TRANSPORT ASSESSMENT

Barnsley Road, Upper Cumberworth

Job No: 25018

July 2025

VIASOLUTIONS

Quality Management

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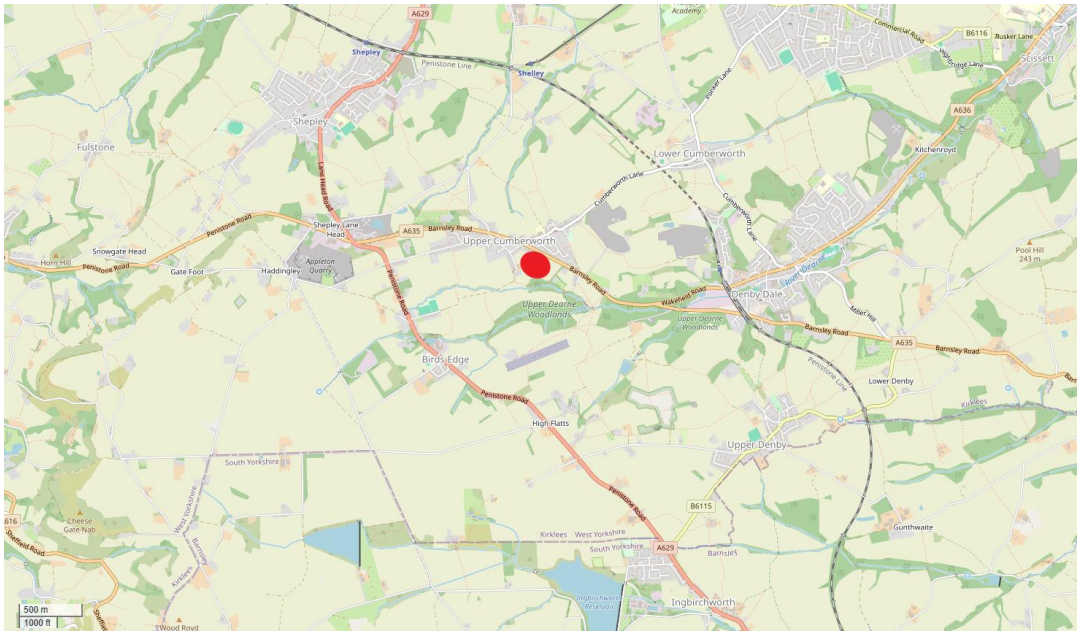
1. Introduction

1.1. OVERVIEW

1.1.1. Via Solutions has been appointed to prepare this Transport Assessment (TA) to accompany a planning application for a residential development consisting of 123 no residential dwellings, located off Barnsley Road, Upper Cumberworth, West Yorkshire. Figure 1.1 below shows the site location in relation to the local area (source: OpenStreetMap).

FIGURE 1.1: SITE LOCATION



1.1.2. This TA 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.

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. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry for Housing Communities and Local Government in December 2024.

2.2.2. Paragraph 109 indicates that transport should be considered at the early stages of development, ensuring that

- *Transport considerations should form an early part of public engagement*
- *Ensuring streets, parking and other transport considerations are integral to the design*
- *Understanding the potential impacts associated with transport*
- *Identifying and pursuing opportunities to walk, cycle and use public transport*
- *Consider the environmental impacts of transport including mitigation of adverse effects*

2.2.3. Paragraph 110 states that when considering planning applications, it should be ensured that the above objectives are considered.

2.2.4. Paragraph 111 and 112 refers to the different planning policies to be in place to promote sustainable development, these include but are not limited to support an appropriate mix of uses, identifying and protecting key routes that might be critical in developing infrastructure, well designed spaces for walking and cycling. It also includes guidance on the setting of local parking standards (paragraph 112). Policies should encourage engagement with the highway authority, other infrastructure providers and neighbouring councils as appropriate.

2.2.5. Paragraphs 112, 113 and 114 refer to parking standards and lorry parking.

2.2.6. Paragraph 113 states that "*maximum parking standards for residential and non-residential development should only be set where there is only clear and compelling justification that they are necessary for managing local road network or for optimising the density of development in city and town centres and other locations that are well served by public transport*".

2.2.7. Paragraph 115: When considering sites for allocation or applications for development, consideration should be given to

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.*
- *safe and suitable access to the site can be achieved for all users*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; 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 through a vision-led approach.*

2.2.8. Paragraph 116 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".

2.2.9. Overall, the policy (as summarised in paragraph 117) seeks to prioritise pedestrian and cycle movements, address the needs of those with disabilities, create spaces that are safe and secure and designed for low emissions.

2.2.10. Finally, paragraph 118 states that all developments creating "significant amounts" of movement should be supported by a Travel Plan and a Transport Statement or Transport Assessment addressing the likely impacts of the development.

2.3. LOCAL TRANSPORT POLICY

WEST YORKSHIRE TRANSPORT STRATEGY 2040

2.3.1. The Transport Strategy was adopted by the West Yorkshire Combined Authority on 3rd August 2017. Focused on West Yorkshire but recognising the importance and impacts of links with the wider Leeds City Region, the Transport Strategy 2040 vision is *"To enhance business success and people's lives by providing modern, world-class, well-connected transport that makes travel around West Yorkshire easy and reliable."*

2.3.2. In order to realise the ambition, the Transport Strategy has three key objectives:

- Economy – Creating a more reliable, less congested, better connected transport network.
- Environment – Having a positive impact on the built and natural environment.
- People and place – Putting people first to create a strong sense of place.

2.3.3. The Transport Strategy recognises that the growth of Leeds is important to the economy of the City Region and to the North's shared objective of rebalancing the economy. Leeds also has an ambitious target for the number of new homes across the district.

KIRKLEES LOCAL PLAN

2.3.4. The Kirklees Local Plan was adopted on 27th February 2019. The local plan covers the period 2013 – 2031 and sets out the policies necessary to achieve the vision and strategic objectives for the development of Kirklees. The proposed development site benefits from allocation to housing within the local plan under Policy LP65 which states:

'*The sites listed below are allocated for housing in the Local Plan. Planning permission will be expected to be granted if proposals accord with the development principle set out in the relevant site boxes, relevant development plan policies and as shown on the Policies Map.*'

2.3.5. Policy LP21 'Highways and Access' sets out that proposals shall demonstrate sustainable modes of transport and be accessed effectively and safely by all users, recognising the role of a Transport Assessment in reducing the impact of developments on the environment by encouraging modal shift.

2.3.6. Consultation has begun to update the above Local Plan, which will consider the effects that climate change, and the Covid-19 pandemic, had and is having on the local and national economy, and will also include updates to the housing supply, employment, land delivery, and the supply of jobs.

KIRKLEES HIGHWAY DESIGN GUIDE SUPPLMENTARY PLANNING DOCUMENT (SPD)

2.3.7. The Highway Design Guide (HDG) was adopted in November 2019 and specifies highway scheme design principles that reflect nationally recognised best practice. The SPD promotes a high standard of highway design that facilitates the delivery of high quality residential, employment and mixed-use development in Kirklees.

2.3.8. Various highway scheme design principles are included in the document including pedestrian movement, inclusive design, parking standards, emergency access, cycle infrastructure, the hierarchy and setting out of streets, how to accommodate the safe

operation and manoeuvring of service vehicles and incorporating waste storage facilities in the context of highway impact.

3. Existing Conditions

3.1. SITE DESCRIPTION

3.1.1. The site, which is located off Barnsley Road is currently greenfield comprising an open field. An existing field access off Barnsley Road is located at the most eastern edge of the site. The site is bound to the north by Barnsley Road, to the west by Carr Hill Road, Park Lane and residential development, and to the south and southeast, by green fields, mature trees and isolated development.

3.1.2. In the wider context, the site is located immediately to the southeast of Upper Cumberworth, and c.1.3km to the west of Denby Dale town centre.

3.2. EXISTING ACCESS

3.2.1. The site has an existing informal field access at its southeastern corner onto Barnsley Road. However, the access for the proposed development is to be located at a position that improves intervisibility.

3.3. LOCAL HIGHWAY NETWORK

3.3.1. Barnsley Road which runs by the sites northern boundary has a c.9.2m –wide carriageway, with a 2.0m wide painted central median and is subject to a 40mph speed limit. There is currently a footway between 1.5m to 2.0m wide provided along the north side of the carriageway passing the site and on both sides to the northwest of the site. Street lighting is provided along Barnsley Road passing the site.

3.3.2. Carr Hill Road to the northwest of the site, has a c.6.0m wide carriageway with a continuous footway c.1.5m wide on its northside, and it subject to a 30mph speed limit. This road leads to a staggered crossroads junction with Barnsley Road and Cumberworth Road, and where traffic on Barnsley Road has priority. Street lighting is provided along Carr Hill Road.

3.3.3. Immediately to the west of this staggered crossroads, there is a signalised pedestrian crossing on Barnsley Road.

3.3.4. Cumberworth Road has a c.7.0m wide carriageway with continuous footways on both sides and is subject to a 30mph speed limit. Street lighting is provided along Cumberworth Road.

3.3.5. To the southeast of the site Barnsley Road forms a T-junction with Wakefield Road and operates under priority control, and where traffic on Barnsley Road to the southeast give's way to traffic on Wakefield Road.

3.3.6. There are no public rights of way paths running through the development site, as detailed in the Figure 3.1 below. However, footpaths DEN/81/70, and DEN/82/10 run along or near the southern edge of the site boundary.

FIGURE 3.1: PUPLIC RIGHTS OF WAY

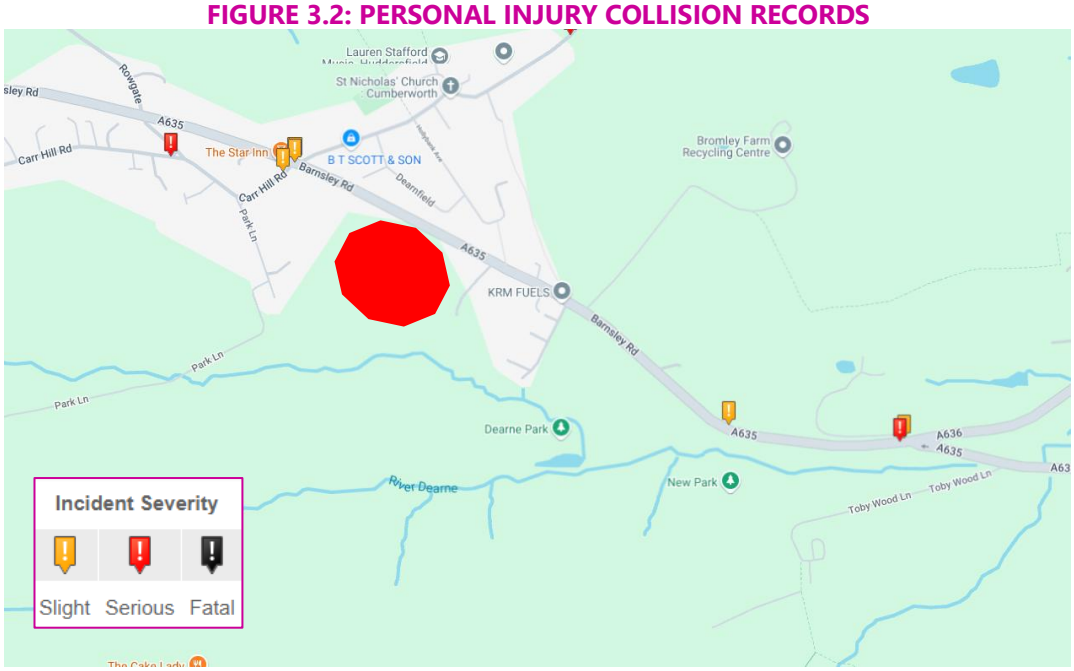
3.3.7. The site is well located for vehicular access on to the local, regional and strategic road network.

3.4. PERSONAL INJURY COLLISION RECORDS

3.4.1. The CrashMap website has been used to investigate the occurrence of personal injury collisions (PICs) in the vicinity of the Site. Data for the latest available five-year period (2019 to end 2023) has been obtained for the local highway network in the vicinity of the site.

3.4.2. Figure 3.2 below shows an extract from the map on the CrashMap Website. This indicates that there was a total of 8 (6 minor and 2 severe) collisions recorded in the search area, but none along Barnsley Road running past the site.

FIGURE 3.2: PERSONAL INJURY COLLISION RECORDS



Source: https://crashmap.co.uk/Search

3.4.3. The data has been further interrogated to understand the nature of the collisions. The results indicate that one vulnerable road user a pedestrian was seriously injured on Carr Hill Road. No other vulnerable road users were noted in the search area.

3.4.4. All other incidents involved a single or more car collision in the search area, and injuries to the occupants.

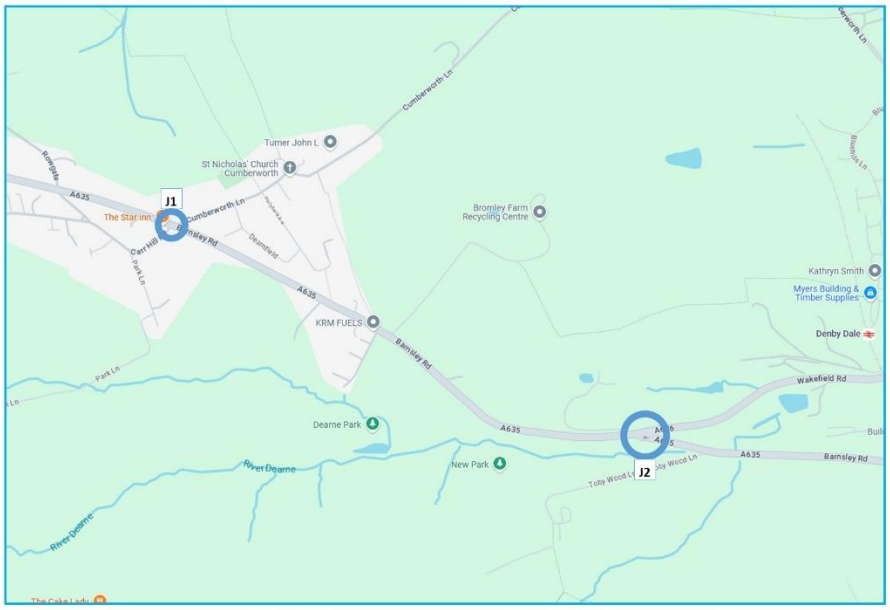
3.4.5. Further, three of the above collisions occurred at the staggered crossroads, which is a location where multiple conflicting movements occur.

3.4.6. However, it is considered that these accident records do not indicate any geometric deficiencies, nor any safety trends on the local highway network in the vicinity of the proposed development.

3.5. EXISTING TRAFFIC DATA

3.5.1. Traffic counts where undertaken during the morning and evening peak traffic flow periods on the 18th of March 2025 at the junctions detailed in Figure 3.3, below. The findings and the resulting peak hour turning flows at these junctions are detailed in Appendix A.

FIGURE 3.3: JUNCTION COUNT LOCATIONS



4. PEDESTRIANS AND CYCLISTS

4.1. WALKING

4.1.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. However, it is generally considered that an acceptable maximum walking distance from home to a place of work is 2km.

4.1.2. The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot' (2000) recommends various thresholds for desirable, acceptable and preferred maximum walking distances depending on journey purpose/location as shown in Table 1.1.

TABLE 1.1: SUGGESTED ACCEPTABLE WALKING DISTANCE

	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 (CIHT, 2000)

4.1.3. The range of destinations within the desirable, acceptable and preferred maximum walking distances (for Commuting / Education / Leisure trips) from the site are summarised in Table 1.2 below.

4.1.4. This assessment demonstrates that the site is ideally located to encourage walking trips to a range of destinations for the key journey purposes associated with residential development; access to employment, access to education and leisure trips including shopping.

TABLE 1.2: DESTINATIONS WITHIN ACCEPTABLE WALKING DISTANCES

Distance	Destinations/ Facilities
500m	Bus Stops on Barnsley Road, Star Inn Pub, Cumberworth Church, Cumberworth Church of England First School, Upper Cumberworth Post Office.
1000m	In addition to the above, Denby Dale Rail Station, Restaurants and Pubs in Denby Dale, Calderdale Vets, Nisa Local, Co-Operative Petrol Station.
2000m	The whole town of Denby Dale, including all of the above and further services

4.1.5. With respect to the local environment for walking, there is currently a footway between 1.5m to 2.0m wide provided along the north side of the Barnsley Road carriageway passing the site and on both sides of this road to the northwest of the site. Dropped kerbs with tactile paving to facilitate pedestrian crossings are provided at all the side roads joining Barnsley Road in the vicinity of the site in Upper Cumberworth.

4.1.6. However, the proposed development will provide a shared footway/cycleway running along the site's road frontage, which will link up with the existing footway on Barnsley Road to the northwest of the site. Connections from the site to the footpath's DEN/81/70, and DEN/82/10 to the south are to be considered.

4.1.7. The site has the potential to provide connections for journeys on foot to a range of destinations using existing infrastructure in the area.

4.2. CYCLING

4.2.1. 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.

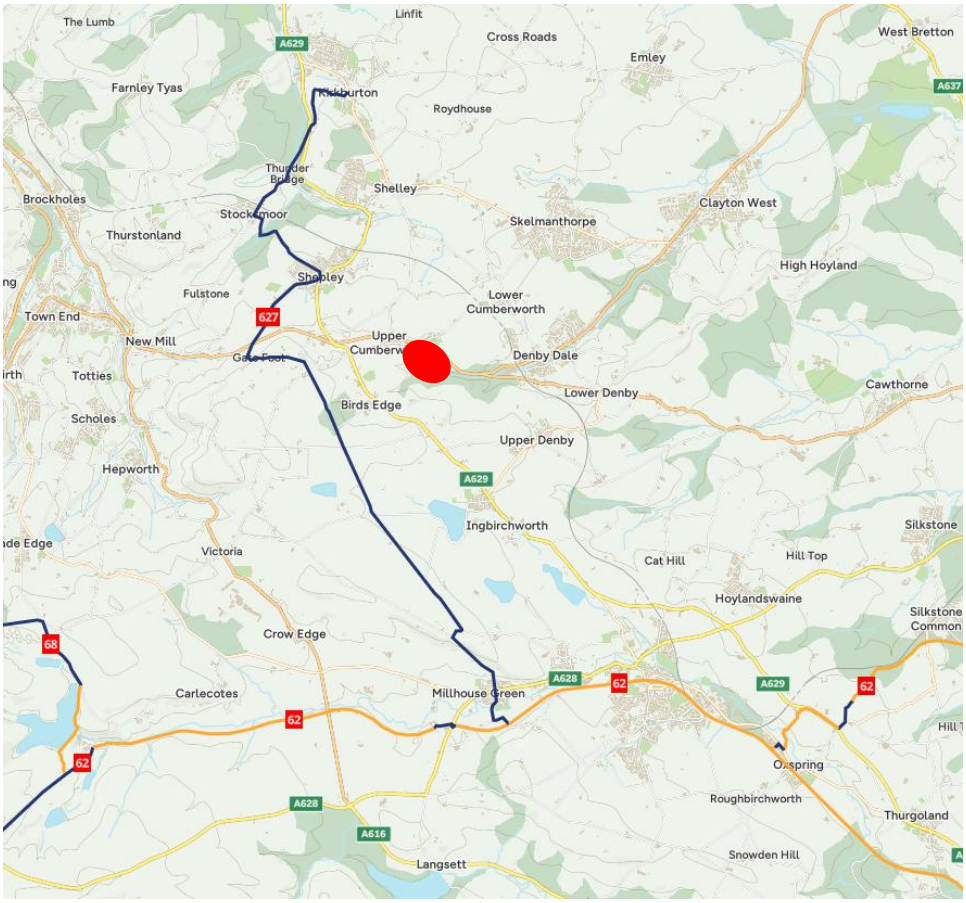
4.2.2. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. Local Transport Note (LTN) 2/08 (published by DfT) does however suggest that an acceptable and comfortable distance for general cycling trips is up to 5km and the same guidance also refers to commuting cycle trips of up to 8km.

4.2.3. Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

4.2.4. With respect to the local environment for cycling, there are no cycle facilities within the immediate vicinity of the site. However, the proposed development will provide a shared footway/cycleway along the site's road frontage, which will link up with the existing footway on Barnsley Road to the northwest of the site.

4.2.5. To the west of the site there is National Cycle Network route 627, which provides a link between the areas of Kirkburton and Millhouse Green and other areas in between and beyond, as shown in Figure 4.1 below. This offers the opportunity for residents to cycle for leisure or to commute to other areas within Kirklees.

FIGURE 4.1. CYCLE NETWORK IN THE VICINITY OF THE SITE



4.2.6. Generally, the roads that surround the site are suitable for cycling during the quieter periods of the day, and the the site does provide some opportunity to access the surrounding area network using sustainable travel by this mode.

4.2.7. It is considered that there are practical and convenient links available to and from the site offering the potential for residents and visitors to walk or cycle rather than relying on the use of a private car.

4.3. PUBLIC TRANSPORT

BUSES

4.3.1. The closest bus stops are located on Barnsley Road, around a 3-minute walk to the northwest and southeast of the site entrance. At the northwest location there are

stops on both side of the road, and where each has a post, flag, and timetable information. However, the stop on the southside also has a bus shelter. To the southeast of the site entrance there are bus stops on both sides of Barnsley Road, but only the stop on the south side of the road has a post, flag, and timetable information.

4.3.2. There is one regular service that operates from these stops, the X1, which runs on average every 60 minutes during the working week between Holmfirth Bus Station and Wakefield City Centre, and with a reduced service during the weekends. There are also other bus routes offering limited services elsewhere through the week.

4.3.3. Based on the above, the site does provide some level of accessibility to bus services, and with the opportunity to travel to other areas in the region for employment and leisure.

RAIL

4.3.4. The site is some 1.7km walking distance from Denby Dale Station and therefore there is a reasonable prospect of walking and cycling trips being made to and from the station as part of a longer journey by rail.

4.3.5. Denby Dale Station, which is operated by Northern Trains, is served by county-wide services with high frequency services to Huddersfield and Sheffield and with a number of local stops included. There is also access to national rail services which will require changes at Huddersfield or Sheffield.

5. Development Proposals

5.1. PROPOSED DEVELOPMENT

5.1.1. This transport assessment has been undertaken on the basis that the proposed development comprises 123no residential dwellings, supported by the associated parking, landscaping, and circulation and access roads.

5.1.2. The proposed site layout is indicated on the drawing contained within Appendix B.

5.2. DEVELOPMENT ACCESS

5.2.1. A new priority-controlled T-junction access, with a right lane on Barnsley Road is to serve the site, as shown on Drawing 2501801 P01 in Appendix C. This will provide access for both on road and pedestrian and cycle users.

5.2.2. A 3m wide pavement is to be provided along the site's road frontage on Barnsley Raod to accommodate pedestrians and cyclists. Dropped kerbs and tactile paving is to be provided at the site access crossing. Along the development site access 2m wide footways are proposed on both sides.

VISIBILITY SPLAYS

5.2.3. A visibility splay assessment has been undertaken on the access to determine what visibility is required and has been based on a 40mph speed limit on Barnsley Road. The details are presented in Drawing 2501801 P01 in Appendix C and indicates the visibility splays required to the left and right of the junction. These are to be kept clear of all obstacles at all times.

