

TRANSPORT & INFRASTRUCTURE PLANNING

Avant Homes Ltd
Moorthorpe Gate, Owlthorpe
Sheffield
Transport Assessment

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1.0 INTRODUCTION

Appointment

- 1.1 BWB Consulting Ltd (BWB) has been appointed by Avant Homes Ltd (the 'Applicant') to prepare this Transport Assessment (TA) to support a full planning application for a residential development on land adjacent to Moorthorpe Gate in Owlthorpe, Sheffield (the 'Site').
- 1.2 The proposed development comprises 74 residential dwellings (C3) on vacant land adjacent to Moorthorpe Gate in Owlthorpe.
- 1.3 The proposed site layout plan is included in **Appendix A** for reference.

Background & Scoping

- 1.4 The Local Planning and Highways Authority is Sheffield City Council (SCC), a unitary authority.
- 1.5 The site is referenced as 'Housing Site E' in SCC's '*Housing Sites (C,D,E), Moorthorpe Way, Owlthorpe: Planning Design Brief*' published in July 2014. The Brief was subject to a 6-week consultation and was approved by The Planning and Highways Area Committee. Sites C, D and E are all allocated for housing in the Unitary Development Plan (UDP). Site E alone has an estimated capacity of 92 – 138 dwellings based on a range of 40 to 60 dwellings per hectare, therefore the proposal sits at the lower end of this spectrum.
- 1.6 Housing Sites C & D have been considered as committed developments. This is based on the SHLAA assumptions that Site C can accommodate 94 dwellings and Site D can accommodate 71 dwellings.
- 1.7 The Brief confirms that 'all of the standard planning requirements apply' to the site and that access is to be taken via Moorthorpe Gate and then Moorthorpe Way. The access road currently only serves Woodland Heights and according to the Planning Design Brief, the roundabouts are considered to be 'over-designed'. Paragraph 5.2.10 of the Brief states that 'applications for residential development exceeding 80 dwellings require a Transport Assessment. Proposals below this figure are required to submit a Transport Statement. The NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
- 1.8 BWB sent a pre-application scoping email to SCC Highway Development Control on 7th February 2019 and a response by email was received on 1st March 2019 confirming the following TA study area:
 - Donetsk Way / Moorthorpe Gate / Stoneacre Avenue signalised junction; and
 - Donetsk Way / Moss Way / Waterthorpe Greenway (Donetsk Roundabout).
- 1.9 The above junctions were surveyed on Tuesday 5th March 2019 during the morning and evening peak periods. At the request of SCC Highways, the junctions were also surveyed on Saturday 23rd November 2019. The Saturday peak has been assessed to account for the cumulative impacts of local retail centres, including Crystal Peaks Retail Park and Drakehouse Retail Park, which are located approximately 1.7 km (~1 mile) to the east of the site.

- 1.10 A Travel Plan (TP) has been prepared as a standalone document and submitted alongside this Transport Assessment with the planning application. The TP aims to promote sustainable travel and encourage future residents to travel by sustainable modes of transport by removing barriers.

Report Structure

- 1.11 Following this introductory section, this TA report is structured as follows:
- **Section 2: Policy Context** – summarises the key national and local planning policies relating to transport within the context of the scale and location of the proposed development;
 - **Section 3: Existing Conditions** – describes the local highway network, sustainable infrastructure and review of existing road safety and traffic conditions;
 - **Section 4: Development Proposals** – provides details of the proposed development and access arrangements, including review of parking provision and site servicing;
 - **Section 5: Trip Rates and Traffic Generation** – details the trip rates, trip generation and distribution of development traffic. The background traffic growth factors, committed developments and traffic assignment are also detailed in this section;
 - **Section 6: Highway Impact Assessment** – presents the results of the junction capacity assessments in order to quantify the cumulative residual impact of the proposed development on the local highway network; and
 - **Section 7: Summary and Conclusions**

2.0 POLICY CONTEXT

Introduction

- 2.1 This chapter of the TA examines the context of the application site and how this relates to relevant planning policies and guidelines. It provides an overall spatial and planning context for the development proposal.
- 2.2 The following national and local planning documents have been reviewed:
- National Planning Policy Framework (Revised 24 July 2018)
 - Sheffield City Council Core Strategy (March 2009)
 - Sheffield Unitary Development Plan (1998) 'saved' policies
 - Draft Sheffield Plan (emerging)

National Policy

- 2.3 In March 2012, the Department for Communities and Local Government (DCLG) published the NPPF document which replaces historical National Planning Policy. This has since been updated and the Revised NPPF document was published on 24th July 2018.
- 2.4 The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications.
- 2.5 Planning law requires that applications for planning permission must be determined in accordance with the local development plan, unless material considerations indicate otherwise. It suggests that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
- 2.6 Part 9 of the Revised NPPF relates to 'Promoting sustainable transport' and highlights the needs for transport issues to be considered from the earliest stages of development proposals, "so that:
- a) *the potential impacts of development on transport networks can be addressed;*
 - b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised;*
 - c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account;*
 - e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and continue to making highway quality places."*
- 2.7 In relation to 'considering development proposals', paragraph 108 of the Revised NPPF stipulates that in assessing specific application for development, "it should be ensured that:

- a) *Appropriate opportunities to promote sustainable transport modes can or have been taken up, given the type of development and its location;*
 - b) *Safe and suitable access to the site can be achieved for all users;*
 - c) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".*
- 2.8 In response to the above, the proposed development includes measures as part of the Travel Plan to promote sustainable transport modes. This report demonstrates that safe and suitable access can be achieved by all modes of travel.
- 2.9 Paragraph 109 of the Revised NPPF is key in terms of clarifying when a development should or should not be allowed planning permission. Paragraph 109 reads as follows:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.
- 2.10 The outcomes of this report demonstrate that the proposal would not have an unacceptable impact on highway safety, neither would the residual cumulative impacts on the road network be considered 'severe'. On this basis, it is considered that the proposed development is planned in accordance with the Revised NPPF policy.

Local Policy

Overview

- 2.11 Planning applications in Sheffield are determined using the current adopted Sheffield Local Plan, which succeeds the Sheffield Core Strategy (formerly called the Sheffield Development Framework Core Strategy) and 'saved' policies from the Sheffield Unitary Development Plan (UDP). Many of the policies in the UDP were superseded when the Core Strategy was adopted.

Sheffield City Council Core Strategy (March 2009)

- 2.12 The Core Strategy was adopted on 4 March 2009 and is the first of the planning documents of the Sheffield Development Framework (SDF). It sets out the overall vision, objectives and spatial strategy and policies for Sheffield over the period up until 2026. An independent inspector examined the soundness of the Core Strategy following its submission in September 2007 and their report was published on 10 February 2009.
- 2.13 One of the challenges of the Core Strategy is to "*reduce the need to travel*", and in accordance with this challenge, the Core Strategy states "*the following objective has been set:*
- "Development located to limit the distances people and goods need to travel, with mixing of land uses and increased opportunities for single journeys to serve several purposes and high-density development focussed on the most accessible locations"*.
- 2.14 Challenge 10 of the Core Strategy titled 'Supporting Sustainable Travel' sets out the following objectives:

- *“Walking and cycling encouraged by design of places and routes and by the local of facilities; and*
- *Improvements to public transport supported, and energy-efficient and low-polluting modes of travel given priority”.*

2.15 **Core Strategy (CS) Policy 51: Transport Priorities**, states that *“the strategic priorities for transport are:*

- *Promoting choice by developing alternatives to the car;*
- *Maximising accessibility;*
- *Containing congestions levels;*
- *Improving air quality;*
- *Improving road safety; and*
- *Supporting economic objectives through demand management measures and sustainable transport initiatives.”*

2.16 **CS Policy 53: Management of Demand for Travel**, indicates how new demand for travel will be met, by *“promoting good quality public transport and routes for walking and cycling to broaden the choice of modes to travel”.*

2.17 **CS Policy 54: Pedestrian Routes**, states that *“the pedestrian environment will be improved”.*

Sheffield Unitary Development Plan (1998) 'Saved' Policies

2.18 The Unitary Development Plan (UDP) was adopted as the statutory development plan for Sheffield in March 1998. It consists of:

- A policy document.
- A proposals map.

2.19 The 'Saved' policies from the UDP are those that are still in use, whilst there are some policies which have been superseded by the Core Strategy, including:

- T1: Promoting Public Transport;
- T2: Promoting Bus Use; and
- T7: Promoting Walking and Cycling.

2.20 The key aims of the UDP are to create:

- A better environment;
- A more thriving city; and
- A more accessible environment.

2.21 **Policy T28: Transport Infrastructure and Development**, states that new developments would only be permitted if its location would *“reduce the need to travel, especially by car”.*

Draft Sheffield Plan (emerging)

2.22 The Sheffield Plan, when implemented, shall replace both the Core Strategy and the UDP, and will run from 2018 until 2034.

2.23 The draft document, published in November 2015, highlights some of the key objectives of the Plan, including:

- *“Public transport and walking and cycling connections improved within Sheffield;*
- *Development located to limit the distances people and good need to travel;*
- *Walking and cycling encouraged by design of place and routes and by the location of facilities.”*

Summary

- 2.24 This Transport Assessment and the accompanying Travel Plan have been prepared in accordance with the above national and local planning policies in relation to traffic and transportation.

3.0 EXISTING CONDITIONS

Site Location

- 3.1 The proposed development site is located to the southeast of Sheffield in Owlthorpe, circa 8km southeast of Sheffield City Centre. **Figure 1** shows the location of the proposed development site and the local highway network.

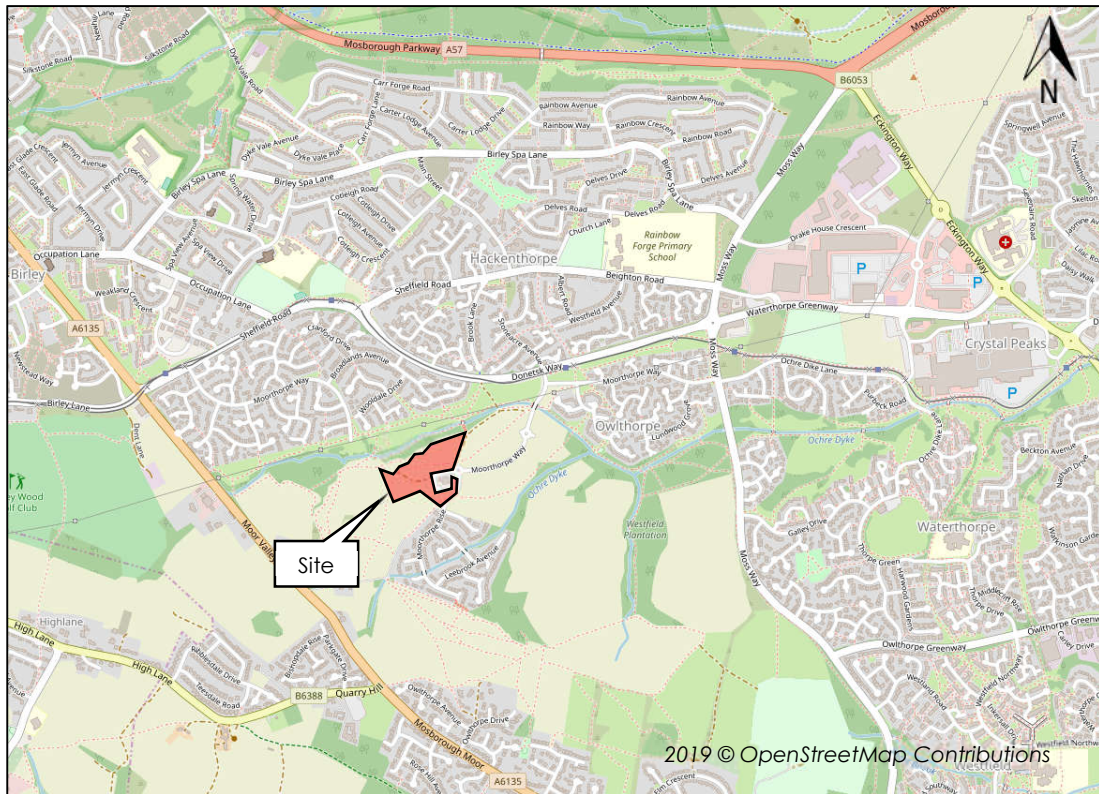


Figure 1: General Site Location Plan

Existing Use

- 3.2 The existing site is currently undeveloped, except for the existing medical centre which is to be retained and is outside the redline boundary of the site.

Surrounding Highway Network

- 3.3 Moorthorpe Gate is a single carriageway road running between Donetsky Way to the north and Moorthorpe Rise to the southwest. It is between 6.5 and 7.0 metres wide along the site frontage as is subject to a 30 mph speed limit throughout. Footways are provided on both sides of the carriageway for the entire stretch of the road.
- 3.4 Donetsky Way is a single carriageway running from Sheffield Road to the west and the Donetsky Roundabout to the east. The road is mainly subject to a 30 mph speed limit, however this changes to a 40 mph speed limit 300m west of the Donetsky Roundabout. A tram line runs to the south of the road up until 200m west of the junction with Moorthorpe Gate, where the tram merges with and runs on the carriageway. There is a footway on the northern side of the road when the road is subjected to a 30mph speed limit, but no footways when the road becomes a 40mph speed limit. The section of road in the vicinity of the Donetsky Way tram stop has footways on both sides of the carriageway.

3.5 Moss Way is a single carriageway road that runs from the A57 to the north and Station Road to the south. The road is subject to a 40mph speed limit. Between the A57 and Birley Spa Lane there are no footways on the road, however to the south of Birley Spa Lane, in the built-up area, there are footways present on at least one side of the carriageway throughout.

Sustainability Infrastructure

Pedestrian Accessibility

3.6 The Chartered Institution of Highways and Transportation (CIHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) describes what are considered acceptable walking distances for pedestrians without mobility impairment.

3.7 The guidance suggests that for commuting, school, and sight-seeing, up to 500m is the desirable walking distance, up to 1.0 km is an acceptable walking distance, and 2.0 km is the preferred maximum walking distance.

3.8 For bus stops in residential areas, 400m has traditionally been regarded as the maximum recommended walking distance. For train stations however, people are willing to walk up to 800m.

3.9 **Figure 2** shows 0.5 km, 1 km and 2 km walking isochrones from the site.

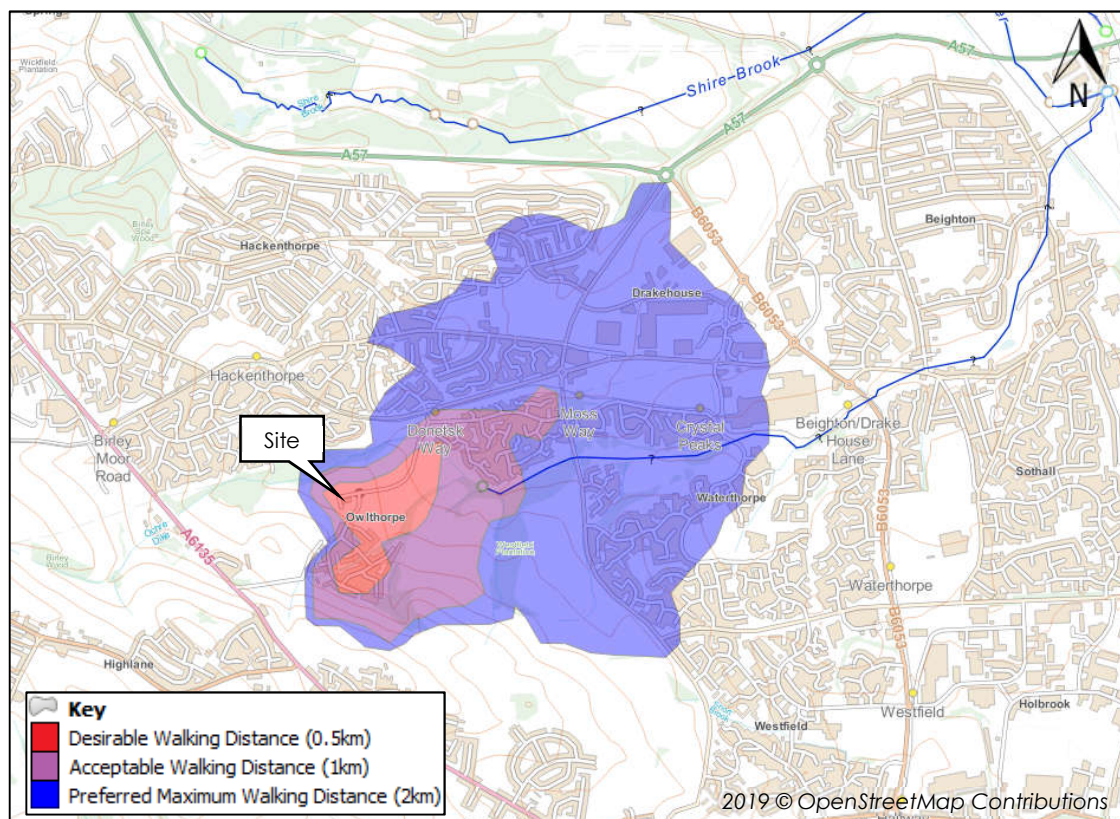


Figure 2: Walking Isochrones

3.10 A number of key local amenities are located within 2.0 km walking distance, including:

- Owlthorpe Surgery – adjacent to the site access location.
- Rainbow Forge Primary Academy – 1000m from the centre of the site.

- ASDA Sheffield Drakehouse Superstore – 1300m from the centre of the site.
- St John Fisher Catholic Primary School – 1400m from the centre of the site.
- Birley Spa Primary Academy – 1700m from the centre of the site.
- Crystal Peaks Shopping Mall and Retail Park – 1900m from the centre of the site.

3.11 In terms of Public Rights of Ways (PROW), footpaths are accessible to the site from Donetsk Way to the north, Moorthorpe Way to the west and Moor Valley to the south.

3.12 **Figure 3** below shows the PROW in proximity of the site. The red lines in **Figure 3** indicate paved footpaths and the pink lines indicate bridleways. The dashed lines are informal, unpaved footpaths.

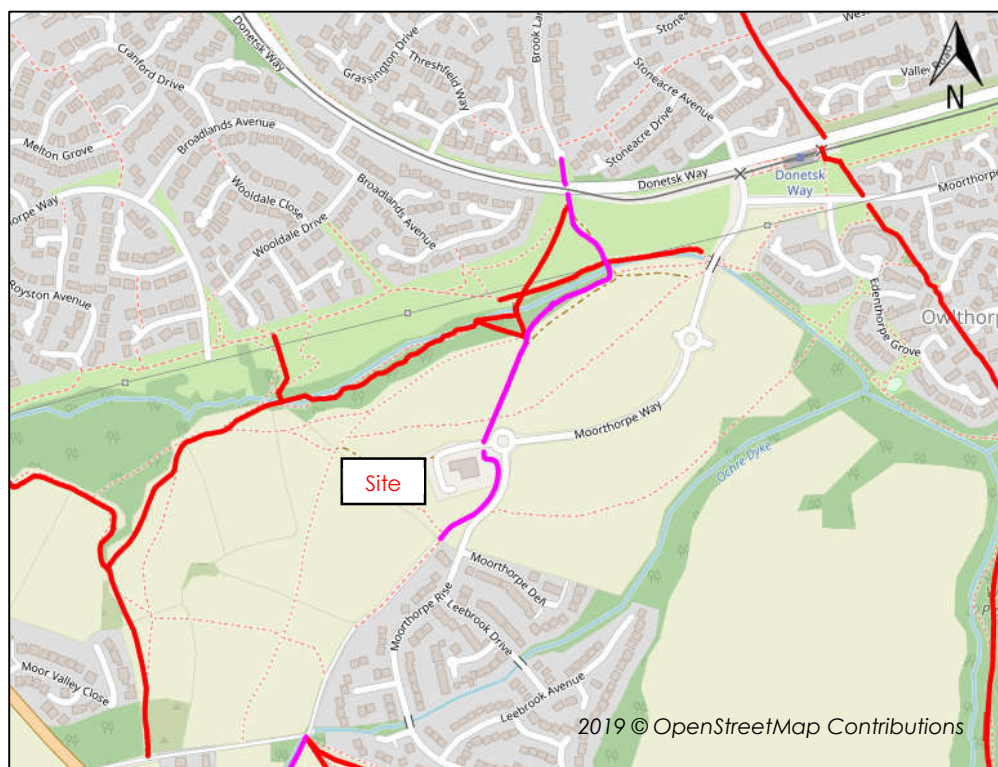


Figure 3: Public Rights of Way Map

3.13 The proposed development will not result in the permanent diversion or closure of any PROW routes.

Cycling Accessibility

3.14 Local Transport Note 2/08- Cycle Infrastructure design (DfT, October 2008) states that 'many cycle journeys are under three miles (5km), although for commuter journeys, a trip distance of five miles (8km) or more is not uncommon'. **Figure 4** shows a 5km catchment area centred on the site.

3.15 DfT's Local Transport Note (LTN) 1/04 suggest that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters.

3.16 It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer journey by public transport. Cycling is therefore an important journey to work mode that has the potential to perform a more significant role.

3.17 **Figure 4** shows 1 km, 2.5 km and 5 km isochrones from the site.

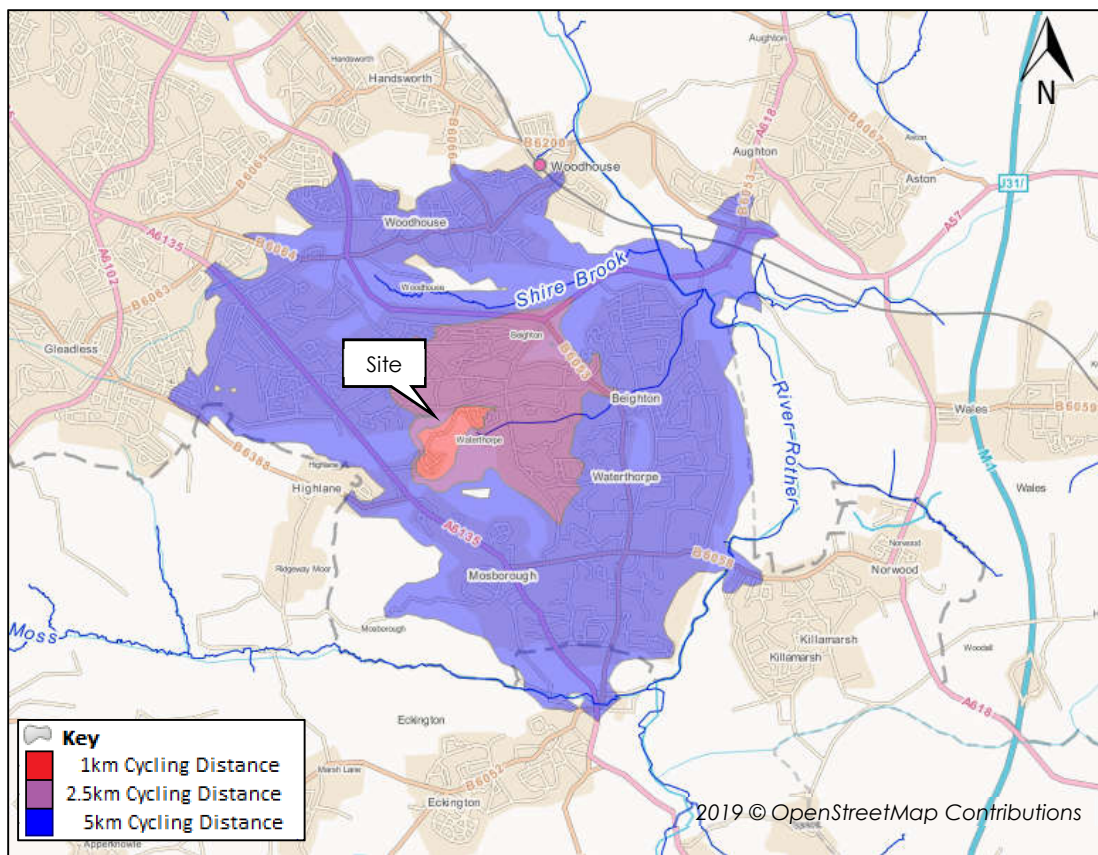


Figure 4: Cycling Isochrones

3.18 As shown, there are several further amenities such as Beighton Community Hospital, Westfield School, Holbrook Industrial Estate and Morrisons within cycling distance of the site.

3.19 **Figure 5** below shows the local cycle routes in the vicinity of the site. As shown, there is an off-road cycle route that runs from Donetsk Way to Moor Valley north to south, which passes through the site.

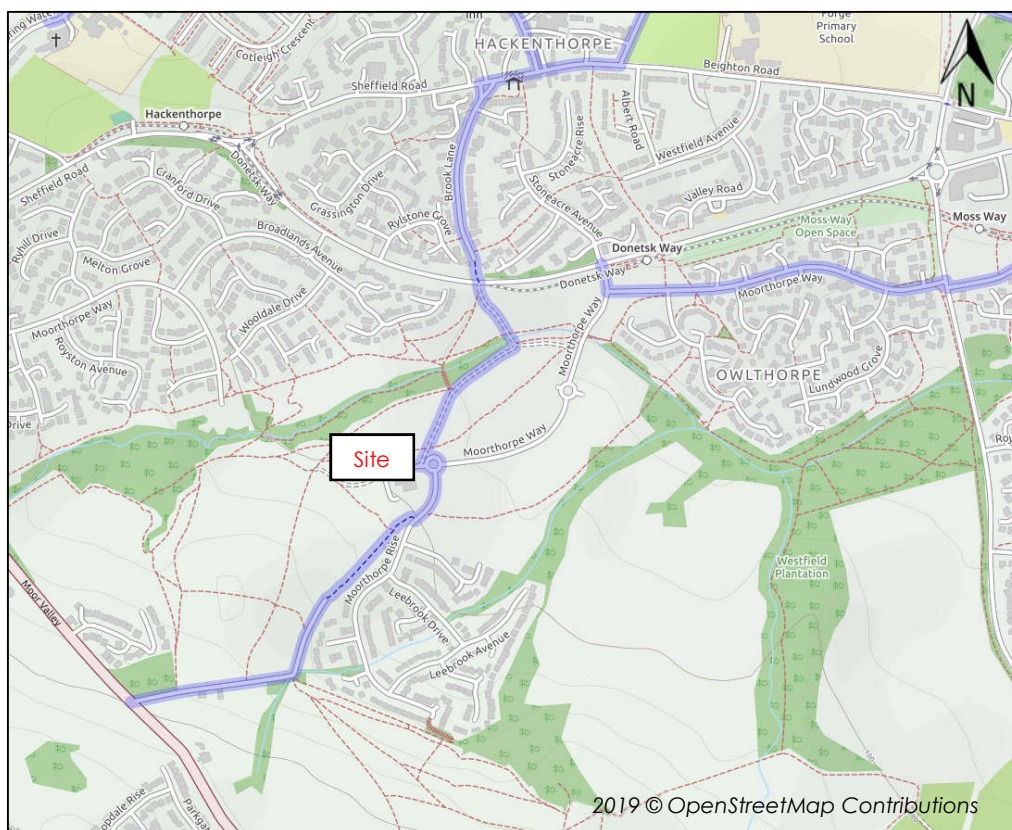


Figure 5: Map of Cycle Routes

Public Transport Accessibility

Bus Travel

- 3.20 In relation to bus accessibility, the Chartered Institute of Highways and Transportation's (CIHT) 'Buses in Urban Developments, January 2018' publication, recommends that the maximum walking distance to 'single high-frequency routes (every 12 minutes or better)' should be 400m. For less frequent bus routes, the maximum recommended walking distance is 300m.
- 3.21 The nearest bus stop to the site is located on Broadlands Avenue, approximately 600m from the site. However, this only offers a limited service. Another bus stop is available approximately 850m from the site on Moss Way/Ochre Dike Lane, which offers more frequent buses.
- 3.22 A summary of the local bus services from the Moss Way bus stop is provided in **Table 1**.

