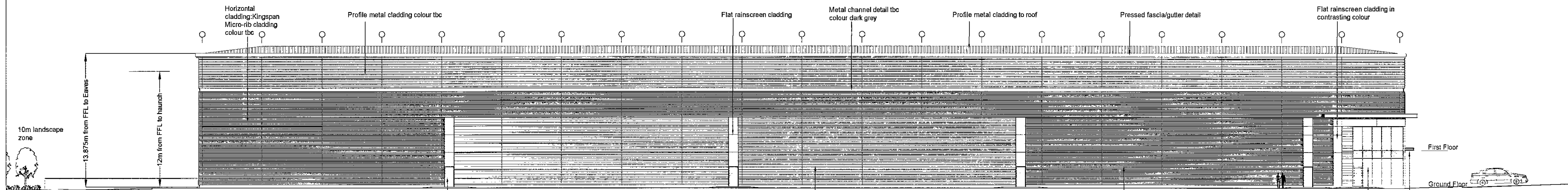
9,197 sq.m (99,000 sqft) GIA
8,361 sq.m (90,000 sqft) Footprint at Ground Floor
836 sq.m (9,000 sqft) Offices at First Floor
12.0m to Underside of Haunch
FFL 31.30

Barnsley Metropolitan
Borough Council
0118 956 8444
Corporate Planning

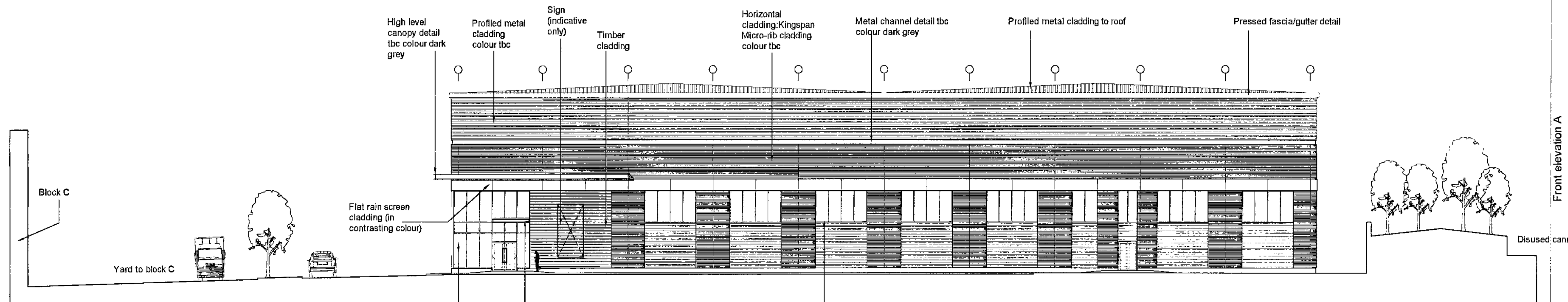
Revisions	A	00-00-01
Project Title	PROPOSED MIXED USE DEVELOPMENT EVERILL GATE LANE CORTONWOOD DEARNE VALLEY BARNSELEY	
Client	LANDTASK/GREGORY PROPERTIES	
Status	PLANNING - RESERVED MATTERS	
Scale	1:200	Drawing Size A1
Drawn By	ASR	Checked By DMW Date 12/08
Drawing Title	PROPOSED BLOCK D GA PLAN	
Job/Draw No	9837-112	Rev -
THE HARRIS PARTNERSHIP WATERFIELD 231, Johns North, Waterfield, WPI 3DA T. 01924 291 600 F. 01924 290 072 THE HARRIS PARTNERSHIP MANCHESTER 1st Floor, Drake House, 35 Dale St, Manchester, M1 2HF T. 0161 238 8555 F. 0161 244 5809 THE HARRIS PARTNERSHIP MILTON KEYNES The Old Rectory, 79 High Street Newport Pagnall, MK16 5AB T. 01908 211 577 F. 01908 211 722 THE HARRIS PARTNERSHIP READING 101 London Road, Reading, RG1 1JY T. 0118 950 7700 F. 0118 956 8442 www.harrispartnership.com		



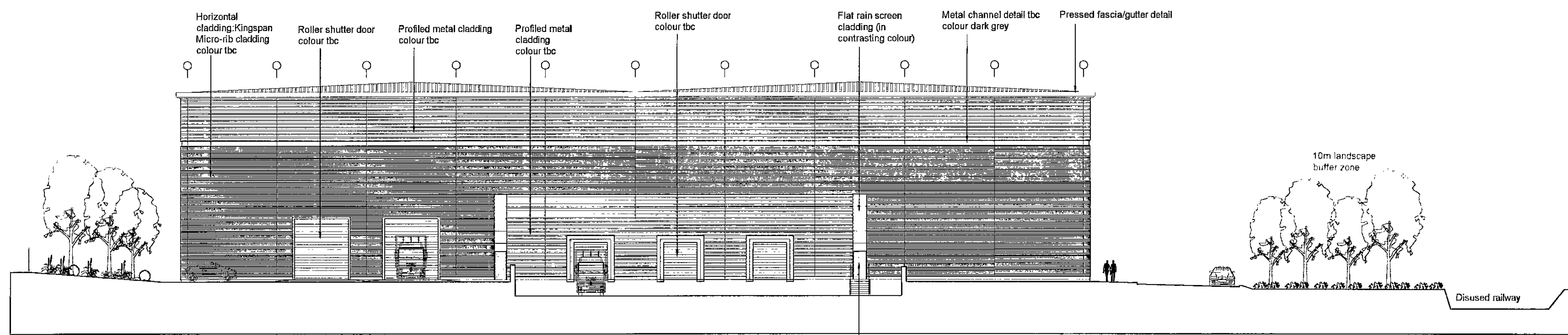
Side Elevation D



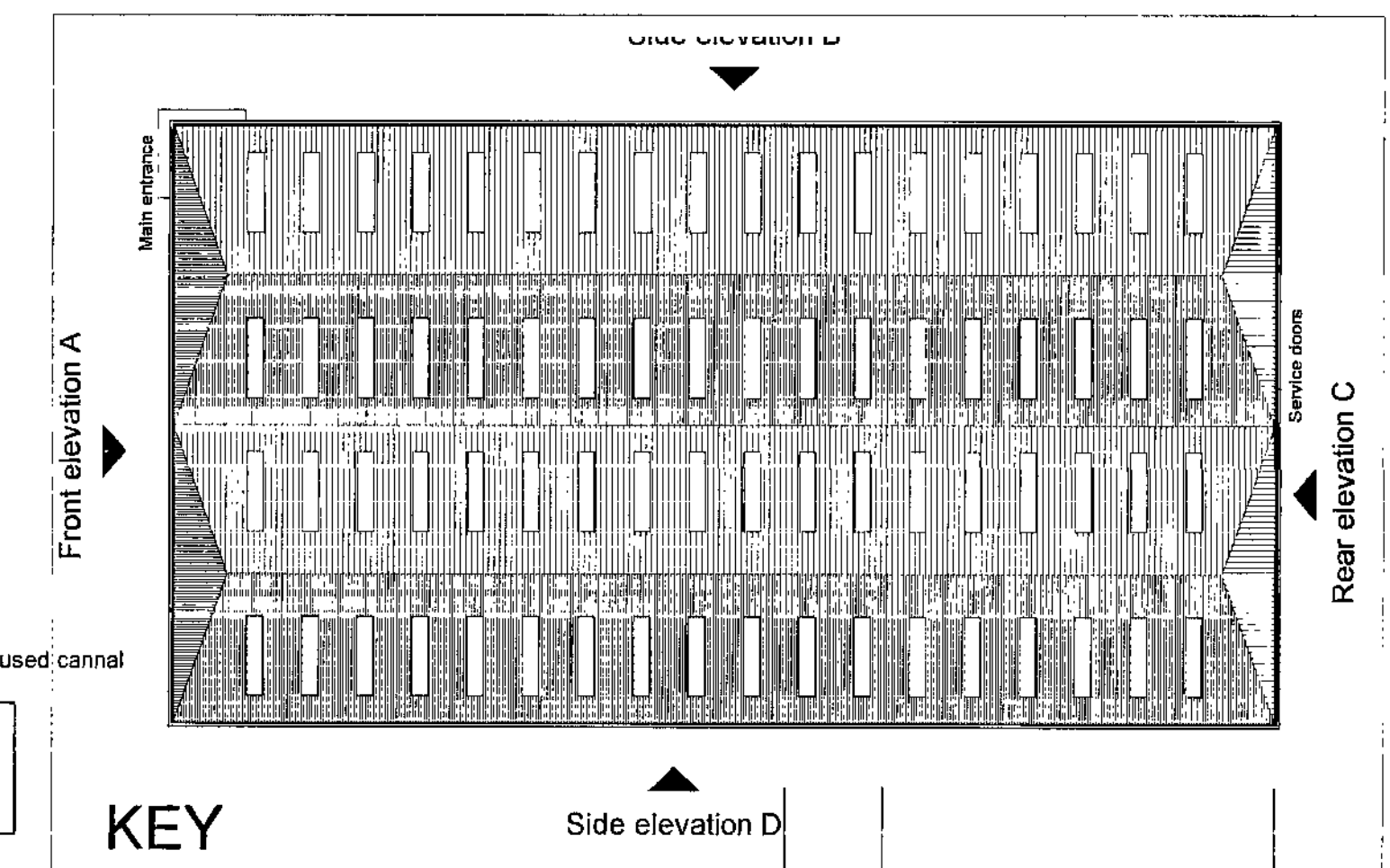
Side Elevation B



Front Elevation A



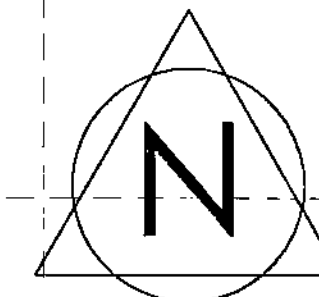
Rear Elevation C



KEY

Revision:	A	00-00-01
Project Title	PROPOSED MIXED USE DEVELOPMENT	
	EVERILL GATE LANE CORTONWOOD DEARNE VALLEY BARNLEY	
Client	LANDTASK/GREGORY PROPERTIES	
Project	PLANNING - RESERVED MATTERS	
Scale	1:200	Printing Size: A1
Drawn By	ASR	Checked By: DMW Date: 12/08
Drawing Title	PROPOSED BLOCK D ELEVATIONS	
Job Draw No	9837-113	Rev: -
 		

Station	Easting	Northing	Level
S1	440895.870	402607.940	30.846
S2	440818.756	402589.216	33.101
S3	440984.518	402623.454	31.655
S4	441029.014	402655.078	34.597
S5	441037.294	402571.812	30.193



Approx. location of
existing sewer with 10.0m
no-build easement

OVERALL SITE AREA
3.59 hectare (8.87 acre)

Approx. location of
existing sewer with 10.0m
no-build easement

Revisions: A 00-00-01

Project Title: PROPOSED MIXED USE DEVELOPMENT
EVERILL GATE LANE
CORTONWOOD
DEARNE VALLEY
BARNLEY

Client: LANDTASK/GREGORY PROPERTIES

Status: PLANNING - RESERVED MATTERS

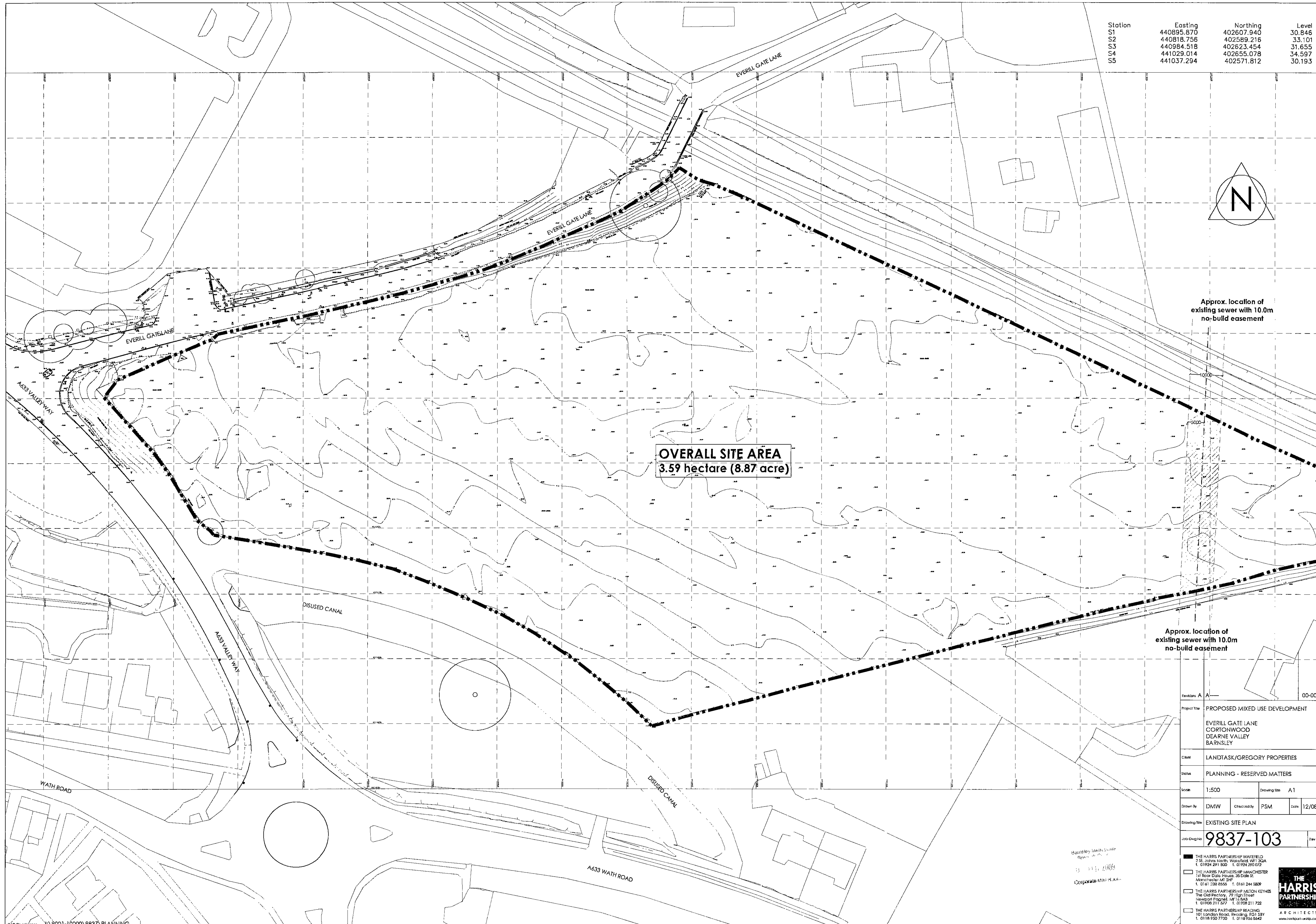
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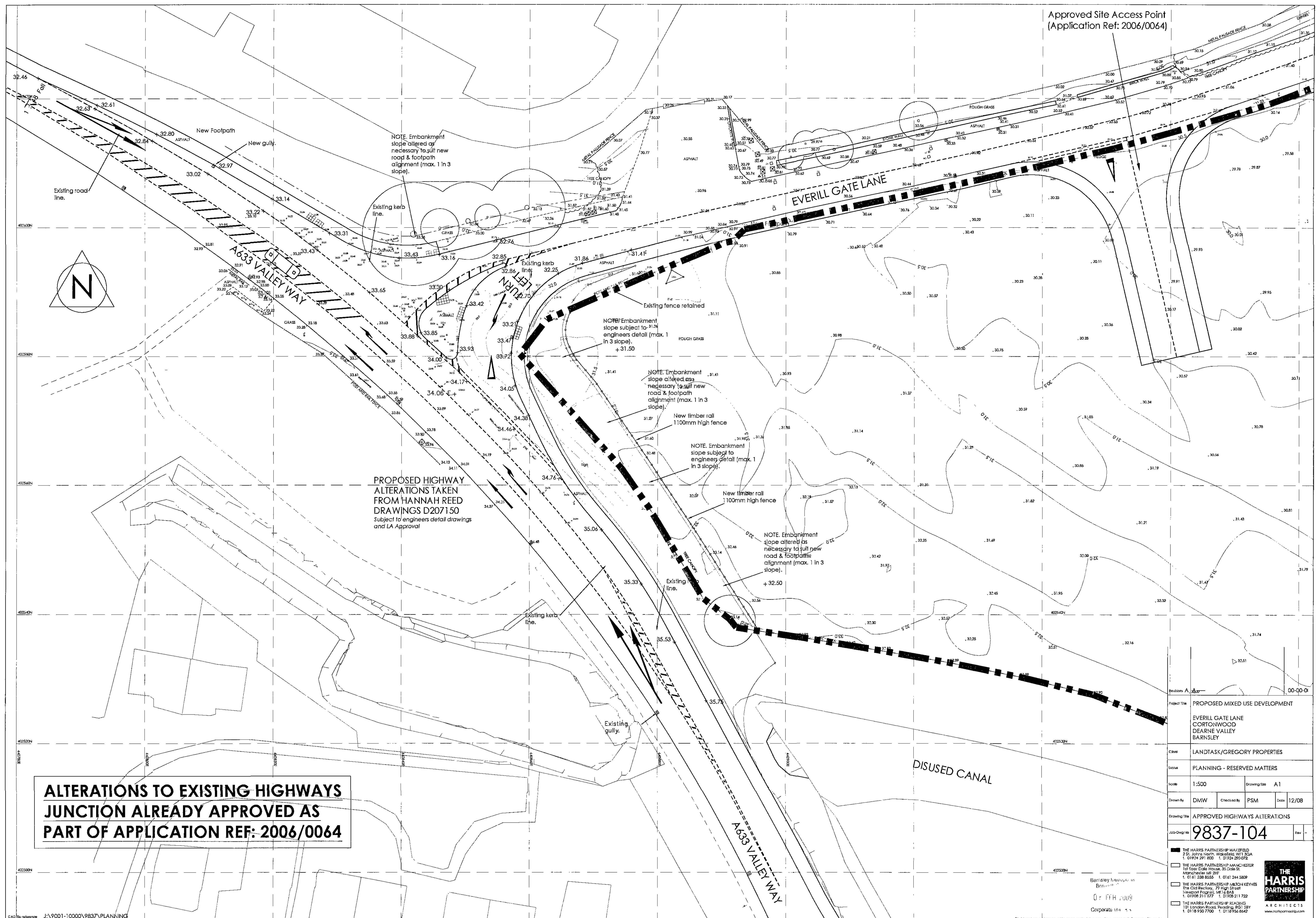
Drawn By: DMW Checked By: PSM Date: 12/08

Drawing Title: EXISTING SITE PLAN

Job/Dwg No: 9837-103 Rev: 1

- THE HARRIS PARTNERSHIP WATERFIELD
251, Johns North, Waterfield, WPT 30A
T: 01924 291 800 F: 01924 292 072
- THE HARRIS PARTNERSHIP MANCHESTER
1st Floor, Dale House, 38-40 St
T: 0161 238 8555 F: 0161 244 5839
- THE HARRIS PARTNERSHIP WALTON KEYNES
The Old Rectory, 79 High Street
Newport Pagnell, MK16 8AS
T: 01908 211 5077 F: 01908 211 722
- THE HARRIS PARTNERSHIP READING
101 London Road, Reading, RG1 2BY
T: 0118 250 7700 F: 0118 250 5442





**ALTERATIONS TO EXISTING HIGHWAYS
JUNCTION ALREADY APPROVED AS
PART OF APPLICATION REF: 2006/0064**

Approved Site Access Point
(Application Ref: 2006/0064)

**PROPOSED HIGHWAY
ALTERATIONS TAKEN
FROM HANNAH REED
DRAWINGS D207150**
*Subject to engineers detail drawings
and LA Approval*

DISUSED CANAL

Revisions A, ~~3237~~ 00-00-01

Project Title	PROPOSED MIXED USE DEVELOPMENT
---------------	--------------------------------

Report No.	TRP USED MIXED USE DEVELOPMENT
------------	--------------------------------

EVERILL GATE LANE
CORTONWOOD

CORTONWOOD
DEARNE VALLEY

BARNESLEY

Client	LANDTASK / GREGORY PROPERTIES
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1	LAND/ASR/CREST/PROPERTIES
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Status	PLANNING - RESERVED MATTERS
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[illegible]

Scale	1:500	Drawing Size	A1
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Drawn By	DMW	Checked By	PSM	Date	12/08
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12/50	12/50	12/50	12/50	12/50	12/50
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Drawing Title	APPROVED HIGHWAYS ALTERATIONS
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0027	104		
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Job-Dwg No	9837-104	Rev	-
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THE LADDIE PATTERSON LITERARY HERITAGE

THE HARRIS PARTNERSHIP WAKEFIELD
2 St. Johns North, Wakefield WF1 3QA
t. 01924 291 800 f. 01924 290 072

☐ THE HARRIS PARTNERSHIP MANCHESTER
1st floor Dale House, 35 Dale St

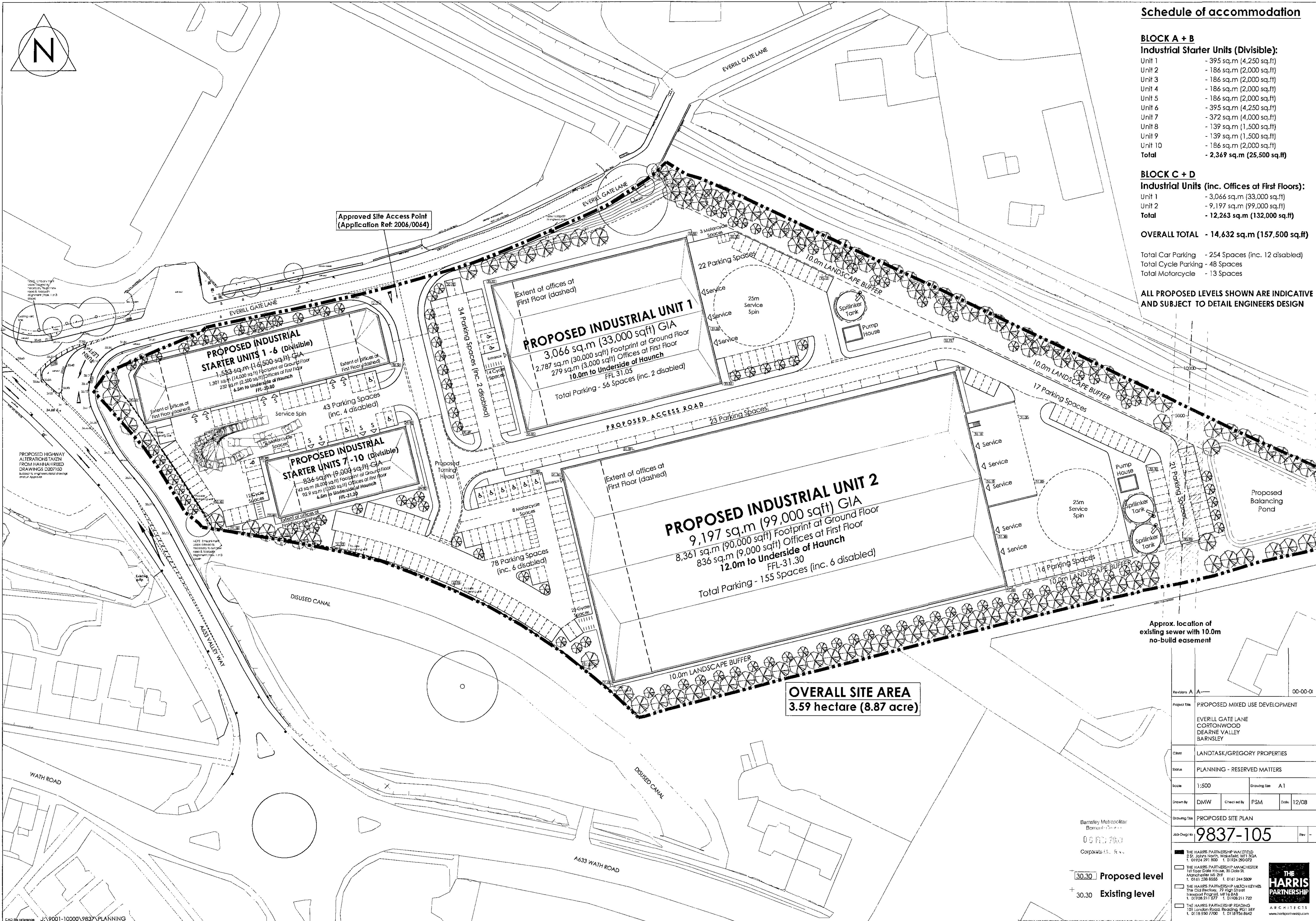
t. 0161 238 8555 f. 0161 244 5809

☐ THE HARRIS PARTNERSHIP MILTON KEYNES
The Old Rectory, 79 High Street

1. 01908 211 577 1. 01908 211 722

☐ THE HARRIS PARTNERSHIP READING
101 London Road, Reading, RG1 5BY

f. 0118 950 7700 f. 0118 956 8642 www.hartspannorship.com



Schedule of accommodation

BLOCK A + B	
Industrial Starter Units (Divisible):	
Unit 1	- 395 sq.m (4,250 sq.ft)
Unit 2	- 186 sq.m (2,000 sq.ft)
Unit 3	- 186 sq.m (2,000 sq.ft)
Unit 4	- 186 sq.m (2,000 sq.ft)
Unit 5	- 186 sq.m (2,000 sq.ft)
Unit 6	- 395 sq.m (4,250 sq.ft)
Unit 7	- 372 sq.m (4,000 sq.ft)
Unit 8	- 139 sq.m (1,500 sq.ft)
Unit 9	- 139 sq.m (1,500 sq.ft)
Unit 10	- 186 sq.m (2,000 sq.ft)
Total	- 2,369 sq.m (25,500 sq.ft)

BLOCK C + D	
Industrial Units (inc. Offices at First Floors):	
Unit 1	- 3,066 sq.m (33,000 sq.ft)
Unit 2	- 9,197 sq.m (99,000 sq.ft)
Total	- 12,263 sq.m (132,000 sq.ft)

OVERALL TOTAL - 14,632 sq.m (157,500 sq.ft)

Total Car Parking - 254 Spaces (inc. 12 disabled)
Total Cycle Parking - 48 Spaces
Total Motorcycle - 13 Spaces

**ALL PROPOSED LEVELS SHOWN ARE INDICATIVE
AND SUBJECT TO DETAIL ENGINEERS DESIGN**

Approx. location of
existing sewer with 10.0m
no-build easement

Revisions: A 00-00-01

Project Title: PROPOSED MIXED USE DEVELOPMENT
EVERILL GATE LANE
CORTONWOOD
DEARNE VALLEY
BARNLEY

Client: LANDTASK/GREGORY PROPERTIES

Status: PLANNING - RESERVED MATTERS

Scale: 1:500 Drawing Size: A1

Drawn By: DMW Checked By: PSM Date: 12/08

Drawing Title: PROPOSED SITE PLAN

Job No: 9837-105

THE HARRIS PARTNERSHIP WATERFIELD
250, JONES ROAD, WATFIELD, MK18 3DA
T: 01924 291 800 F: 01924 290 072

THE HARRIS PARTNERSHIP MANCHESTER
1st Floor, Dale House, 30, Dale St,
Manchester, M1 2DF
T: 0161 236 8555 F: 0161 244 5809

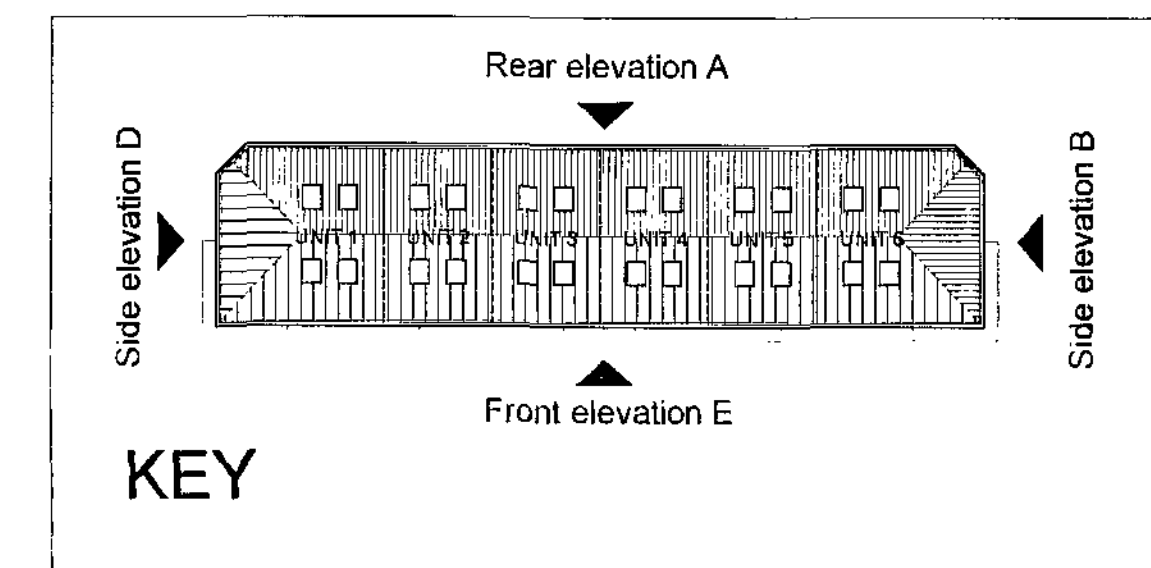
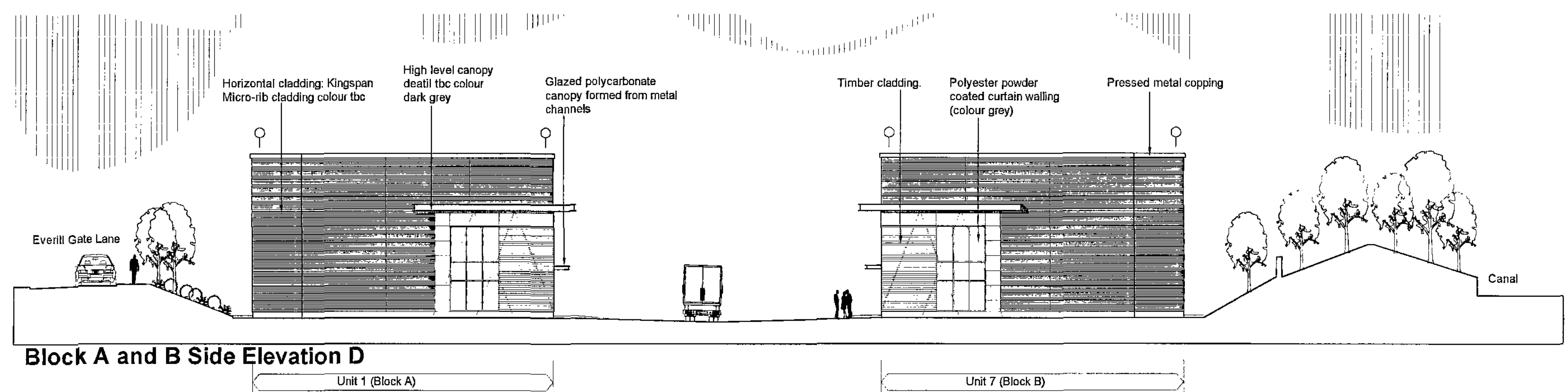
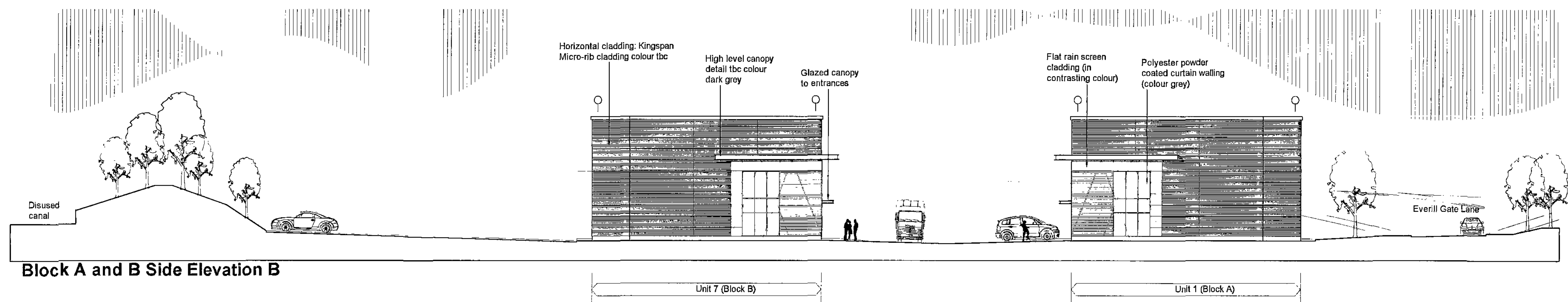
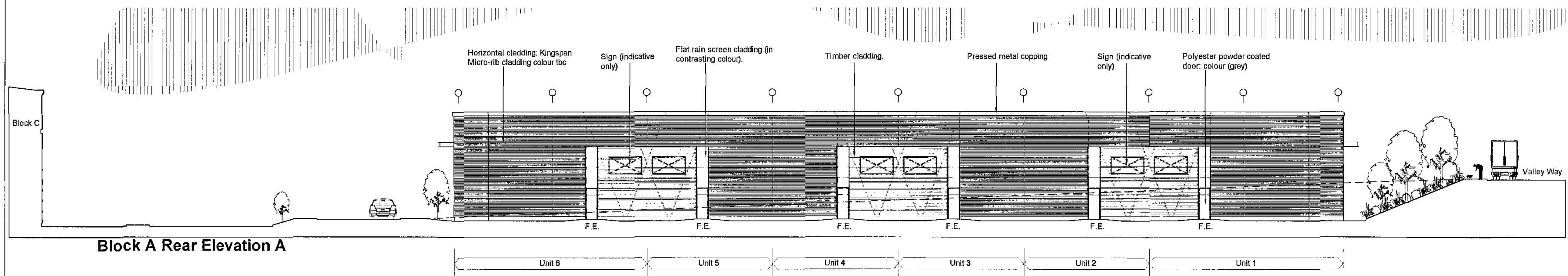
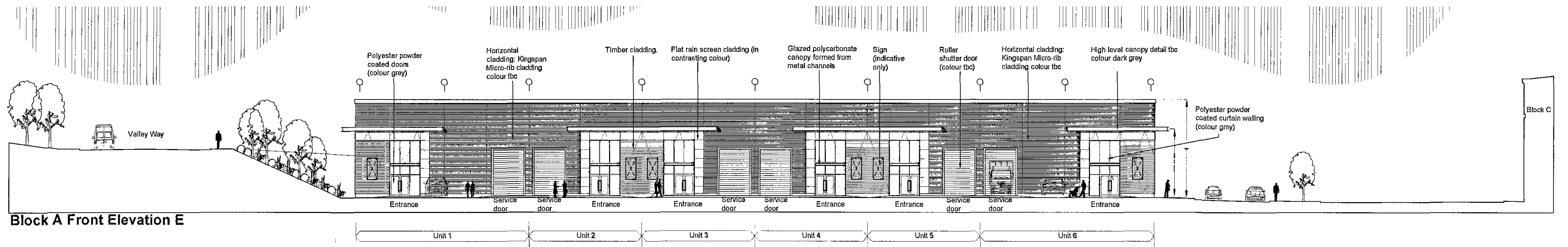
THE HARRIS PARTNERSHIP LONDON
The Old Rectory, 79 High Street
Hewson, London, E16 8AB
T: 01708 211 677 F: 01708 211 722

THE HARRIS PARTNERSHIP READING
101 London Road, Reading, RG1 3BT
T: 0118 956 7700 F: 0118 956 6642

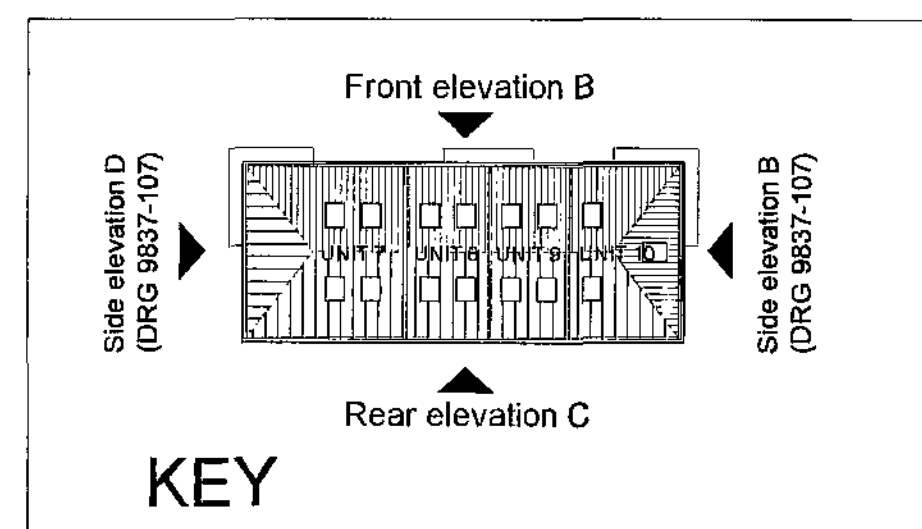
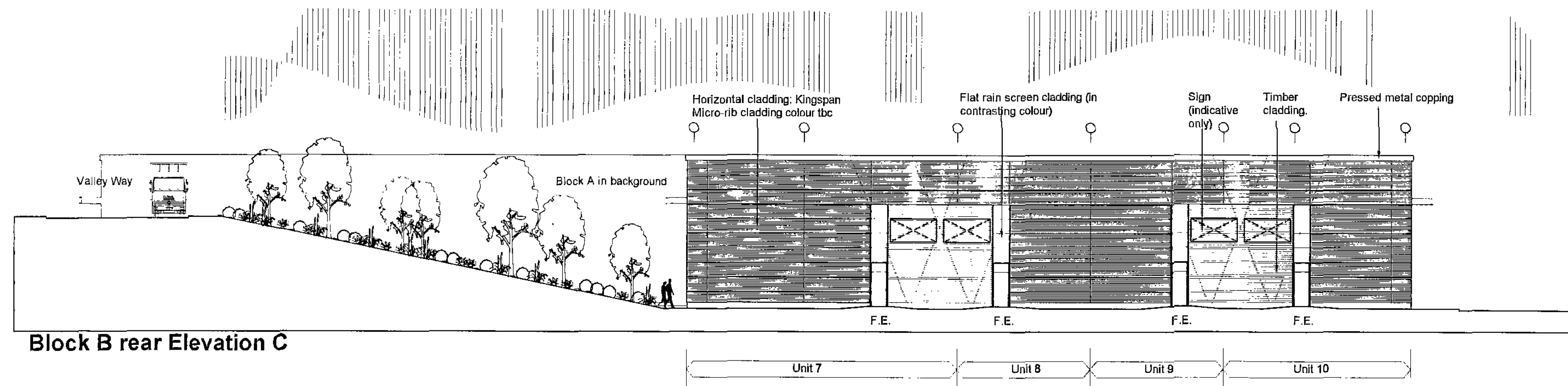
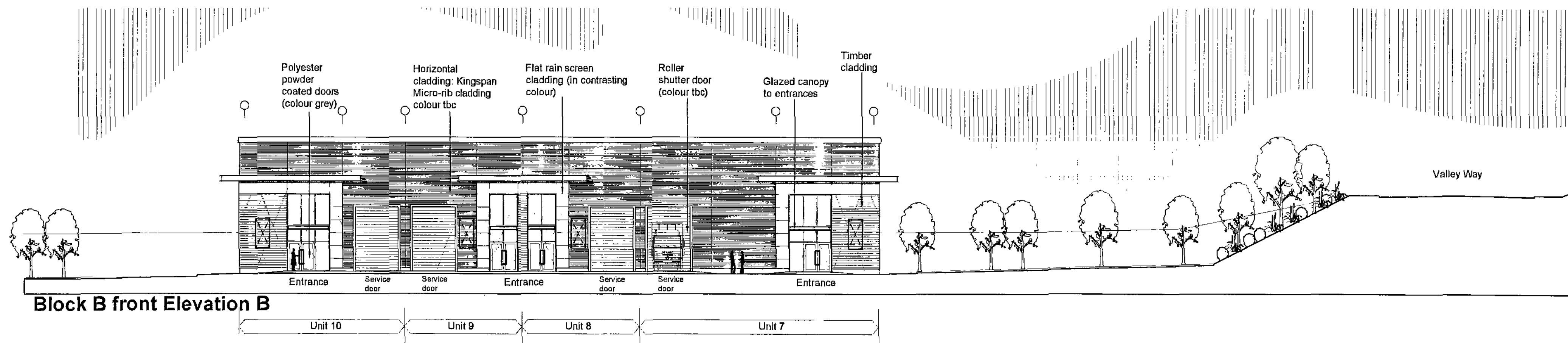


Barnsley Metropolitan
Borough Council
Corporate Planning
0118 956 7700

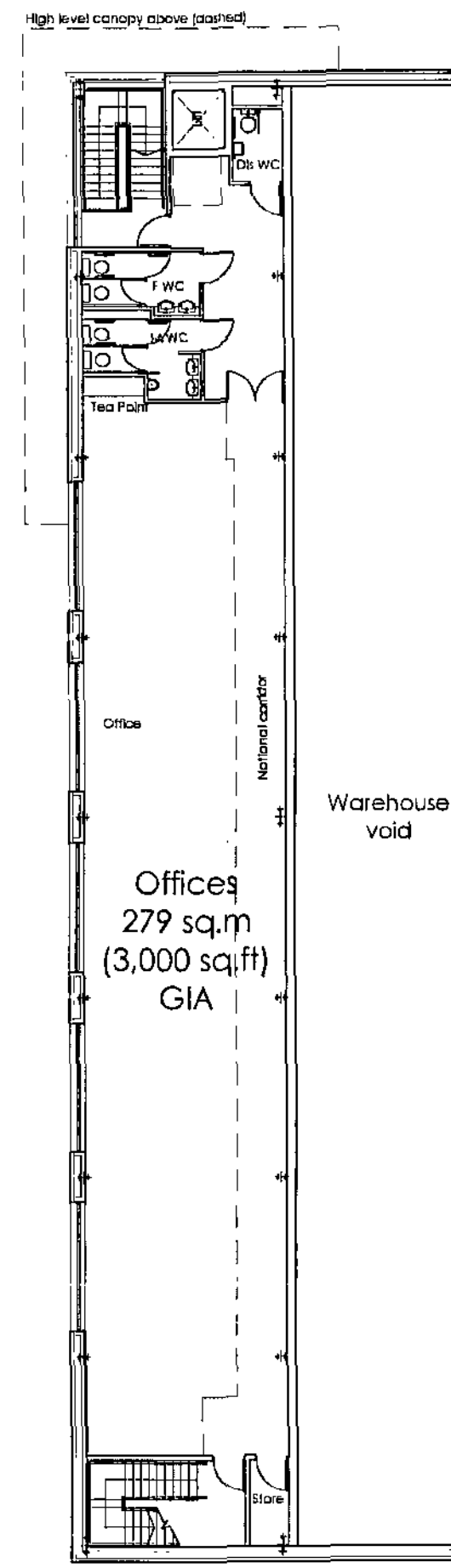
30.30 Proposed level
30.30 Existing level



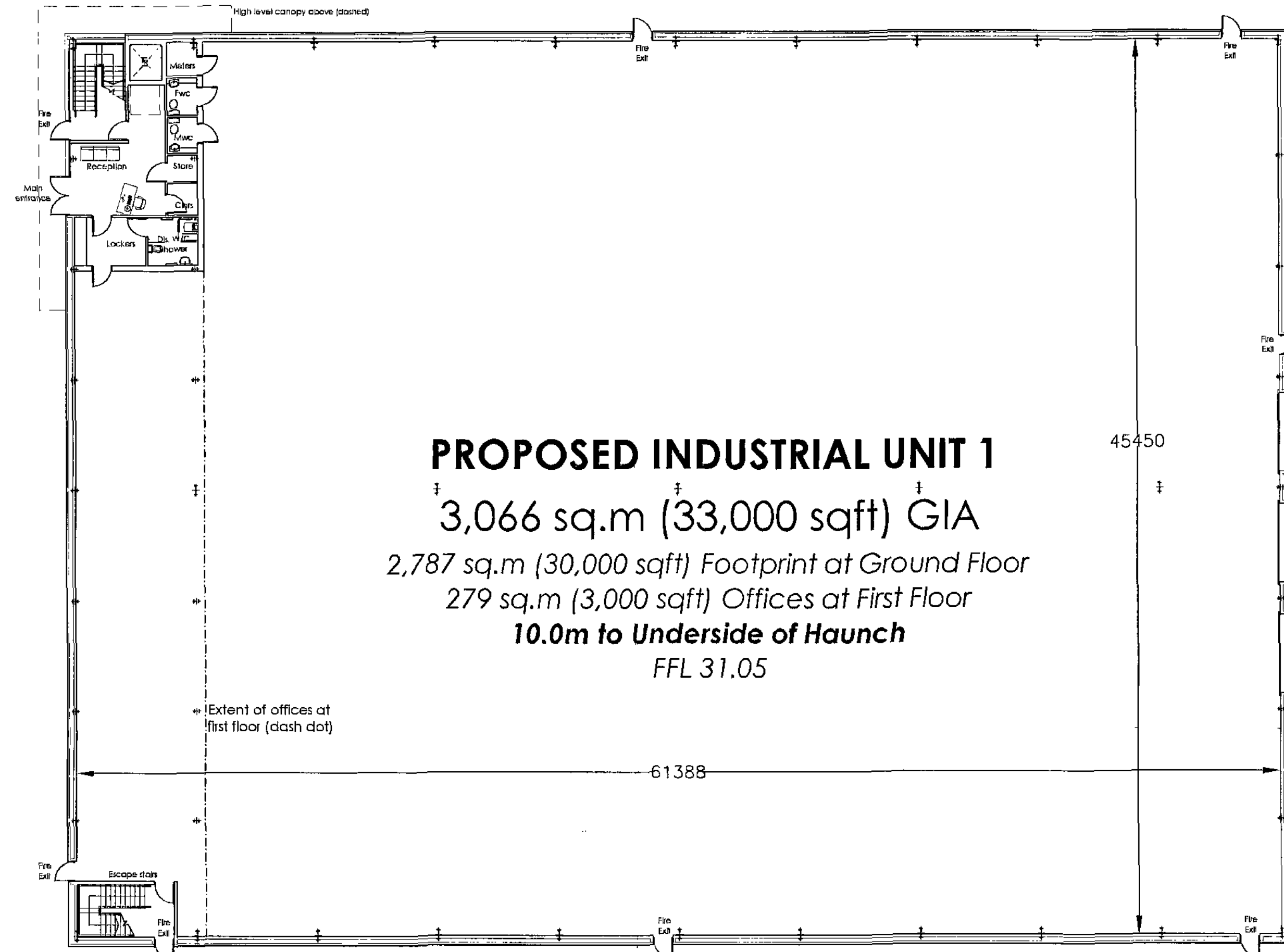
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Project Title	PROPOSED MIXED USE DEVELOPMENT EVERILL GATE LANE CORTONWOOD DEARNE VALLEY BARNSELY	
Client	LANDTASK/GREGORY PROPERTIES	
Status	PLANNING - RESERVED MATTERS	
Scale	1:200	Drawing Size A1
Author	ASR	Checked By DMW Date 12/08
Drawing Title	PROPOSED BLOCK A ELEVATIONS	
Job/Draw No	9837-108	Rev
THE HARRIS PARTNERSHIP WAS FORMED BY: 2 St. Johns North, Wakefield, W1 3DA T: 01924 291 800 F: 01924 260 072 THE HARRIS PARTNERSHIP MANCHESTER 1st Floor Dale House, 35 Dale St, Manchester M1 2HF T: 0161 238 8555 F: 0161 244 5809 THE HARRIS PARTNERSHIP MILTON KEYNES The Old Rectory, 79 High Street Newport Pagnall, MK16 8AB T: 01908 217 577 F: 01908 211 722 THE HARRIS PARTNERSHIP READING 10, London Road, Reading, RG1 3BY T: 0118 950 7700 F: 0118 950 6042		
THE HARRIS PARTNERSHIP ARCHITECTS www.harrispartnership.com		