5.3. PARKING PROVISION

VEHICULAR

5.3.1. As per the Kirklees Highway Design Guide, the finalised development layout is to provide the following level of parking:

- 2 car parking space per 2 to 3-bedroom dwellings
- 3 car parking spaces per 4+ bedroom dwellings,
- 1 car parking spaces per 1 to 2-bedroom apartments,
- 2 car parking spaces per 3+bedroom apartments,
- Access to Electric Vehicle Charging Points (EVCP)
- Visitor spaces

CYCLE

5.3.2. Provision is to be made on site for long and short stay cycle parking. For the housing units these are to be provided with the curtilage of each property.

MOTORCYCLE

5.3.3. Within the communal parking areas provision is to be made for motorcycle parking.

5.4. SERVICING

5.4.1. Swept paths for a 11.85m refuse vehicle has been undertaken at the new T-junction access serving the site on Barnsley Road, as shown on Drawing 2501802 P01 in Appendix D. This demonstrates that vehicles up to this size can be accommodated through the site access.

6. Development Assessment

6.1. TRAFFIC GENERATION

6.1.1. The TRICS 7.11.4 Online Database has been interrogated for likely trip rates from which the typical weekday peak hour and daily traffic generation can be estimated. As a worst case, the land-use Residential A – Houses Privately Owned has been selected with the following filtering applied:

- Locations – Residential Zones, Out of Town, Village.
- Date Range – 100 to 300 units
- Weekdays – Monday to Friday; and
- Range – 2016 to 2024

6.1.2. The TRICS data is contained within Appendix E.

6.1.3. The resulting morning peak traffic generation is 0.143 x 123 = 18 vehicles arriving and 0.361 x 123 = 44 vehicles departing, to provide a total of 62 vehicles two-way.

6.1.4. During the evening peak hour period the resulting evening peak traffic generation is 0.318 x 123 = 40 vehicles arriving and 0.152 x 123 =18 vehicles departing, to provide a total of 58 vehicles two-way.

6.2. TRAFFIC DISTRIBUTION

6.2.1. The development traffic was split 50% to the east, and 50% to the west at the site access junction and thereafter on the highway network, it was based on the traffic surveyed at the junctions.

6.2.2. The resulting distribution of the development peak hour flows on the adjacent highway network is detailed in Appendix F.

6.3. TRAFFIC IMPACT ASSESSMENT

HIGHWAY NETWORK

6.3.1. The impacts of the traffic generated by the development, was then assessed at 3 junction locations as detailed below:

- Barnsley Road/Cumberworth Lane/Carr Hill Road
- Barnsley Road/Site Access
- Wakefield Road/Barnsley Road

and at the signalised pedestrian crossing on Barnsley Road.

2025 AND 2031 TRAFFIC

6.3.2. These junctions were assessed under base year 2025 and 2031 background peak period traffic on the adjacent highway network, and committed development in the area, which in this case includes the extended quarry operations at Bromley Farm Quarry, that received planning permission from Kirklees Council, under planning no. 2023/91280.

6.3.3. The 2025 traffic was taken directly from the surveyed flows as detailed in section 3.0 and the 2031 traffic was established by applying a growth factor to the 2025 traffic using the Tempro v8.0 program and National Transport Model dataset. Unadjusted growth factors were calculated for the Kirklees, Leeds and Wakefield areas and all road types, with the results detailed in Appendix G. The growth factors applied were 1.0602 to the base year AM traffic and 1.0644 to the PM traffic.

6.3.4. The resulting Am and PM peak hour traffic at the 3 junction locations and signalised pedestrian crossing for the years 2025 and 2031, and with the addition of the committed and development traffic are detailed in Appendix F.

6.3.5. The above junctions and signalise crossing were assessed using the Junctions 9 and LinSig software programs respectively.

6.3.6. The modelled signalised pedestrian crossing was developed on the basis that the pedestrian stage is called every 60 seconds, and with a 7 second green time.

6.3.7. The modelled results with and without the development traffic are summarised in Tables 6.1 below and in more detail in Appendix H.

TABLE 6.1: MODELLED JUNCTION OUTPUTS - SUMMARY

Approach	Cumberworth Lane / Car Hill / A635 Junction			
	07:30-08:30		16:30-17:30	
	Max RFC	Max Queue	Max RFC	Max Queue
2025 Base Traffic				
Cumberworth Lane	0.34	0.5	0.27	0.4
Car Hill Road	0.25	0.3	0.25	0.3
A635 Barnsley Road (W)	0.01	0.0	0.02	0.0
A635 Barnsley Road (E)	0.04	0.0	0.04	0.0
2031 Traffic + Committed				
Cumberworth Lane	0.37	0.6	0.30	0.4
Car Hill Road	0.28	0.4	0.27	0.3
A635 Barnsley Road (W)	0.01	0.0	0.02	0.0
A635 Barnsley Road (E)	0.04	0.0	0.05	0.1
2031 Traffic + Committed+ Development				
Cumberworth Lane	0.37	0.6	0.31	0.4
Car Hill Road	0.28	0.4	0.29	0.4
A635 Barnsley Road (W)	0.01	0.0	0.02	0.0
A635 Barnsley Road (E)	0.04	0.0	0.05	0.0

Approach	A635 / A636 Junction			
	07:30-08:30		16:30-17:30	
	Max RFC	Max Queue	Max RFC	Max Queue
2025 Base Traffic				
A635 Left / Right	0.22	0.3	0.27	0.4
A636 Right to A635	0.42	0.7	0.19	0.2
2031 Traffic + Committed				
A635 Left / Right	0.24	0.3	0.29	0.4
A636 Right to A635	0.45	0.8	0.19	0.2
2031 Traffic + Committed+ Development				
A635 Left / Right	0.24	0.3	0.30	0.4
A636 Right to A635	0.45	0.8	0.21	0.3

	Site Access			
	Max RFC	Max Queue	Max RFC	Max Queue
2031 Traffic + Committed+ Development				
Site Access Left / Right	0.13	0.2	0.05	0.1
A636 Right to Site	0.03	0.0	0.05	0.1

Approach	A635 Signalised Pedestrian Crossing			
	07:30-08:30		16:30-17:30	
	Max DoS	Max Queue	Max DoS	Max Queue
2025 Base Traffic				
A635 (NW)	16.9	1.3	29.6	2.6
A635 (SE)	44.6	4.6	17.5	1.4
2031 Traffic + Committed				
A635 (NW)	21.0	1.6	20.4	1.6
A635 (SE)	48.7	5.2	33.9	3.1
2031 Traffic + Committed+ Development				
A635 (NW)	21.0	1.7	20.4	1.6
A635 (SE)	48.7	5.2	33.9	3.1

6.3.8. The above tables indicate that the modelled junctions and signalised pedestrian crossing all operate below capacity and the addition of the development traffic will result in minimal additional queuing, and with sufficient residual capacity available on the highway network.

6.3.9. As a result, the traffic generation of the proposed development is not considered to be significant. The proposed development is located in a suitable location and will not have a significant traffic impact on the highway network.

6.4. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

6.4.1. The proposed development is considered to be located in a suitable location and provides access by a genuine range of transport modes which accords with the new NPPF.

6.4.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible.

6.4.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved.

6.4.4. This report has also demonstrated that the proposed development accords with the policies within the local plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.

6.4.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

7. Summary and Conclusions

7.1. SUMMARY

7.1.1. The key points from this assessment are outlined below.

- This Transport Assessment examined the impacts created by a residential development consisting of 123 no residential dwellings, located off Barnsley Road, Upper Cumberworth, West Yorkshire.

- It is considered that there are practical and convenient links available to and from the site, offering the potential for residents and visitors to walk, cycle or use public transport rather than relying on the use of a private car.

- It is considered that the accident records reviewed do not indicate any significant safety concern, nor any safety trends on the local highway network in the vicinity of the proposed development
- The junction assessments indicated that all the junctions operate below capacity and the addition of the development traffic will result in minimal additional queuing, and with sufficient residual capacity available on the highway network

7.2. CONCLUSION

7.2.1. In conclusion, it has been demonstrated that the proposed development is considered to be acceptable in terms of transport sustainability, highway safety and traffic impact, and that there are no reasons why planning consent for the proposed development should not be granted.

APPENDICES

APPENDIX A: Traffic Surveys

Road Data Services Ltd

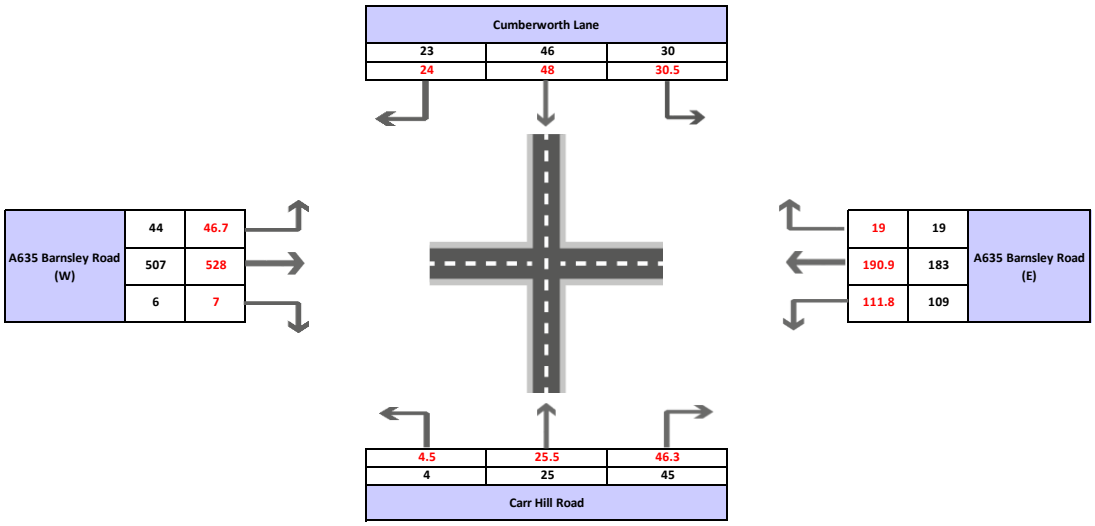
From: 1) 07:30 Show Peak Hour: ☑

To: 1) 08:30 Show PCUs: ☑

Class: All Vehicles Show Session 2

Tuesday 18th March 2025

PCUs



Road Data Services Ltd

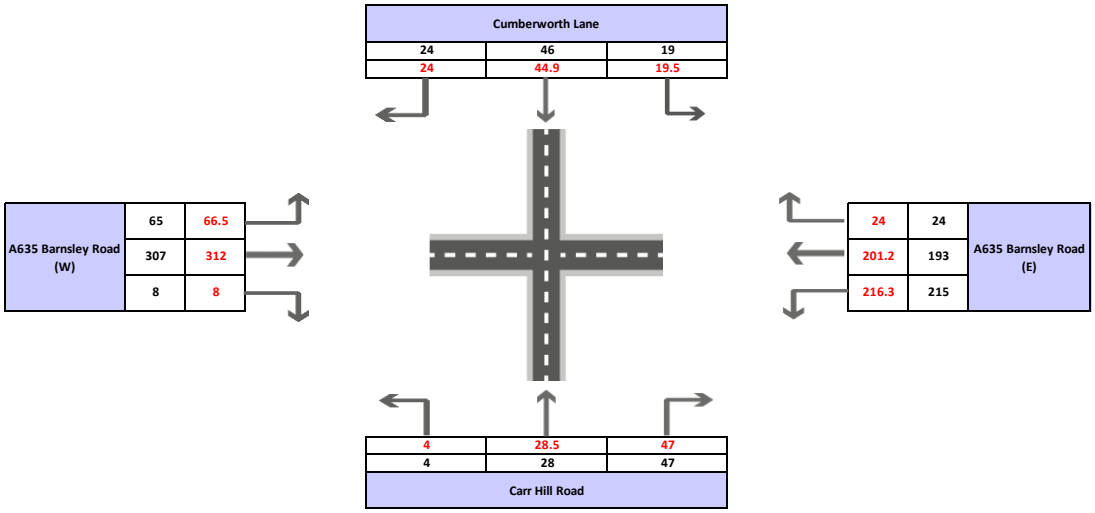
From: 16:30 Show Peak Hour:

To: 17:30 Show PCUs:

Class:

Tuesday 18th March 2025

PCUs



Road Data Services Ltd

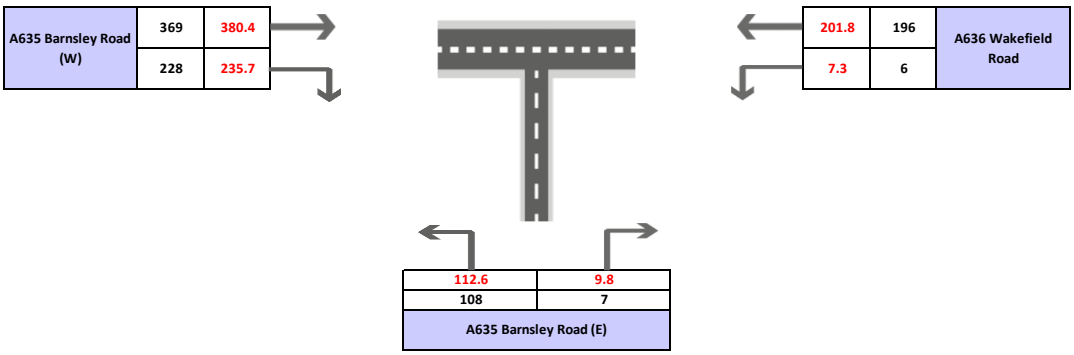
From: 1) 07:15 Show Peak Hour: ☑

To: 1) 08:15 Show PCUs: ☑

Class: All Vehicles Show Session 2

Tuesday 18th March 2025

PCUs



Road Data Services Ltd

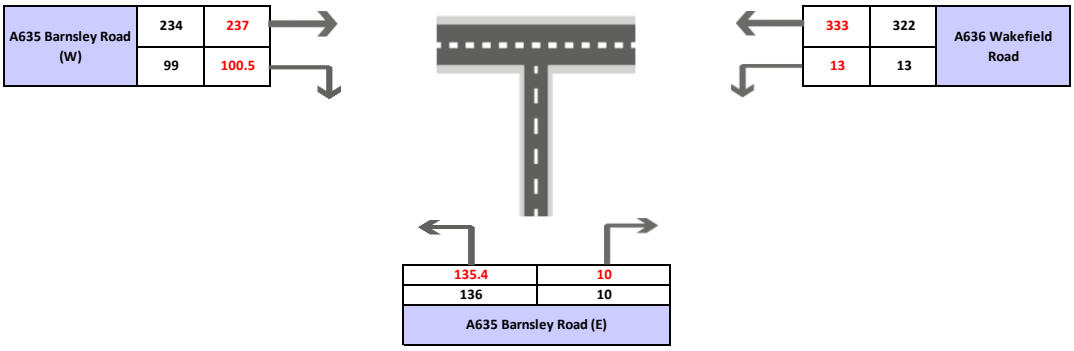
From: Show Peak Hour:

To: Show PCUs:

Class:

Tuesday 18th March 2025

PCUs



Appendix B: Proposed Development Layout

DRAFT FOR COMMENTS

	Revision	Date	By	Chk
P10	Updated for comments	20.06.25	XZ	CB
P9	Updated bigger backyards	17.06.25	XZ	CB
P8	Updated final layout	13.06.25	XZ	CB
P7	Engineer input incorporated	03.06.25	XZ	CB
P6	Finalised Draft	15.05.25	XZ	CB
P5	Updated for comments	01.05.25	XZ	CB
P4	Updated for comments	22.04.25	XZ	CB
P3	Updated layout for comments	17.04.25	XZ	CB
P2	Substation added	26.09.24	CB	CB
P1	Layout amended to client feedback, colour added	25.09.24	CB	CB

All dimensions to be verified on site, and the Architect informed of any discrepancy. All drawings and specifications should be read in conjunction with the Health and Safety Plan; all conflicts should be reported to the appointed Principal Designer.

vivly living

Vivly Living
Proposed residential allocation
Barnsley Road, Upper Cumberworth

Sheet Name: As Proposed Site Plan

Purpose of Issue: Preliminary
Status: -

Date: 20/09/2024
Checked By: CB

Drawn By: CB
Scale @ A2: 1:1000

Project No: A1073
Revision: P10

Drawing No: A1073-BOW-A0-ZZ-DR-A-0002

BOWMANRILEY
ARCHITECTS • BUILDING CONSULTANTS • INTERIORS

p:\architectural\residential\a1073 - barnsley road, upper cumberworth\a1073 - 03 cad\0000 existing, presentation, planning\a1073-bow-a0-zz-dr-a-0002_as proposed site plan.dwg

Appendix C: Proposed Access Layout and Visibility Splays

DO NOT SCALE

REV	DATE	BY	DESCRIPTION	APP
P01	01/01/01	XXX	FIRST ISSUE	XXX

DRAWING STATUS:
S0 - WORK IN PROGRESS

VIASOLUTIONS

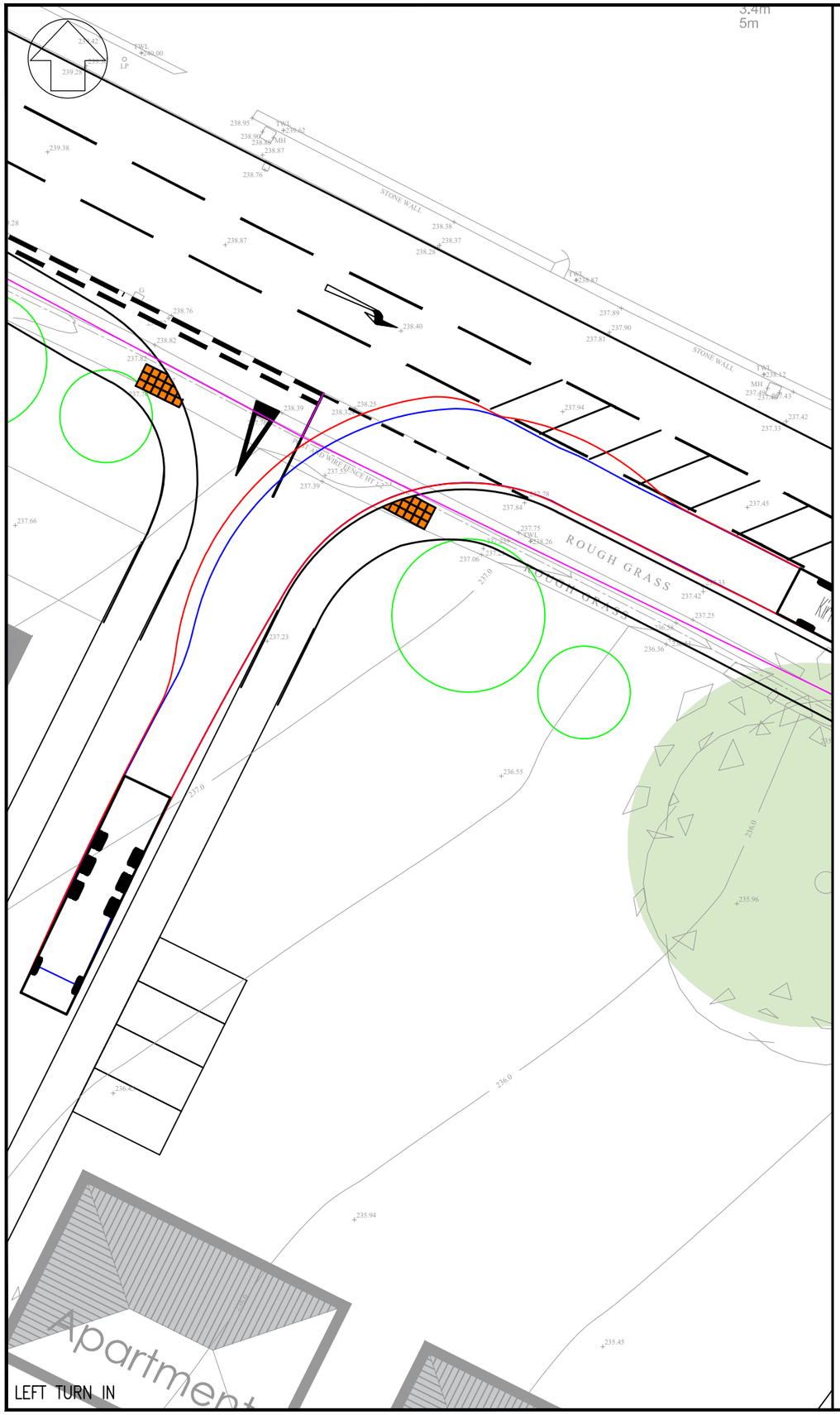
SITE/PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT
UPPER CUMBERWORTH

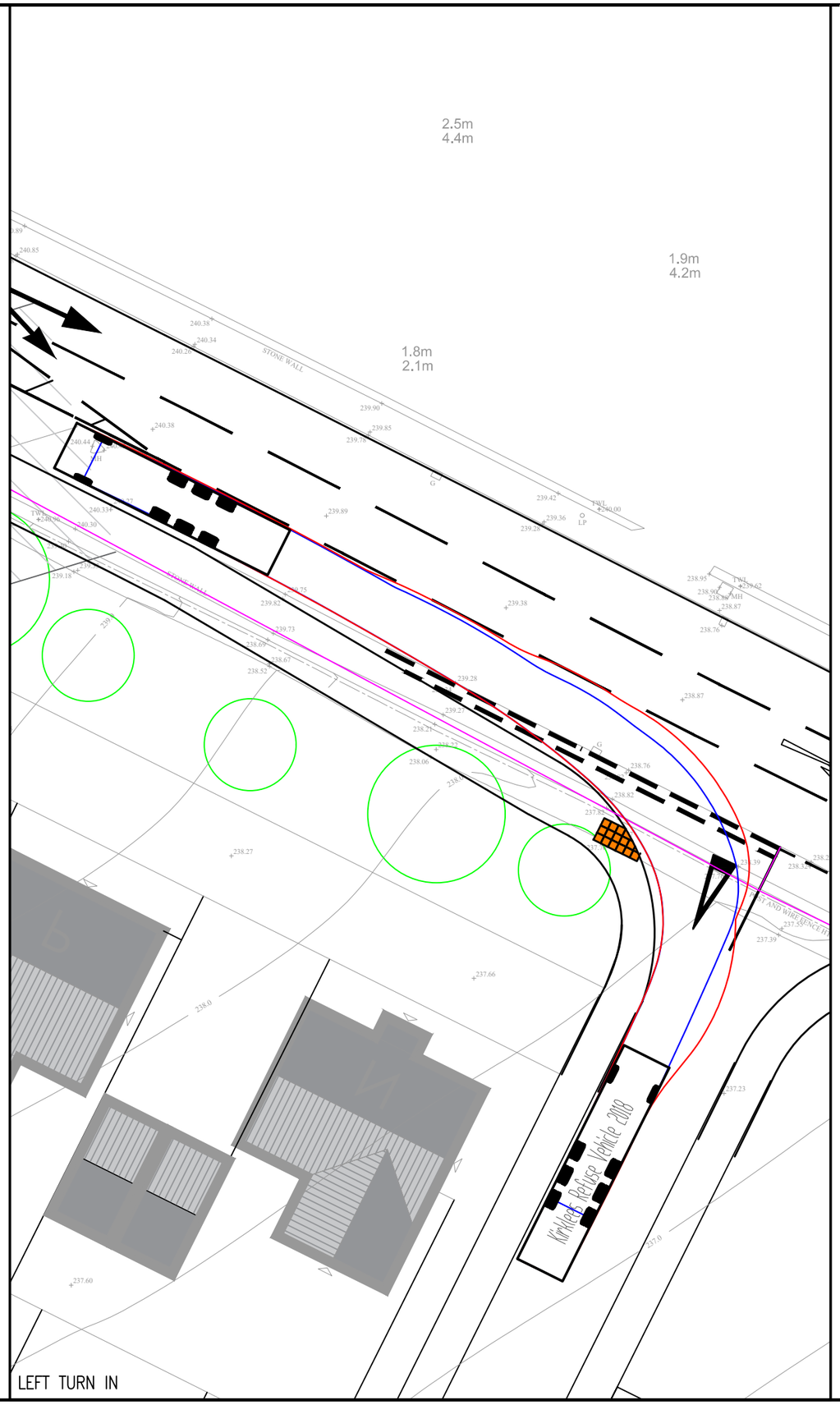
TITLE:
ACCESS LAYOUT AND VISIBILITY SPLAYS