Table 1: Bus Services Summary

Service	Route (two-way)	Time of Operation & Frequency		
		Weekday	Saturday	Sundays
8/8a	Crystal Peaks – Birley – Sheffield – Ecclesfield	07:01-19:06 (every 20 minutes)	07:56-19:06 (every 30 minutes)	No Service
55	Halfway - Crystal Peaks – Sheffield – Fulwood	05:11-23:40 (every 10 minutes)	05:10-23:40 (every 12 minutes)	06:14-23:18 (every 20 minutes)
120	Plumley – Moss Way – Plumley	09:22-14:22 (every 60 minutes)	09:22-14:22 (every 60 minutes)	No Service

Source: <https://www.firstgroup.com>, <http://www.tmtravel.co.uk>

- 3.23 As shown, the Moss Way bus stop is served by a bus on average every 5-10 minutes on weekdays, every 10 minutes on Saturday and every 20 minutes on Sunday.

Tram Travel

- 3.24 The Donetsk Way tram stop is on the Sheffield Blue Route, and is located approximately 400m from the site. **Table 2** shows the tram services to/from Donetsk Way.

Table 2: Tram Services to/from Donetsk Way

Route (two-way)	Time of Operation & Frequency		
	Weekdays	Saturdays	Sundays
Halfway – Donetsk Way – Sheffield – Malin Bridge	05:57-00:25 (every 10 minutes)	06:03-00:25 (every 12 minutes)	08:07-23:59 (every 20 minutes)
Source: https://www.travelsouthyorkshire.com/			

- 3.25 As shown, the Donetsk Way tram stop is served on average every 10 minutes on weekdays, every 12 minutes on Saturday and every 20 minutes on Sunday. The tram trips have been added into the Donetsk Way / Moorthorpe Gate / Stoneacre Avenue signalised junction model as separate movements for the tramways.

Road Safety Review

- 3.26 Personal Injury Collision (PIC) data has been obtained from Sheffield City Council for the latest five-year period (2014-2018). The study area includes Moorthorpe Gate, Donetsk Way, Moss Way, the A57 and the agreed study area junctions.
- 3.27 In total, there were 37 PICs recorded across the study area between 2014 and 2018. Out of the total 37 PICs, 29 were of 'slight' severity, eight 'serious' and none were fatal. **Table 3** below summarises the number and severity of PICs recorded at the study area junctions only. A full printout of the PIC data is included in **Appendix B** for reference.

Table 3: PICs at Study Area Junctions (2013-2018)

Study Area Junctions	Injury Severity		
	Slight	Serious	Fatal
Donetsk Way / Moorthorpe Gate / Stoneacre Avenue	0	0	0
Donetsk Roundabout	5	0	0

- 3.28 As shown, there are no serious or fatal PICs recorded at the study area junctions in the latest five year period. Additionally, only five slight PICs have occurred on the Donetsk Roundabout, with none occurring on the Donetsk Way / Moorthorpe Gate signalised junction.
- 3.29 From the information received from SCC, the contributory factors indicated that the recorded PICs occurred due to driver/road user failing to look properly, judging other person's path or speed and in a hurry. This suggests that there are no distinctive patterns attributable to defective road conditions or other physical characteristics associated with the road layout, such as visibility which would advocate an identifiable course of action being required. As such, no further PIC analysis is considered necessary at this stage.

Existing Traffic Conditions

- 3.30 Junction Turning Count (JTC) surveys were undertaken on Tuesday 5th March 2019 at the agreed study area junctions, which include:
- Donetsk Way / Moorthorpe Gate / Stoneacre Avenue signalised junction; and
 - Donetsk Way / Moss Way / Waterthorpe Greenway (Donetsk Roundabout).
- 3.31 The JTCs covered the weekday morning peak period (07:00-10:00) and evening peak period (16:00-19:00). The data was returned in 15-minute intervals. The results of these surveys are included in **Appendix C** for reference.
- 3.32 The survey results show that the weekday peak hours of the local highway network are 08:15-09:15 and 16:45-17:45. These are the assessment periods that have been taken forward to the traffic impact assessment.
- 3.33 Additional JTC surveys were undertaken on both junctions on Saturday 23rd November 2019 between 11:00-15:00, which is the peak period associated with the nearby Crystal Peaks and Drakehouse Retail Parks. The identified Saturday peak hour of the highway network is 12:30-13:30.
- 3.34 The JTC at the Donetsk Way / Moorthorpe Gate / Stoneacre Avenue signalised junction was supplemented by queue length surveys, which have been used to validate the LinSig model used in the traffic impact assessment.
- 3.35 The surveys have been undertaken using video footage, which can be provided to SCC, upon request.

4.0 DEVELOPMENT PROPOSALS

Schedule of Accommodation

- 4.1 The proposed development comprises 74 dwellings, of which approximately 20.3% will be affordable and 80% open market units. The proposed schedule of accommodation is as follows:
- Affordable Housing = 15 dwellings (4 two-bedrooms, 6 three-bedrooms and 5 four-bedrooms)
 - Three bedrooms = 24 dwellings
 - Four bedrooms = 31 dwellings
 - Five bedrooms = 4 dwellings
- 4.2 The proposed site layout plan is included in **Appendix A** for reference.

Access Arrangements

- 4.3 The site already benefits from vehicular access to its boundary via a stub end road, which currently serves the Owlthorpe Doctors Surgery. This links to an existing roundabout where Moorthorpe Rise meets Moorthorpe Gate for access to the wider highway network.
- 4.4 The existing stub road is 6.75m wide with 2.0m wide footways on both sides of the carriageway, which connects to a 5.5m wide link road with a priority junction to provide access to the Owlthorpe Surgery. The 2.0 wide footway is continued along the east side of the carriageway for this road. Appropriate street lighting is currently provided along both the access roads.
- 4.5 Therefore, access to the development will involve extending the existing carriageway into the site and connecting with the internal layout, which has been designed to an adoptable standard.

Internal Layout & Swept Path Analysis

- 4.6 The stub road will be extended to form an access road with a width of 6.75m. The access road will have a 5.5m wide carriageway and has been designed according to South Yorkshire Residential Design Guide (SYRDG) standards. The turning heads can accommodate the necessary turning movements for a refuse vehicle. These internal carriageways will link to minor roads of shared surface material with access to driveways.
- 4.7 Manual for Streets recognises swept path analysis, or tracking, as a key tool for determining how streets will operate and how vehicles will move within it. Therefore, BWB has produced drawing **OWL-BWB-GEN-XX-DR-TR-110**, which shows a 2.5 x 12.0m 'Mercedes Vulture mid steer' refuse vehicle turning around in each of the turning heads.
- 4.8 Drawings **OWL-BWB-GEN-XX-DR-TR-111** and **OWL-BWB-GEN-XX-DR-TR-112** show the access and egress of the same refuse vehicle for each link road.
- 4.9 The proposed geometric design also facilitates emergency vehicle access. Drawing **OWL-BWB-GEN-XX-DR-TR-113** shows the access and egress of a Fire Tender vehicle, and it navigating the internal layout of the proposed development, including turning

heads. The layout is consistent with the requirements of Manual for Streets and the South Yorkshire Residential Design Guide in that the Fire Tender vehicle is able to get within 45 metres of all dwellings and is not required to reverse more than 20 metres due to the presence of turning heads. There are no reduced road widths (<3.7 metres) that would prevent emergency access.

Car Parking

- 4.10 Car parking standards in Sheffield are set out in SCC's 'Highway Development and Adoptions – Information Sheet 3' titled 'Car Parking Guidelines'. The Guidelines state that:

“they should be interpreted as maximum standards, in accordance with policy CS53 of the adopted Core Strategy of the Sheffield Development Framework. There is some flexibility in the standards but higher parking levels will be assessed on a site by site basis, following the national guidance set out in PPG13. For any shortfall in parking the Council will need to be satisfied that this will not cause a problem, or can be otherwise managed.”

- 4.11 The maximum residential parking standards prescribed by SCC in 'Outside City Centre' locations are summarised in **Table 4** below.

Table 4: SCC Residential Parking Standards

Dwelling Size / Other	Maximum Standard
1-bed	1 space
2-3 bedroom	2 spaces
4-5 bedroom	2-3 spaces
6+ bedroom	Negotiated
Visitor Parking	In addition – one space per 4 houses

- 4.12 Therefore, based on the proposed schedule of accommodation outlined in 4.1, the proposal should provide a maximum of 188 spaces for residents and an additional 18 spaces for visitors. This is broken down in **Table 5** below.

Table 5: Maximum Car Parking Calculations

SoA	Maximum no. Spaces
34 no. 2 & 3 beds	68
40 no. 4 & 5 beds	120
Visitor Parking	18
Total	206

- 4.13 The level of proposed car parking provision is planned in accordance with these maximum standards.

Cycle Parking

- 4.14 Cycle parking standards in Sheffield are set out in SCC's 'Highway Development and Adoptions – Information Sheet 4' titled 'Bicycle Parking Guidelines'. For residential development, this requires one long-stay (covered) bicycle parking space per dwelling.

- 4.15 Where garages are proposed, it is suggested that these can be used for bicycle parking. For dwellings without a garage, there will be sufficient space in the garden for a shed, along with side access to enable the storage of at least one bicycle. Therefore, it is considered that cycle parking is proposed in accordance with SCC's Bicycle Parking Guidelines.

5.0 TRIP RATES & TRAFFIC GENERATION

Introduction

5.1 This section details the trip rates and traffic generation of the proposed development during the morning and evening peak hours of the highway network. Traffic distribution, consideration of committed developments and assessment years are also detailed in this section.

Vehicular Trip Rates & Traffic Generation

5.2 The TRICS database is widely used to derive trip rates to calculate the traffic generation of new developments. In this case, TRICS 'Person Trip Rates' were used to obtain robust trip rates. The following parameters were applied:

- Main Land Use = Residential.
- Land Use Category = Houses Privately Owned.
- Selected Regions = Sites in England only.
- Similar sites of between 50-120 dwellings.
- Similar sites in a 'Suburban Area' or 'Edge of Town' location.
- Selected Survey Days = Monday-Saturday.

5.3 The resultant person trip rates are shown in **Table 6** below. Full TRICS outputs are included in **Appendix D**.

Table 6: Total Person Trip Rates (per 1 dwelling)

Total Person (per 1 dwelling)	Arrival	Departure	Two-Way
Weekday Morning Peak (08:00-09:00)	0.217	0.821	1.038
Weekday Evening Peak (17:00-18:00)	0.616	0.235	0.851
Saturday Peak (12:30-13:30)	0.216	0.289	0.505

Source: TRICS v7.5.4

5.4 As shown, the average weekday total person trip rates per dwelling during the morning and evening peak hour are 1.038 and 0.851 respectively. Although the peak hour trip rates slightly differ from the peak hours of the local highway network (08:15-09:15 and 16:45-17:45), the selected trip rates are higher compared to those at either end of the peak hour and therefore a robust worst-case scenario is considered.

5.5 Saturday person TRICS trip rates were also obtained and show trip rate of 0.505 between 12:30-13:30, which coincides with the Saturday peak hours of the highway network. To obtain this trip rate, the average of the trips rates between the 12:00-13:00 and 13:00-14:00 were used for the 12:30-13:30 trip rate. A sensitivity test against the actual vehicle trips rates was undertaken and found that using person trip rates and application of car driver mode split is more robust.

5.6 2011 Census Method of Travel to Work data has been used to establish the likely baseline travel mode share for future residents of the proposed development. **Table 7** below shows the mode share for the E02001671: Sheffield 061 Middle Super Output Area (MSOA).

Table 7: Method of Travel To Work – E02001671: Sheffield 061 MSOA

Method of Travel to Work	Count (no. of people)	Mode Share
Underground, metro, light rail or tram	107	4%
Train	8	0%
Bus, minibus or coach	273	11%
Taxi	7	0%
Motorcycle, scooter or moped	16	1%
Driving a car or van	1,598	67%
Passenger in a car or van	180	8%
Bicycle	13	1%
On foot	186	8%
Total	2,388	100%

- 5.7 The local travel to work mode split has been applied to the total person trip generation projections for the peak hours. **Table 8** presents the multi-modal trip generation associated with the proposed 74 dwellings.

Table 8: Proposed Development (74 dwellings) Multi-Modal Trip Generation

Method of Travel	Weekday Morning Peak			Weekday Evening Peak			Saturday Peak		
	Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
Underground, metro, light rail or tram	1	3	3	2	1	3	1	1	2
Train	0	0	0	0	0	0	0	0	0
Bus, minibus or coach	2	7	9	5	2	7	2	2	4
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	1	0	0	0	0	0	0
Driving a car or van	11	41	51	31	12	42	11	14	25
Passenger in a car or van	1	5	6	3	1	5	1	2	3
Bicycle	0	0	0	0	0	0	0	0	0
On foot	1	5	6	4	1	5	1	2	3
Total	16	61	77	46	17	63	16	21	37

- 5.8 As shown, the proposed development is expected to generate 51 and 42 two-way vehicle trips during the morning and evening peak hours respectively. During the Saturday peak, the proposed development is expected to generate 25 two-way vehicle trips.
- 5.9 In terms of sustainable travel trips, the proposed development is expected to generate 12 public transport (bus & tram) and 6 pedestrian trips during the morning peak hour, whereas it would generate 10 public transport and 5 pedestrian trips during the evening peak hour. During the Saturday peak hour, the development is expected to generate 6 public transport trips and 3 pedestrian trips.

Traffic Distribution

- 5.10 The likely distribution patterns of the proposed development traffic has been determined by undertaking a gravity model exercise using the 2011 Census 'Origin-Destination' data for the local MSOA area (Sheffield 061).
- 5.11 The resulting development trip distribution is shown in the **Figure 6** below. The 2011 Census O-D analysis is included in **Appendix E** for reference.

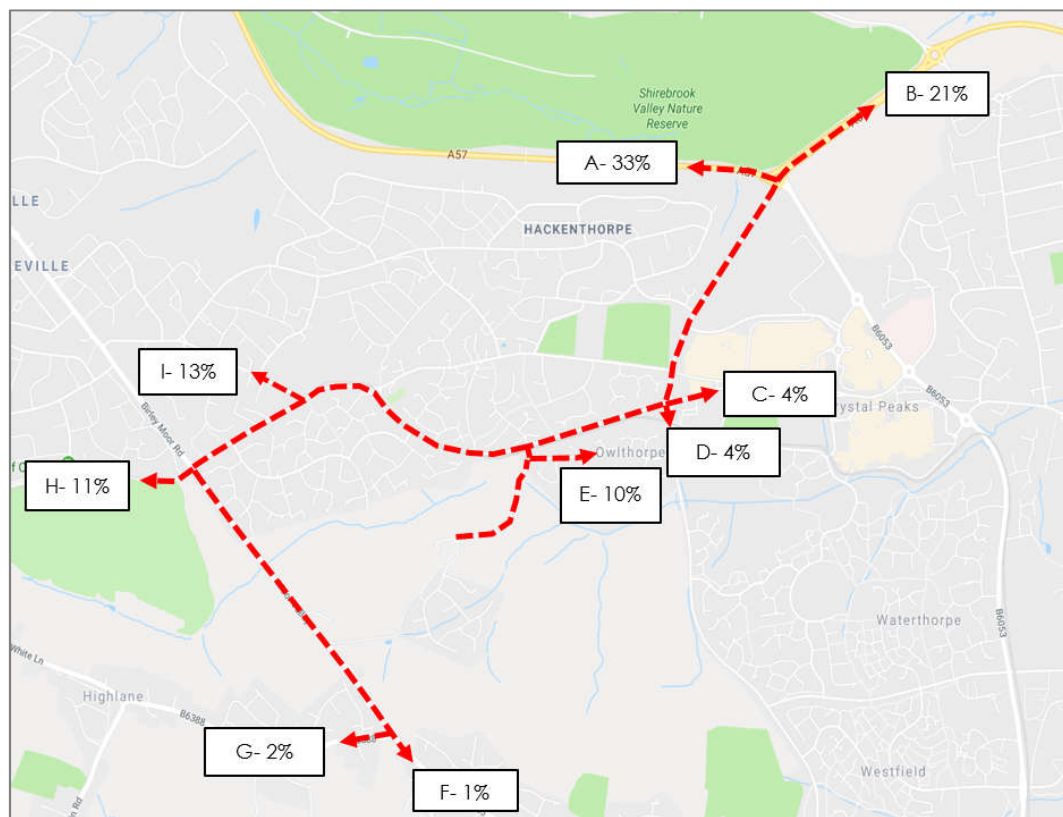


Figure 6: Trip Distribution Proportions

- 5.12 The above proportions are based on the outbound movements from a ward. In this case Sheffield 061 was selected as the usual residence area (origin) and the workplace area was selected as everywhere else in the country (destination).
- 5.13 As shown, the majority of existing residents (54%) within the ward commute to work via the A57 to the north, with 33% heading west and 21% heading east at the roundabout. This is because Sheffield city centre is accessed from the A57 heading west and the M1 is accessed from the A57 heading east.
- 5.14 The proposed development vehicle trip generation has subsequently been assigned to each route to determine the total trip generation along each route during the morning and evening peak hours of the local highway network. The results are shown in **Table 9**.

Table 9: Development Traffic Routing

Route	Weekday Morning Peak			Weekday Evening Peak			Saturday Peak		
	Arr.	Dep.	2-way	Arr.	Dep.	2-way	Arr.	Dep.	2-way
A	4	14	17	10	4	14	4	5	8
B	2	8	11	6	2	9	2	3	5
C	0	2	2	1	0	2	0	1	1
D	0	2	2	1	1	2	0	1	1
E	1	4	5	3	1	4	1	1	3
F	0	0	1	0	0	1	0	0	0
G	0	1	1	1	0	1	0	0	1
H	1	5	6	3	1	5	1	2	3
I	1	5	7	4	2	5	1	2	3
Total	11	41	51	31	12	42	11	14	25

Note: May not sum due to rounding.

- 5.15 In terms of the study area junctions, the above has demonstrated that the proposed development would generate during the respective peak hours an additional:
- 47, 39 and 22 two-way trips via Donetsk Way / Moorthorpe Gate / Stoneacre Avenue signalised Junction; and
 - 32, 27 and 15 two-way trips via the Donetsk Roundabout.
- 5.16 Therefore, the Highway Impact Assessment (HIA) presented in **Section 6.0** assess the development traffic impact at these junctions and has been agreed with SCC Highways.

6.0 HIGHWAY IMPACT ASSESSMENT

Introduction

6.1 This section of the TA details the impact of the proposed development on the surrounding highway network in terms of road safety and highway capacity on the agreed study area junctions, which include:

- Donetsk Way / Moorthorpe Gate / Stoneacre Avenue signalised junction; and
- Donetsk Way / Moss Way / Waterthorpe Greenway (Donetsk Roundabout).

6.2 The traffic impact assessment is based on the full development of 74 dwellings.

Assessment Scenarios

6.3 The assessment scenarios focusing on the weekday morning and evening peak hours of the local highway network (08:15-09:15 and 16:45-17:45) and Saturday Peak (12:30-13:30) include:

- 2019 Surveyed Flows – to establish how the junctions currently operate.
- 2024 Future Year Base + Committed Development only
- 2024 Future Year Base + Committed + Proposed Development

Background Traffic Growth

6.4 TEMPro v7.2 software has been used to calculate local background traffic growth factors between the Survey Year (2019) and Future assessment year (2024).

6.5 'Sheffield 061' Mid-layer Super Output Area (MSOA) has been selected as the geographic area. **Table 10** below shows the obtained traffic growth factors.

Table 10: Local Traffic Growth Factors

Year	Weekday Morning Peak Period (0700 - 0959)	Weekday Evening Peak Period (1600 - 1859)	Saturday - All Times of Day
2019-2024	1.0364	1.0325	1.0332

Note: 'Apply Alternative Assumptions' used to remove future household growth as these have been accounted for as committed developments (Sites C and D).

6.6 As can be seen, it is estimated that traffic will grow by around 3% during the weekday peak hours and on Saturdays. These local traffic growth factors have been applied to all 2019 surveyed flows in order to ascertain the 2024 Base traffic flows. The exception to this is the traffic flows into and out of Moorthorpe Gate because there is not scope for traffic growth on top of the committed developments, which are already being accounted for.

Committed Developments

6.7 On review of the SCC planning portal, that there are no major committed developments in the immediate area surrounding the site. However a planning application has recently been approved for a new drive-thru restaurant (**19/02680/FUL**) adjacent to Damon's off Sevenairs Road.

- 6.8 Upon review of the TA report submitted in support of the planning application, the drive-thru would generate 17 and 39 two-way trips during the weekday evening peak (17:00-18:00) and Saturday peak (13:00-14:00) hours respectively. In terms of secondary trips, the drive-thru would generate 29 and 66 two-way pass-by trips during the respective peaks.
- 6.9 No details were provided within the TA regarding the distribution and assignment of these trips on the surrounding highway network. However it is expected that the majority of these trips will travel to/from Beighton, Sothall and within Crystal Peaks, and would not directly impact the capacity of Donetsk Roundabout and Moorthorpe Gate / Donetsk Way / Stoneacre Avenue signalised junction.
- 6.10 The potential traffic impacts of Owlthorpe Housing Sites C & D have been accounted for as committed developments as these are allocated and are likely to be developed at some point in the future.
- 6.11 **Figure 7** shows the locations of Housing Sites C & D in relation to the application site (E). According to the Council's 'Housing Sites (C,D,E), Moorthorpe Way, Owlthorpe: Planning Design Brief' (July 2014) and previous SHLAA assumptions, Site C can accommodate 94 dwellings and Site D can accommodate 71 dwellings.

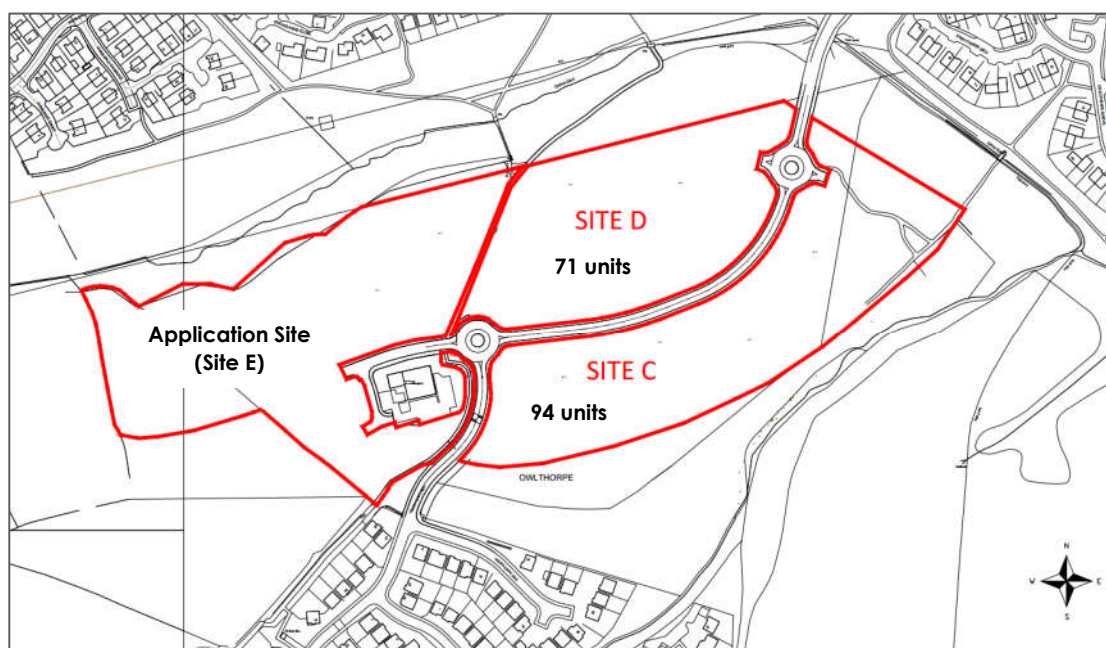


Figure 7: Local Committed Developments

- 6.12 The weekday peak hour vehicle trip generation potential of these sites has been calculated using the same trips rates as this TA. The weekday peak hour distribution of committed development traffic has also been undertaken in accordance with the assumptions set out herein.

Traffic Flow Diagrams

- 6.13 Following distribution and assignment of the proposed development traffic, accounting for the committed development traffic generation and applying the relevant traffic growth factors, the below traffic flow diagrams have been created. These are included towards the end of the TA, which each diagram including flows for the weekday morning and evening peak hours with all flows in PCUs.

- **Diagram 1** → 2019 Surveyed Traffic Flows
- **Diagram 2** → 2024 Future Year Base Traffic Flows
- **Diagram 3** → Committed Development Traffic Flows
- **Diagram 4** → 2024 Future Year Base + Committed Development Traffic Flows
- **Diagram 5** → Development Traffic Distribution
- **Diagram 6** → Development Traffic Assignment
- **Diagram 7** → 2024 Base + Committed + Proposed Development Traffic Flows

- 6.14 The traffic flows presented in Diagrams 4 and 7 have been taken forward to the junction capacity assessments in order to establish the cumulative impact of the proposed development traffic in 2024, by which time it is anticipated that all development would be fully built out and operational.
- 6.15 Separate diagrams were produced for the Saturday assessment with similar scenarios as above. These are also included in this TA.