Project Title		PROPOSED MIXED USE DEVELOPMENT		Revisions	A	00-00-00
Client		EVERILL GATE LANE CORTONWOOD DEARNE VALLEY BARNSELEY		Drawing Title	PROPOSED BLOCK B ELEVATIONS	
Status		PLANNING - RESERVED MATTERS		Job-Dwg No	9837-109	Rev
Scale		1:200	Drawing Size	A2	THE HARRIS PARTNERSHIP WAKEFIELD 2 St. Johns North, Wakefield WF1 5QA t. 01924 291 800 f. 01924 290 072 THE HARRIS PARTNERSHIP MANCHESTER 1st floor Dale House, 35 Dale St, Manchester M1 2HP t. 0161 238 8555 f. 0161 244 6809 THE HARRIS PARTNERSHIP WILTON KEYNES The Old Rectory, 79 High Street Newport Pagnall, MK16 8AS t. 01908 211 577 f. 01908 211 722 THE HARRIS PARTNERSHIP READING 101 London Road, Reading, RG1 5BY t. 0118 950 7700 f. 0118 956 8642	
Drawn By		ASR	Checked By	DMW	Date	12/08



FIRST FLOOR PLAN



GROUND FLOOR PLAN

PROPOSED INDUSTRIAL UNIT 1
 ‡ 3,066 sq.m (33,000 sqft) GIA
 2,787 sq.m (30,000 sqft) Footprint at Ground Floor
 279 sq.m (3,000 sqft) Offices at First Floor
10.0m to Underside of Haunch
 FFL 31.05

MANSLY (M) 1000
 REVISIONS
 0.0.0.0
 Corporate Map (Rev)

Revisions	A	00-00-00			
Project Title	PROPOSED MIXED USE DEVELOPMENT EVERILL GATE LANE CORTONWOOD DEARNE VALLEY BARNLEY				
Client	LANDTASK/GREGORY PROPERTIES				
Status	PLANNING - RESERVED MATTERS				
Scale	1:200	Drawing Size	A2		
Drawn By	ASR	Checked By	CHECKED	Date	12/08
Drawing Title	BLOCK C-GA's				
Job-Dwg No	9837-110			Rev	-

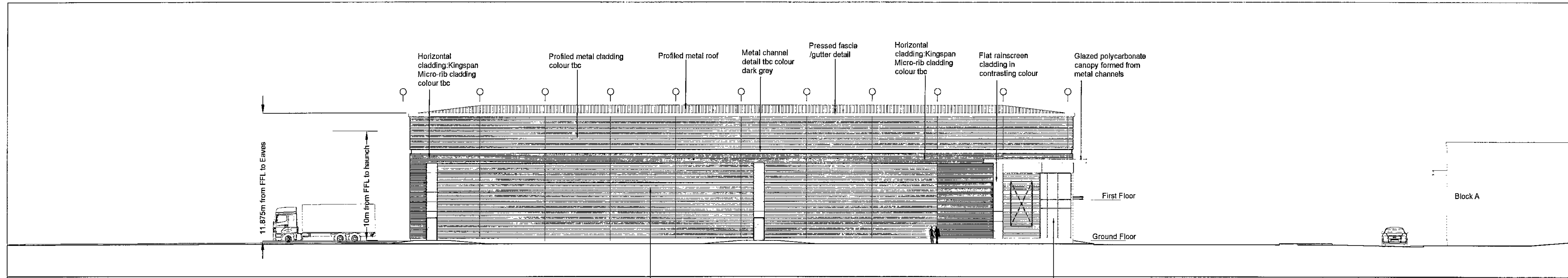
THE HARRIS PARTNERSHIP WALSLEY
 25 St. Johns North, Walsley, WVL 3QA
 T. 01924 291 600 F. 01924 290 072

THE HARRIS PARTNERSHIP MANCHESTER
 1st floor Dale House, 35 Dale St.
 Manchester, M1 2HF
 T. 0161 238 8555 F. 0161 244 5809

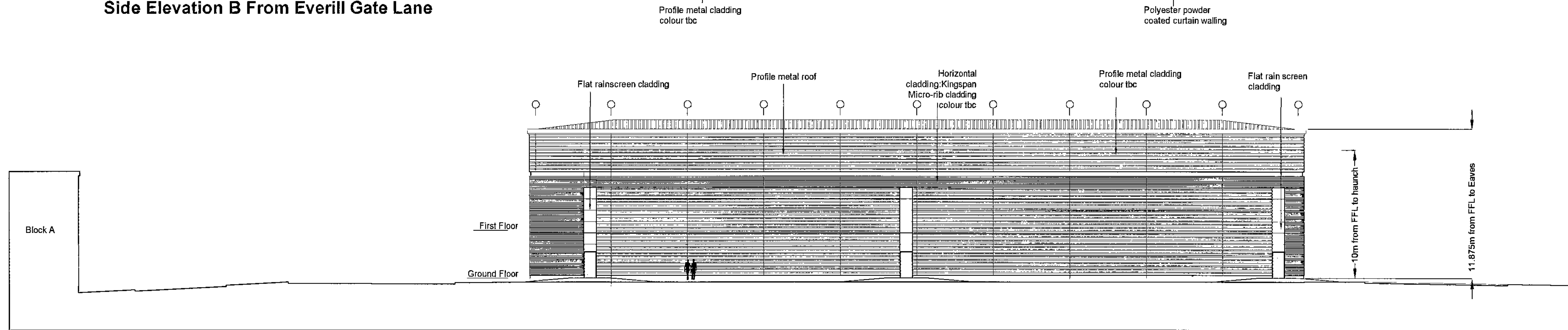
THE HARRIS PARTNERSHIP MILTON KEYNES
 The Old Rectory, 79 High Street
 Newport Pagnell, MK16 8AB
 T. 01908 211 577 F. 01908 211 732

THE HARRIS PARTNERSHIP READING
 101 London Road, Reading, RG1 5BY
 T. 0118 950 7700 F. 0118 956 8642

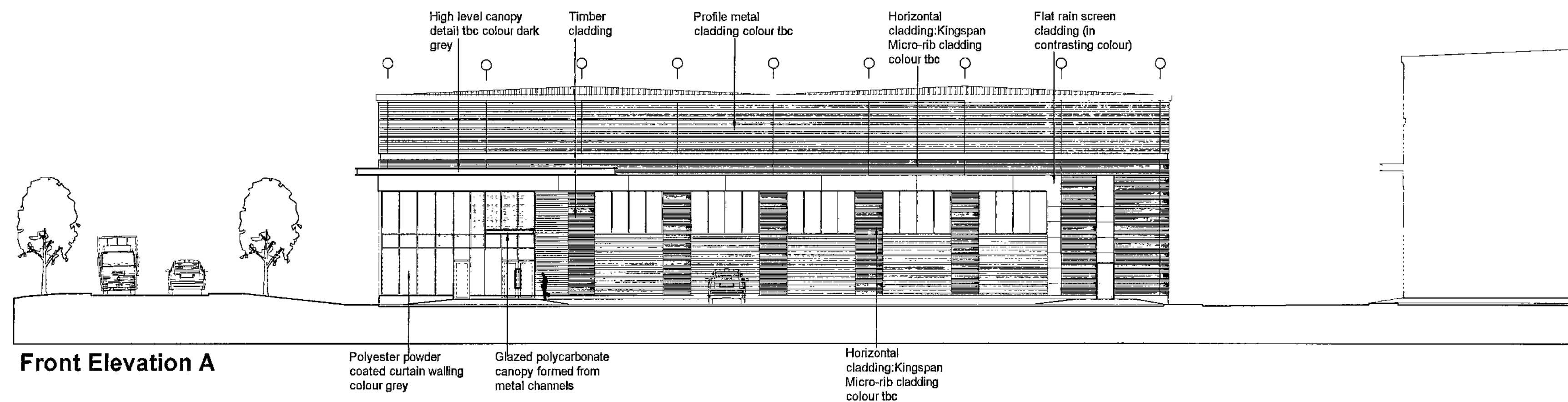
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 PARTNERSHIP
 ARCHITECTS
 www.harrispartnership.com



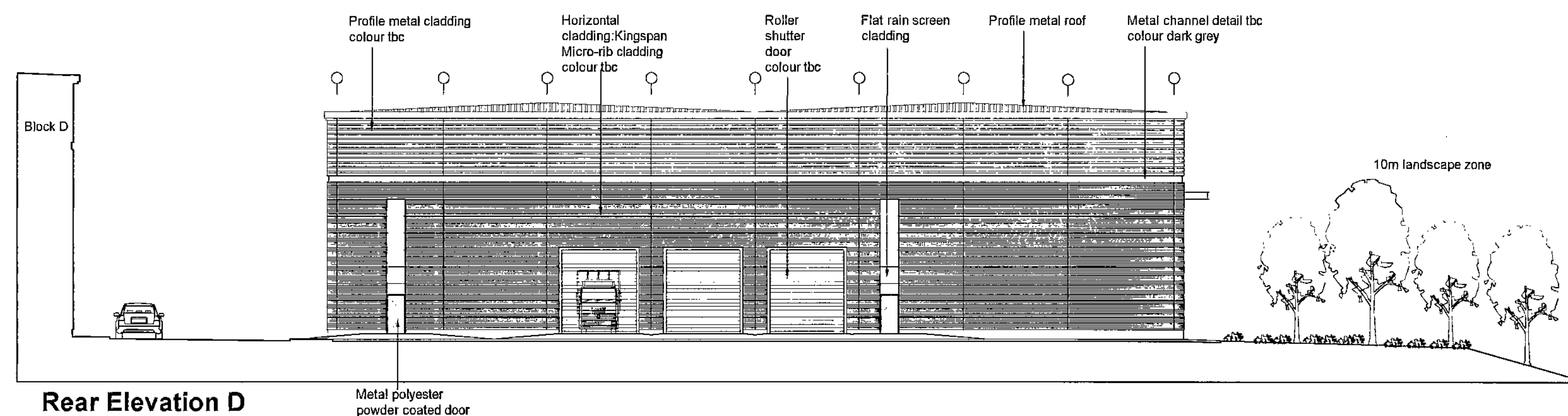
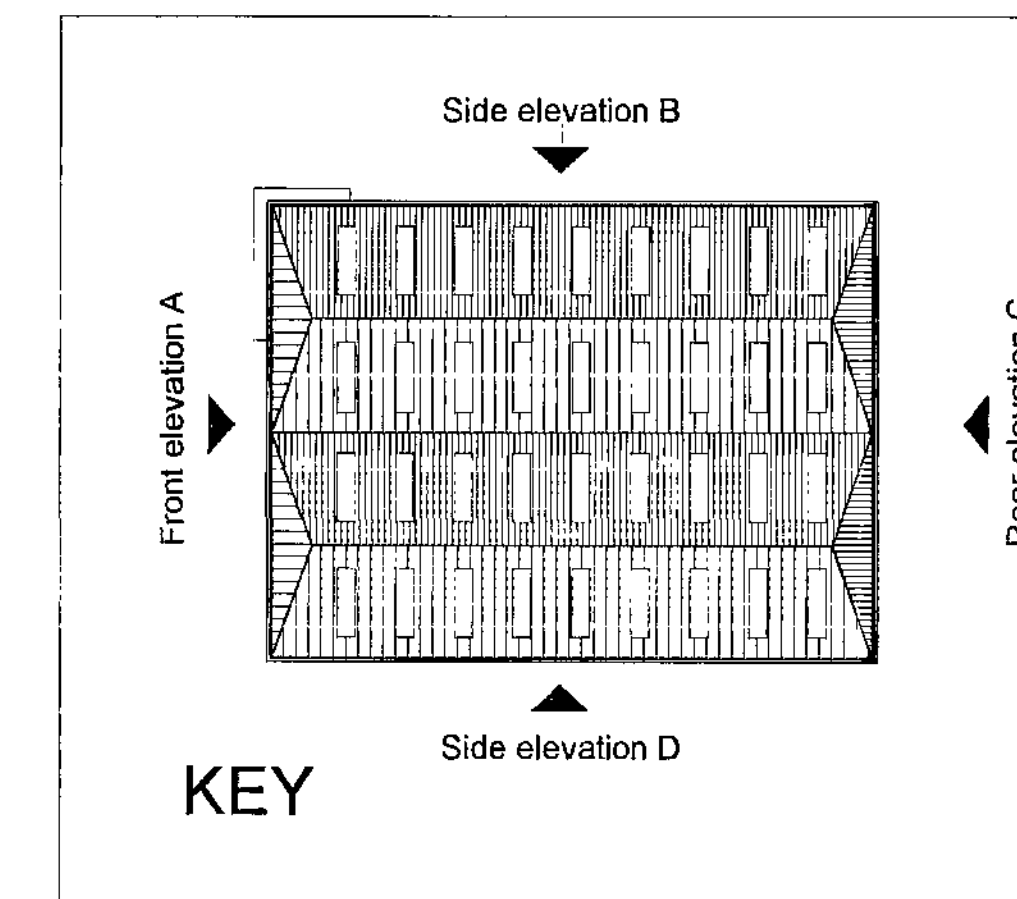
Side Elevation B From Everill Gate Lane



Side Elevation D



Front Elevation A



Rear Elevation D

Revisions	A	00-00-01
Project Title	PROPOSED MIXED USE DEVELOPMENT	
Client	LANDTASK/GREGORY PROPERTIES	
Status	PLANNING - RESERVED MATTERS	
Scale	1:200	Drawing Size A1
Drawn by	ASR	Check by DMW Date 12/08
Drawing Title	PROPOSED BLOCK C ELEVATIONS	
Job/Draw No.	9837-111	Rev
06 FEB 2009 Corporate kit 00 FEB 2009 Corporate kit		
THE HARRIS PARTNERSHIP WAKEFIELD 23, JONES NORTH, WAKEFIELD WF1 3QA T: 01924 291 800 F: 01924 290 072 THE HARRIS PARTNERSHIP MANCHESTER 1st Floor, Dele House, 35 Dele St Manchester M1 2HL T: 0161 238 8555 F: 0161 244 5809 THE HARRIS PARTNERSHIP MILTON KEYNES The Old Rectory, 79 High Street Newport Pagnall MK46 1EAB T: 01908 211 577 F: 01908 211 722 THE HARRIS PARTNERSHIP READING 101 London Road, Reading RG1 5BY T: 0118 950 7700 F: 0118 950 6642 www.harrispartnership.com		



BARNSELEY
Metropolitan Borough Council

APPROVAL OF RESERVED MATTERS

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2012/1120

To Mr Graham Connell
Colliers CRE
15-16 Park Row
Leeds
LS1 5HD

Proposal Development of B1,B2 and B8 (industry, storage and distribution) units with access road (Reserved Matters) (2009/0189 Extension of Time Limit).

At Land at Everill Gate Lane, Wombwell, Barnsley, South Yorkshire, S73 0YL

Approval is hereby given for the proposals which were the subject of the Application and Plans registered by the Council on 10 October 2012 and described above, being matters reserved in the permission granted on 01 February 2010 under Application 2009/0189.

The approval is subject on compliance with the details specified in the application, the approved plans and conditions of the outline permission and, additionally, is subject to the following conditions:-

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby approved shall be carried out strictly in accordance with the plans as follows
VL9837L01,VL9837L02
9837L04,9837L04,9837L05,9837L06, 837L07, 9837L08, 9837L09, 9837L10, 837L11,
9837L12, 9837L13, 9837-113
and specifications as approved unless required by any other conditions in this permission.
Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.

The grant of this consent does not constitute or imply permission, approval or consent by the Local Authority for any other purpose.

Signed *Stephen Moralee*
Assistant Director, Planning and Regulatory Services

Dated 04 January 2013

- 3 No development shall take place until full details of the proposed external materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP29, Design.
- 4 Any building shall be constructed and maintained so as to provide sound insulation against internally generated noise of not less than 35 dB(A) with doors and windows closed, taking into consideration any vents and outlets.
Reason: In the interests of the amenity of nearby residential occupiers in accordance with Core Strategy Policy CSP40.
- 5 Prior to the occupation of the buildings, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the site, including the provision of an acoustic fence where the building has an external work area or service yard.
Reason: In the interests of the amenity of the occupiers of nearby houses in accordance with Core Strategy Policy CSP40.
- 6 The car, cycle and powered two wheeler parking shall be provided prior to the development being brought into use and shall be retained for that sole purpose at all times.
Reason: In the interests of highway safety in accordance with Core Strategy Policy CSP27.
- 7 Prior to the occupation of the building a draft Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to encourage travel by modes other than the private car, and allow for regular reporting and monitoring to be undertaken. Subsequently, within six months of the site becoming operational, a detailed travel plan shall be submitted to the Local Planning Authority and once approved shall be fully implemented.
Reason: In the interests of sustainable development in accordance with Core Strategy Policy CSP28.
- 8 The proposed balancing pond shall be constructed in accordance with a scheme to be submitted to and approved writing by the Local Planning Authority prior to the commencement of development. The scheme shall include associated planting native to the local area and a schedule for future maintenance of the pond.
Reason: To ensure that the proposed balancing pond is developed in a way that contributes to the nature conservation value of the site and in accordance with Core Strategy Policy CSP36.
- 9 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs.
Reason: In the interests of the visual amenities of the locality in accordance with Core Strategy Policy CSP29.

- 10 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority give written consent to any variation.
Reason: In the interests of the visual amenities of the locality in accordance with Core Strategy Policy CSP29.
- 11 No development shall take place until full foul and surface water drainage details, including a SUDs matrix to demonstrate if soakaways are feasible and a programme of works for implementation have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed to reduce surface water run-off by at least 30% and to prevent discharge of surface water on the public highway.
Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented and the scheme shall be retained throughout the life of the development.
Reason: To ensure proper drainage of the area, reduce the risk of flooding and to adapt to the effects of climate change in accordance with Core Strategy policies CSP1 and CSP4.
- 12 Prior to commencement of construction of the building, details of measures to ensure the development's carbon dioxide emissions are reduced by at least 15% by incorporating decentralised, renewable or low carbon energy sources or other appropriate design measures shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented in accordance with the approved details. Upon completion of the development a report shall be submitted to and approved by the Local Planning Authority demonstrating that at least a 15% reduction in carbon dioxide emissions has been achieved. In the event that the use of other decentralised, renewable or low carbon energy sources or other appropriate design measures are also required to achieve a 15% reduction in carbon dioxide emissions full details of such proposals and a timetable for their implementation shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The approved details shall be implemented in accordance with the approved timetable.
Reason: In the interest of sustainable development, in accordance with Core Strategy policy CSP5.

Reason(s) for Granting Permission

- 1 Unique The site is allocated for employment development by policy WW4/1-3 in the Barnsley Unitary Development Plan (UDP), and in accordance with all relevant Core Strategy policies.

Informative(s)

Pursuant to article 31(1)(cc) of the Town and Country Planning (Development Management Procedure) Order 2010 (as amended), the Local Planning Authority have, where possible, made a pre-application advice service available, complied with our Planning Service Charter for Business and otherwise actively engaged with the applicant in dealing with the application.

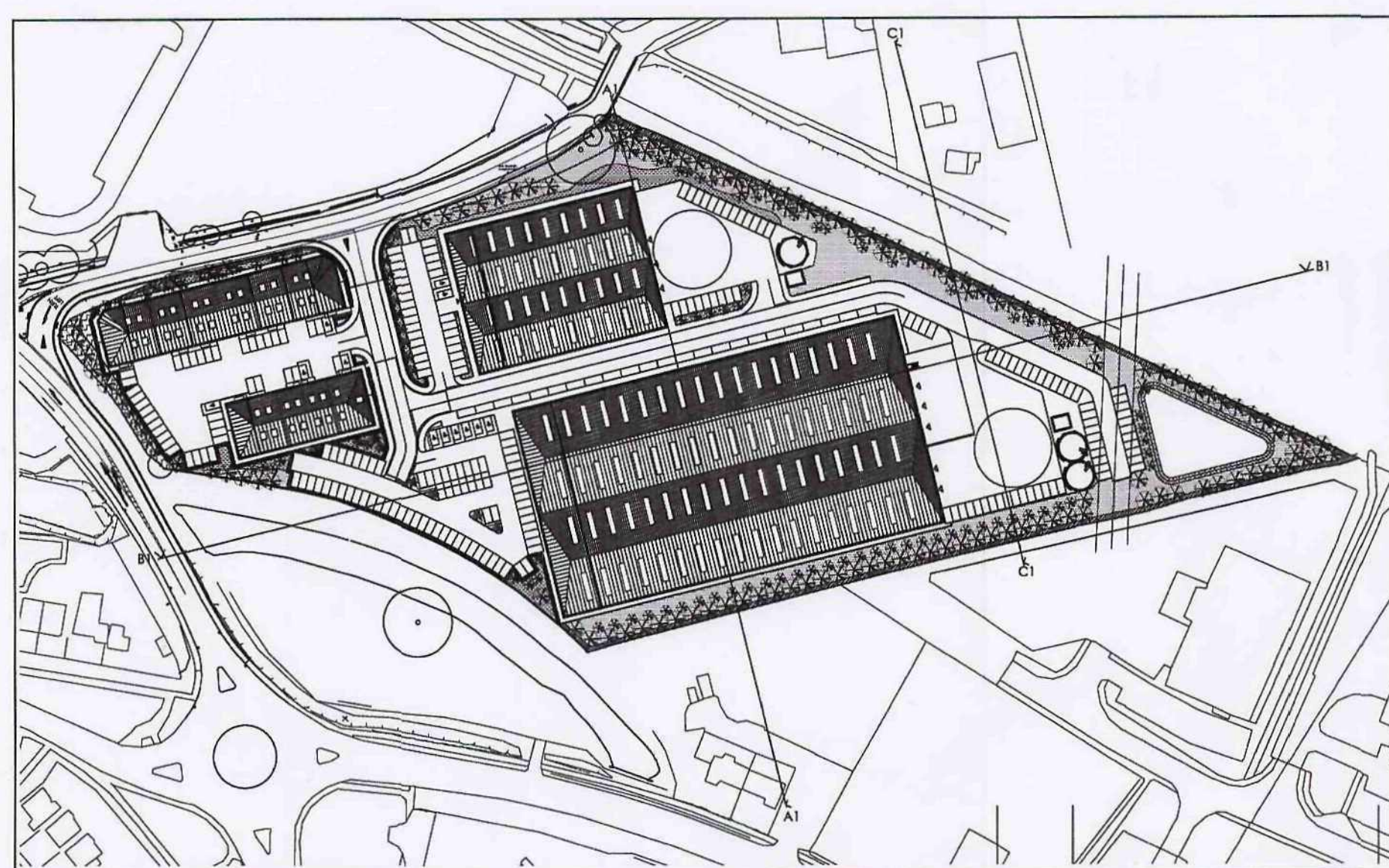
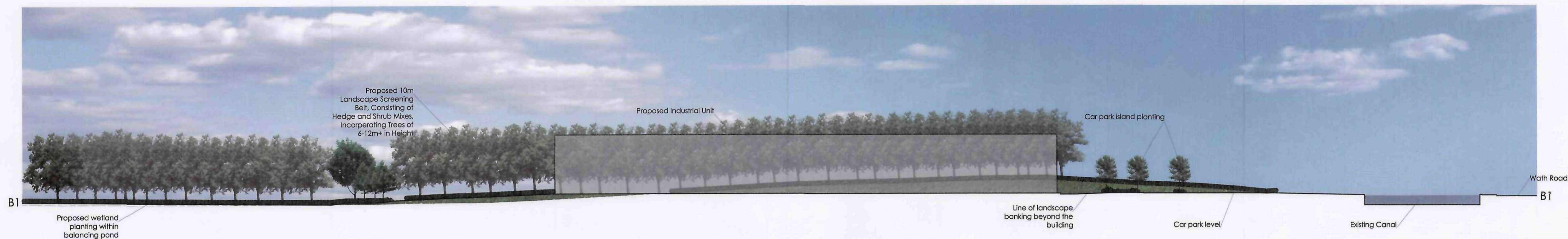
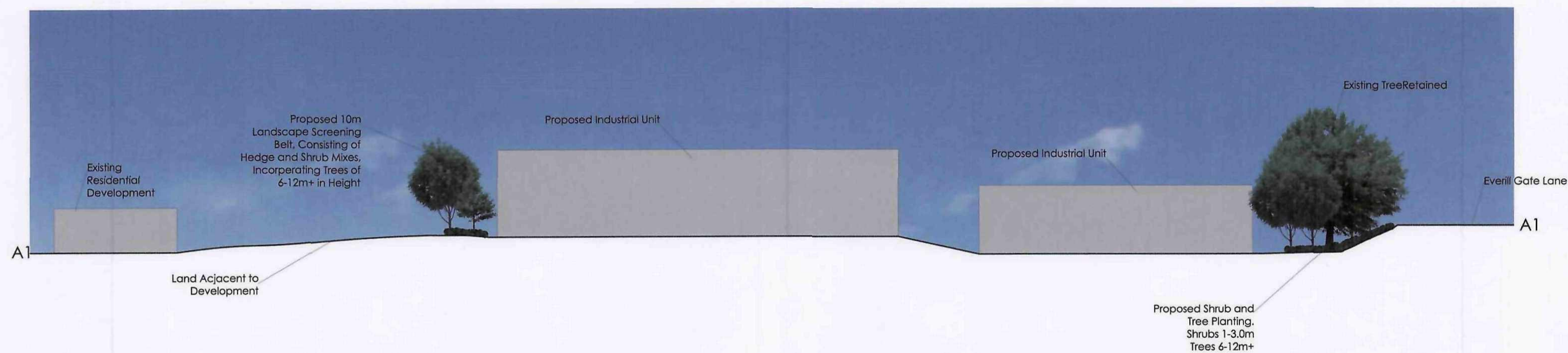
- 1 These provisions required by condition 4 may include both physical and/or administrative measures such as the location/orientation of any air-handling units and any relevant attenuation measures, restrictions on operating hours, restrictions on hours of external working in service yards, use of directional reversing alarms on all vehicles based on site etc. An acoustic fence shall normally be a brick built wall of solid construction or solid timber fence with no gaps between or below the panels, constructed to reduce noise received at proximate residential properties.
- 2 The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Such hazards may currently exist, be caused as a result of the proposed development, or occur at some time in the future. These hazards included:
 - Collapse of shallow coal mine workings;
 - Collapse of, or risk of entry into, mine entries (shafts and adits);
 - Gas emissions from coal mines including methane and carbon dioxide;
 - Spontaneous combustion or ignition of coal which may lead to underground heatings and production of carbon monoxide;
 - Transmission of gases into adjacent properties from underground sources through ground fractures;
 - Coal mining subsidence
 - Water emissions from coal mine workings.

Applicants must take account of these hazards which could affect stability, health & safety, or cause adverse environmental impacts during the carrying out their proposals and must seek specialist advice where required. Additional hazards or stability issues may arise from development on or adjacent to restored opencast sites or quarries and former colliery spoil tips. Failure to obtain Coal Authority permission for such activities is trespass, with the potential for court action. In the interests of public safety the Coal Authority is concerned that risks specific to the nature of coal and coal mine workings are identified and mitigated. The above advice applies to the site of your proposal and the surrounding vicinity. You must obtain property specific summary information on any past, current and proposed surface and underground coal mining activity and other ground stability information in order to make an assessment of the risks. This can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com

NOTES:-

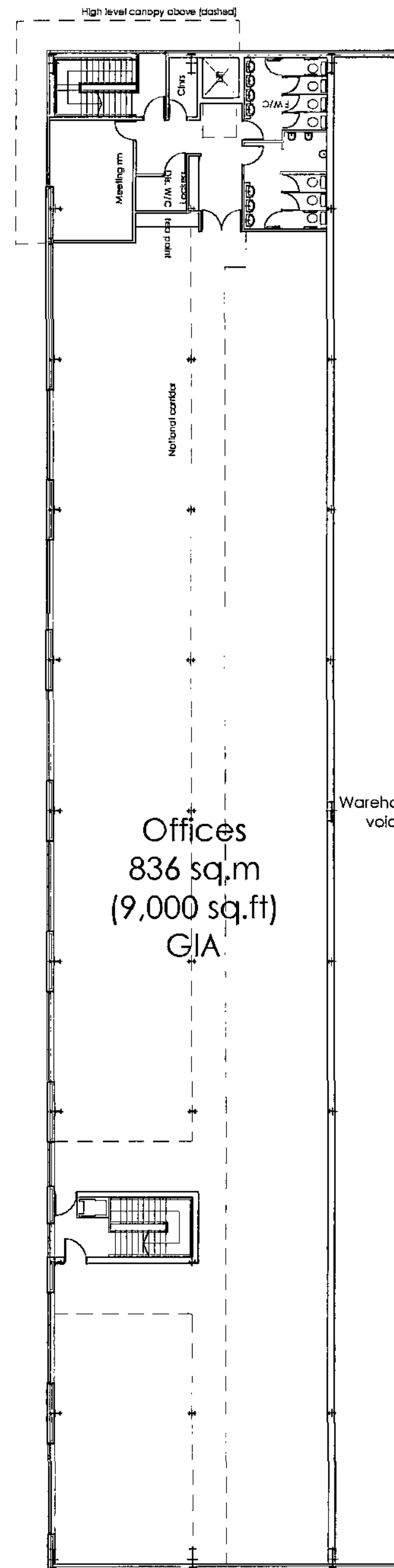
1. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or grant permission or approval subject to conditions, he may appeal to the Secretary of State for the Environment, Transport and Regions in accordance with Section 36 of the Town and Country Planning Act 1971 within six months of receipt of this notice. (Appeals must be made on a form which is obtainable from The Planning Inspectorate, Room 3/24 Hawk Wing, Temple Quay, 2 The Square, Temple Quay, Bristol, BS1 6PN). The Secretary of State has power to allow a longer period for the giving of a notice of appeal, but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposal development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements*, to the provisions of the development order, and to any directions given under the order. He does not, in practice, refuse to entertain appeals solely because the local planning was based on a direction given by him.
2. If permission to develop land is refused or granted subject to conditions, whether by the local planning authority or the Secretary of State for the Environment, Transport and Regions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Common Council, or County Council, London Borough or District Council in which land is situated as the case may be, a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of Part IX of the Town and Country Planning Act 1971.
3. In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference of the application to him. These circumstances in which such compensation is payable are set out in Section 169 of the Town and Country Planning Act 1971.

* The statutory requirements are those set out in section 36(7) of the Town and Country Planning Act 1971, namely sections 29(1), 30(1), 67 and 74 of the Act.



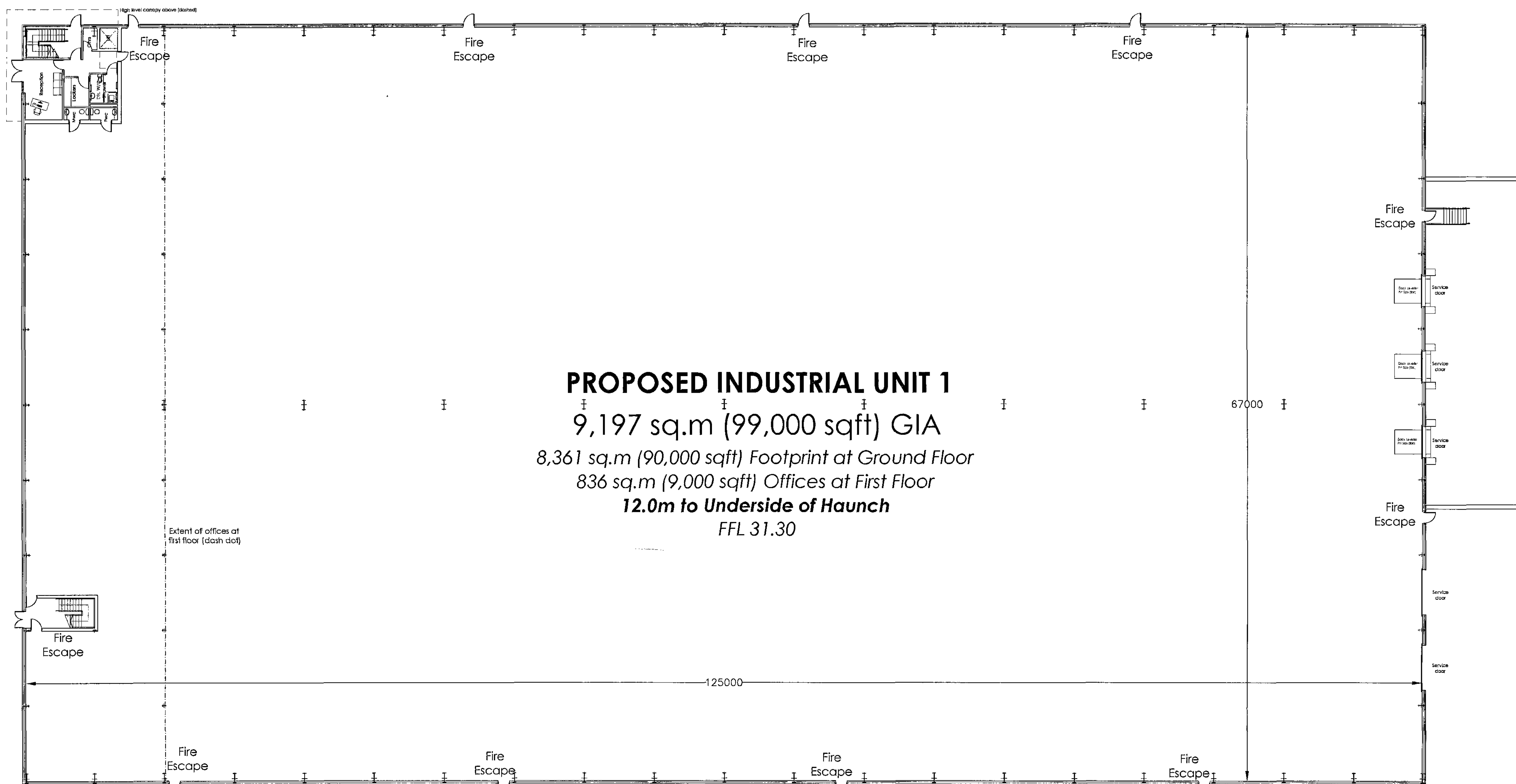
This drawing is copyright and may not be reproduced in whole or part without written authority. Do not scale off this drawing.

Project Title	Land Adjacent to Everill Gate Cortonwood Dearne Valley			Drawing Title	Landscape Sections	
				Job-Dwg No	VL9837 L02	Rev
Client	Gregory Propoerties			 vector design concepts LANDSCAPE DESIGNERS 4 ST JOHNS NORTH, WAKEFIELD, WF1 3QA. TEL 01924 332056 web:www.vectordc.com email:georgebarnes@vectordc.com		
Status	Planning					
Scale	1:500	Drawing Size	A1			
Drawn By	GB	Checked By				



Offices
836 sq.m
(9,000 sq.ft)
GIA

Warehouse void



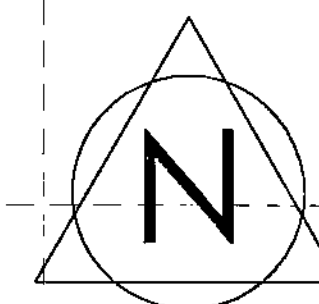
PROPOSED INDUSTRIAL UNIT 1

9,197 sq.m (99,000 sqft) GIA
8,361 sq.m (90,000 sqft) Footprint at Ground Floor
836 sq.m (9,000 sqft) Offices at First Floor
12.0m to Underside of Haunch
FFL 31.30

Barnsley Metropolitan
Borough Council
0114 255 2009
Corporate Planning

Revisions	A	00-00-01
Project Title	PROPOSED MIXED USE DEVELOPMENT EVERILL GATE LANE CORTONWOOD DEARNE VALLEY BARNESLEY	
Client	LANDTASK/GREGORY PROPERTIES	
Status	PLANNING - RESERVED MATTERS	
Scale	1:200	Drawing Size A1
Drawn By	ASR	Checked By DMW Date 12/08
Drawing Title	PROPOSED BLOCK D GA PLAN	
Job/Draw No	9837-112	Rev -
THE HARRIS PARTNERSHIP WATERFIELD 251, Johns North, Waterfield, WPI 3DA T. 01924 291 600 F. 01924 290 072 THE HARRIS PARTNERSHIP MANCHESTER 1st Floor, Drake House, 35 Dale St, Manchester, M1 2HF T. 0161 238 8555 F. 0161 244 5809 THE HARRIS PARTNERSHIP MILTON KEYNES The Old Rectory, 79 High Street Newport Pagnall, MK16 6AB T. 01908 211 577 F. 01908 211 722 THE HARRIS PARTNERSHIP READING 101 London Road, Reading, RG1 1JY T. 0118 950 7700 F. 0118 956 8442 www.harrispartnership.com		

Station	Easting	Northing	Level
S1	440895.870	402607.940	30.846
S2	440818.756	402589.216	33.101
S3	440984.518	402623.454	31.655
S4	441029.014	402655.078	34.597
S5	441037.294	402571.812	30.193



Approx. location of
existing sewer with 10.0m
no-build easement

OVERALL SITE AREA
3.59 hectare (8.87 acre)

Approx. location of
existing sewer with 10.0m
no-build easement

Revisions: A 00-00-01

Project Title: PROPOSED MIXED USE DEVELOPMENT
EVERILL GATE LANE
CORTONWOOD
DEARNE VALLEY
BARNLEY

Client: LANDTASK/GREGORY PROPERTIES

Status: PLANNING - RESERVED MATTERS

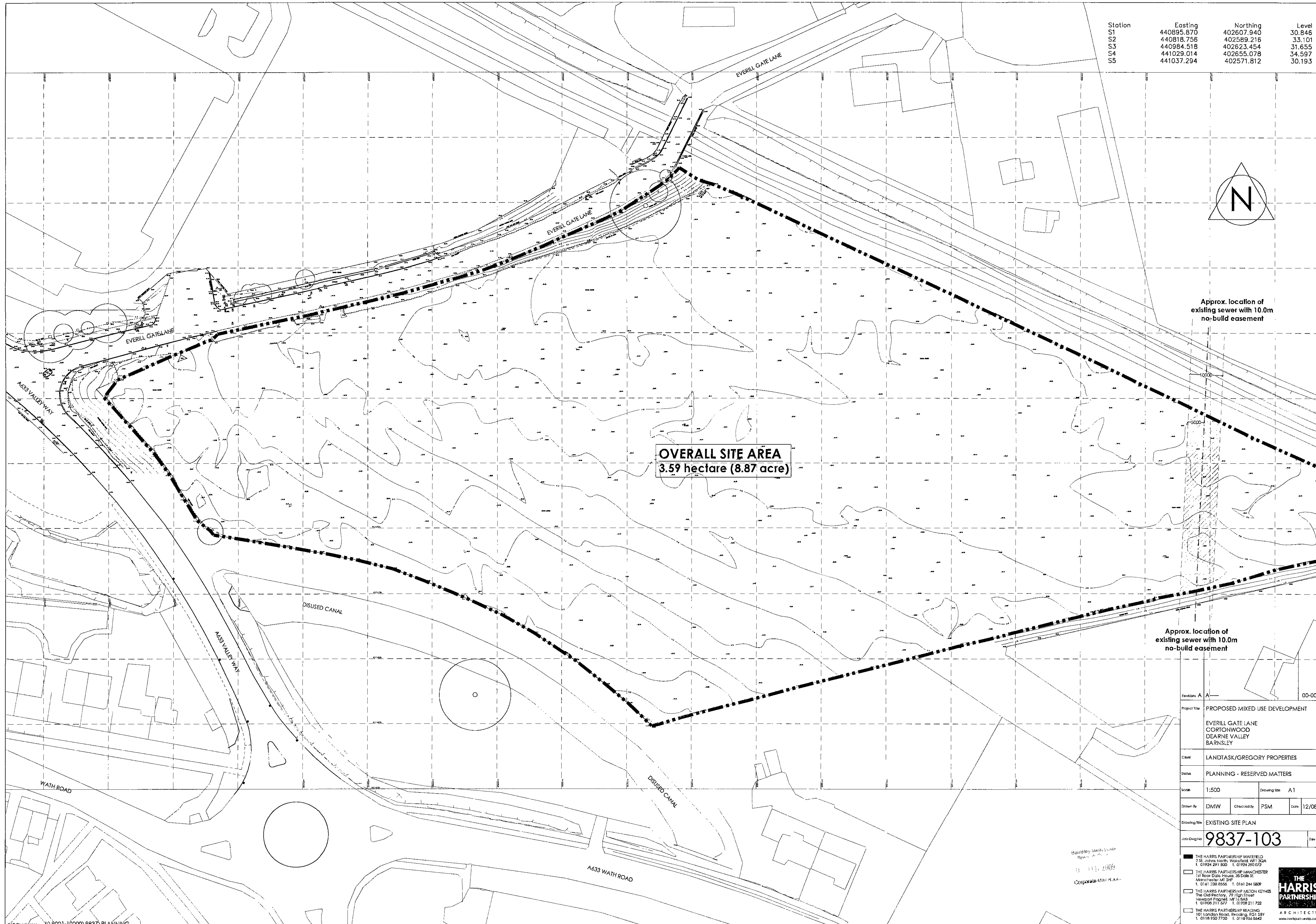
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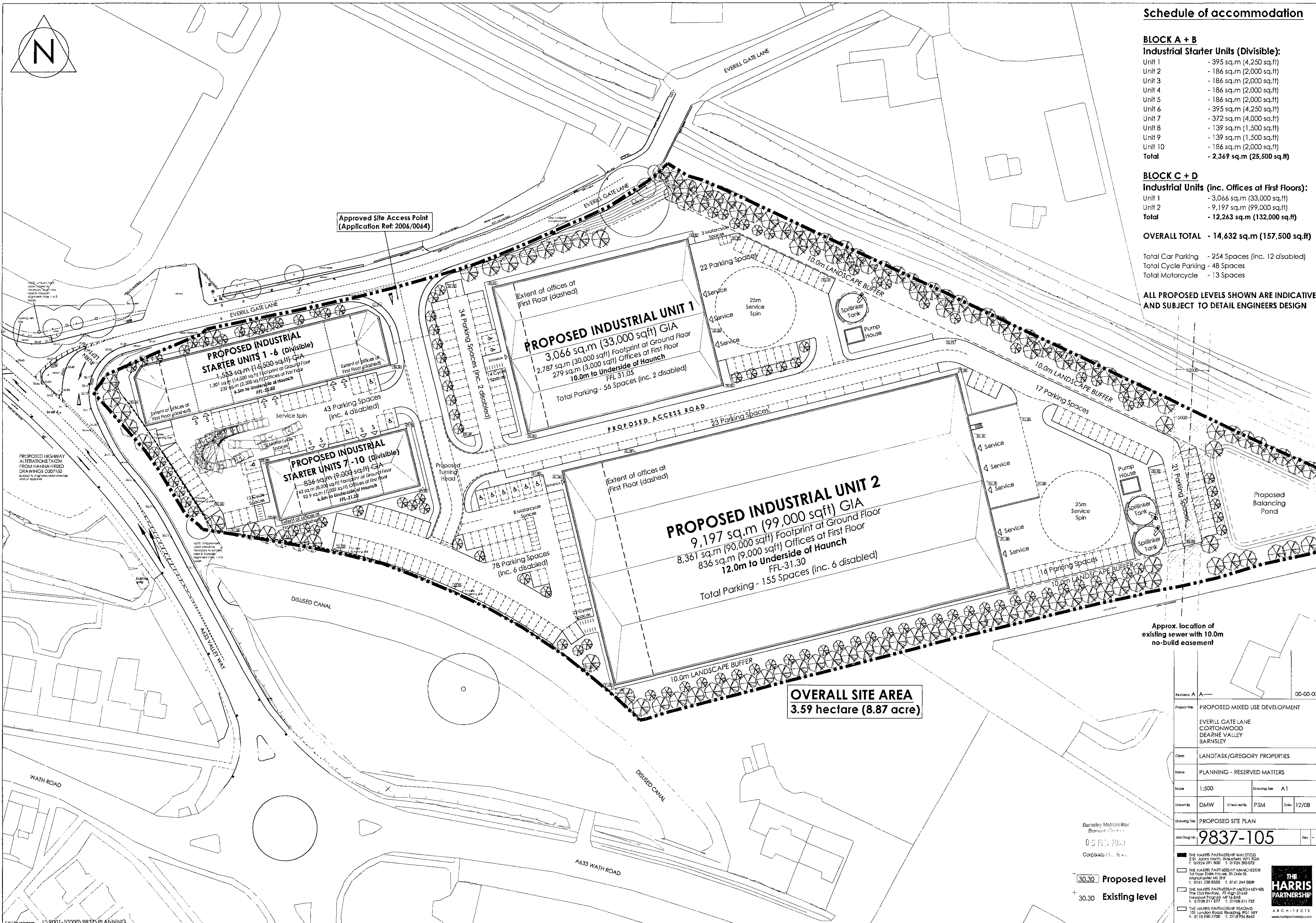
Drawn By: DMW Checked By: PSM Date: 12/08

Drawing Title: EXISTING SITE PLAN

Job/Dwg No: 9837-103 Rev: 1

- THE HARRIS PARTNERSHIP WATERFIELD
251, Johns North, Waterfield, WPT 30A
T: 01924 291 800 F: 01924 292 072
- THE HARRIS PARTNERSHIP MANCHESTER
1st Floor, Dale House, 38-39 St
T: 0161 238 8555 F: 0161 244 5839
- THE HARRIS PARTNERSHIP WALTON KEYNES
The Old Rectory, 79 High Street
Newport Pagnell, MK16 8AS
T: 01908 211 5077 F: 01908 211 722
- THE HARRIS PARTNERSHIP READING
101 London Road, Reading, RG1 2BY
T: 0118 250 7750 F: 0118 250 5442





Schedule of accommodation

BLOCK A + B

Industrial Starter Units (Divisible):