DRAWN:	APPROVED:
AS	
SCALE @ A1:	DATE:
1:500	July 25

DRAWING No:	REV:
2501801	P01

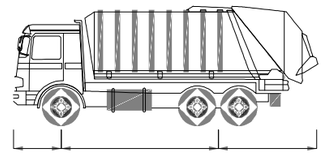
Appendix D: Swept Paths





DO NOT SCALE

VEHICLE DIMENSIONS



1.53 5.55 4.77

KIRKLEES REFUSE

LENGTH: 11.85 m
MAX WIDTH: 2.50 m
LOCK TO LOCK TIME: 6.0 s
MAX STEERING ANGLE: 37.75°
TURN RADIUS (CURB TO CURB): 10.09 m
TURN RADIUS (WALL TO WALL): 11.00 m

REV	DATE	BY	DESCRIPTION	APP
P01	01/01/01	XX	FIRST ISSUE	XX

DRAWING STATUS:
S0 - WORK IN PROGRESS

VIASOLUTIONS

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT
UPPER CUMBVERWORTH

TITLE:
SWEPT PATH ANALYSIS

DRAWN:	APPROVED:
AS	
SCALE @ A3:	DATE:
1:250	July 25

DRAWING No:	REV:
2501802	P01

Appendix E: TRICS

Calculation Reference: AUDIT-407201-250415-0455

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	6 days
	HC	HAMPSHIRE	6 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	5 days
	SC	SURREY	3 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	7 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	10 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	IM	ISLE OF MAN	2 days
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	105 to 300 (units:)
Range Selected by User:	100 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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	7 days
Tuesday	16 days
Wednesday	12 days
Thursday	9 days
Friday	4 days

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

Selected survey types:

Manual count	44 days
Directional ATC Count	4 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	37
Neighbourhood Centre (PPS6 Local Centre)	10

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

Selected Location Sub Categories:

Residential Zone	36
Village	9
Out of Town	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	76 days - Selected

Secondary Filtering selection:

Use Class:

C3	48 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	11 days
5,001 to 10,000	13 days
10,001 to 15,000	11 days
15,001 to 20,000	7 days
20,001 to 25,000	6 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	10 days
25,001 to 50,000	9 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
100,001 to 125,000	4 days
125,001 to 250,000	15 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	7 days
1.1 to 1.5	34 days
1.6 to 2.0	7 days

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

Travel Plan:

Yes	36 days
No	12 days

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

PTAL Rating:

No PTAL Present	48 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AS-03-A-02 MIXED HOUSES ABERDEENSHIRE
FARROCHIE ROAD
STONEHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 131
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

2 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

3 DC-03-A-11 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 141
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

4 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

5 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

6 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

7 ES-03-A-10 MIXED HOUSES & FLATS EAST SUSSEX
WATERGATE
BEXHILL-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 139
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

8 ES-03-A-11 MIXED HOUSES EAST SUSSEX
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 105
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 ES-03-A-12 MIXED HOUSES & FLATS EAST SUSSEX
HOREBEECH LANE
HORAM

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 123
Survey date: TUESDAY *03/10/23* *Survey Type: MANUAL*

10 ES-03-A-14 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 120
Survey date: TUESDAY *30/04/24* *Survey Type: MANUAL*

11 HC-03-A-26 MIXED HOUSES & FLATS HAMPSHIRE
BOTLEY ROAD
WHITELEY

Edge of Town
Out of Town
Total No of Dwellings: 270
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

12 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

13 HC-03-A-32 MIXED HOUSES & FLATS HAMPSHIRE
GREEN LANE
FARNHAM
WEYBOURNE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 105
Survey date: THURSDAY *29/06/23* *Survey Type: MANUAL*

14 HC-03-A-35 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 289
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

15 HC-03-A-36 MIXED HOUSES & FLATS HAMPSHIRE
HAVANT ROAD
EMSWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 145
Survey date: TUESDAY *12/09/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 HC-03-A-38 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: WEDNESDAY *26/06/24* *Survey Type: MANUAL*

17 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

18 HF-03-A-06 MIXED HOUSES & FLATS HERTFORDSHIRE
A505
ROYSTON

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY *28/11/23* *Survey Type: MANUAL*

19 IM-03-A-03 MIXED HOUSES ISLE OF MAN
MAIN ROAD
COLBY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 111
Survey date: TUESDAY *21/05/24* *Survey Type: MANUAL*

20 IM-03-A-06 MIXED HOUSES ISLE OF MAN
MOORAGH PROMENADE
RAMSEY

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: THURSDAY *23/05/24* *Survey Type: MANUAL*

21 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

22 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

23 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

24 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

25 KC-03-A-12 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 186
Survey date: TUESDAY *19/09/23* *Survey Type: MANUAL*

26 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

27 NF-03-A-07 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 297
Survey date: FRIDAY *20/09/19* *Survey Type: DIRECTIONAL ATC COUNT*

28 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

29 NF-03-A-32 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 164
Survey date: WEDNESDAY *21/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

30 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

31 NF-03-A-35 MIXED HOUSES & FLATS NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

32 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

33 NF-03-A-44 MIXED HOUSES NORFOLK
MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 125
Survey date: WEDNESDAY *21/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

34 NF-03-A-47 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: WEDNESDAY *21/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

35 NF-03-A-52 MIXED HOUSES NORFOLK
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

36 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

37 SC-03-A-09 MIXED HOUSES & FLATS SURREY
AMLETS LANE
CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 136
Survey date: TUESDAY *24/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

38 SC-03-A-12 MIXED HOUSES & FLATS SURREY
AARONS HILL
GODALMING

Edge of Town
Residential Zone
Total No of Dwellings: 252
Survey date: WEDNESDAY *12/06/24* *Survey Type: MANUAL*

39 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

40 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

41 WB-03-A-03 MIXED HOUSES WEST BERKSHIRE
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

42 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

43 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *Survey Type: MANUAL*

44 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

45 WS-03-A-18 MIXED HOUSES & FLATS WEST SUSSEX
LONDON ROAD
HASSOCKS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 156
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

46 WS-03-A-22 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: TUESDAY *19/03/24* *Survey Type: MANUAL*

47 WS-03-A-23 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: TUESDAY *14/05/24* *Survey Type: MANUAL*

48 WS-03-A-24 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 300
Survey date: THURSDAY *23/05/24* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	48	174	0.078	48	174	0.281	48	174	0.359
08:00 - 09:00	48	174	0.143	48	174	0.361	48	174	0.504
09:00 - 10:00	48	174	0.131	48	174	0.164	48	174	0.295
10:00 - 11:00	48	174	0.118	48	174	0.139	48	174	0.257
11:00 - 12:00	48	174	0.130	48	174	0.136	48	174	0.266
12:00 - 13:00	48	174	0.143	48	174	0.138	48	174	0.281
13:00 - 14:00	48	174	0.145	48	174	0.141	48	174	0.286
14:00 - 15:00	48	174	0.149	48	174	0.176	48	174	0.325
15:00 - 16:00	48	174	0.259	48	174	0.168	48	174	0.427
16:00 - 17:00	48	174	0.267	48	174	0.158	48	174	0.425
17:00 - 18:00	48	174	0.318	48	174	0.152	48	174	0.470
18:00 - 19:00	48	174	0.265	48	174	0.143	48	174	0.408
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.146			2.157			4.303

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.

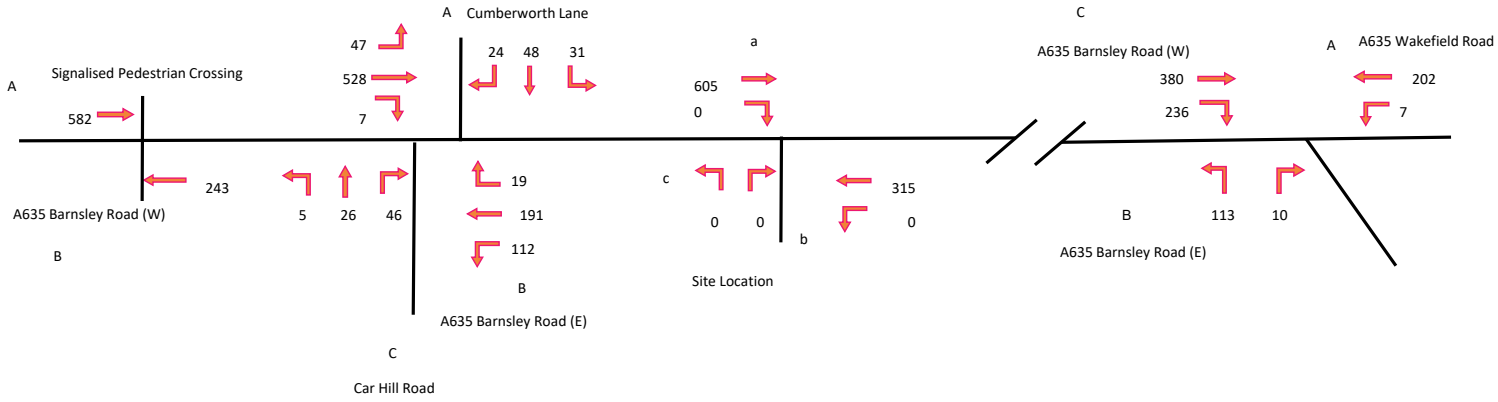
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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:	105 - 300 (units:)
Survey date date range:	01/01/16 - 28/06/24
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	28
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 F: Year 2025 and 2031 Traffic Flows



A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	X	31	48	24
B	19	X	112	191
C	26	46	X	5
D	47	528	7	X

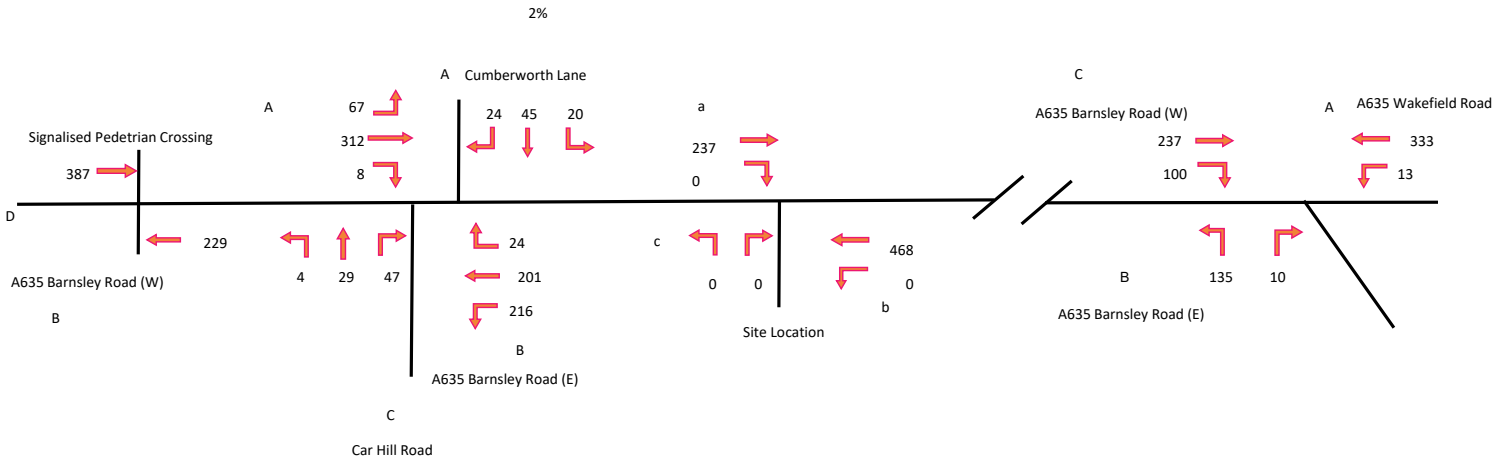
A365 Junction			
	TO		
FROM	A	B	C
A	X	7	202
B	10	X	113
C	380	236	X

Site Access			
	TO		
FROM	A	B	C
A	X	605	0
B	315	X	0
C	0	0	X

Pedestrian Crossing		
	TO	
FROM	A	B
A	X	582
B	243	X

VIASOLUTIONS

FIGURE 1
2025 AM FLOWS
(FLOWS IN PCUs)



A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	X	20	45	24
B	24	X	216	201
C	29	47	X	4
D	67	312	8	X

A365 Junction			
	TO		
FROM	A	B	C
A	X	13	333
B	10	X	135
C	237	100	X

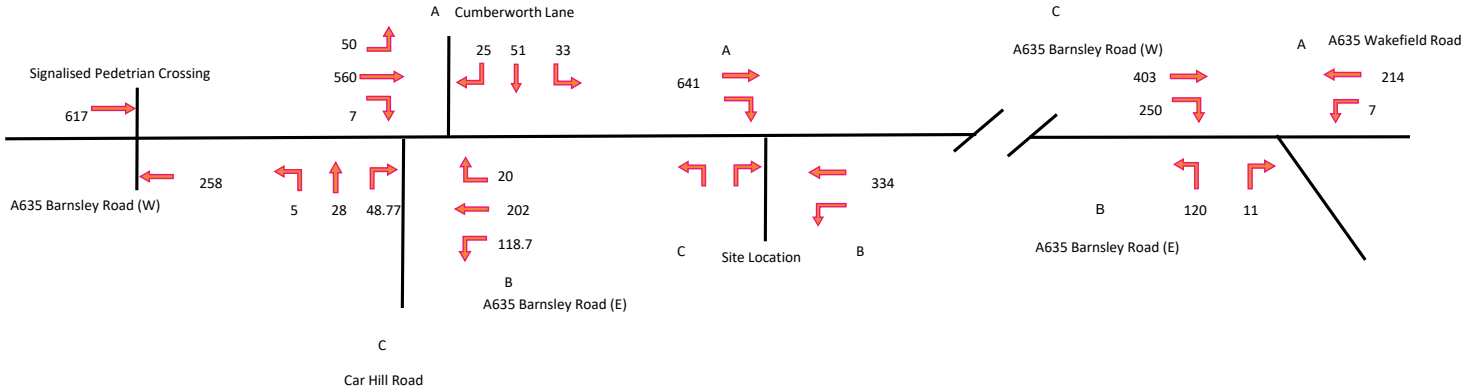
Site Access			
	TO		
FROM	A	B	C
A	X	237	0
B	468	X	0
C	0	0	X

Pedestrian Crossing		
	TO	
FROM	A	B
A	X	387
B	229	X

VIASOLUTIONS

FIGURE 2
2025 PM
(FLOWS IN PCUs)

1.0602



A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	X	33	51	25
B	20	X	118.7	202
C	28	48.77	X	5
D	50	560	7	X

A365 Junction			
	TO		
FROM	A	B	C
A	X	7	214
B	11	X	120
C	403	250	X

Site Access			
	TO		
FROM	A	B	C
A	X	641	0
B	334	X	0
C	0	0	X

Pedestrian Crossing		
	TO	
FROM	A	B
A	X	617
B	258	X

VIASOLUTIONS

FIGURE 3
2031 AM
(FLOWS IN PCUs)

1.0644

A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	X	21	48	26
B	26	X	229.9	214
C	31	50.03	X	4
D	71	332	9	X

A365 Junction			
	TO		
FROM	A	B	C
A	X	14	354
B	11	X	144
C	252	106	X

Site Access			
	TO		
FROM	A	B	C
A	X	252	0
B	498	X	0
C	0	0	X

Pedestrian Crossing		
	TO	
FROM	A	B
A	X	412
B	244	X

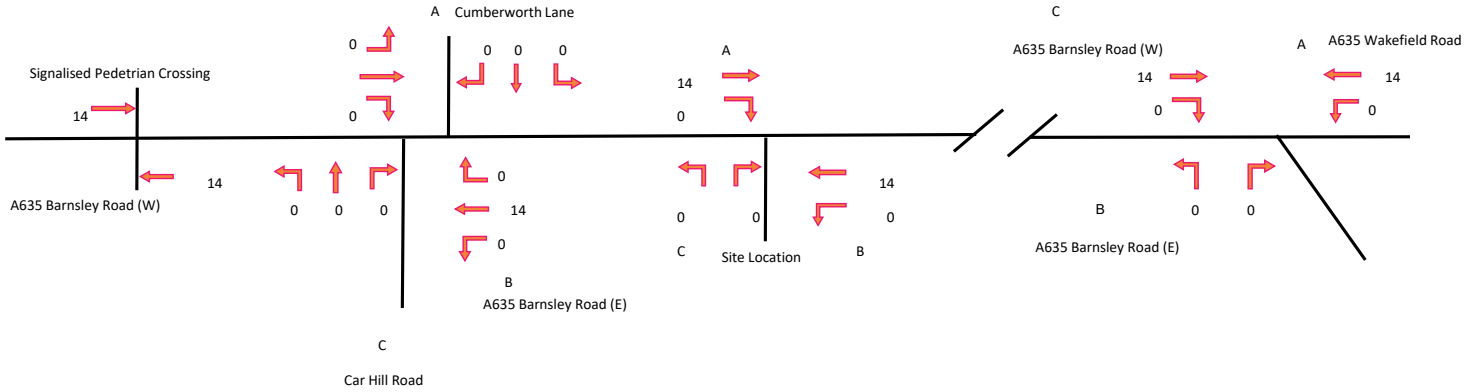
VIASOLUTIONS

FIGURE 4

2031 PM FLOWS

(FLOWS IN PCUs)

1.0602



A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	X	14	0	0
B	14	X	0	0
C	0	0	X	0
D	0	0	0	X

A365 Junction			
	TO		
FROM	A	B	C
A	X	0	14
B	0	X	0
C	14	0	X

Site Access			
	TO		
FROM	A	B	C
A	X	0	0
B	14	X	0
C	0	0	X

Pedestrian Crossing		
	TO	
FROM	A	B
A	X	14
B	14	X

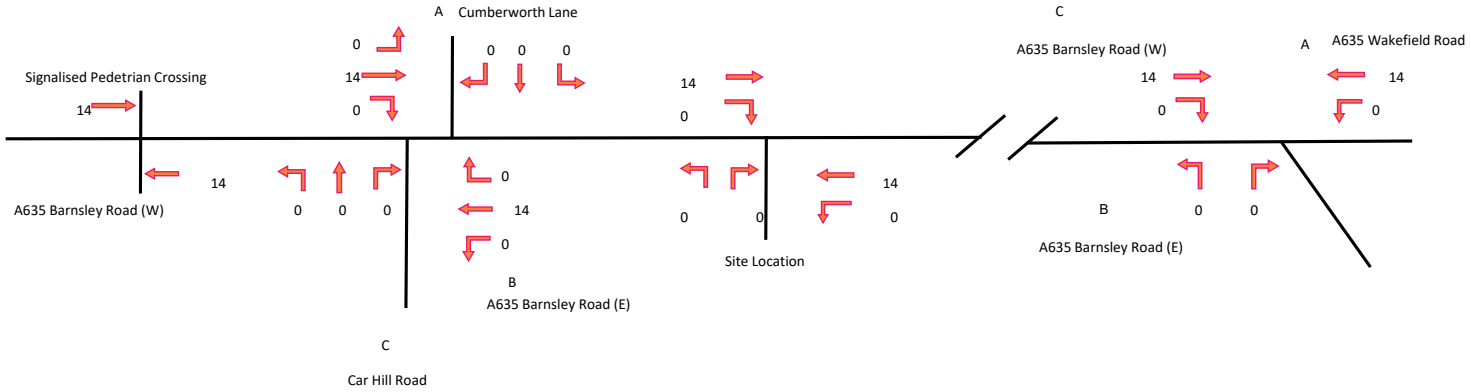
VIASOLUTIONS

FIGURE 5

2031 Commited Development AM FLOWS

(FLOWS IN PCUs)

1.0644



A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	X	14	0	0
B	14	X	0	0
C	0	0	X	0
D	0	0	0	X

A365 Junction			
	TO		
FROM	A	B	C
A	X	0	14
B	0	X	0
C	14	0	X

Site Access			
	TO		
FROM	A	B	C
A	X	14	0
B	14	X	0
C	0	0	X

Pedestrian Crossing		
	TO	
FROM	A	B
A	X	14
B	14	X

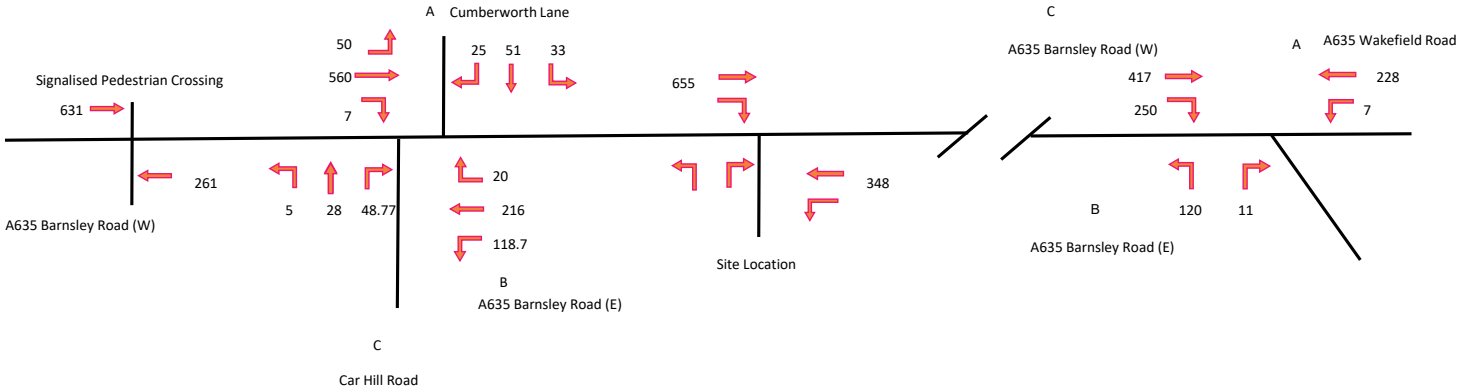
VIASOLUTIONS

FIGURE 6

2031 Commited Development PM FLOWS

(FLOWS IN PCUs)

1.0602



A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	X	33	51	25
B	20	X	118.7	216
C	28	48.77	X	5
D	50	560	7	X