Junction Capacity Assessments

- 6.16 The capacity of the roundabout has been assessed using Transport Research Laboratory's (TRL) industry-standard modelling software Junctions 9 (ARCADY 9).
- 6.17 PICADY and ARCADY models return results in Ratio of Flow to Capacity (RFC) and queuing in each 15-minute time segment, measured in the number of Passenger Car Units (PCUs).
- 6.18 RFC values between 0.00 and 0.85 indicate satisfactory operating conditions, values of between 0.85 and 1.00 represent variable operation (i.e. queues building at the junction resulting in increased vehicle delay moving through the junction). RFC values in excess of 1.00 represent overloaded conditions.
- 6.19 The operation of the Donetsk Way / Moorthorpe Gate signalised junction has been assessed using LinSig V3 software, which is widely used for signalised junctions.
- 6.20 The results from LinSig models are expressed in Practical Reserve Capacity (PRC), which is calculated based on a maximum Degree of Saturation (DoS) on each signalised approach and is a measure of how much additional traffic could pass through a junction whilst maintaining a maximum DoS of 90% on all links/streams. Therefore, if the worst link's DoS is 90%, the PRC then would be 0%. Negative numbers indicate that the junction would experience longer delays and overloading.
- 6.21 The DoS is a function of Demand vs Capacity and the results are interpreted using the following bands:
- 0%-90% - The junction operates within capacity, traffic clears the junction every cycle of the signals.
 - 90%-100% - Traffic will experience some delay, it is unlikely as to whether ever queued vehicle at the start of the green phase will clear the junction within the same cycle, an arm experiencing a DoS above 90% is failing.
 - 100%+ - The arm is significantly over capacity, queues may exponentially increase as traffic struggles to clear the junction.

6.22 LinSig also illustrates the queuing results as Mean Maximum Queuing (MMQ), which is the mean number of vehicles (or PCUs) that have been added onto the back of the queue line, up to the time when the queue is cleared at the junction stop line.

Donetsk Way / Moorthorpe Gate Modelling Results

6.23 Signal controller specifications for this junction have been obtained from SCC's Intelligent Transport Systems Department, including stage logs for the peak hours. These are included in **Appendix F** for reference.

6.24 The stage logs have been studied to identify the average cycle time during the morning (07:15-08:15) and evening (17:00-18:00) peak hours of the highway network. The junction is demand dependent and the stage logs show that the junction operates with a cycle time of 148 seconds during the network peak hours. Outside of the network peak hours, the junction operates with a 60 second cycle time as noted in the signal controller specifications document.

6.25 **Table 11** shows the operation of Donetsk Way / Moorthorpe Gate signalised junction. The assessed scenarios are the 2019 baseline, 2024 baseline plus committed development only and the 2024 baseline plus committed and proposed development trips. The full LinSig report is included in **Appendix G** for reference.

Table 11: Donetsk Way / Moorthorpe Gate Junction Modelling Results

Approach Lane	Morning Peak Hour (08:15-09:15)		Evening Peak Hour (16:45-17:45)		Saturday Peak Hour (12:30-13:30)	
	DoS %	MMQ (PCU)	DoS %	MMQ (PCU)	DoS %	MMQ (PCU)
2019 Surveyed Traffic						
Stoneacre Avenue	17%	1	7%	0	10%	1
Donetsk Way (E)	42%	6	66%	12	61%	11
Moorthorpe Gate	57%	3	42%	2	34%	2
Donetsk Way (W)	72%	13	69%	12	70%	12
Overall Operation (cycle time 148 secs)	PRC = 25%		PRC = 31%		PRC = 29%	
	Delay (PCU/hr) = 9		Delay (PCU/hr) = 9		Delay (PCU/hr) = 9	
2024 Base + Committed Development only						
Stoneacre Avenue	18%	1	7%	0	10%	1
Donetsk Way (E)	49%	7	76%	14	65%	11
Moorthorpe Gate	83%	6	57%	3	51%	3
Donetsk Way (W)	82%	15	80%	14	73%	13
Overall Operation (cycle time 148 secs)	PRC = 8%		PRC = 13%		PRC = 23%	
	Delay (PCU/hr) = 13		Delay (PCU/hr) = 12		Delay (PCU/hr) = 10	
2024 Base + Committed + Proposed Development						
Stoneacre Avenue	18%	1	7%	0	10%	1
Donetsk Way (E)	53%	8	79%	15	66%	12
Moorthorpe Gate	86%	9	63%	4	58%	3
Donetsk Way (W)	87%	16	83%	15	74%	13
Overall Operation (cycle time 148 secs)	PRC = 3%		PRC = 8%		PRC = 22%	
	Delay (PCU/hr) = 16		Delay (PCU/hr) = 14		Delay (PCU/hr) = 11	

- 6.26 The LinSig modelling results show that the junction currently (2019) operates with a PRC of 25% and 31% during the weekday morning and evening peak hours respectively. This is based on cycle time of 148 seconds, which is double cycled, as the tram and pedestrian stages run every other cycle (i.e. 74s x 2). During the Saturday peak the PRC is 29%.
- 6.27 During the 2024 future baseline with the addition of committed development trips only, the junction's PRC would reduce to 8%, 13% and 23% during the respective peak hours.
- 6.28 With the addition of the proposed development trips, the junction would continue to operate with a PRC of 2%, 8% and 22% during the respective peak hours.
- 6.29 In light of these findings, it is clear that the trip generation associated with the proposed and committed developments can be accommodated at this junction without any requirement for mitigation.

Donetsk Roundabout Modelling Results

- 6.30 **Table 12** shows the operation of the Donetsk Way / Moss Way / Waterthorpe Greenway roundabout during the 2019 baseline and 2024 scenarios. The full Junctions 9 output is included in **Appendix H** for reference.

Table 12: Donetsk Roundabout Modelling Results

Approach Arm	Morning Peak Hour (08:15-09:15)			Evening Peak Hour (16:45-17:45)			Saturday Peak Hour (12:30-13:30)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2019 Surveyed Traffic									
Moss Way (N)	1	5	0.43	3	10	0.74	2	7	0.62
Waterthorpe Greenway	0	3	0.22	2	10	0.67	1	6	0.58
Moss Way (S)	1	3	0.43	1	4	0.43	1	4	0.46
Donetsk Way	1	5	0.44	1	4	0.38	1	5	0.42
2024 Base + Committed Development only									
Moss Way (N)	1	6	0.47	4	14	0.82	2	9	0.67
Waterthorpe Greenway	0	3	0.24	3	13	0.74	2	7	0.62
Moss Way (S)	1	4	0.46	1	4	0.47	1	5	0.48
Donetsk Way	1	6	0.52	1	5	0.42	1	5	0.46
2024 Base + Committed + Proposed Development									
Moss Way (N)	1	6	0.48	5	16	0.83	2	9	0.67
Waterthorpe Greenway	0	3	0.24	3	14	0.75	2	7	0.62
Moss Way (S)	1	4	0.46	1	5	0.48	1	5	0.49
Donetsk Way	1	6	0.54	1	5	0.43	1	5	0.47

- 6.31 As shown, the Donetsk Roundabout is currently (2019) operating within capacity during both the weekday morning and evening peak hours. In the morning peak hour the maximum RFC is 44% on the Donetsk Way approach and in the evening peak hour the maximum RFC is 74% on the Moss Way (N) approach. During the Saturday peak the maximum RFC is 62% on the Moss Way (N) approach.

- 6.32 With the inclusion of background traffic growth and committed developments (assuming these are fully built and occupied) in 2024, the junction is expected to continue to operate within theoretical operational capacity with maximum RFC values of 54%, 83% and 67% in the weekday morning, evening and weekend peak hours respectively.
- 6.33 The cumulative impact of the proposed development traffic on top of this is negligible and the junction would continue to operate with reserve capacity during both peak periods.
- 6.34 In light of these findings, no mitigation would be required for Donetsk Roundabout.

Summary

- 6.35 The modelling assessments demonstrate that the agreed study area junctions would operate within capacity in the 2024 allowing for background traffic growth, committed developments and proposed development traffic. Therefore, no mitigation is required to offset the impact of the proposed development during the peak hours of the local highway network.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 BWB has been appointed by Avant Homes Ltd to prepare this Transport Assessment to support a planning application for a residential development at land adjacent to Moorthorpe Gate in Owlthorpe, Sheffield.
- 7.2 The site measures 7.13 hectares and will comprise of up to 83 residential dwellings (Class C3) with associated access and landscaping improvements.
- 7.3 Vehicular access to the site is proposed to be taken from the existing Owlthorpe Surgery access road, which is currently a stub end road. The proposals will extend this access road, which has already been designed to adoptable standards.
- 7.4 This road will form a 6.5m wide spine road which will link to 5.5m carriageways with turning heads that could accommodate the necessary turning movements for a refuse vehicle. The internal carriageways will link to minor roads of shared surface material with access to driveways.
- 7.5 The existing 2.0m wide footways on both sides of the Owlthorpe Surgery access road are also proposed to be extended along the spine road and link roads, hence allowing for pedestrian accessibility throughout the site.
- 7.6 A Travel Plan has been prepared as a standalone document in support of the planning application. The Travel Plan will aim to encourage future residents to travel by sustainable modes of transport hence reducing the need for a private car.
- 7.7 Using TRICS person trip rates and the mode share proportions for the local area, the proposed development is likely to generate 50 and 41 two-way vehicular trips during the morning and evening peak hours respectively. During the Saturday peak the development would generate 25 two-way vehicular trips.
- 7.8 These trips have been assigned to the surrounding highway network and the following junctions formed part of the study area:
- Donetsk Way / Moorthorpe Gate / Stoneacre Avenue signalised junction; and
 - Donetsk Way / Moss Way / Waterthorpe Greenway (Donetsk Roundabout).
- 7.9 The junctions were tested using the industry standard software (Junctions 9 and LinSig). The results have demonstrated that the junctions currently operate within capacity during the peak hours and would be able to accommodate the proposed development trips during the 2024 future scenarios (5 years following planning application year).
- 7.10 In conclusion, this Transport Assessment report has demonstrated that the traffic impact of the proposed development can be accommodated at the TA study area junctions without the need for any mitigation. The site is considered to be in a sustainable location with great links to footways and tram network. BWB considers that the proposals would not be detrimental to the operation of the local highway network and that it is consistent with the National Planning Policy Framework and therefore should not be refused on highway grounds.

DRAWINGS

OWL-BWB-GEN-01-DR-TR-110

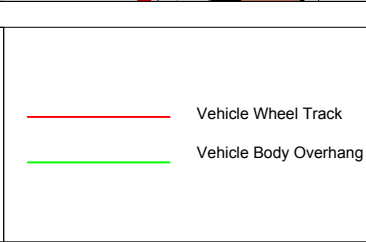
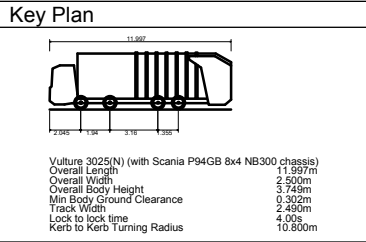
Refuse Vehicle Swept Paths Analysis – Sheet 1 of 3



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

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Issues & Revisions

Rev	Date	Details of issue / revision	Drw	Rev
P1	18.03.19	PRELIMINARY ISSUE	NB	MA
P2	23.05.19	PRELIMINARY ISSUE	AH	MA
P3	22.08.19	REVISED ISSUE	NB	MA
P4	28.11.19	REVISED ISSUE	NB	MA
P5	12.12.19	REVISED ISSUE	NB	MA

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Drawn: N Bell	Reviewed: M Addison
BWB Ref: LDP 2266	Date: 18.03.19 Scale@A3: 1:500

Project Title: **Moorthorpe Gate, Owlthorpe, Sheffield**

Drawing Status: **REVISED**

Drawing Title: **Refuse Vehicle Swept Paths Analysis - Sheet 1 of 3**

Project - Originator - Zone - Level - Type - Role - Number: **OWL-BWB-GEN-XX-DR-TR-110**

Status: **S2** Rev: **P5**

OWL-BWB-GEN-01-DR-TR-111

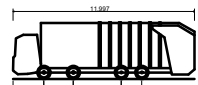
Refuse Vehicle Swept Paths Analysis – Sheet 2 of 3



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Key Plan



Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)
 Overall Length 11.997m
 Overall Width 2.500m
 Overall Body Height 3.749m
 Min Body Ground Clearance 0.302m
 Track Width 2.490m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 10.900m

- Vehicle Wheel Track
- Vehicle Body Overhang

Issues & Revisions

Rev	Date	Details of issue / revision	Drw	Rev
P1	18.03.19	PRELIMINARY ISSUE	NB	MA
P2	23.05.19	PRELIMINARY ISSUE	AH	MA
P3	22.08.19	REVISED ISSUE	NB	MA
P4	28.11.19	REVISED ISSUE	NB	MA
P5	12.12.19	REVISED ISSUE	NB	MA



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Client
Avant Homes Ltd

Project Title
**Moorthorpe Gate,
 Owlthorpe, Sheffield**

Drawing Title
**Refuse Vehicle Swept
 Paths Analysis - Sheet 2 of
 3**

Drawn: N Bell
 Reviewed: M Addison
 BWB Ref: LDP 2266
 Date: 18.03.19
 Scale: A3: 1:500

Drawing Status
REVISED

Project - Originator - Zone - Level - Type - Role - Number
OWL-BWB-GEN-XX-DR-TR-111

Status: **S2** Rev: **P5**

OWL-BWB-GEN-01-DR-TR-112

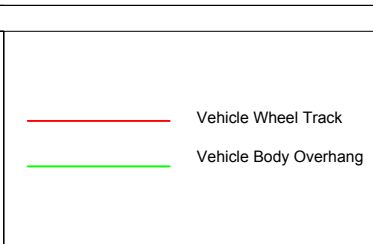
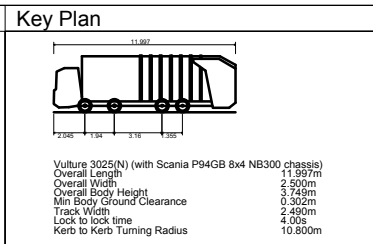
Refuse Vehicle Swept Paths Analysis – Sheet 3 of 3



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Issues & Revisions

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P1	18.03.19	PRELIMINARY ISSUE	NB	MA
P2	23.05.19	PRELIMINARY ISSUE	AH	MA
P3	22.08.19	REVISED ISSUE	NB	MA
P4	28.11.19	REVISED ISSUE	NB	MA
P5	12.12.19	REVISED ISSUE	NB	MA



Client
Avant Homes Ltd

Drawn: N Bell
 Reviewed: M Addison
 Date: 18.03.19
 Scale@A3: 1:500

Project Title
Moorthorpe Gate, Owlthorpe, Sheffield

Drawing Status
REVISED

Drawing Title
Refuse Vehicle Swept Paths Analysis - Sheet 3 of 3

Project - Originator - Zone - Level - Type - Role - Number
OWL-BWB-GEN-XX-DR-TR-112

Status Rev
S2 P5

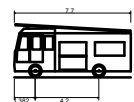
OWL-BWB-GEN-01-DR-TR-113
Fire Tender Swept Paths Analysis



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan



Dennis Sabre Fire Tender (LWB)
 Overall Length 7.700m
 Overall Width 2.430m
 Overall Body Height 3.512m
 Min Body Ground Clearance 0.297m
 Track Width 2.380m
 Lock to Lock Line 5.306m
 Kerb to Kerb Turning Radius 7.400m

— Vehicle Wheel Track
 — Vehicle Body Overhang

Issues & Revisions

Rev	Date	Details of issue / revision	Drw	Rev
P1	12.12.19	PRELIMINARY ISSUE	NB	MA

BWB
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www.bwbconsulting.com

Client
Avant Homes Ltd

Project Title
**Moorthorpe Gate,
 Owlthorpe, Sheffield**

Drawing Title
**Fire Tender Swept Paths
 Analysis**

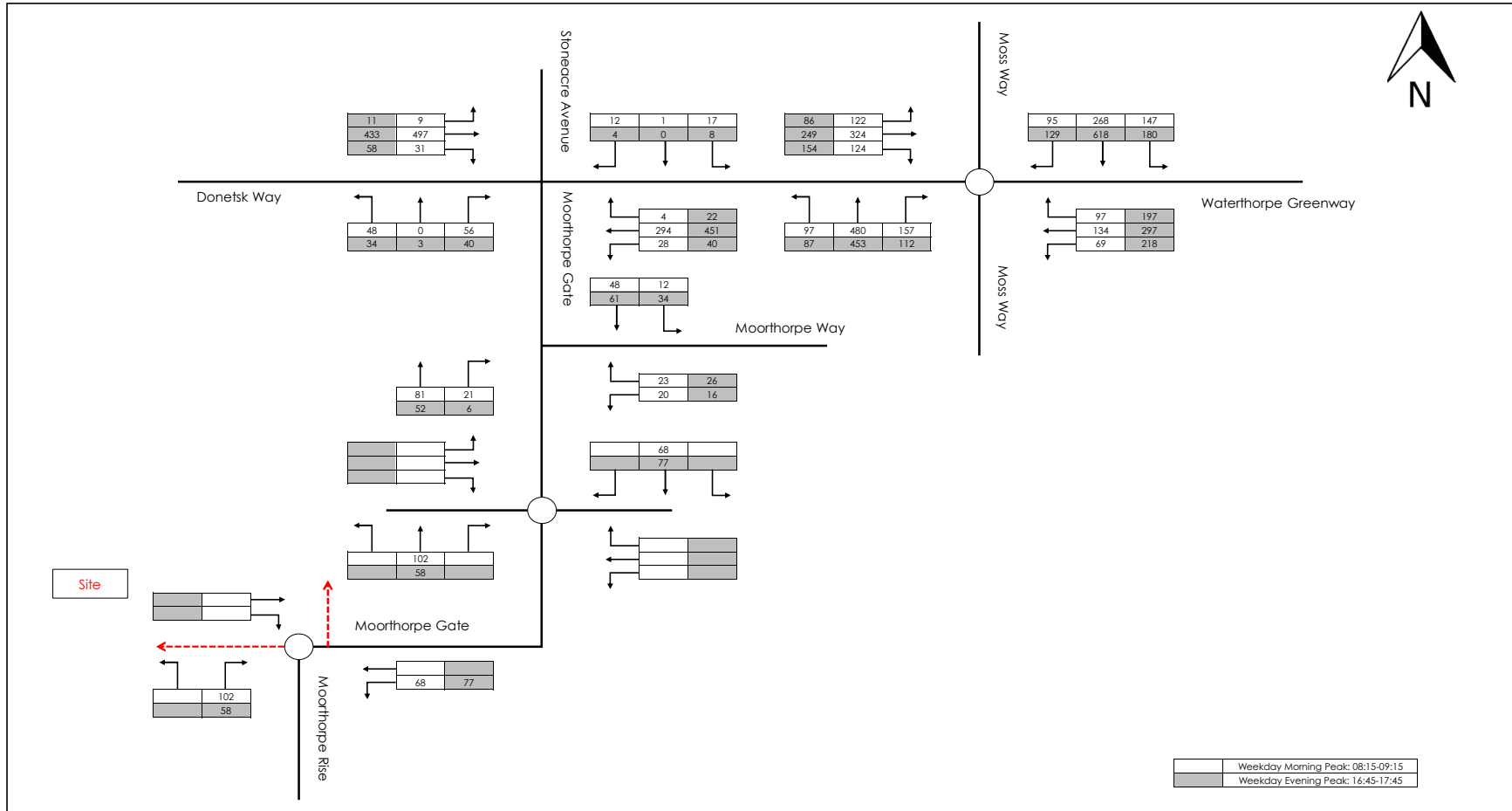
Drawn: N Bell
 BWB Ref: LDP 2266
 Date: 12.12.19
 Scale: A3: 1:1000

Reviewed: M Addison
 Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number
OWL-BWB-GEN-XX-DR-TR-114

Status Rev
S2 P1

TRAFFIC FLOW DIAGRAMS



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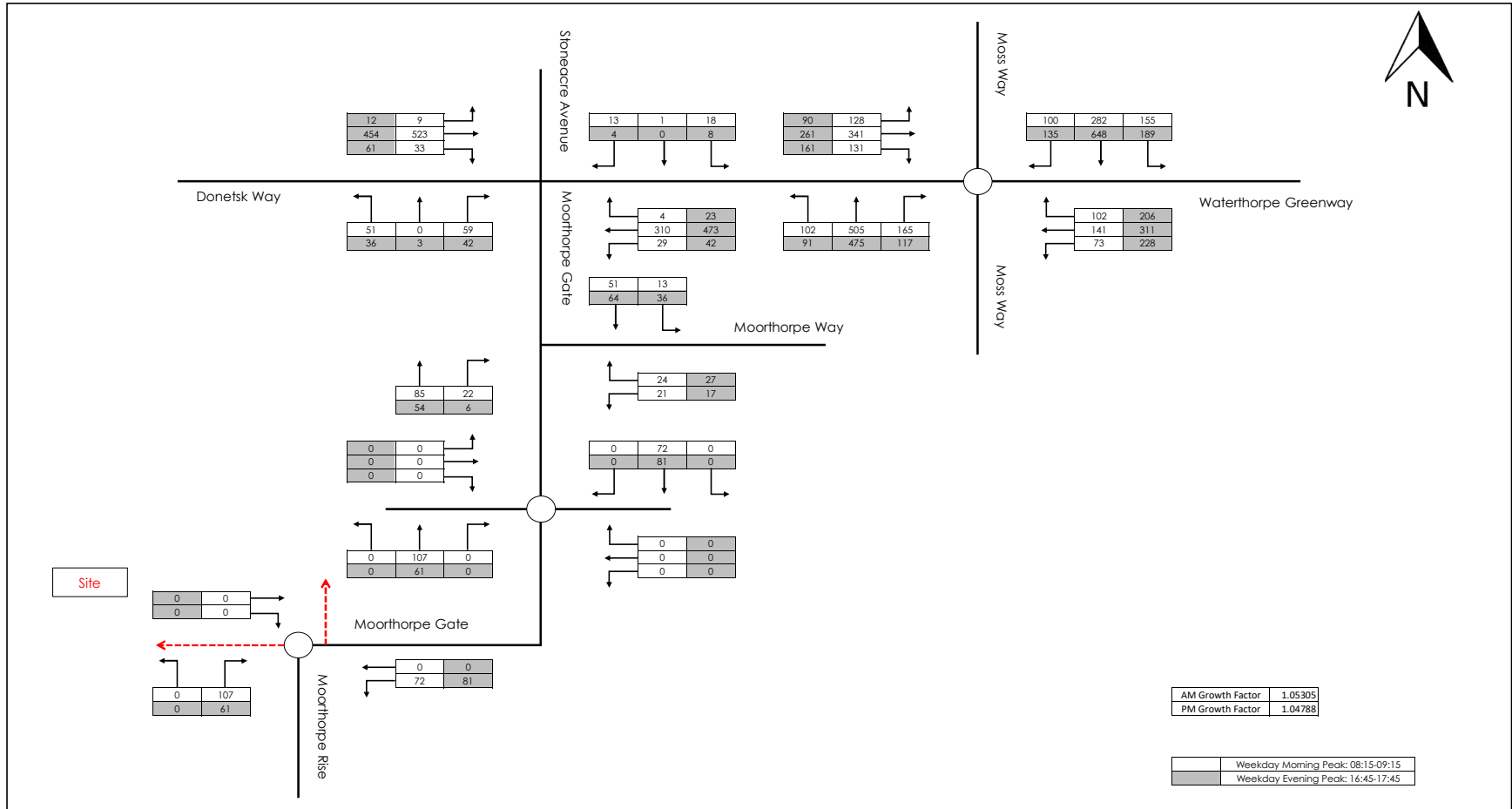
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Project			
Owlthorpe, Sheffield			
Drawn	NB	Approved	MA
Checked	AH	Date	06.03.19

Drawing Title	Diagram 1 2019 Surveyed Traffic Flows
Project Number	LDP 2266



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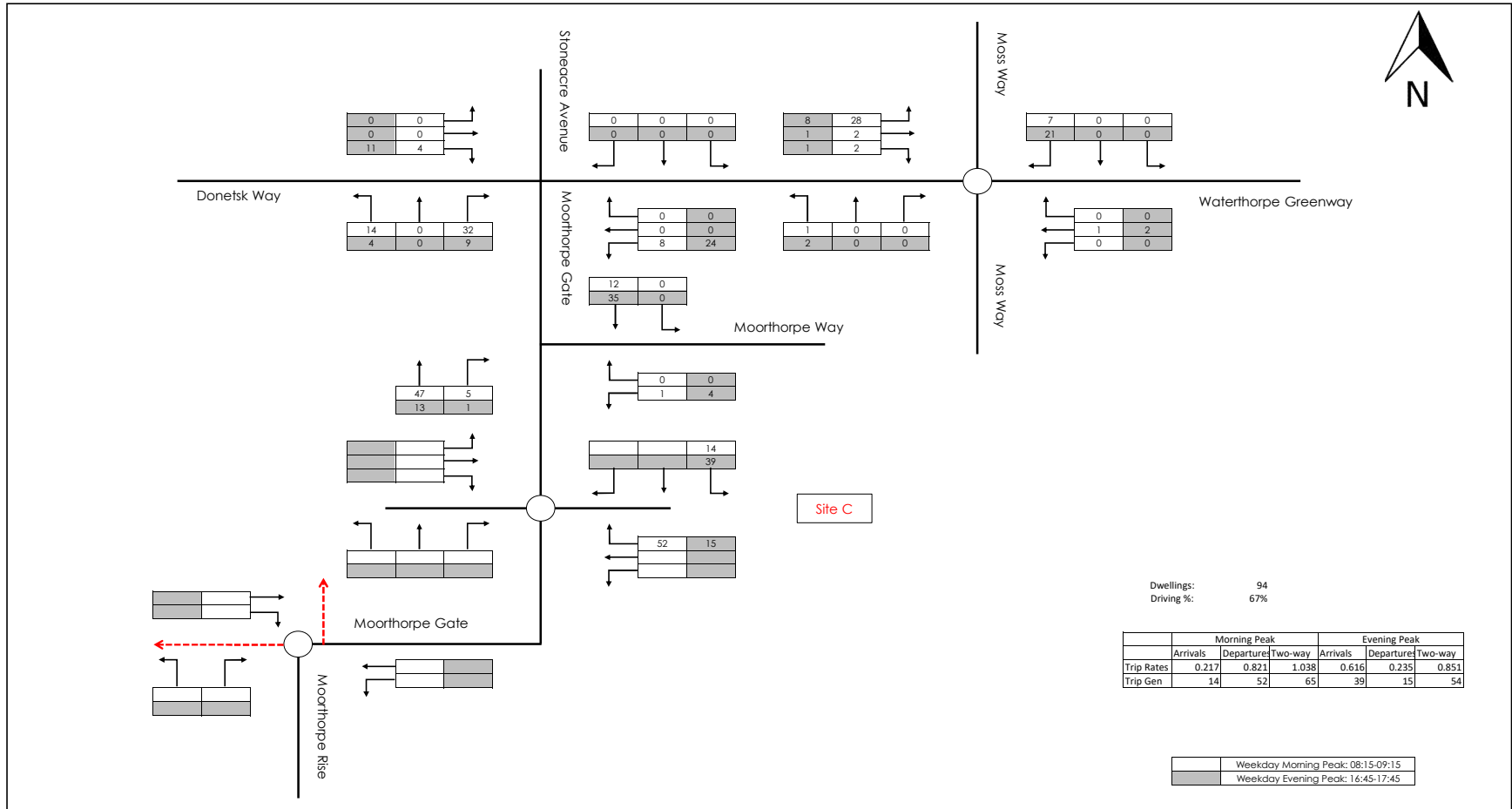
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Project
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Drawing Title
Diagram 2
2024 Future Year Base Traffic Flows