Unit 1	- 395 sq.m (4,250 sq.ft)
Unit 2	- 186 sq.m (2,000 sq.ft)
Unit 3	- 186 sq.m (2,000 sq.ft)
Unit 4	- 186 sq.m (2,000 sq.ft)
Unit 5	- 186 sq.m (2,000 sq.ft)
Unit 6	- 395 sq.m (4,250 sq.ft)
Unit 7	- 372 sq.m (4,000 sq.ft)
Unit 8	- 139 sq.m (1,500 sq.ft)
Unit 9	- 139 sq.m (1,500 sq.ft)
Unit 10	- 186 sq.m (2,000 sq.ft)
Total	- 2,369 sq.m (25,500 sq.ft)

BLOCK C + D

Industrial Units (inc. Offices at First Floors):

Unit 1	- 3,066 sq.m (33,000 sq.ft)
Unit 2	- 9,197 sq.m (99,000 sq.ft)
Total	- 12,263 sq.m (132,000 sq.ft)

OVERALL TOTAL - 14,632 sq.m (157,500 sq.ft)

Total Car Parking - 254 Spaces (inc. 12 disabled)
Total Cycle Parking - 48 Spaces
Total Motorcycle - 13 Spaces

ALL PROPOSED LEVELS SHOWN ARE INDICATIVE
AND SUBJECT TO DETAIL ENGINEERS DESIGN

OVERALL SITE AREA
3.59 hectare (8.87 acre)

Approx. location of
existing sewer with 10.0m
no-build easement

Revisions	A	00-00-00
Project Title	PROPOSED MIXED USE DEVELOPMENT	
	EVERILL GATE LANE CORTONWOOD DEARNE VALLEY BARNSELEY	
Client	LANDTASK/GREGORY PROPERTIES	
Status	PLANNING - RESERVED MATTERS	
Scale	1:500	Drawing Size A 1
Drawn By	DMW	Checked out By PSM Date 12/08
Drawing Title	PROPOSED SITE PLAN	
Job Drawn By	9837-105	New

Barnsley Metropolitan
Borough Council
0300 700 7000
Corporate M.A. Review

30.30 Proposed level

30.30 Existing level

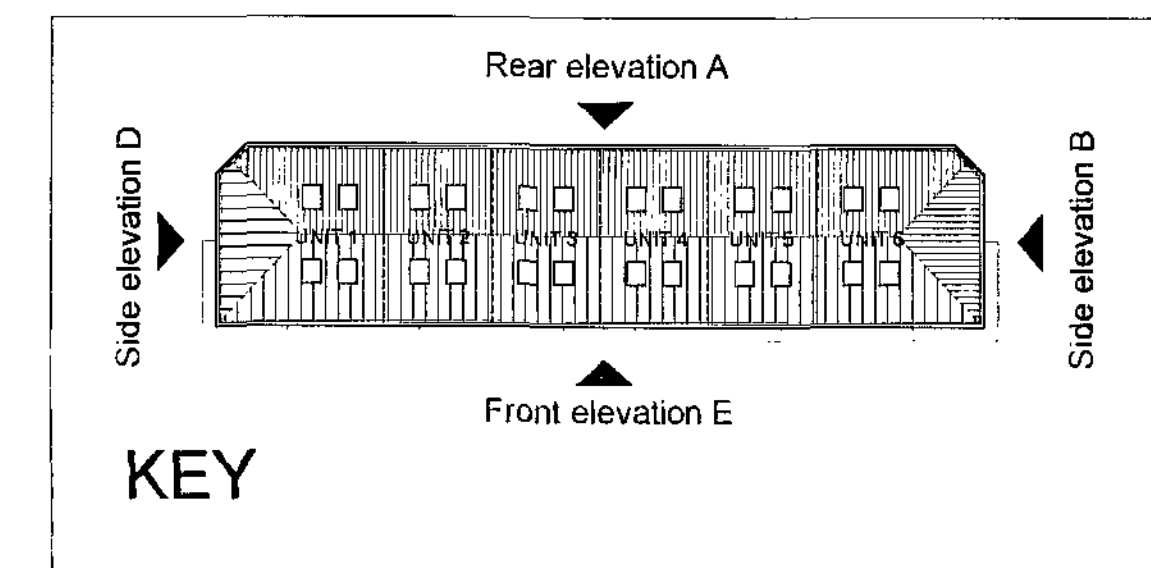
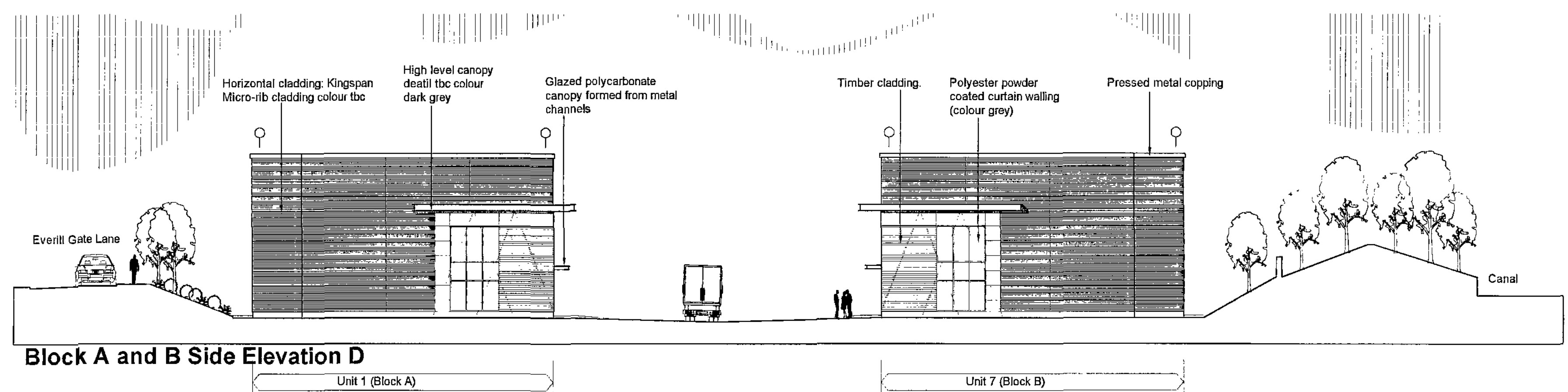
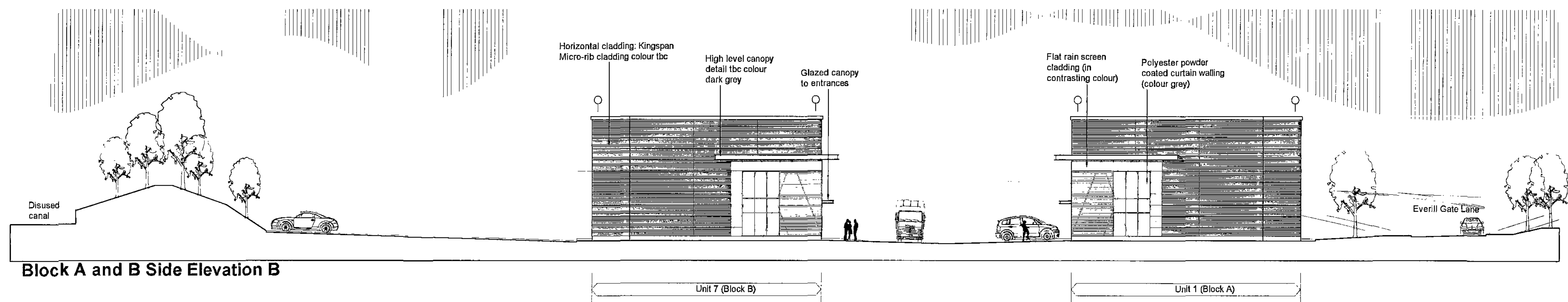
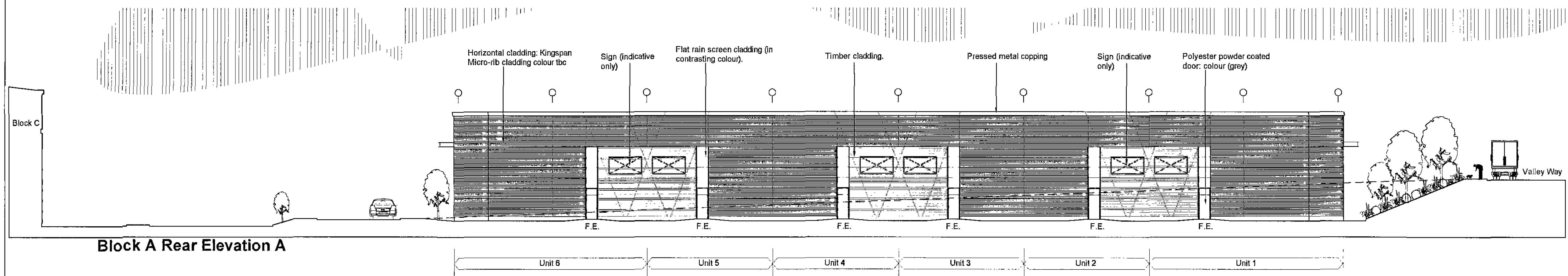
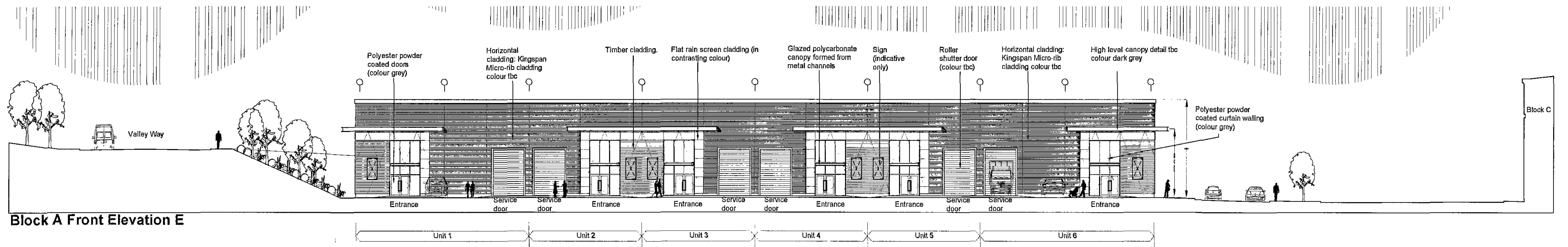
☒ THE HARRIS PARTNERSHIP WAKEFIELD
2 St. Johns North, Wakefield, WF1 3QA
t. 01924 291 800 f. 01924 290 072

☐ THE HARRIS PARTNERSHIP MANCHESTER
1st floor Dale House, 35 Dale St.
Manchester M1 2HF
t. 0161 238 8555 f. 0161 244 5809

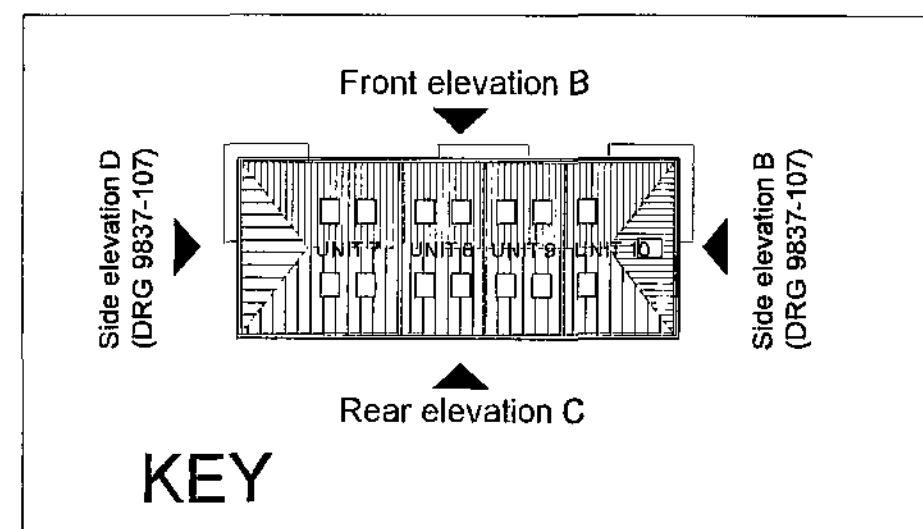
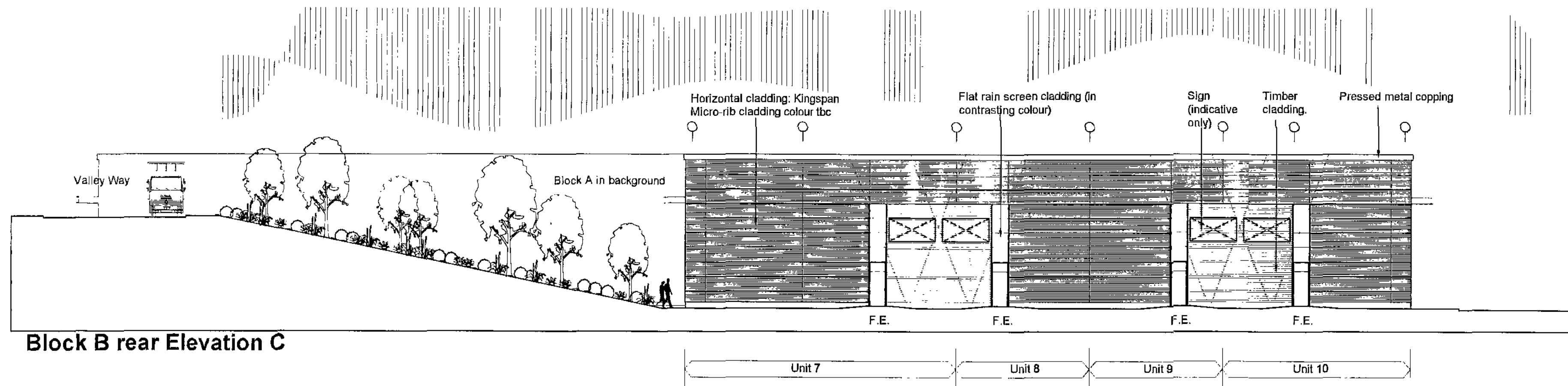
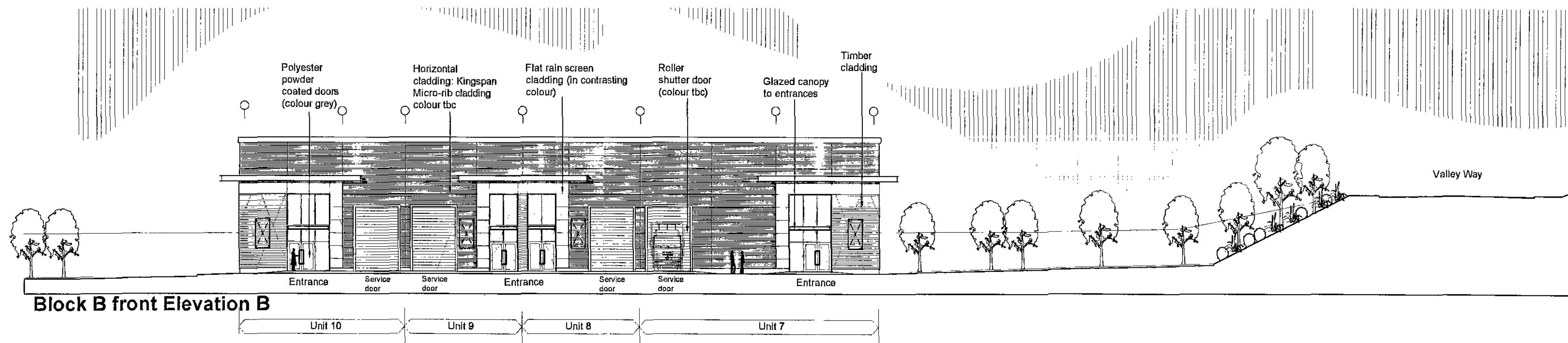
☐ THE HARRIS PARTNERSHIP MILTON KEYNE
The Old Rectory, 79 High Street
Newport Pagnell MK16 8AB
t. 01908 211 577 f. 01908 211 722

**THE
HARRIS
PARTNERSHIP**

ARCHITECT.



Revisions	A	00-00-01
Project Title	PROPOSED MIXED USE DEVELOPMENT	
Client	LANDTASK/GREGORY PROPERTIES	
Status	PLANNING - RESERVED MATTERS	
Scale	1:200	Drawing Size A1
Author	ASR	Checked By DMW Date 12/08
Drawing Title	PROPOSED BLOCK A ELEVATIONS	
Job/Draw No	9837-108	Rev
THE HARRIS PARTNERSHIP WAS FORMED BY: 2 St. Johns North, Wakefield, WF1 3DA T: 01924 291 800 F: 01924 260 072 THE HARRIS PARTNERSHIP MANCHESTER 1st Floor Dale House, 35 Dale St, Manchester M1 2HF T: 0161 238 8555 F: 0161 244 5809 THE HARRIS PARTNERSHIP MILTON KEYNES The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB T: 01908 217 577 F: 01908 211 722 THE HARRIS PARTNERSHIP READING 10, London Road, Reading, RG1 1BN T: 0118 950 7700 F: 0118 950 6042		



Project Title		PROPOSED MIXED USE DEVELOPMENT		Revisions	A	00-00-00
Client		EVERILL GATE LANE CORTONWOOD DEARNE VALLEY BARNSELEY		Drawing Title	PROPOSED BLOCK B ELEVATIONS	
Status		PLANNING - RESERVED MATTERS		Job-Dwg No	9837-109	Rev
Scale		1:200	Drawing Size	A2		
Drawn By		ASR	Checked By	DMW	Date	12/08
				THE HARRIS PARTNERSHIP WAKEFIELD 2 St. Johns North, Wakefield WF1 5QA T. 01924 291 800 F. 01924 290 072 THE HARRIS PARTNERSHIP MANCHESTER 1st floor Dale House, 35 Dale St, Manchester M4 5HP T. 0161 238 8555 F. 0161 244 6809 THE HARRIS PARTNERSHIP WILTON KEYNES The Old Rectory, 79 High Street Newport Pagnall, MK16 8AB T. 01908 211 577 F. 01908 211 722 THE HARRIS PARTNERSHIP READING 101 London Road, Reading, RG1 5BY T. 0118 950 7700 F. 0118 956 8642		



FFL 31.05

†† Extent of offices at
first floor (dash dot)

-61388

45450

Barclays Bank
Corporate Management

Revisions	A	00-00-00	
Project Title	PROPOSED MIXED USE DEVELOPMENT EVERILL GATE LANE CORTONWOOD DEARNE VALLEY BARNSELEY		
Client	LANDTASK/GREGORY PROPERTIES		
Status	PLANNING - RESERVED MATTERS		
Scale	1:200	Drawing Size	A2
Drawn By	ASR	Checked By	CHECKED Date 12/08
Drawing Title	BLOCK C-GA's		
Job-Dwg (s)	9837-110		Rev -

■ THE HARRIS PARTNERSHIP WAKEFIELD
 2 St. Johns North, Wakefield, WF1 3QA
 t. 01924 291 800 f. 01924 250 072

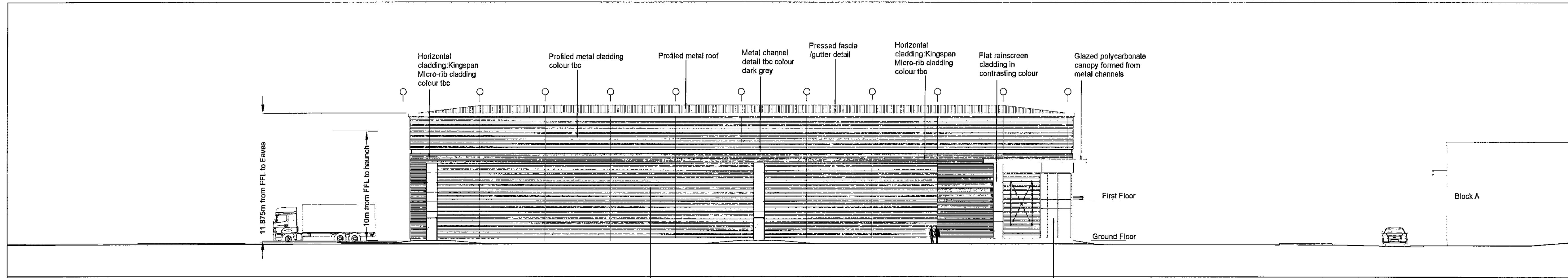
□ THE HARRIS PARTNERSHIP MANCHESTER
 111 Floor Dale House, 35 Dale St.
 Manchester M1 2HF
 t. 0161 238 8555 f. 0161 244 5809

□ THE HARRIS PARTNERSHIP MILTON KEYNES
 The Old Rectory, 79 High Street
 Newport Pagnell, MK16 8AB
 t. 01908 211 577 f. 01908 211 722

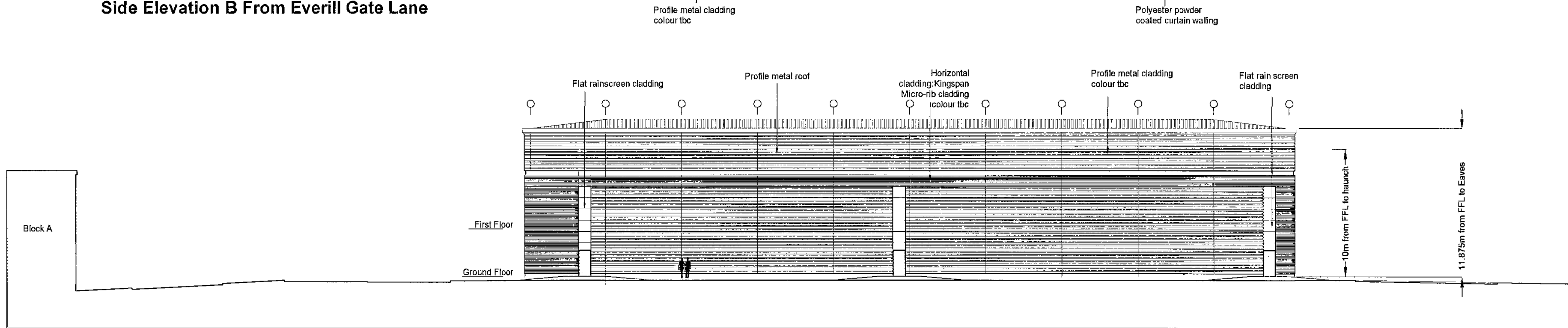
□ THE HARRIS PARTNERSHIP READING
 101 London Road, Reading, RG1 5BY
 t. 01635 550 7700 f. 01635 556 842



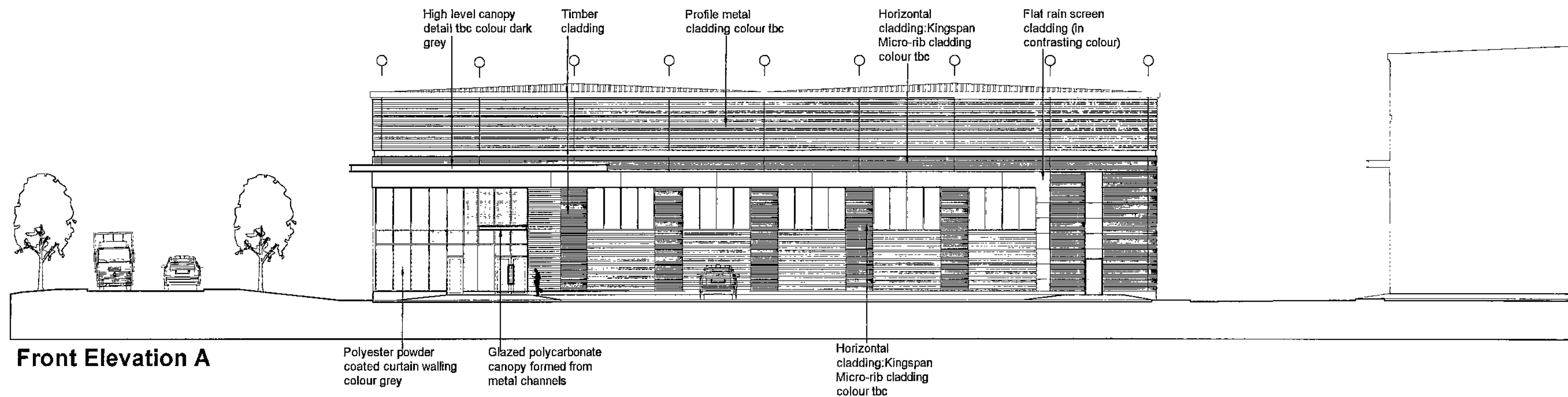
ARCHITECT
www.houlihanstudio.com



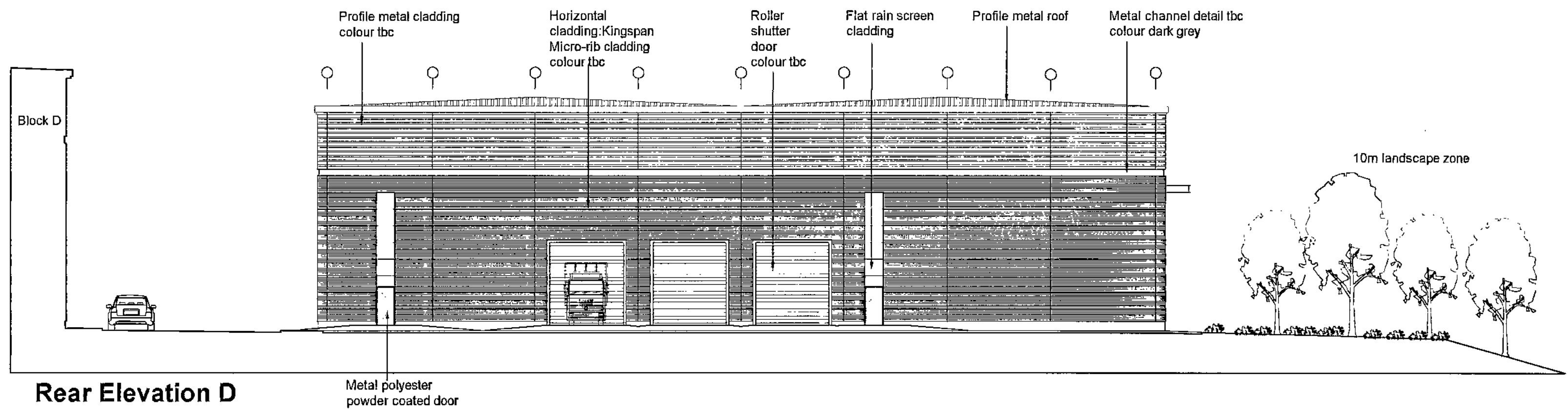
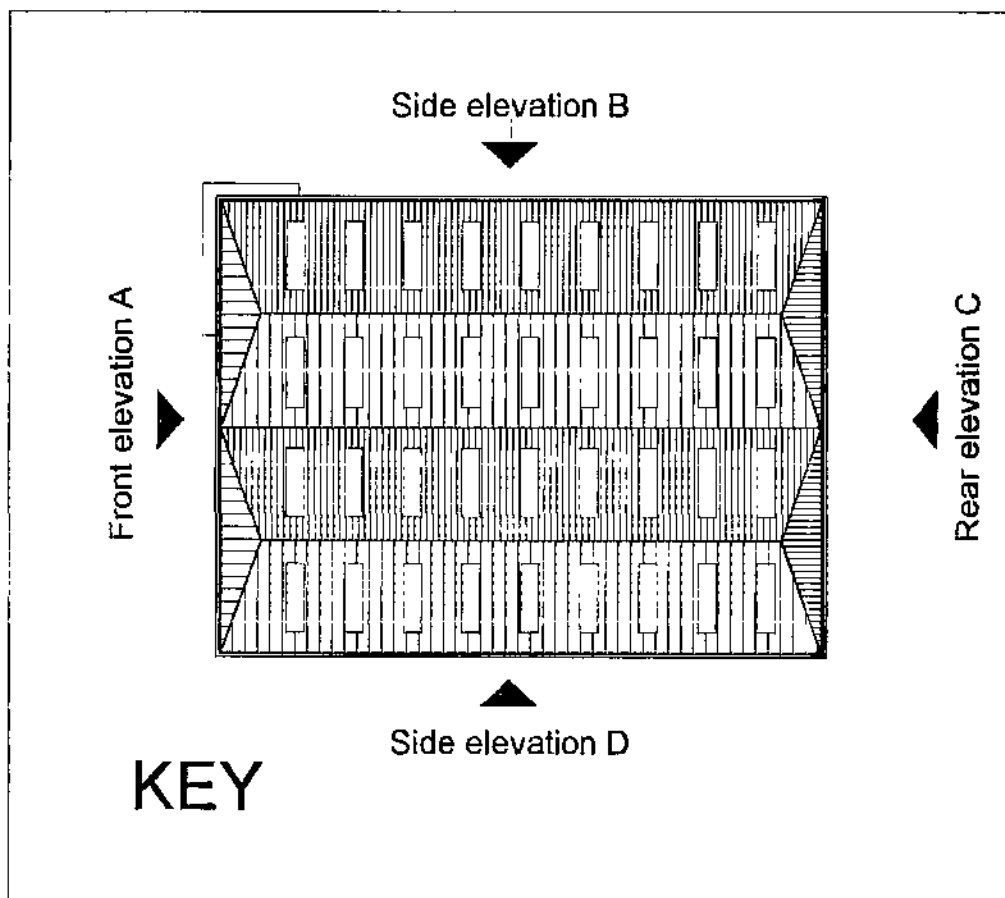
Side Elevation B From Everill Gate Lane



Side Elevation D

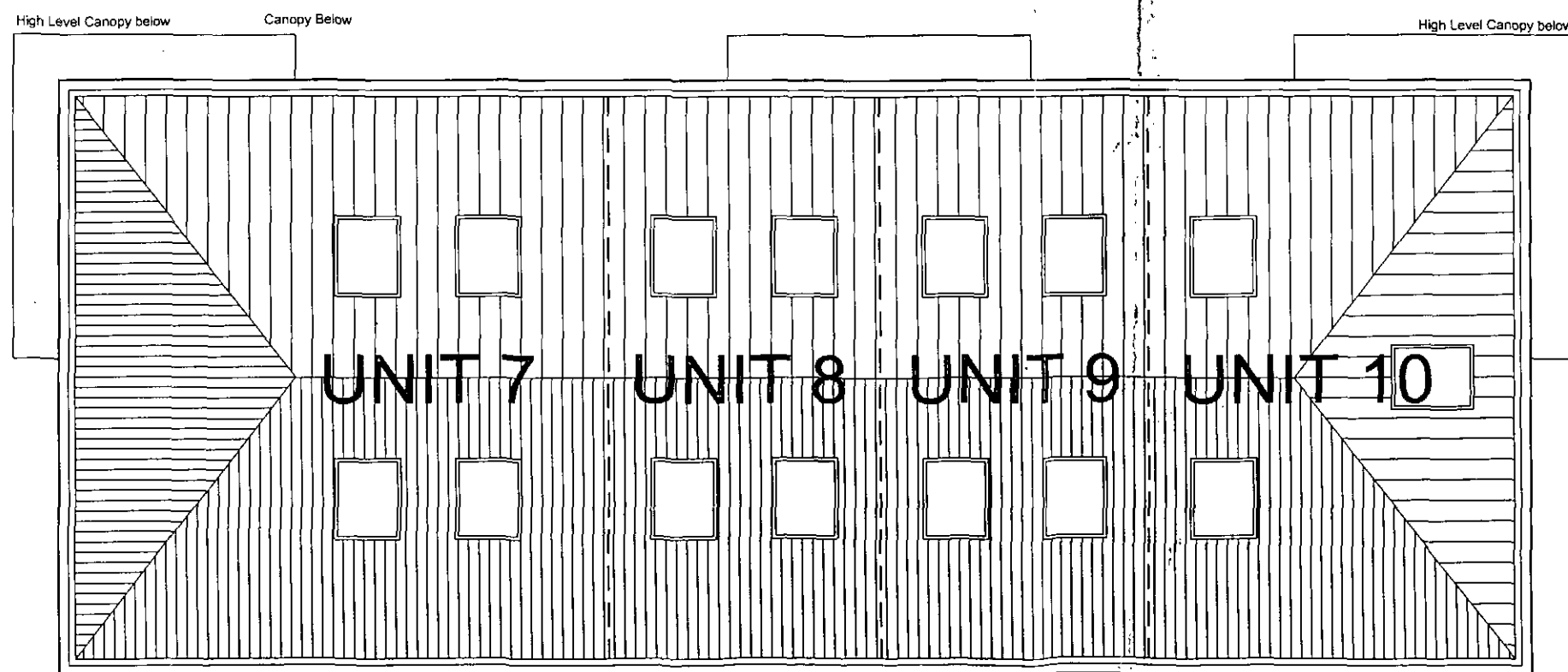
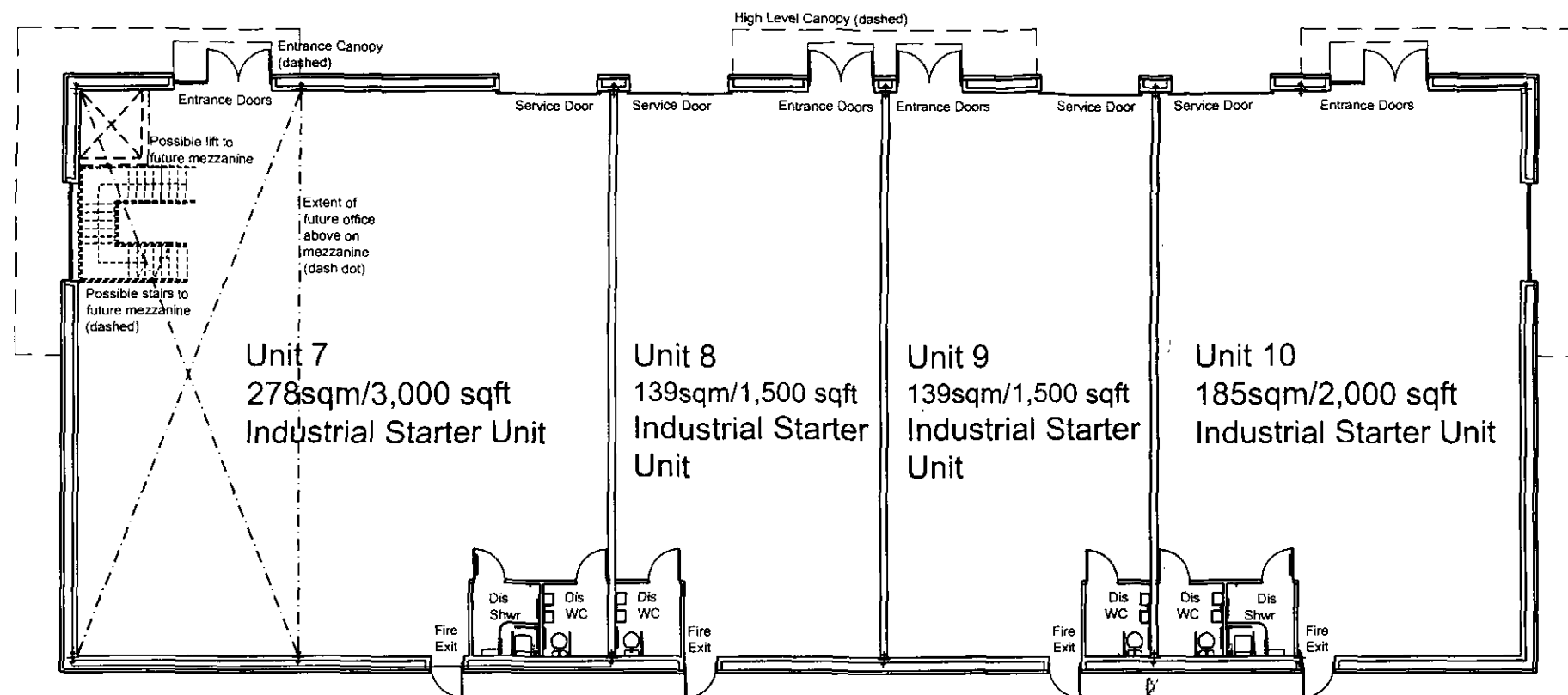


Front Elevation A



Rear Elevation D

Revisions	A	00-00-01
Project Title	PROPOSED MIXED USE DEVELOPMENT	
Client	LANDTASK/GREGORY PROPERTIES	
Status	PLANNING - RESERVED MATTERS	
Scale	1:200	Drawing Size A1
Drawn by	ASR	Check by DMW Date 12/08
Drawing Title	PROPOSED BLOCK C ELEVATIONS	
Job/Draw No.	9837-111	Rev
☒ THE HARRIS PARTNERSHIP WAKEFIELD 2 St. Johns North, Wakefield WF1 3QA T: 01924 291 800 F: 01924 290 072 ☐ THE HARRIS PARTNERSHIP MANCHESTER 1st Floor, Dele House, 35 Dele St. Manchester M1 2HL T: 0161 238 8555 F: 0161 244 5809 ☐ THE HARRIS PARTNERSHIP MALTON KEYNES The Old Rectory, 79 High Street Newport Pagnell MK44 1EAB T: 01908 211 577 F: 01908 211 722 ☐ THE HARRIS PARTNERSHIP READING 101 London Road, Reading RG1 5BY T: 0118 950 7700 F: 0118 950 6642		
Barchin County 00 FEB 2009 Corporate The Harris Partnership ARCHITECTS www.harrispartnership.com		



Barnsley Metropolitan
Borough Council

06 FEB 2009

Corporate Planning

Revisions	A	00-00-00
Project Title	PROPOSED MIXED USE DEVELOPMENT EVERILL GATE LANE CORTONWOOD DEARNE VALLEY BARNSELY	
Client	LANDTASK/GREGORY PROPERTIES	
Status	PLANNING - RESERVED MATTERS	
Scale	1:200	Drawing Size A3
Drawn By	ASR	Checked By DMW Date 12/08
Drawing Title	BLOCK B GA PLAN	
Job-Dwg No	9837-107	Rev -

THE HARRIS PARTNERSHIP WAKEFIELD
2 St. Johns North, Wakefield, WF1 3GA
T. 01924 291 800 F. 01924 290 072

THE HARRIS PARTNERSHIP MANCHESTER
1st floor Dale House, 35 Dale St,
Manchester M1 2HF
T. 0161 238 8555 F. 0161 244 5809

THE HARRIS PARTNERSHIP MILTON KEYNES
The Old Rectory, 79 High Street
Newport Pagnell, MK16 8AB
T. 01908 211 577 F. 01908 211 722

THE HARRIS PARTNERSHIP READING
101 London Road, Reading, RG1 5BY
T. 0118 950 7700 F. 0118 956 8642



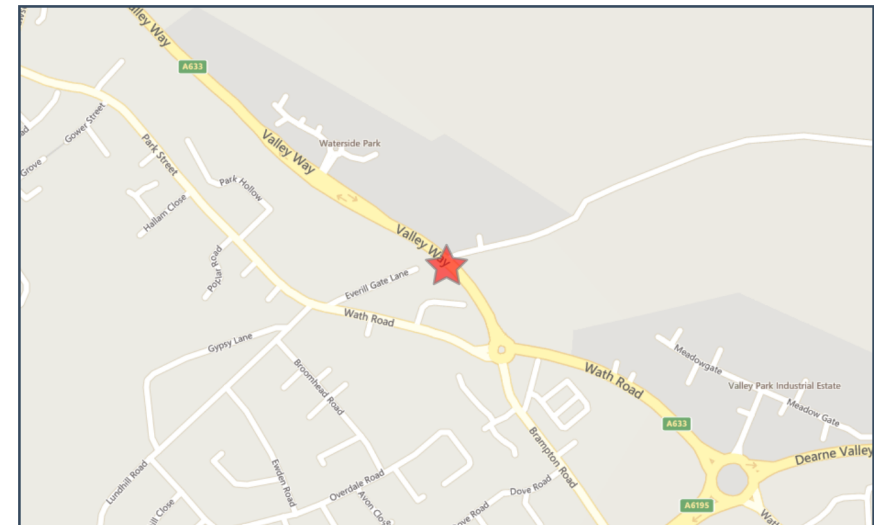
ARCHITECTS
www.harrispartnership.com

APPENDIX C: Collision Data



crashmap.co.uk

Crash Date:	Wednesday, November 28, 2012	Time of Crash:	5:15:00 PM	Crash Reference:	201214B108912
Highest Injury Severity:	Serious	Road Number:	A633	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	2
Local Authority:	Barnsley			OS Grid Reference:	440830 402580
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Front	Other	None	None
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Wednesday, February 05, 2014 **Time of Crash:** 9:49:00 PM **Crash Reference:** 201414B011614

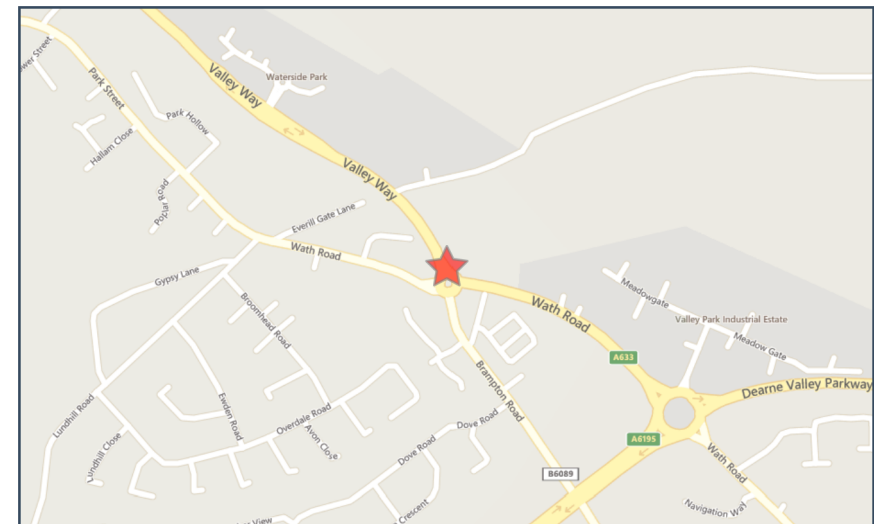
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A633

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 440914 402477



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	3	Female	56 - 65	Vehicle is slowing down or stopping	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Thursday, January 15, 2015 **Time of Crash:** 6:30:00 PM **Crash Reference:** 201514B004415

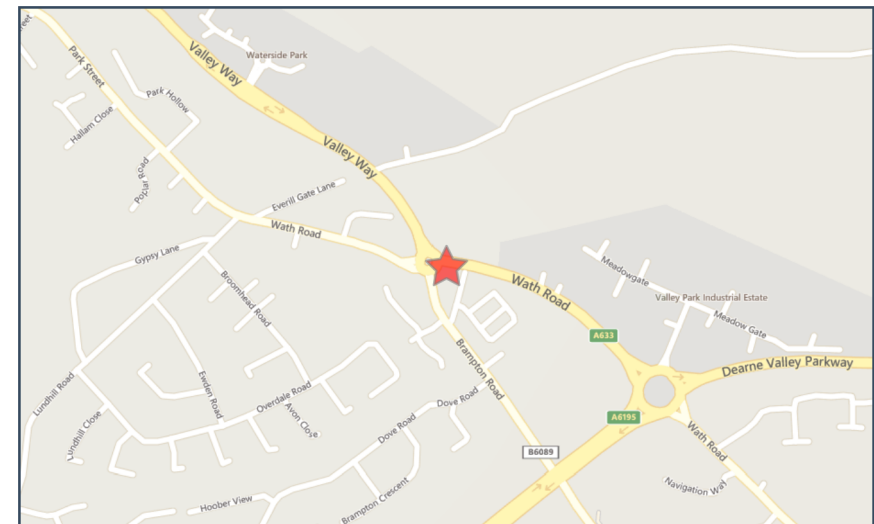
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley
Weather Description: Raining with high winds
Road Surface Description: Wet or Damp
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: Central refuge - no other controls
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A633

Number of Casualties: 2

Number of Vehicles: 1

OS Grid Reference: 440945 402442



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

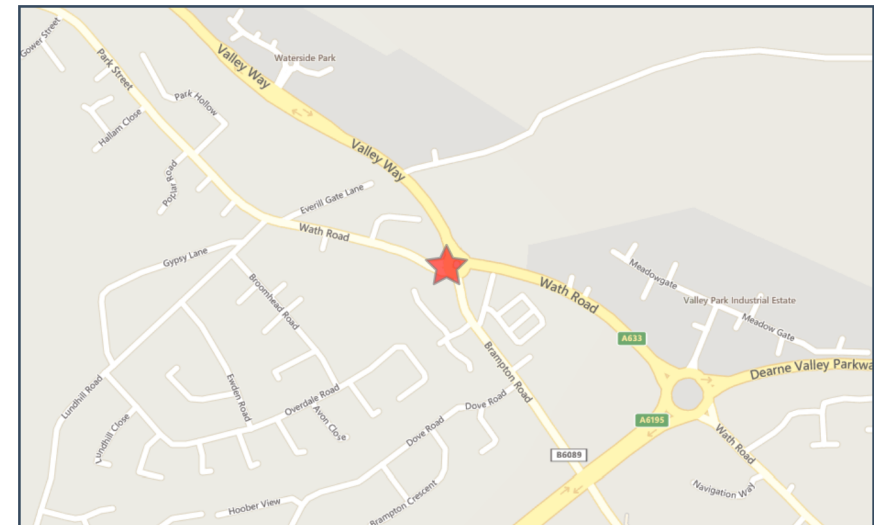
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
1	2	Slight	Pedestrian	Male	26 - 35	In carriageway, crossing on pedestrian crossing facility	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date:	Friday, April 10, 2015	Time of Crash:	1:53:00 PM	Crash Reference:	201514B032415
Highest Injury Severity:	Slight	Road Number:	A633	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	2
Local Authority:	Barnsley			OS Grid Reference:	440902 402448
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

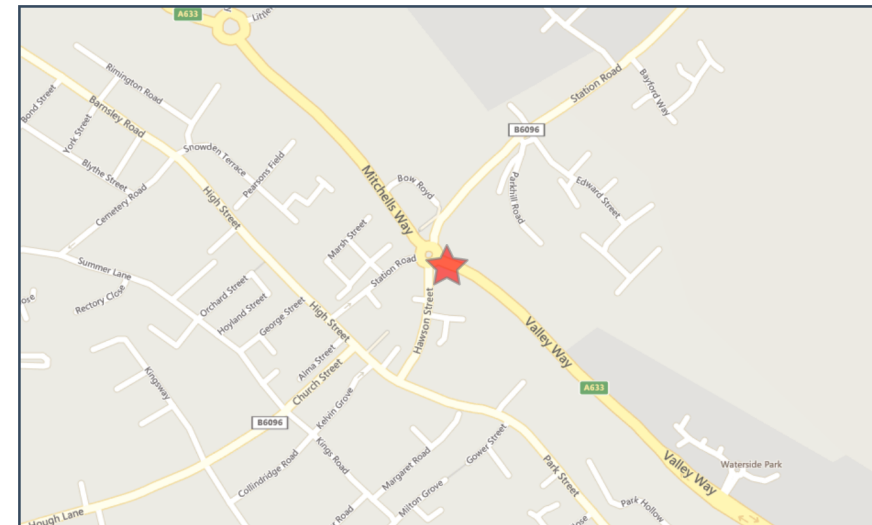
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date:	Friday, December 04, 2015	Time of Crash:	4:15:00 PM	Crash Reference:	201514B118115
Highest Injury Severity:	Slight	Road Number:	A633	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	1
Local Authority:	Barnsley			OS Grid Reference:	440204 403070
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	46 - 55	In carriageway, not crossing	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Saturday, September 03, 2016 **Time of Crash:** 12:40:00 AM **Crash Reference:** 2016140109283