A365 Junction			
	TO		
FROM	A	B	C
A	X	7	228
B	11	X	120
C	417	250	X

Site Access			
	TO		
FROM	A	B	C
A	X	655	0
B	348	X	0
C	0	0	X

Pedestrian Crossing		
	TO	
FROM	A	B
A	X	631
B	272	X

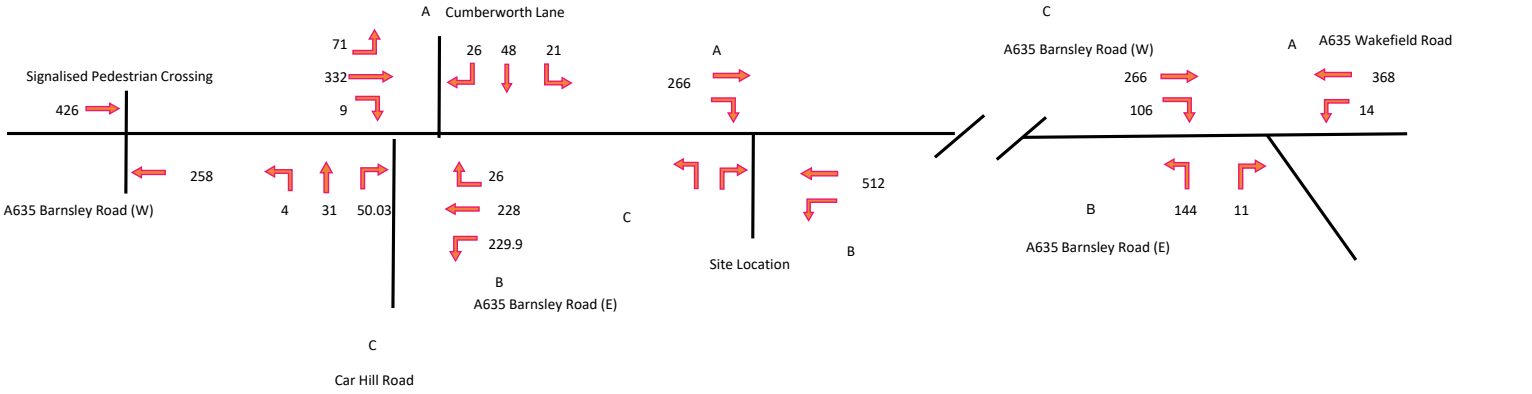
VIASOLUTIONS

FIGURE 7

2031 Base + Comiited AM FLOWS

(FLOWS IN PCUs)

1.0644



A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	X	21	48	26
B	26	X	229.9	228
C	31	50.03	X	4
D	71	332	9	X

A365 Junction			
	TO		
FROM	A	B	C
A	X	14	368
B	11	X	144
C	266	106	X

Site Access			
	TO		
FROM	A	B	C
A	X	266	0
B	512	X	0
C	0	0	X

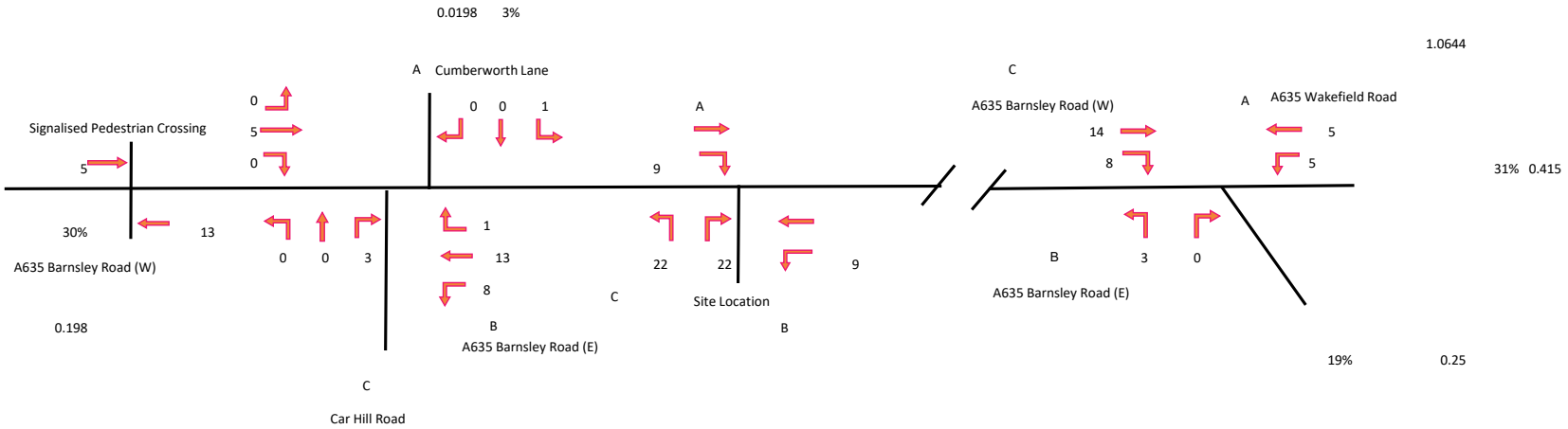
Pedestrian Crossing		
	TO	
FROM	A	B
A	X	426
B	258	X

VIASOLUTIONS

FIGURE 8

2031 Base + Commited PM FLOWS

(FLOWS IN PCUs)



A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	X	1	0	0
B	1	X	8	13
C	0	3	X	0
D	0	5	0	X

A365 Junction			
	TO		
FROM	A	B	C
A	X	5	14
B	0	X	3
C	14	8	X

Site Access			
	TO		
FROM	A	B	C
A	X	X	9
B	0	X	9
C	22	22	X

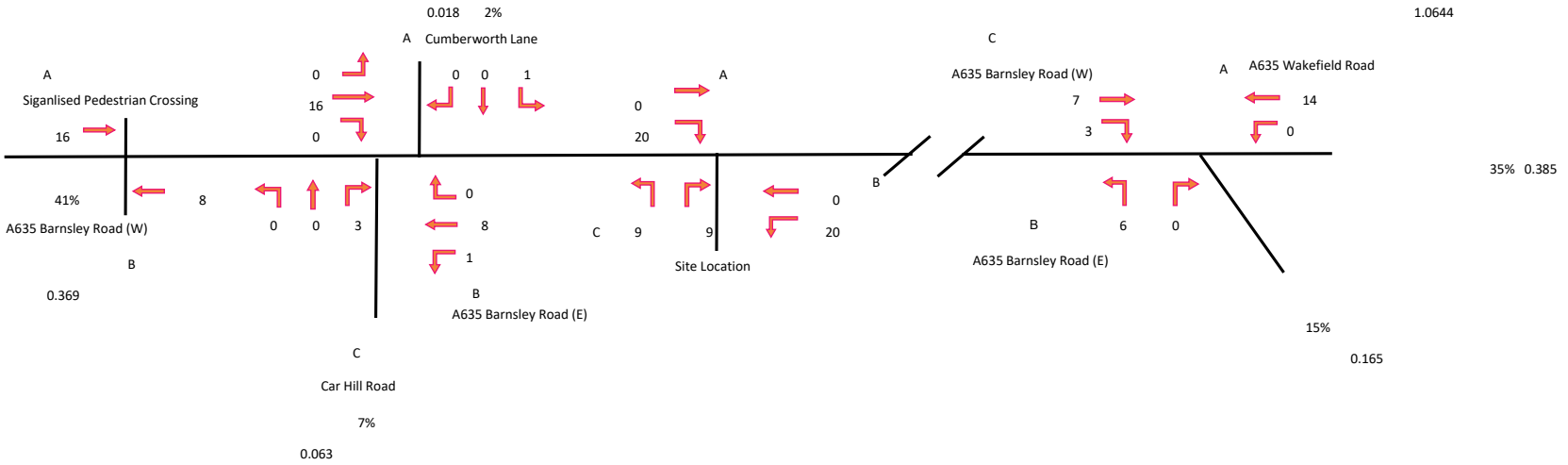
Pedestrian Crossing		
	TO	
FROM	A	B
A	X	0
B	5	X

VIASOLUTIONS

FIGURE 9

Development AM FLOWS

(FLOWS IN PCUs)



A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	x	1	0	0
B	0	x	1	8
C	0	3	x	0
D	0	16	0	x

A365 Junction			
	TO		
FROM	A	B	C
A	x	0	14
B	0	x	6
C	7	3	x

Site Access			
	TO		
FROM	A	B	C
A	X	0	20
B	0	X	20
C	9	9	X

Pedestrian Crossing		
	TO	
FROM	A	B
A	X	16
B	8	X

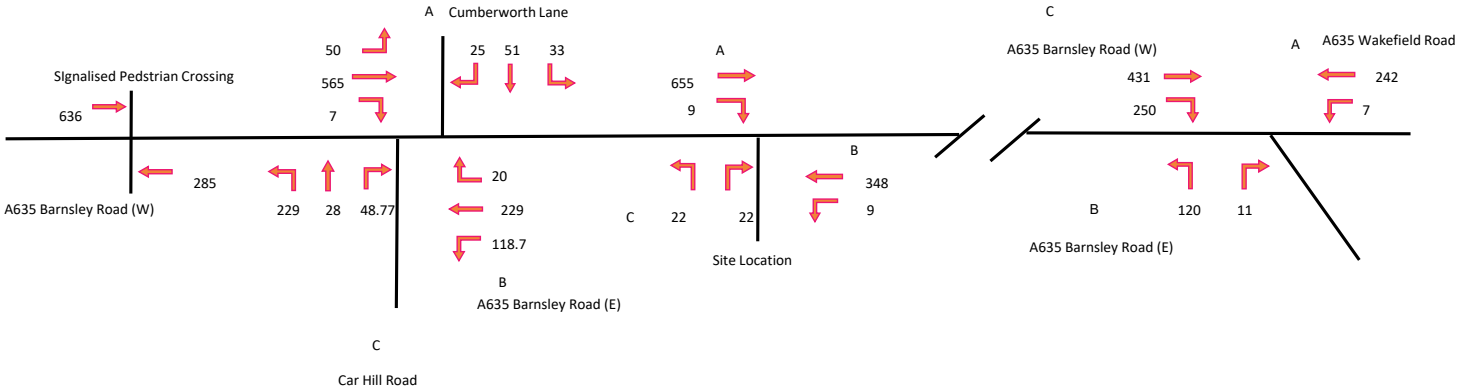
VIASOLUTIONS

FIGURE 10

Development PM FLOWS

(FLOWS IN PCUs)

1.0602



A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	X	33	51	25
B	20	X	118.7	229
C	28	48.77	X	229
D	50	565	7	X

A365 Junction			
	TO		
FROM	A	B	C
A	X	7	242
B	11	X	120
C	431	250	X

Site Access			
	TO		
FROM	A	B	C
A	X	655	9
B	348	X	9
C	22	22	X

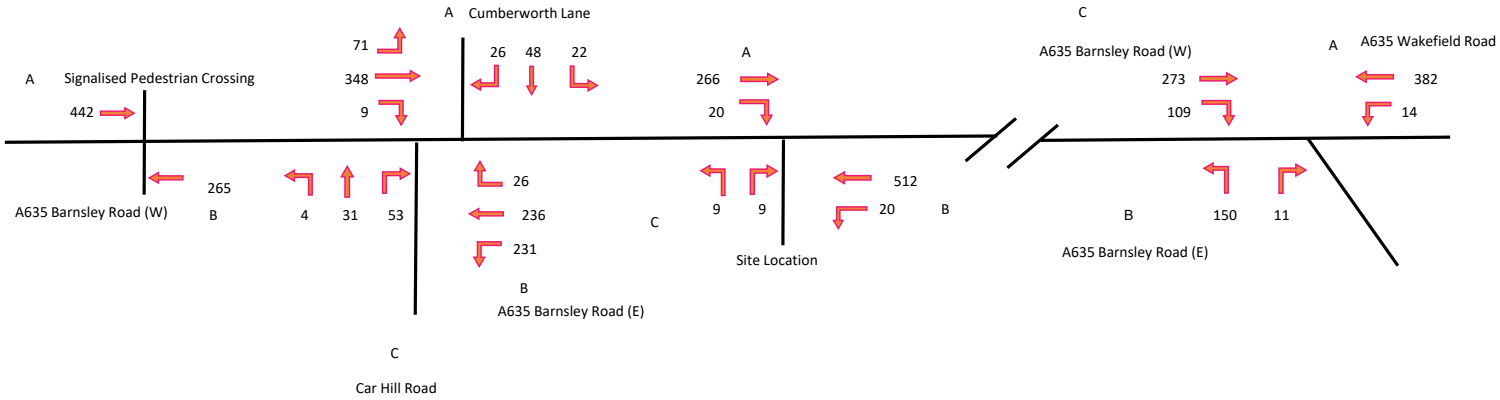
Pedestrian Crossing		
	TO	
FROM	A	B
A	X	636
B	285	X

VIASOLUTIONS

FIGURE 11

2031 Base + Commited + Development FLOWS

(FLOWS IN PCUs)



A365 / Cumberwroth / Car Lane				
	TO			
FROM	A	B	C	D
A	X	22	48	26
B	26	X	231	236
C	31	53	X	4
D	71	348	9	X

A365 Junction			
	TO		
FROM	A	B	C
A	X	14	382
B	11	X	150
C	273	109	X

Site Access			
	TO		
FROM	A	B	C
A	X	266	20
B	512	X	20
C	9	9	X

Pedestrian Crossing		
	TO	
FROM	A	B
A	X	442
B	265	X

VIASOLUTIONS

FIGURE 12

Base + Commited + Development PM FLOWS

(FLOWS IN PCUs)

Appendix G: Growth Factors

NTM Traffic Growth Calculations

Scenario: Behavioural **Base Year: 2025** **Future Year: 2031**

Time Period: Weekday AM peak period (0700 - 0959)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

- [x] Kirklees
- [x] Leeds
- [x] Wakefield

3. Select area type:

- ( ) Urban
- ( ) Rural
- (•) All

4. Select road type:

- ( ) Motorway
- ( ) Trunk
- ( ) A Road
- ( ) Minor
- (•) All

5. Select which area it serves:

- (•) Region
- ( ) England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Kirklees	1.0564
Authority	Leeds	1.0514
Authority	Wakefield	1.0602

NTM Traffic Growth Calculations

Scenario: Behavioural **Base Year: 2025** **Future Year: 2031**

Time Period: Weekday PM peak period (1600 - 1859)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

- [x] Kirklees
- [x] Leeds
- [x] Wakefield

3. Select area type:

- ( ) Urban
- ( ) Rural
- (•) All

4. Select road type:

- ( ) Motorway
- ( ) Trunk
- ( ) A Road
- ( ) Minor
- (•) All

5. Select which area it serves:

- (•) Region
- ( ) England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Kirklees	1.0595
Authority	Leeds	1.0568
Authority	Wakefield	1.0644

Appendix H: Junction Model Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Stagger PICADY.j9
Path: C:\Users\AlexSwanston\Via Solutions\CompanyShare - Documents\VIA Projects\25000s\25018 Upper Cumberworth\Calculations\Modelling
Report generation date: 02/07/2025 09:38:44

«2031 Com + Dev, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025											
Stream B-ACD	D1	0.3	14.15	0.25	B	41 % [Stream D-ABC]	D2	0.3	13.63	0.25	B	63 % [Stream D-ABC]
Stream A-D		0.0	6.95	0.04	A			0.0	6.36	0.04	A	
Stream D-ABC		0.5	16.13	0.34	C			0.4	13.90	0.27	B	
Stream C-B		0.0	6.28	0.01	A			0.0	6.63	0.02	A	
	2031 Com											
Stream B-ACD	D3	0.4	15.18	0.28	C	32 % [Stream D-ABC]	D4	0.4	14.57	0.27	B	51 % [Stream D-ABC]
Stream A-D		0.0	7.11	0.04	A			0.1	6.48	0.05	A	
Stream D-ABC		0.6	17.64	0.37	C			0.4	14.99	0.30	B	
Stream C-B		0.0	6.39	0.01	A			0.0	6.79	0.02	A	
	2031 Com + Dev											
Stream B-ACD	D5	0.4	15.37	0.28	C	32 % [Stream D-ABC]	D6	0.4	15.03	0.29	C	48 % [Stream D-ABC]
Stream A-D		0.0	7.11	0.04	A			0.1	6.54	0.05	A	
Stream D-ABC		0.6	17.78	0.37	C			0.4	15.34	0.31	C	
Stream C-B		0.0	6.43	0.01	A			0.0	6.83	0.02	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	
Location	
Site number	
Date	01/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\James
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	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Com + Dev	PM	ONE HOUR	17:00	18:30	15

2031 Com + 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		2.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	48	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major
D	untitled		Minor

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)
A	8.20		✓	2.20	250.0		-
C	8.20		✓	2.20	182.0		-

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	17	26
D	One lane	2.70	0	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	719	-	-	-	0.252	0.252	0.252	-	0.252	-	-
B-AD	471	0.078	0.196	-	-	-	0.123	0.280	0.123	0.078	0.196
B-C	608	0.084	0.213	-	-	-	-	-	-	0.084	0.213
C-B	679	0.238	0.238	-	-	-	-	-	-	0.238	0.238
D-A	625	-	-	-	0.219	0.087	0.219	-	0.087	-	-
D-BC	478	0.125	0.125	0.285	0.199	0.079	0.199	-	0.079	-	-

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

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	493	100.000
B		✓	88	100.000
C		✓	428	100.000
D		✓	96	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	231	236	26
	B	53	0	4	31
	C	348	9	0	71
	D	22	48	26	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.29	15.03	0.4	C
A-B				
A-C				
A-D	0.05	6.54	0.1	A
D-ABC	0.31	15.34	0.4	C
C-D				
C-A				
C-B	0.02	6.83	0.0	A

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	66	381	0.174	65	0.2	11.388	B
A-B	174			174			
A-C	178			178			
A-D	20	623	0.031	19	0.0	5.959	A
D-ABC	72	394	0.184	71	0.2	11.144	B
C-D	53			53			
C-A	262			262			
C-B	7	582	0.012	7	0.0	6.253	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	79	362	0.218	79	0.3	12.694	B
A-B	208			208			
A-C	212			212			
A-D	23	605	0.039	23	0.0	6.192	A
D-ABC	86	371	0.232	86	0.3	12.603	B
C-D	64			64			
C-A	313			313			
C-B	8	563	0.014	8	0.0	6.481	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	97	336	0.288	96	0.4	14.966	B
A-B	254			254			
A-C	260			260			
A-D	29	579	0.049	29	0.1	6.540	A
D-ABC	106	340	0.311	105	0.4	15.263	C
C-D	78			78			
C-A	383			383			
C-B	10	537	0.018	10	0.0	6.824	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	97	336	0.288	97	0.4	15.029	C
A-B	254			254			
A-C	260			260			
A-D	29	579	0.049	29	0.1	6.541	A
D-ABC	106	340	0.311	106	0.4	15.340	C
C-D	78			78			
C-A	383			383			
C-B	10	537	0.018	10	0.0	6.825	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	79	362	0.219	80	0.3	12.768	B
A-B	208			208			
A-C	212			212			
A-D	23	604	0.039	23	0.0	6.197	A
D-ABC	86	371	0.233	87	0.3	12.688	B
C-D	64			64			
C-A	313			313			
C-B	8	563	0.014	8	0.0	6.484	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	66	381	0.174	67	0.2	11.472	B
A-B	174			174			
A-C	178			178			
A-D	20	623	0.031	20	0.0	5.964	A
D-ABC	72	393	0.184	73	0.2	11.233	B
C-D	53			53			
C-A	262			262			
C-B	7	582	0.012	7	0.0	6.258	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013

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Filename: T Junction Picady.j9
Path: C:\Users\AlexSwanston\Via Solutions\CompanyShare - Documents\VIA Projects\25000s\25018 Upper Cumberworth\Calculations\Modelling
Report generation date: 02/07/2025 08:54:18

»2025, AM
»2025, PM
»2031 + Com, AM
»2031 + Com, PM
»2031 + Com + Dev, AM
»2031 + Com + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025											
Stream B-AC	D1	0.3	7.46	0.22	A	85 %	D2	0.4	8.19	0.27	A	124 %
Stream C-B		0.7	9.88	0.42	A	[Stream C-B]		0.2	7.53	0.19	A	[Stream B-AC]
	2031 + Com											
Stream B-AC	D3	0.3	7.79	0.24	A	73 %	D4	0.4	8.63	0.29	A	107 %
Stream C-B		0.8	10.53	0.45	B	[Stream C-B]		0.2	7.69	0.19	A	[Stream B-AC]
	2031 + Com + Dev											
Stream B-AC	D5	0.3	7.87	0.24	A	71 %	D6	0.4	8.85	0.30	A	99 %
Stream C-B		0.8	10.64	0.45	B	[Stream C-B]		0.3	7.92	0.21	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	
Location	
Site number	
Date	01/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\James
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	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	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 segment length (min)
D1	2025	AM	ONE HOUR	00:00	01:30	15
D2	2025	PM	ONE HOUR	00:00	01:30	15
D3	2031 + Com	AM	ONE HOUR	00:00	01:30	15
D4	2031 + Com	PM	ONE HOUR	00:00	01:30	15
D5	2031 + Com + Dev	AM	ONE HOUR	00:00	01:30	15
D6	2031 + Com + Dev	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	85	Stream C-B

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		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	8.00			182.0		-

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.20	84	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	577	0.096	0.243	0.153	0.347
B-C	714	0.100	0.253	-	-
C-B	679	0.240	0.240	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	209	100.000
B		✓	123	100.000
C		✓	616	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	202
	B	10	0	113
	C	380	236	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	7.46	0.3	A
C-A				
C-B	0.42	9.88	0.7	A
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	646	0.143	92	0.2	6.485	A
C-A	286			286			
C-B	178	642	0.277	176	0.4	7.711	A
A-B	5			5			
A-C	152			152			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	635	0.174	110	0.2	6.864	A
C-A	342			342			
C-B	212	634	0.335	212	0.5	8.511	A
A-B	6			6			
A-C	182			182			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	618	0.219	135	0.3	7.454	A
C-A	418			418			
C-B	260	624	0.416	259	0.7	9.839	A
A-B	8			8			
A-C	222			222			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	618	0.219	135	0.3	7.461	A
C-A	418			418			
C-B	260	624	0.416	260	0.7	9.881	A
A-B	8			8			
A-C	222			222			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	635	0.174	111	0.2	6.875	A
C-A	342			342			
C-B	212	634	0.335	213	0.5	8.563	A
A-B	6			6			
A-C	182			182			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	646	0.143	93	0.2	6.508	A
C-A	286			286			
C-B	178	642	0.277	178	0.4	7.778	A
A-B	5			5			
A-C	152			152			