Drawn	NB	Approved	MA
Checked	AH	Date	06.03.19

Project Number
LDP 2266



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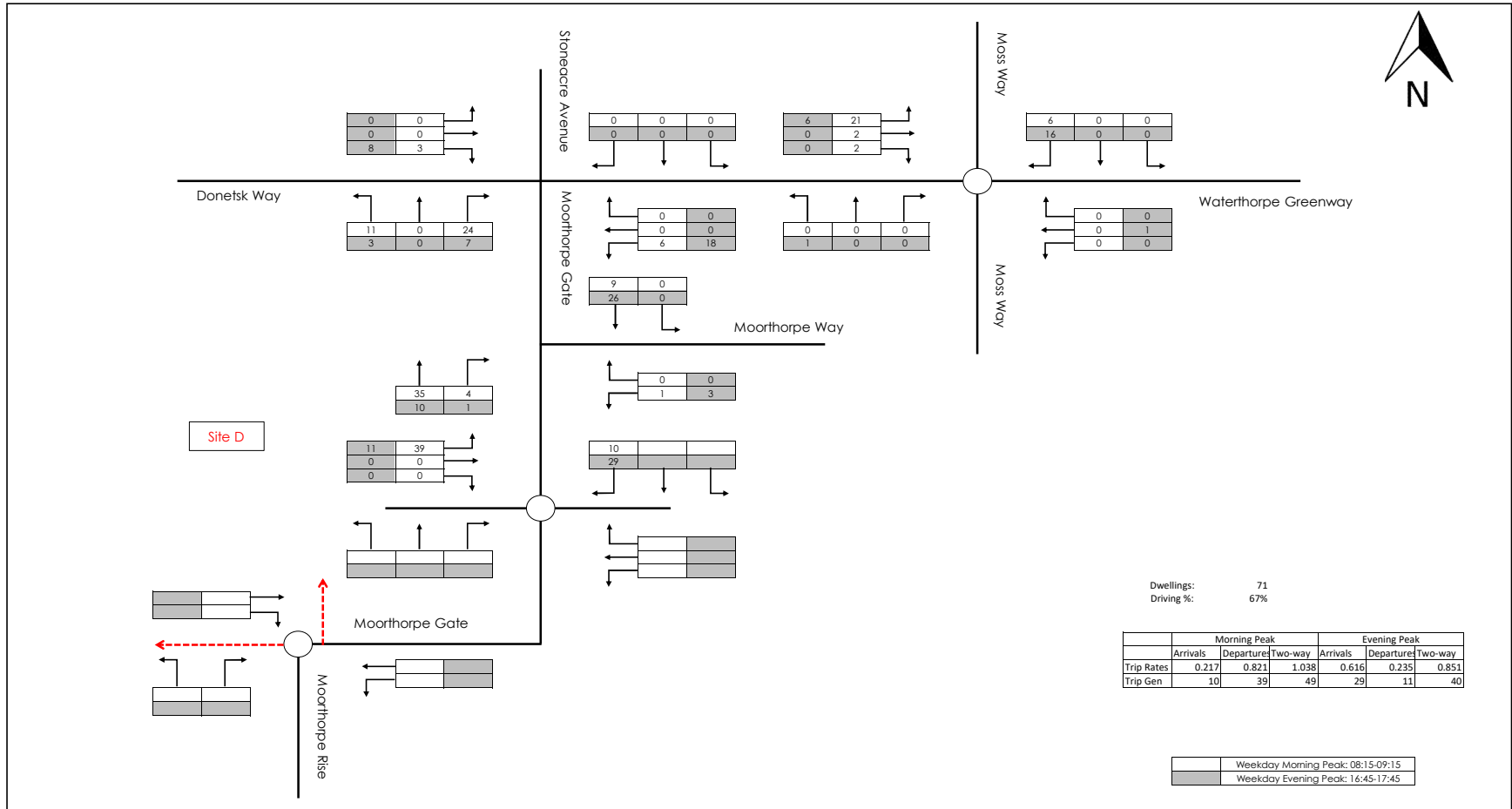
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Project
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Drawn	NB	Approved	MA
Checked	AH	Date	06.03.19

Drawing Title
Diagram 3a
Site C Allocated Development Traffic Flows

Project Number
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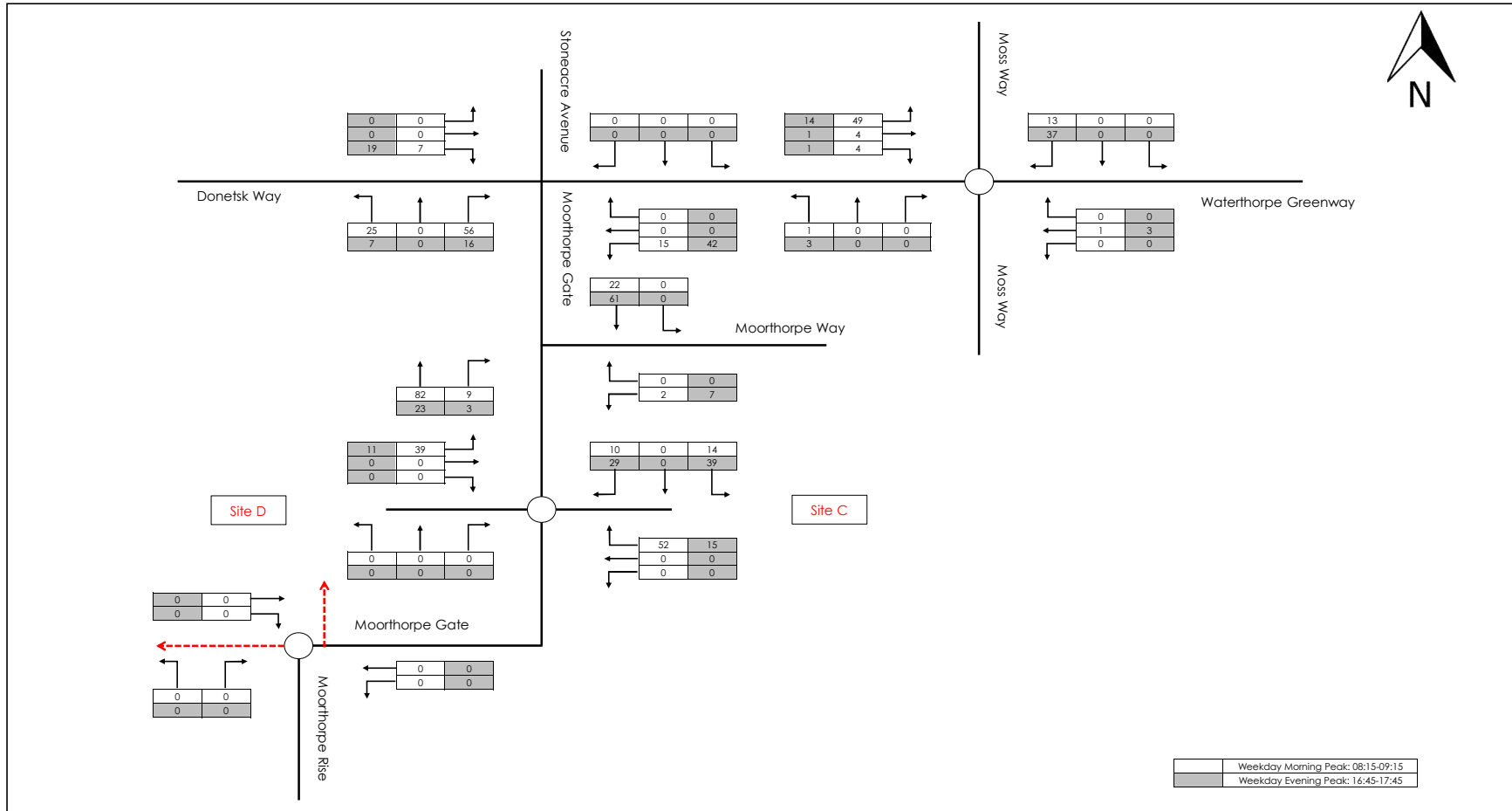
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Project
Owlthorpe, Sheffield

Drawing Title
Diagram 3b
Site D Allocated Development Traffic Flows

Drawn	NB	Approved	MA
Checked	AH	Date	06.03.19

Project Number
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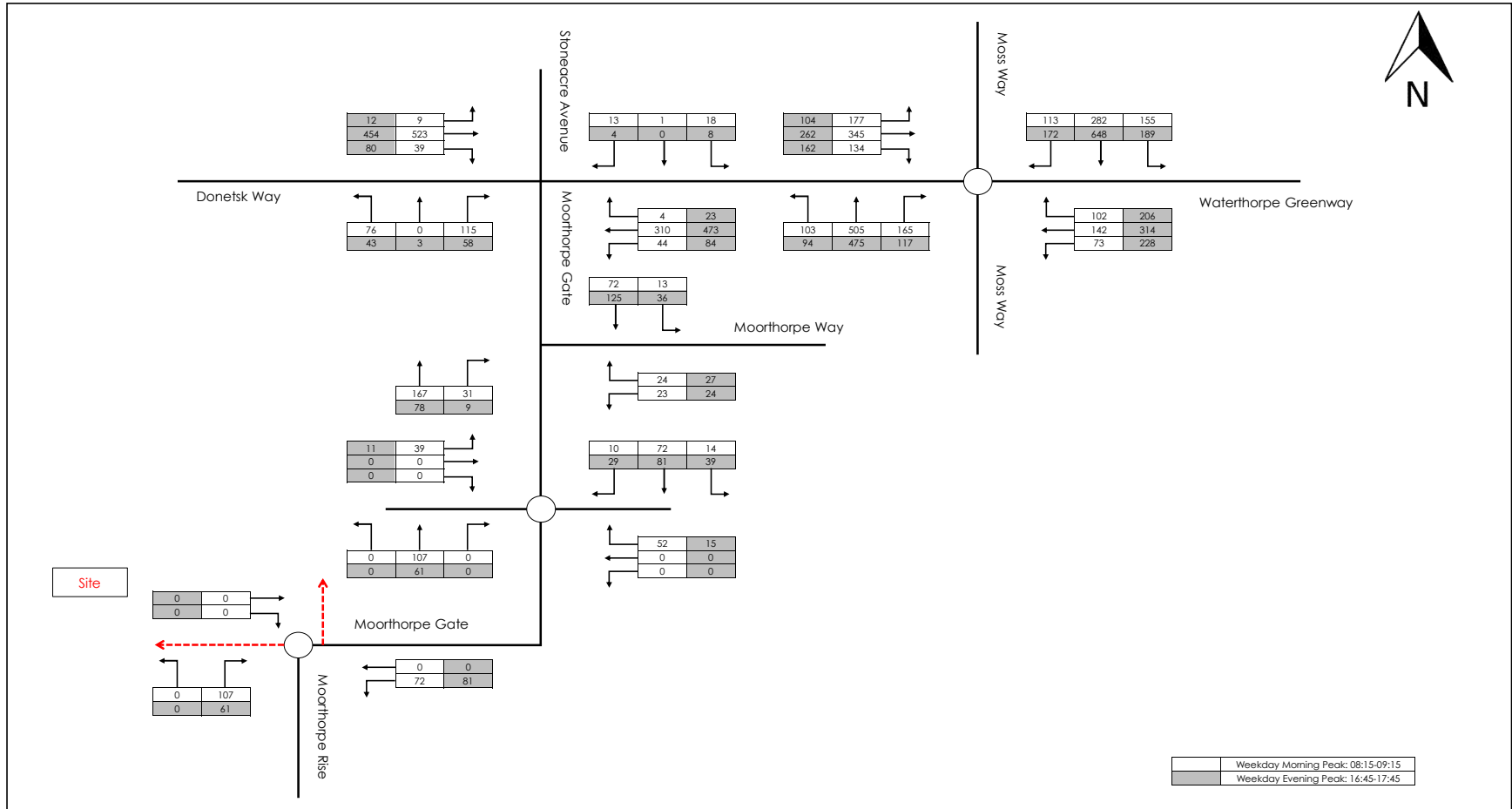
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Drawn	NB	Approved	MA
Checked	AH	Date	06.03.19

Drawing Title	Diagram 3 Committed Developments Traffic Flows
Project Number	LDP 2266



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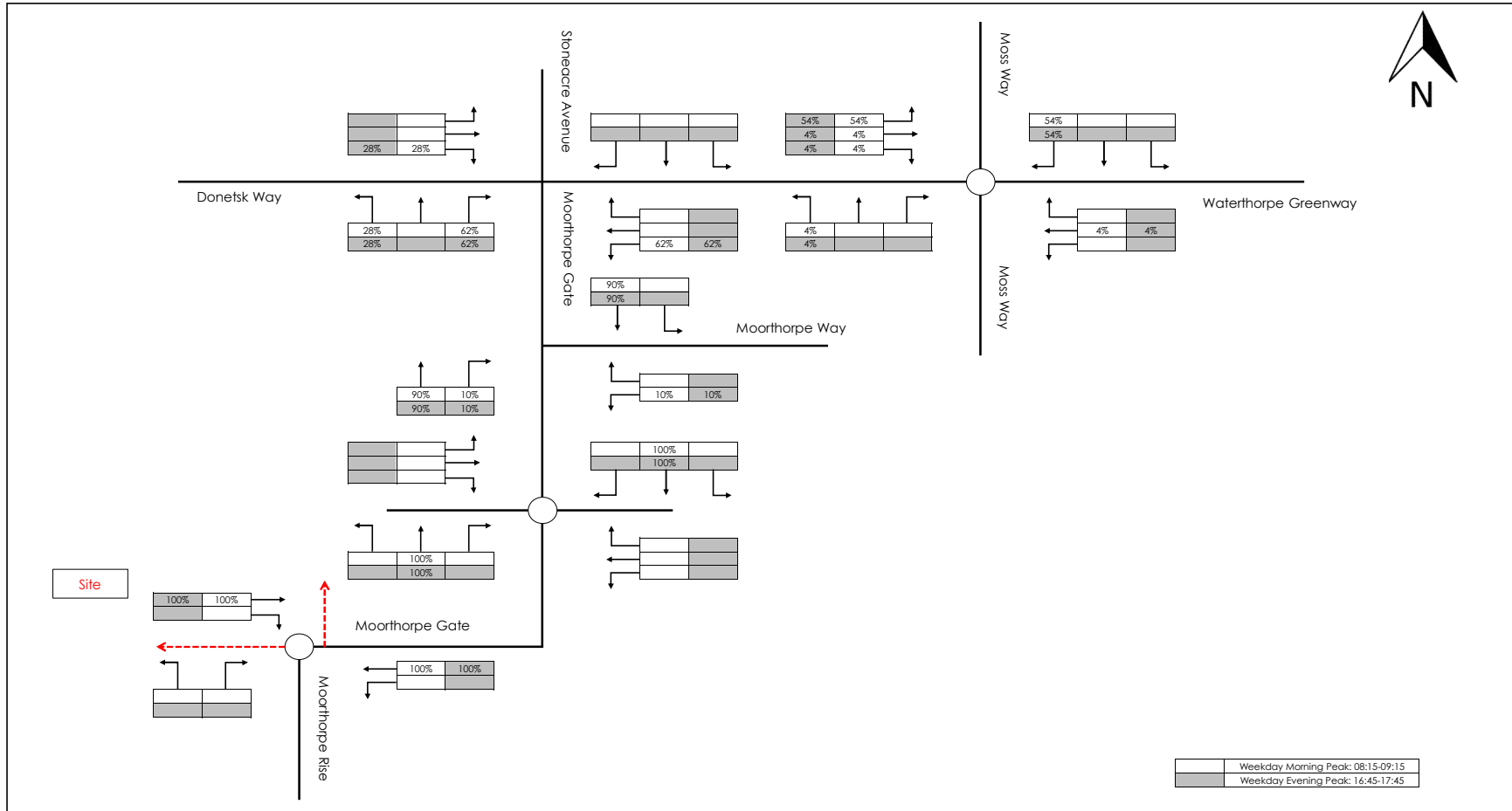
Nottingham
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Project
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Drawn	NB	Approved	MA
Checked	AH	Date	06.03.19

Drawing Title
Diagram 4
2024 Future Year Base + Committed
Development Traffic Flows

Project Number
LDP 2266



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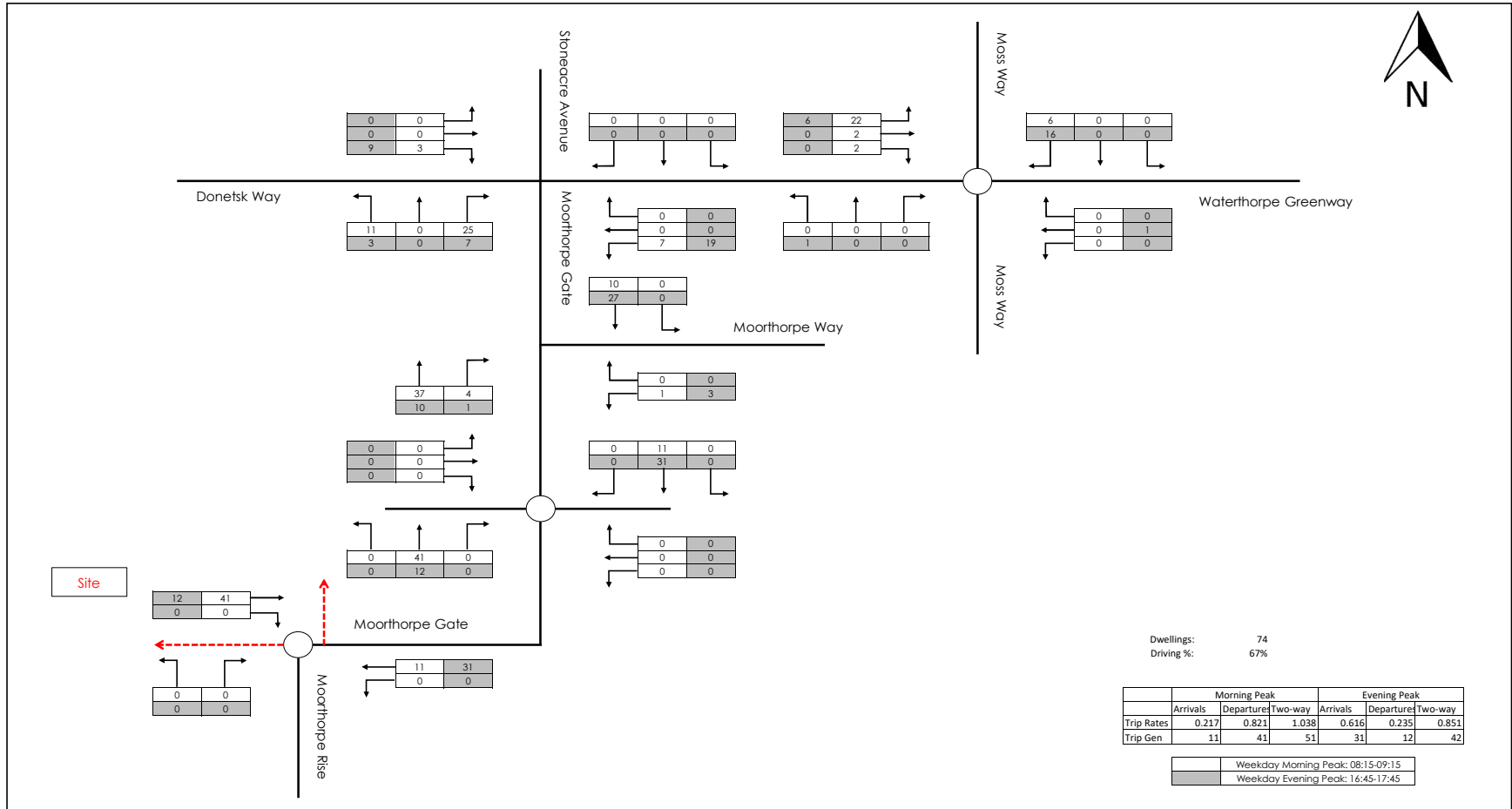
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Project			
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Drawn	NB	Approved	MA
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Drawing Title	Diagram 5 Development Traffic Distribution
Project Number	LDP 2266



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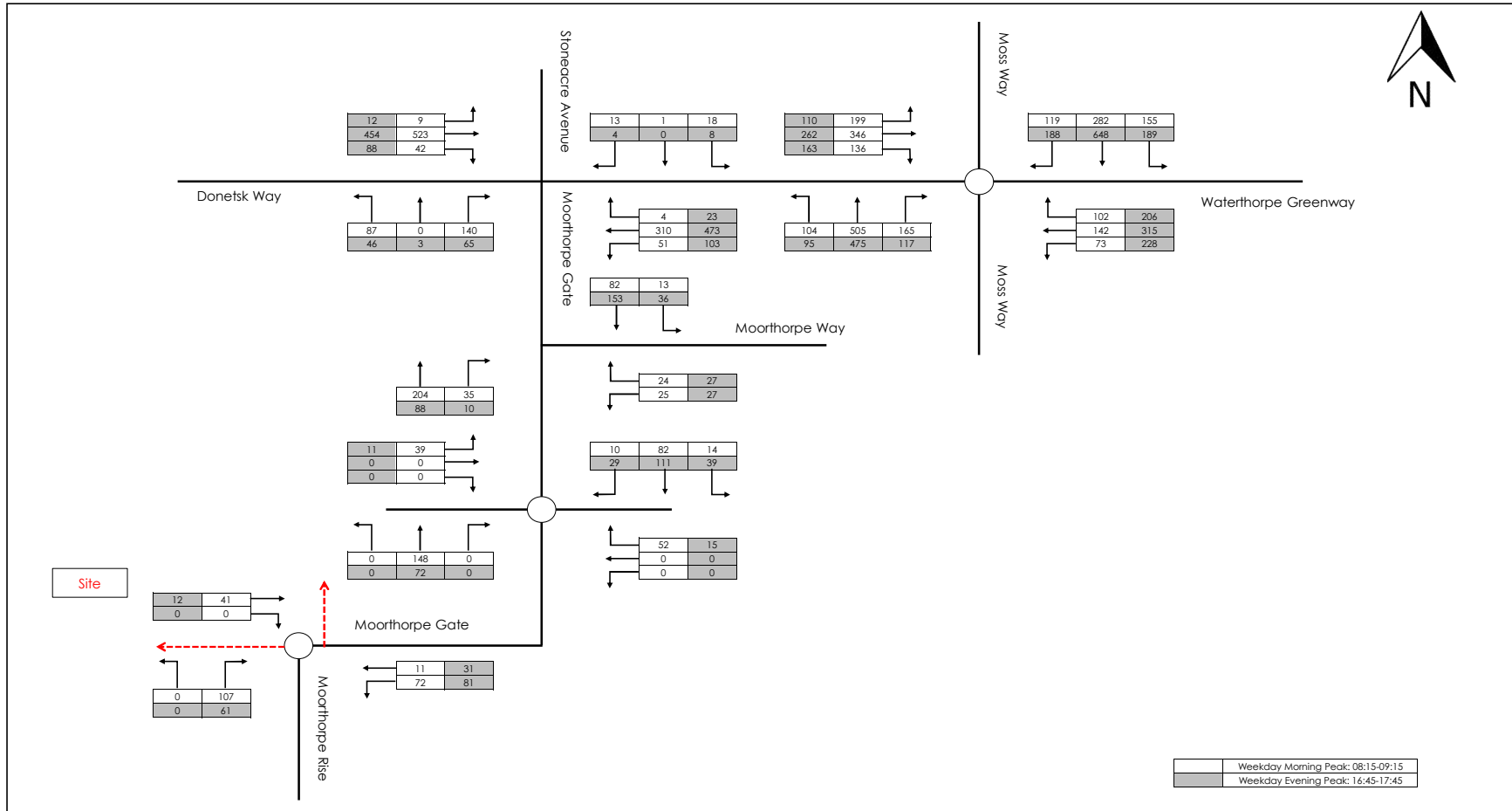
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Drawing Title
Diagram 6
Development Traffic Assignment

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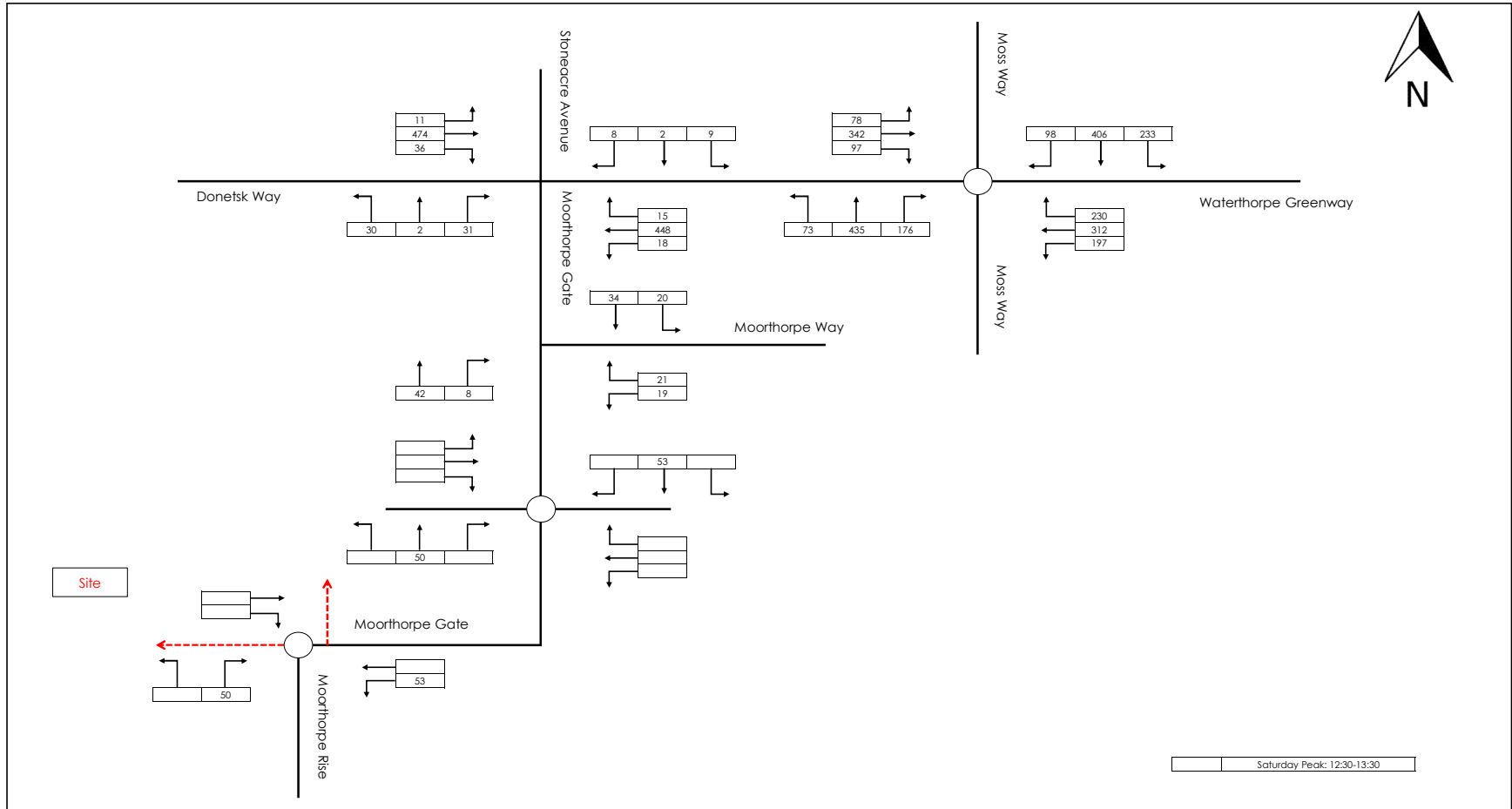
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Drawn	NB	Approved	MA
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Drawing Title	Diagram 7
2024 Future Year Base + Committed Development + Proposed Development Traffic Flows	
Project Number	LDP 2266