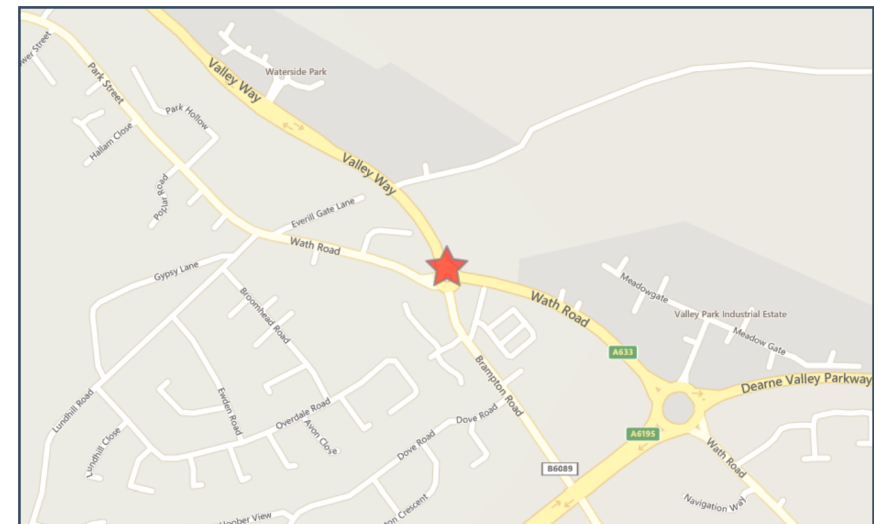
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A633

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 440916 402472



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	16 - 20	On refuge, central island or central reservation	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

2017 data is provisional and is subject to change

Crash Date: Saturday, May 20, 2017

Time of Crash: 6:15:00 PM

Crash Reference: 2017140185630

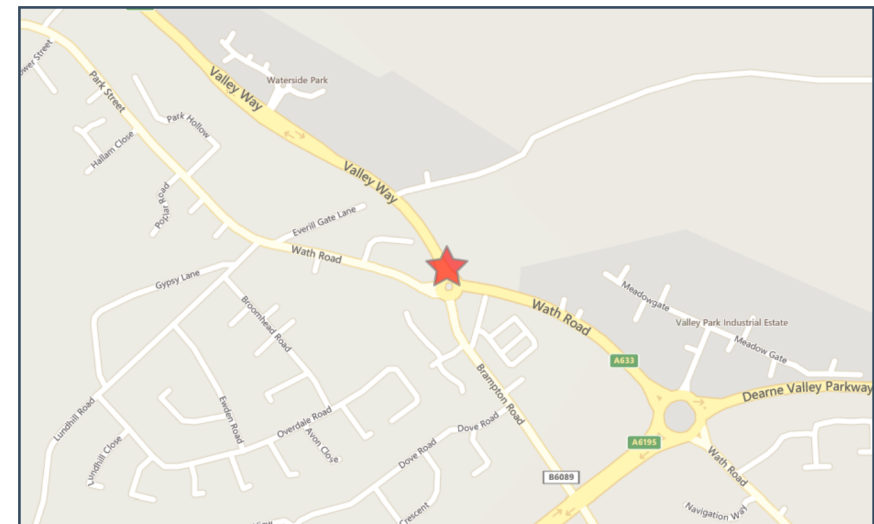
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A633

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 440913 402481



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



2017 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	25-34	Vehicle is waiting to proceed normally but is held up	Unknown	Commuting to/from work	None	None
2	Car (excluding private hire)	-1	Unknown	NK	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None

Casualties

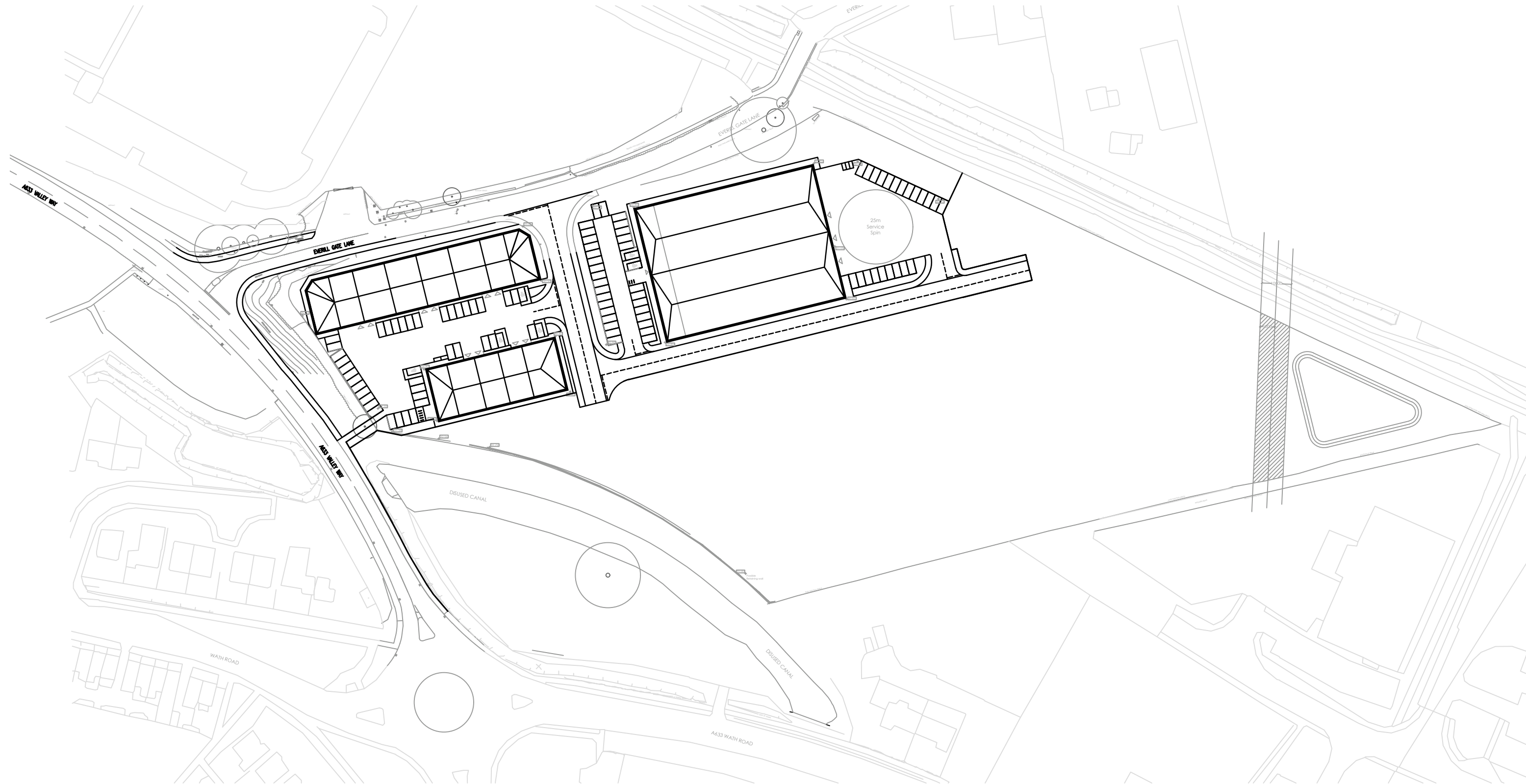
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	25-34	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	25-34	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

APPENDIX D: Proposed Site Layout

Revisions

rev.	revision	dr	chkd	date
A	Amended in line with client comments	MB	ASM	09/18
B	Amended in line with client comments	MB	ASM	09/18
C	Amended in line with client comments	MB	ASM	09/18



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E: alex@asmarchitecture.co.uk W: www.asmarchitecture.co.uk

Proposed Industrial Development,
Everill Gate Lane,
Wombwell

Phase 1 Site Plan

1:1250 @ A3

September 2018

MB

ASM

scale.

date.

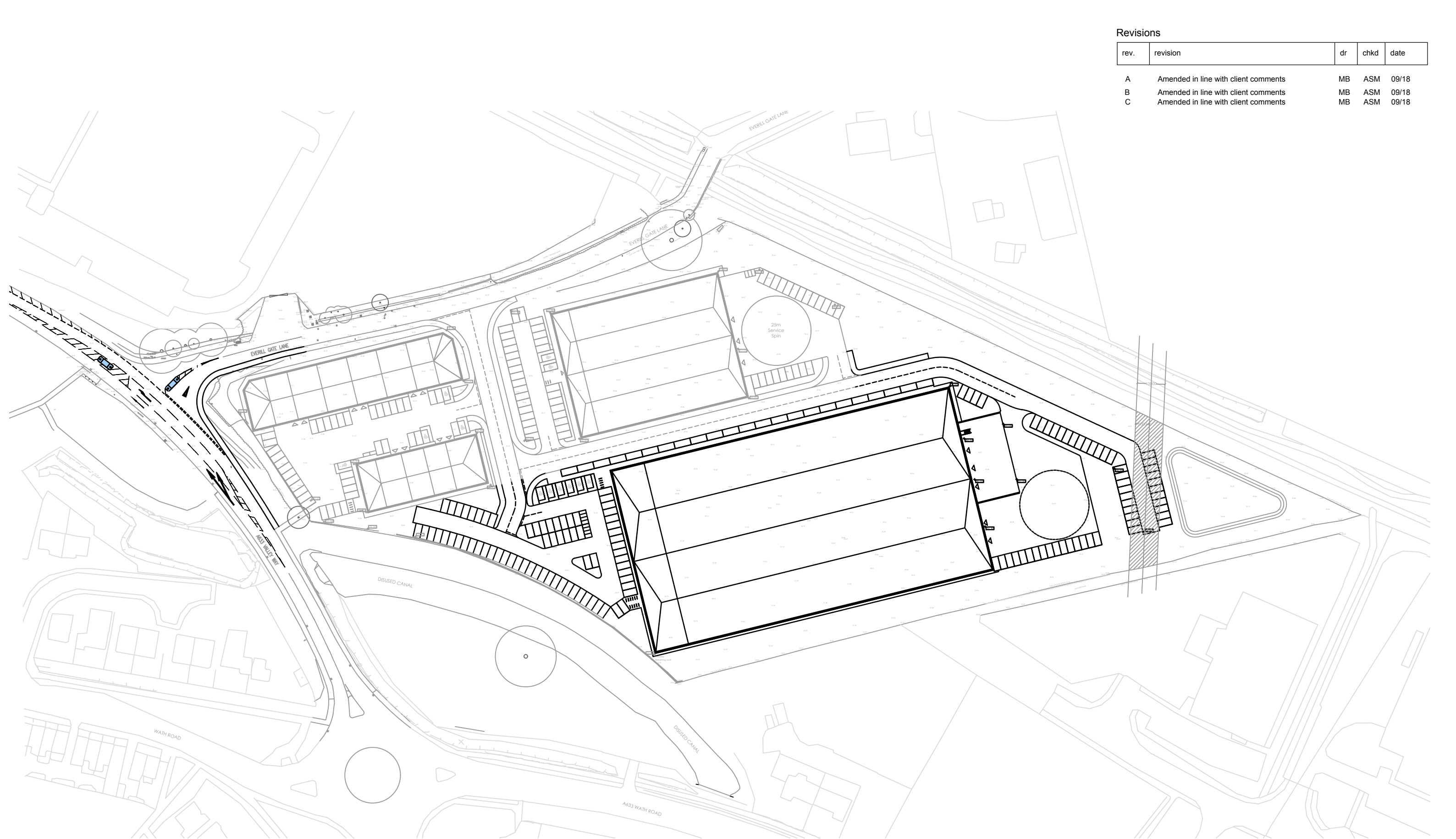
drawn by

chkd by.

AJ/18-23/01

C

drawing no.



Revisions

rev.	revision	dr	chkd	date
A	Amended in line with client comments	MB	ASM	09/18
B	Amended in line with client comments	MB	ASM	09/18
C	Amended in line with client comments	MB	ASM	09/18

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E: alex@asmarchitecture.co.uk W: www.asmarchitecture.co.uk

Proposed Industrial Development,
Everill Gate,
Barnsley

Phase 2 Site Plan

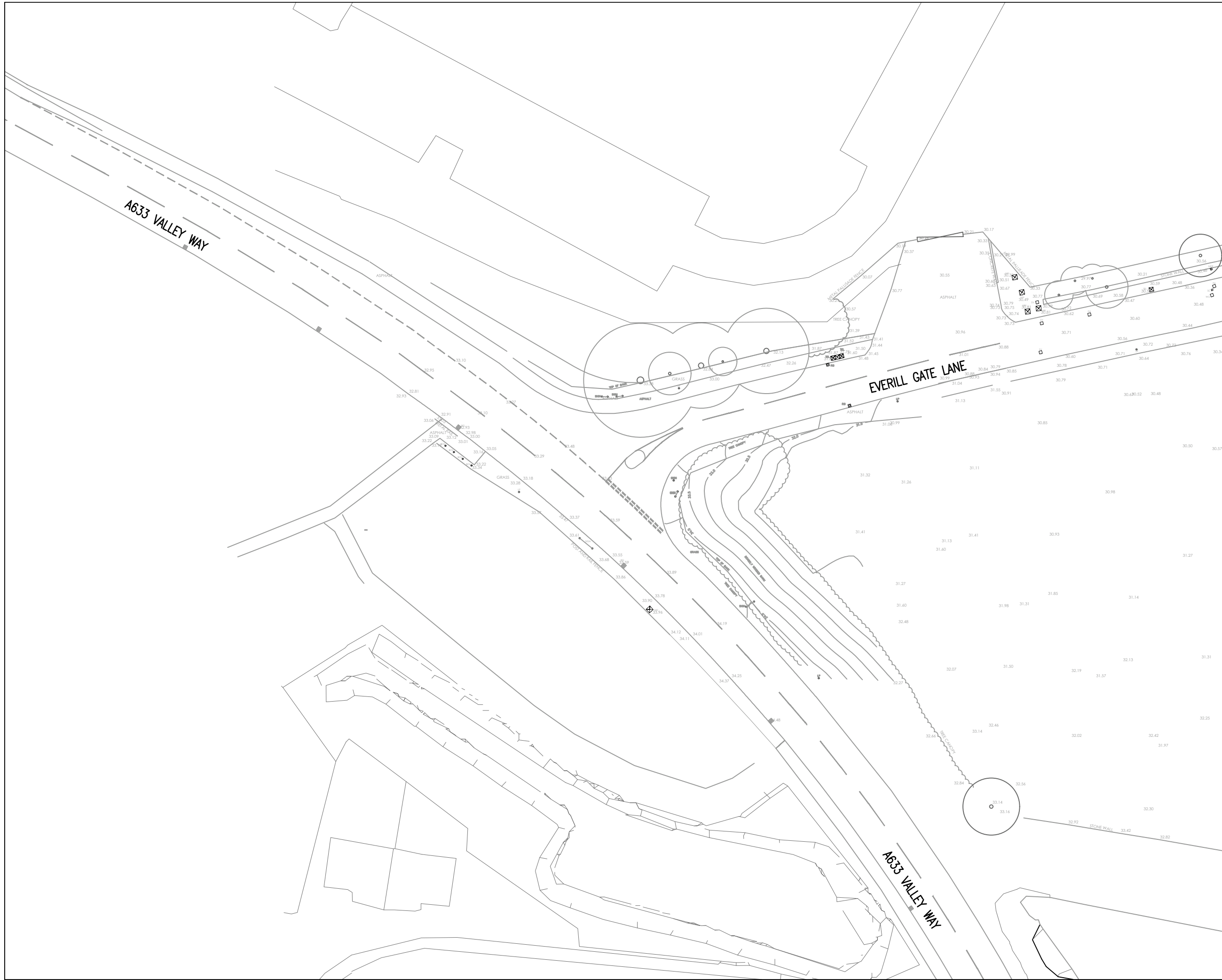
1:1250	September 2018	MB	ASM
scale.	date.	drawn by	chkd by.

AJ/18-23/02

C

drawing no.

APPENDIX E: A633 Valley Way/Everill Gate Lane Junction Layout



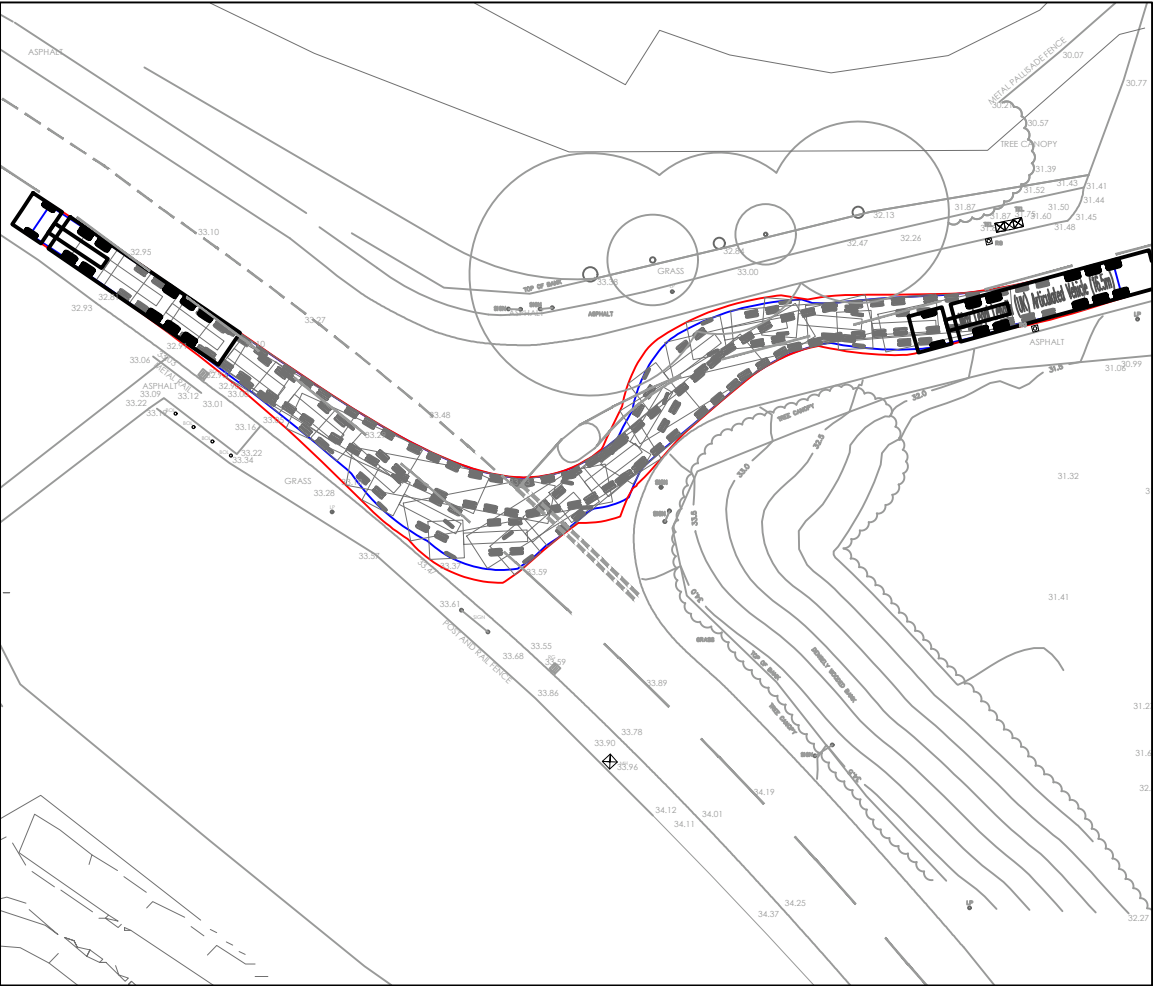
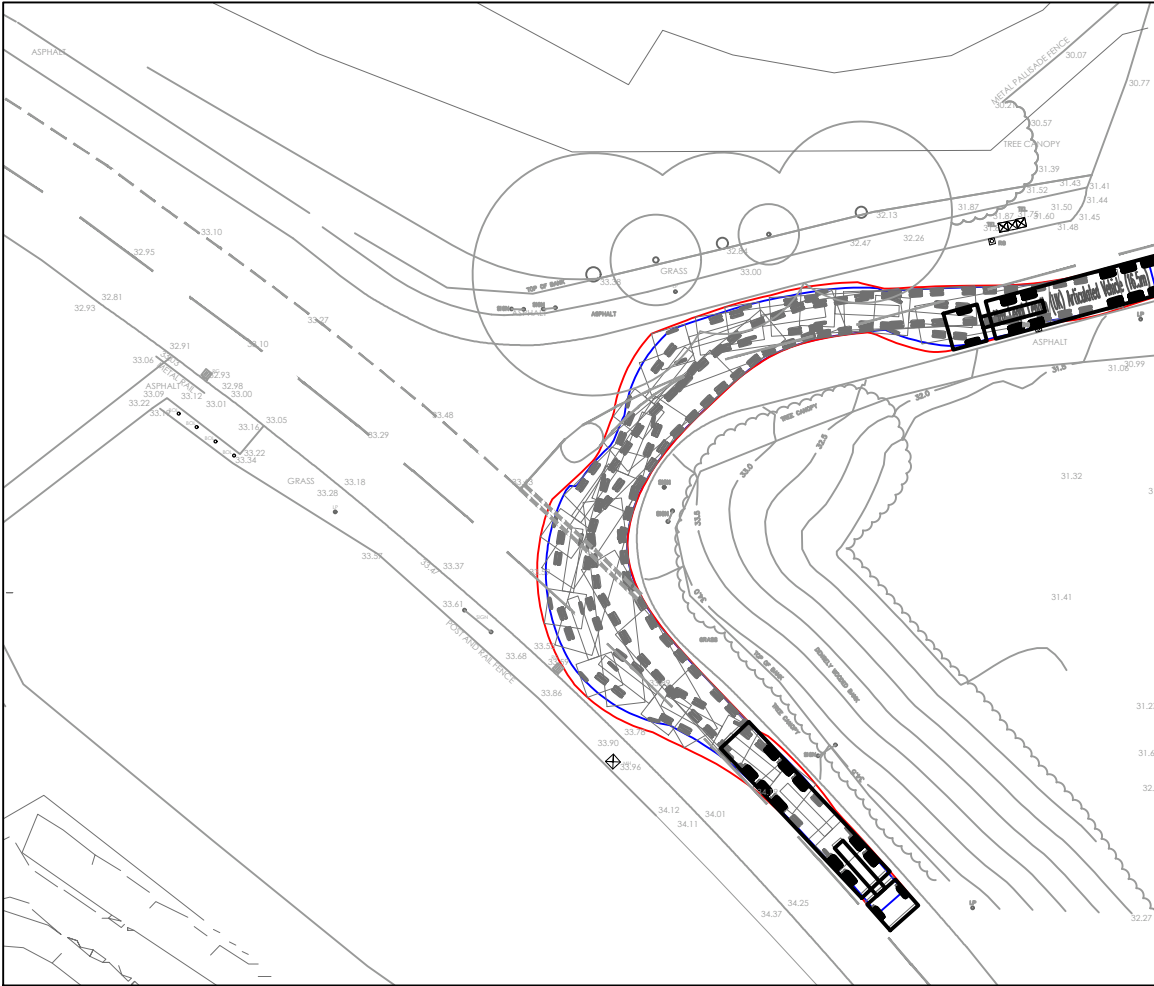
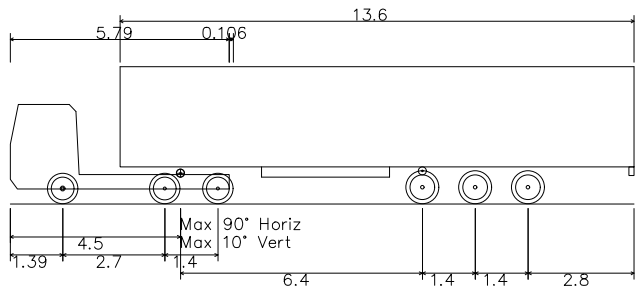
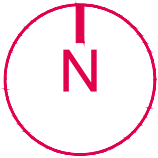
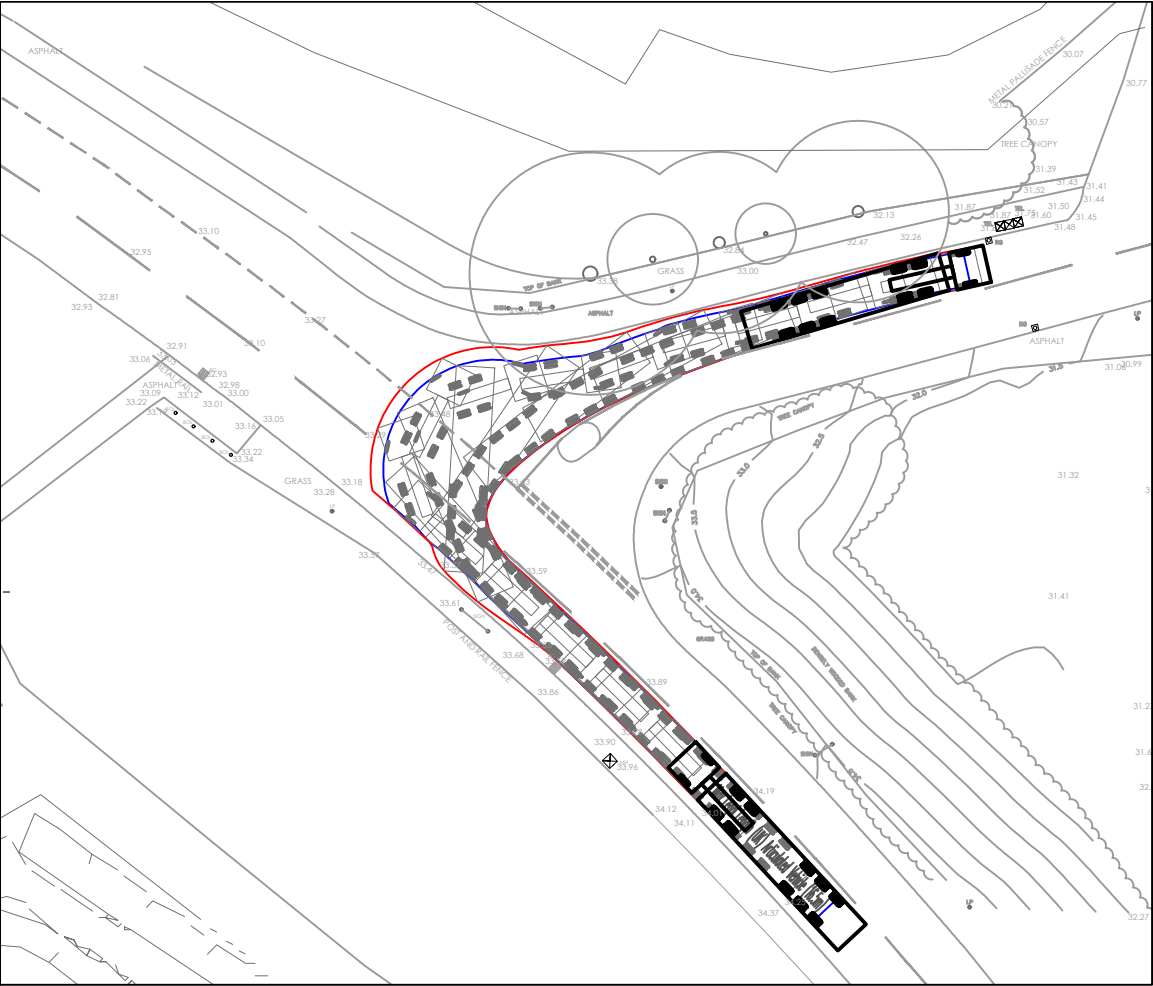
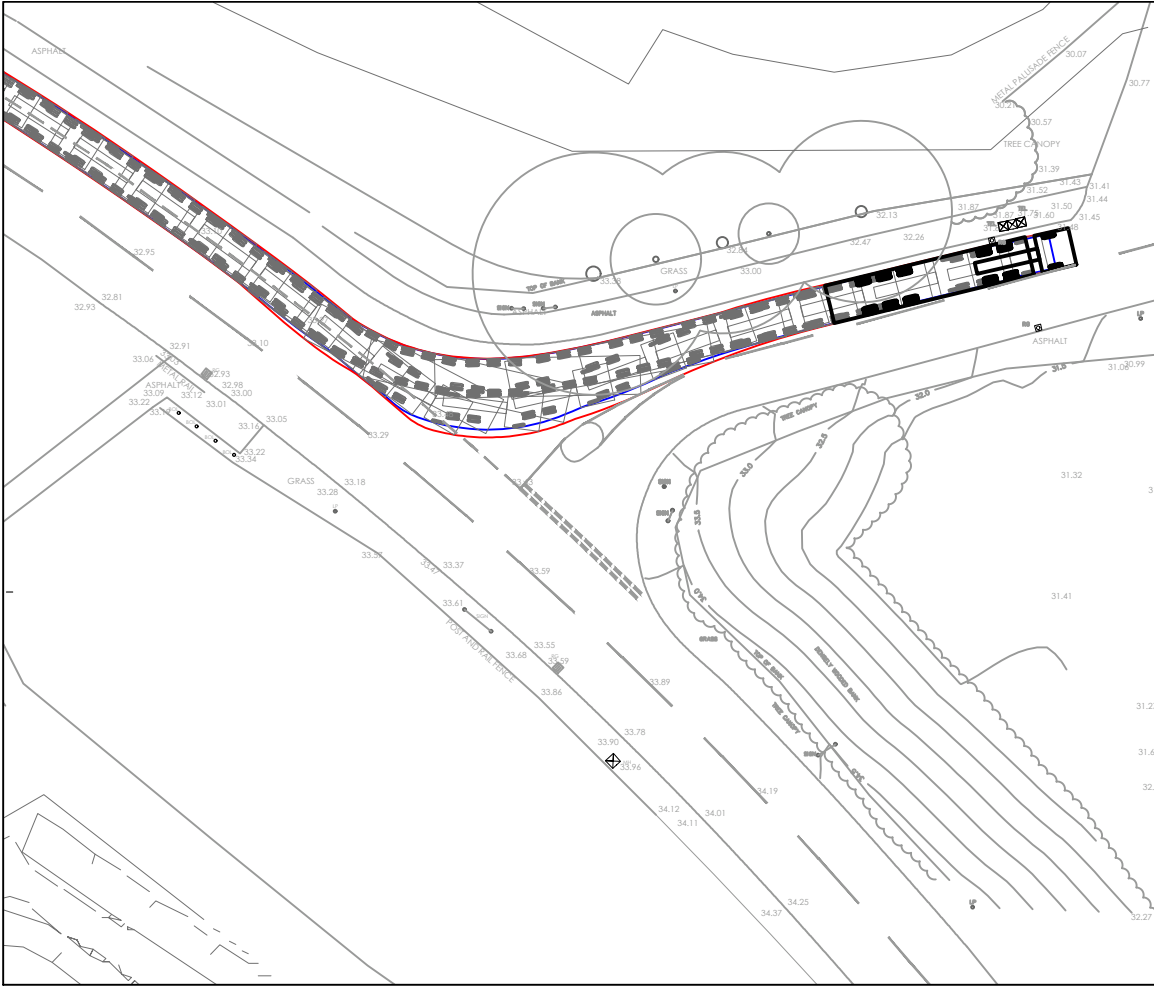
EVERILL GATE LANE,
WOMBWELL

SCALE: 1:500 @A3

DATE: AUG 2018

DRAWING NO: 1807801

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL



MAX LEGAL ARTICULATED VEHICLE (16.5M)	
OVERALL LENGTH	16.500m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.632m
MIN BODY GROUND CLEARANCE	0.396m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.870m



VIASOLUTIONS

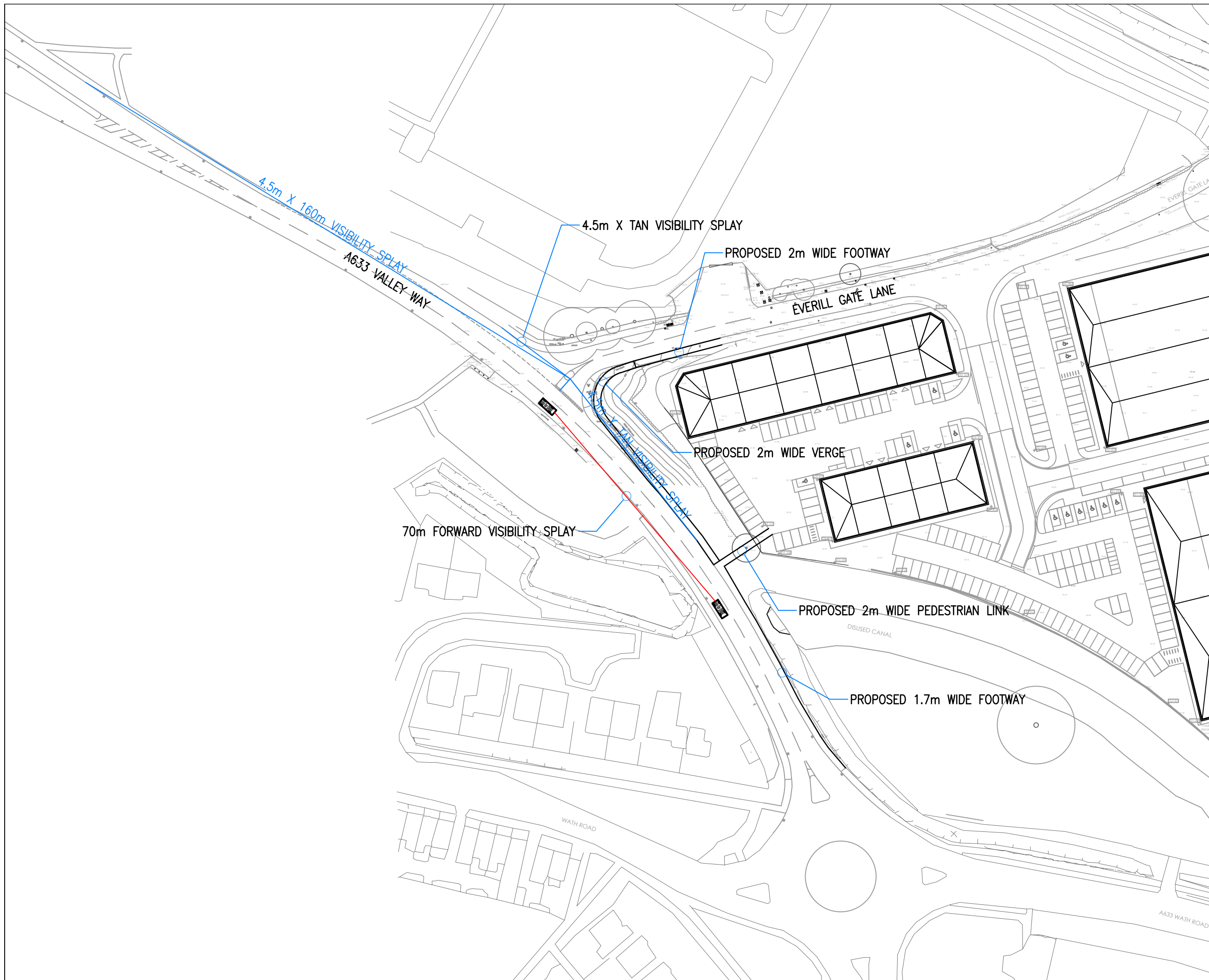
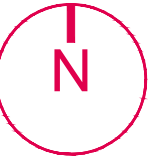
THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.com

EVERILL GATE LANE,
WOMBWELL

EXISTING JUNCTION
SWEEP PATH ANALYSIS

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL

SCALE: 1:500 @A3
DATE: AUG 2018
DRAWING NO: 1807802



EVERILL GATE LANE,
WOMBWELL

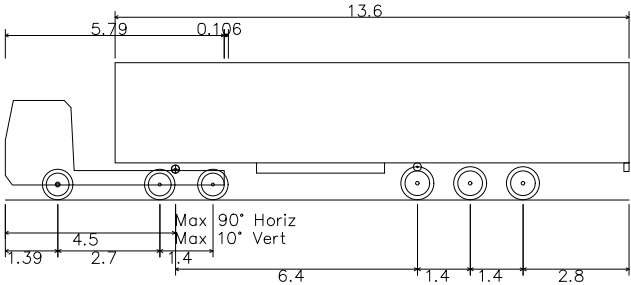
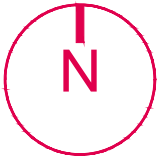
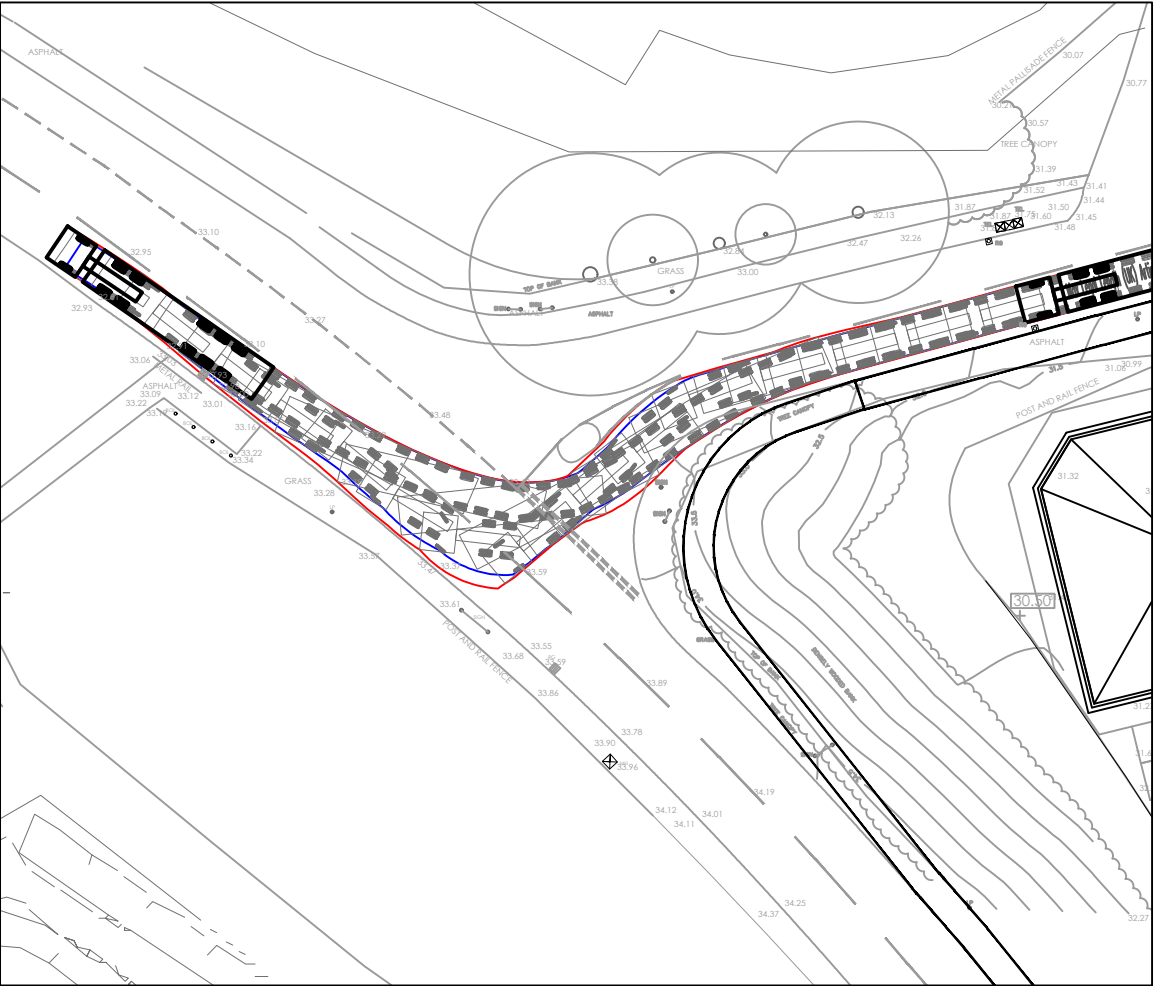
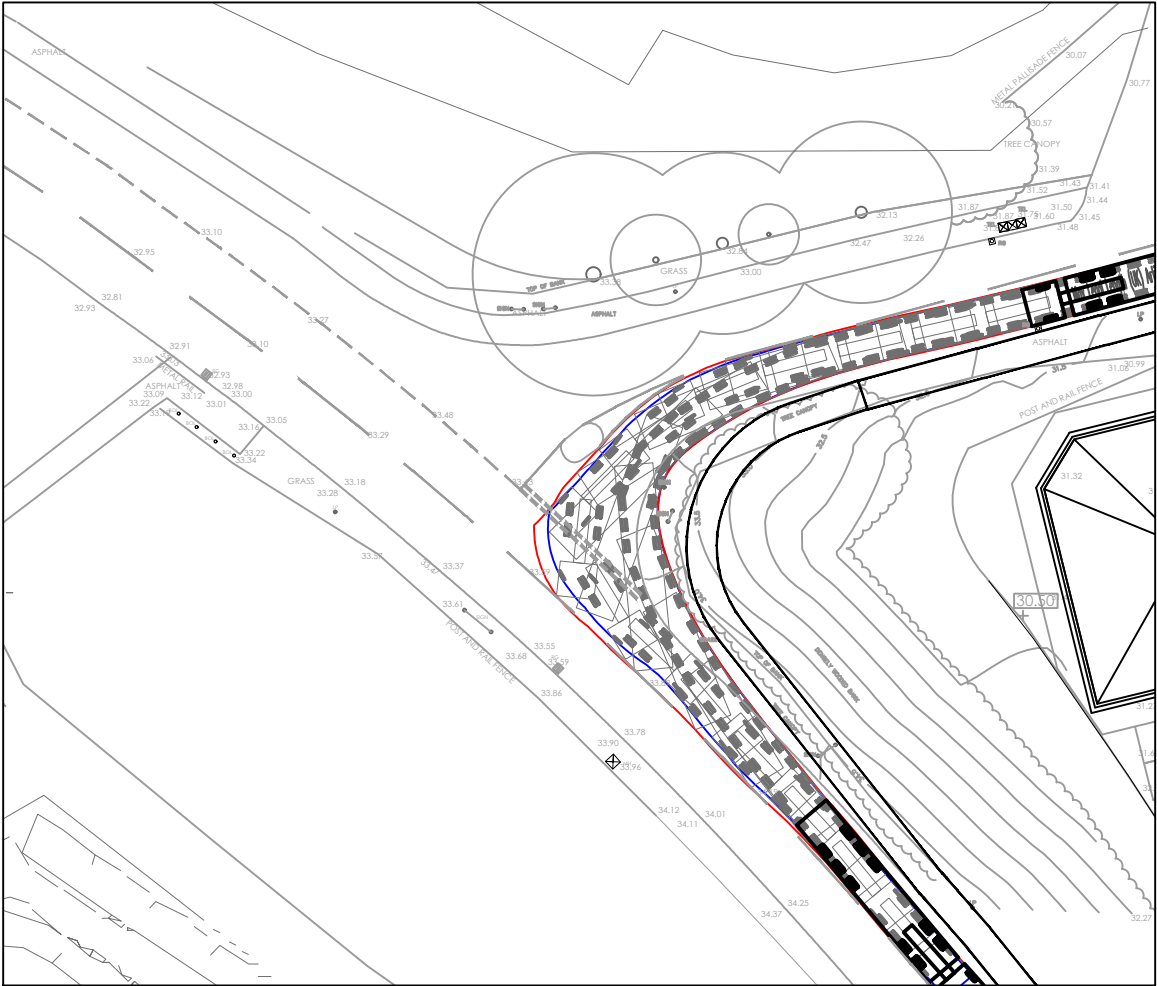
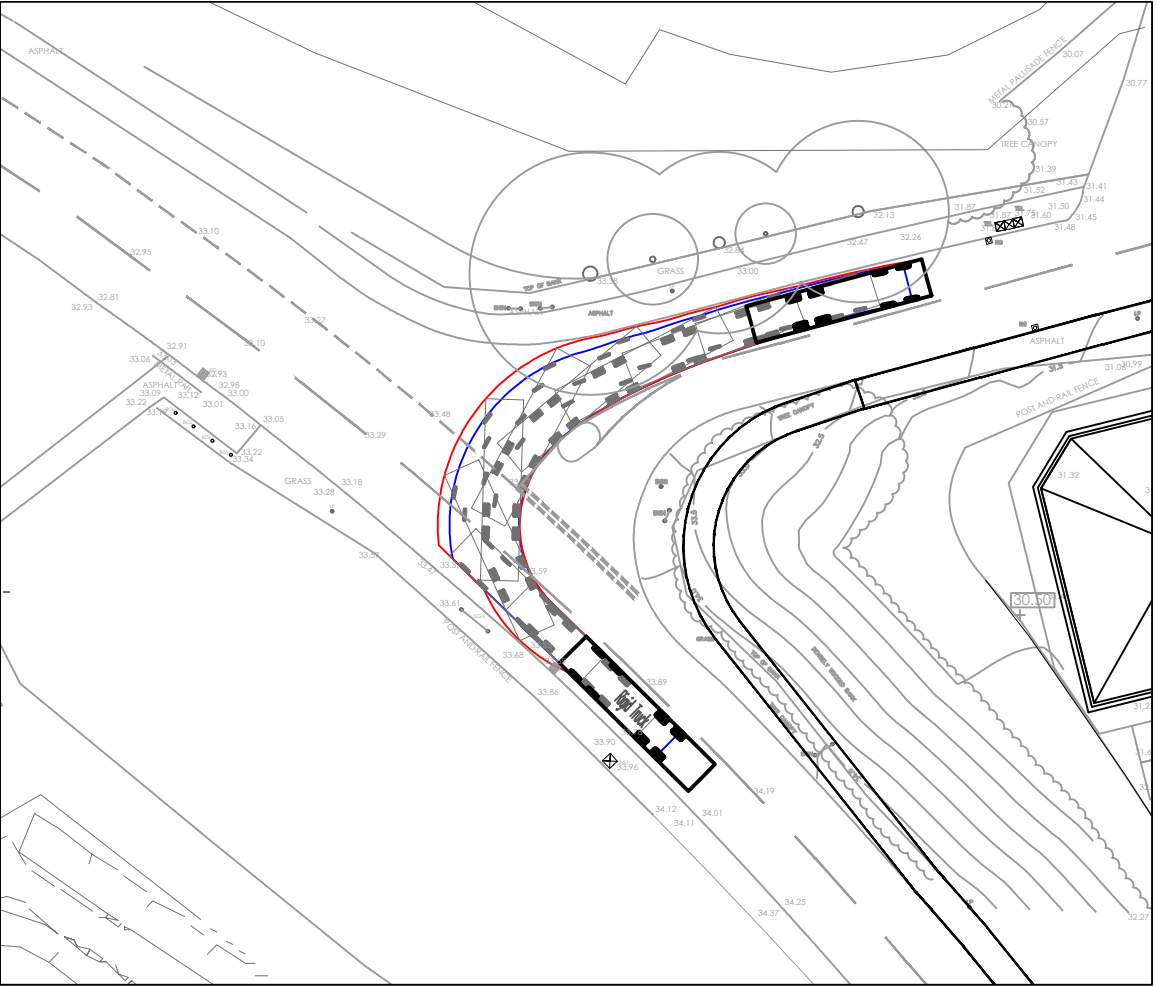
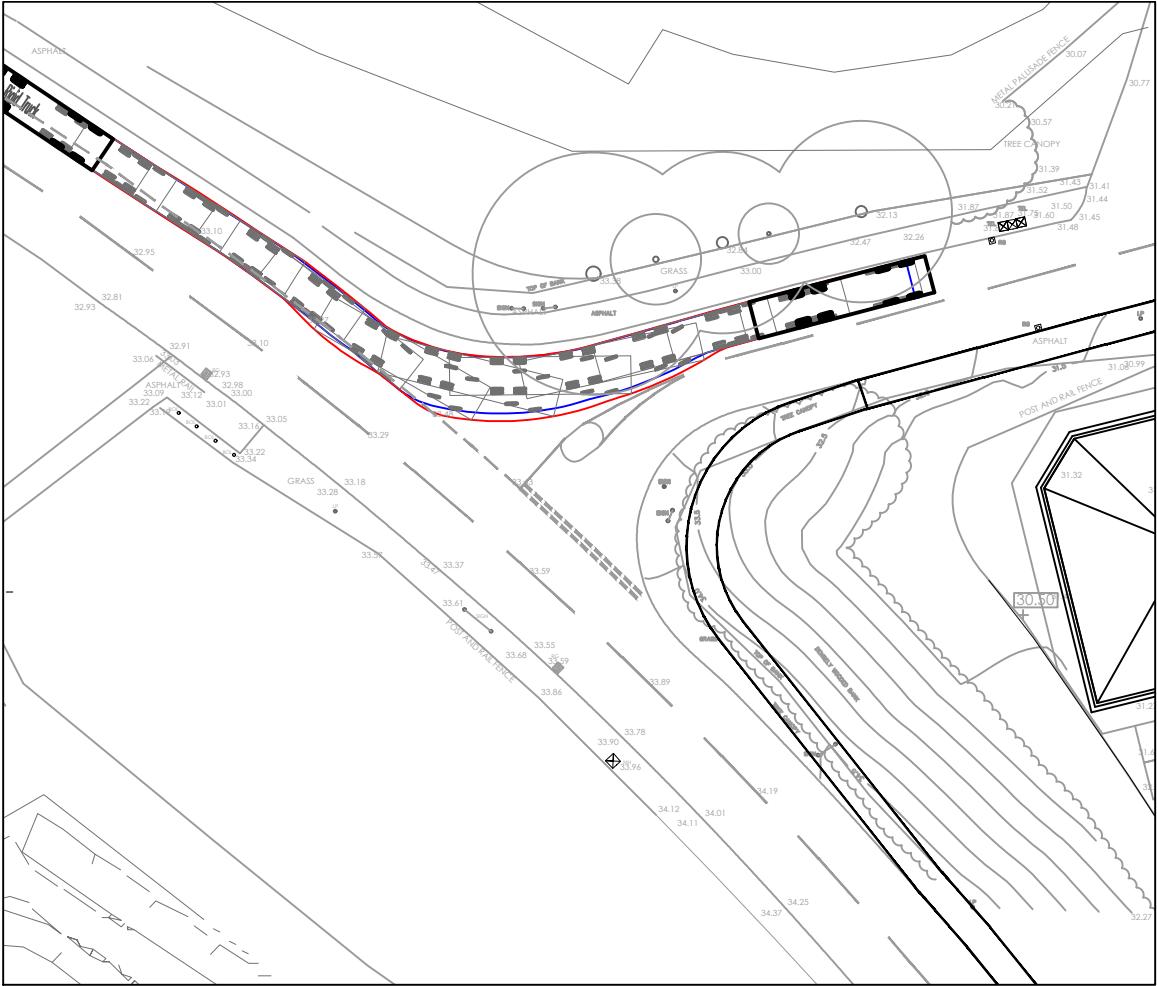
PROPOSED PHASE 1
JUNCTION IMPROVEMENTS