2025, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.34	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	124	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 segment length (min)
D2	2025	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	346	100.000
B		✓	145	100.000
C		✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	333
	B	10	0	135
	C	237	100	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	8.19	0.4	A
C-A				
C-B	0.19	7.53	0.2	A
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	632	0.173	108	0.2	6.870	A
C-A	178			178			
C-B	75	617	0.122	75	0.1	6.634	A
A-B	10			10			
A-C	251			251			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	618	0.211	130	0.3	7.369	A
C-A	213			213			
C-B	90	605	0.149	90	0.2	6.990	A
A-B	12			12			
A-C	299			299			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	599	0.267	159	0.4	8.181	A
C-A	261			261			
C-B	110	588	0.187	110	0.2	7.529	A
A-B	14			14			
A-C	367			367			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	599	0.267	160	0.4	8.194	A
C-A	261			261			
C-B	110	588	0.187	110	0.2	7.534	A
A-B	14			14			
A-C	367			367			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	618	0.211	131	0.3	7.389	A
C-A	213			213			
C-B	90	605	0.149	90	0.2	7.001	A
A-B	12			12			
A-C	299			299			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	632	0.173	109	0.2	6.886	A
C-A	178			178			
C-B	75	617	0.122	75	0.1	6.653	A
A-B	10			10			
A-C	251			251			

2031 + Com, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.54	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	73	Stream C-B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + Com	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	235	100.000
B		✓	131	100.000
C		✓	667	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	228
	B	11	0	120
	C	417	250	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	7.79	0.3	A
C-A				
C-B	0.45	10.53	0.8	B
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	639	0.154	98	0.2	6.646	A
C-A	314			314			
C-B	188	637	0.296	187	0.4	7.966	A
A-B	5			5			
A-C	172			172			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	626	0.188	118	0.2	7.080	A
C-A	375			375			
C-B	225	629	0.358	224	0.5	8.892	A
A-B	6			6			
A-C	205			205			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	606	0.238	144	0.3	7.778	A
C-A	459			459			
C-B	275	617	0.446	274	0.8	10.468	B
A-B	8			8			
A-C	251			251			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	606	0.238	144	0.3	7.790	A
C-A	459			459			
C-B	275	617	0.446	275	0.8	10.525	B
A-B	8			8			
A-C	251			251			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	626	0.188	118	0.2	7.097	A
C-A	375			375			
C-B	225	629	0.358	226	0.6	8.956	A
A-B	6			6			
A-C	205			205			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	639	0.154	99	0.2	6.671	A
C-A	314			314			
C-B	188	637	0.296	189	0.4	8.046	A
A-B	5			5			
A-C	172			172			

2031 + Com, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.33	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	107	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 segment length (min)
D4	2031 + Com	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	382	100.000
B		✓	155	100.000
C		✓	366	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	368
	B	11	0	144
	C	266	100	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	8.63	0.4	A
C-A				
C-B	0.19	7.69	0.2	A
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	625	0.187	116	0.2	7.061	A
C-A	200			200			
C-B	75	610	0.123	75	0.1	6.715	A
A-B	11			11			
A-C	277			277			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	609	0.229	139	0.3	7.654	A
C-A	239			239			
C-B	90	597	0.151	90	0.2	7.097	A
A-B	13			13			
A-C	331			331			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	588	0.290	170	0.4	8.614	A
C-A	293			293			
C-B	110	578	0.190	110	0.2	7.681	A
A-B	15			15			
A-C	405			405			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	588	0.290	171	0.4	8.633	A
C-A	293			293			
C-B	110	578	0.190	110	0.2	7.689	A
A-B	15			15			
A-C	405			405			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	609	0.229	140	0.3	7.675	A
C-A	239			239			
C-B	90	597	0.151	90	0.2	7.106	A
A-B	13			13			
A-C	331			331			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	625	0.187	117	0.2	7.097	A
C-A	200			200			
C-B	75	610	0.123	75	0.1	6.735	A
A-B	11			11			
A-C	277			277			

2031 + Com + 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	71	Stream C-B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 + Com + Dev	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	249	100.000
B		✓	131	100.000
C		✓	681	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	242
	B	11	0	120
	C	431	250	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	7.87	0.3	A
C-A				
C-B	0.45	10.64	0.8	B
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	636	0.155	98	0.2	6.683	A
C-A	324			324			
C-B	188	634	0.297	187	0.4	8.011	A
A-B	5			5			
A-C	182			182			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	622	0.189	118	0.2	7.133	A
C-A	387			387			
C-B	225	626	0.359	224	0.6	8.956	A
A-B	6			6			
A-C	218			218			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	602	0.240	144	0.3	7.857	A
C-A	475			475			
C-B	275	613	0.449	274	0.8	10.580	B
A-B	8			8			
A-C	266			266			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	602	0.240	144	0.3	7.870	A
C-A	475			475			
C-B	275	613	0.449	275	0.8	10.641	B
A-B	8			8			
A-C	266			266			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	622	0.189	118	0.2	7.149	A
C-A	387			387			
C-B	225	626	0.359	226	0.6	9.025	A
A-B	6			6			
A-C	218			218			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	636	0.155	99	0.2	6.709	A
C-A	324			324			
C-B	188	634	0.297	189	0.4	8.090	A
A-B	5			5			
A-C	182			182			

2031 + Com + 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.44	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	99	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 segment length (min)
D6	2031 + Com + Dev	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	396	100.000
B		✓	161	100.000
C		✓	382	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	382
	B	11	0	150
	C	273	109	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	8.85	0.4	A
C-A				
C-B	0.21	7.92	0.3	A
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	622	0.195	120	0.2	7.159	A
C-A	206			206			
C-B	82	608	0.135	81	0.2	6.835	A
A-B	11			11			
A-C	288			288			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	606	0.239	144	0.3	7.791	A
C-A	245			245			
C-B	98	594	0.165	98	0.2	7.256	A
A-B	13			13			
A-C	343			343			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	584	0.304	177	0.4	8.834	A
C-A	301			301			
C-B	120	575	0.209	120	0.3	7.909	A
A-B	15			15			
A-C	421			421			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	584	0.304	177	0.4	8.855	A
C-A	301			301			
C-B	120	575	0.209	120	0.3	7.919	A
A-B	15			15			
A-C	421			421			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	606	0.239	145	0.3	7.817	A
C-A	245			245			
C-B	98	594	0.165	98	0.2	7.270	A
A-B	13			13			
A-C	343			343			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	622	0.195	122	0.2	7.196	A
C-A	206			206			
C-B	82	608	0.135	82	0.2	6.854	A
A-B	11			11			
A-C	288			288			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013

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Filename: (new file)
Path:
Report generation date: 02/07/2025 08:51:44

»2025, AM
»2025, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025									
Stream B-AC	D1	0.2	11.33	0.13	B	D2	0.1	10.48	0.05	B
Stream C-AB		0.0	4.09	0.03	A		0.1	5.50	0.05	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.

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\AlexSwanston
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	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	AM	ONE HOUR	08:00	09:30	15
D2	2025	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		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	8.80			80.0	✓	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	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	440	0.070	0.178	0.112	0.254
B-C	574	0.077	0.195	-	-
C-B	620	0.211	0.211	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	357	100.000
B		✓	44	100.000
C		✓	650	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	348
	B	22	0	22
	C	641	9	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	11.33	0.2	B
C-AB	0.03	4.09	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	410	0.081	33	0.1	9.546	A
C-AB	15	895	0.016	15	0.0	4.088	A
C-A	475			475			
A-B	7			7			
A-C	262			262			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	392	0.101	39	0.1	10.222	B
C-AB	21	952	0.022	21	0.0	3.864	A
C-A	564			564			
A-B	8			8			
A-C	313			313			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	366	0.132	48	0.2	11.320	B
C-AB	31	1032	0.030	31	0.0	3.595	A
C-A	684			684			
A-B	10			10			
A-C	383			383			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	366	0.132	48	0.2	11.331	B
C-AB	31	1032	0.030	31	0.0	3.598	A
C-A	684			684			
A-B	10			10			
A-C	383			383			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	392	0.101	40	0.1	10.237	B
C-AB	21	952	0.022	21	0.0	3.865	A
C-A	564			564			
A-B	8			8			
A-C	313			313			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	410	0.081	33	0.1	9.568	A
C-AB	15	895	0.016	15	0.0	4.090	A
C-A	475			475			
A-B	7			7			
A-C	262			262			

2025, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	532	100.000
B		✓	18	100.000
C		✓	286	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	512
	B	9	0	9
	C	266	20	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	10.48	0.1	B
C-AB	0.05	5.50	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	407	0.033	13	0.0	9.152	A
C-AB	21	676	0.032	21	0.0	5.493	A
C-A	194			194			
A-B	15			15			
A-C	385			385			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	389	0.042	16	0.0	9.664	A
C-AB	28	690	0.040	28	0.1	5.438	A
C-A	230			230			
A-B	18			18			
A-C	460			460			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	363	0.055	20	0.1	10.474	B
C-AB	38	709	0.053	38	0.1	5.365	A
C-A	277			277			
A-B	22			22			
A-C	564			564			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	363	0.055	20	0.1	10.476	B
C-AB	38	709	0.053	38	0.1	5.367	A
C-A	277			277			
A-B	22			22			
A-C	564			564			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	389	0.042	16	0.0	9.670	A
C-AB	28	690	0.040	28	0.1	5.440	A
C-A	229			229			
A-B	18			18			
A-C	460			460			

18:15 - 18:30

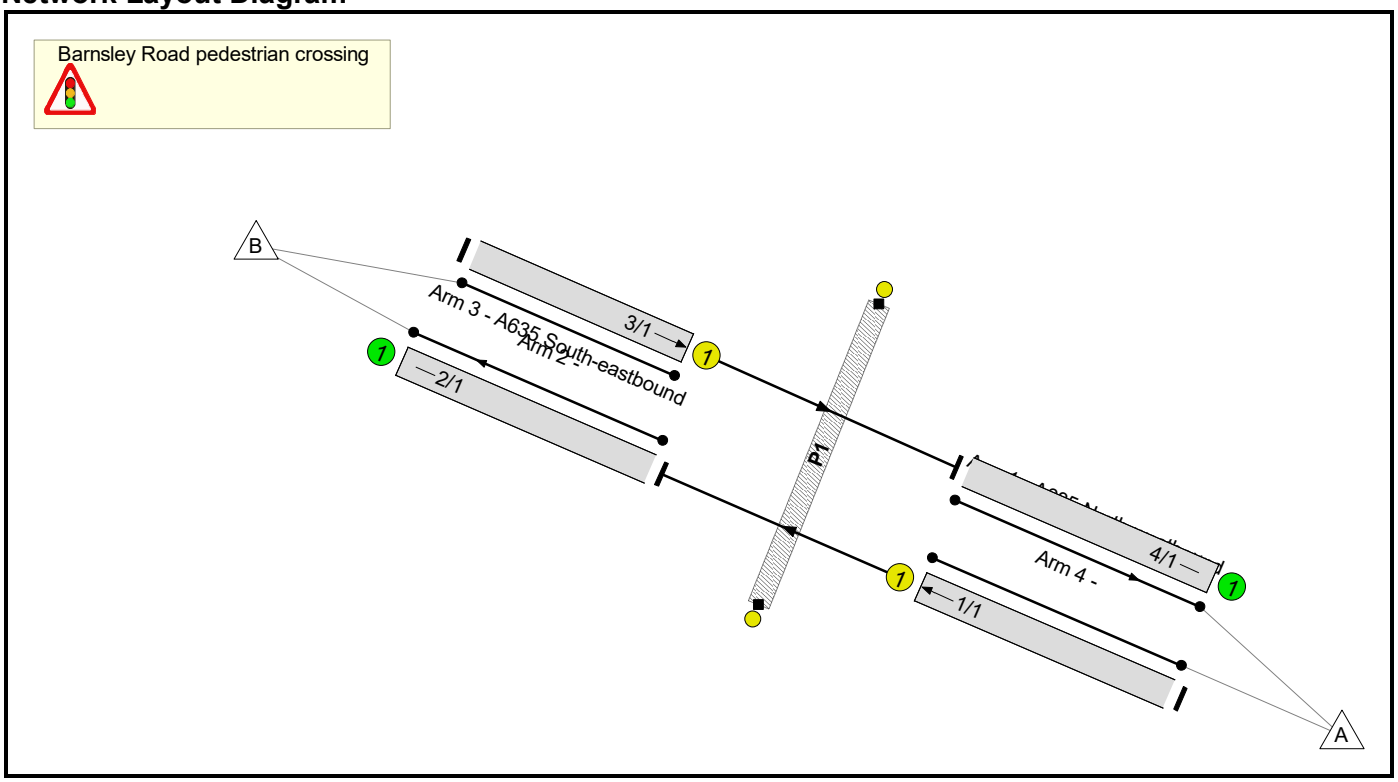
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	407	0.033	14	0.0	9.162	A
C-AB	21	676	0.032	22	0.0	5.499	A
C-A	194			194			
A-B	15			15			
A-C	385			385			

Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	A635 pedestrian crossing.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



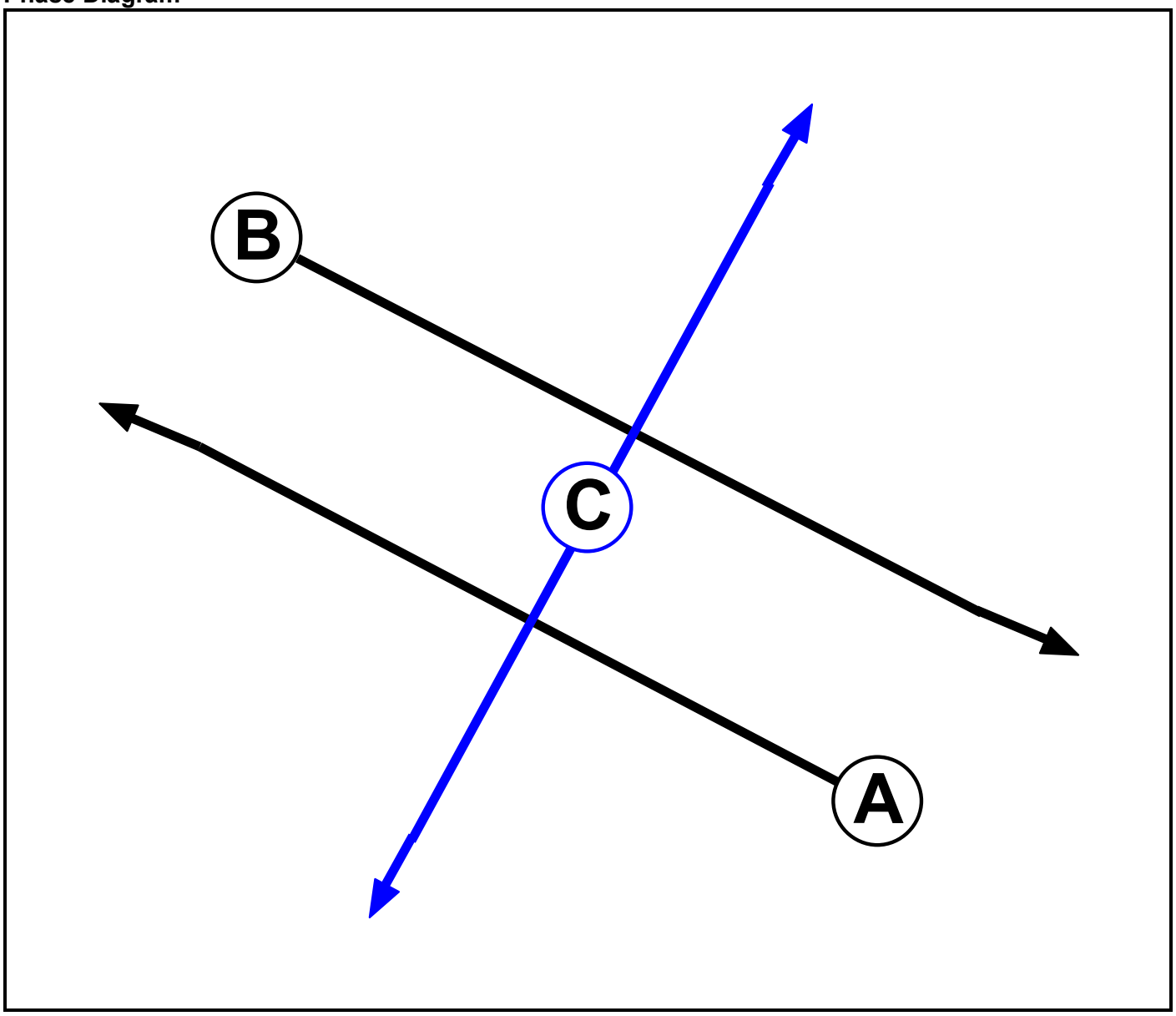
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 AM	2025 AM	Network Control Plan 1	08:00 - 09:00	60	101.9	1.33
2	2025 PM	2025 PM	Network Control Plan 1	17:00 - 18:00	60	203.6	0.88
3	2031 AM	2031 AM	Network Control Plan 1	08:00 - 09:00	60	90.4	1.45
4	2031 PM	2031 PM	Network Control Plan 1	17:00 - 18:00	60	185.2	0.95
5	2031+Comm AM	2031+Comm AM	Network Control Plan 1	08:00 - 09:00	60	86.2	1.54
6	2031+Comm PM	2031+Comm PM	Network Control Plan 1	17:00 - 18:00	60	175.8	1.00
7	2031+Com+Dev AM	2031+Comm+Dev AM	Network Control Plan 1	08:00 - 09:00	60	84.7	1.57
8	2031+Comm+Dev PM	2031+Comm+Dev PM	Network Control Plan 1	17:00 - 18:00	60	165.8	1.05

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	3	2	Barnsley Road pedestrian crossing	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		7	7

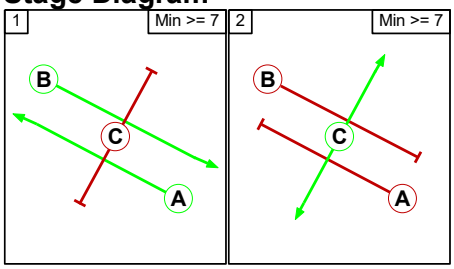
Phase Intergreens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A		-	6
	B	-		6
	C	6	6	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

Stage Diagram



Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		6
	2	6	

Lane Input Data

Junction: Barnsley Road pedestrian crossing

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A635 North-westbound)	U	A	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 2 Ahead	Inf
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (A635 South-eastbound)	U	B	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM'	08:00	09:00	01:00	
2: '2025 PM'	17:00	18:00	01:00	
3: '2031 AM'	08:00	09:00	01:00	
4: '2031 PM'	17:00	18:00	01:00	
5: '2031+Comm AM'	08:00	09:00	01:00	
6: '2031+Comm PM'	17:00	18:00	01:00	
7: 'Dev AM'	08:00	09:00	01:00	
8: 'Dev PM'	17:00	18:00	01:00	
9: '2031+Comm+Dev AM'	08:00	09:00	01:00	F5+F7
10: '2031+Comm+Dev PM'	17:00	18:00	01:00	F6+F8

Traffic Flows, Desired

FG1: '2025 AM'

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	220	220
	B	582	0	582
	Tot.	582	220	802

FG2: '2025 PM'

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	387	387
	B	229	0	229
	Tot.	229	387	616

FG3: '2031 AM'

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	233	233
	B	617	0	617
	Tot.	617	233	850

FG4: '2031 PM'
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	244	244
	B	412	0	412
	Tot.	412	244	656

FG5: '2031+Comm AM'
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	261	261
	B	631	0	631
	Tot.	631	261	892

FG6: '2031+Comm PM'
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	258	258
	B	426	0	426
	Tot.	426	258	684

FG7: 'Dev AM'
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	13	13
	B	5	0	5
	Tot.	5	13	18

FG8: 'Dev PM'
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	8	8
	B	16	0	16
	Tot.	16	8	24

FG9: '2031+Comm+Dev AM'
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	274	274
	B	636	0	636
	Tot.	636	274	910

FG10: '2031+Comm+Dev PM'
Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	266	266
	B	442	0	442
	Tot.	442	266	708

Scenario 1: '2025 AM' (FG1: '2025 AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination		
		A	B	Tot.
Origin	A	0	220	220
	B	582	0	582
	Tot.	582	220	802

Traffic Flows, Difference
Difference :

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Scenario 2: '2025 PM' (FG2: '2025 PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination		
		A	B	Tot.
Origin	A	0	387	387
	B	229	0	229
	Tot.	229	387	616

Traffic Flows, Difference

Difference :

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Scenario 3: '2031 AM' (FG3: '2031 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination		
		A	B	Tot.
Origin	A	0	233	233
	B	617	0	617
	Tot.	617	233	850

Traffic Flows, Difference

Difference :

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Scenario 4: '2031 PM' (FG4: '2031 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination		
		A	B	Tot.
Origin	A	0	244	244
	B	412	0	412
	Tot.	412	244	656

Traffic Flows, Difference

Difference :

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Scenario 5: '2031+Comm AM' (FG5: '2031+Comm AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination		
		A	B	Tot.
Origin	A	0	261	261
	B	631	0	631
	Tot.	631	261	892

Traffic Flows, Difference

Difference :

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Scenario 6: '2031+Comm PM' (FG6: '2031+Comm PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination		
		A	B	Tot.
Origin	A	0	258	258
	B	426	0	426
	Tot.	426	258	684

Traffic Flows, Difference

Difference :

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Scenario 7: '2031+Com+Dev AM' (FG9: '2031+Comm+Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination		
		A	B	Tot.
Origin	A	0	274	274
	B	636	0	636
	Tot.	636	274	910

Traffic Flows, Difference

Difference :

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Scenario 8: '2031+Comm+Dev PM' (FG10: '2031+Comm+Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination		
		A	B	Tot.
Origin	A	0	266	266
	B	442	0	442
	Tot.	442	266	708

Traffic Flows, Difference

Difference :

		Destination		
		A	B	Tot.
Origin	A	0	0	0
	B	0	0	0
	Tot.	0	0	0

Traffic Lane Flows

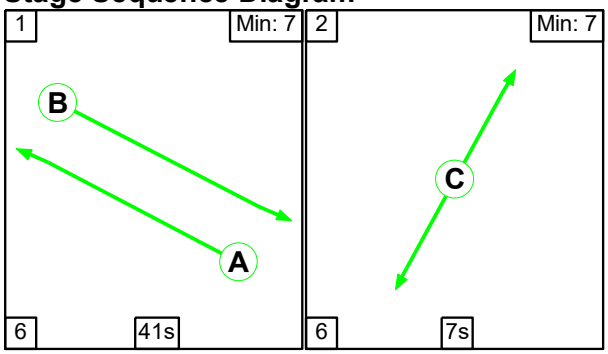
Lane	Scenario 1: 2025 AM	Scenario 2: 2025 PM	Scenario 3: 2031 AM	Scenario 4: 2031 PM	Scenario 5: 2031+Comm AM	Scenario 6: 2031+Comm PM
Junction: Barnsley Road pedestrian crossing						
1/1	220	387	233	244	261	258
2/1	220	387	233	244	261	258
3/1	582	229	617	412	631	426
4/1	582	229	617	412	631	426

Detailed Input Data And Results

Lane	Scenario 7: 2031+Com+Dev AM	Scenario 8: 2031+Comm+Dev PM
Junction: Barnsley Road pedestrian crossing		
1/1	274	266
2/1	274	266
3/1	636	442
4/1	636	442