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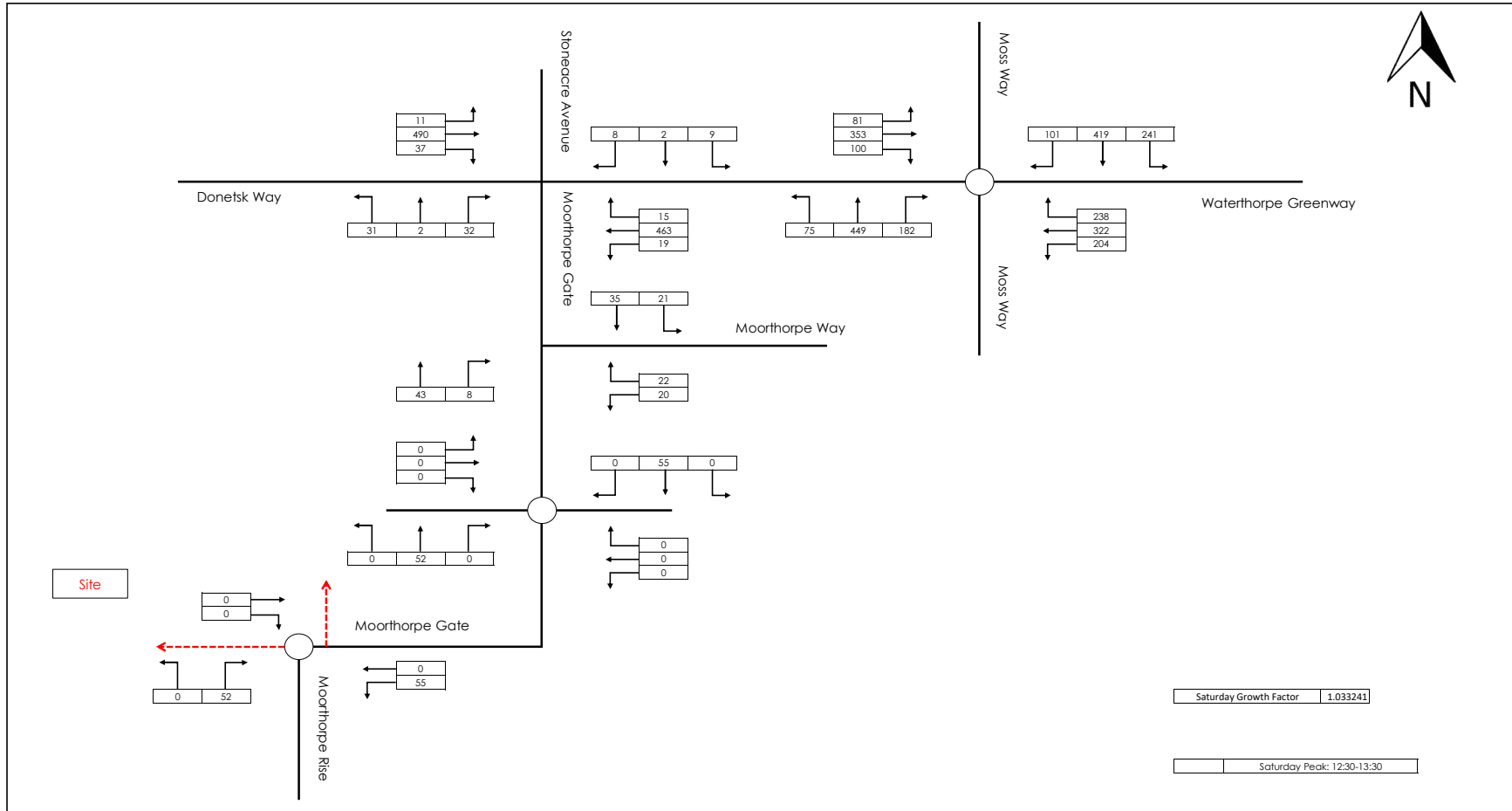
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Project			
Owlthorpe, Sheffield			
Drawn	NB	Approved	MA
Checked	AH	Date	27.11.19

Drawing Title	Diagram 1 2019 Surveyed Traffic Flows
Project Number	LDP 2266



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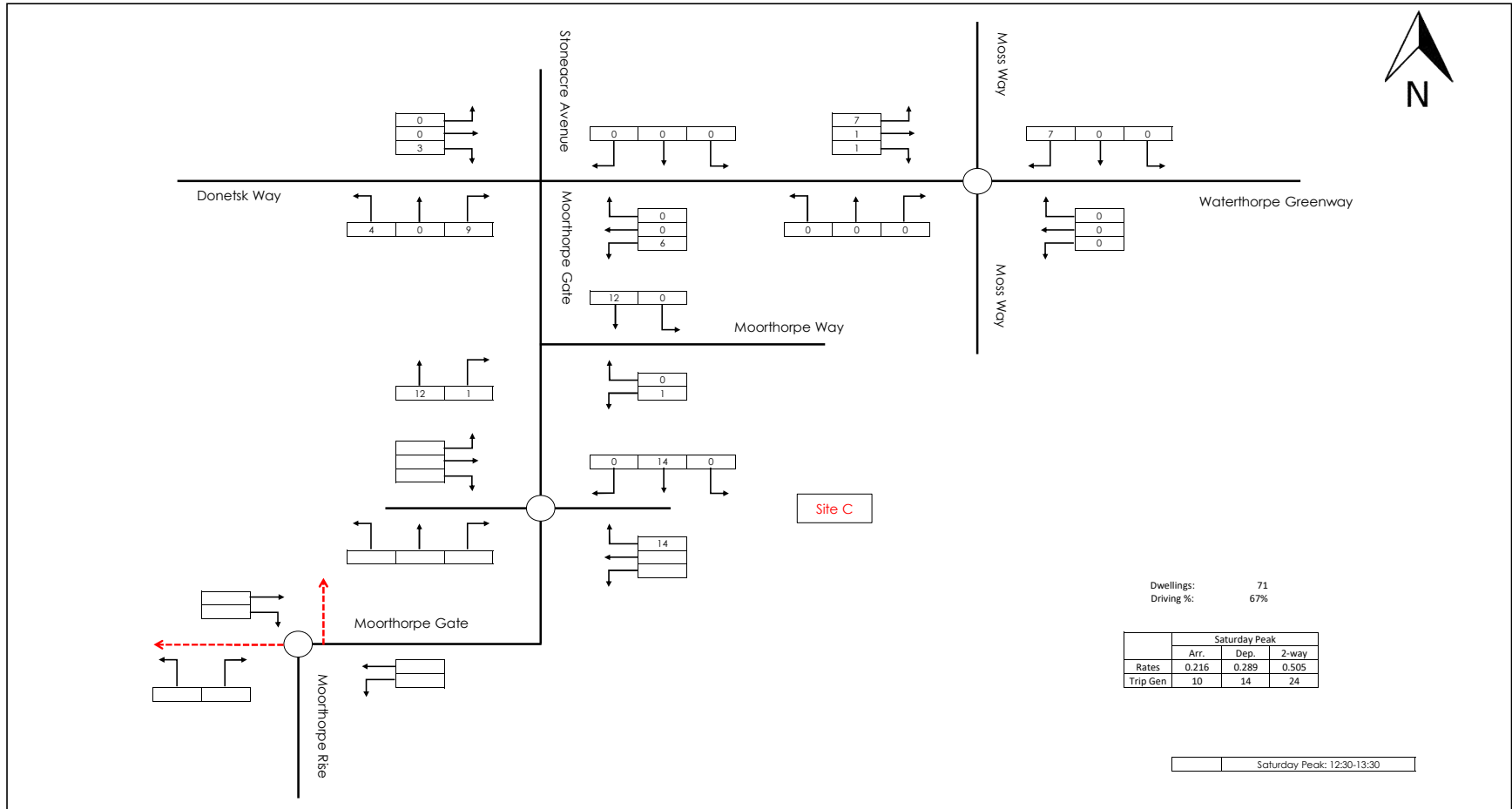
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Project			
Owlthorpe, Sheffield			
Drawn	NB	Approved	MA
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Drawing Title	Diagram 2 2024 Future Year Base Traffic Flows
Project Number	LDP 2266



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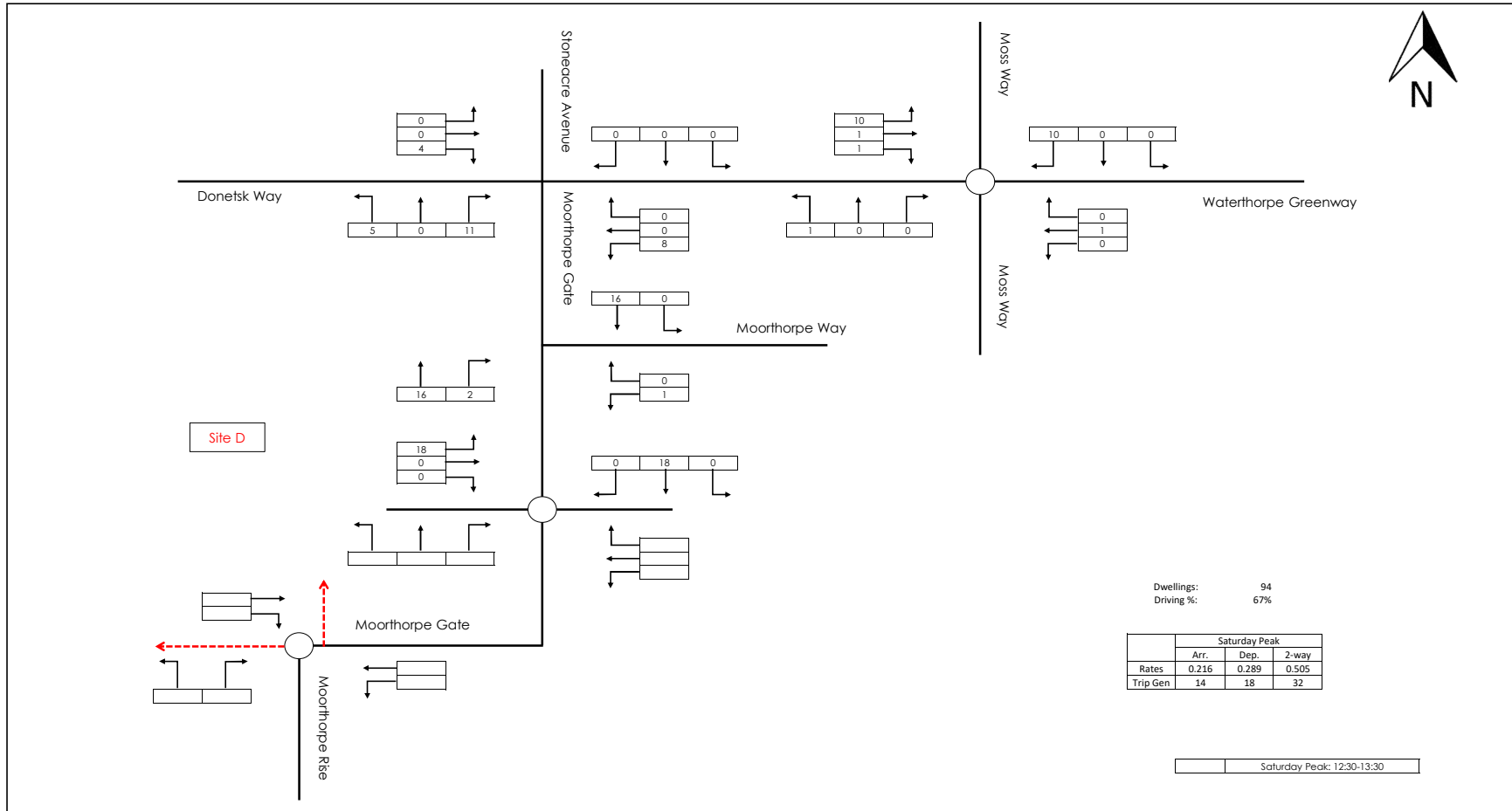
Nottingham
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Project
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Drawing Title
Diagram 3a
Site C Allocated Development Traffic Flows

Drawn	NB	Approved	MA
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Project Number
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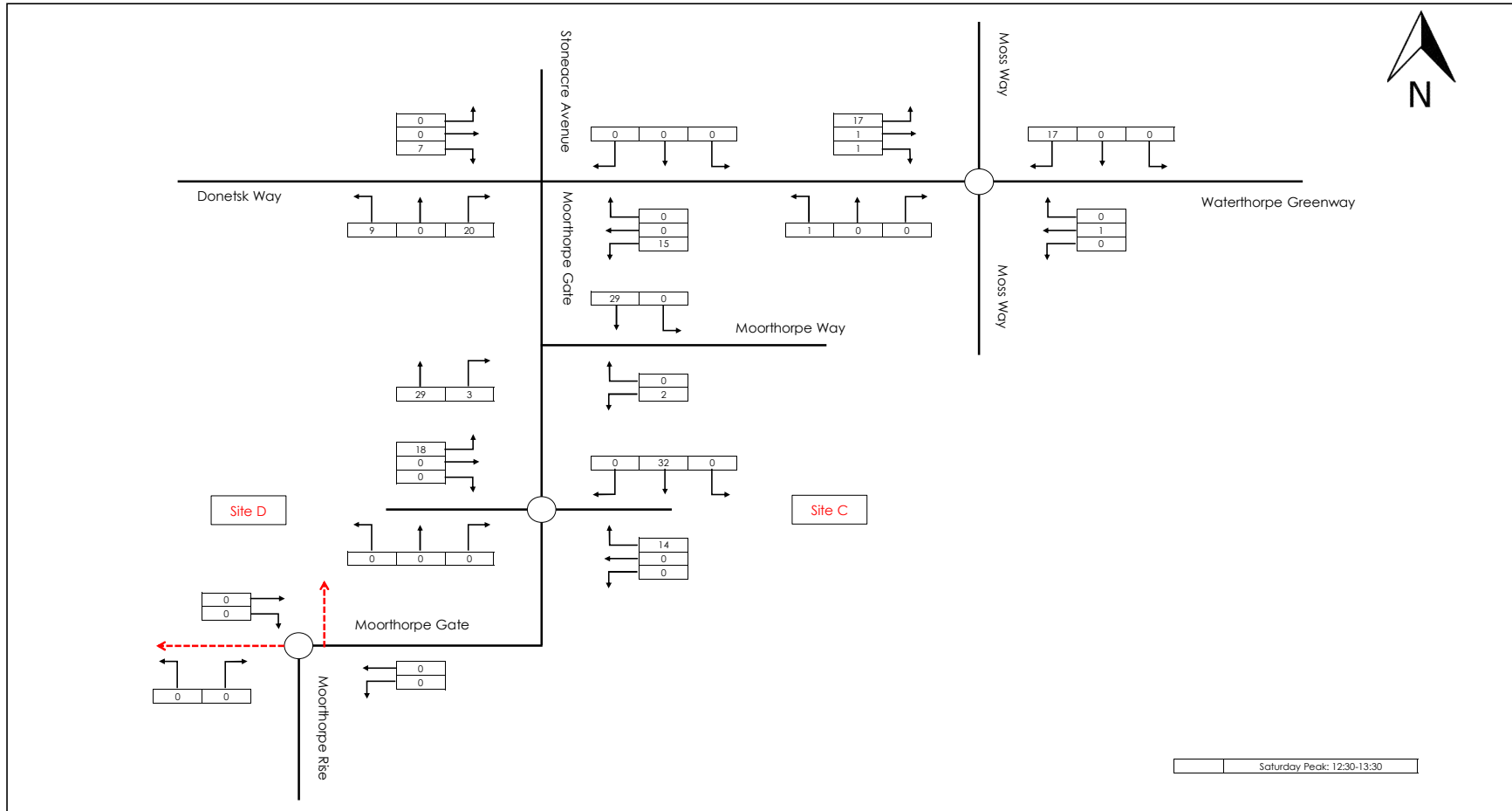
Nottingham
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Project
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Drawn	NB	Approved	MA
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Drawing Title
Diagram 3b
Site D Allocated Development Traffic Flows

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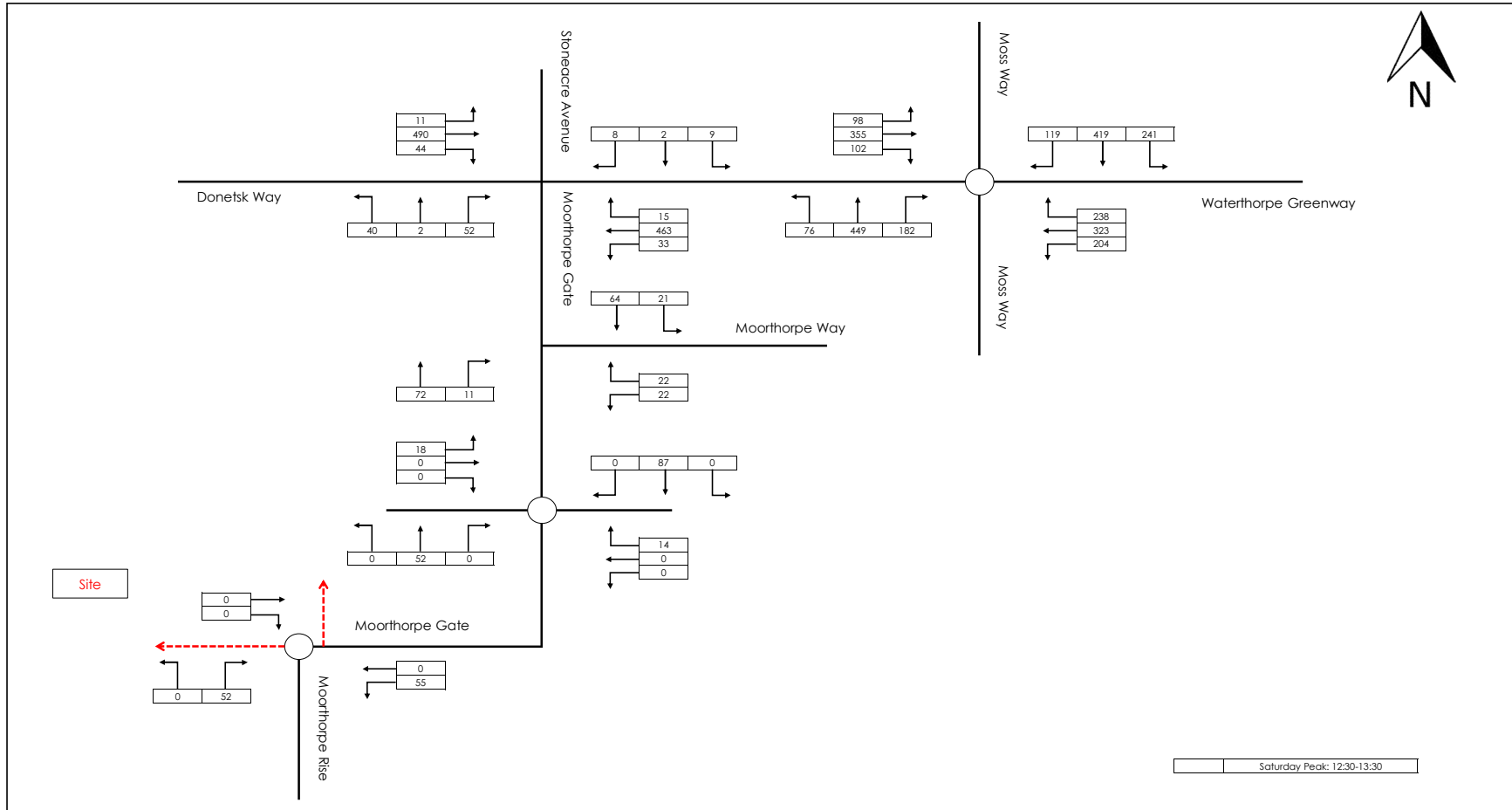
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Project			
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Drawing Title	Diagram 3 Committed Developments Traffic Flows
Project Number	LDP 2266



Site

Saturday Peak: 12:30-13:30



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Manchester
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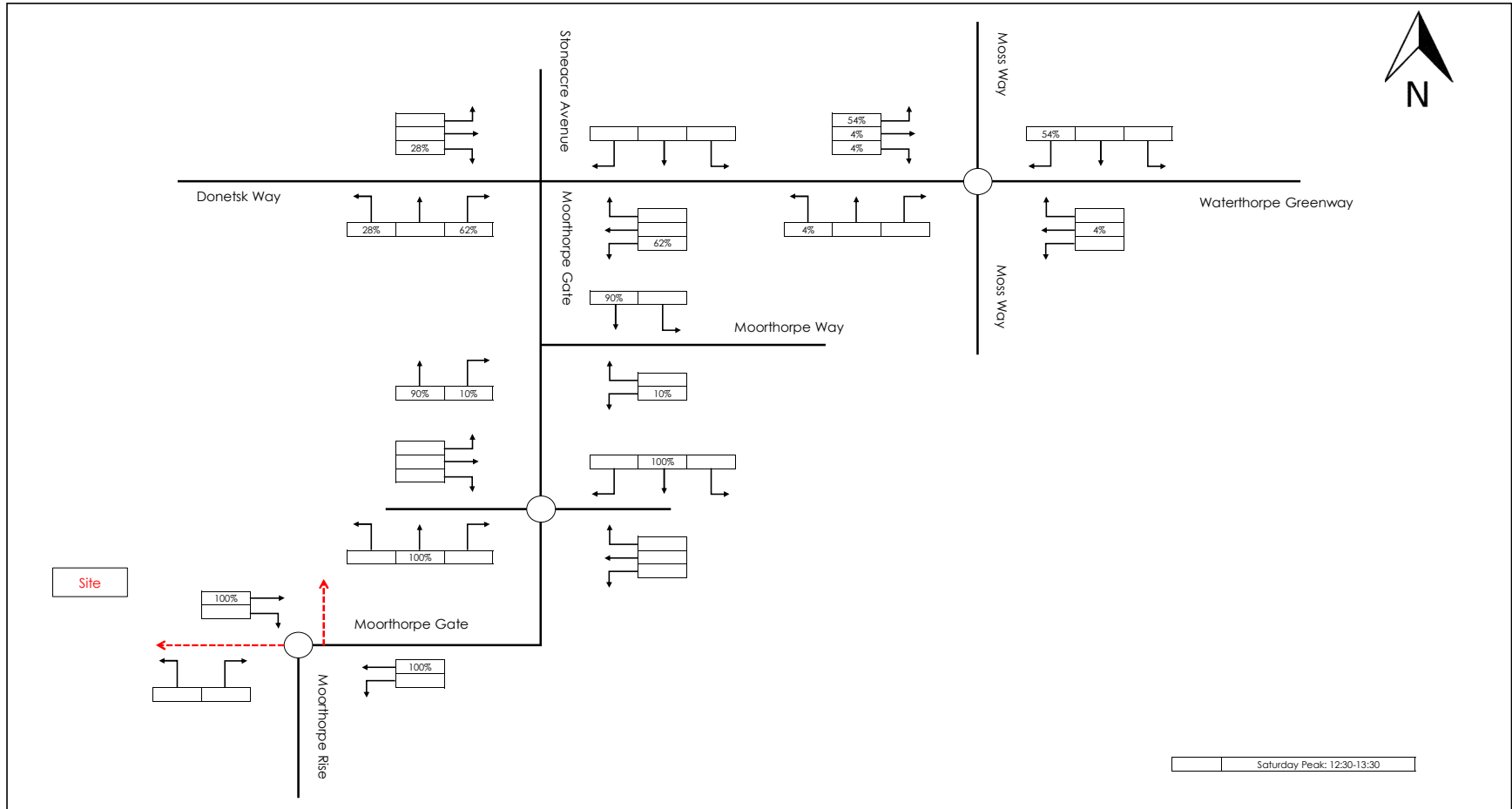
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Waterfront House, Station Street, Nottingham NG2 3DQ
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Project
Owlthorpe, Sheffield

Drawing Title
Diagram 4
2024 Future Year Base + Committed
Development Traffic Flows