SCALE: 1:1000 @A3

DATE: SEP 2018

DRAWING NO: 1807803 REV. B

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL



MAX LEGAL ARTICULATED VEHICLE (16.5M)	
OVERALL LENGTH	16.500m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.632m
MIN BODY GROUND CLEARANCE	0.396m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.870m



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THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.com

EVERILL GATE LANE,
WOMBWELL

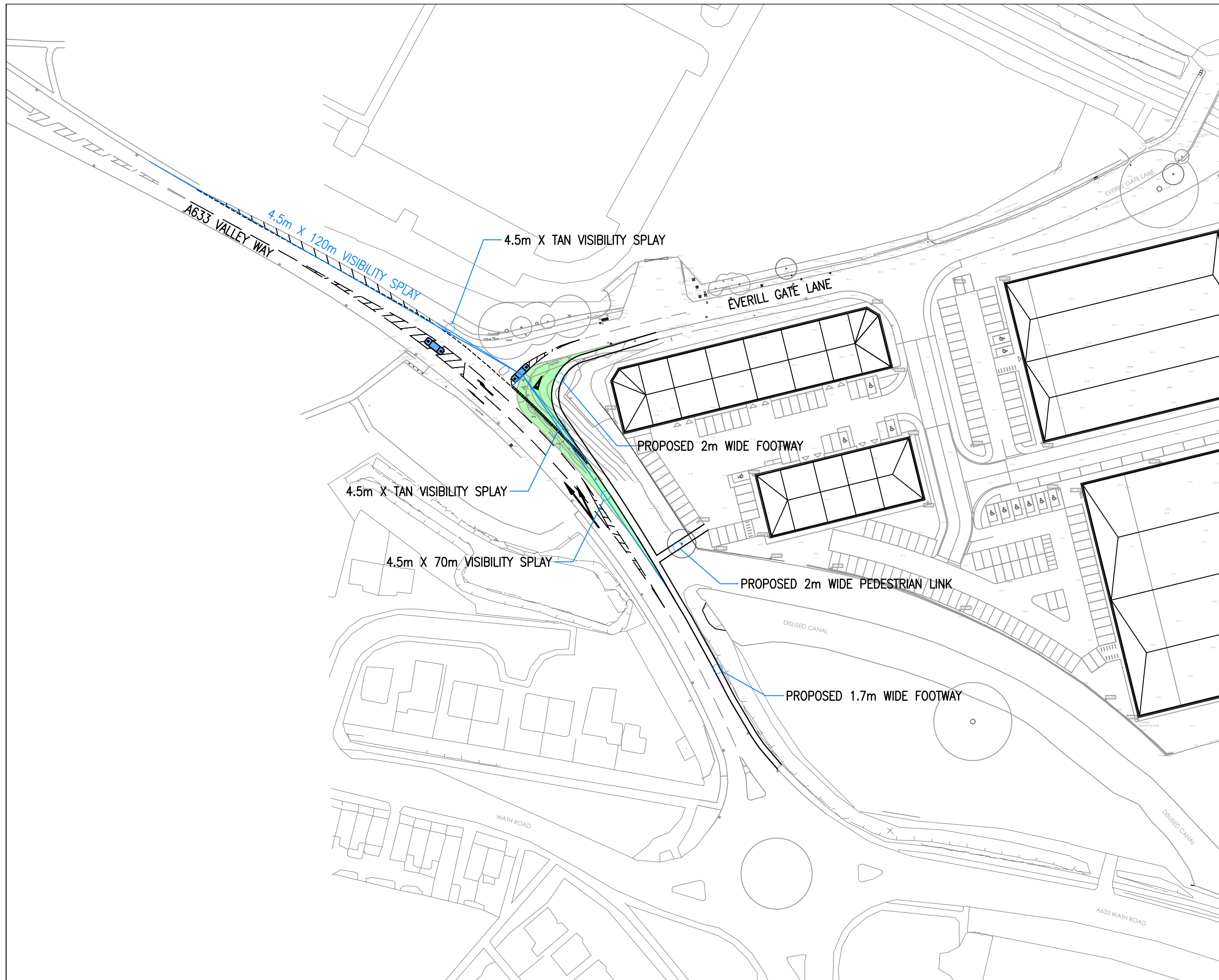
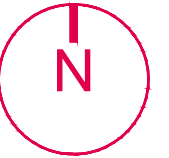
PROPOSED PHASE 1
SWEEP PATH ANALYSIS

SCALE: 1:500 @A3

DATE: AUG 2018

DRAWING NO: 1807805

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL



KEY

-  PROPOSED HIGHWAY WIDENING
-  PROPOSED PEDESTRIAN ISLAND



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PUDSEY
LS28 6DP
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email: highwaymen@viasolutions.com

EVERILL GATE LANE,
WOMBWELL

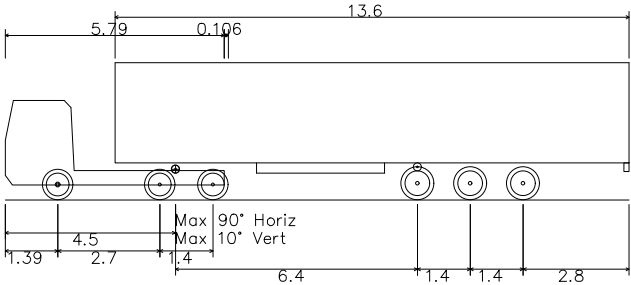
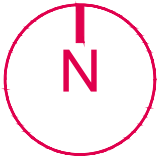
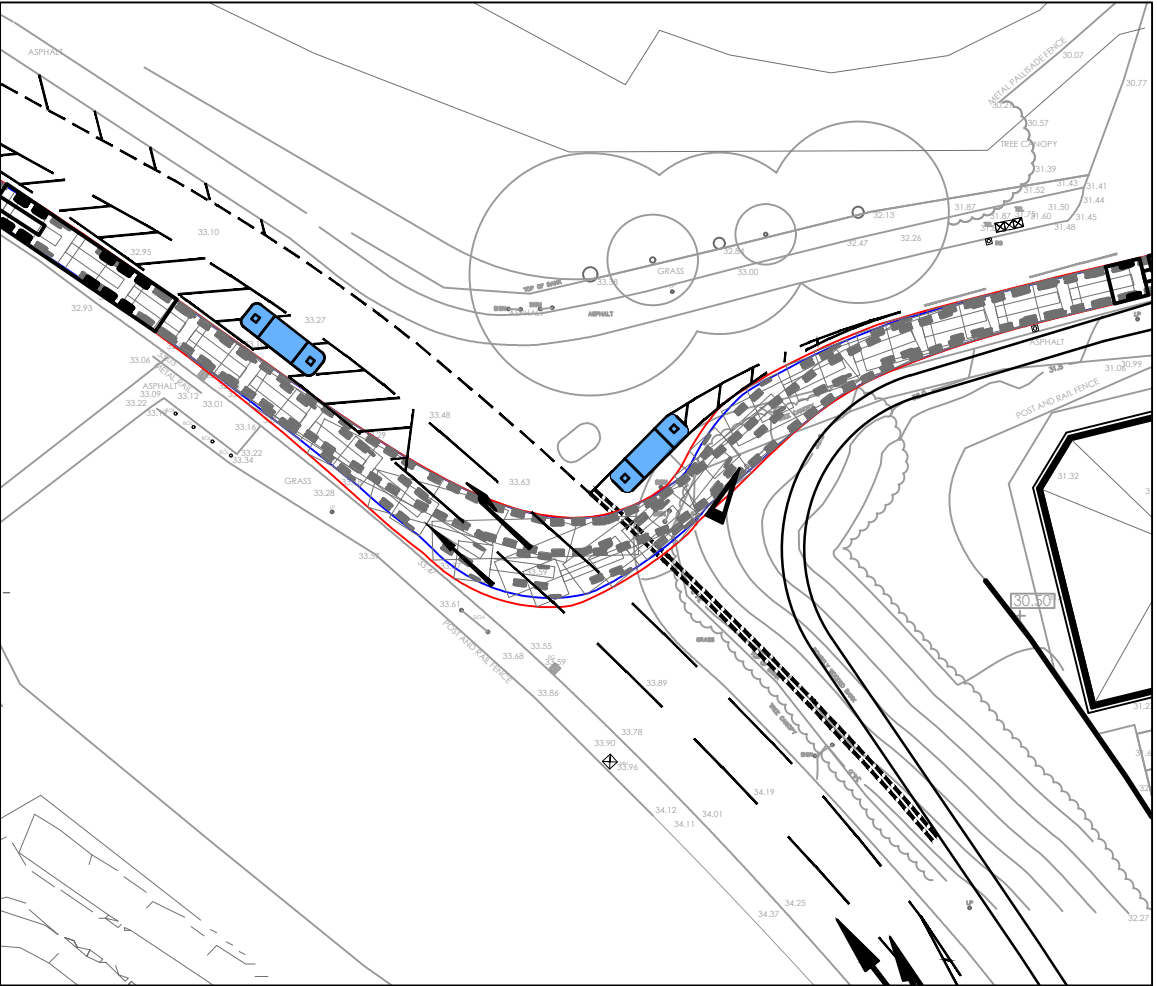
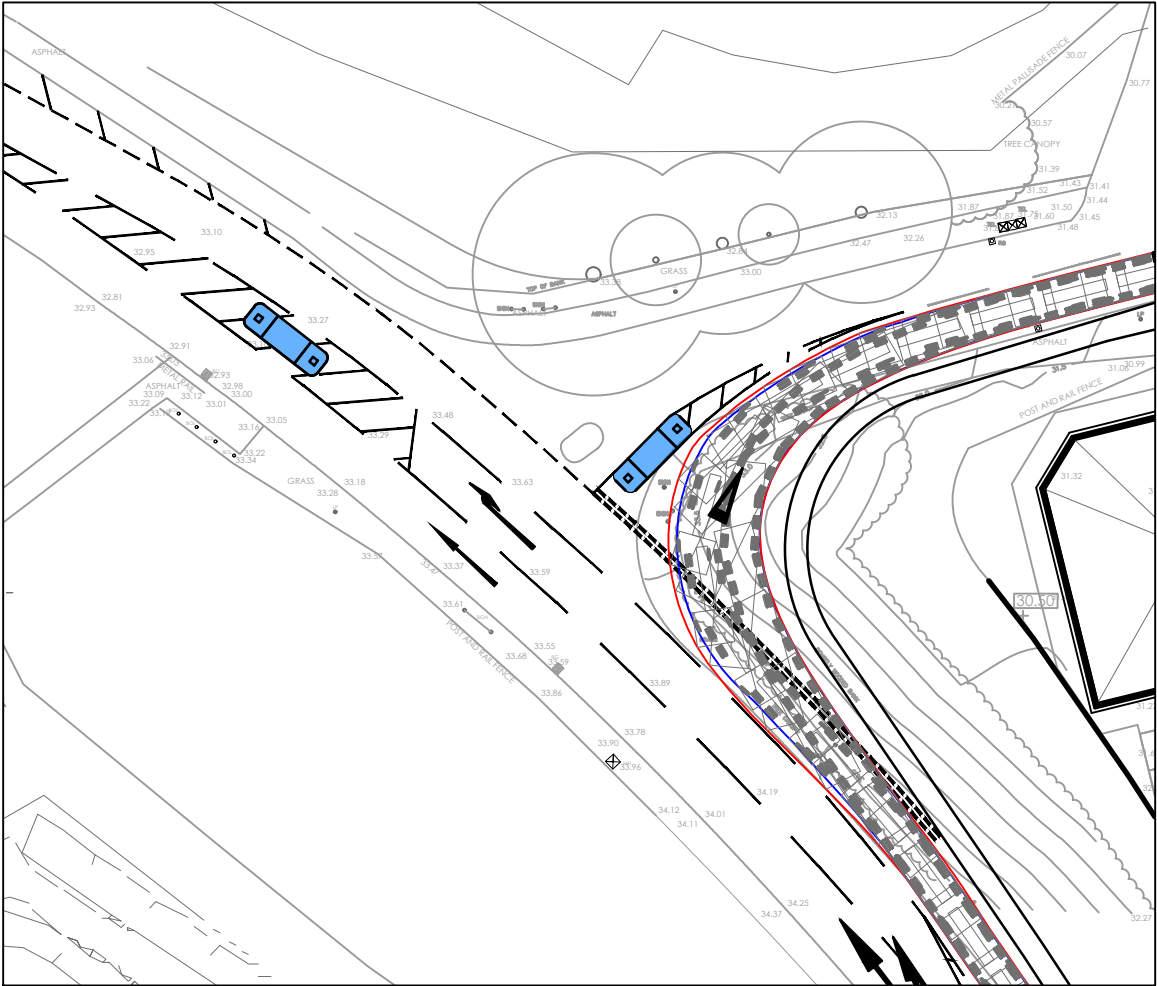
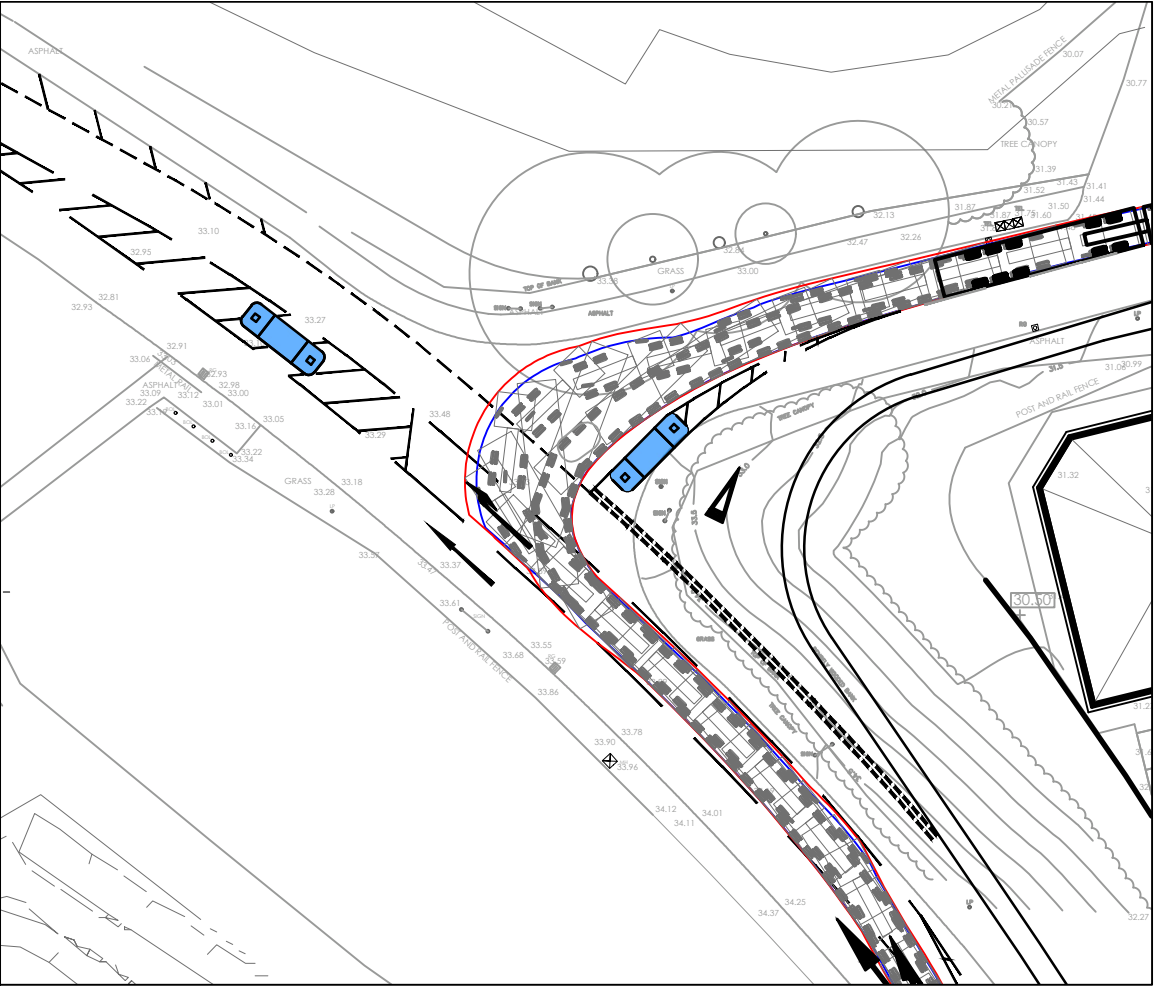
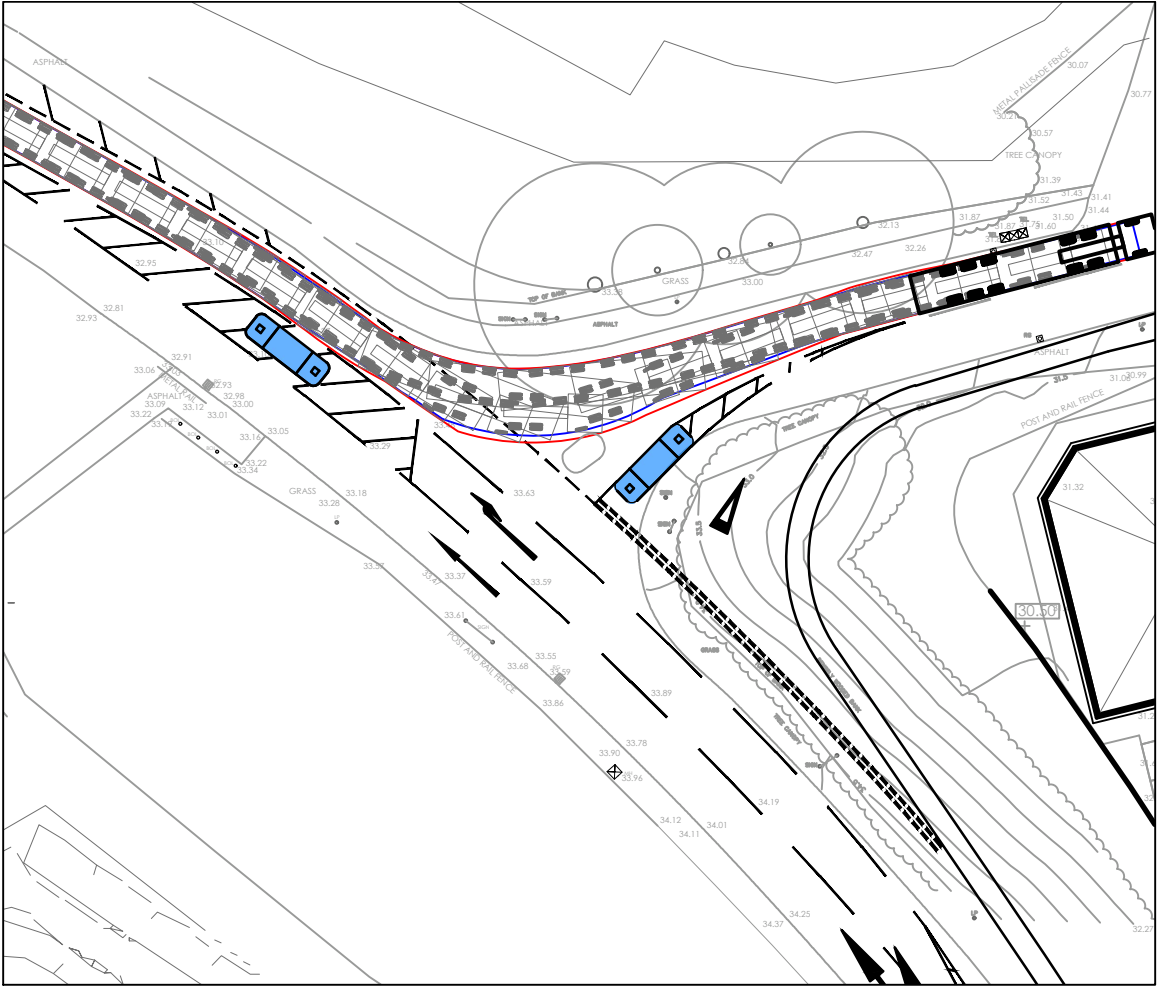
PROPOSED PHASE 2
JUNCTION IMPROVEMENTS

SCALE: 1:1000 @A3

DATE: SEP 2018

DRAWING NO: 1807806 REV. B

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL



MAX LEGAL ARTICULATED VEHICLE (16.5M)	
OVERALL LENGTH	16.500m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.632m
MIN BODY GROUND CLEARANCE	0.396m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.870m



VIASOLUTIONS

THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.com

EVERILL GATE LANE,
WOMBWELL

PHASE 2 JUNCTION IMPROVEMENTS
SWEEP PATH ANALYSIS

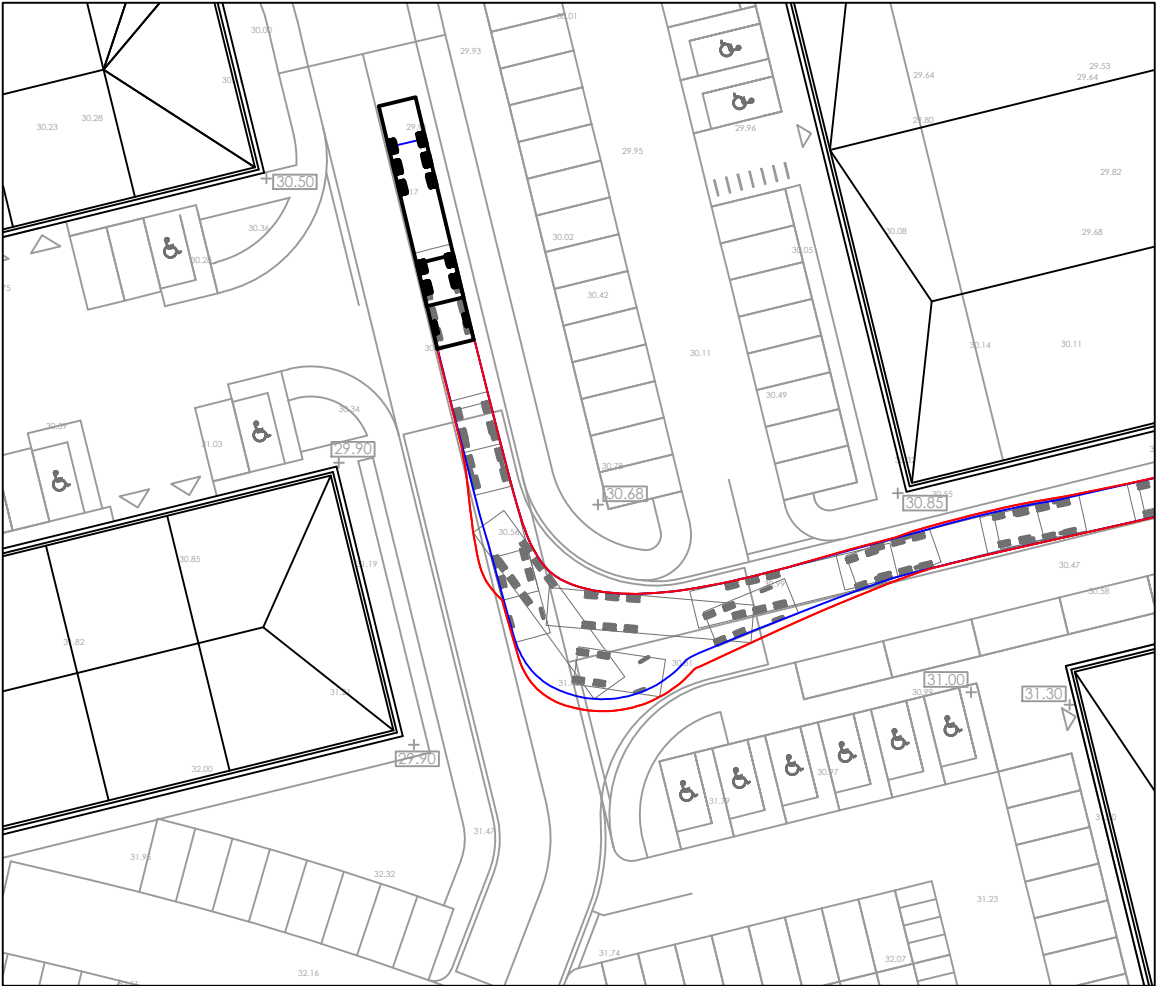
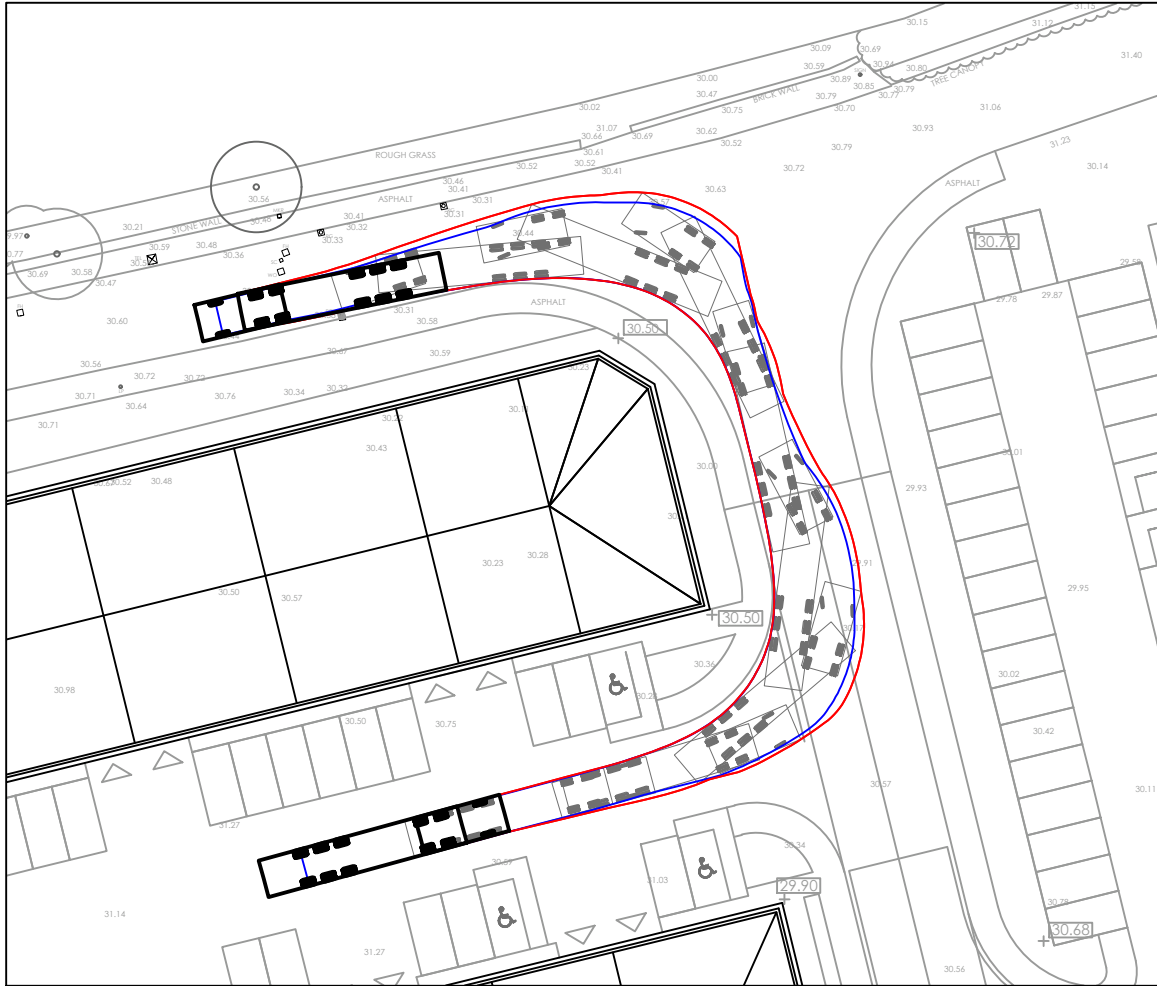
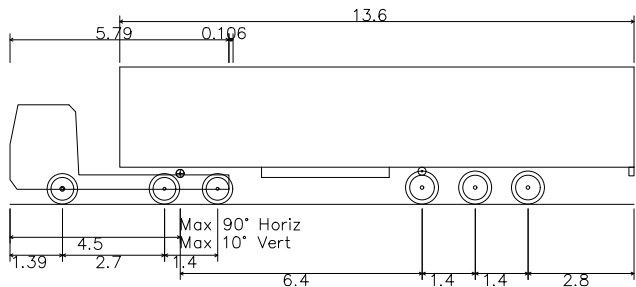
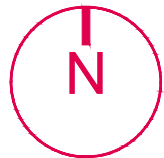
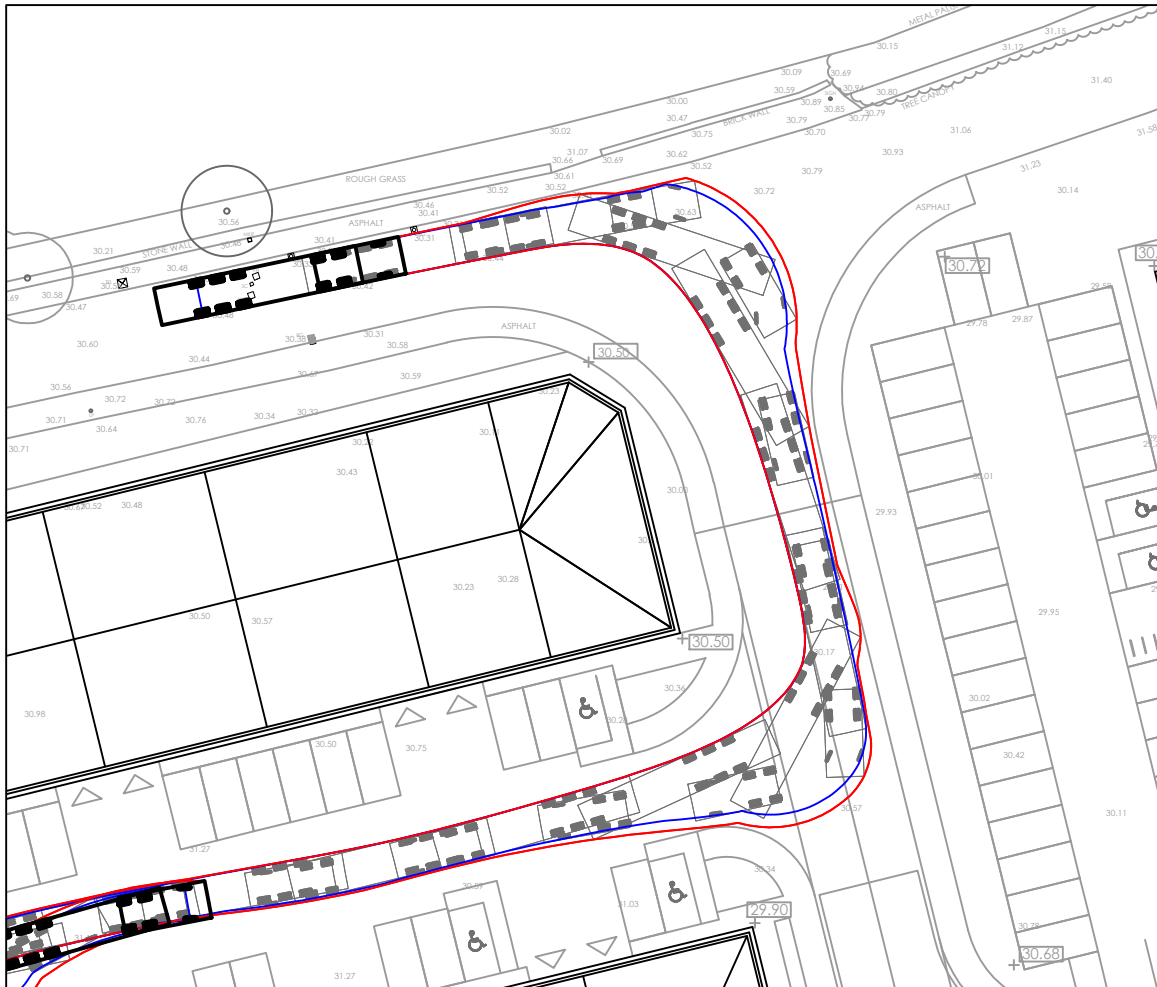
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DATE: AUG 2018

DRAWING NO: 1807808

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL

APPENDIX F: Swept Path Analysis



MAX LEGAL ARTICULATED VEHICLE (16.5M)	
OVERALL LENGTH	16.500m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.632m
MIN BODY GROUND CLEARANCE	0.396m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.870m



VIASOLUTIONS

THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.com

EVERILL GATE LANE,
WOMBWELL

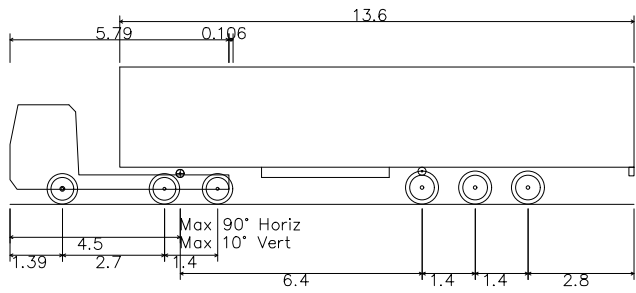
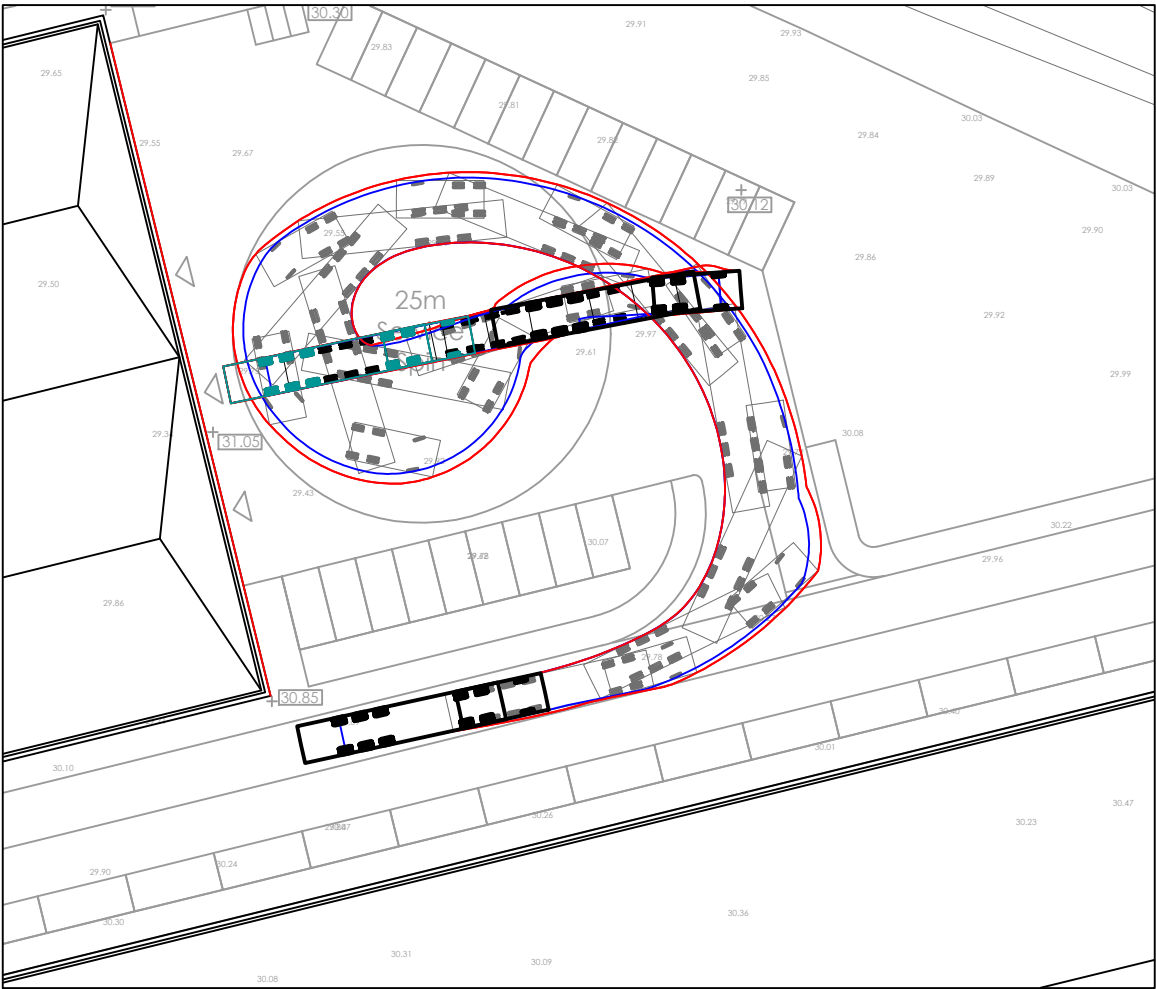
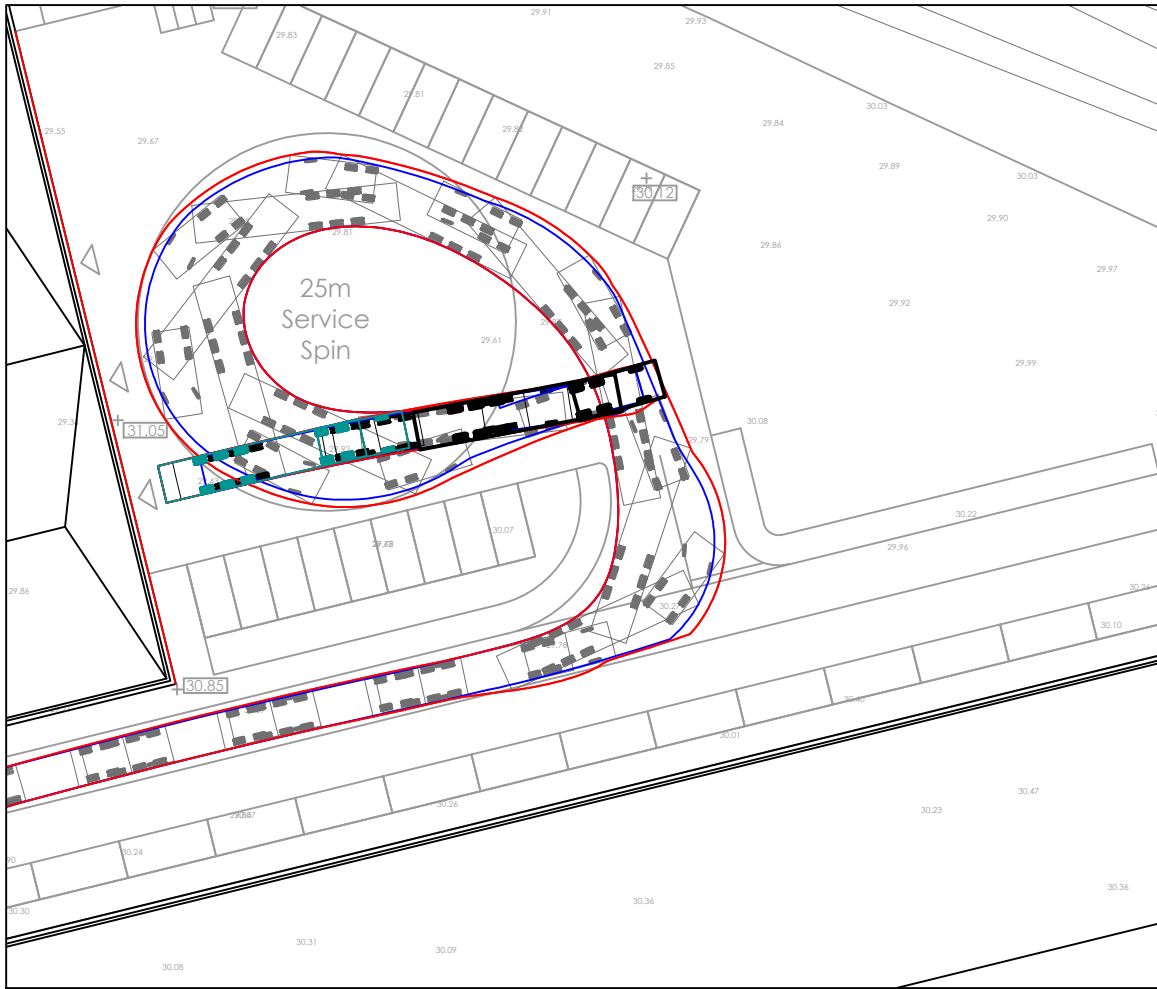
INTERNAL SWEEP PATH ANALYSIS