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

Stage Sequence Diagram



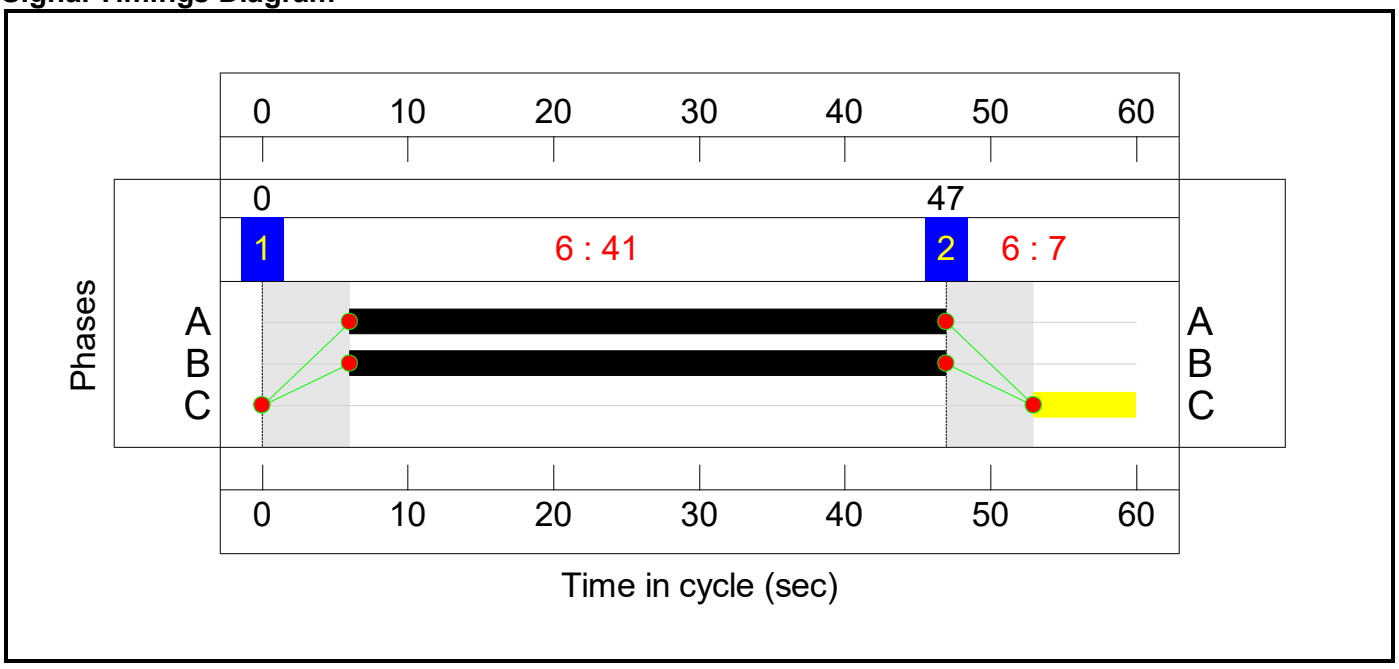
Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	47

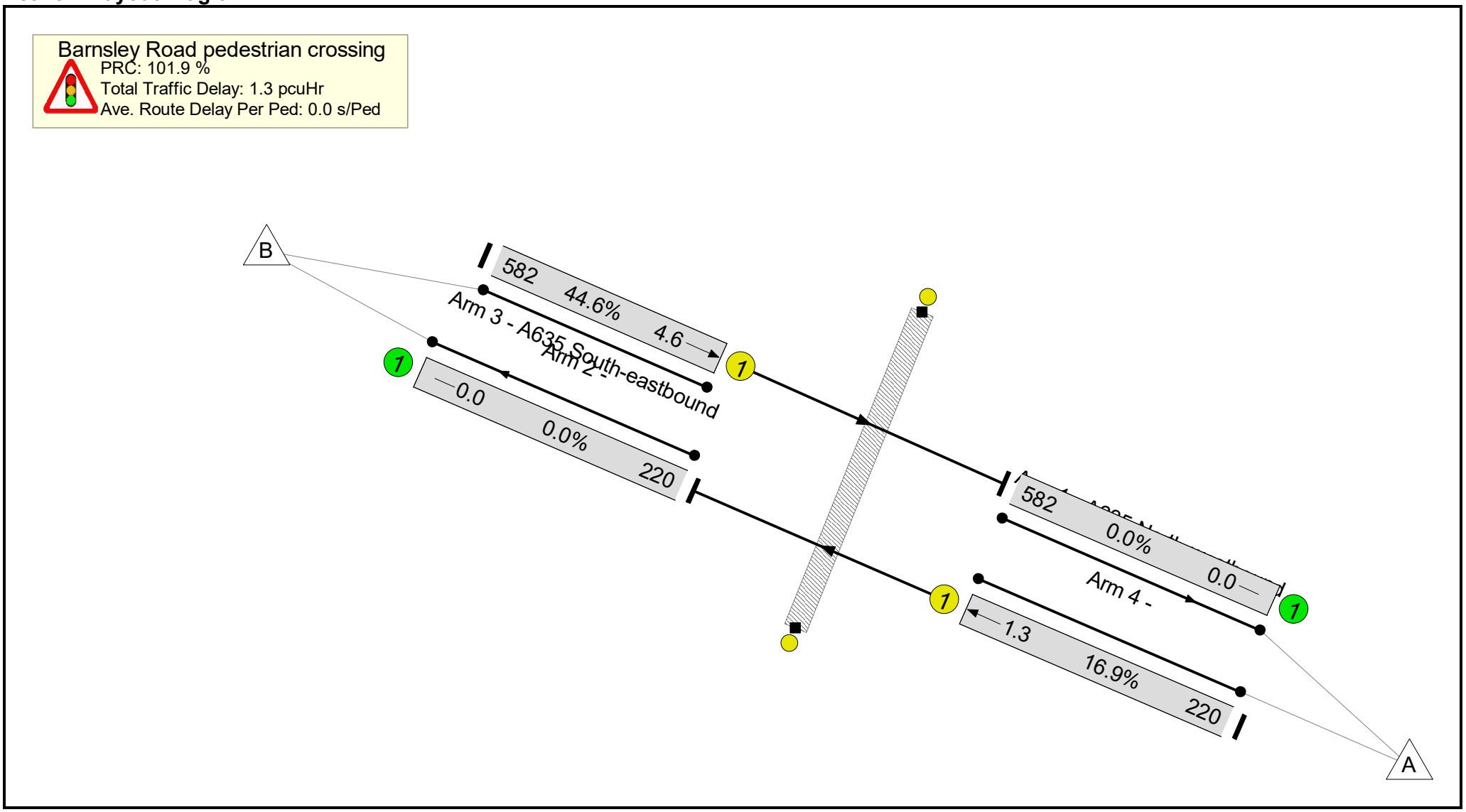
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A635 North-westbound Ahead	Traffic	41	6	47
B	A635 South-eastbound Ahead	Traffic	41	6	47
C	Pedestrians across	Pedestrian	7	53	0

Signal Timings Diagram



Network Layout Diagram



Network Results

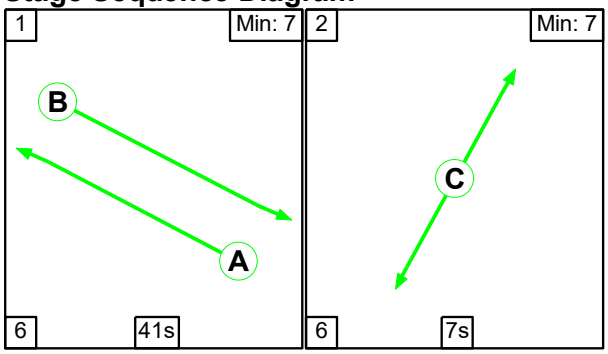
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**44.6%**
Barnsley Road pedestrian crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**44.6%**
1/1	A635 North-westbound Ahead	U	N/A	N/A	A		1	41	-	-	220	1865	1306	16.9%
2/1		U	N/A	N/A	-		-	-	-	-	220	Inf	Inf	0.0%
3/1	A635 South-eastbound Ahead	U	N/A	N/A	B		1	41	-	-	582	1865	1306	44.6%
4/1		U	N/A	N/A	-		-	-	-	-	582	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**0**	**0**	**0**	**0.8**	**0.5**	**0.0**	**1.3**	**-**	**-**	**-**	**-**	
Barnsley Road pedestrian crossing	**-**	**-**	**0**	**0**	**0**	**0.8**	**0.5**	**0.0**	**1.3**	**-**	**-**	**-**	**-**	
1/1	220	220	-	-	-	0.2	0.1	-	0.3	4.7	1.2	0.1	1.3	
2/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	582	582	-	-	-	0.6	0.4	-	1.0	6.4	4.2	0.4	4.6	
4/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 101.9 Total Delay for Signalled Lanes (pcuHr): 1.33 Cycle Time (s): 60
PRC Over All Lanes (%): 101.9 Total Delay Over All Lanes(pcuHr): 1.33

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

Stage Sequence Diagram



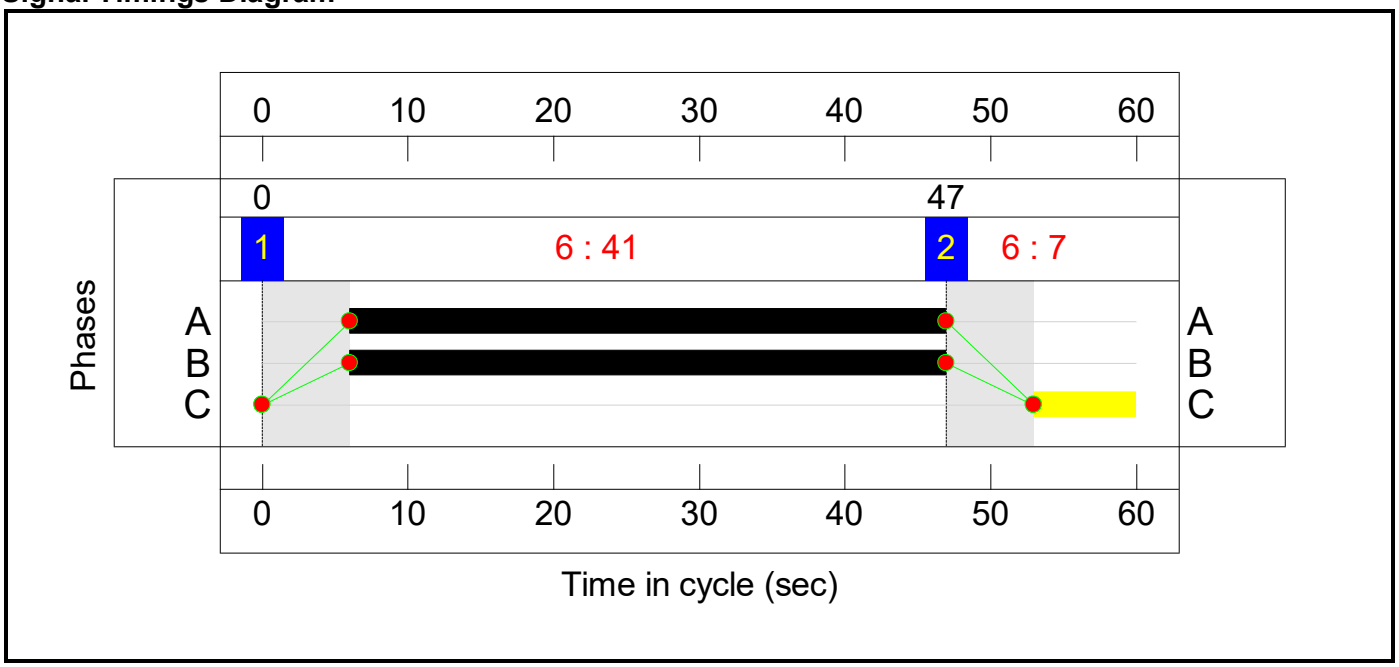
Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	47

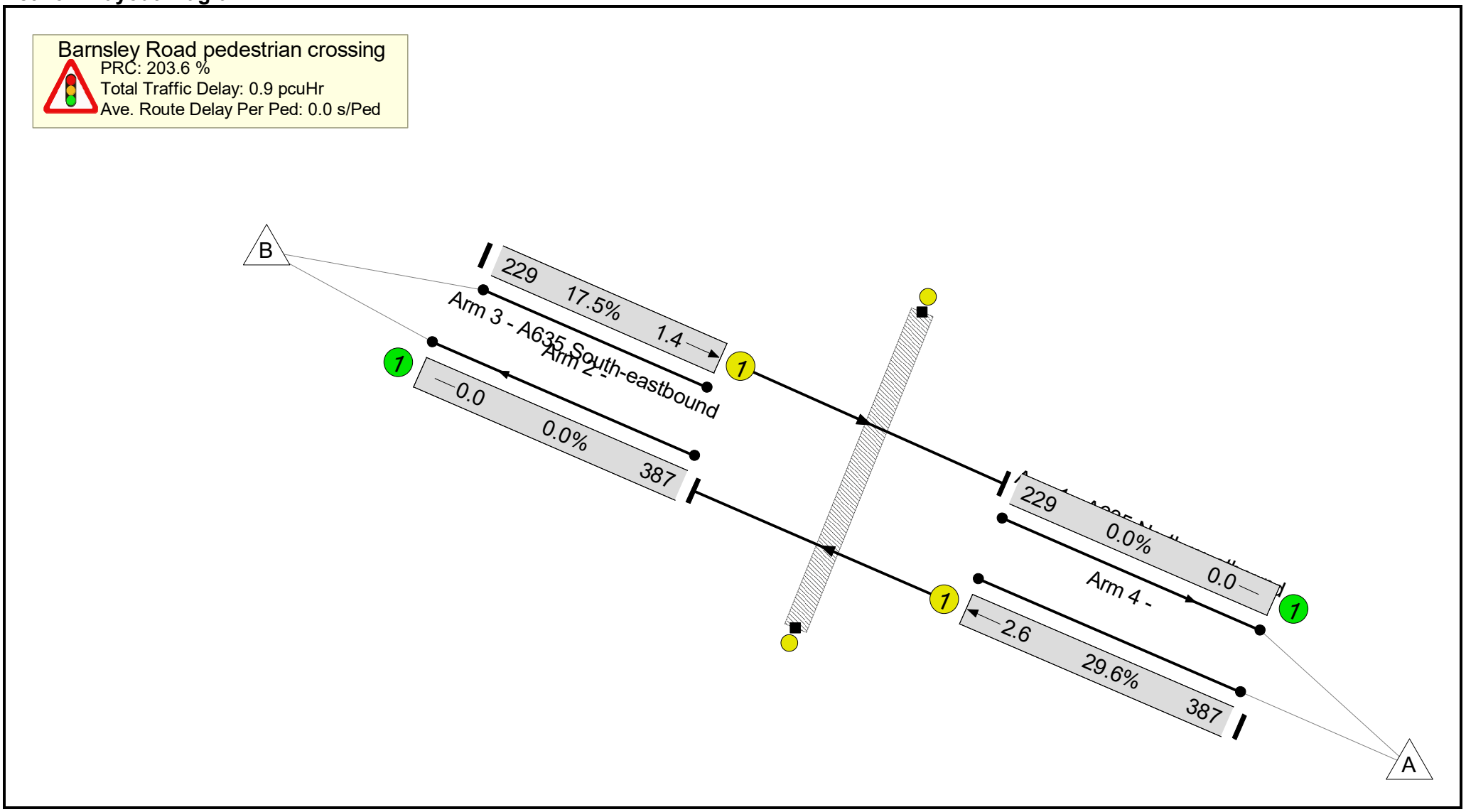
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A635 North-westbound Ahead	Traffic	41	6	47
B	A635 South-eastbound Ahead	Traffic	41	6	47
C	Pedestrians across	Pedestrian	7	53	0

Signal Timings Diagram



Network Layout Diagram



Network Results

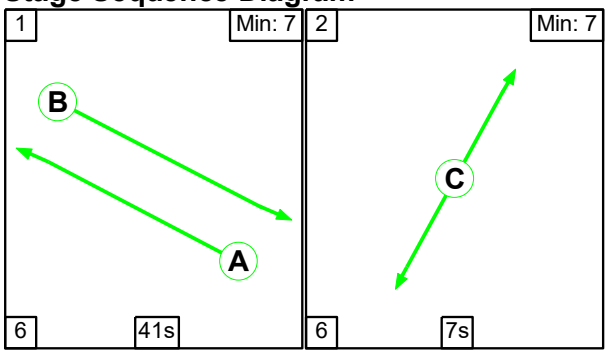
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**29.6%**
Barnsley Road pedestrian crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**29.6%**
1/1	A635 North-westbound Ahead	U	N/A	N/A	A		1	41	-	-	387	1865	1306	29.6%
2/1		U	N/A	N/A	-		-	-	-	-	387	Inf	Inf	0.0%
3/1	A635 South-eastbound Ahead	U	N/A	N/A	B		1	41	-	-	229	1865	1306	17.5%
4/1		U	N/A	N/A	-		-	-	-	-	229	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**0**	**0**	**0**	**0.6**	**0.3**	**0.0**	**0.9**	**-**	**-**	**-**	**-**	
Barnsley Road pedestrian crossing	**-**	**-**	**0**	**0**	**0**	**0.6**	**0.3**	**0.0**	**0.9**	**-**	**-**	**-**	**-**	
1/1	387	387	-	-	-	0.4	0.2	-	0.6	5.4	2.4	0.2	2.6	
2/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	229	229	-	-	-	0.2	0.1	-	0.3	4.8	1.3	0.1	1.4	
4/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 203.6 Total Delay for Signalled Lanes (pcuHr): 0.88 Cycle Time (s): 60
PRC Over All Lanes (%): 203.6 Total Delay Over All Lanes(pcuHr): 0.88

Scenario 3: '2031 AM' (FG3: '2031 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



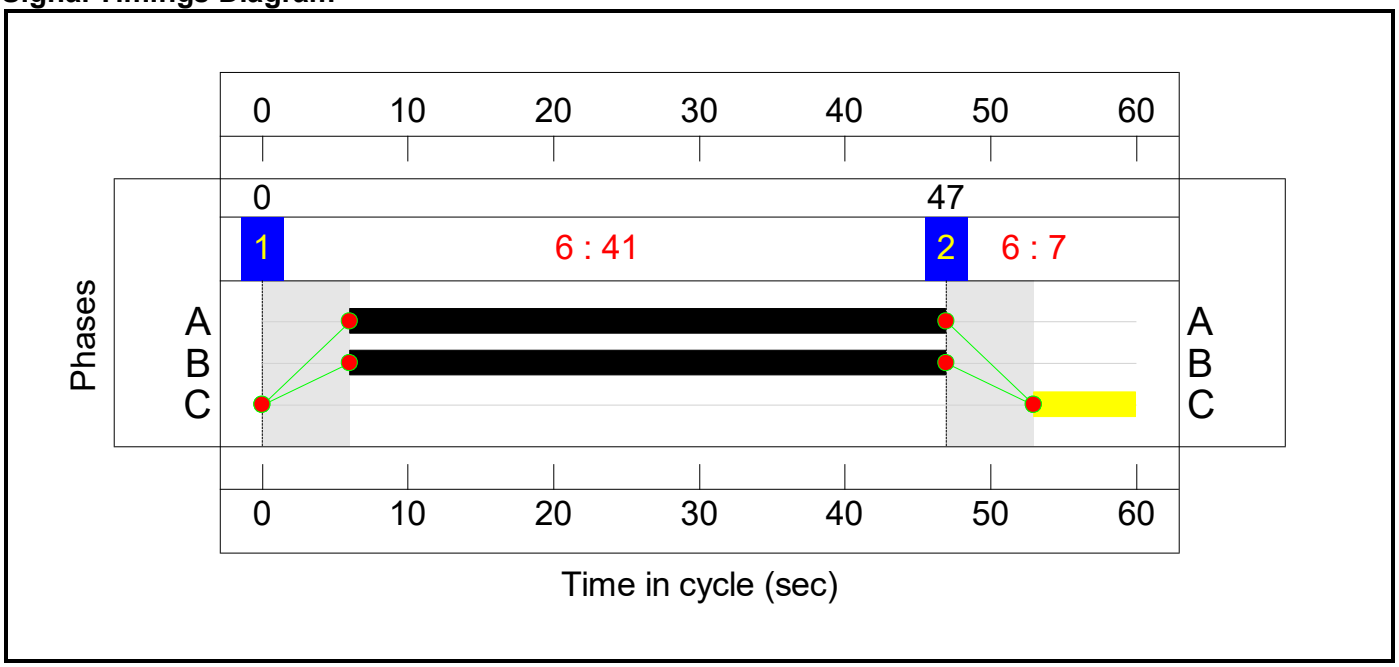
Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	47

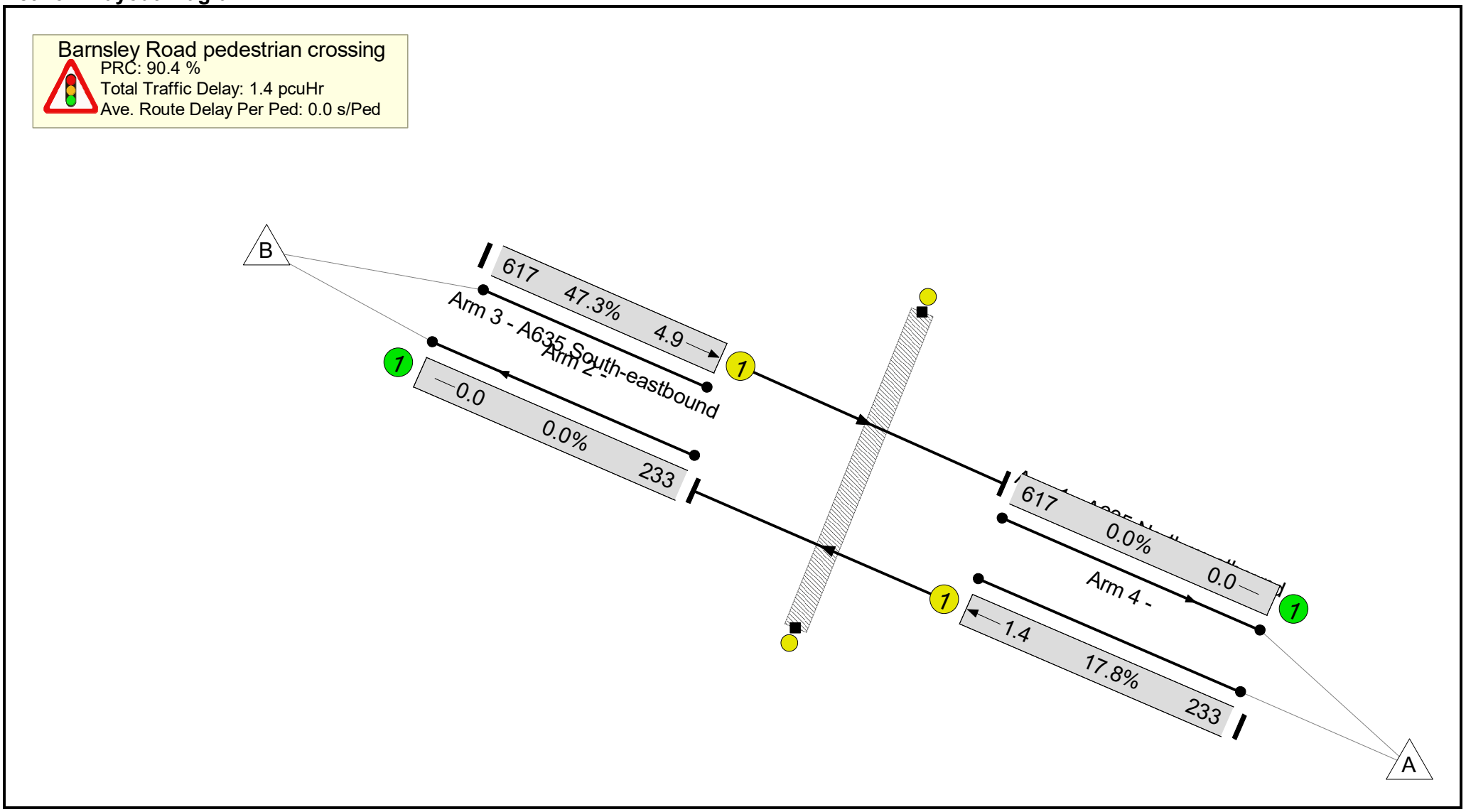
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A635 North-westbound Ahead	Traffic	41	6	47
B	A635 South-eastbound Ahead	Traffic	41	6	47
C	Pedestrians across	Pedestrian	7	53	0