Drawn	NB	Approved	MA
Checked	AH	Date	27.11.19

Project Number
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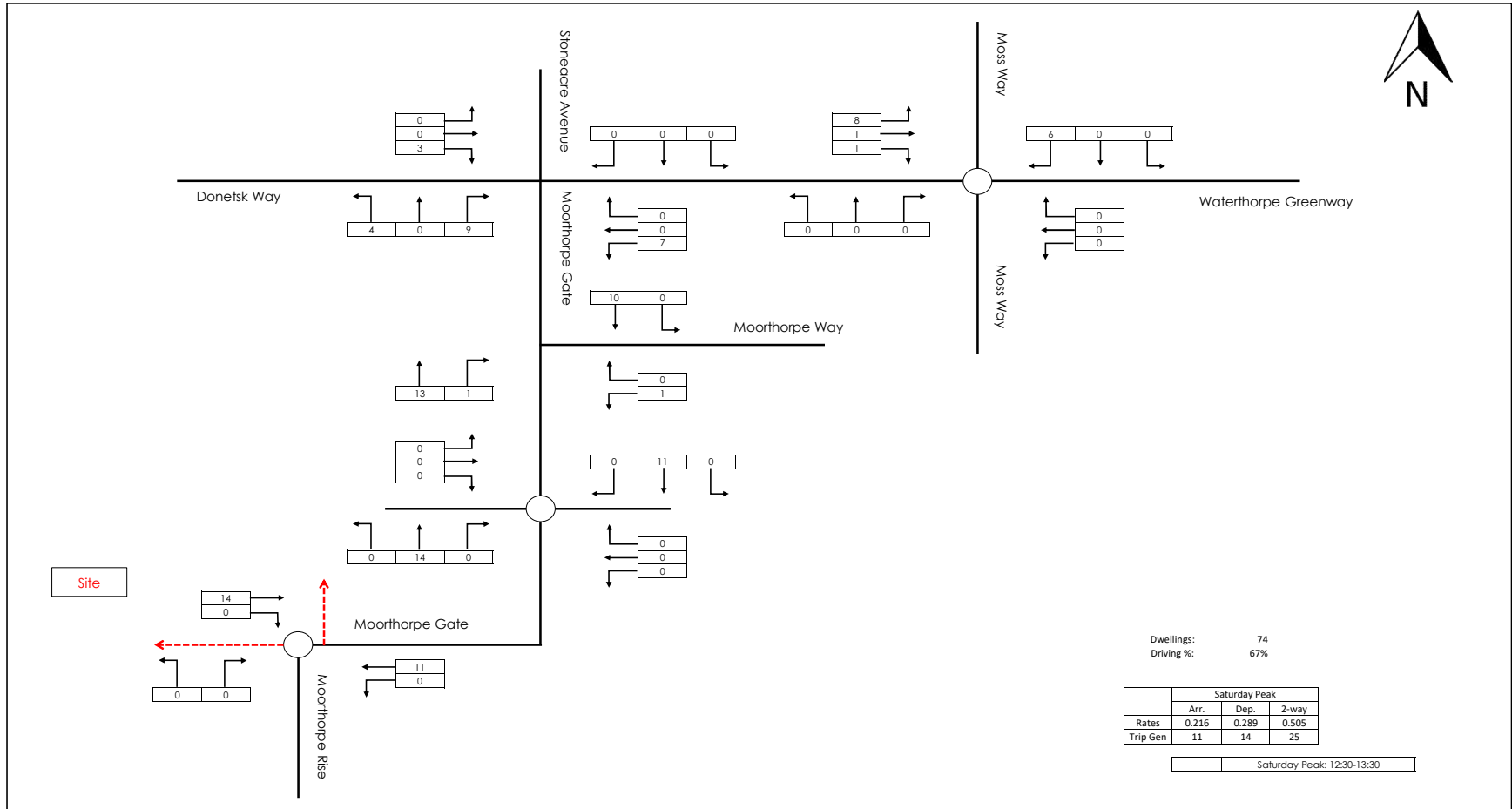
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Project			
Owlthorpe, Sheffield			
Drawn	NB	Approved	MA
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Drawing Title	Diagram 5 Development Traffic Distribution
Project Number	LDP 2266



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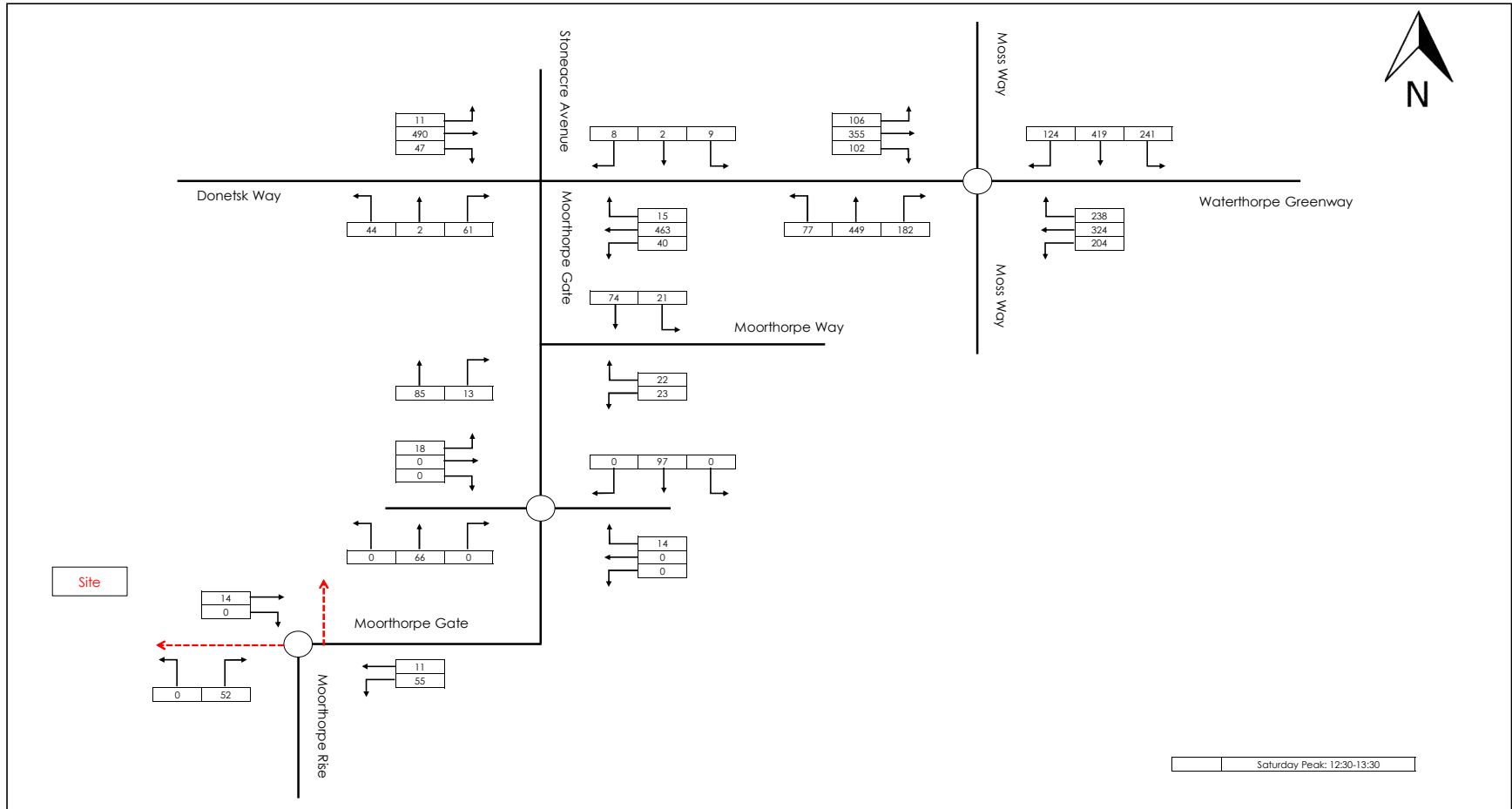
Nottingham
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Project
Owlthorpe, Sheffield

Drawing Title
Diagram 6
Development Traffic Assignment

Drawn	NB	Approved	MA
Checked	AH	Date	27.11.19

Project Number
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Site

Saturday Peak: 12:30-13:30



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Project
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Drawing Title
Diagram 7
2024 Future Year Base + Committed
Development + Proposed
Development Traffic Flows

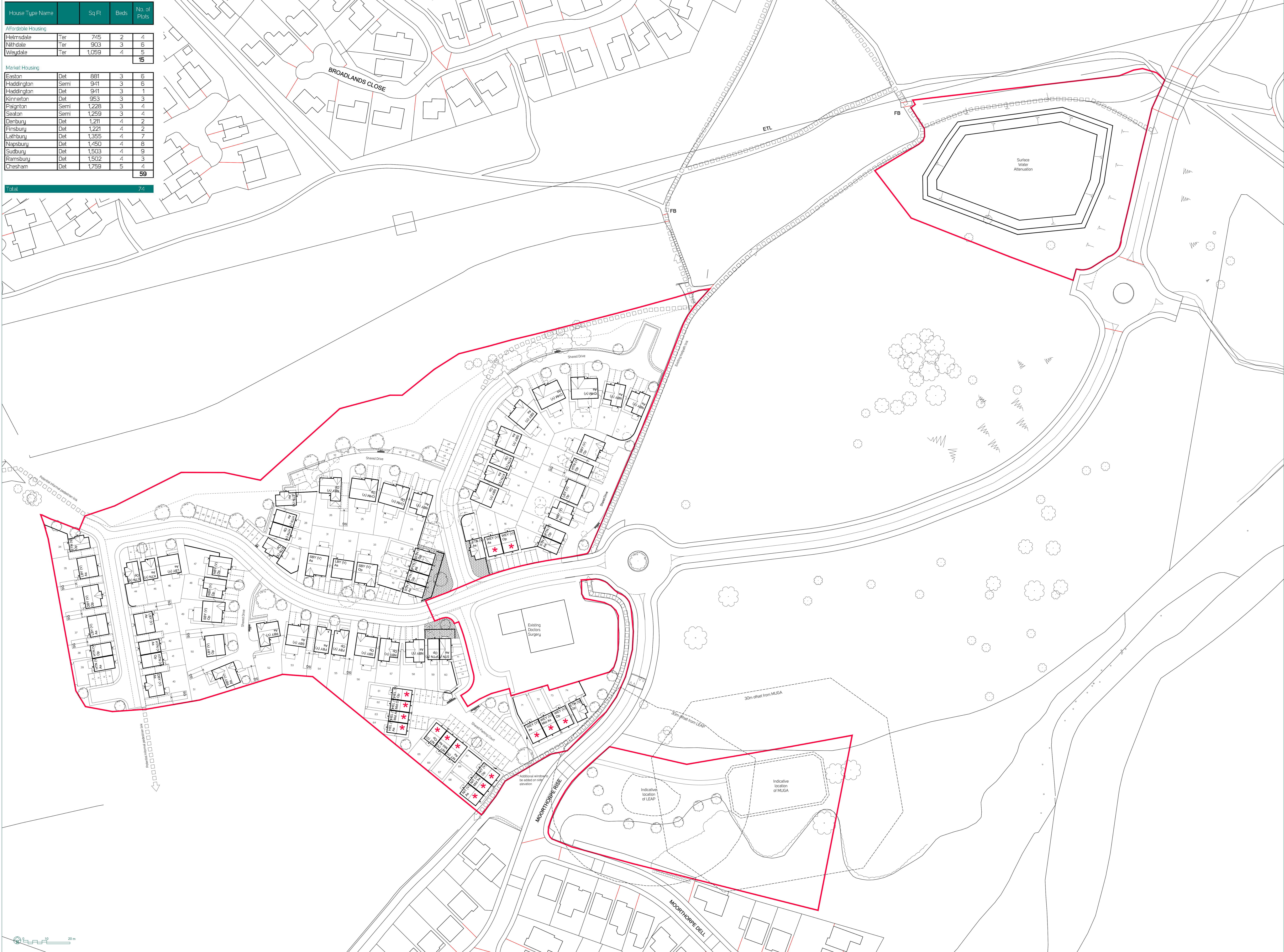
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Project Number
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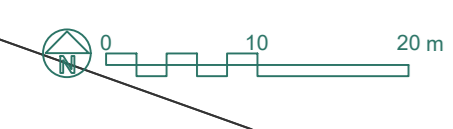
APPENDICES

Appendix A
Proposed Site Layout Plan

House Type Name	Sq Ft	Beds	No. of Plots	
Affordable Housing				
Helmstead	Ter	745	2	4
Nithdale	Ter	903	3	6
Weydale	Ter	1,059	4	5
				15
Market Housing				
Easton	Det	881	3	6
Haddington	Semi	941	3	6
Haddington	Det	941	3	1
Kinnerton	Det	953	3	3
Paignton	Semi	1,228	3	4
Seaton	Semi	1,259	3	4
Denbury	Det	1,211	4	2
Finbury	Det	1,221	4	2
Lalbury	Det	1,355	4	7
Napsbury	Det	1,450	4	8
Sudbury	Det	1,503	4	9
Ramsbury	Det	1,502	4	3
Chesham	Det	1,759	5	4
				59
Total				74



- Key**
- Indicative landscaping
 - Existing trees to be retained
 - Existing trees to be removed
 - Application boundary
 - Indicates brick block paving
 - Indicates affordable housing
 - Bin collection point
 - Gabion basket boundary treatment



Appendix B
Personal Injury Collision Data

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-01243-14 22/05/2014 Thursday Time: 1655 Vehicles 2 Casualties 2 Slight

Easting: 442,557 Northing: 383,387

Raining without high winds Road Surface: Wet/Damp Daylight

Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD J/W BIRLEY SPA LANE

Description: V1 WAITING TO TURN RGT OUT OF JCT, BELIEVED V2 WAS INDICATING TO TURN LEFT INTO JCT, V1 EMERGED INTO PATH OF V2 AND COLL OCC.

Vehicle Reference: 1 Car Turning right

First point of impact: Offside

Vehicle direction: NW to SW Journey: Other

Age of Driver : 56 Breath test: Not requested

Contributory Factors : 103 404

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Front

Vehicle direction: SW to NE Journey: Other

Age of Driver : 60 Breath test: Not requested

Contributory Factors : 103 404

Casualty Reference: 2 Age: 60 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-01407-14 07/06/2014 Saturday Time: 1600 Vehicles 2 Casualties 2 Slight
 Easting: 442,532 Northing: 383,339
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD J/W DRAKEHOUSE CRESCENT

Description: VEH1 TV MOSS WAY WHEN VEH2 EXITS FROM DRAKEHOUSE CRES AND A COLL OCCURS. (NO DETAILS FOR VEH 2)

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: SW to NE Journey: Other
 Age of Driver : 31 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 8 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Turning right
 First point of impact: Offside
 Vehicle direction: SE to NE Journey: Journey as part of work
 Age of Driver : Breath test: Not applicable

Contributory Factors :

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-01679-14 05/07/2014 Saturday Time: 1232 Vehicles 2 Casualties 2 Serious
 Easting: 442,537 Northing: 383,342
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD J/W DRAKEHOUSE CRESCENT
 Description: VEH1 TV MOSS WAY FROM DIRC OF A57. VEH2 TV FROM DONETSK WAY
 INDICATES RT AND MOVES INTO FILTER LN TO TURN RT. VEH2 COLL WITH
 VEH1.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Offside
 Vehicle direction: NE to SW Journey: Commuting to/from work
 Age of Driver : 20 Breath test: Negative

Contributory Factors : 302 405 602

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Turning right
 First point of impact: Nearside
 Vehicle direction: SW to SE Journey: Other
 Age of Driver : 82 Breath test: Not requested

Contributory Factors : 302 405 602

Casualty Reference: 2 Age: 82 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-01860-14 07/08/2014 Thursday Time: 1910 Vehicles 2 Casualties 2 Slight
 Easting: 442,477 Northing: 382,949
 Unknown Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD 30 MTS MOORTHORPE WAY

Description: V1 ATTEMPTED UNSUCCESSFUL OVERTAKING MANOEUVRE PULLED BACK IN AND V2 COLL WITH REAR OF V1

Vehicle Reference: 1 Car Overtaking moving vehicle on its offside
 First point of impact: Front
 Vehicle direction: N to S Journey: Other
 Age of Driver : 20 Breath test: Not requested

Contributory Factors : 605 602

Casualty Reference: 3 Age: 14 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Slowing or Stopping
 First point of impact: Back
 Vehicle direction: N to S Journey: Other
 Age of Driver : 22 Breath test: Negative

Contributory Factors : 605 602

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

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-02423-14 06/10/2014 Monday Time: 0550 Vehicles 2 Casualties 1 Slight

Easting: 442,478 Northing: 382,916

Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD J/W MOORTHORPE WAY

Description: P/CYCLIST TV MOSS WAY. VEH2 OVTKS CYCLIST AND CLIPS REAR WHEEL BUT FTS.

Vehicle Reference: 1 Pedal cycle

Going ahead

First point of impact: Back

Vehicle direction: Parked to Parked

Journey: Commuting to/from work

Age of Driver : 35

Breath test: Not applicable

Contributory Factors : 602

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Overtaking moving vehicle on its offside

First point of impact: Nearside

Vehicle direction: Parked to Parked

Journey: Other

Age of Driver :

Breath test: Driver not contacted

Contributory Factors : 602

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-02796-14 10/11/2014 Monday Time: 2100 Vehicles 2 Casualties 1 Slight
 Easting: 442,457 Northing: 383,071
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Roundabout Speed Limit: 40

Location: DONETSK ROUNDABOUT OWLTHORPE J/W DONETSK WAY
 Description: VEH1 TRV WB ENTERED RNDBT IN LEFT LN. VEH2 ENTERED RNDBT AND A
 COLL

Vehicle Reference: 1 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: E to W Journey: Other
 Age of Driver : 34 Breath test: Not requested

Contributory Factors : 602 502

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Offside
 Vehicle direction: S to N Journey: Other
 Age of Driver : 19 Breath test: Driver not contacted

Contributory Factors : 602 502

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-03127-14 12/12/2014 Friday Time: 1715 Vehicles 3 Casualties 4 Slight
 Easting: 442,480 Northing: 382,925
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD J/W MOORTHORPE WAY

Description: V1 HAS RUN INTO THE BACK OF V2 WHICH IN TURN HAS HIT THE BACK OF V3. V2 AND V3 WERE HELD UP WAITING TO TURN RIGHT.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: N to S Journey: Other
 Age of Driver : 80 Breath test: Negative

Contributory Factors : 405 406 408 505

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Waiting to turn right
 First point of impact: Back
 Vehicle direction: N to W Journey: Other
 Age of Driver : 33 Breath test: Negative

Contributory Factors : 405 406 408 505

Casualty Reference: 2 Age: 33 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 33 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

Vehicle Reference: 3 Car

Waiting to turn right

First point of impact: Back

Vehicle direction: N to W

Journey: Other

Age of Driver : 36

Breath test: Negative

Contributory Factors : 405 406 408 505

Casualty Reference: 3 Age: 36 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-00323-15 04/02/2015 Wednesda Time: 0735 Vehicles 2 Casualties 1 Slight

Easting: 442,852 Northing: 383,812

Fine without high winds Road Surface: Dry Daylight

Road Type: Roundabout Speed Limit: 40

Location: A57 DRAKEHOUSE J/W MOSBOROUGH PARKWAY

Description: VEH1 NEG RNDDBT IN SLOW MOVING TRAFFIC. VEH2 COLL INTO REAR OF VEH1 WHEN TRAFFIC AHEAD STOPPED.

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Back

Vehicle direction: SE to W

Journey: Commuting to/from work

Age of Driver : 43

Breath test: Not requested

Contributory Factors : 406

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: SE to NE

Journey: Commuting to/from work

Age of Driver : 38

Breath test: Negative

Contributory Factors : 406

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-00730-15 26/03/2015 Thursday Time: 1405 Vehicles 2 Casualties 1 Slight
 Easting: 442,480 Northing: 383,206
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY DRAKEHOUSE 5 MTS BEIGHTON ROAD

Description: V1 HAS BEEN STATIONARY IN TRAFFIC WHEN V2 HAS RAN INTO ITS REAR

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

First point of impact: Back

Vehicle direction: S to N

Journey: Other

Age of Driver : 59

Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 80 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Other

Age of Driver : 41

Breath test: Not requested

Contributory Factors : 405

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-01261-15 27/05/2015 Wednesda Time: 2050 Vehicles 2 Casualties 1 Slight

Easting: 442,475 Northing: 383,097

Fine without high winds Road Surface: Wet/Damp Daylight

Road Type: Roundabout Speed Limit: 40

Location: DONETSK ROUNDABOUT DRAKEHOUSE J/W MOSS WAY

Description: VEH1 ENTERS RNDDBT FROM MOSS WAY INTENDING TO TV ACROSS ONTO MOSS WAY AND COLL WITH VEH2 WHICH WAS ALREADY NEG RNDDBT.

Vehicle Reference: 1 Car Going ahead

First point of impact: Front

Vehicle direction: N to S Journey: Other

Age of Driver : 68 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Motorcycle 50cc and under Turning right

First point of impact: Back

Vehicle direction: W to S Journey: Other

Age of Driver : 17 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-01517-15 25/06/2015 Thursday Time: 1019 Vehicles 1 Casualties 1 Slight
 Easting: 442,480 Northing: 383,080
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 40

Location: DONETSK ROUNDABOUT DRAKEHOUSE J/W WATERTHORPE GREENWAY
 Description: VEH1 TV MOSS WAY FROM DIRC OF A57 SUFFERS MEDICAL EPISODE, LEAVES
 RNDBT COLL WITH BUILDING.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: N to S Journey: Other
 Age of Driver : 68 Breath test: Not requested

Contributory Factors : 505

Casualty Reference: 1 Age: 68 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-01759-15 21/07/2015 Tuesday Time: 1400 Vehicles 1 Casualties 1 Slight
Easting: 442,489 Northing: 383,084
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: WATERTHORPE GREENWAY SHEFFIELD J/W DONETSK ROUNDABOUT
Description: PEDN RUNS ACROSS C/WAY. VEH DRIVER BRAKES HEAVILY BUT COLL WITH PEDN.

Vehicle Reference: 1 Car Moving off
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 46 Breath test: Negative

Contributory Factors : 802 808 801

Casualty Reference: 1 Age: 58 Female Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's nearside masked
Ped Location: In carr elsewhere

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-02150-15 30/07/2015 Thursday Time: 2224 Vehicles 2 Casualties 1 Slight

Easting: 442,901 Northing: 383,806

Fine without high winds Road Surface: Wet/Damp Darkness: no street lighting

Road Type: Single carriageway Speed Limit: 40

Location: ECKINGTON WAY SHEFFIELD 20 MTS A57

Description: VEH1 TURNS ONTO ECKINGTON WAY FROM A57. VEH2 FOLLOWED AND COLL INTO REAR OF VEH1.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Back

Vehicle direction: NW to SE

Journey: Other

Age of Driver : 22

Breath test: Not requested

Contributory Factors : 603 406 408

Casualty Reference: 1 Age: 15 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: NW to SE

Journey: Other

Age of Driver : 75

Breath test: Not requested

Contributory Factors : 603 406 408

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-01881-15 04/08/2015 Tuesday Time: 1555 Vehicles 2 Casualties 1 Slight
 Easting: 442,793 Northing: 383,846
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: MOSBOROUGH PARKWAY SHEFFIELD 40 MTS MOSS WAY

Description: V2 OVERTAKING V1. V1 SWERVES TO AVOID V2 HITS KERB AND FALLS FROM BIKE

Vehicle Reference: 1 Motorcycle over 50cc and up Going ahead

First point of impact: Nearside

Vehicle direction: E to W

Journey: Commuting to/from work

Age of Driver : 45

Breath test: Negative

Contributory Factors : 405 602 601

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Overtaking moving vehicle on its offside

First point of impact: Did not impact

Vehicle direction: E to W

Journey: Other

Age of Driver :

Breath test: Not requested

Contributory Factors : 405 602 601

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-02387-15 26/09/2015 Saturday Time: 1320 Vehicles 2 Casualties 1 Slight
 Easting: 442,886 Northing: 383,849
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 40

Location: A57 ROUNDABOUT CRYSTAL PEAKS J/W A57
 Description: V2 COLL WITH REAR OF V1 AT ROUNDABOUT

Vehicle Reference: 1 Car Moving off
 First point of impact: Back
 Vehicle direction: NE to SW Journey: Other
 Age of Driver : 44 Breath test: Not requested

Contributory Factors : 406

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: NE to SW Journey: Other
 Age of Driver : Breath test: Not requested

Contributory Factors : 406

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

K-02574-15 21/10/2015 Wednesda Time: 1645 Vehicles 1 Casualties 1 Slight

Easting: 442,747 Northing: 383,659

Fine without high winds Road Surface: Wet/Damp Daylight

Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD 180 MTS ECKINGTON WAY

Description: PEDN RUNS OUT FROM WOODED AREA INTO C/WAY AND A COLL OCCURS WITH VEH.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: SW to NE

Journey: Commuting to/from work

Age of Driver : 54

Breath test: Not requested

Contributory Factors : 802 808 805

Casualty Reference: 1 Age: 11 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's offside

Ped Location: In carr elsewhere

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

1656577 24/03/2016 Thursday Time: 2030 Vehicles 2 Casualties 1 Slight
 Easting: 442,858 Northing: 383,861
 Fine without high winds Road Surface: Dry Darkness: street lights present but
 Road Type: Roundabout Speed Limit: 40

Location: A57 SHEFFIELD AT OR WITHIN 20 MTS OF MOSS WAY

Description: V1 IN LEFT LANE TO TV STRAIGHT AHEAD TW DRAKEHOUSE. V2 IN RIGHT LANE CAME OVER TO THE LEFT AND COLL WITH V1. V2 FAILED TO STOP.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Offside
 Vehicle direction: NW to SE Journey: Commuting to/from work
 Age of Driver : 19 Breath test: Driver not contacted
 Contributory Factors : 305 409

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: NW to SE Journey: Not known
 Age of Driver : 18 Breath test: Driver not contacted
 Contributory Factors : 305 409

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

1676512 02/06/2016 Thursday Time: 1820 Vehicles 2 Casualties 1 Slight
 Easting: 442,471 Northing: 382,916
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: MOORTHORPE WAY SHEFFIELD AT OR WITHIN 20 MTS OF MOSS WAY
 Description: V1 STATIONERY WAITING TO TURN LEFT, V2 HITS V1 IN REAR AND FAILS TO STOP AND EXCHANGE DETAILS. INJURY TO DRIVER OF V1

Vehicle Reference: 1 Car Waiting to turn left
 First point of impact: Back
 Vehicle direction: W to N Journey: Other
 Age of Driver : 47 Breath test: Driver not contacted

Contributory Factors : 405

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Turning left
 First point of impact: Front
 Vehicle direction: W to N Journey: Not known
 Age of Driver : 20 Breath test: Driver not contacted

Contributory Factors : 405

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

1688497 16/07/2016 Saturday Time: 0815 Vehicles 3 Casualties 1 Slight
 Easting: 442,544 Northing: 383,395
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: BIRLEY SPA LANE SHEFFIELD AT OR WITHIN 20 MTS OF MOSS WAY
 Description: V1 AND V2 STATIONARY AT JCT WAITING TO ENTER MAIN C/W. V3 TURNING LEFT INTO JCT COLL WITH V1 & V2

Vehicle Reference: 1 Car Waiting to go ahead but held up
 First point of impact: Front
 Vehicle direction: NW to SE Journey: Commuting to/from work
 Age of Driver : 20 Breath test: Driver not contacted
 Contributory Factors : 403 406 405

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

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
 First point of impact: Offside
 Vehicle direction: NW to SE Journey: Not known
 Age of Driver : 22 Breath test: Driver not contacted
 Contributory Factors : 403 406 405

Vehicle Reference: 3 Car Turning left
 First point of impact: Front
 Vehicle direction: SW to NW Journey: Not known
 Age of Driver : 23 Breath test: Driver not contacted
 Contributory Factors : 403 406 405

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

1689616 19/07/2016 Tuesday Time: 0243 Vehicles 1 Casualties 3 Serious
 Easting: 442,842 Northing: 383,807
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Roundabout Speed Limit: 40

Location: MOSS WAY SHEFFIELD AT OR WITHIN 20 MTS OF A57

Description: V1 TRAVELLING MOSSWAY TOWARDS A 57 ROUNDABOUT. V1 DOES NOT STOP
 AT JUNCTION AND FAILS TO NEGOTIATE THE ROUNDABOUT. V1 COLLIDES
 WITH THE TAPERED WALL OF THE ROUNDABOUT AND COMES TO REST ON THE
 ROUNDABOUT. OCCUPANTS OF V1 SUSTAIN INJURIES

Vehicle Reference: 1 Car Going ahead left hand bend
 First point of impact: Front
 Vehicle direction: S to N Journey: Not known
 Age of Driver : 26 Breath test: Not requested

Contributory Factors : 602 410

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

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

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 28 Male Passenger Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

16110419 23/09/2016 Friday Time: 2045 Vehicles 2 Casualties 3 Slight
 Easting: 442,481 Northing: 383,199
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD AT OR WITHIN 20 MTS OF BEIGHTON ROAD
 Description: V1 TV ON BEIGHTON RD TW MOSS WAY WITH LIGHTS/SIRENS ACTIVATED. D1 APPLIED BRAKES AND INITIALLY SLOWED. WHEELS MAY HAVE LOCKED AS V1 CONTINUED INTO JUNCTION ONTO MOSS WAY COLLIDING WITH V2 WHICH WAS TV ON MOSS WAY TW WESTFIELD .