SCALE: 1:500 @A3

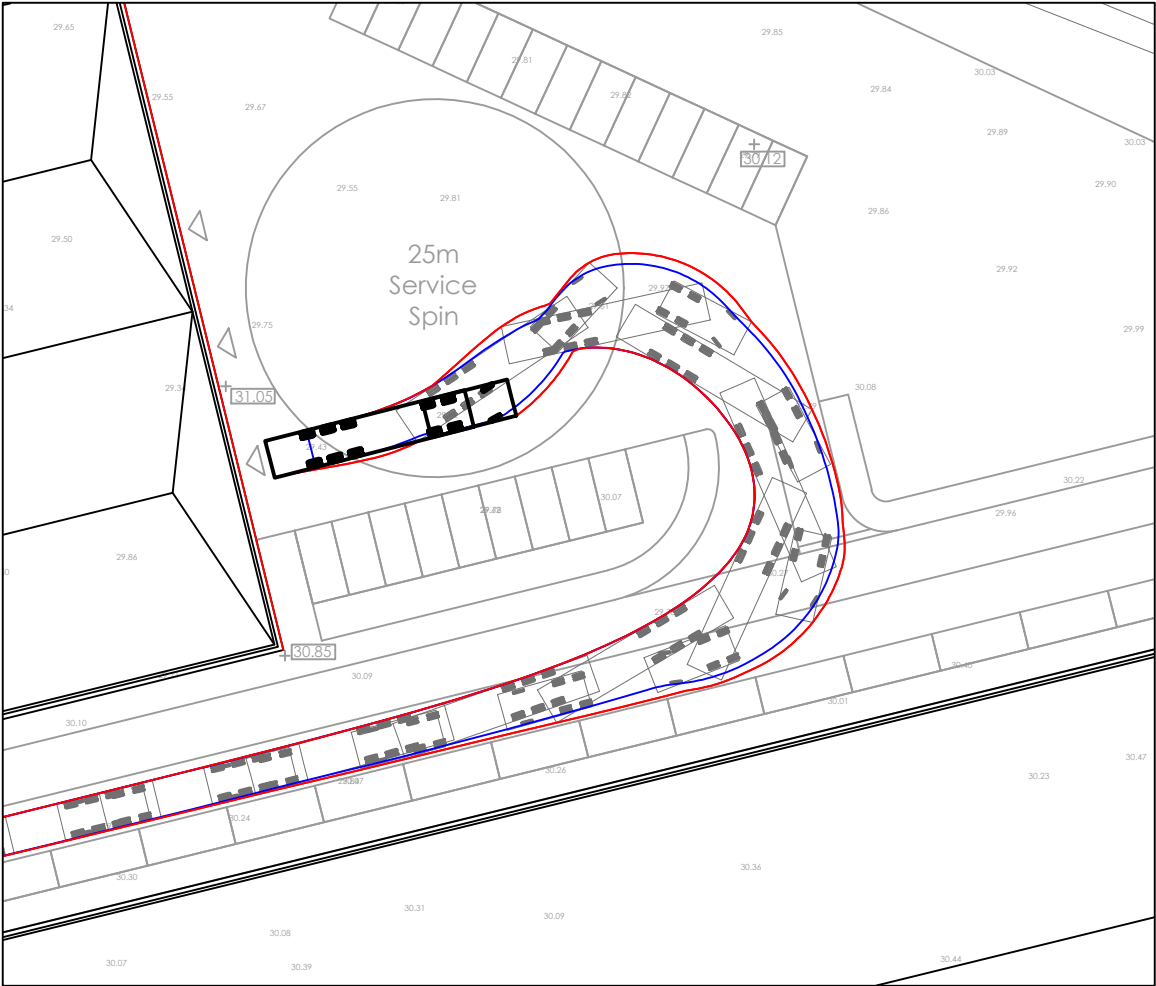
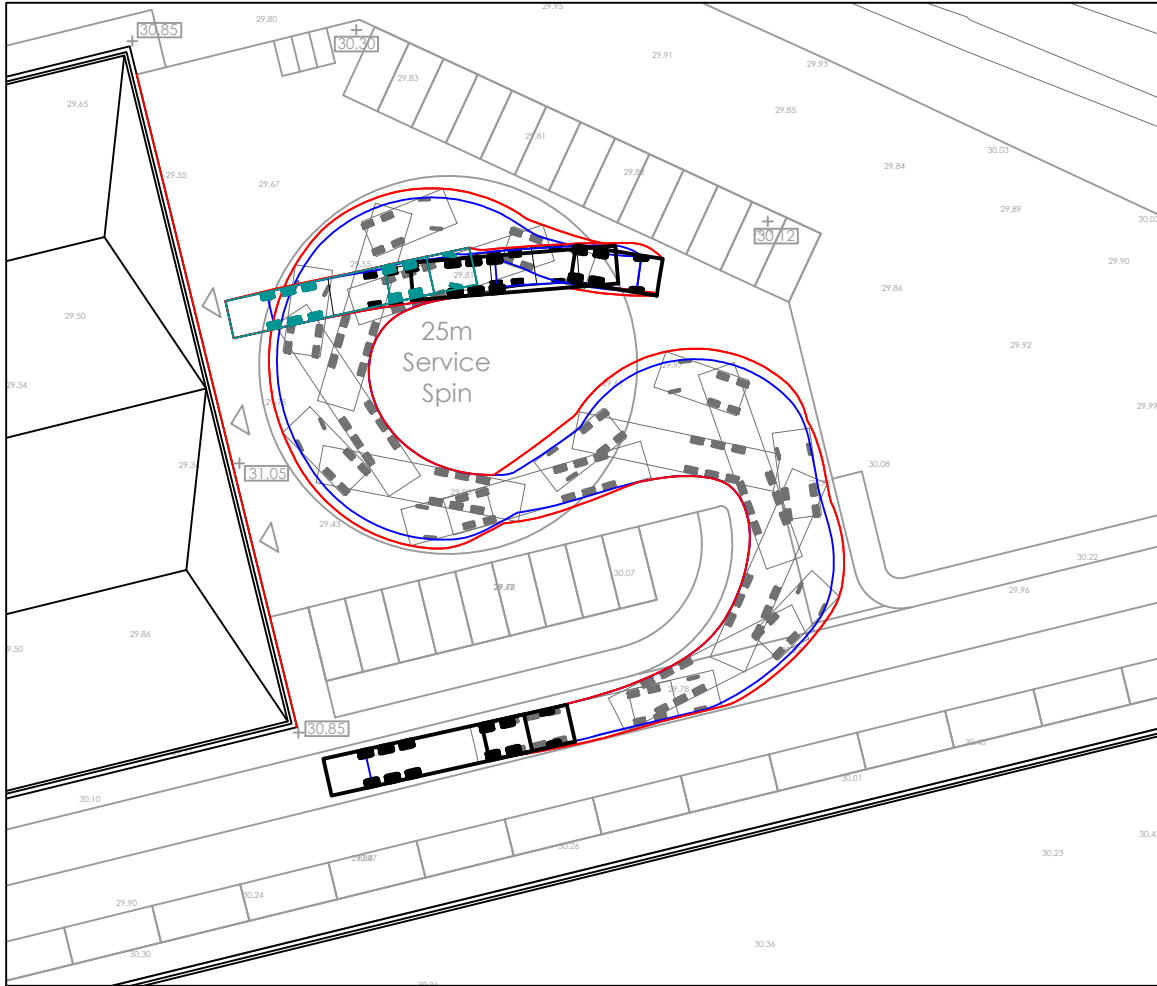
DATE: SEP 2018

DRAWING NO: 1807809 REV. A

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL



MAX LEGAL ARTICULATED VEHICLE (16.5M)	
OVERALL LENGTH	16.500m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.632m
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LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.870m



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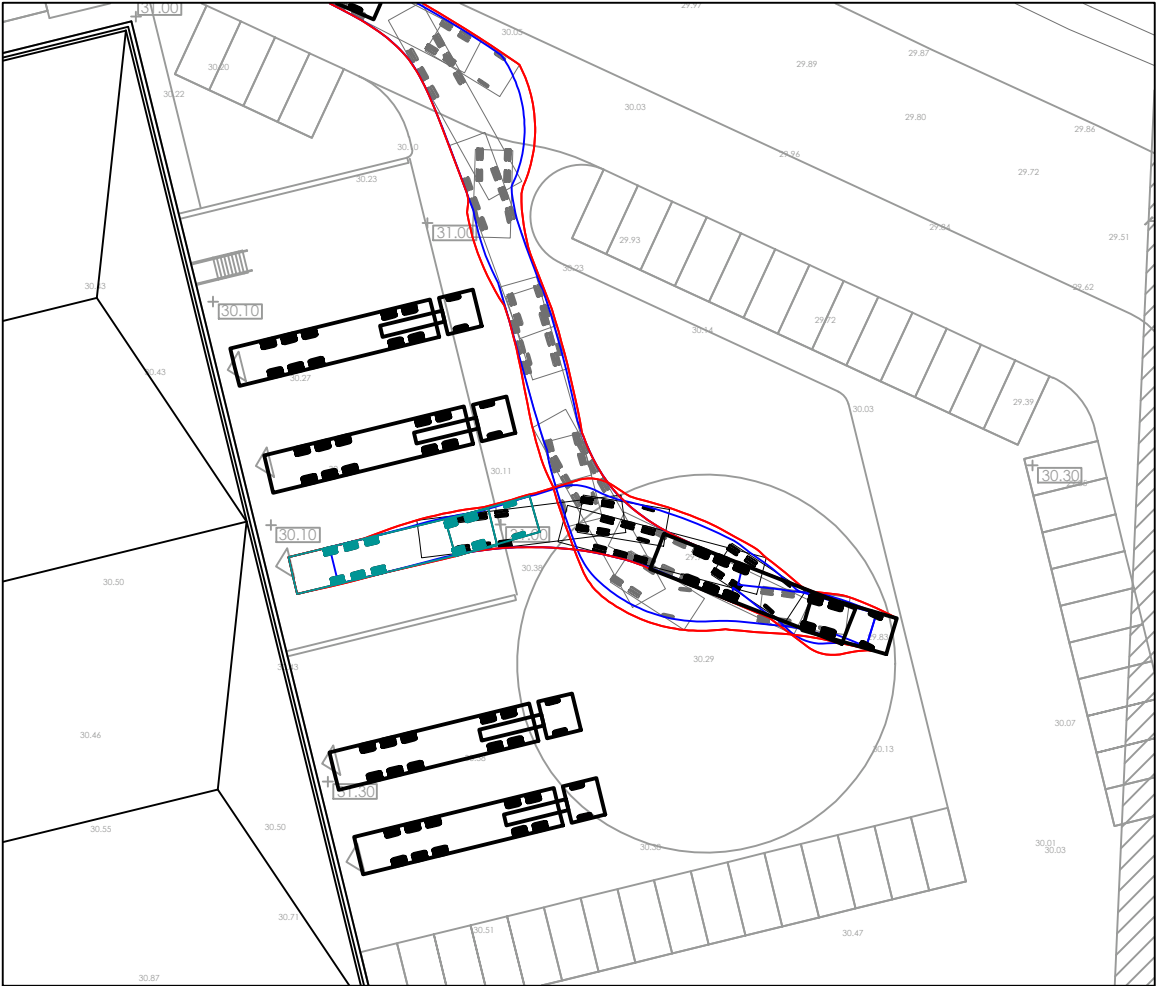
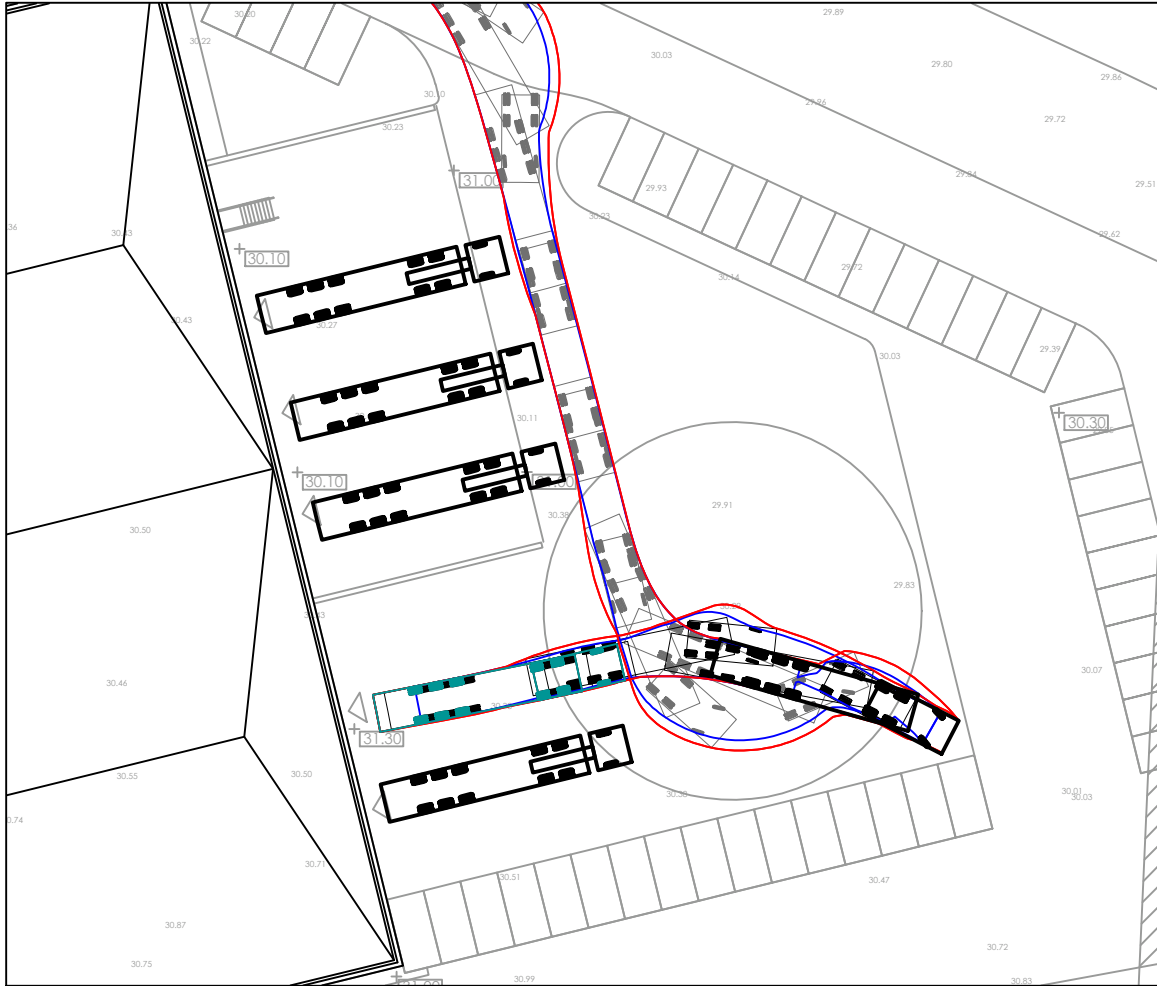
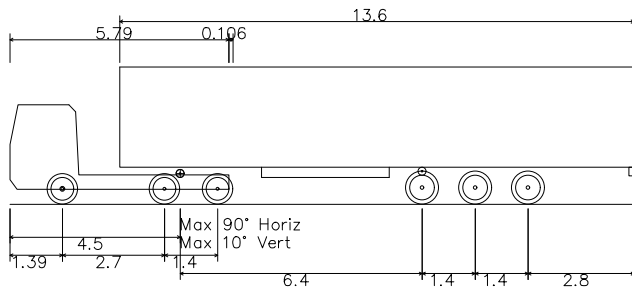
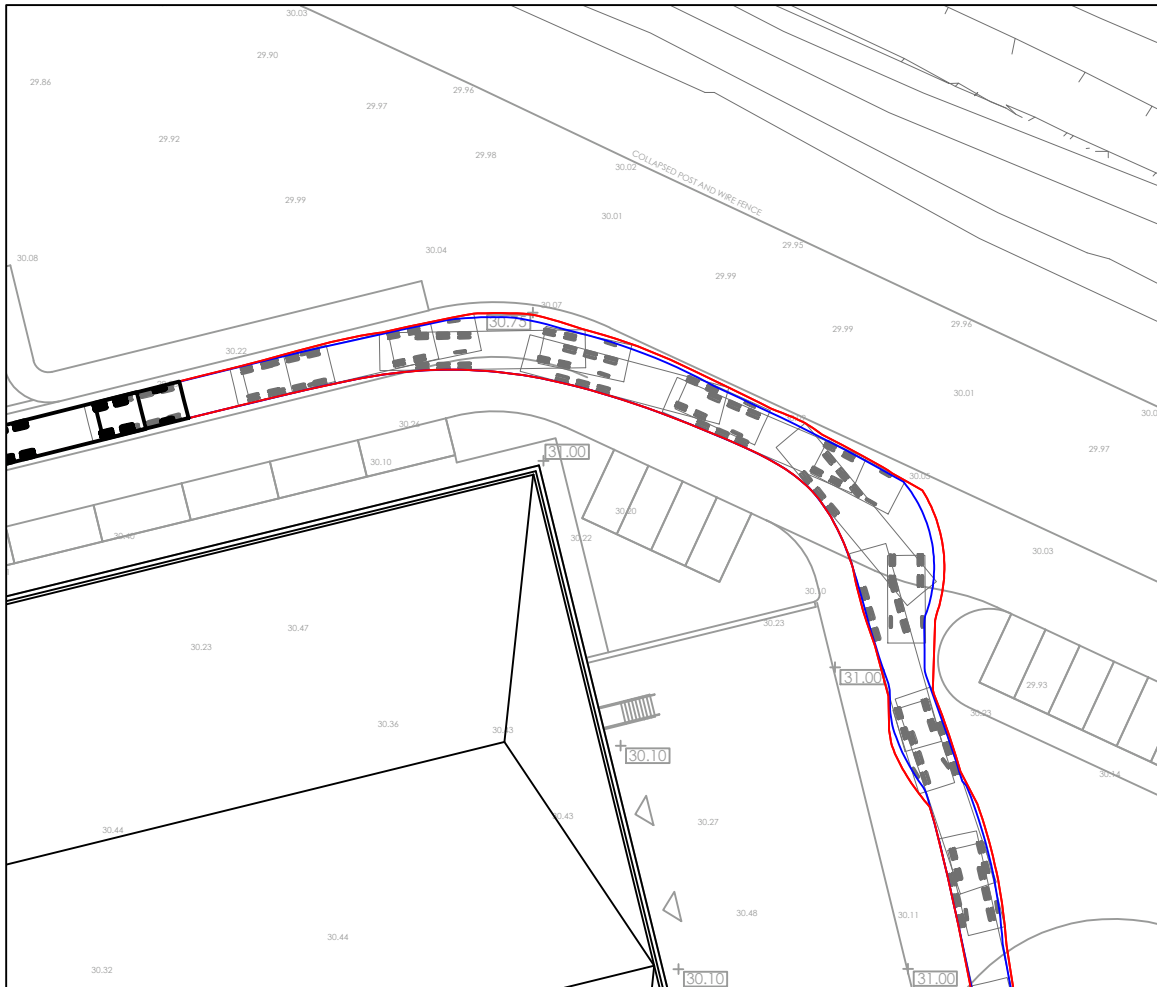
INTERNAL SWEEP PATH ANALYSIS

SCALE: 1:500 @A3

DATE: SEP 2018

DRAWING NO: 1807810 REV. A

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL



MAX LEGAL ARTICULATED VEHICLE (16.5M)	
OVERALL LENGTH	16.500m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.632m
MIN BODY GROUND CLEARANCE	0.396m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.870m



VIASOLUTIONS

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tel: 0113 3453957
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EVERILL GATE LANE,
WOMBWELL

INTERNAL SWEEP PATH ANALYSIS

SCALE: 1:500 @A3

DATE: SEP 2018

DRAWING NO: 1807811

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL



APPENDIX G: Traffic Survey Data

SURVEY CONTROL:

Client: ViaSolutions Ltd

Client Contact: David Cunliffe

Survey Location: Wombwell, Barnsley

Date(s) of Survey: Thursday 28 June 2018
07:00 - 09:30
16:00 - 18:30

Notes:

On Site Supervisor: Wayne Tomlinson

Data Checking: Pedro Dixon

Survey Reference: 2018.948

Status: Final

Date of Issue: Saturday 14 July 2018



Time Beginning	Everill Gate Lane/A633 - Thursday 28 June 2018											
	13		14		15		16		17		18	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0700	131	2	6	0	7	0	2	0	2	0	146	8
0715	134	4	2	0	3	0	7	0	2	0	147	7
0730	145	6	3	0	4	0	1	0	3	0	153	10
0745	126	6	4	0	4	0	2	0	3	0	134	9
0800	120	8	3	0	4	0	3	0	2	0	98	10
0815	128	5	4	0	2	0	2	0	2	0	108	8
0830	128	7	1	0	3	0	1	0	4	0	96	10
0845	121	10	2	0	3	0	2	0	3	0	86	9
0900	114	6	3	0	4	0	2	0	2	1	79	7
0915	107	7	2	0	3	0	1	0	2	0	73	7
Time Beginning	Everill Gate Lane/A633 - Thursday 28 June 2018											
	13		14		15		16		17		18	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1600	201	4	6	0	9	0	2	0	1	0	173	4
1615	201	2	5	0	16	0	8	0	6	0	182	4
1630	174	3	4	0	19	0	7	0	5	0	198	5
1645	153	2	3	0	20	0	6	0	6	1	198	3
1700	168	5	8	0	15	0	4	0	4	0	191	5
1715	155	2	7	0	14	0	5	0	5	0	175	5
1730	149	3	7	0	6	0	4	0	4	0	152	4
1745	121	3	5	0	5	0	4	0	4	0	145	5
1800	113	1	5	0	3	0	3	0	3	0	129	3
1815	104	1	4	0	4	0	2	0	2	0	130	2

Time Beginning	A633/B6089/Wath Road - Thursday 28 June 2018																							
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0700	1	0	36	1	96	1	80	7	21	0	6	3	11	1	61	1	15	2	30	2	47	0	7	0
0715	3	0	39	1	99	3	84	6	32	0	3	0	13	1	58	1	18	3	31	3	50	1	7	0
0730	2	0	40	2	104	4	86	8	34	0	4	0	14	0	61	2	20	3	34	1	54	0	9	0
0745	2	0	39	1	87	5	77	7	37	0	5	1	13	1	44	2	22	2	39	2	58	1	16	0
0800	3	0	37	2	83	6	53	7	39	0	6	0	10	0	32	3	21	3	37	2	55	1	15	0
0815	4	0	41	1	85	4	61	6	34	1	7	1	9	0	35	2	23	3	35	2	57	0	14	0
0830	3	0	44	1	82	6	60	7	32	0	9	0	18	1	30	3	17	2	29	2	53	1	10	0
0845	2	0	43	2	78	8	58	8	30	1	13	1	22	1	23	1	19	1	30	1	51	0	8	0
0900	2	0	40	0	74	6	51	7	28	0	10	0	17	0	21	1	16	1	28	1	50	1	9	0
0915	1	0	37	1	70	6	48	6	26	0	9	1	13	0	19	1	15	1	27	1	45	0	8	0

Time Beginning	A633/B6089/Wath Road - Thursday 28 June 2018																							
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1600	9	0	75	2	119	2	113	2	52	1	22	0	9	1	57	1	33	1	21	1	30	1	4	1
1615	10	0	77	1	122	1	117	3	55	1	24	1	11	0	66	1	34	1	24	1	37	0	5	0
1630	11	0	68	1	102	2	123	3	54	0	28	0	13	1	74	2	36	2	29	2	38	0	6	0
1645	12	0	57	0	90	2	121	3	49	0	32	0	10	0	78	1	36	1	25	2	38	0	5	0
1700	13	0	61	2	98	3	117	3	57	0	35	1	14	0	74	2	34	2	23	3	29	0	4	0
1715	11	0	50	1	99	1	107	4	56	1	32	0	12	1	69	1	31	1	24	2	35	0	4	0
1730	10	0	42	2	101	1	101	3	53	0	25	0	13	0	52	1	27	1	24	1	30	0	3	0
1745	7	0	34	1	84	2	97	3	49	0	23	0	9	0	49	2	26	2	22	2	27	1	3	0
1800	7	0	27	0	82	1	85	2	49	1	19	1	11	0	44	1	24	1	23	1	24	0	3	0
1815	8	0	22	0	76	1	81	1	47	1	13	1	8	0	49	1	25	1	21	1	26	0	2	0



Car Counters - Traffic, Parking and Speed Surveys
 27 Viewlands Rise, Menston, Ilkley, LS29 6BQ

SPEED SURVEY RESULTS

Location of Survey
 Direction of Travel

Valley Way/Everill Gate Lane, Wombwell
 Northwest bound Valley Way

Project No. 18078
 Survey Date 26/06/18
 Survey Start Time 11:00
 Survey Finish Time 12:00

Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings
1		26	1	51		76	
2		27		52		77	
3		28	1	53		78	
4		29	2	54		79	
5		30	4	55		80	
6		31	6	56		81	
7		32	8	57		82	
8		33	6	58		83	
9		34	11	59		84	
10		35	7	60		85	
11		36	12	61		86	
12		37	8	62		87	
13		38	6	63		88	
14		39	9	64		89	
15		40	5	65		90	
16		41	3	66		91	
17		42	3	67		92	
18		43	3	68		93	
19		44	2	69		94	
20		45	1	70		95	
21		46	1	71		96	
22		47	1	72		97	
23		48		73		98	
24		49		74		99	
25		50		75		100	

Number of Speed Readings = 100

Road = Dual C'way Y/N? n

Mean Speed of Vehicles = 36.02

Road = Single C'way Y/N? y

Standard Deviation = 4.19

Was Road Surface Wet Y/N? n

85 Percentile Dry Weather Speed = 40.21

85 Percentile Wet Weather Speed = 37.73 = Calculated Design Speed

Note: Please insert Y or N in boxes against road type and surface condition and then use appropriate Calculated Design Speed.



Car Counters - Traffic, Parking and Speed Surveys
 27 Viewlands Rise, Menston, Ilkley, LS29 6BQ

SPEED SURVEY RESULTS

Location of Survey	Valley Way - south east of Everill Gate Lane, Wombwell	Project No.	18078
Direction of Travel	Northwest bound	Survey Date	26/06/18
		Survey Start Time	11:00
		Survey Finish Time	12:00

Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings
1		26	10	51		76	
2		27		52		77	
3		28		53		78	
4		29		54		79	
5		30		55		80	
6		31	1	56		81	
7		32		57		82	
8		33		58		83	
9		34		59		84	
10		35		60		85	
11		36		61		86	
12		37		62		87	
13		38		63		88	
14		39		64		89	
15		40		65		90	
16	1	41		66		91	
17	2	42		67		92	
18	3	43		68		93	
19	4	44		69		94	
20	8	45		70		95	
21	13	46		71		96	
22	19	47		72		97	
23	14	48		73		98	
24	14	49		74		99	
25	11	50		75		100	

Number of Speed Readings = 100

Road = Dual C'way Y/N? n

Mean Speed of Vehicles = 22.55

Road = Single C'way Y/N? y

Standard Deviation = 2.45

Was Road Surface Wet Y/N? n

85 Percentile Dry Weather Speed = 25.00

85 Percentile Wet Weather Speed = 22.52 = Calculated Design Speed

Note: Please insert Y or N in boxes against road type and surface condition and then use appropriate Calculated Design Speed.



Car Counters - Traffic, Parking and Speed Surveys
27 Viewlands Rise, Menston, Ilkley, LS29 6BQ

SPEED SURVEY RESULTS

Location of Survey
Direction of Travel

Valley Way, Wombwell
Southeast bound, Valley Way

Project No. 18078
Survey Date 26/06/18
Survey Start Time 11:00
Survey Finish Time 12:00

Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings	Recorded Speed	No. of Readings
1		26	1	51	1	76	
2		27		52	1	77	
3		28		53	1	78	
4		29		54		79	
5		30		55		80	
6		31	2	56		81	
7		32	1	57		82	
8		33	1	58		83	
9		34	2	59		84	
10		35	4	60		85	
11		36	4	61		86	
12		37	5	62	1	87	
13		38	4	63		88	
14		39	5	64		89	
15		40	8	65		90	
16		41	8	66		91	
17		42	5	67		92	
18		43	11	68		93	
19		44	7	69		94	
20		45	6	70		95	
21		46	9	71		96	
22		47	4	72		97	
23		48	6	73		98	
24		49	3	74		99	
25		50		75		100	

Number of Speed Readings = 100

Road = Dual C'way Y/N? n

Mean Speed of Vehicles = 42.01

Road = Single C'way Y/N? y

Standard Deviation = 5.34

Was Road Surface Wet Y/N? n

85 Percentile Dry Weather Speed = 47.35

85 Percentile Wet Weather Speed = 44.86 = Calculated Design Speed

Note: Please insert Y or N in boxes against road type and surface condition and then use appropriate Calculated Design Speed.

APPENDIX H: Traffic Growth Factors

TRAFFIC GROWTH FACTORS

Morning Peak	Growth Factor	1.0837	1.084
Evening Peak		1.0819	1.082

The screenshot shows the 'NTM Traffic Growth Calculations' software interface. The interface is divided into several sections:

- Data selections:** Includes 'Trip end type' (Production/Attraction, Origin/Destination) and 'Trip end by time period selections' (Weekday AM peak period (0700 - 0959)).
- Select data type:** Includes 'Growth factors' (Future year minus, Base year data, Future year data) and 'Car Driver' (Combination).
- NTM Traffic Growth Calculations:** The main workspace, containing five numbered steps:
 - 1: Select NTM Dataset:** A table showing 'NTM Dataset Description', 'From', and 'To'. The selected dataset is 'NTM AF15 Dataset' with 'From' 2010 and 'To' 2040.
 - 2: Select Areas to make up the geographic region:** A list of areas with 'Barnsley' selected.
 - 3. Select area type:** A list of area types with 'All' selected.
 - 4. Select road type:** A list of road types with 'All' selected.
 - 5. Select which area it serves:** A list of areas with 'Region' and 'England' selected.
- Results:** A table showing the 'Local Growth Figure' for the selected area (Barnsley), which is 1.0837.

Data selections

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday PM peak period (1600 - 1859)

Trip end type

Production/Attraction

Origin/Destination

Select data type

Growth factors

Future year minus Base year data

Future year data

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Barnsley

3: Select area type:

Urban

Rural

All

4: Select road type:

Motorway

Trunk

Principal

Minor

All

5: Select which area it serves:

Region

England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Barnsley	1.0819

Reset Selections

Everill Gate Lane, Wombwell

APPENDIX I: TRICS Data

Calculation Reference: AUDIT-254601-151210-1229

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KH KINGSTON UPON HULL	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 2063 to 6800 (units: sqm)
Range Selected by User: 1197 to 8000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 23/05/14

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	1 days
Friday	4 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	8
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1
Residential Zone	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
B1	2 days
B2	3 days
B8	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	2 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CA-02-D-02 IND. ESTATE COLDHAM'S ROAD COLDHAM'S COMMON CAMBRIDGE Edge of Town Industrial Zone Total Gross floor area: 2063 sqm Survey date: MONDAY 19/10/09	CAMBRIDGESHIRE	Survey Type: MANUAL
2	KH-02-D-02 INDUSTRIAL ESTATE BOULEVARD STREET KINGSTON UPON HULL Edge of Town Industrial Zone Total Gross floor area: 2220 sqm Survey date: THURSDAY 18/10/01	KINGSTON UPON HULL	Survey Type: MANUAL
3	LC-02-D-04 INDUSTRIAL ESTATE GREEN LANE WEST GARSTANG Edge of Town Industrial Zone Total Gross floor area: 4555 sqm Survey date: FRIDAY 16/06/06	LANCASHIRE	Survey Type: MANUAL
4	MS-02-D-05 INDUSTRIAL ESTATE BROADOAK ROAD ST HELENS Edge of Town No Sub Category Total Gross floor area: 2430 sqm Survey date: TUESDAY 18/10/05	MERSEYSIDE	Survey Type: MANUAL
5	NF-02-D-03 INDUSTRIAL ESTATE BIDEWELL CLOSE NORWICH Edge of Town Residential Zone Total Gross floor area: 6000 sqm Survey date: MONDAY 08/10/12	NORFOLK	Survey Type: MANUAL
6	TW-02-D-07 INDUSTRIAL ESTATE SWALWELL BANK WHICKHAM GATESHEAD Edge of Town Residential Zone Total Gross floor area: 6800 sqm Survey date: FRIDAY 04/10/13	TYNE & WEAR	Survey Type: MANUAL
7	WM-02-D-01 INDUSTRIAL EST. MELCHETT ROAD KINGS NORTON BIRMINGHAM Edge of Town Industrial Zone Total Gross floor area: 2510 sqm Survey date: FRIDAY 24/03/00	WEST MIDLANDS	Survey Type: MANUAL
8	WO-02-D-01 INDUSTRIAL ESTATE SANDY LANE STOURPORT-ON-SEVERN Edge of Town Commercial Zone Total Gross floor area: 2758 sqm Survey date: FRIDAY 23/05/14	WORCESTERSHIRE	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	3832	0.160	7	3832	0.075	7	3832	0.235
07:30 - 08:00	7	3832	0.354	7	3832	0.060	7	3832	0.414
08:00 - 08:30	8	3667	0.314	8	3667	0.225	8	3667	0.539
08:30 - 09:00	8	3667	0.262	8	3667	0.177	8	3667	0.439
09:00 - 09:30	8	3667	0.351	8	3667	0.201	8	3667	0.552
09:30 - 10:00	8	3667	0.262	8	3667	0.249	8	3667	0.511
10:00 - 10:30	8	3667	0.225	8	3667	0.259	8	3667	0.484
10:30 - 11:00	8	3667	0.215	8	3667	0.208	8	3667	0.423
11:00 - 11:30	8	3667	0.256	8	3667	0.252	8	3667	0.508
11:30 - 12:00	8	3667	0.242	8	3667	0.297	8	3667	0.539
12:00 - 12:30	8	3667	0.303	8	3667	0.314	8	3667	0.617
12:30 - 13:00	8	3667	0.259	8	3667	0.276	8	3667	0.535
13:00 - 13:30	8	3667	0.239	8	3667	0.242	8	3667	0.481
13:30 - 14:00	8	3667	0.205	8	3667	0.228	8	3667	0.433
14:00 - 14:30	8	3667	0.314	8	3667	0.239	8	3667	0.553
14:30 - 15:00	8	3667	0.232	8	3667	0.256	8	3667	0.488
15:00 - 15:30	8	3667	0.269	8	3667	0.269	8	3667	0.538
15:30 - 16:00	8	3667	0.228	8	3667	0.239	8	3667	0.467
16:00 - 16:30	8	3667	0.177	8	3667	0.290	8	3667	0.467
16:30 - 17:00	8	3667	0.150	8	3667	0.293	8	3667	0.443
17:00 - 17:30	8	3667	0.082	8	3667	0.406	8	3667	0.488
17:30 - 18:00	8	3667	0.065	8	3667	0.157	8	3667	0.222
18:00 - 18:30	7	3832	0.067	7	3832	0.123	7	3832	0.190
18:30 - 19:00	7	3832	0.037	7	3832	0.048	7	3832	0.085
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.268			5.383			10.651

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2063 - 6800 (units: sqm)
Survey date date range:	01/01/00 - 23/05/14
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-254601-150722-0729

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 4200 to 11500 (units: sqm)
Range Selected by User: 3000 to 12000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 06/11/12

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

Selected survey days:

Tuesday	3 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	5
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B1	4 days
B2	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	LC-02-C-02	RECYCLING CO.	LANCASHIRE
	ESSEX STREET		
	RED SCAR IND ESTATE		
	PRESTON		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	8000 sqm	
	Survey date: THURSDAY	10/05/12	Survey Type: MANUAL
2	NR-02-C-01	PAPER COMPANY	NORTHAMPTONSHIRE
	RHOSILI ROAD		
	BRACKMILLS		
	NORTHAMPTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11500 sqm	
	Survey date: THURSDAY	27/11/08	Survey Type: MANUAL
3	WM-02-C-01	METAL BEARINGS	WEST MIDLANDS
	FORGE LANE		
	MINWORTH		
	SUTTON COLDFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: TUESDAY	25/11/08	Survey Type: MANUAL
4	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
	DOWNING STREET		
	SMETHWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5070 sqm	
	Survey date: TUESDAY	06/11/12	Survey Type: MANUAL
5	WY-02-C-01	ANIMAL FEEDS	WEST YORKSHIRE
	BISHOPDYKE ROAD		
	NEAR SHERBURN IN ELMET		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	9835 sqm	
	Survey date: TUESDAY	19/04/05	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	7721	0.057	5	7721	0.010	5	7721	0.067
07:30 - 08:00	5	7721	0.127	5	7721	0.013	5	7721	0.140
08:00 - 08:30	5	7721	0.166	5	7721	0.031	5	7721	0.197
08:30 - 09:00	5	7721	0.233	5	7721	0.057	5	7721	0.290
09:00 - 09:30	5	7721	0.148	5	7721	0.034	5	7721	0.182
09:30 - 10:00	5	7721	0.078	5	7721	0.052	5	7721	0.130
10:00 - 10:30	5	7721	0.060	5	7721	0.028	5	7721	0.088
10:30 - 11:00	5	7721	0.031	5	7721	0.028	5	7721	0.059
11:00 - 11:30	5	7721	0.052	5	7721	0.028	5	7721	0.080
11:30 - 12:00	5	7721	0.047	5	7721	0.044	5	7721	0.091
12:00 - 12:30	5	7721	0.044	5	7721	0.080	5	7721	0.124
12:30 - 13:00	5	7721	0.047	5	7721	0.078	5	7721	0.125
13:00 - 13:30	5	7721	0.104	5	7721	0.109	5	7721	0.213
13:30 - 14:00	5	7721	0.057	5	7721	0.039	5	7721	0.096
14:00 - 14:30	5	7721	0.078	5	7721	0.070	5	7721	0.148
14:30 - 15:00	5	7721	0.083	5	7721	0.075	5	7721	0.158
15:00 - 15:30	5	7721	0.039	5	7721	0.088	5	7721	0.127
15:30 - 16:00	5	7721	0.047	5	7721	0.075	5	7721	0.122
16:00 - 16:30	5	7721	0.021	5	7721	0.052	5	7721	0.073
16:30 - 17:00	5	7721	0.044	5	7721	0.130	5	7721	0.174
17:00 - 17:30	5	7721	0.036	5	7721	0.176	5	7721	0.212
17:30 - 18:00	5	7721	0.023	5	7721	0.184	5	7721	0.207
18:00 - 18:30	5	7721	0.010	5	7721	0.067	5	7721	0.077
18:30 - 19:00	5	7721	0.003	5	7721	0.041	5	7721	0.044
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		1.635			1.589			3.224	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	4200 - 11500 (units: sqm)
Survey date date range:	01/01/00 - 06/11/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

APPENDIX J: Traffic Distribution

TRAFFIC DISTRIBUTION

WF01BEW - Location of usual residence and place of work (OA level)

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population All usual residents ages 16 and over in employment the week before the census
units Persons
date 2011

currently residing in	place of work															A	B	C	D	E
	E01007448 : Barnsley 023B	E01007449 : Barnsley 023C	E01007451 : Barnsley 026A	E01007452 : Barnsley 026B	E01007453 : Barnsley 026C	E01007455 : Barnsley 026E	E01032924 : Barnsley 026F	E01032925 : Barnsley 026G				Exclude less than 10 trips		%age		Valley Way (A633 (North))	Everill Gate Lane (East)	A633 (East)	B6089 (Brampton Road)	Wath Road
Bradford	2	7	2	0	0	0	0	0	11	4,110	0.3%	11	3,919	0.3%				0.3%		
Calderdale	0	0	0	1	0	0	0	0	1	4,110	0.0%		3,919							
Craven	0	0	0	0	0	0	0	0	0	4,110	0.0%		3,919							
East Riding of Yorkshire	0	0	0	0	0	0	3	2	5	4,110	0.1%		3,919							
Hambleton	1	0	0	0	0	0	0	0	1	4,110	0.0%		3,919							
Harrogate	1	0	0	0	0	0	0	1	2	4,110	0.0%		3,919							
Kingston upon Hull, City of	0	0	0	0	0	0	1	0	1	4,110	0.0%		3,919							
Kirklees	2	11	5	4	0	2	10	2	36	4,110	0.9%	36	3,919	0.9%				0.9%		
Leeds	5	10	2	0	1	1	11	0	30	4,110	0.7%	30	3,919	0.8%				0.8%		
North East Lincolnshire	0	0	0	0	0	0	0	0	0	4,110	0.0%		3,919							
North Lincolnshire	0	0	0	0	0	0	4	2	6	4,110	0.1%		3,919							
Richmondshire	0	0	0	0	0	0	0	0	0	4,110	0.0%		3,919							
Ryedale	1	0	0	0	0	0	0	0	1	4,110	0.0%		3,919							
Scarborough	0	0	0	0	0	0	1	1	2	4,110	0.0%		3,919							
Selby	0	2	2	0	0	0	0	0	4	4,110	0.1%		3,919							
Sheffield	23	65	23	5	5	19	52	23	215	4,110	5.2%	215	3,919	5.5%					5.5%	
Wakefield	13	28	14	6	7	7	24	8	107	4,110	2.6%	107	3,919	2.7%	1.3%		1.3%			
York	0	0	0	0	0	0	0	0	0	4,110	0.0%		3,919							
E01007348 : Barnsley 020A	4	10	2	0	1	0	4	0	21	4,110	0.5%	21	3,919	0.5%	0.5%					
E01007349 : Barnsley 020B	5	6	2	0	0	0	4	2	19	4,110	0.5%	19	3,919	0.5%				0.5%		
E01007350 : Barnsley 020C	1	10	1	0	0	0	9	9	30	4,110	0.7%	30	3,919	0.8%	0.8%					
E01007351 : Barnsley 020D	4	17	3	0	2	1	11	5	43	4,110	1.0%	43	3,919	1.1%				1.1%		
E01007352 : Barnsley 020E	6	28	6	3	1	0	9	5	58	4,110	1.4%	58	3,919	1.5%	1.5%					
E01007353 : Barnsley 020F	8	21	4	1	3	1	12	5	55	4,110	1.3%	55	3,919	1.4%	1.4%					
E01007354 : Barnsley 020G	3	11	2	1	0	1	5	1	24	4,110	0.6%	24	3,919	0.6%				0.6%		
E01007447 : Barnsley 023A	18	37	5	6	4	6	20	13	109	4,110	2.7%	109	3,919	2.8%	2.8%					
E01007448 : Barnsley 023B	26	35	7	5	2	3	41	11	130	4,110	3.2%	130	3,919	3.3%	3.3%					
E01007449 : Barnsley 023C	15	49	3	3	5	5	46	12	138	4,110	3.4%	138	3,919	3.5%	3.5%					
E01007450 : Barnsley 023D	11	21	3	3	1	3	15	15	72	4,110	1.8%	72	3,919	1.8%	1.8%					
E01007451 : Barnsley 026A	23	31	16	2	2	14	25	12	125	4,110	3.0%	125	3,919	3.2%	1.6%					1.6%
E01007452 : Barnsley 026B	14	39	0	18	11	3	14	10	109	4,110	2.7%	109	3,919	2.8%	1.4%			1.4%		
E01007453 : Barnsley 026C	14	29	3	8	10	7	21	14	106	4,110	2.6%	106	3,919	2.7%	1.4%					1.3%
E01007455 : Barnsley 026E	9	24	5	3	4	15	10	15	85	4,110	2.1%	85	3,919	2.2%						2.2%
E01032924 : Barnsley 026F	10	18	5	4	2	0	36	9	84	4,110	2.0%	84	3,919	2.1%			1.6%	0.5%		
E01032925 : Barnsley 026G	10	15	13	1	3	1	18	8	69	4,110	1.7%	69	3,919	1.8%	0.4%					1.4%
E02001509 : Barnsley 001	7	9	2	2	0	0	9	2	31	4,110	0.8%	31	3,919	0.8%	0.8%					
E02001510 : Barnsley 002	6	12	1	0	2	0	9	2	32	4,110	0.8%	32	3,919	0.8%	0.8%					
E02001511 : Barnsley 003	6	5	8	2	1	0	9	3	34	4,110	0.8%	34	3,919	0.9%				0.9%		
E02001512 : Barnsley 004	4	17	2	1	0	0	12	3	39	4,110	0.9%	39	3,919	1.0%	1.0%					
E02001513 : Barnsley 005	7	13	1	2	2	2	7	1	35	4,110	0.9%	35	3,919	0.9%	0.4%			0.5%		
E02001514 : Barnsley 006	4	9	6	2	0	0	22	4	47	4,110	1.1%	47	3,919	1.2%			1.2%			
E02001515 : Barnsley 007	7	18	3	1	0	0	25	6	60	4,110	1.5%	60	3,919	1.5%	1.5%					
E02001516 : Barnsley 008	6	15	3	3	1	0	9	5	42	4,110	1.0%	42	3,919	1.1%	0.6%			0.5%		
E02001517 : Barnsley 009	6	33	3	3	1	1	14	6	67	4,110	1.6%	67	3,919	1.7%	1.7%					
E02001518 : Barnsley 010	5	19	3	5	1	5	9	4	51	4,110	1.2%	51	3,919	1.3%	1.3%					
E02001519 : Barnsley 011	15	25	4	1	1	3	16	6	71	4,110	1.7%	71	3,919	1.8%	0.9%			0.9%		
E02001520 : Barnsley 012	10	33	6	1	3	8	14	5	80	4,110	1.9%	80	3,919	2.0%	1.0%			1.0%		
E02001521 : Barnsley 013	8	37	10	1	2	2	36	11	107	4,110	2.6%	107	3,919	2.7%	2.7%					
E02001522 : Barnsley 014	4	15	7	3	0	2	15	4	50	4,110	1.2%	50	3,919	1.3%			1.3%			