Signal Timings Diagram



Network Layout Diagram



Network Results

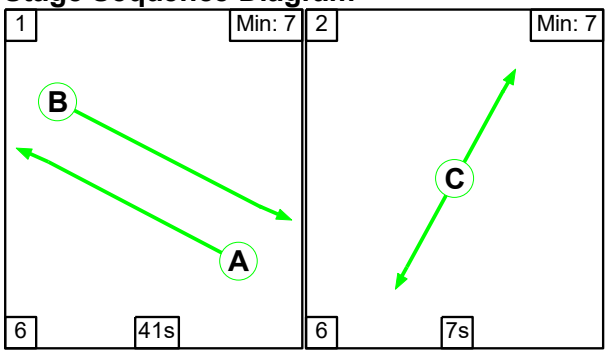
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**47.3%**
Barnsley Road pedestrian crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**47.3%**
1/1	A635 North-westbound Ahead	U	N/A	N/A	A		1	41	-	-	233	1865	1306	17.8%
2/1		U	N/A	N/A	-		-	-	-	-	233	Inf	Inf	0.0%
3/1	A635 South-eastbound Ahead	U	N/A	N/A	B		1	41	-	-	617	1865	1306	47.3%
4/1		U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**0**	**0**	**0**	**0.9**	**0.6**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	
Barnsley Road pedestrian crossing	**-**	**-**	**0**	**0**	**0**	**0.9**	**0.6**	**0.0**	**1.4**	**-**	**-**	**-**	**-**	
1/1	233	233	-	-	-	0.2	0.1	-	0.3	4.8	1.3	0.1	1.4	
2/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	617	617	-	-	-	0.7	0.4	-	1.1	6.6	4.5	0.4	4.9	
4/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 90.4 Total Delay for Signalled Lanes (pcuHr): 1.45 Cycle Time (s): 60
PRC Over All Lanes (%): 90.4 Total Delay Over All Lanes(pcuHr): 1.45

Scenario 4: '2031 PM' (FG4: '2031 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



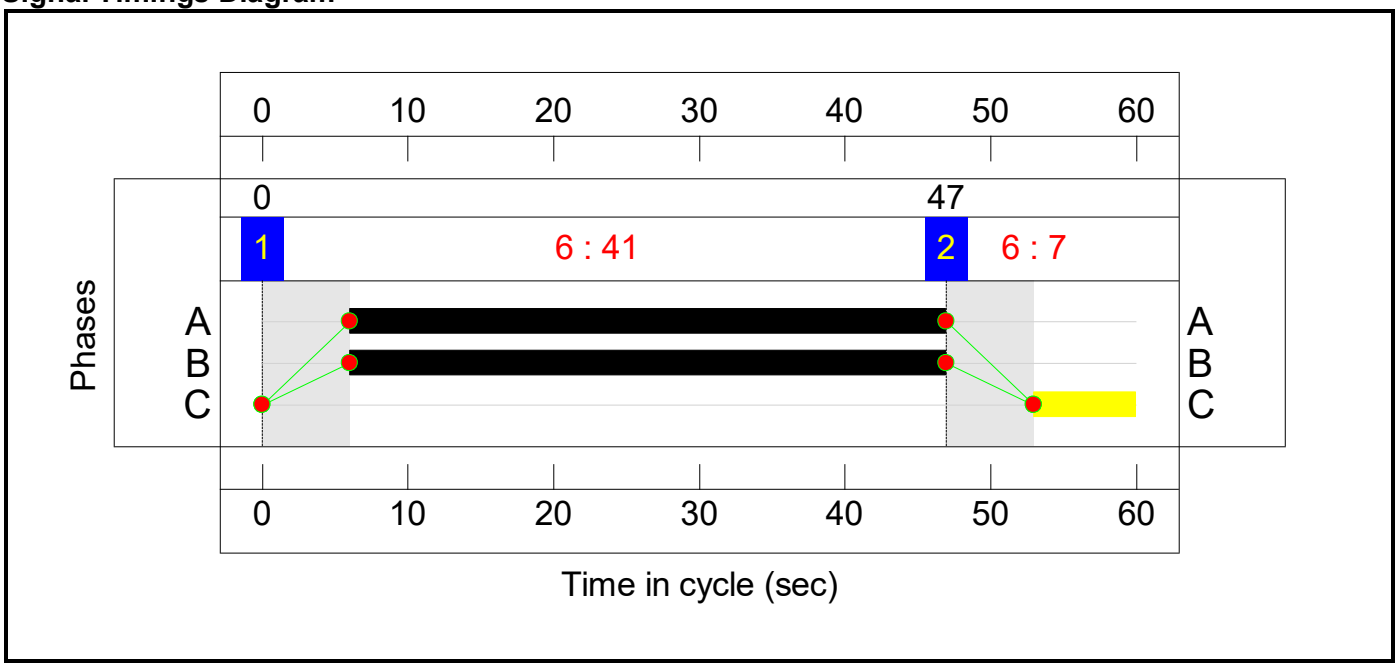
Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	47

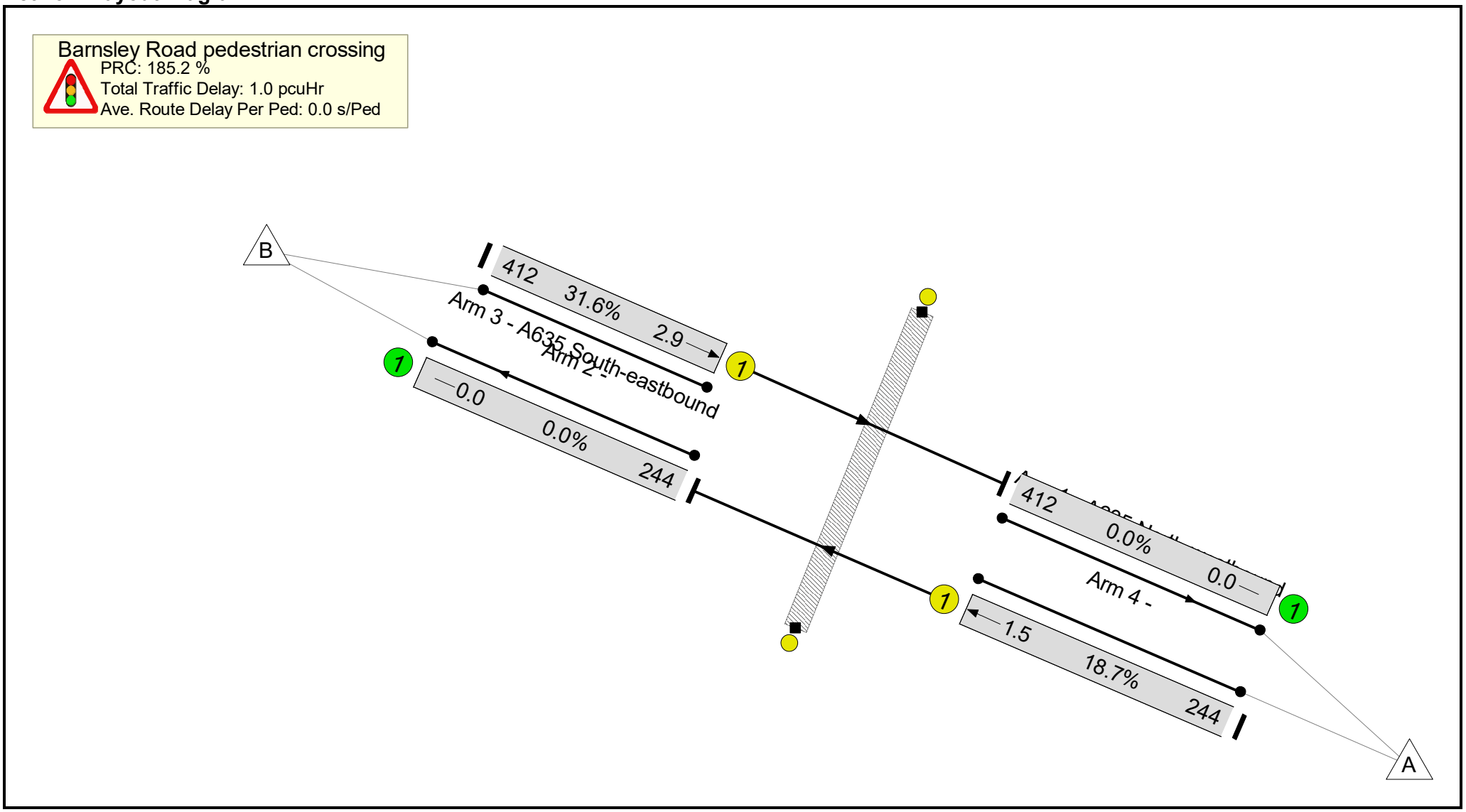
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A635 North-westbound Ahead	Traffic	41	6	47
B	A635 South-eastbound Ahead	Traffic	41	6	47
C	Pedestrians across	Pedestrian	7	53	0

Signal Timings Diagram



Network Layout Diagram



Network Results

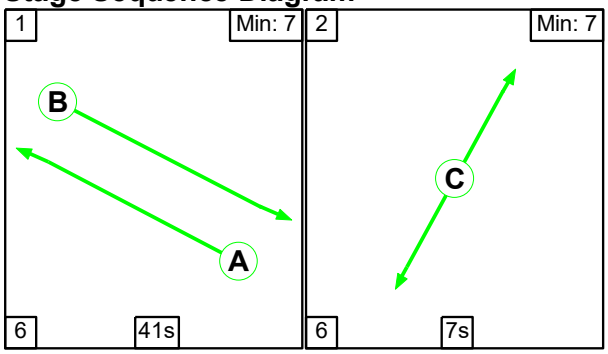
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**31.6%**
Barnsley Road pedestrian crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**31.6%**
1/1	A635 North-westbound Ahead	U	N/A	N/A	A		1	41	-	-	244	1865	1306	18.7%
2/1		U	N/A	N/A	-		-	-	-	-	244	Inf	Inf	0.0%
3/1	A635 South-eastbound Ahead	U	N/A	N/A	B		1	41	-	-	412	1865	1306	31.6%
4/1		U	N/A	N/A	-		-	-	-	-	412	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**0**	**0**	**0**	**0.6**	**0.3**	**0.0**	**1.0**	**-**	**-**	**-**	**-**	
Barnsley Road pedestrian crossing	**-**	**-**	**0**	**0**	**0**	**0.6**	**0.3**	**0.0**	**1.0**	**-**	**-**	**-**	**-**	
1/1	244	244	-	-	-	0.2	0.1	-	0.3	4.8	1.4	0.1	1.5	
2/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	412	412	-	-	-	0.4	0.2	-	0.6	5.5	2.6	0.2	2.9	
4/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 185.2 Total Delay for Signalled Lanes (pcuHr): 0.95 Cycle Time (s): 60
PRC Over All Lanes (%): 185.2 Total Delay Over All Lanes(pcuHr): 0.95

Scenario 5: '2031+Comm AM' (FG5: '2031+Comm AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



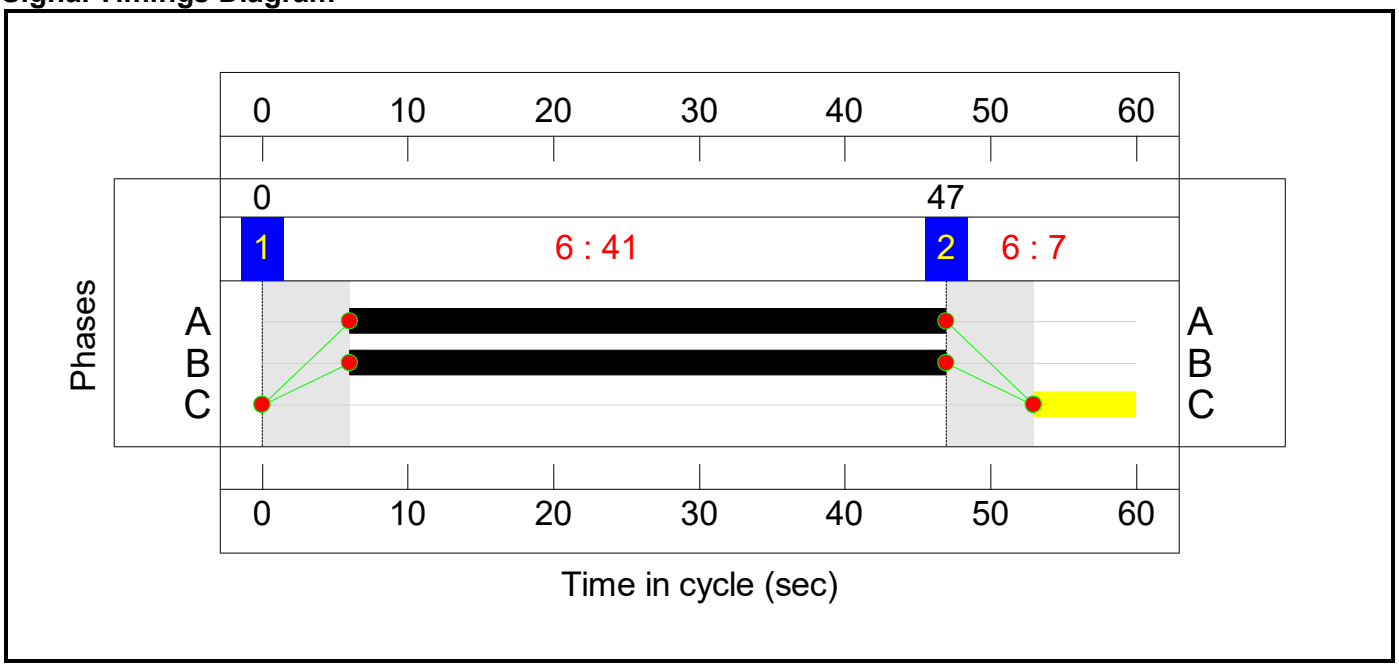
Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	47

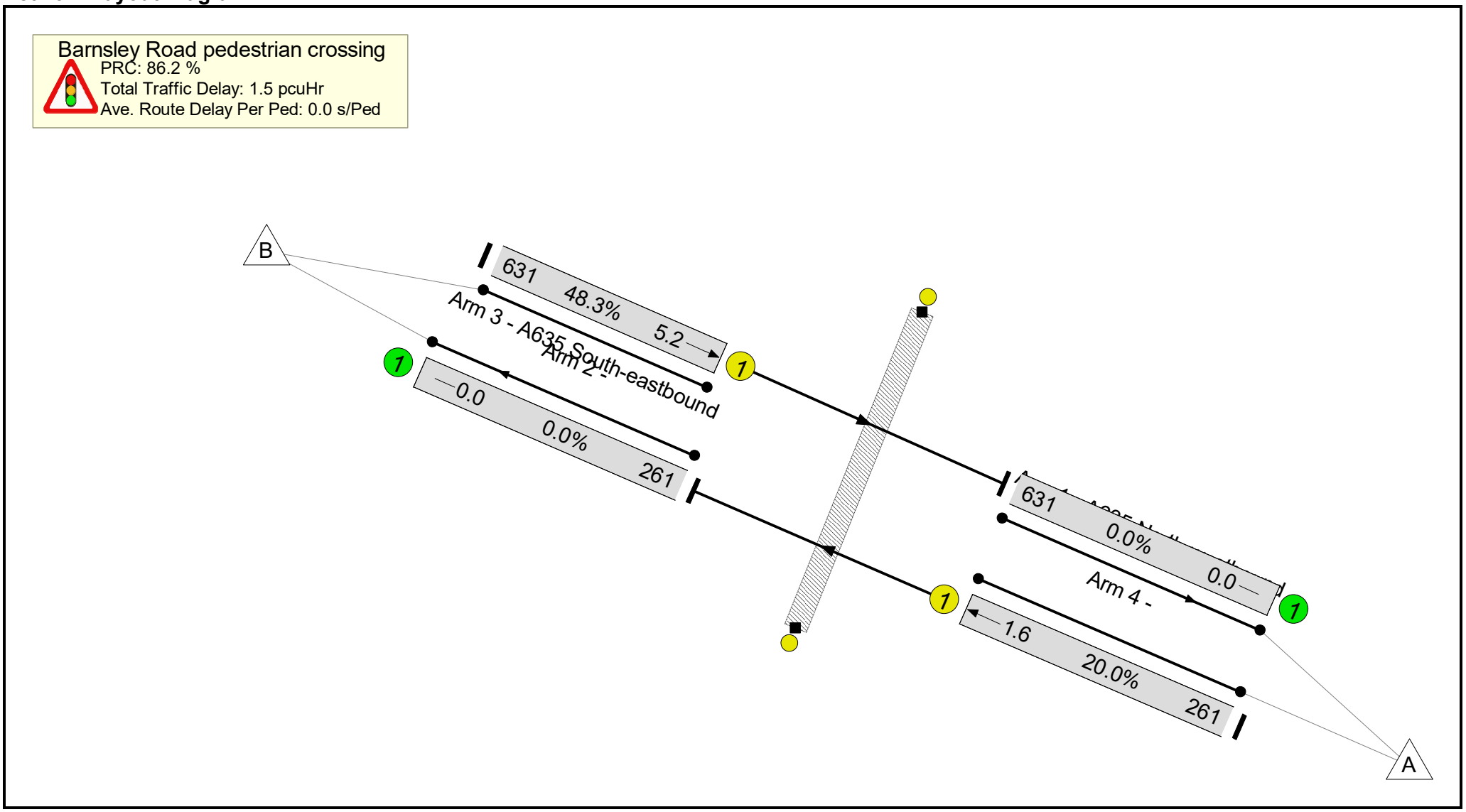
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A635 North-westbound Ahead	Traffic	41	6	47
B	A635 South-eastbound Ahead	Traffic	41	6	47
C	Pedestrians across	Pedestrian	7	53	0

Signal Timings Diagram



Network Layout Diagram



Network Results

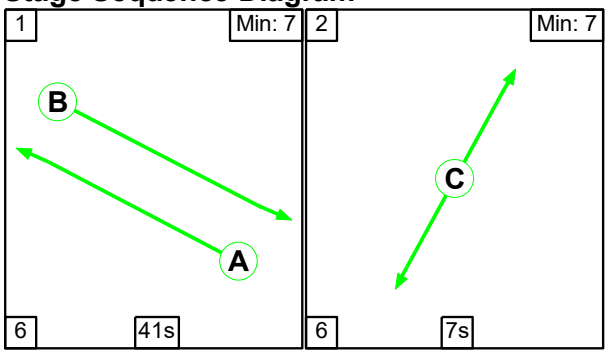
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**48.3%**
Barnsley Road pedestrian crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**48.3%**
1/1	A635 North-westbound Ahead	U	N/A	N/A	A		1	41	-	-	261	1865	1306	20.0%
2/1		U	N/A	N/A	-		-	-	-	-	261	Inf	Inf	0.0%
3/1	A635 South-eastbound Ahead	U	N/A	N/A	B		1	41	-	-	631	1865	1306	48.3%
4/1		U	N/A	N/A	-		-	-	-	-	631	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**0**	**0**	**0**	**0.9**	**0.6**	**0.0**	**1.5**	**-**	**-**	**-**	**-**	
Barnsley Road pedestrian crossing	**-**	**-**	**0**	**0**	**0**	**0.9**	**0.6**	**0.0**	**1.5**	**-**	**-**	**-**	**-**	
1/1	261	261	-	-	-	0.2	0.1	-	0.4	4.9	1.5	0.1	1.6	
2/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	631	631	-	-	-	0.7	0.5	-	1.2	6.7	4.7	0.5	5.2	
4/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 86.2 Total Delay for Signalled Lanes (pcuHr): 1.54 Cycle Time (s): 60
PRC Over All Lanes (%): 86.2 Total Delay Over All Lanes(pcuHr): 1.54

Scenario 6: '2031+Comm PM' (FG6: '2031+Comm PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



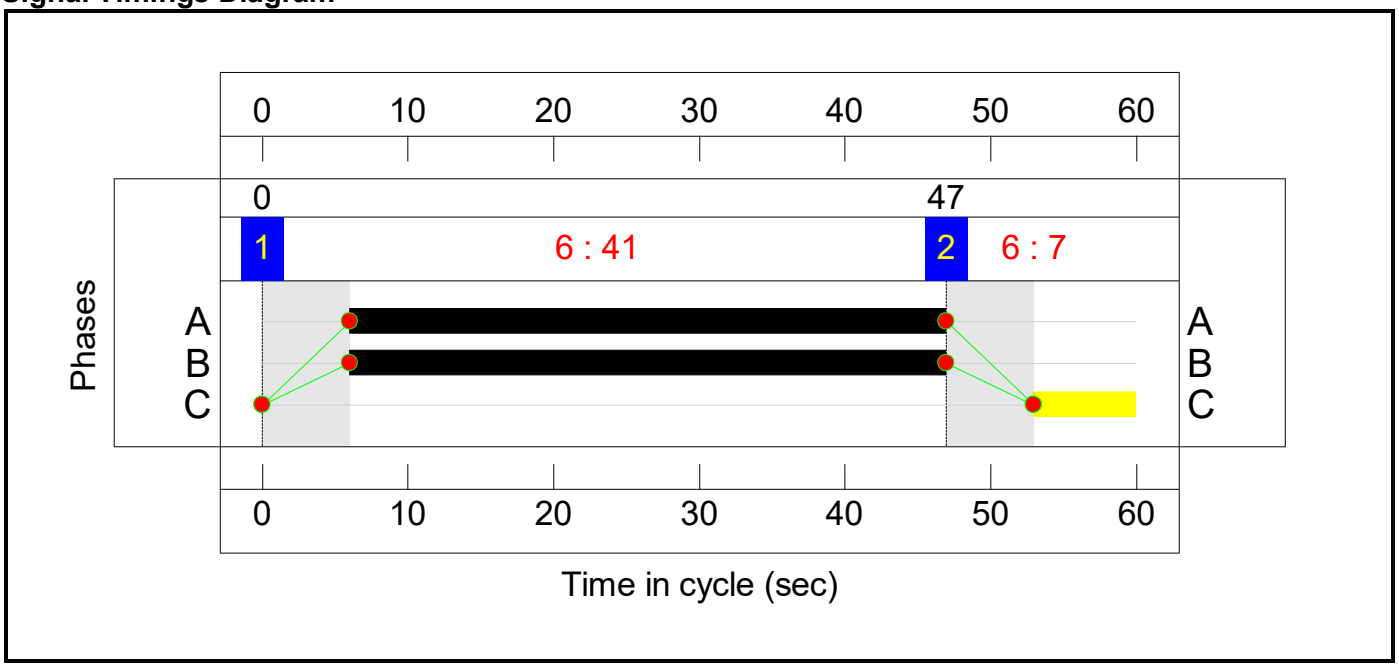
Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	47