Vehicle Reference: 1 Car Turning left
 First point of impact: Front
 Vehicle direction: W to N Journey: Journey as part of work
 Age of Driver : 45 Breath test: Not requested

Contributory Factors : 903 203

Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: Female Passenger Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: N to S Journey: Other
 Age of Driver : 46 Breath test: Not requested

Contributory Factors : 903 203

Casualty Reference: 3 Age: 46 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

16112226 29/09/2016 Thursday Time: 1620 Vehicles 2 Casualties 1 Slight
 Easting: 442,831 Northing: 383,847
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 40

Location: A57 SHEFFIELD AT OR WITHIN 20 MTS OF ECKINGTON WAY (B6053)
 Description: V1 WAS TRAVELLING ON A57 WHEN AT THE ROUNDABOUT WITH V2 IN FRONT OF V1 IN THE RIGHT LANE, THE DRIVER OF V2 HAS PUT HIS CAR INTO REVERSE AND RAMMED THE FRONT OF V1 CAUSING DAMAGE. FRONT END DAMAGE AND INJURIES.

Vehicle Reference: 1 Car Waiting to turn right
 First point of impact: Front
 Vehicle direction: NW to SE Journey: Commuting to/from work
 Age of Driver : 36 Breath test: Not requested

Contributory Factors : 602 601

Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Reversing
 First point of impact: Back
 Vehicle direction: SE to NW Journey: Commuting to/from work
 Age of Driver : 32 Breath test: Driver not contacted

Contributory Factors : 602 601

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

16120980 05/10/2016 Wednesda Time: 1500 Vehicles 2 Casualties 1 Slight
 Easting: 442,555 Northing: 383,387
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD AT OR WITHIN 20 MTS OF BIRLEY SPA LANE
 Description: V1 TRAVELLING ALONG MOSS WAY. V2 PULLS OUT FROM THE JUNCTION OF BIRLEY SPA LANE ACROSS THE CARRIAGEWAY. V1 WAS INDICATING TO TURN LEFT DOWN BIRLEY SPA LANE BUT CONTINUED ON INTO V2.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: SW to NE Journey: Commuting to/from work
 Age of Driver : 24 Breath test: Not requested
 Contributory Factors : 404 406

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

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Turning right
 First point of impact: Front
 Vehicle direction: NW to SW Journey: Commuting to/from work
 Age of Driver : 32 Breath test: Not requested
 Contributory Factors : 404 406

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

16146580 09/10/2016 Sunday Time: 0607 Vehicles 1 Casualties 1 Serious
 Easting: 442,837 Northing: 383,849
 Other Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Roundabout Speed Limit: 40

Location: A57 SHEFFIELD AT OR WITHIN 20 MTS OF ECKINGTON WAY (B6053)
 Description: V1 COLL WITH ROUNDABOUT TURNING VEHICLE OVER. DRIVER DETAINED
 OPL.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 43 Breath test: Positive

Contributory Factors : 501 410

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

16129981 13/11/2016 Sunday Time: 1603 Vehicles 2 Casualties 1 Slight
 Easting: 442,836 Northing: 383,821
 Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Roundabout Speed Limit: 40

Location: A57 SHEFFIELD AT OR WITHIN 20 MTS OF MOSS WAY

Description: V1 COLLIDED WITH REAR OF V2.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: E to W Journey: Other
 Age of Driver : 75 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 1 Age: 75 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Back
 Vehicle direction: SE to NW Journey: Other
 Age of Driver : 46 Breath test: Not requested

Contributory Factors : 406

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

16135783 29/11/2016 Tuesday Time: 1220 Vehicles 2 Casualties 1 Slight
 Easting: 442,557 Northing: 383,385
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD AT OR WITHIN 20 MTS OF BIRLEY SPA LANE
 Description: V1 MOPED WAITING TO PULL OUT OF BIRLEY SPA LN. V2 BEHIND V1. V1 (LEARNER DRIVER) STOPPED IN MIDDLE OF C/WAY. D2 LOOKED LEFT AND RIGHT AND STARTED TO DRIVE FORWARD NOT EXPECTING V1 TO HAVE STOPPED. V2 COLL REAR OF V1 AT LOW SPEED AND MOPED FELL ON IT S SIDE.

Vehicle Reference: 1 Motorcycle over 50cc and up Turning right

First point of impact: Back

Vehicle direction: NW to SW

Journey: Commuting to/from work

Age of Driver : 50

Breath test: Not provided (medical)

Contributory Factors : 510 405 603

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Turning right

First point of impact: Front

Vehicle direction: NW to SW

Journey: Not known

Age of Driver : 28

Breath test: Not requested

Contributory Factors : 510 405 603

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

17165698 13/03/2017 Monday Time: 2030 Vehicles 3 Casualties 1 Serious
 Easting: 442,485 Northing: 382,898
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD AT OR NR JN WITH OCHRE DIKE LANE

Description: STOLEN V3 COLLIDES WITH V1 ON MOSS WAY CAUSING V1 TO IMPACT WITH V2.
V3 WAS ABANDONED.

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

First point of impact: Back

Vehicle direction: S to N

Journey: Other

Age of Driver : 20

Breath test: Not requested

Contributory Factors : 901 902 601

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: S to N

Journey: Other

Age of Driver : 44

Breath test: Not requested

Contributory Factors : 901 902 601

Vehicle Reference: 3 Car Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Not known

Age of Driver :

Breath test: Driver not contacted

Contributory Factors : 901 902 601

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

17187273 19/05/2017 Friday Time: 2245 Vehicles 2 Casualties 1 Slight
 Easting: 442,970 Northing: 383,916
 Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Dual carriageway Speed Limit: 50

Location: MOSBOROUGH PARKWAY (A57) SHEFFIELD

Description: V2 HIT V1 AND FTS, V2 DRIVING RECKLESSLY, SLIGHT INJURY TO V1 DRIVER

Vehicle Reference: 1 Car Slowing or Stopping
 First point of impact: Offside
 Vehicle direction: NE to SW Journey: Other
 Age of Driver : 23 Breath test: Driver not contacted

Contributory Factors : 602

Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: NE to SW Journey: Not known
 Age of Driver : Breath test: Driver not contacted

Contributory Factors : 602

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

17212570 26/06/2017 Monday Time: 0820 Vehicles 2 Casualties 1 Slight
 Easting: 442,476 Northing: 383,192
 Unknown Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD AT OR NR JN WITH BEIGHTON ROAD

Description: VEH1 TURNS RIGHT FROM BEIGHTON ROAD INTO MOSS WAY. VEH2
 TRAVELLING MOSS WAY. VEH1 PULLED OUT IN FRONT OF VEH2 CAUSING
 RIDER TO COLLIDE.

Vehicle Reference: 1 Car

Turning right

First point of impact: Front

Vehicle direction: W to S

Journey: Commuting to/from work

Age of Driver : 33

Breath test: Not requested

Contributory Factors : 403 405

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

First point of impact: Front

Vehicle direction: S to N

Journey: Commuting to/from work

Age of Driver : 19

Breath test: Driver not contacted

Contributory Factors : 403 405

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

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

17202259 02/07/2017 Sunday Time: 1250 Vehicles 2 Casualties 1 Slight
 Easting: 442,473 Northing: 383,179
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD AT OR NR JN WITH BEIGHTON ROAD

Description: V1 SLOWED ON APPROACH TO JUNCTION. V2 DRIVES INTO REAR OF V1 AND LEFT THE SCENE.

Vehicle Reference: 1 Car Slowing or Stopping
 First point of impact: Back
 Vehicle direction: S to N Journey: Other
 Age of Driver : 57 Breath test: Not requested

Contributory Factors : 406 605 901

Casualty Reference: 1 Age: 52 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Not known
 Age of Driver : 21 Breath test: Negative

Contributory Factors : 406 605 901

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

17206830 16/07/2017 Sunday Time: 0135 Vehicles 2 Casualties 6 Serious

Easting: 442,829 Northing: 383,848

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 40

Location: MOSBOROUGH PARKWAY (A57) SHEFFIELD AT OR NR JN WITH ECKINGTON WAY (B6053)

Description: V1 TV ON A57 TW CRYSTAL PEAKS STOPS AT GIVE WAY ON RND BT. V2 TV BEHIND COLLIDES WITH REAR OF V1. V1 TAXI CARRYING 6 PASSENGERS. 4 PASSENGERS INJURED NON LIFE THREATENING. 3 CASUALTIES TRANSPORTED TO HOSPITAL. D1 NOT INJURED. V2 OCCUPANTS NOT INJURED. V2 AIR BAGS DEPLOYED.

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

Vehicle Reference: 1 Taxi Waiting to go ahead but held up
 First point of impact: Back
 Vehicle direction: W to E Journey: Journey as part of work
 Age of Driver : 40 Breath test: Negative

Contributory Factors : 406 405

Casualty Reference: 1 Age: 24 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 39 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 19 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 20 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 5 Age: 20 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 6 Age: 18 Male Passenger Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

Vehicle Reference: 2 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: W to E

Journey: Other

Age of Driver : 71

Breath test: Negative

Contributory Factors : 406 405

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

17236049 03/11/2017 Friday Time: 1630 Vehicles 2 Casualties 4 Slight
 Easting: 442,856 Northing: 383,858
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 40

Location: MOSBOROUGH TOWNSHIPS ROUNDABOUT (A57) SHEFFIELD AT OR NR JN WITH ECKINGTON WAY (B6053)

Description: V1 AND V2 TV ROUND A 2 LANE RNDBT. V1 IN OUTSIDE LN OF RNDBT. V2 IN INSIDE LN OF RNDBT. BOTH V1 AND V2 HAVE EXITED THE SAME EXIT TO CONTINUE ON THE A57 AND HAVE COLLIDED.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Offside
 Vehicle direction: W to SE Journey: Commuting to/from work
 Age of Driver : 33 Breath test: Not requested

Contributory Factors : 404 404 405 405 406 406

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

Vehicle Reference: 2 Car

Going ahead

First point of impact: Nearside

Vehicle direction: W to E

Journey: Other

Age of Driver : 22

Breath test: Not requested

Contributory Factors : 404 404 405 405 406 406

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

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 25 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 22 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 9 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

17242288 06/11/2017 Monday Time: 1720 Vehicles 1 Casualties 1 Serious
Easting: 442,483 Northing: 382,897
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY SHEFFIELD AT OR NR JN WITH OCHRE DIKE LANE

Description: PEDESTRIAN HAS RUN ACROSS THE ROAD IN FRONT OF V1

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 48 Breath test: Not requested

Contributory Factors : 808

Casualty Reference: 1 Age: 17 Female Pedestrian Severity: Serious

Ped Dir: 9 Ped Movement : Movement U/K

Ped Location: Location U/K

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

18260923 19/01/2018 Friday Time: 1922 Vehicles 2 Casualties 2 Serious

Easting: 442,484 Northing: 382,907

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY JN WITH OCHRE DIKE LANE

Description: VEHICLE 1 DRIVING ALONG MOSS WAY, VEHICLE 2 PULLS OUT OF OCHRE DIKE LANE ONTO MOSS WAY IN TO PATH OF VEHICLE 1. VEHICLE 1 COLLIDES WITH VEHICLE 2

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Commuting to/from work

Age of Driver : 48

Breath test: Driver not contacted

Contributory Factors : 404 406 402 403

Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Turning right

First point of impact: Offside

Vehicle direction: E to N

Journey: Journey as part of work

Age of Driver : 41

Breath test: Driver not contacted

Contributory Factors : 404 406 402 403

Casualty Reference: 2 Age: 41 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

18293700 08/05/2018 Tuesday Time: 1935 Vehicles 2 Casualties 2 Serious
 Easting: 442,479 Northing: 382,917
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: MOSS WAY AT JN WITH MOORTHORPE WAY

Description: VEHICLE 2 WAS FOLLOWING VEHICLE 1 ALONG MOSS WAY. VEHICLE 1 WAS
 TURNING RIGHT INTO MOORTHORPE WAY WHEN VEHICLE2 COLLIDED WITH
 THE OFFSIDE OF VEHICLE1

Vehicle Reference: 1 Car Turning right
 First point of impact: Offside
 Vehicle direction: N to W Journey: Not known
 Age of Driver : 39 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: N to S Journey: Not known
 Age of Driver : 28 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 2 Age: 28 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

18333574 05/10/2018 Friday Time: 1440 Vehicles 2 Casualties 1 Slight
 Easting: 442,457 Northing: 383,099
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Roundabout Speed Limit: 40

Location: MOSS WAY ROUNDABOUT MOSS WAY AT JN WITH DONETSK WAY
 Description: V1 WAS IN THE LEFT LANE ON MOSS WAY ROUNDABOUT HEADING STRAIGHT ON TO EXIT ON TO MOSS WAY. V2 WAS IN THE INSIDE LANE AND PULLED ACROSS IN TO V1'S LANE TO CUTT IN FRONT AND GO STRAIGHT AHEAD ON TO MOSS WAY BUT COLLIDED WITH OFFSIDE OF V1. V2 FAILED TO STOP.

Vehicle Reference: 1 Bus or coach Going ahead
 First point of impact: Nearside
 Vehicle direction: S to N Journey: Journey as part of work
 Age of Driver : 24 Breath test: Driver not contacted

Contributory Factors :

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Goods vehicle - unknown Going ahead
 First point of impact: Front
 Vehicle direction: W to N Journey: Not known
 Age of Driver : Breath test: Driver not contacted

Contributory Factors :

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

18342467 02/11/2018 Friday Time: 1209 Vehicles 2 Casualties 1 Slight
 Easting: 442,472 Northing: 383,199
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: BEIGHTON ROAD AT JN WITH MOSS WAY

Description: V001 ROLLS INTO V002 AT JUNCTION HITTING V002 IN THE REAR. DETAILS EXCHANGED BUT DUE TO ALLEGATIONS OF INJURY TO DRIVER OF V002 REPORTED TO POLICE. THE EDA HAS SUBMITTED 2 PRONTO REPORTS - BOTH PRONTO REPORTS INCORPORATED INTO ONE. HOWEVER, ITS CONFUSING WHICH DRIVER IS INJURED. I HAVE PUT IT AS DRIVER 2 AS IT STATES THERE WAS A LANGUAGE BARRIER AND HIS SON HAS PROVIDED CONTACT DETAILS.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 63 Breath test: Driver not contacted

Contributory Factors :

Vehicle Reference: 2 Car Slowing or Stopping
 First point of impact: Back
 Vehicle direction: W to E Journey: Not known
 Age of Driver : 52 Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Manual Selection

Moss Way & Donetsk Way Area

Accidents involving:

Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	8	24	32
2-wheeled motor vehicles	0	0	4	4
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	8	29	37

	Fatal	Serious	Slight	Total
Vehicle driver	0	6	26	32
Passenger	0	3	15	18
Motorcycle rider	0	0	4	4
Cyclist	0	0	1	1
Pedestrian	0	1	2	3
Other	0	0	0	0
Total	0	10	48	58

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

Appendix C
Traffic Survey Data

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.1: Left from Donetsk Way (East) to Moorthorpe Gate								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	4	0	1	0	0	0	5	5.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	14	0	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.00	3.75	3.75
0800 - 0815	0	0	4	0	0	0	0	0	4	4.00
0815 - 0830	0	0	9	0	0	0	0	0	9	9.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	21	0	0	0	0	0	21	21.00
Hourly Average	0.00	0.00	5.25	0.00	0.00	0.00	0.00	0.00	5.25	5.25
0900 - 0915	0	0	9	0	2	0	0	0	11	11.00
0915 - 0930	0	0	5	0	1	0	0	0	6	6.00
0930 - 0945	0	0	3	0	1	0	0	0	4	4.00
0945 - 1000	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	23	0	5	0	0	0	28	28.00
Hourly Average	0.00	0.00	5.75	0.00	1.25	0.00	0.00	0.00	7.00	7.00
Session Total	0	0	58	0	6	0	0	0	64	64.00
Session Average	0.00	0.00	4.83	0.00	0.50	0.00	0.00	0.00	5.33	5.33

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.1: Left from Donetsk Way (East) to Moorthorpe Gate								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	7	0	0	0	0	0	7	7.00
1615 - 1630	0	0	5	0	0	0	0	0	5	5.00
1630 - 1645	0	0	7	0	1	0	0	0	8	8.00
1645 - 1700	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	31	0	1	0	0	0	32	32.00
Hourly Average	0.00	0.00	7.75	0.00	0.25	0.00	0.00	0.00	8.00	8.00
1700 - 1715	0	0	6	0	0	0	0	0	6	6.00
1715 - 1730	0	0	11	0	2	0	0	0	13	13.00
1730 - 1745	0	0	9	0	0	0	0	0	9	9.00
1745 - 1800	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	37	0	2	0	0	0	39	39.00
Hourly Average	0.00	0.00	9.25	0.00	0.50	0.00	0.00	0.00	9.75	9.75
1800 - 1815	0	0	7	0	1	0	0	0	8	8.00
1815 - 1830	0	0	7	0	1	0	0	0	8	8.00
1830 - 1845	0	0	8	0	0	0	0	0	8	8.00
1845 - 1900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	29	0	2	0	0	0	31	31.00
Hourly Average	0.00	0.00	7.25	0.00	0.50	0.00	0.00	0.00	7.75	7.75
Session Total	0	0	97	0	5	0	0	0	102	102.00
Session Average	0.00	0.00	8.08	0.00	0.42	0.00	0.00	0.00	8.50	8.50

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.2: Right from Donetsk Way (East) to Donetsk Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	35	0	5	1	0	1	42	43.50
0715 - 0730	0	0	37	0	9	0	0	0	46	46.00
0730 - 0745	0	0	59	0	8	2	0	1	70	72.00
0745 - 0800	0	0	66	2	9	1	0	1	79	80.50
Hourly Total	0	0	197	2	31	4	0	3	237	242.00
Hourly Average	0.00	0.00	49.25	0.50	7.75	1.00	0.00	0.75	59.25	60.50
0800 - 0815	0	0	73	0	9	0	0	1	83	84.00
0815 - 0830	0	0	65	2	10	1	1	0	79	80.80
0830 - 0845	0	1	55	1	9	0	0	0	66	65.40
0845 - 0900	0	0	61	1	12	0	0	0	74	74.00
Hourly Total	0	1	254	4	40	1	1	1	302	304.20
Hourly Average	0.00	0.25	63.50	1.00	10.00	0.25	0.25	0.25	75.50	76.05
0900 - 0915	0	1	60	0	9	3	0	0	73	73.90
0915 - 0930	0	1	51	1	6	0	0	0	59	58.40
0930 - 0945	0	1	48	0	10	1	0	0	60	59.90
0945 - 1000	0	0	61	2	6	1	0	0	70	70.50
Hourly Total	0	3	220	3	31	5	0	0	262	262.70
Hourly Average	0.00	0.75	55.00	0.75	7.75	1.25	0.00	0.00	65.50	65.68
Session Total	0	4	671	9	102	10	1	4	801	808.90
Session Average	0.00	0.33	55.92	0.75	8.50	0.83	0.08	0.33	66.75	67.41

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.2: Right from Donetsk Way (East) to Donetsk Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	100	0	12	1	0	0	113	113.50
1615 - 1630	0	1	90	0	9	0	0	0	100	99.40
1630 - 1645	0	0	95	0	8	0	1	0	104	105.30
1645 - 1700	0	0	105	0	7	0	0	0	112	112.00
Hourly Total	0	1	390	0	36	1	1	0	429	430.20
Hourly Average	0.00	0.25	97.50	0.00	9.00	0.25	0.25	0.00	107.25	107.55
1700 - 1715	0	0	95	0	9	0	0	0	104	104.00
1715 - 1730	0	1	101	3	11	0	0	0	116	115.40
1730 - 1745	0	0	114	0	6	0	0	0	120	120.00
1745 - 1800	0	0	91	1	9	0	1	0	102	103.30
Hourly Total	0	1	401	4	35	0	1	0	442	442.70
Hourly Average	0.00	0.25	100.25	1.00	8.75	0.00	0.25	0.00	110.50	110.68
1800 - 1815	0	0	87	0	3	1	0	1	92	93.50
1815 - 1830	0	0	86	0	9	0	0	0	95	95.00
1830 - 1845	0	0	57	0	5	0	0	1	63	64.00
1845 - 1900	0	0	64	0	2	0	0	0	66	66.00
Hourly Total	0	0	294	0	19	1	0	2	316	318.50
Hourly Average	0.00	0.00	73.50	0.00	4.75	0.25	0.00	0.50	79.00	79.63
Session Total	0	2	1085	4	90	2	2	2	1187	1191.40
Session Average	0.00	0.17	90.42	0.33	7.50	0.17	0.17	0.17	98.92	99.28

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.3: Right from Donetsk Way (East) to Stoneacre Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	7	0	2	0	0	0	9	9.00
Session Average	0.00	0.00	0.58	0.00	0.17	0.00	0.00	0.00	0.75	0.75

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.3: Right from Donetsk Way (East) to Stoneacre Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	7	0	0	0	0	0	7	7.00
1615 - 1630	0	0	5	0	0	0	0	0	5	5.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	16	0	0	0	0	0	16	16.00
Hourly Average	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	4.00
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	9	0	0	0	0	0	9	9.00
1730 - 1745	0	0	6	0	0	0	0	0	6	6.00
1745 - 1800	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	26	0	0	0	0	0	26	26.00
Hourly Average	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	6.50	6.50
1800 - 1815	0	0	5	0	2	0	0	0	7	7.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	17	0	2	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.25	0.00	0.50	0.00	0.00	0.00	4.75	4.75
Session Total	0	0	59	0	2	0	0	0	61	61.00
Session Average	0.00	0.00	4.92	0.00	0.17	0.00	0.00	0.00	5.08	5.08

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.4: Left from Moorthorpe Gate to Donetsk Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	1	0	0	0	10	10.00
0715 - 0730	0	0	13	0	0	0	0	0	13	13.00
0730 - 0745	0	0	15	0	1	0	0	0	16	16.00
0745 - 0800	0	0	13	0	2	0	0	1	16	17.00
Hourly Total	0	0	50	0	4	0	0	1	55	56.00
Hourly Average	0.00	0.00	12.50	0.00	1.00	0.00	0.00	0.25	13.75	14.00
0800 - 0815	0	0	18	0	0	0	0	0	18	18.00
0815 - 0830	0	0	12	0	1	0	0	0	13	13.00
0830 - 0845	0	0	15	0	0	0	0	0	15	15.00
0845 - 0900	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	54	0	2	0	0	0	56	56.00
Hourly Average	0.00	0.00	13.50	0.00	0.50	0.00	0.00	0.00	14.00	14.00
0900 - 0915	0	0	10	0	0	0	0	0	10	10.00
0915 - 0930	0	0	8	0	0	0	0	0	8	8.00
0930 - 0945	0	0	8	0	1	0	0	0	9	9.00
0945 - 1000	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	29	0	2	0	0	0	31	31.00
Hourly Average	0.00	0.00	7.25	0.00	0.50	0.00	0.00	0.00	7.75	7.75
Session Total	0	0	133	0	8	0	0	1	142	143.00
Session Average	0.00	0.00	11.08	0.00	0.67	0.00	0.00	0.08	11.83	11.92

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.4: Left from Moorthorpe Gate to Donetsk Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	6	0	1	0	0	2	9	11.00
1615 - 1630	0	0	10	0	1	0	0	0	11	11.00
1630 - 1645	0	0	16	0	3	0	0	2	21	23.00
1645 - 1700	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	38	0	5	0	0	4	47	51.00
Hourly Average	0.00	0.00	9.50	0.00	1.25	0.00	0.00	1.00	11.75	12.75
1700 - 1715	0	0	9	0	2	0	0	0	11	11.00
1715 - 1730	0	0	4	0	1	0	0	0	5	5.00
1730 - 1745	0	0	7	0	3	0	0	0	10	10.00
1745 - 1800	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	30	0	6	0	0	0	36	36.00
Hourly Average	0.00	0.00	7.50	0.00	1.50	0.00	0.00	0.00	9.00	9.00
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	0	10	0	3	0	0	0	13	13.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	29	0	3	0	0	0	32	32.00
Hourly Average	0.00	0.00	7.25	0.00	0.75	0.00	0.00	0.00	8.00	8.00
Session Total	0	0	97	0	14	0	0	4	115	119.00
Session Average	0.00	0.00	8.08	0.00	1.17	0.00	0.00	0.33	9.58	9.92

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.5: Left from Moorthorpe Gate to Stoneacre Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	2	0	0	0	0	0	2	2.00
Session Average	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.17	0.17

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.5: Left from Moorthorpe Gate to Stoneacre Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	6	0	1	0	0	0	7	7.00
Session Average	0.00	0.00	0.50	0.00	0.08	0.00	0.00	0.00	0.58	0.58