Land East of Everill Gate Lane, Wombwell

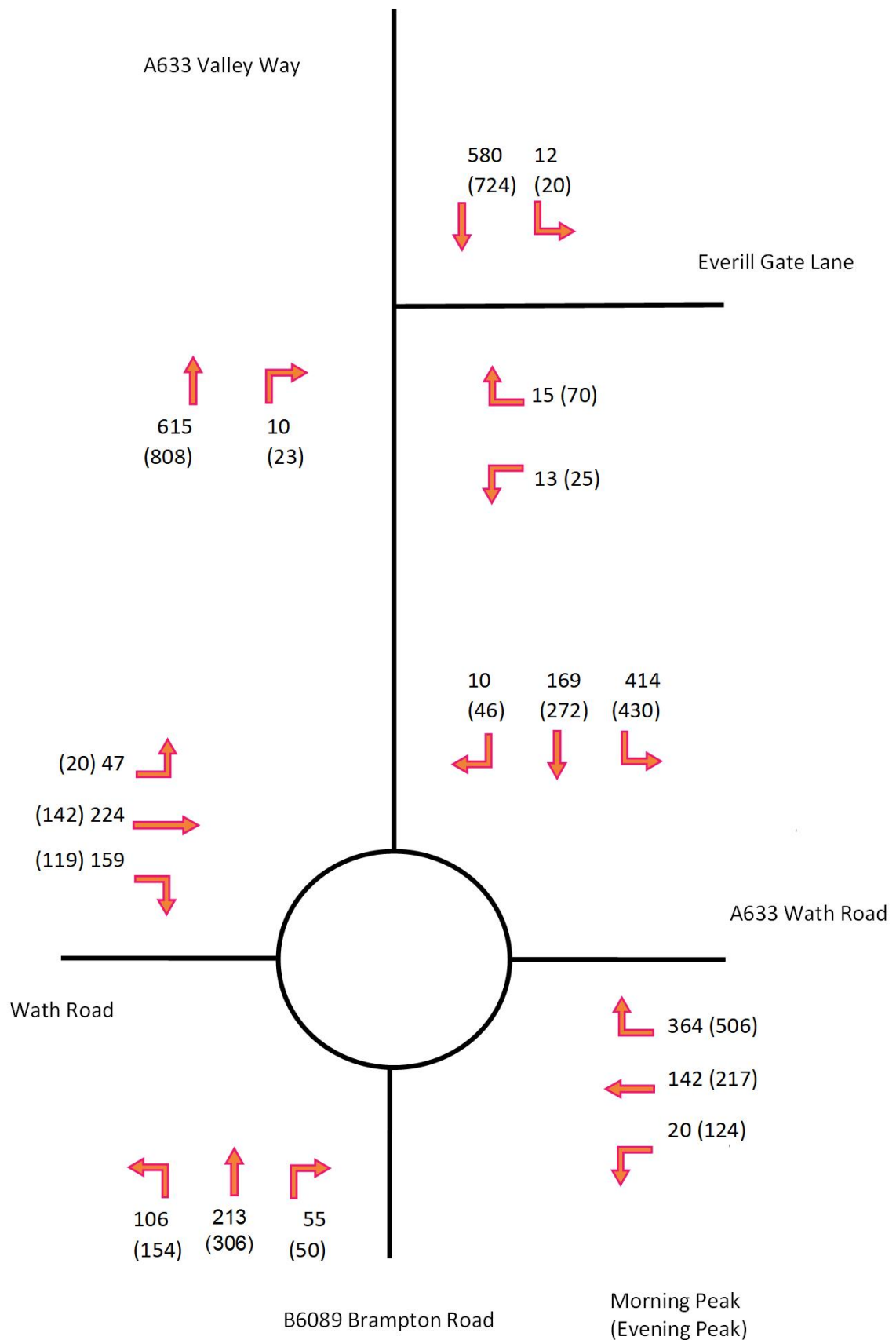
TRAFFIC DISTRIBUTION

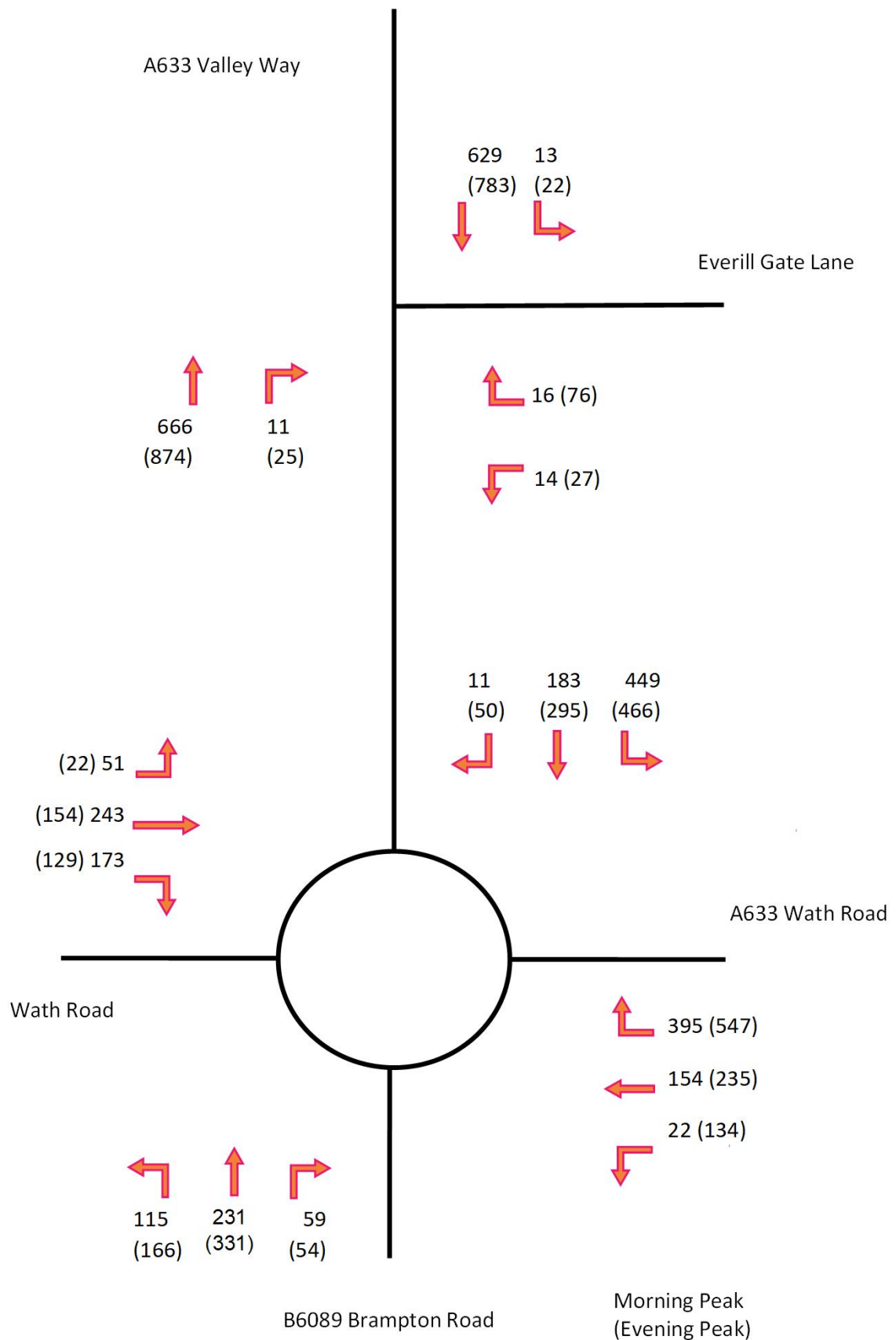
E02001523 : Barnsley 015	17	39	11	2	0	1	44	5	119	4,110	2.9%	119	3,919	3.0%	3.0%	
E02001524 : Barnsley 016	5	3	3	0	0	0	4	4	19	4,110	0.5%	19	3,919	0.5%	0.2%	0.3%
E02001525 : Barnsley 017	3	20	4	5	0	1	22	3	58	4,110	1.4%	58	3,919	1.5%	1.5%	
E02001526 : Barnsley 018	11	25	4	4	0	4	29	7	84	4,110	2.0%	84	3,919	2.1%	2.1%	
E02001527 : Barnsley 019	5	12	2	4	1	2	8	0	34	4,110	0.8%	34	3,919	0.9%		0.9%
E02001529 : Barnsley 021	14	38	4	4	1	1	18	5	85	4,110	2.1%	85	3,919	2.2%	1.1%	1.1%
E02001530 : Barnsley 022	7	18	5	4	1	4	15	8	62	4,110	1.5%	62	3,919	1.6%		1.6%
E02001532 : Barnsley 024	7	4	4	0	1	4	5	2	27	4,110	0.7%	27	3,919	0.7%		0.7%
E02001533 : Barnsley 025	13	24	3	1	0	2	25	9	77	4,110	1.9%	77	3,919	2.0%		2.0%
E02001535 : Barnsley 027	2	5	1	1	0	0	3	3	15	4,110	0.4%	15	3,919	0.4%		0.4%
E02001536 : Barnsley 028	20	27	9	4	2	2	17	11	92	4,110	2.2%	92	3,919	2.3%		2.3%
E02001537 : Barnsley 029	41	49	13	10	11	5	17	18	164	4,110	4.0%	164	3,919	4.2%		2.1%
E02001538 : Barnsley 030	21	29	5	11	3	3	32	15	119	4,110	2.9%	119	3,919	3.0%		2.2%
E02001539 : Doncaster 001	0	0	0	0	0	0	0	0	0	4,110	0.0%		3,919			0.8%
E02001540 : Doncaster 002	0	0	0	3	0	0	2	0	5	4,110	0.1%		3,919			
E02001541 : Doncaster 003	0	0	0	0	0	0	3	0	3	4,110	0.1%		3,919			
E02001542 : Doncaster 004	0	0	0	0	0	0	0	0	0	4,110	0.0%		3,919			
E02001543 : Doncaster 005	2	0	0	0	0	0	0	0	2	4,110	0.0%		3,919			
E02001544 : Doncaster 006	0	2	0	0	0	0	1	0	3	4,110	0.1%		3,919			
E02001545 : Doncaster 007	0	0	0	0	0	0	1	0	1	4,110	0.0%		3,919			
E02001546 : Doncaster 008	0	0	1	0	0	0	0	0	1	4,110	0.0%		3,919			
E02001547 : Doncaster 009	0	0	0	0	0	0	1	0	1	4,110	0.0%		3,919			
E02001548 : Doncaster 010	0	0	0	0	0	0	0	0	0	4,110	0.0%		3,919			
E02001549 : Doncaster 011	0	0	0	0	2	0	1	0	3	4,110	0.1%		3,919			
E02001550 : Doncaster 012	0	0	0	0	0	1	1	1	3	4,110	0.1%		3,919			
E02001551 : Doncaster 013	0	0	0	0	0	0	1	0	1	4,110	0.0%		3,919			
E02001552 : Doncaster 014	0	2	1	0	0	0	3	1	7	4,110	0.2%		3,919			
E02001553 : Doncaster 015	2	0	0	0	0	0	1	0	3	4,110	0.1%		3,919			
E02001554 : Doncaster 016	0	0	1	2	0	0	2	0	5	4,110	0.1%		3,919			
E02001555 : Doncaster 017	0	0	0	0	0	0	1	0	1	4,110	0.0%		3,919			
E02001556 : Doncaster 018	1	0	0	1	0	0	2	0	4	4,110	0.1%		3,919			
E02001557 : Doncaster 019	0	0	0	1	0	0	2	0	3	4,110	0.1%		3,919			
E02001558 : Doncaster 020	2	2	3	4	1	1	0	0	13	4,110	0.3%	13	3,919	0.3%		0.3%
E02001559 : Doncaster 021	0	6	0	0	0	0	2	0	8	4,110	0.2%		3,919			
E02001560 : Doncaster 022	0	5	0	0	0	0	1	0	6	4,110	0.1%		3,919			
E02001561 : Doncaster 023	0	0	0	0	0	0	0	0	0	4,110	0.0%		3,919			
E02001562 : Doncaster 024	0	0	0	0	0	0	2	0	2	4,110	0.0%		3,919			
E02001563 : Doncaster 025	0	0	0	0	0	0	1	0	1	4,110	0.0%		3,919			
E02001564 : Doncaster 026	0	2	0	0	0	0	0	0	2	4,110	0.0%		3,919			
E02001565 : Doncaster 027	0	1	0	0	0	0	1	0	2	4,110	0.0%		3,919			
E02001566 : Doncaster 028	0	0	0	0	1	0	2	0	3	4,110	0.1%		3,919			
E02001567 : Doncaster 029	0	0	0	0	0	0	0	0	0	4,110	0.0%		3,919			
E02001568 : Doncaster 030	2	6	1	0	0	0	4	1	14	4,110	0.3%	14	3,919	0.4%		0.4%
E02001569 : Doncaster 031	2	4	3	1	1	1	20	0	32	4,110	0.8%	32	3,919	0.8%		0.8%
E02001570 : Doncaster 032	0	0	2	0	0	0	1	1	4	4,110	0.1%		3,919			
E02001571 : Doncaster 033	0	1	1	0	0	0	0	0	2	4,110	0.0%		3,919			
E02001572 : Doncaster 034	0	0	0	0	0	0	1	0	1	4,110	0.0%		3,919			
E02001573 : Doncaster 035	0	3	0	0	2	1	3	1	10	4,110	0.2%	10	3,919	0.3%		0.1%
E02001574 : Doncaster 036	1	1	0	0	0	0	1	0	3	4,110	0.1%		3,919			0.2%
E02001575 : Doncaster 037	0	0	0	0	0	0	0	0	0	4,110	0.0%		3,919			
E02001576 : Doncaster 038	0	0	0	0	0	1	2	0	3	4,110	0.1%		3,919			
E02001577 : Doncaster 039	1	7	0	0	0	1	1	0	10	4,110	0.2%	10	3,919	0.3%		0.1%
E02001578 : Rotherham 001	22	53	16	10	2	5	74	21	203	4,110	4.9%	203	3,919	5.2%		1.3%
E02001579 : Rotherham 002	6	21	12	3	1	2	16	5	66	4,110	1.6%	66	3,919	1.7%		0.9%
E02001580 : Rotherham 003	1	6	3	0	0	1	8	2	21	4,110	0.5%	21	3,919	0.5%		0.3%
E02001581 : Rotherham 004	0	5	3	0	0	2	4	1	15	4,110	0.4%	15	3,919	0.4%		0.2%
E02001582 : Rotherham 005	2	5	1	1	0	1	14	0	24	4,110	0.6%	24	3,919	0.6%		0.6%
E02001583 : Rotherham 006	0	0	0	0	0	1	12	2	15	4,110	0.4%	15	3,919	0.4%		0.4%
E02001584 : Rotherham 007	8	4	3	2	2	0	9	1	29	4,110	0.7%	29	3,919	0.7%		0.7%
E02001585 : Rotherham 008	1	5	1	0	0	0	5	0	12	4,110	0.3%	12	3,919	0.3%		0.3%
E02001586 : Rotherham 009	3	2	2	0	0	0	4	0	11	4,110	0.3%	11	3,919	0.3%		0.3%

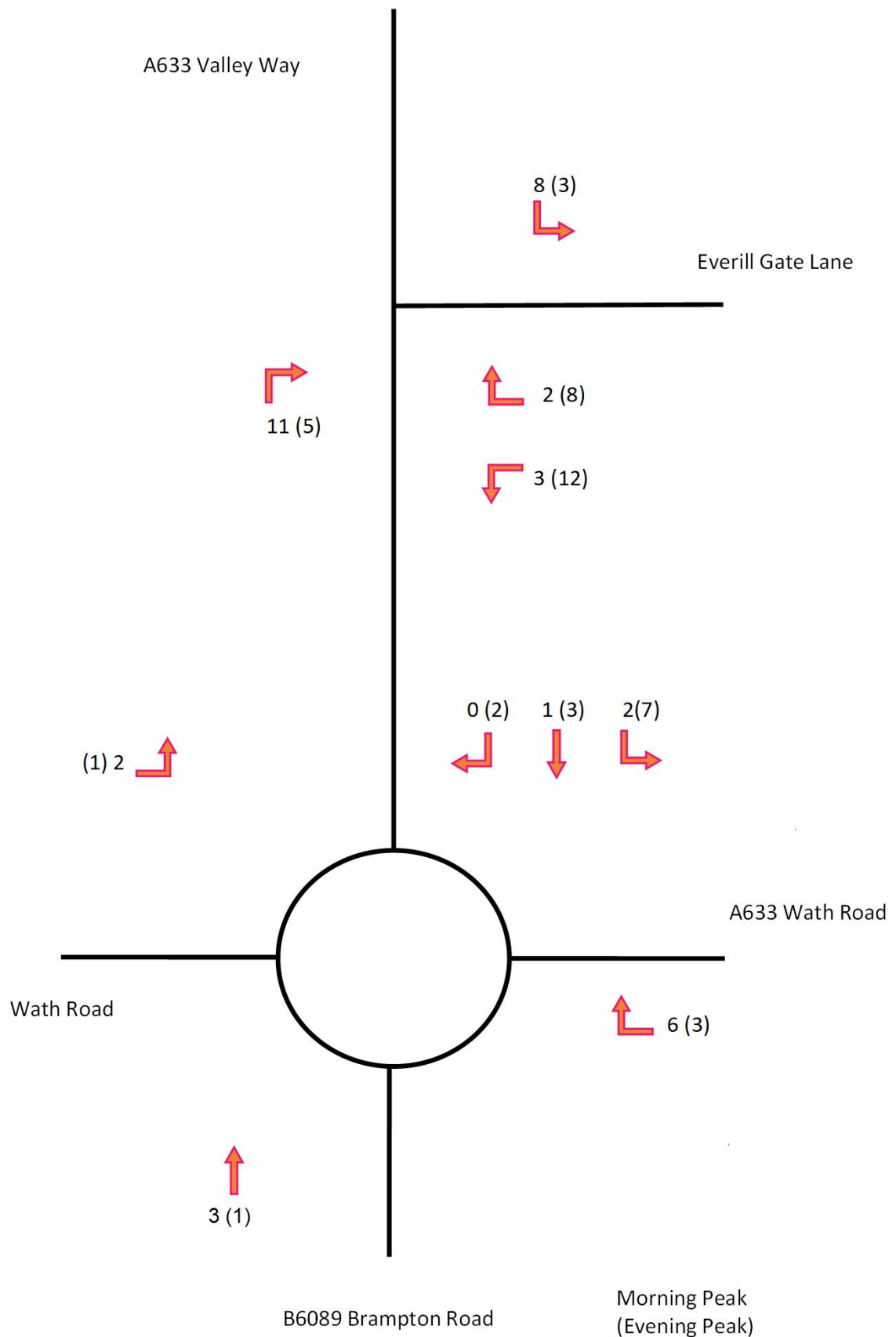
Land East of Everill Gate Lane, Wombwell

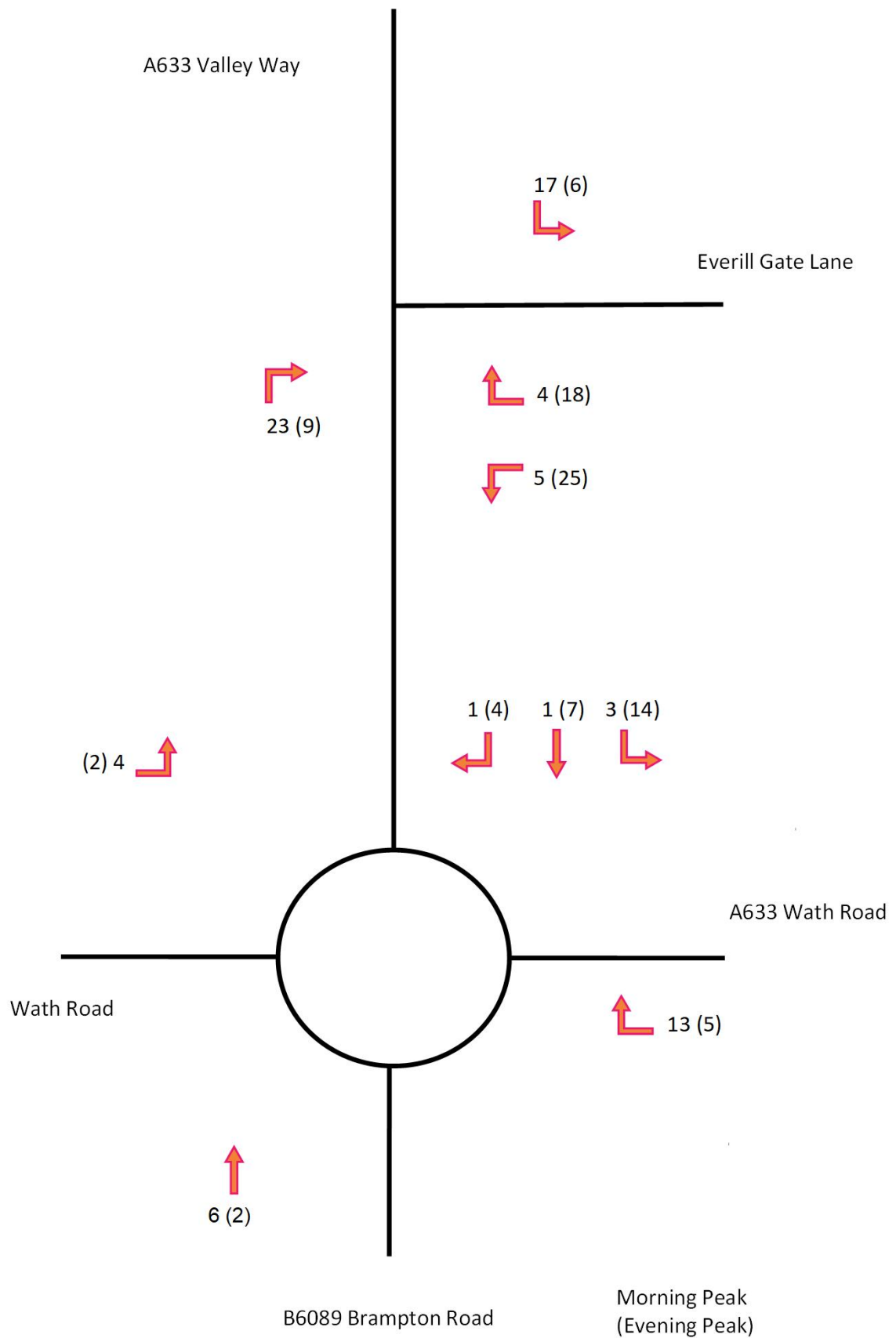
TRAFFIC DISTRIBUTION																		
E02001587 : Rotherham 010	2	1	0	1	0	0	2	0	6	4,110	0.1%		3,919					
E02001588 : Rotherham 011	0	7	0	0	0	1	4	0	12	4,110	0.3%	12	3,919	0.3%			0.3%	
E02001589 : Rotherham 012	2	3	0	0	0	0	4	1	10	4,110	0.2%	10	3,919	0.3%			0.3%	
E02001590 : Rotherham 013	1	3	0	0	0	0	1	0	5	4,110	0.1%		3,919					
E02001591 : Rotherham 014	0	3	0	0	0	0	3	1	7	4,110	0.2%		3,919					
E02001592 : Rotherham 015	0	4	0	2	0	0	4	0	10	4,110	0.2%	10	3,919	0.3%			0.3%	
E02001593 : Rotherham 016	1	0	0	0	0	1	2	0	4	4,110	0.1%		3,919					
E02001594 : Rotherham 017	0	0	0	0	1	0	12	1	14	4,110	0.3%	14	3,919	0.4%			0.4%	
E02001595 : Rotherham 018	1	0	2	0	0	0	4	0	7	4,110	0.2%		3,919					
E02001596 : Rotherham 019	0	2	1	0	0	0	5	0	8	4,110	0.2%		3,919					
E02001597 : Rotherham 020	0	2	0	0	0	0	2	0	4	4,110	0.1%		3,919					
E02001598 : Rotherham 021	0	2	2	0	1	0	5	0	10	4,110	0.2%	10	3,919	0.3%			0.3%	
E02001599 : Rotherham 022	0	1	2	0	0	0	1	1	5	4,110	0.1%		3,919					
E02001600 : Rotherham 023	1	3	1	0	0	0	2	2	9	4,110	0.2%		3,919					
E02001601 : Rotherham 024	1	3	1	0	0	0	2	0	7	4,110	0.2%		3,919					
E02001602 : Rotherham 025	0	4	1	0	0	2	4	0	11	4,110	0.3%	11	3,919	0.3%			0.3%	
E02001603 : Rotherham 026	0	3	0	0	0	0	1	1	5	4,110	0.1%		3,919					
E02001604 : Rotherham 027	0	3	1	1	0	0	1	0	6	4,110	0.1%		3,919					
E02001605 : Rotherham 028	0	2	0	0	0	1	1	1	5	4,110	0.1%		3,919					
E02001606 : Rotherham 029	0	0	0	0	0	0	0	1	1	4,110	0.0%		3,919					
E02001607 : Rotherham 030	0	1	0	0	0	1	0	0	2	4,110	0.0%		3,919					
E02001608 : Rotherham 031	1	0	0	0	0	0	0	0	1	4,110	0.0%		3,919					
E02001609 : Rotherham 032	0	1	0	0	0	0	0	0	1	4,110	0.0%		3,919					
E02001610 : Rotherham 033	0	2	0	0	0	0	0	0	2	4,110	0.0%		3,919					
										4,110		3,919		100.0%	42.5%	0.0%	32.6%	15.5%
																9.4%	100.0%	
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.																		

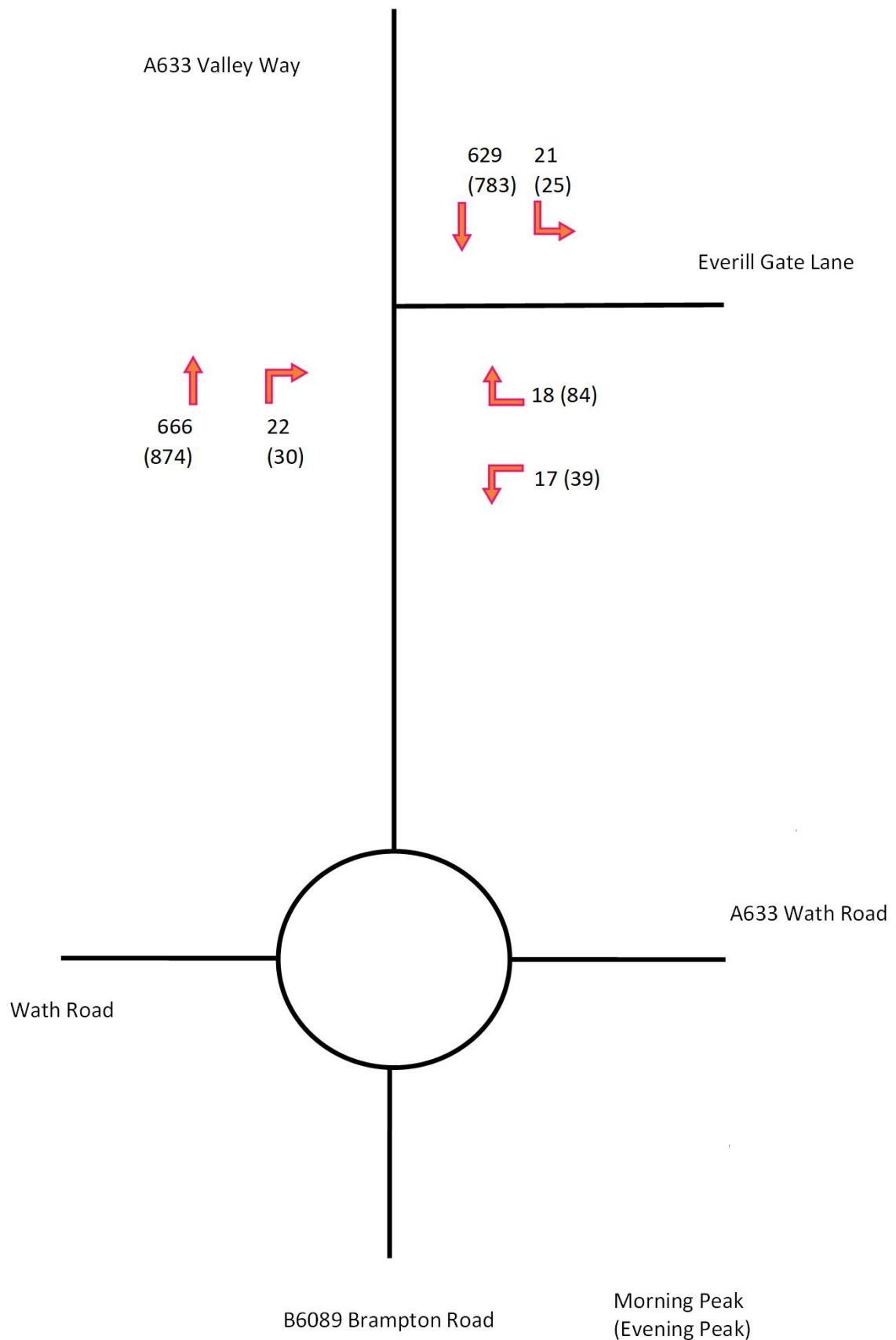
APPENDIX K: Traffic Flows

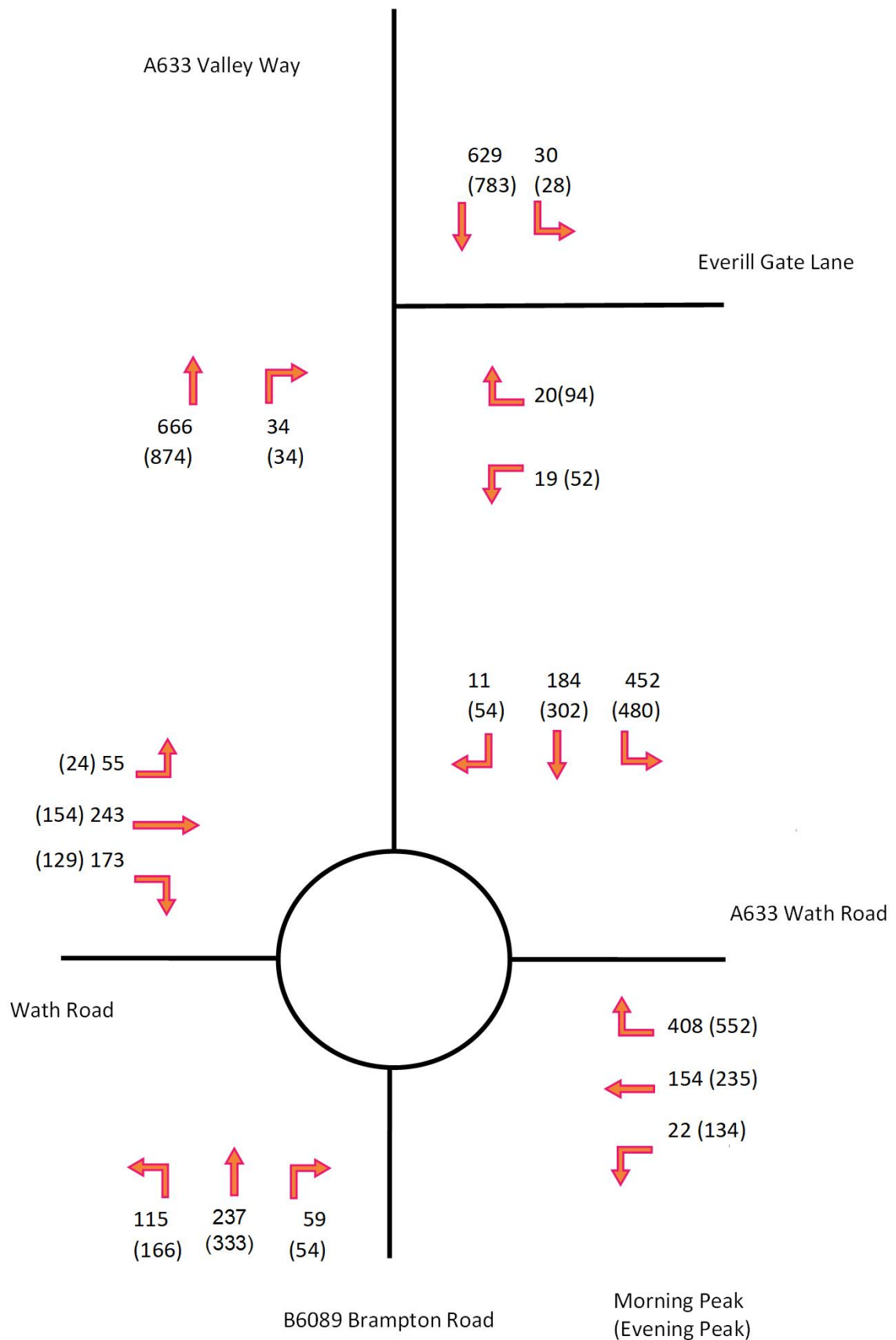












APPENDIX L: Junction Modelling

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2018							
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: Valley_Way_Everill_Gate_Lane_Phase1.j9

Path: C:\Users\eric\Google Drive\18078 - Everill Gate Lane, Wombwell\Calculations

Report generation date: 31/08/2018 13:42:13

»2023 Proposed, AM

»2023 Proposed, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2023 Proposed										
Stream B-AC	0.1	10.82	0.09	B	57 %	0.8	20.46	0.44	C	13 %
Stream C-AB	0.2	4.34	0.09	A	[Stream B-AC]	0.5	3.85	0.16	A	[Stream B-AC]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

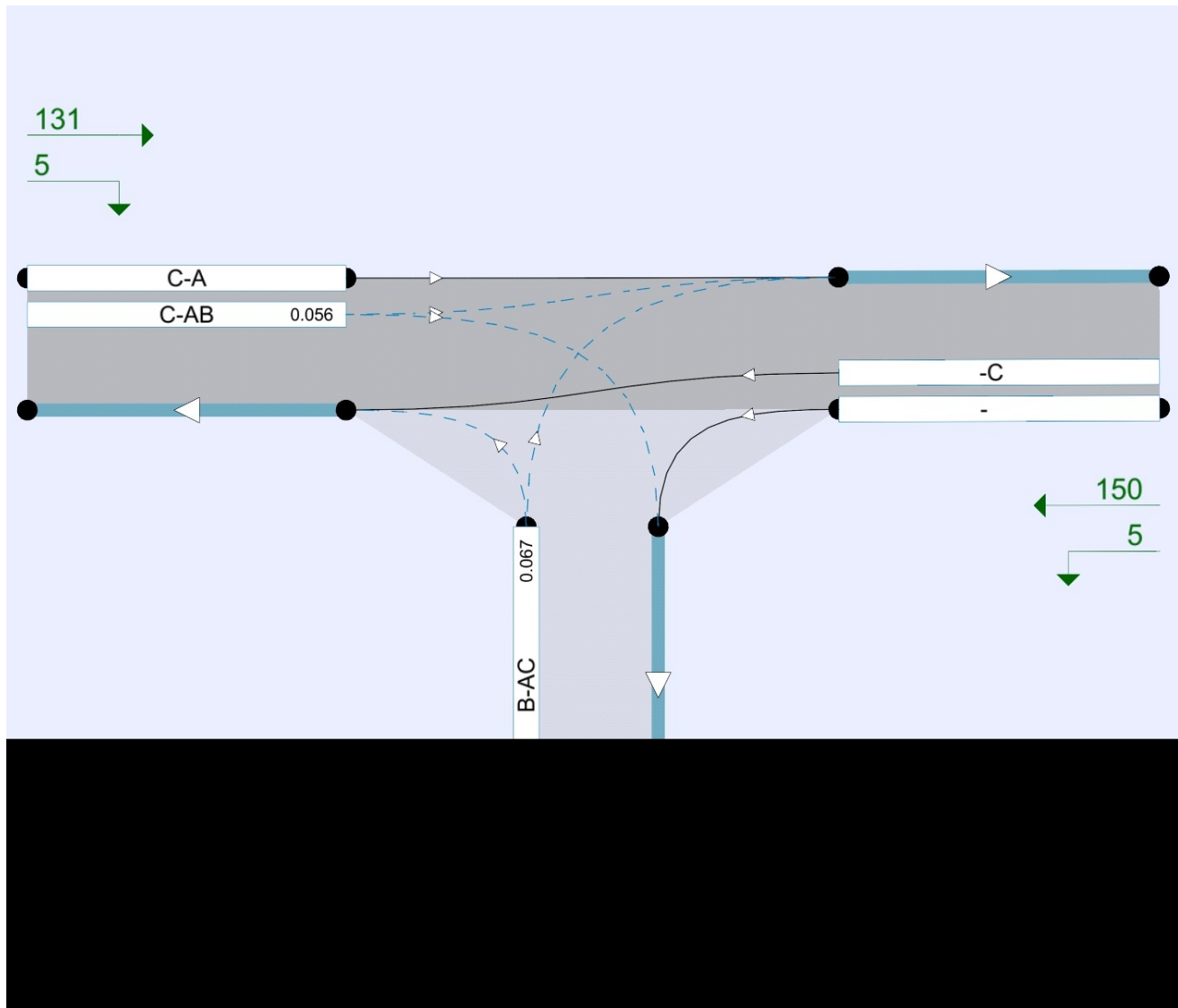
File summary

File Description

Title	Phase 1 - Improved Junction
Location	A633 Valley Way/Everill Gate Lane
Site number	
Date	17/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	eric-PC\eric
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Proposed	AM	DIRECT	07:15	08:15	60	15	✓
D2	2023 Proposed	PM	DIRECT	16:15	17:15	60	15	✓

Analysis Set Details

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

2023 Proposed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Valley Way/Everill Gate Lane, Wombwell	T-Junction	Two-way	0.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	57	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Valley Way (North)		Major
B	Everill Gate Lane		Minor
C	Valley Way (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			130.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.60	27	149

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	162.274	0.112	0.282	0.177	0.403
1	B-C	208.177	0.120	0.304	-	-
1	C-B	162.312	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Proposed	AM	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15 - 07:30

		To		
From		A	B	C
	A	0.00	4.00	155.00
	B	3.00	0.00	8.00
	C	177.00	4.00	0.00

Proportions

	To			
From		A	B	C
	A	0.00	0.03	0.97
	B	0.27	0.00	0.73
	C	0.98	0.02	0.00

Demand (PCU/TS)

07:30 - 07:45

	To			
From		A	B	C
	A	0.00	5.00	172.00
	B	5.00	0.00	2.00
	C	191.00	6.00	0.00

Proportions

	To			
From		A	B	C
	A	0.00	0.03	0.97
	B	0.71	0.00	0.29
	C	0.97	0.03	0.00

Demand (PCU/TS)

07:45 - 08:00

	To			
From		A	B	C
	A	0.00	6.00	152.00
	B	5.00	0.00	3.00
	C	168.00	6.00	0.00

Proportions

	To			
From		A	B	C
	A	0.00	0.04	0.96
	B	0.63	0.00	0.38
	C	0.97	0.03	0.00

Demand (PCU/TS)

08:00 - 08:15

	To			
From		A	B	C
	A	0.00	5.00	150.00
	B	4.00	0.00	4.00
	C	131.00	5.00	0.00

Proportions

	To			
From		A	B	C
	A	0.00	0.03	0.97
	B	0.50	0.00	0.50
	C	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
07:15-07:30	A	159.00	159.00
	B	11.00	11.00
	C	181.00	181.00
07:30-07:45	A	177.00	177.00
	B	7.00	7.00
	C	197.00	197.00
07:45-08:00	A	158.00	158.00
	B	8.00	8.00
	C	174.00	174.00
08:00-08:15	A	155.00	155.00
	B	8.00	8.00
	C	136.00	136.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.09	10.82	0.1	B	8.50	34.00
C-AB	0.09	4.34	0.2	A	16.85	67.41
C-A					155.15	620.59
A-B					5.00	20.00
A-C					157.25	629.00

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.00	11.00	129.29	0.085	10.91	0.0	0.1	7.598	A
C-AB	13.37	13.37	252.58	0.053	13.29	0.0	0.1	3.761	A
C-A	167.63	167.63			167.63				
A-B	4.00	4.00			4.00				
A-C	155.00	155.00			155.00				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	7.00	7.00	90.17	0.078	7.01	0.1	0.1	10.824	B
C-AB	22.62	22.62	260.28	0.087	22.54	0.1	0.2	3.785	A
C-A	174.38	174.38			174.38				
A-B	5.00	5.00			5.00				
A-C	172.00	172.00			172.00				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8.00	8.00	104.64	0.076	8.00	0.1	0.1	9.313	A
C-AB	18.99	18.99	246.31	0.077	19.01	0.2	0.1	3.963	A
C-A	155.01	155.01			155.01				
A-B	6.00	6.00			6.00				
A-C	152.00	152.00			152.00				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8.00	8.00	118.98	0.067	8.01	0.1	0.1	8.110	A
C-AB	12.43	12.43	220.05	0.056	12.48	0.1	0.1	4.337	A
C-A	123.57	123.57			123.57				
A-B	5.00	5.00			5.00				
A-C	150.00	150.00			150.00				

2023 Proposed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Valley Way/Everill Gate Lane, Wombwell	T-Junction	Two-way	1.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	13	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Proposed	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

	To			
		A	B	C
	From A	0.00	5.00	222.00
	From B	19.00	0.00	12.00
	From C	207.00	7.00	0.00

Proportions

	To			
		A	B	C
	From A	0.00	0.02	0.98
	From B	0.61	0.00	0.39
	From C	0.97	0.03	0.00

Demand (PCU/TS)

16:30 - 16:45

	To			
		A	B	C
	From A	0.00	5.00	196.00
	From B	23.00	0.00	11.00
	From C	227.00	7.00	0.00

Proportions

	To			
		A	B	C
	From A	0.00	0.02	0.98
	From B	0.68	0.00	0.32
	From C	0.97	0.03	0.00

16:45 - 17:00

Demand (PCU/TS)

	To			
		A	B	C
	A	0.00	4.00	171.00
	B	24.00	0.00	9.00
From	C	222.00	10.00	0.00

Proportions

	To			
		A	B	C
	A	0.00	0.02	0.98
	B	0.73	0.00	0.27
From	C	0.96	0.04	0.00

17:00 - 17:15

Demand (PCU/TS)

	To			
		A	B	C
	A	0.00	10.00	194.00
	B	18.00	0.00	7.00
From	C	219.00	5.00	0.00

Proportions

	To			
		A	B	C
	A	0.00	0.05	0.95
	B	0.72	0.00	0.28
From	C	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
From	C	0	0	0

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
16:15-16:30	A	227.00	227.00
	B	31.00	31.00
	C	214.00	214.00
16:30-16:45	A	201.00	201.00
	B	34.00	34.00
	C	234.00	234.00
16:45-17:00	A	175.00	175.00
	B	33.00	33.00
	C	232.00	232.00
17:00-17:15	A	204.00	204.00
	B	25.00	25.00
	C	224.00	224.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.44	20.46	0.8	C	30.75	123.00
C-AB	0.16	3.85	0.5	A	34.42	137.67
C-A					191.58	766.33
A-B					6.00	24.00
A-C					195.75	783.00

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	31.00	31.00	76.63	0.405	30.34	0.0	0.7	19.190	C
C-AB	31.75	31.75	265.56	0.120	31.47	0.0	0.3	3.845	A
C-A	182.25	182.25			182.25				
A-B	5.00	5.00			5.00				
A-C	222.00	222.00			222.00				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	34.00	34.00	77.76	0.437	33.90	0.7	0.8	20.463	C
C-AB	35.25	35.25	283.96	0.124	35.23	0.3	0.3	3.624	A
C-A	198.75	198.75			198.75				
A-B	5.00	5.00			5.00				
A-C	196.00	196.00			196.00				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	33.00	33.00	82.57	0.400	33.07	0.8	0.7	18.214	C
C-AB	46.53	46.53	283.37	0.164	46.35	0.3	0.5	3.805	A
C-A	185.47	185.47			185.47				
A-B	4.00	4.00			4.00				
A-C	171.00	171.00			171.00				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	25.00	25.00	77.60	0.322	25.20	0.7	0.5	17.240	C
C-AB	24.14	24.14	277.75	0.087	24.45	0.5	0.2	3.558	A
C-A	199.86	199.86			199.86				
A-B	10.00	10.00			10.00				
A-C	194.00	194.00			194.00				

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2018									
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Filename: Valley Way_Everill Gate Lane Phase 2 Improvements.j9

Path: C:\Users\eric\Google Drive\18078 - Everill Gate Lane, Wombwell\PICADY

Report generation date: 31/08/2018 14:14:06

»2023 + Dev, AM

»2023 + Dev, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2023 + Dev										
Stream B-C	0.1	6.78	0.06	A	50 % [Stream B-A]	0.2	9.11	0.13	A	7 % [Stream B-A]
Stream B-A	0.1	12.96	0.07	B		0.7	26.19	0.43	D	
Stream C-B	0.1	6.80	0.06	A		0.1	7.84	0.08	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

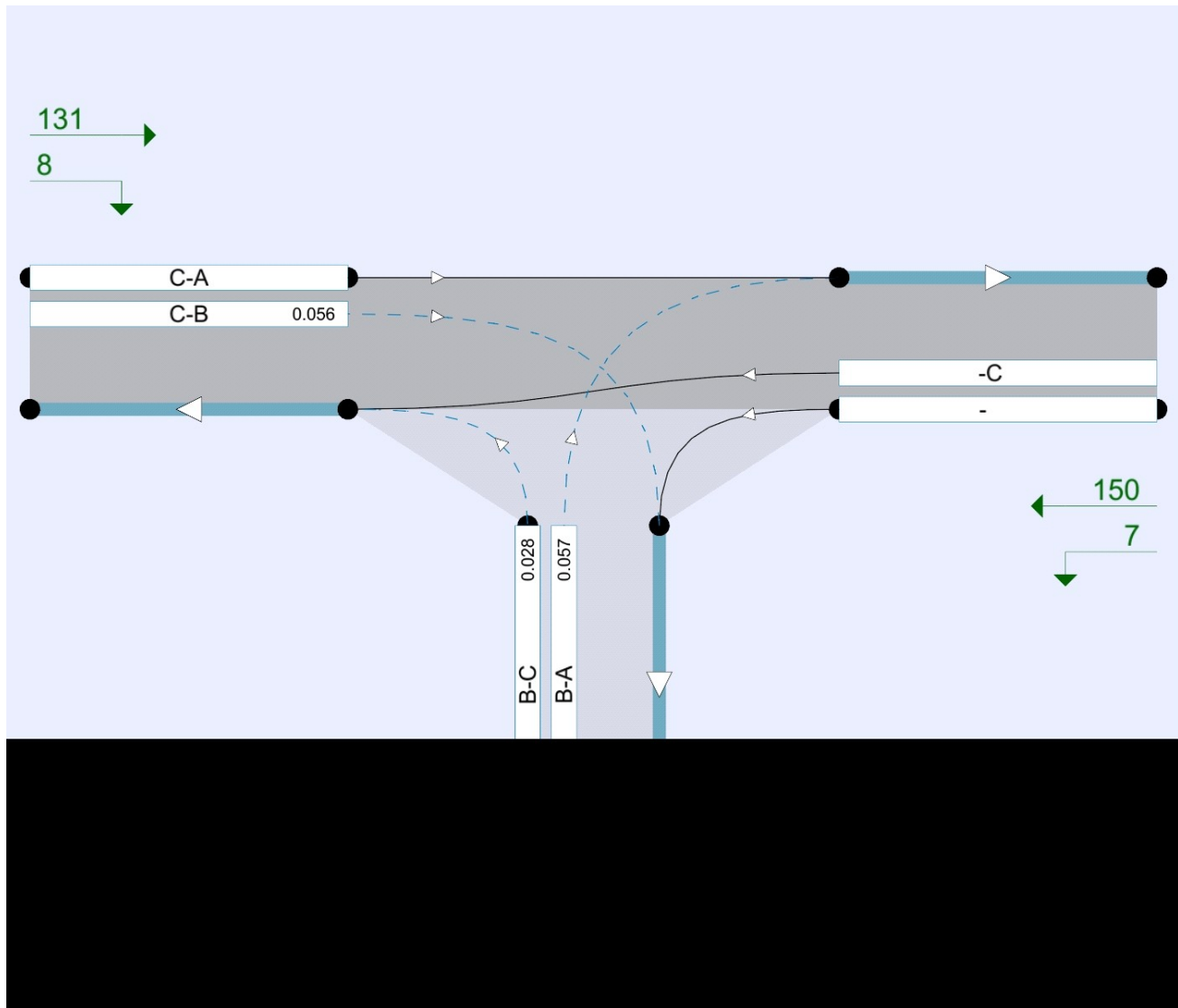
File summary

File Description

Title	Phase 2
Location	A633 Valley Way/Everill Gate Lane
Site number	
Date	20/08/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	eric-PC\eric
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 + Dev	AM	DIRECT	07:15	08:15	60	15	✓
D2	2023 + Dev	PM	DIRECT	16:15	17:15	60	15	✓

Analysis Set Details

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

2023 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Valley Way / Everill Gate Lane	T-Junction	Two-way	0.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	50	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Valley Way (North)		Major
B	Everill Gate Lane		Minor
C	Valley Way (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Valley Way (South)	7.00		✓	3.50	130.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Everill Gate Lane	One lane plus flare	10.00	9.80	6.73	5.28	4.28	✓	3.00	42	130

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	144.072	0.100	0.254	0.160	0.363
1	B-C	204.331	0.120	0.303	-	-
1	C-B	185.276	0.275	0.275	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 + Dev	AM	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Valley Way (North)		DIRECT	✓	100.000
B - Everill Gate Lane		DIRECT	✓	100.000
C - Valley Way (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15
-
07:30

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	6.00	155.00
	B - Everill Gate Lane	4.00	0.00	9.00
	C - Valley Way (South)	177.00	7.00	0.00

Proportions

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	0.04	0.96
	B - Everill Gate Lane	0.31	0.00	0.69
	C - Valley Way (South)	0.96	0.04	0.00

Demand (PCU/TS)

07:30
-
07:45

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	8.00	172.00
	B - Everill Gate Lane	5.00	0.00	3.00
	C - Valley Way (South)	191.00	3.00	0.00

Proportions

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	0.04	0.96
	B - Everill Gate Lane	0.63	0.00	0.38
	C - Valley Way (South)	0.98	0.02	0.00