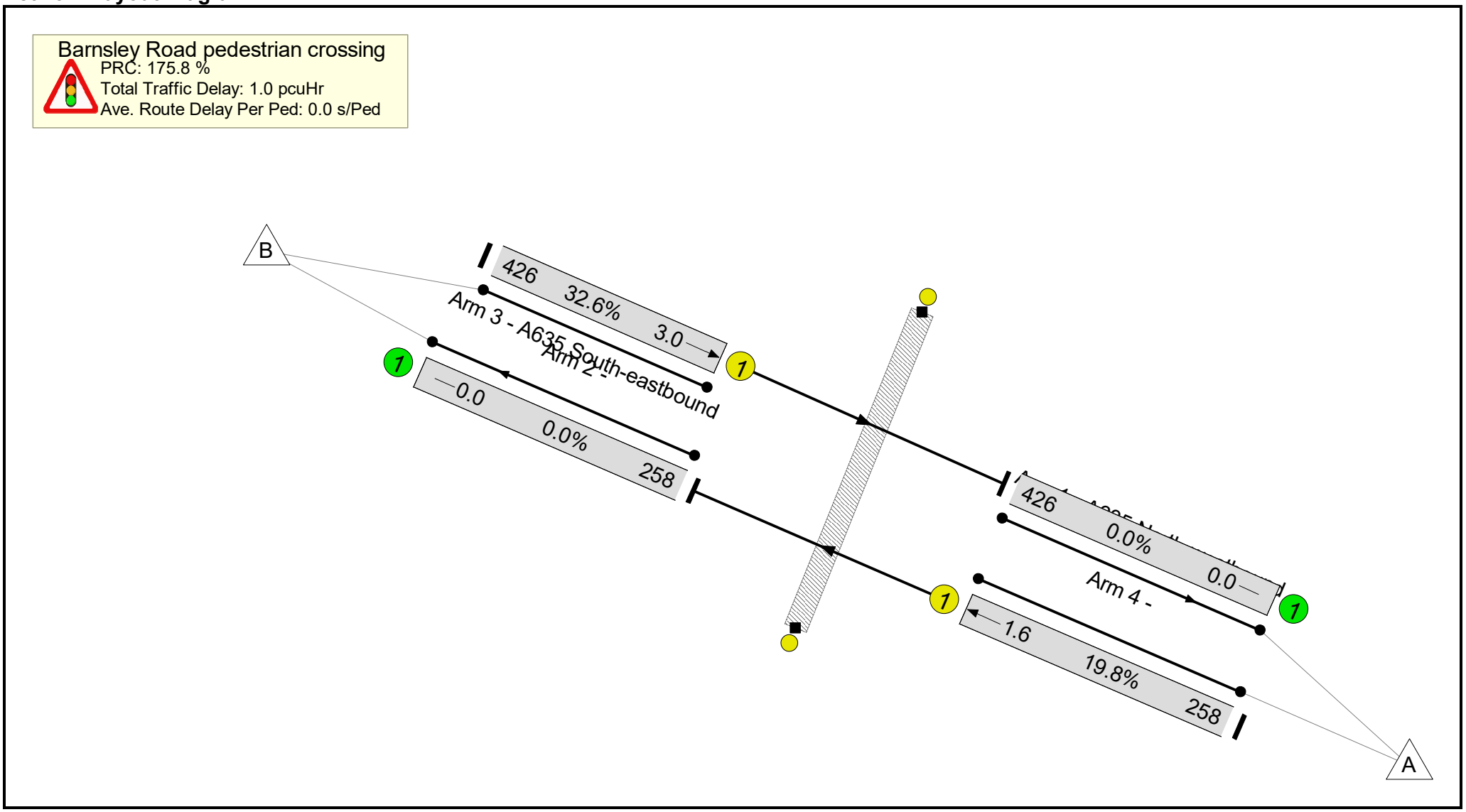
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A635 North-westbound Ahead	Traffic	41	6	47
B	A635 South-eastbound Ahead	Traffic	41	6	47
C	Pedestrians across	Pedestrian	7	53	0

Signal Timings Diagram



Network Layout Diagram



Network Results

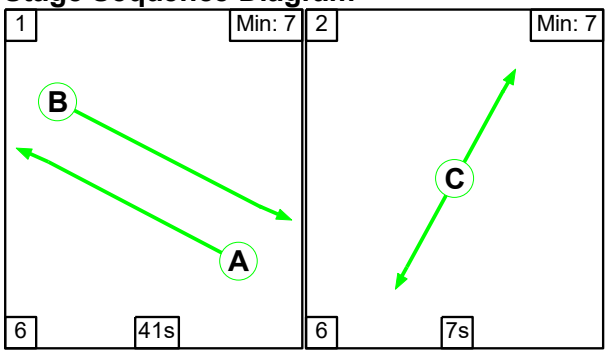
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**32.6%**
Barnsley Road pedestrian crossing	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**32.6%**
1/1	A635 North-westbound Ahead	U	N/A	N/A	A		1	41	-	-	258	1865	1306	19.8%
2/1		U	N/A	N/A	-		-	-	-	-	258	Inf	Inf	0.0%
3/1	A635 South-eastbound Ahead	U	N/A	N/A	B		1	41	-	-	426	1865	1306	32.6%
4/1		U	N/A	N/A	-		-	-	-	-	426	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	**0**	**0**	**0**	**0.6**	**0.4**	**0.0**	**1.0**	-	-	-	-	
Barnsley Road pedestrian crossing	-	-	**0**	**0**	**0**	**0.6**	**0.4**	**0.0**	**1.0**	-	-	-	-	
1/1	258	258	-	-	-	0.2	0.1	-	0.3	4.9	1.4	0.1	1.6	
2/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	426	426	-	-	-	0.4	0.2	-	0.7	5.6	2.7	0.2	3.0	
4/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 175.8 Total Delay for Signalled Lanes (pcuHr): 1.00 Cycle Time (s): 60
PRC Over All Lanes (%): 175.8 Total Delay Over All Lanes(pcuHr): 1.00

Scenario 7: '2031+Com+Dev AM' (FG9: '2031+Comm+Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



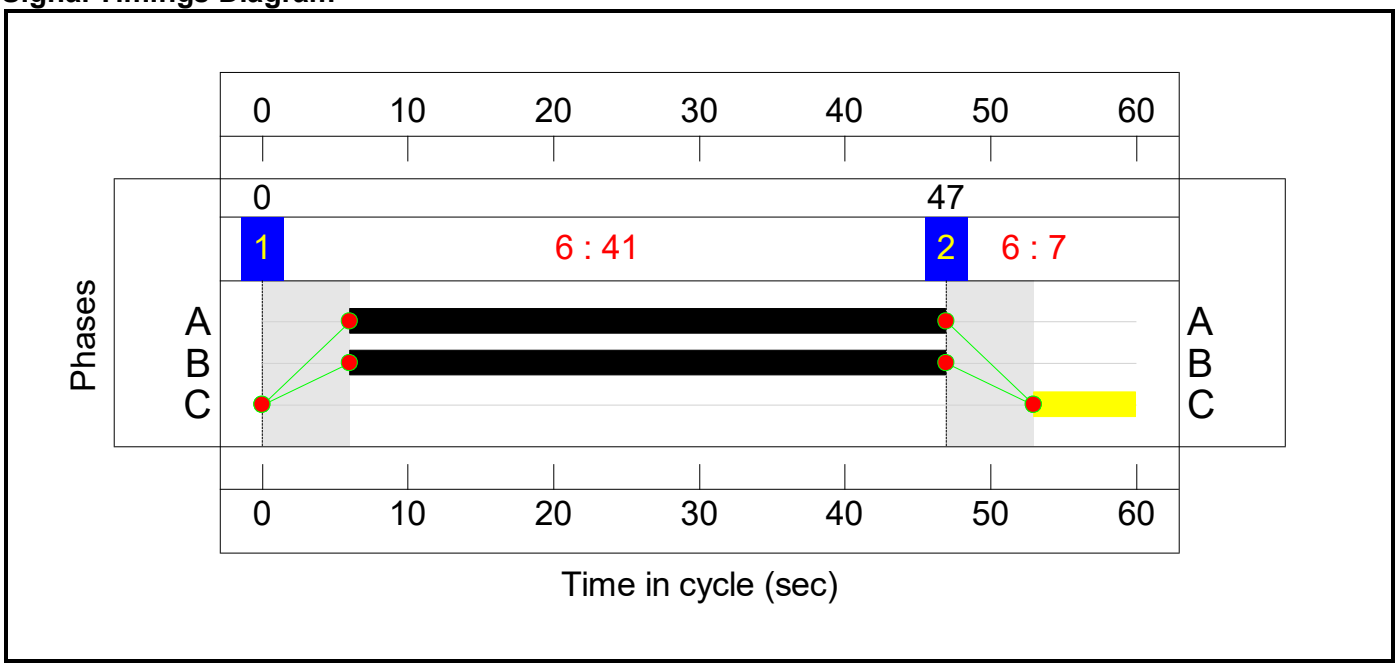
Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	47

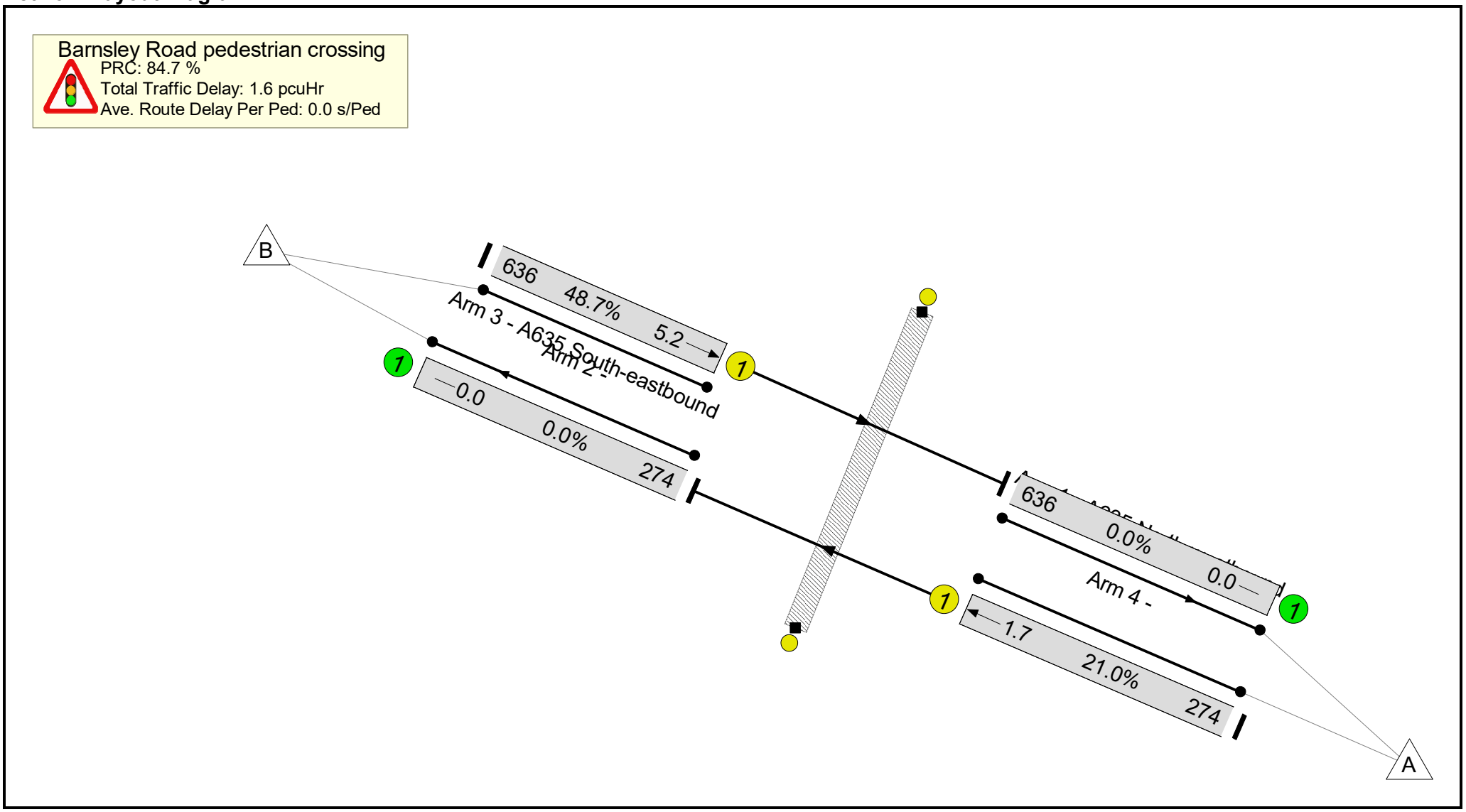
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A635 North-westbound Ahead	Traffic	41	6	47
B	A635 South-eastbound Ahead	Traffic	41	6	47
C	Pedestrians across	Pedestrian	7	53	0

Signal Timings Diagram



Network Layout Diagram



Network Results

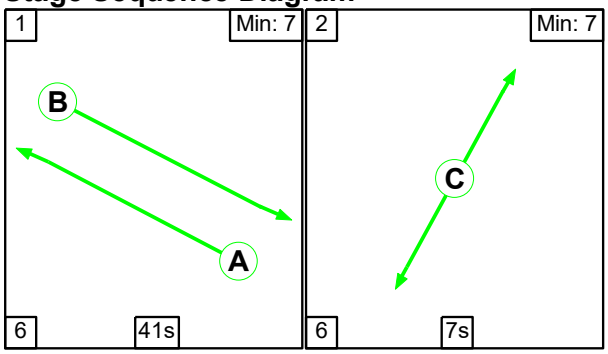
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**48.7%**
Barnsley Road pedestrian crossing	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**48.7%**
1/1	A635 North-westbound Ahead	U	N/A	N/A	A		1	41	-	-	274	1865	1306	21.0%
2/1		U	N/A	N/A	-		-	-	-	-	274	Inf	Inf	0.0%
3/1	A635 South-eastbound Ahead	U	N/A	N/A	B		1	41	-	-	636	1865	1306	48.7%
4/1		U	N/A	N/A	-		-	-	-	-	636	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	**0**	**0**	**0**	**1.0**	**0.6**	**0.0**	**1.6**	-	-	-	-	
Barnsley Road pedestrian crossing	-	-	**0**	**0**	**0**	**1.0**	**0.6**	**0.0**	**1.6**	-	-	-	-	
1/1	274	274	-	-	-	0.2	0.1	-	0.4	4.9	1.6	0.1	1.7	
2/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	636	636	-	-	-	0.7	0.5	-	1.2	6.8	4.8	0.5	5.2	
4/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 84.7 Total Delay for Signalled Lanes (pcuHr): 1.57 Cycle Time (s): 60
PRC Over All Lanes (%): 84.7 Total Delay Over All Lanes(pcuHr): 1.57

Scenario 8: '2031+Comm+Dev PM' (FG10: '2031+Comm+Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



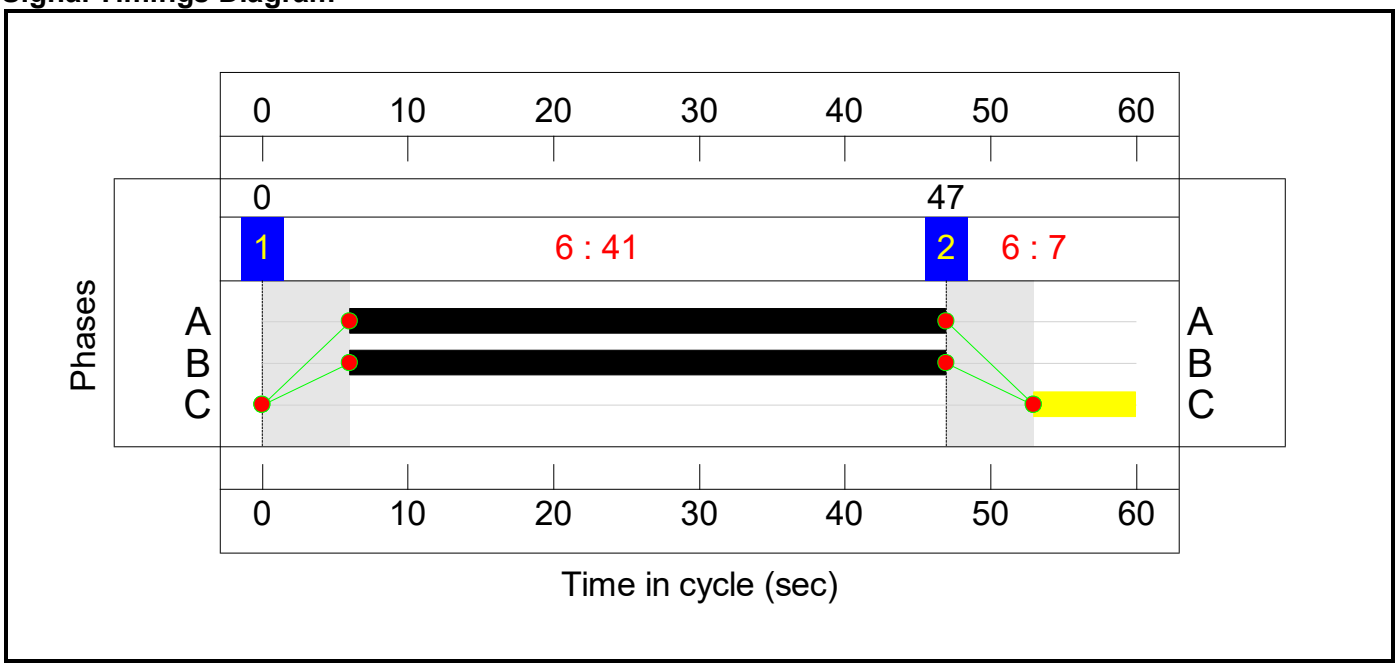
Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	47

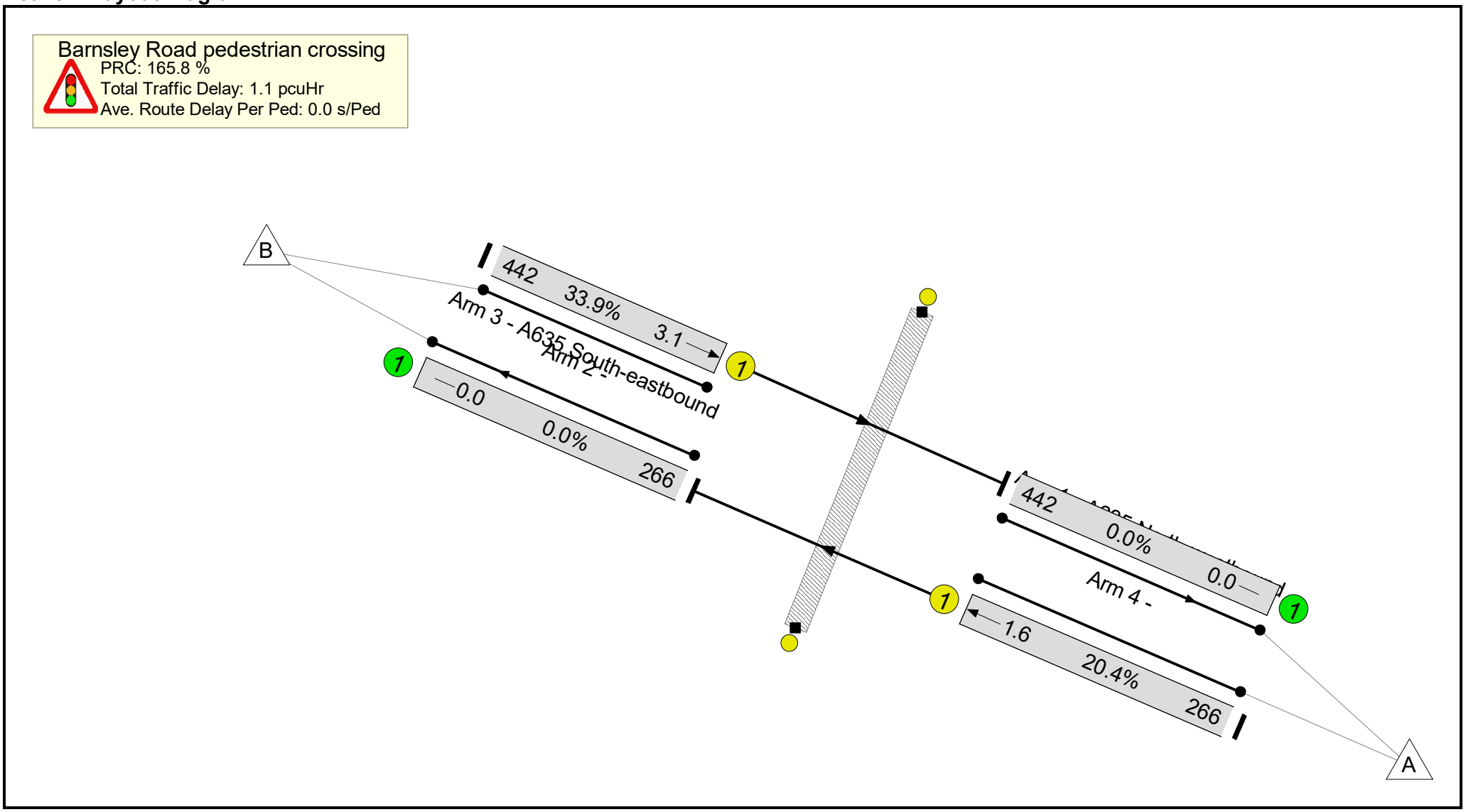
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A635 North-westbound Ahead	Traffic	41	6	47
B	A635 South-eastbound Ahead	Traffic	41	6	47
C	Pedestrians across	Pedestrian	7	53	0

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**33.9%**
Barnsley Road pedestrian crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**33.9%**
1/1	A635 North-westbound Ahead	U	N/A	N/A	A		1	41	-	-	266	1865	1306	20.4%
2/1		U	N/A	N/A	-		-	-	-	-	266	Inf	Inf	0.0%
3/1	A635 South-eastbound Ahead	U	N/A	N/A	B		1	41	-	-	442	1865	1306	33.9%
4/1		U	N/A	N/A	-		-	-	-	-	442	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**0**	**0**	**0**	**0.7**	**0.4**	**0.0**	**1.1**	**-**	**-**	**-**	**-**	
Barnsley Road pedestrian crossing	**-**	**-**	**0**	**0**	**0**	**0.7**	**0.4**	**0.0**	**1.1**	**-**	**-**	**-**	**-**	
1/1	266	266	-	-	-	0.2	0.1	-	0.4	4.9	1.5	0.1	1.6	
2/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	442	442	-	-	-	0.4	0.3	-	0.7	5.6	2.8	0.3	3.1	
4/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 165.8 Total Delay for Signalled Lanes (pcuHr): 1.05 Cycle Time (s): 60
PRC Over All Lanes (%): 165.8 Total Delay Over All Lanes(pcuHr): 1.05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