Demand (PCU/TS)

07:45
-
08:00

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	8.00	152.00
	B - Everill Gate Lane	5.00	0.00	3.00
	C - Valley Way (South)	168.00	9.00	0.00

Proportions

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	0.05	0.95
	B - Everill Gate Lane	0.63	0.00	0.38
	C - Valley Way (South)	0.95	0.05	0.00

Demand (PCU/TS)

08:00
-
08:15

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	7.00	150.00
	B - Everill Gate Lane	5.00	0.00	4.00
	C - Valley Way (South)	131.00	8.00	0.00

Proportions

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	0.04	0.96
	B - Everill Gate Lane	0.56	0.00	0.44
	C - Valley Way (South)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0	0	0
	B - Everill Gate Lane	0	0	0
	C - Valley Way (South)	0	0	0

Average PCU Per Veh

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	1.000	1.000	1.000
	B - Everill Gate Lane	1.000	1.000	1.000
	C - Valley Way (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
07:15-07:30	A - Valley Way (North)	161.00	161.00
	B - Everill Gate Lane	13.00	13.00
	C - Valley Way (South)	184.00	184.00
07:30-07:45	A - Valley Way (North)	180.00	180.00
	B - Everill Gate Lane	8.00	8.00
	C - Valley Way (South)	194.00	194.00
07:45-08:00	A - Valley Way (North)	160.00	160.00
	B - Everill Gate Lane	8.00	8.00
	C - Valley Way (South)	177.00	177.00
08:00-08:15	A - Valley Way (North)	157.00	157.00
	B - Everill Gate Lane	9.00	9.00
	C - Valley Way (South)	139.00	139.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.06	6.78	0.1	A	4.75	19.00
B-A	0.07	12.96	0.1	B	4.75	19.00
C-A					166.75	667.00
C-B	0.06	6.80	0.1	A	6.75	27.00
A-B					7.25	29.00
A-C					157.25	629.00

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9.00	9.00	154.53	0.058	8.94	0.0	0.1	6.178	A
B-A	4.00	4.00	73.34	0.055	3.94	0.0	0.1	12.958	B
C-A	177.00	177.00			177.00				
C-B	7.00	7.00	141.06	0.050	6.95	0.0	0.1	6.711	A
A-B	6.00	6.00			6.00				
A-C	155.00	155.00			155.00				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3.00	3.00	135.90	0.022	3.04	0.1	0.0	6.777	A
B-A	5.00	5.00	74.56	0.067	4.99	0.1	0.1	12.931	B
C-A	191.00	191.00			191.00				
C-B	3.00	3.00	135.84	0.022	3.03	0.1	0.0	6.777	A
A-B	8.00	8.00			8.00				
A-C	172.00	172.00			172.00				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3.00	3.00	141.41	0.021	3.00	0.0	0.0	6.504	A
B-A	5.00	5.00	81.86	0.061	5.01	0.1	0.1	11.711	B
C-A	168.00	168.00			168.00				
C-B	9.00	9.00	141.33	0.064	8.96	0.0	0.1	6.797	A
A-B	8.00	8.00			8.00				
A-C	152.00	152.00			152.00				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4.00	4.00	145.00	0.028	3.99	0.0	0.0	6.382	A
B-A	5.00	5.00	87.76	0.057	5.00	0.1	0.1	10.876	B
C-A	131.00	131.00			131.00				
C-B	8.00	8.00	142.16	0.056	8.01	0.1	0.1	6.708	A
A-B	7.00	7.00			7.00				
A-C	150.00	150.00			150.00				

2023 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Valley Way / Everill Gate Lane	T-Junction	Two-way	1.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 + Dev	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Valley Way (North)		DIRECT	✓	100.000
B - Everill Gate Lane		DIRECT	✓	100.000
C - Valley Way (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15
-
16:30

	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
From				
	A - Valley Way (North)	0.00	6.00	222.00
	B - Everill Gate Lane	21.00	0.00	15.00
	C - Valley Way (South)	207.00	8.00	0.00

Proportions

	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
From				
	A - Valley Way (North)	0.00	0.03	0.97
	B - Everill Gate Lane	0.58	0.00	0.42
	C - Valley Way (South)	0.96	0.04	0.00

Demand (PCU/TS)

16:30
-
16:45

	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
From				
	A - Valley Way (North)	0.00	6.00	196.00
	B - Everill Gate Lane	26.00	0.00	15.00
	C - Valley Way (South)	227.00	8.00	0.00

Proportions

	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
From				
	A - Valley Way (North)	0.00	0.03	0.97
	B - Everill Gate Lane	0.63	0.00	0.37
	C - Valley Way (South)	0.97	0.03	0.00

Demand (PCU/TS)

16:45
-
17:00

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	5.00	171.00
	B - Everill Gate Lane	27.00	0.00	12.00
	C - Valley Way (South)	222.00	11.00	0.00

Proportions

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	0.03	0.97
	B - Everill Gate Lane	0.69	0.00	0.31
	C - Valley Way (South)	0.95	0.05	0.00

Demand (PCU/TS)

17:00
-
17:15

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	10.00	194.00
	B - Everill Gate Lane	20.00	0.00	10.00
	C - Valley Way (South)	219.00	6.00	0.00

Proportions

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0.00	0.05	0.95
	B - Everill Gate Lane	0.67	0.00	0.33
	C - Valley Way (South)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	0	0	0
	B - Everill Gate Lane	0	0	0
	C - Valley Way (South)	0	0	0

Average PCU Per Veh

From	To			
		A - Valley Way (North)	B - Everill Gate Lane	C - Valley Way (South)
	A - Valley Way (North)	1.000	1.000	1.000
	B - Everill Gate Lane	1.000	1.000	1.000
	C - Valley Way (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
16:15-16:30	A - Valley Way (North)	228.00	228.00
	B - Everill Gate Lane	36.00	36.00
	C - Valley Way (South)	215.00	215.00
16:30-16:45	A - Valley Way (North)	202.00	202.00
	B - Everill Gate Lane	41.00	41.00
	C - Valley Way (South)	235.00	235.00
16:45-17:00	A - Valley Way (North)	176.00	176.00
	B - Everill Gate Lane	39.00	39.00
	C - Valley Way (South)	233.00	233.00
17:00-17:15	A - Valley Way (North)	204.00	204.00
	B - Everill Gate Lane	30.00	30.00
	C - Valley Way (South)	225.00	225.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.13	9.11	0.2	A	13.00	52.00
B-A	0.43	26.19	0.7	D	23.50	94.00
C-A					218.75	875.00
C-B	0.08	7.84	0.1	A	8.25	33.00
AB					6.75	27.00
AC					195.75	783.00

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15.00	15.00	113.50	0.132	14.85	0.0	0.2	9.110	A
B-A	21.00	21.00	55.52	0.378	20.42	0.0	0.6	25.257	D
C-A	207.00	207.00			207.00				
C-B	8.00	8.00	122.66	0.065	7.93	0.0	0.1	7.840	A
AB	6.00	6.00			6.00				
AC	222.00	222.00			222.00				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15.00	15.00	115.31	0.130	15.00	0.2	0.2	8.973	A
B-A	26.00	26.00	60.03	0.433	25.85	0.6	0.7	26.192	D
C-A	227.00	227.00			227.00				
C-B	8.00	8.00	129.80	0.062	8.00	0.1	0.1	7.388	A
AB	6.00	6.00			6.00				
AC	196.00	196.00			196.00				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	12.00	12.00	121.02	0.099	12.04	0.2	0.1	8.260	A
B-A	27.00	27.00	67.83	0.398	27.05	0.7	0.7	22.112	C
C-A	222.00	222.00			222.00				
C-B	11.00	11.00	136.94	0.080	10.98	0.1	0.1	7.145	A
AB	5.00	5.00			5.00				
AC	171.00	171.00			171.00				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10.00	10.00	119.07	0.084	10.02	0.1	0.1	8.255	A
B-A	20.00	20.00	62.92	0.318	20.20	0.7	0.5	21.168	C
C-A	219.00	219.00			219.00				
C-B	6.00	6.00	129.25	0.046	6.04	0.1	0.0	7.308	A
AB	10.00	10.00			10.00				
AC	194.00	194.00			194.00				

Junctions 9									
ARCADY 9 - Roundabout Module									
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2018									
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Filename: A633_B6089_Wath Road 28 08 18.j9

Path: C:\Users\eric\Google Drive\18078 - Everill Gate Lane, Wombwell\ARCADY

Report generation date: 28/08/2018 13:12:56

»2018, AM
 »2018, PM
 »2023, AM
 »2023, PM
 »2023 + Dev, AM
 »2023 + Dev, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2018									
1 - Valley Way (A633)	0.9	4.83	0.46	A	75 % [1 - Valley Way (A633)]	1.4	5.81	0.58	A	56 % [1 - Valley Way (A633)]
2 - A633	0.5	2.99	0.32	A		1.0	4.35	0.51	A	
3 - B6089	0.4	3.57	0.30	A		0.7	4.78	0.42	A	
4 - Wath Road	0.5	4.01	0.35	A		0.3	4.05	0.26	A	
	2023									
1 - Valley Way (A633)	1.0	5.36	0.51	A	61 % [1 - Valley Way (A633)]	1.7	6.72	0.64	A	44 % [1 - Valley Way (A633)]
2 - A633	0.5	3.16	0.35	A		1.3	4.90	0.56	A	
3 - B6089	0.5	3.81	0.33	A		0.9	5.40	0.47	A	
4 - Wath Road	0.6	4.37	0.39	A		0.4	4.39	0.29	A	
	2023 + Dev									
1 - Valley Way (A633)	1.1	5.46	0.52	A	60 % [1 - Valley Way (A633)]	1.8	6.97	0.65	A	41 % [1 - Valley Way (A633)]
2 - A633	0.6	3.22	0.36	A		1.3	4.99	0.57	A	
3 - B6089	0.5	3.89	0.34	A		0.9	5.49	0.47	A	
4 - Wath Road	0.6	4.46	0.39	A		0.4	4.45	0.29	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

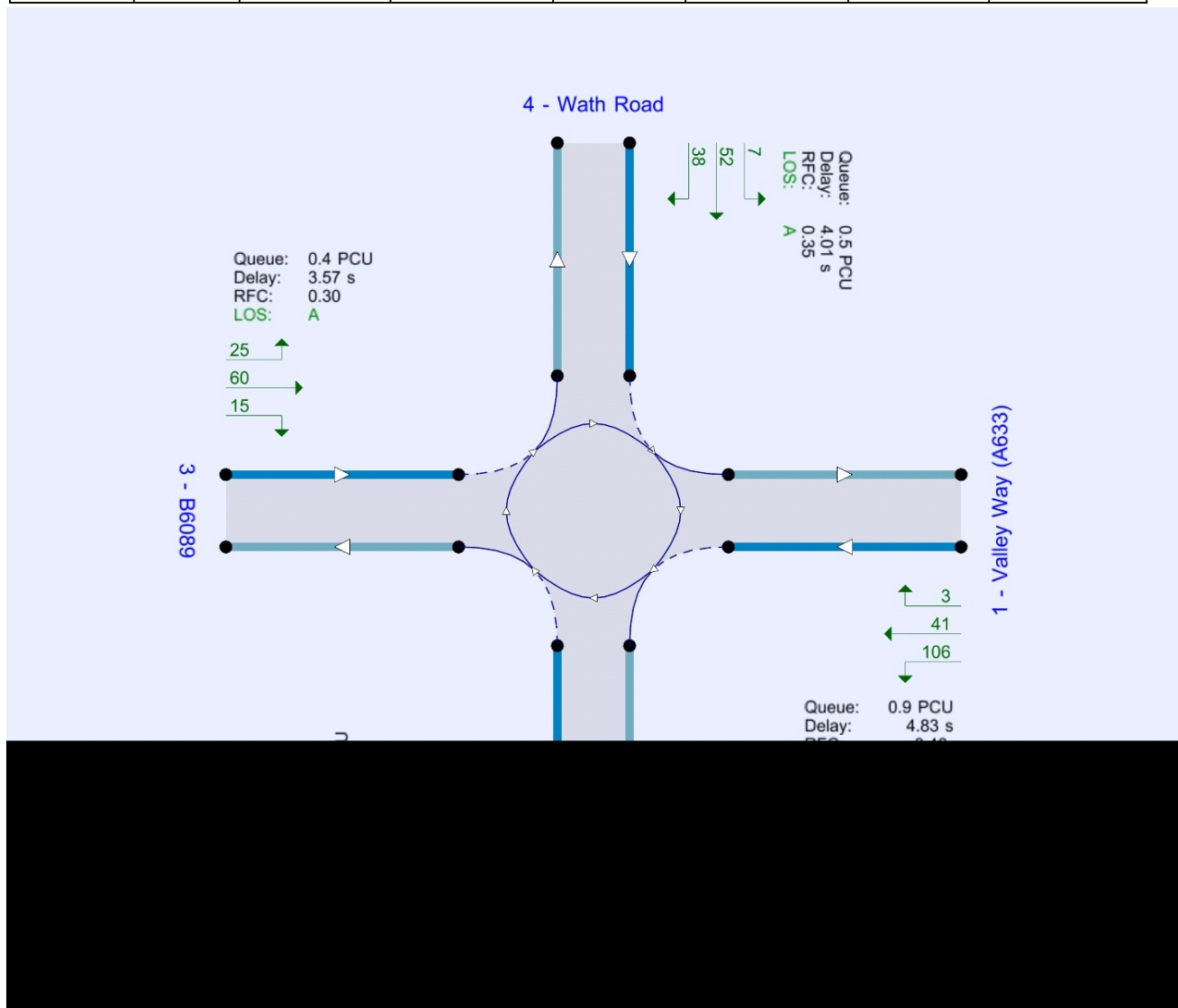
File summary

File Description

Title	A633 Roundabout
Location	Valley Way/Wath Road/Brampton Road
Site number	
Date	13/08/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	eric-PCleric
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2018	AM	DIRECT	07:15	08:15	60	15	✓
D2	2018	PM	DIRECT	16:15	17:15	60	15	✓
D3	2023	AM	DIRECT	07:15	08:15	60	15	✓
D4	2023	PM	DIRECT	16:15	17:15	60	15	✓
D5	2023 + Dev	AM	DIRECT	07:15	08:15	60	15	✓
D6	2023 + Dev	PM	DIRECT	16:15	17:15	60	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A633 / B6089 / Wath Road	Standard Roundabout	1,2,3,4	3.90	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	75	1 - Valley Way (A633)

Arms

Arms

Arm	Name	Description
1	Valley Way (A633)	
2	A633	
3	B6089	
4	Wath Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Valley Way (A633)	3.80	6.90	9.6	86.3	43.5	35.0	
2 - A633	5.30	7.15	10.9	19.8	43.5	25.0	
3 - B6089	4.35	7.50	8.8	28.5	43.5	27.0	
4 - Wath Road	4.70	7.00	6.3	15.9	43.5	19.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Valley Way (A633)	0.628	411.492
2 - A633	0.697	500.587
3 - B6089	0.661	451.746
4 - Wath Road	0.658	447.532

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2018	AM	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Valley Way (A633)		DIRECT	✓	100.000
2 - A633		DIRECT	✓	100.000
3 - B6089		DIRECT	✓	100.000
4 - Wath Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15
-
07:30

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	106.00	41.00	3.00
	2 - A633	98.00	0.00	3.00	32.00
	3 - B6089	60.00	15.00	0.00	25.00
	4 - Wath Road	7.00	52.00	38.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.71	0.27	0.02
	2 - A633	0.74	0.00	0.02	0.24
	3 - B6089	0.60	0.15	0.00	0.25
	4 - Wath Road	0.07	0.54	0.39	0.00

Demand (PCU/TS)

07:30
-
07:45

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	113.00	45.00	2.00
	2 - A633	104.00	0.00	4.00	34.00
	3 - B6089	66.00	14.00	0.00	27.00
	4 - Wath Road	9.00	54.00	36.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.71	0.28	0.01
	2 - A633	0.73	0.00	0.03	0.24
	3 - B6089	0.62	0.13	0.00	0.25
	4 - Wath Road	0.09	0.55	0.36	0.00

Demand (PCU/TS)

07:45
-
08:00

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	99.00	41.00	2.00
	2 - A633	93.00	0.00	7.00	37.00
	3 - B6089	49.00	15.00	0.00	27.00
	4 - Wath Road	16.00	60.00	44.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.70	0.29	0.01
	2 - A633	0.68	0.00	0.05	0.27
	3 - B6089	0.54	0.16	0.00	0.30
	4 - Wath Road	0.13	0.50	0.37	0.00

Demand (PCU/TS)

08:00
-
08:15

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	97.00	42.00	3.00
	2 - A633	69.00	0.00	6.00	39.00
	3 - B6089	39.00	10.00	0.00	28.00
	4 - Wath Road	15.00	57.00	42.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.68	0.30	0.02
	2 - A633	0.61	0.00	0.05	0.34
	3 - B6089	0.51	0.13	0.00	0.36
	4 - Wath Road	0.13	0.50	0.37	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
	1 - Valley Way (A633)	0	0	0	0
	2 - A633	0	0	0	0
	3 - B6089	0	0	0	0
	4 - Wath Road	0	0	0	0

Average PCU Per Veh

From	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
	1 - Valley Way (A633)	1.000	1.000	1.000	1.000
	2 - A633	1.000	1.000	1.000	1.000
	3 - B6089	1.000	1.000	1.000	1.000
	4 - Wath Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
07:15-07:30	1 - Valley Way (A633)	150.00	150.00
	2 - A633	133.00	133.00
	3 - B6089	100.00	100.00
	4 - Wath Road	97.00	97.00
07:30-07:45	1 - Valley Way (A633)	160.00	160.00
	2 - A633	142.00	142.00
	3 - B6089	107.00	107.00
	4 - Wath Road	99.00	99.00
07:45-08:00	1 - Valley Way (A633)	142.00	142.00
	2 - A633	137.00	137.00
	3 - B6089	91.00	91.00
	4 - Wath Road	120.00	120.00
08:00-08:15	1 - Valley Way (A633)	142.00	142.00
	2 - A633	114.00	114.00
	3 - B6089	77.00	77.00
	4 - Wath Road	114.00	114.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Valley Way (A633)	0.46	4.83	0.9	A	148.50	594.00
2 - A633	0.32	2.99	0.5	A	131.50	526.00
3 - B6089	0.30	3.57	0.4	A	93.75	375.00
4 - Wath Road	0.35	4.01	0.5	A	107.50	430.00

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	150.00	150.00	104.57	345.83	0.434	149.24	164.43	0.0	0.8	4.561	A
2 - A633	133.00	133.00	81.62	443.69	0.300	132.57	172.19	0.0	0.4	2.889	A
3 - B6089	100.00	100.00	132.57	364.11	0.275	99.62	81.62	0.0	0.4	3.398	A
4 - Wath Road	97.00	97.00	172.40	334.10	0.290	96.59	59.79	0.0	0.4	3.782	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	160.00	160.00	103.99	346.19	0.462	159.91	178.93	0.8	0.9	4.829	A
2 - A633	142.00	142.00	82.97	442.75	0.321	141.96	180.92	0.4	0.5	2.991	A
3 - B6089	107.00	107.00	139.96	359.22	0.298	106.95	84.97	0.4	0.4	3.567	A
4 - Wath Road	99.00	99.00	183.94	326.52	0.303	98.97	62.98	0.4	0.4	3.955	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	142.00	142.00	118.93	336.81	0.422	142.12	158.08	0.9	0.7	4.627	A
2 - A633	137.00	137.00	86.99	439.95	0.311	137.02	174.06	0.5	0.5	2.970	A
3 - B6089	91.00	91.00	132.03	364.47	0.250	91.09	91.98	0.4	0.3	3.294	A
4 - Wath Road	120.00	120.00	157.12	344.16	0.349	119.90	66.00	0.4	0.5	4.011	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	142.00	142.00	109.09	342.99	0.414	142.02	123.16	0.7	0.7	4.478	A
2 - A633	114.00	114.00	87.03	439.92	0.259	114.10	164.09	0.5	0.4	2.764	A
3 - B6089	77.00	77.00	111.09	378.31	0.204	77.08	90.04	0.3	0.3	2.990	A
4 - Wath Road	114.00	114.00	118.17	369.79	0.308	114.08	70.00	0.5	0.4	3.520	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A633 / B6089 / Wath Road	Standard Roundabout	1,2,3,4	4.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	56	1 - Valley Way (A633)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2018	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Valley Way (A633)		DIRECT	✓	100.000
2 - A633		DIRECT	✓	100.000
3 - B6089		DIRECT	✓	100.000
4 - Wath Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15
-
16:30

		To			
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	124.00	79.00	10.00
	2 - A633	124.00	0.00	26.00	57.00
	3 - B6089	68.00	11.00	0.00	36.00
	4 - Wath Road	5.00	37.00	26.00	0.00

Proportions

		To			
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.58	0.37	0.05
	2 - A633	0.60	0.00	0.13	0.28
	3 - B6089	0.59	0.10	0.00	0.31
	4 - Wath Road	0.07	0.54	0.38	0.00

Demand (PCU/TS)

16:30
-
16:45

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	107.00	70.00	11.00
	2 - A633	130.00	0.00	28.00	54.00
	3 - B6089	79.00	15.00	0.00	41.00
	4 - Wath Road	6.00	38.00	34.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.57	0.37	0.06
	2 - A633	0.61	0.00	0.13	0.25
	3 - B6089	0.59	0.11	0.00	0.30
	4 - Wath Road	0.08	0.49	0.44	0.00

Demand (PCU/TS)

16:45
-
17:00

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	95.00	57.00	12.00
	2 - A633	128.00	0.00	32.00	49.00
	3 - B6089	80.00	10.00	0.00	38.00
	4 - Wath Road	5.00	38.00	30.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.58	0.35	0.07
	2 - A633	0.61	0.00	0.15	0.23
	3 - B6089	0.63	0.08	0.00	0.30
	4 - Wath Road	0.07	0.52	0.41	0.00

Demand (PCU/TS)

17:00
-
17:15

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	105.00	66.00	13.00
	2 - A633	124.00	0.00	37.00	57.00
	3 - B6089	79.00	14.00	0.00	39.00
	4 - Wath Road	4.00	29.00	30.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.57	0.36	0.07
	2 - A633	0.57	0.00	0.17	0.26
	3 - B6089	0.60	0.11	0.00	0.30
	4 - Wath Road	0.06	0.46	0.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0	0	0	0
	2 - A633	0	0	0	0
	3 - B6089	0	0	0	0
	4 - Wath Road	0	0	0	0

Average PCU Per Veh

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	1.000	1.000	1.000	1.000
	2 - A633	1.000	1.000	1.000	1.000
	3 - B6089	1.000	1.000	1.000	1.000
	4 - Wath Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
16:15-16:30	1 - Valley Way (A633)	213.00	213.00
	2 - A633	207.00	207.00
	3 - B6089	115.00	115.00
	4 - Wath Road	68.00	68.00
16:30-16:45	1 - Valley Way (A633)	188.00	188.00
	2 - A633	212.00	212.00
	3 - B6089	135.00	135.00
	4 - Wath Road	78.00	78.00
16:45-17:00	1 - Valley Way (A633)	164.00	164.00
	2 - A633	209.00	209.00
	3 - B6089	128.00	128.00
	4 - Wath Road	73.00	73.00
17:00-17:15	1 - Valley Way (A633)	184.00	184.00
	2 - A633	218.00	218.00
	3 - B6089	132.00	132.00
	4 - Wath Road	63.00	63.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Valley Way (A633)	0.58	5.81	1.4	A	187.25	749.00
2 - A633	0.51	4.35	1.0	A	211.50	846.00
3 - B6089	0.42	4.78	0.7	A	127.50	510.00
4 - Wath Road	0.26	4.05	0.3	A	70.50	282.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	213.00	213.00	73.69	365.22	0.583	211.62	196.09	0.0	1.4	5.810	A
2 - A633	207.00	207.00	114.32	420.90	0.492	206.04	171.00	0.0	1.0	4.171	A
3 - B6089	115.00	115.00	190.10	326.08	0.353	114.46	130.26	0.0	0.5	4.243	A
4 - Wath Road	68.00	68.00	202.05	314.60	0.216	67.73	102.50	0.0	0.3	3.643	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	188.00	188.00	86.90	356.92	0.527	188.25	214.85	1.4	1.1	5.343	A
2 - A633	212.00	212.00	115.04	420.39	0.504	211.95	160.11	1.0	1.0	4.316	A
3 - B6089	135.00	135.00	194.96	322.86	0.418	134.83	132.03	0.5	0.7	4.782	A
4 - Wath Road	78.00	78.00	223.83	300.27	0.260	77.93	105.96	0.3	0.3	4.047	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	164.00	164.00	78.05	362.48	0.452	164.29	213.06	1.1	0.8	4.547	A
2 - A633	209.00	209.00	99.16	431.47	0.484	209.06	143.19	1.0	0.9	4.047	A
3 - B6089	128.00	128.00	189.08	326.75	0.392	128.06	119.14	0.7	0.6	4.530	A
4 - Wath Road	73.00	73.00	218.08	304.05	0.240	73.03	99.06	0.3	0.3	3.896	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	184.00	184.00	73.03	365.63	0.503	183.83	206.99	0.8	1.0	4.946	A
2 - A633	218.00	218.00	108.93	424.66	0.513	217.90	147.93	0.9	1.0	4.351	A
3 - B6089	132.00	132.00	193.92	323.55	0.408	131.97	132.90	0.6	0.7	4.696	A
4 - Wath Road	63.00	63.00	216.96	304.79	0.207	63.06	108.93	0.3	0.3	3.723	A

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A633 / B6089 / Wath Road	Standard Roundabout	1,2,3,4	4.24	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	1 - Valley Way (A633)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2023	AM	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Valley Way (A633)		DIRECT	✓	100.000
2 - A633		DIRECT	✓	100.000
3 - B6089		DIRECT	✓	100.000
4 - Wath Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15
-
07:30

		To			
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	115.00	45.00	3.00
	2 - A633	106.00	0.00	3.00	35.00
	3 - B6089	65.00	17.00	0.00	27.00
	4 - Wath Road	8.00	57.00	41.00	0.00

Proportions

		To			
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.71	0.28	0.02
	2 - A633	0.74	0.00	0.02	0.24
	3 - B6089	0.60	0.16	0.00	0.25
	4 - Wath Road	0.08	0.54	0.39	0.00

Demand (PCU/TS)

07:30
-
07:45

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	123.00	48.00	2.00
	2 - A633	113.00	0.00	4.00	37.00
	3 - B6089	71.00	15.00	0.00	29.00
	4 - Wath Road	10.00	59.00	39.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.71	0.28	0.01
	2 - A633	0.73	0.00	0.03	0.24
	3 - B6089	0.62	0.13	0.00	0.25
	4 - Wath Road	0.09	0.55	0.36	0.00

Demand (PCU/TS)

07:45
-
08:00

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	107.00	45.00	2.00
	2 - A633	101.00	0.00	8.00	40.00
	3 - B6089	53.00	17.00	0.00	29.00
	4 - Wath Road	17.00	65.00	47.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.69	0.29	0.01
	2 - A633	0.68	0.00	0.05	0.27
	3 - B6089	0.54	0.17	0.00	0.29
	4 - Wath Road	0.13	0.50	0.36	0.00

Demand (PCU/TS)

08:00
-
08:15

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	105.00	45.00	3.00
	2 - A633	75.00	0.00	7.00	42.00
	3 - B6089	42.00	11.00	0.00	30.00
	4 - Wath Road	16.00	62.00	45.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.69	0.29	0.02
	2 - A633	0.60	0.00	0.06	0.34
	3 - B6089	0.51	0.13	0.00	0.36
	4 - Wath Road	0.13	0.50	0.37	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0	0	0	0
	2 - A633	0	0	0	0
	3 - B6089	0	0	0	0
	4 - Wath Road	0	0	0	0

Average PCU Per Veh

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	1.000	1.000	1.000	1.000
	2 - A633	1.000	1.000	1.000	1.000
	3 - B6089	1.000	1.000	1.000	1.000
	4 - Wath Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
07:15-07:30	1 - Valley Way (A633)	163.00	163.00
	2 - A633	144.00	144.00
	3 - B6089	109.00	109.00
	4 - Wath Road	106.00	106.00
07:30-07:45	1 - Valley Way (A633)	173.00	173.00
	2 - A633	154.00	154.00
	3 - B6089	115.00	115.00
	4 - Wath Road	108.00	108.00
07:45-08:00	1 - Valley Way (A633)	154.00	154.00
	2 - A633	149.00	149.00
	3 - B6089	99.00	99.00
	4 - Wath Road	129.00	129.00
08:00-08:15	1 - Valley Way (A633)	153.00	153.00
	2 - A633	124.00	124.00
	3 - B6089	83.00	83.00
	4 - Wath Road	123.00	123.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Valley Way (A633)	0.51	5.36	1.0	A	160.75	643.00
2 - A633	0.35	3.16	0.5	A	142.75	571.00
3 - B6089	0.33	3.81	0.5	A	101.50	406.00
4 - Wath Road	0.39	4.37	0.6	A	116.50	466.00

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	163.00	163.00	114.49	339.60	0.480	162.09	178.35	0.0	0.9	5.046	A
2 - A633	144.00	144.00	88.54	438.86	0.328	143.51	188.03	0.0	0.5	3.042	A
3 - B6089	109.00	109.00	143.51	356.88	0.305	108.56	88.55	0.0	0.4	3.618	A
4 - Wath Road	106.00	106.00	187.31	324.29	0.327	105.52	64.76	0.0	0.5	4.104	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	173.00	173.00	112.98	340.54	0.508	172.89	193.91	0.9	1.0	5.364	A
2 - A633	154.00	154.00	88.97	438.57	0.351	153.95	196.90	0.5	0.5	3.161	A
3 - B6089	115.00	115.00	151.96	351.29	0.327	114.95	90.97	0.4	0.5	3.807	A
4 - Wath Road	108.00	108.00	198.93	316.65	0.341	107.97	67.98	0.5	0.5	4.313	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	154.00	154.00	128.92	330.53	0.466	154.14	171.10	1.0	0.9	5.106	A
2 - A633	149.00	149.00	93.99	435.07	0.342	149.02	189.08	0.5	0.5	3.148	A
3 - B6089	99.00	99.00	143.03	357.19	0.277	99.10	99.97	0.5	0.4	3.487	A
4 - Wath Road	129.00	129.00	171.13	334.94	0.385	128.89	71.00	0.5	0.6	4.366	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	153.00	153.00	118.12	337.32	0.454	153.04	133.19	0.9	0.8	4.886	A
2 - A633	124.00	124.00	93.04	435.73	0.285	124.12	178.12	0.5	0.4	2.888	A
3 - B6089	83.00	83.00	120.11	372.34	0.223	83.10	97.05	0.4	0.3	3.111	A
4 - Wath Road	123.00	123.00	128.20	363.19	0.339	123.11	75.01	0.6	0.5	3.749	A

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A633 / B6089 / Wath Road	Standard Roundabout	1,2,3,4	5.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	44	1 - Valley Way (A633)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2023	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Valley Way (A633)		DIRECT	✓	100.000
2 - A633		DIRECT	✓	100.000
3 - B6089		DIRECT	✓	100.000
4 - Wath Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15
-
16:30

		To			
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	134.00	86.00	11.00
	2 - A633	134.00	0.00	28.00	62.00
	3 - B6089	74.00	12.00	0.00	39.00
	4 - Wath Road	5.00	40.00	28.00	0.00

Proportions

		To			
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.58	0.37	0.05
	2 - A633	0.60	0.00	0.13	0.28
	3 - B6089	0.59	0.10	0.00	0.31
	4 - Wath Road	0.07	0.55	0.38	0.00

Demand (PCU/TS)

16:30
-
16:45

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	115.00	76.00	12.00
	2 - A633	141.00	0.00	30.00	58.00
	3 - B6089	85.00	17.00	0.00	44.00
	4 - Wath Road	6.00	41.00	36.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.57	0.37	0.06
	2 - A633	0.62	0.00	0.13	0.25
	3 - B6089	0.58	0.12	0.00	0.30
	4 - Wath Road	0.07	0.49	0.43	0.00

Demand (PCU/TS)

16:45
-
17:00

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	102.00	62.00	13.00
	2 - A633	138.00	0.00	35.00	53.00
	3 - B6089	87.00	11.00	0.00	41.00
	4 - Wath Road	5.00	41.00	32.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.58	0.35	0.07
	2 - A633	0.61	0.00	0.15	0.23
	3 - B6089	0.63	0.08	0.00	0.29
	4 - Wath Road	0.06	0.53	0.41	0.00

Demand (PCU/TS)

17:00
-
17:15

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	114.00	71.00	14.00
	2 - A633	134.00	0.00	40.00	62.00
	3 - B6089	85.00	15.00	0.00	42.00
	4 - Wath Road	4.00	31.00	32.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.57	0.36	0.07
	2 - A633	0.57	0.00	0.17	0.26
	3 - B6089	0.60	0.11	0.00	0.30
	4 - Wath Road	0.06	0.46	0.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0	0	0	0
	2 - A633	0	0	0	0
	3 - B6089	0	0	0	0
	4 - Wath Road	0	0	0	0

Average PCU Per Veh

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	1.000	1.000	1.000	1.000
	2 - A633	1.000	1.000	1.000	1.000
	3 - B6089	1.000	1.000	1.000	1.000
	4 - Wath Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
16:15-16:30	1 - Valley Way (A633)	231.00	231.00
	2 - A633	224.00	224.00
	3 - B6089	125.00	125.00
	4 - Wath Road	73.00	73.00
16:30-16:45	1 - Valley Way (A633)	203.00	203.00
	2 - A633	229.00	229.00
	3 - B6089	146.00	146.00
	4 - Wath Road	83.00	83.00
16:45-17:00	1 - Valley Way (A633)	177.00	177.00
	2 - A633	226.00	226.00
	3 - B6089	139.00	139.00
	4 - Wath Road	78.00	78.00
17:00-17:15	1 - Valley Way (A633)	199.00	199.00
	2 - A633	236.00	236.00
	3 - B6089	142.00	142.00
	4 - Wath Road	67.00	67.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Valley Way (A633)	0.64	6.72	1.7	A	202.50	810.00
2 - A633	0.56	4.90	1.3	A	228.75	915.00
3 - B6089	0.47	5.40	0.9	A	138.00	552.00
4 - Wath Road	0.29	4.39	0.4	A	75.25	301.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	231.00	231.00	79.64	361.48	0.639	229.27	211.90	0.0	1.7	6.721	A
2 - A633	224.00	224.00	124.15	414.04	0.541	222.83	184.76	0.0	1.2	4.679	A
3 - B6089	125.00	125.00	205.90	315.63	0.396	124.35	141.09	0.0	0.7	4.689	A
4 - Wath Road	73.00	73.00	218.86	303.54	0.240	72.69	111.39	0.0	0.3	3.894	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	203.00	203.00	93.88	352.54	0.576	203.36	231.81	1.7	1.4	6.047	A
2 - A633	229.00	229.00	124.08	414.10	0.553	228.94	173.16	1.2	1.2	4.860	A
3 - B6089	146.00	146.00	210.96	312.29	0.468	145.78	142.06	0.7	0.9	5.399	A
4 - Wath Road	83.00	83.00	242.78	287.80	0.288	82.91	113.95	0.3	0.4	4.390	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	177.00	177.00	84.07	358.70	0.493	177.39	230.07	1.4	1.0	4.976	A
2 - A633	226.00	226.00	107.20	425.86	0.531	226.08	154.26	1.2	1.1	4.506	A
3 - B6089	139.00	139.00	204.11	316.82	0.439	139.08	129.18	0.9	0.8	5.065	A
4 - Wath Road	78.00	78.00	236.11	292.19	0.267	78.04	107.08	0.4	0.4	4.203	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	199.00	199.00	78.04	362.49	0.549	198.78	222.98	1.0	1.2	5.489	A
2 - A633	236.00	236.00	116.91	419.09	0.563	235.87	159.91	1.1	1.3	4.904	A
3 - B6089	142.00	142.00	209.89	312.99	0.454	141.97	142.89	0.8	0.8	5.260	A
4 - Wath Road	67.00	67.00	233.95	293.61	0.228	67.07	117.91	0.4	0.3	3.973	A

2023 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A633 / B6089 / Wath Road	Standard Roundabout	1,2,3,4	4.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	60	1 - Valley Way (A633)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2023 + Dev	AM	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Valley Way (A633)		DIRECT	✓	100.000
2 - A633		DIRECT	✓	100.000
3 - B6089		DIRECT	✓	100.000
4 - Wath Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15
-
07:30

		To			
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	115.00	45.00	3.00
	2 - A633	109.00	0.00	3.00	35.00
	3 - B6089	66.00	17.00	0.00	27.00
	4 - Wath Road	9.00	57.00	41.00	0.00

Proportions

		To			
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.71	0.28	0.02
	2 - A633	0.74	0.00	0.02	0.24
	3 - B6089	0.60	0.15	0.00	0.25
	4 - Wath Road	0.08	0.53	0.38	0.00

Demand (PCU/TS)

07:30
-
07:45

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	124.00	49.00	3.00
	2 - A633	117.00	0.00	4.00	37.00
	3 - B6089	73.00	15.00	0.00	29.00
	4 - Wath Road	11.00	59.00	39.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.70	0.28	0.02
	2 - A633	0.74	0.00	0.03	0.23
	3 - B6089	0.62	0.13	0.00	0.25
	4 - Wath Road	0.10	0.54	0.36	0.00

Demand (PCU/TS)

07:45
-
08:00

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	108.00	45.00	2.00
	2 - A633	104.00	0.00	8.00	40.00
	3 - B6089	55.00	17.00	0.00	29.00
	4 - Wath Road	18.00	65.00	47.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.70	0.29	0.01
	2 - A633	0.68	0.00	0.05	0.26
	3 - B6089	0.54	0.17	0.00	0.29
	4 - Wath Road	0.14	0.50	0.36	0.00

Demand (PCU/TS)

08:00
-
08:15

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	106.00	45.00	3.00
	2 - A633	78.00	0.00	7.00	42.00
	3 - B6089	43.00	11.00	0.00	30.00
	4 - Wath Road	17.00	62.00	45.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.69	0.29	0.02
	2 - A633	0.61	0.00	0.06	0.33
	3 - B6089	0.51	0.13	0.00	0.36
	4 - Wath Road	0.14	0.50	0.36	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0	0	0	0
	2 - A633	0	0	0	0
	3 - B6089	0	0	0	0
	4 - Wath Road	0	0	0	0

Average PCU Per Veh

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	1.000	1.000	1.000	1.000
	2 - A633	1.000	1.000	1.000	1.000
	3 - B6089	1.000	1.000	1.000	1.000
	4 - Wath Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
07:15-07:30	1 - Valley Way (A633)	163.00	163.00
	2 - A633	147.00	147.00
	3 - B6089	110.00	110.00
	4 - Wath Road	107.00	107.00
07:30-07:45	1 - Valley Way (A633)	176.00	176.00
	2 - A633	158.00	158.00
	3 - B6089	117.00	117.00
	4 - Wath Road	109.00	109.00
07:45-08:00	1 - Valley Way (A633)	155.00	155.00
	2 - A633	152.00	152.00
	3 - B6089	101.00	101.00
	4 - Wath Road	130.00	130.00
08:00-08:15	1 - Valley Way (A633)	154.00	154.00
	2 - A633	127.00	127.00
	3 - B6089	84.00	84.00
	4 - Wath Road	124.00	124.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Valley Way (A633)	0.52	5.46	1.1	A	162.00	648.00
2 - A633	0.36	3.22	0.6	A	146.00	584.00
3 - B6089	0.34	3.89	0.5	A	103.00	412.00
4 - Wath Road	0.39	4.46	0.6	A	117.50	470.00

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	163.00	163.00	114.48	339.60	0.480	162.09	183.32	0.0	0.9	5.045	A
2 - A633	147.00	147.00	88.54	438.87	0.335	146.50	188.02	0.0	0.5	3.073	A
3 - B6089	110.00	110.00	146.49	354.90	0.310	109.55	88.55	0.0	0.4	3.662	A
4 - Wath Road	107.00	107.00	191.29	321.68	0.333	106.51	64.75	0.0	0.5	4.174	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	176.00	176.00	112.98	340.55	0.517	175.86	200.90	0.9	1.1	5.460	A
2 - A633	158.00	158.00	90.96	437.18	0.361	157.94	197.88	0.5	0.6	3.222	A
3 - B6089	117.00	117.00	156.94	348.00	0.336	116.94	91.95	0.4	0.5	3.894	A
4 - Wath Road	109.00	109.00	204.91	312.72	0.349	108.96	68.97	0.5	0.5	4.417	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	155.00	155.00	128.92	330.53	0.469	155.17	177.11	1.1	0.9	5.136	A
2 - A633	152.00	152.00	94.00	435.06	0.349	152.02	190.09	0.6	0.5	3.181	A
3 - B6089	101.00	101.00	146.04	355.20	0.284	101.10	99.98	0.5	0.4	3.542	A
4 - Wath Road	130.00	130.00	176.14	331.64	0.392	129.89	71.01	0.5	0.6	4.459	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	154.00	154.00	118.12	337.31	0.457	154.04	138.20	0.9	0.8	4.911	A
2 - A633	127.00	127.00	93.05	435.73	0.291	127.13	179.12	0.5	0.4	2.919	A
3 - B6089	84.00	84.00	123.12	370.36	0.227	84.10	97.06	0.4	0.3	3.144	A
4 - Wath Road	124.00	124.00	132.21	360.55	0.344	124.11	75.01	0.6	0.5	3.807	A

2023 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A633 / B6089 / Wath Road	Standard Roundabout	1,2,3,4	5.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	41	1 - Valley Way (A633)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2023 + Dev	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Valley Way (A633)		DIRECT	✓	100.000
2 - A633		DIRECT	✓	100.000
3 - B6089		DIRECT	✓	100.000
4 - Wath Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15
-
16:30

		To			
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	137.00	87.00	12.00
	2 - A633	135.00	0.00	28.00	62.00
	3 - B6089	74.00	12.00	0.00	39.00
	4 - Wath Road	5.00	40.00	28.00	0.00

Proportions

		To			
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.58	0.37	0.05
	2 - A633	0.60	0.00	0.12	0.28
	3 - B6089	0.59	0.10	0.00	0.31
	4 - Wath Road	0.07	0.55	0.38	0.00

Demand (PCU/TS)

16:30
-
16:45

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	119.00	78.00	13.00
	2 - A633	143.00	0.00	30.00	58.00
	3 - B6089	86.00	17.00	0.00	44.00
	4 - Wath Road	7.00	41.00	36.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.57	0.37	0.06
	2 - A633	0.62	0.00	0.13	0.25
	3 - B6089	0.59	0.12	0.00	0.30
	4 - Wath Road	0.08	0.49	0.43	0.00

Demand (PCU/TS)

16:45
-
17:00

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	106.00	64.00	14.00
	2 - A633	139.00	0.00	35.00	53.00
	3 - B6089	88.00	11.00	0.00	41.00
	4 - Wath Road	6.00	41.00	32.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.58	0.35	0.08
	2 - A633	0.61	0.00	0.15	0.23
	3 - B6089	0.63	0.08	0.00	0.29
	4 - Wath Road	0.08	0.52	0.41	0.00

Demand (PCU/TS)

17:00
-
17:15

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	117.00	73.00	15.00
	2 - A633	135.00	0.00	40.00	62.00
	3 - B6089	85.00	15.00	0.00	42.00
	4 - Wath Road	4.00	31.00	32.00	0.00

Proportions

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0.00	0.57	0.36	0.07
	2 - A633	0.57	0.00	0.17	0.26
	3 - B6089	0.60	0.11	0.00	0.30
	4 - Wath Road	0.06	0.46	0.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	0	0	0	0
	2 - A633	0	0	0	0
	3 - B6089	0	0	0	0
	4 - Wath Road	0	0	0	0

Average PCU Per Veh

	To				
		1 - Valley Way (A633)	2 - A633	3 - B6089	4 - Wath Road
From	1 - Valley Way (A633)	1.000	1.000	1.000	1.000
	2 - A633	1.000	1.000	1.000	1.000
	3 - B6089	1.000	1.000	1.000	1.000
	4 - Wath Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
16:15-16:30	1 - Valley Way (A633)	236.00	236.00
	2 - A633	225.00	225.00
	3 - B6089	125.00	125.00
	4 - Wath Road	73.00	73.00
16:30-16:45	1 - Valley Way (A633)	210.00	210.00
	2 - A633	231.00	231.00
	3 - B6089	147.00	147.00
	4 - Wath Road	84.00	84.00
16:45-17:00	1 - Valley Way (A633)	184.00	184.00
	2 - A633	227.00	227.00
	3 - B6089	140.00	140.00
	4 - Wath Road	79.00	79.00
17:00-17:15	1 - Valley Way (A633)	205.00	205.00
	2 - A633	237.00	237.00
	3 - B6089	142.00	142.00
	4 - Wath Road	67.00	67.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Valley Way (A633)	0.65	6.97	1.8	A	208.75	835.00
2 - A633	0.57	4.99	1.3	A	230.00	920.00
3 - B6089	0.47	5.49	0.9	A	138.50	554.00
4 - Wath Road	0.29	4.45	0.4	A	75.75	303.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	236.00	236.00	79.64	361.48	0.653	234.16	212.88	0.0	1.8	6.972	A
2 - A633	225.00	225.00	126.11	412.68	0.545	223.81	187.70	0.0	1.2	4.736	A
3 - B6089	125.00	125.00	207.87	314.33	0.398	124.35	142.05	0.0	0.7	4.721	A
4 - Wath Road	73.00	73.00	219.84	302.90	0.241	72.68	112.38	0.0	0.3	3.905	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	210.00	210.00	93.88	352.54	0.596	210.34	235.78	1.8	1.5	6.347	A
2 - A633	231.00	231.00	127.07	412.01	0.561	230.92	177.15	1.2	1.3	4.967	A
3 - B6089	147.00	147.00	213.94	310.32	0.474	146.76	144.05	0.7	0.9	5.495	A
4 - Wath Road	84.00	84.00	245.76	285.84	0.294	83.90	114.95	0.3	0.4	4.455	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	184.00	184.00	84.07	358.70	0.513	184.43	233.09	1.5	1.1	5.176	A
2 - A633	227.00	227.00	110.22	423.75	0.536	227.10	158.28	1.3	1.2	4.578	A
3 - B6089	140.00	140.00	206.12	315.48	0.444	140.08	131.20	0.9	0.8	5.135	A
4 - Wath Road	79.00	79.00	238.12	290.87	0.272	79.04	108.09	0.4	0.4	4.250	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Valley Way (A633)	205.00	205.00	78.04	362.48	0.566	204.78	223.99	1.1	1.3	5.698	A
2 - A633	237.00	237.00	119.91	417.00	0.568	236.86	162.91	1.2	1.3	4.991	A
3 - B6089	142.00	142.00	211.89	311.67	0.456	141.98	144.88	0.8	0.8	5.303	A
4 - Wath Road	67.00	67.00	234.96	292.95	0.229	67.08	118.91	0.4	0.3	3.987	A