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.6: Right from Moorthorpe Gate to Donetsk Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	4	0	0	0	10	10.00
0715 - 0730	0	0	10	0	2	0	0	0	12	12.00
0730 - 0745	0	0	3	0	3	0	0	0	6	6.00
0745 - 0800	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	0	0	31	0	11	0	0	0	42	42.00
Hourly Average	0.00	0.00	7.75	0.00	2.75	0.00	0.00	0.00	10.50	10.50
0800 - 0815	0	0	11	0	1	0	0	0	12	12.00
0815 - 0830	0	0	18	0	0	0	0	0	18	18.00
0830 - 0845	0	0	14	0	0	1	0	0	15	15.50
0845 - 0900	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	53	0	2	1	0	0	56	56.50
Hourly Average	0.00	0.00	13.25	0.00	0.50	0.25	0.00	0.00	14.00	14.13
0900 - 0915	0	0	11	0	0	0	0	0	11	11.00
0915 - 0930	0	0	10	0	0	0	0	0	10	10.00
0930 - 0945	0	0	10	0	1	0	0	0	11	11.00
0945 - 1000	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	41	0	3	0	0	0	44	44.00
Hourly Average	0.00	0.00	10.25	0.00	0.75	0.00	0.00	0.00	11.00	11.00
Session Total	0	0	125	0	16	1	0	0	142	142.50
Session Average	0.00	0.00	10.42	0.00	1.33	0.08	0.00	0.00	11.83	11.88

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.6: Right from Moorthorpe Gate to Donetsk Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	10	0	3	0	0	0	13	13.00
1615 - 1630	0	0	10	0	0	0	0	0	10	10.00
1630 - 1645	0	0	8	0	2	0	0	0	10	10.00
1645 - 1700	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	38	0	6	0	0	0	44	44.00
Hourly Average	0.00	0.00	9.50	0.00	1.50	0.00	0.00	0.00	11.00	11.00
1700 - 1715	0	0	10	0	0	0	0	0	10	10.00
1715 - 1730	0	0	6	0	1	0	0	0	7	7.00
1730 - 1745	0	0	12	0	0	0	0	0	12	12.00
1745 - 1800	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	38	0	1	0	0	0	39	39.00
Hourly Average	0.00	0.00	9.50	0.00	0.25	0.00	0.00	0.00	9.75	9.75
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
1830 - 1845	0	0	13	0	0	0	0	0	13	13.00
1845 - 1900	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	33	0	0	0	0	0	33	33.00
Hourly Average	0.00	0.00	8.25	0.00	0.00	0.00	0.00	0.00	8.25	8.25
Session Total	0	0	109	0	7	0	0	0	116	116.00
Session Average	0.00	0.00	9.08	0.00	0.58	0.00	0.00	0.00	9.67	9.67

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.7: Left from Donetsk Way (West) to Stoneacre Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	2	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.25	1.25
Session Total	0	0	12	0	2	0	0	0	14	14.00
Session Average	0.00	0.00	1.00	0.00	0.17	0.00	0.00	0.00	1.17	1.17

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.7: Left from Donetsk Way (West) to Stoneacre Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	0	0	5	0	0	0	0	0	5	5.00
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	12	0	1	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.00	0.00	0.25	0.00	0.00	0.00	3.25	3.25
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	2	0	2	0	0	0	4	4.00
1730 - 1745	0	0	3	0	2	0	0	0	5	5.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	5	0	0	0	12	12.00
Hourly Average	0.00	0.00	1.75	0.00	1.25	0.00	0.00	0.00	3.00	3.00
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	25	0	6	0	0	0	31	31.00
Session Average	0.00	0.00	2.08	0.00	0.50	0.00	0.00	0.00	2.58	2.58

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.8: Left from Donetsk Way (West) to Donetsk Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	47	0	6	0	1	1	55	57.30
0715 - 0730	0	0	67	1	4	0	0	0	72	72.00
0730 - 0745	0	0	62	1	14	0	0	1	78	79.00
0745 - 0800	0	0	64	0	7	0	0	0	71	71.00
Hourly Total	0	0	240	2	31	0	1	2	276	279.30
Hourly Average	0.00	0.00	60.00	0.50	7.75	0.00	0.25	0.50	69.00	69.83
0800 - 0815	0	0	74	1	3	0	0	0	78	78.00
0815 - 0830	0	0	99	0	5	0	0	0	104	104.00
0830 - 0845	0	0	115	1	6	0	0	0	122	122.00
0845 - 0900	0	1	121	0	8	1	1	0	132	133.20
Hourly Total	0	1	409	2	22	1	1	0	436	437.20
Hourly Average	0.00	0.25	102.25	0.50	5.50	0.25	0.25	0.00	109.00	109.30
0900 - 0915	0	0	129	1	8	0	0	0	138	138.00
0915 - 0930	0	0	83	0	3	0	0	0	86	86.00
0930 - 0945	0	0	89	0	6	0	0	0	95	95.00
0945 - 1000	0	0	75	0	4	0	0	0	79	79.00
Hourly Total	0	0	376	1	21	0	0	0	398	398.00
Hourly Average	0.00	0.00	94.00	0.25	5.25	0.00	0.00	0.00	99.50	99.50
Session Total	0	1	1025	5	74	1	2	2	1110	1114.50
Session Average	0.00	0.08	85.42	0.42	6.17	0.08	0.17	0.17	92.50	92.88

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.8: Left from Donetsk Way (West) to Donetsk Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	79	0	9	0	0	1	89	90.00
1615 - 1630	0	0	94	0	10	0	0	0	104	104.00
1630 - 1645	0	0	97	0	7	0	0	0	104	104.00
1645 - 1700	0	1	101	0	8	0	0	1	111	111.40
Hourly Total	0	1	371	0	34	0	0	2	408	409.40
Hourly Average	0.00	0.25	92.75	0.00	8.50	0.00	0.00	0.50	102.00	102.35
1700 - 1715	0	0	88	0	14	0	0	0	102	102.00
1715 - 1730	0	0	101	0	7	0	0	0	108	108.00
1730 - 1745	0	0	99	0	10	0	1	0	110	111.30
1745 - 1800	0	0	94	0	13	0	0	0	107	107.00
Hourly Total	0	0	382	0	44	0	1	0	427	428.30
Hourly Average	0.00	0.00	95.50	0.00	11.00	0.00	0.25	0.00	106.75	107.08
1800 - 1815	0	0	93	0	5	0	0	1	99	100.00
1815 - 1830	0	0	74	0	5	0	0	0	79	79.00
1830 - 1845	0	0	63	0	4	0	0	0	67	67.00
1845 - 1900	0	0	56	0	4	0	0	0	60	60.00
Hourly Total	0	0	286	0	18	0	0	1	305	306.00
Hourly Average	0.00	0.00	71.50	0.00	4.50	0.00	0.00	0.25	76.25	76.50
Session Total	0	1	1039	0	96	0	1	3	1140	1143.70
Session Average	0.00	0.08	86.58	0.00	8.00	0.00	0.08	0.25	95.00	95.31

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.9: Right from Donetsk Way (West) to Moorthorpe Gate								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	3	0	2	0	0	1	6	7.00
0745 - 0800	0	0	9	0	0	0	0	1	10	11.00
Hourly Total	0	0	14	0	2	0	0	2	18	20.00
Hourly Average	0.00	0.00	3.50	0.00	0.50	0.00	0.00	0.50	4.50	5.00
0800 - 0815	0	0	6	0	2	0	0	0	8	8.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
0830 - 0845	0	0	5	0	0	0	0	0	5	5.00
0845 - 0900	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	28	0	2	0	0	0	30	30.00
Hourly Average	0.00	0.00	7.00	0.00	0.50	0.00	0.00	0.00	7.50	7.50
0900 - 0915	0	0	9	0	0	0	0	0	9	9.00
0915 - 0930	0	0	8	0	0	0	0	0	8	8.00
0930 - 0945	0	0	4	0	0	1	0	1	6	7.50
0945 - 1000	0	0	5	0	1	1	0	0	7	7.50
Hourly Total	0	0	26	0	1	2	0	1	30	32.00
Hourly Average	0.00	0.00	6.50	0.00	0.25	0.50	0.00	0.25	7.50	8.00
Session Total	0	0	68	0	5	2	0	3	78	82.00
Session Average	0.00	0.00	5.67	0.00	0.42	0.17	0.00	0.25	6.50	6.83

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.9: Right from Donetsk Way (West) to Moorthorpe Gate								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	13	0	1	0	0	1	15	16.00
1615 - 1630	0	0	15	0	1	0	0	0	16	16.00
1630 - 1645	0	0	13	0	3	0	0	0	16	16.00
1645 - 1700	0	0	10	0	1	0	0	1	12	13.00
Hourly Total	0	0	51	0	6	0	0	2	59	61.00
Hourly Average	0.00	0.00	12.75	0.00	1.50	0.00	0.00	0.50	14.75	15.25
1700 - 1715	0	0	18	0	0	0	0	0	18	18.00
1715 - 1730	0	0	7	0	2	1	0	0	10	10.50
1730 - 1745	0	0	13	0	3	0	0	0	16	16.00
1745 - 1800	0	0	15	0	0	0	0	1	16	17.00
Hourly Total	0	0	53	0	5	1	0	1	60	61.50
Hourly Average	0.00	0.00	13.25	0.00	1.25	0.25	0.00	0.25	15.00	15.38
1800 - 1815	0	0	12	0	2	0	0	0	14	14.00
1815 - 1830	0	0	9	0	0	0	0	0	9	9.00
1830 - 1845	0	0	7	0	0	0	0	0	7	7.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	33	0	2	0	0	0	35	35.00
Hourly Average	0.00	0.00	8.25	0.00	0.50	0.00	0.00	0.00	8.75	8.75
Session Total	0	0	137	0	13	1	0	3	154	157.50
Session Average	0.00	0.00	11.42	0.00	1.08	0.08	0.00	0.25	12.83	13.13

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.10: Left from Stoneacre Avenue to Donetsk Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	5	0	1	0	0	0	6	6.00
0730 - 0745	0	0	4	0	1	0	0	0	5	5.00
0745 - 0800	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	18	0	3	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.50	0.00	0.75	0.00	0.00	0.00	5.25	5.25
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	0	6	0	0	0	0	0	6	6.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
0900 - 0915	0	0	5	0	3	0	0	0	8	8.00
0915 - 0930	0	0	6	0	0	0	0	0	6	6.00
0930 - 0945	0	0	5	0	0	0	0	0	5	5.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	17	0	4	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.25	0.00	1.00	0.00	0.00	0.00	5.25	5.25
Session Total	0	0	46	0	8	0	0	0	54	54.00
Session Average	0.00	0.00	3.83	0.00	0.67	0.00	0.00	0.00	4.50	4.50

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.10: Left from Stoneacre Avenue to Donetsk Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	13	0	0	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.00	0.00	3.25	3.25
Session Total	0	0	25	0	1	0	0	0	26	26.00
Session Average	0.00	0.00	2.08	0.00	0.08	0.00	0.00	0.00	2.17	2.17

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.11: Right from Stoneacre Avenue to Moorthorpe Gate								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	3	0	1	0	0	0	4	4.00
Session Average	0.00	0.00	0.25	0.00	0.08	0.00	0.00	0.00	0.33	0.33

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.11: Right from Stoneacre Avenue to Moorthorpe Gate								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	0	0	0	0	1	1.00
Session Average	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.08	0.08

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1A.12: Right from Stoneacre Avenue to Donetsk Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	5	0	0	0	0	0	5	5.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	17	0	0	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.25	0.00	0.00	0.00	0.00	0.00	4.25	4.25
0800 - 0815	0	0	4	0	0	0	0	0	4	4.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	6	0	0	0	0	0	6	6.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	14	0	0	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.50	0.00	0.00	0.00	0.00	0.00	3.50	3.50
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	34	0	1	0	0	0	35	35.00
Session Average	0.00	0.00	2.83	0.00	0.08	0.00	0.00	0.00	2.92	2.92

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1A.12: Right from Stoneacre Avenue to Donetsk Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	17	0	2	0	0	0	19	19.00
Session Average	0.00	0.00	1.42	0.00	0.17	0.00	0.00	0.00	1.58	1.58

Owlthorpe, Sheffield
Classified Junction Count

Site 2 of 3
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341316° lon -1.371218°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1B.1: Left from Moorthorpe Way to Moorthorpe Gate (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
0800 - 0815	0	0	4	0	1	0	0	0	5	5.00
0815 - 0830	0	0	2	0	1	1	0	0	4	4.50
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	0	2	1	0	0	16	16.50
Hourly Average	0.00	0.00	3.25	0.00	0.50	0.25	0.00	0.00	4.00	4.13
0900 - 0915	0	0	7	0	1	0	0	0	8	8.00
0915 - 0930	0	0	5	0	0	0	0	0	5	5.00
0930 - 0945	0	0	2	0	1	0	0	0	3	3.00
0945 - 1000	0	0	5	0	1	1	0	0	7	7.50
Hourly Total	0	0	19	0	3	1	0	0	23	23.50
Hourly Average	0.00	0.00	4.75	0.00	0.75	0.25	0.00	0.00	5.75	5.88
Session Total	0	0	40	0	5	2	0	0	47	48.00
Session Average	0.00	0.00	3.33	0.00	0.42	0.17	0.00	0.00	3.92	4.00

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1B.1: Left from Moorthorpe Way to Moorthorpe Gate (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	5	0	3	0	0	0	8	8.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	19	0	3	0	0	0	22	22.00
Hourly Average	0.00	0.00	4.75	0.00	0.75	0.00	0.00	0.00	5.50	5.50
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	9	0	0	0	0	0	9	9.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	16	0	0	0	0	0	16	16.00
Hourly Average	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	4.00
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	16	0	1	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.00	0.00	0.25	0.00	0.00	0.00	4.25	4.25
Session Total	0	0	51	0	4	0	0	0	55	55.00
Session Average	0.00	0.00	4.25	0.00	0.33	0.00	0.00	0.00	4.58	4.58

Owlthorpe, Sheffield
Classified Junction Count

Site 2 of 3
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341316° lon -1.371218°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1B.2: Right from Moorthorpe Way to Moorthorpe Gate (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	1	0	0	0	8	8.00
0715 - 0730	0	0	11	0	1	0	0	0	12	12.00
0730 - 0745	0	0	10	0	1	0	0	0	11	11.00
0745 - 0800	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	36	0	5	0	0	0	41	41.00
Hourly Average	0.00	0.00	9.00	0.00	1.25	0.00	0.00	0.00	10.25	10.25
0800 - 0815	0	0	10	0	0	0	0	0	10	10.00
0815 - 0830	0	0	3	0	1	0	0	0	4	4.00
0830 - 0845	0	0	9	0	0	0	0	0	9	9.00
0845 - 0900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	24	0	2	0	0	0	26	26.00
Hourly Average	0.00	0.00	6.00	0.00	0.50	0.00	0.00	0.00	6.50	6.50
0900 - 0915	0	0	7	0	0	0	0	0	7	7.00
0915 - 0930	0	0	5	0	0	0	0	0	5	5.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	16	0	1	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.00	0.00	0.25	0.00	0.00	0.00	4.25	4.25
Session Total	0	0	76	0	8	0	0	0	84	84.00
Session Average	0.00	0.00	6.33	0.00	0.67	0.00	0.00	0.00	7.00	7.00

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1B.2: Right from Moorthorpe Way to Moorthorpe Gate (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	1	0	0	1	6	7.00
1615 - 1630	0	0	5	0	1	0	0	0	6	6.00
1630 - 1645	0	0	8	0	1	0	0	0	9	9.00
1645 - 1700	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	23	0	3	0	0	1	27	28.00
Hourly Average	0.00	0.00	5.75	0.00	0.75	0.00	0.00	0.25	6.75	7.00
1700 - 1715	0	0	4	0	1	0	0	0	5	5.00
1715 - 1730	0	0	5	0	1	0	0	0	6	6.00
1730 - 1745	0	0	5	0	3	0	0	0	8	8.00
1745 - 1800	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	21	0	5	0	0	0	26	26.00
Hourly Average	0.00	0.00	5.25	0.00	1.25	0.00	0.00	0.00	6.50	6.50
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	6	0	2	0	0	0	8	8.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	16	0	2	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.00	0.00	0.50	0.00	0.00	0.00	4.50	4.50
Session Total	0	0	60	0	10	0	0	1	71	72.00
Session Average	0.00	0.00	5.00	0.00	0.83	0.00	0.00	0.08	5.92	6.00

Owlthorpe, Sheffield
Classified Junction Count

Site 2 of 3
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341316° lon -1.371218°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1B.3: Left from Moorthorpe Gate (South) to Moorthorpe Gate (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	4	0	0	0	12	12.00
0715 - 0730	0	0	12	0	1	0	0	0	13	13.00
0730 - 0745	0	0	8	0	3	0	0	0	11	11.00
0745 - 0800	0	0	18	0	2	0	0	1	21	22.00
Hourly Total	0	0	46	0	10	0	0	1	57	58.00
Hourly Average	0.00	0.00	11.50	0.00	2.50	0.00	0.00	0.25	14.25	14.50
0800 - 0815	0	0	19	0	1	0	0	0	20	20.00
0815 - 0830	0	0	27	0	0	0	0	0	27	27.00
0830 - 0845	0	0	20	0	0	1	0	0	21	21.50
0845 - 0900	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	0	83	0	2	1	0	0	86	86.50
Hourly Average	0.00	0.00	20.75	0.00	0.50	0.25	0.00	0.00	21.50	21.63
0900 - 0915	0	0	14	0	0	0	0	0	14	14.00
0915 - 0930	0	0	14	0	0	0	0	0	14	14.00
0930 - 0945	0	0	15	0	2	0	0	0	17	17.00
0945 - 1000	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	0	0	55	0	4	0	0	0	59	59.00
Hourly Average	0.00	0.00	13.75	0.00	1.00	0.00	0.00	0.00	14.75	14.75
Session Total	0	0	184	0	16	1	0	1	202	203.50
Session Average	0.00	0.00	15.33	0.00	1.33	0.08	0.00	0.08	16.83	16.96

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1B.3: Left from Moorthorpe Gate (South) to Moorthorpe Gate (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	12	0	3	0	0	1	16	17.00
1615 - 1630	0	0	16	0	0	0	0	0	16	16.00
1630 - 1645	0	0	17	0	5	0	0	2	24	26.00
1645 - 1700	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	57	0	9	0	0	3	69	72.00
Hourly Average	0.00	0.00	14.25	0.00	2.25	0.00	0.00	0.75	17.25	18.00
1700 - 1715	0	0	16	0	1	0	0	0	17	17.00
1715 - 1730	0	0	5	0	1	0	0	0	6	6.00
1730 - 1745	0	0	14	0	0	0	0	0	14	14.00
1745 - 1800	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	48	0	2	0	0	0	50	50.00
Hourly Average	0.00	0.00	12.00	0.00	0.50	0.00	0.00	0.00	12.50	12.50
1800 - 1815	0	0	9	0	0	0	0	0	9	9.00
1815 - 1830	0	0	11	0	0	0	0	0	11	11.00
1830 - 1845	0	0	17	0	1	0	0	0	18	18.00
1845 - 1900	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	47	0	1	0	0	0	48	48.00
Hourly Average	0.00	0.00	11.75	0.00	0.25	0.00	0.00	0.00	12.00	12.00
Session Total	0	0	152	0	12	0	0	3	167	170.00
Session Average	0.00	0.00	12.67	0.00	1.00	0.00	0.00	0.25	13.92	14.17

Owlthorpe, Sheffield
Classified Junction Count

Site 2 of 3
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341316° lon -1.371218°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1B.4: Right from Moorthorpe Gate (South) to Moorthorpe Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	5	0	0	0	0	0	5	5.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	7	0	1	0	0	0	8	8.00
0830 - 0845	0	0	4	0	1	0	0	0	5	5.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	16	0	2	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.00	0.00	0.50	0.00	0.00	0.00	4.50	4.50
0900 - 0915	0	0	4	0	0	0	0	0	4	4.00
0915 - 0930	0	0	3	0	0	0	0	0	3	3.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	10	0	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75
Session Total	0	0	38	0	3	0	0	0	41	41.00
Session Average	0.00	0.00	3.17	0.00	0.25	0.00	0.00	0.00	3.42	3.42

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1B.4: Right from Moorthorpe Gate (South) to Moorthorpe Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	1	0	0	0	2	2.00
1615 - 1630	0	0	0	1	1	0	0	0	2	2.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	3	1	3	0	0	0	7	7.00
Hourly Average	0.00	0.00	0.75	0.25	0.75	0.00	0.00	0.00	1.75	1.75
1700 - 1715	0	0	0	0	1	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
Session Total	0	0	14	1	5	0	0	0	20	20.00
Session Average	0.00	0.00	1.17	0.08	0.42	0.00	0.00	0.00	1.67	1.67

Owlthorpe, Sheffield
Classified Junction Count

Site 2 of 3
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341316° lon -1.371218°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1B.5: Left from Moorthorpe Gate (North) to Moorthorpe Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	8	0	1	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.25	2.25
0800 - 0815	0	0	6	0	1	0	0	0	7	7.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	14	0	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.00	3.75	3.75
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	1	0	0	1	0	1	3	4.50
0945 - 1000	0	0	2	0	3	0	0	0	5	5.00
Hourly Total	0	0	7	0	4	1	0	1	13	14.50
Hourly Average	0.00	0.00	1.75	0.00	1.00	0.25	0.00	0.25	3.25	3.63
Session Total	0	0	29	0	6	1	0	1	37	38.50
Session Average	0.00	0.00	2.42	0.00	0.50	0.08	0.00	0.08	3.08	3.21

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1B.5: Left from Moorthorpe Gate (North) to Moorthorpe Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	11	0	1	0	0	0	12	12.00
1615 - 1630	0	0	10	0	0	0	0	0	10	10.00
1630 - 1645	0	0	8	0	0	0	0	0	8	8.00
1645 - 1700	0	0	9	0	0	0	0	1	10	11.00
Hourly Total	0	0	38	0	1	0	0	1	40	41.00
Hourly Average	0.00	0.00	9.50	0.00	0.25	0.00	0.00	0.25	10.00	10.25
1700 - 1715	0	0	9	0	0	0	0	0	9	9.00
1715 - 1730	0	0	5	0	1	1	0	0	7	7.50
1730 - 1745	0	0	3	0	3	0	0	0	6	6.00
1745 - 1800	0	0	4	0	0	0	0	1	5	6.00
Hourly Total	0	0	21	0	4	1	0	1	27	28.50
Hourly Average	0.00	0.00	5.25	0.00	1.00	0.25	0.00	0.25	6.75	7.13
1800 - 1815	0	0	8	0	1	0	0	0	9	9.00
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	19	0	1	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.75	0.00	0.25	0.00	0.00	0.00	5.00	5.00
Session Total	0	0	78	0	6	1	0	2	87	89.50
Session Average	0.00	0.00	6.50	0.00	0.50	0.08	0.00	0.17	7.25	7.46

Owlthorpe, Sheffield
Classified Junction Count

Site 2 of 3
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341316° lon -1.371218°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1B.6: Right from Moorthorpe Gate (North) to Moorthorpe Gate (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	4	0	1	0	0	0	5	5.00
0730 - 0745	0	0	6	0	1	0	0	1	8	9.00
0745 - 0800	0	0	11	0	2	0	0	1	12	13.00
Hourly Total	0	0	22	0	2	0	0	2	26	28.00
Hourly Average	0.00	0.00	5.50	0.00	0.50	0.00	0.00	0.50	6.50	7.00
0800 - 0815	0	0	4	0	1	0	0	0	5	5.00
0815 - 0830	0	0	11	0	0	0	0	0	11	11.00
0830 - 0845	0	0	8	0	0	0	0	0	8	8.00
0845 - 0900	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	35	0	1	0	0	0	36	36.00
Hourly Average	0.00	0.00	8.75	0.00	0.25	0.00	0.00	0.00	9.00	9.00
0900 - 0915	0	0	16	0	1	0	0	0	17	17.00
0915 - 0930	0	0	12	0	1	0	0	0	13	13.00
0930 - 0945	0	0	6	0	1	0	0	0	7	7.00
0945 - 1000	0	0	9	0	0	1	0	0	10	10.50
Hourly Total	0	0	43	0	3	1	0	0	47	47.50
Hourly Average	0.00	0.00	10.75	0.00	0.75	0.25	0.00	0.00	11.75	11.88
Session Total	0	0	100	0	6	1	0	2	109	111.50
Session Average	0.00	0.00	8.33	0.00	0.50	0.08	0.00	0.17	9.08	9.29

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1B.6: Right from Moorthorpe Gate (North) to Moorthorpe Gate (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	9	0	0	0	0	1	10	11.00
1615 - 1630	0	0	11	0	1	0	0	0	12	12.00
1630 - 1645	0	0	12	0	4	0	0	0	16	16.00
1645 - 1700	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	45	0	6	0	0	1	52	53.00
Hourly Average	0.00	0.00	11.25	0.00	1.50	0.00	0.00	0.25	13.00	13.25
1700 - 1715	0	0	15	0	0	0	0	0	15	15.00
1715 - 1730	0	0	13	0	3	0	0	0	16	16.00
1730 - 1745	0	0	19	0	0	0	0	0	19	19.00
1745 - 1800	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	0	0	69	0	3	0	0	0	72	72.00
Hourly Average	0.00	0.00	17.25	0.00	0.75	0.00	0.00	0.00	18.00	18.00
1800 - 1815	0	0	11	0	2	0	0	0	13	13.00
1815 - 1830	0	0	10	0	1	0	0	0	11	11.00
1830 - 1845	0	0	12	0	0	0	0	0	12	12.00
1845 - 1900	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	43	0	3	0	0	0	46	46.00
Hourly Average	0.00	0.00	10.75	0.00	0.75	0.00	0.00	0.00	11.50	11.50
Session Total	0	0	157	0	12	0	0	1	170	171.00
Session Average	0.00	0.00	13.08	0.00	1.00	0.00	0.00	0.08	14.17	14.25

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.1: Left from Moss Way (North) to Waterthorpe Greenway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	0	1	0	0	0	14	14.00
0715 - 0730	1	0	20	0	0	0	1	0	22	22.50
0730 - 0745	0	0	20	0	3	0	0	0	23	23.00
0745 - 0800	0	0	16	0	2	1	0	1	20	21.50
Hourly Total	1	0	69	0	6	1	1	1	79	81.00
Hourly Average	0.25	0.00	17.25	0.00	1.50	0.25	0.25	0.25	19.75	20.25
0800 - 0815	0	0	24	0	1	0	0	0	25	25.00
0815 - 0830	0	0	29	0	3	0	0	0	32	32.00
0830 - 0845	0	0	23	0	0	0	0	0	23	23.00
0845 - 0900	0	2	44	0	3	0	0	0	49	47.80
Hourly Total	0	2	120	0	7	0	0	0	129	127.80
Hourly Average	0.00	0.50	30.00	0.00	1.75	0.00	0.00	0.00	32.25	31.95
0900 - 0915	0	1	43	0	1	0	0	0	45	44.40
0915 - 0930	0	0	31	1	2	0	0	0	34	34.00
0930 - 0945	0	0	28	0	2	0	0	0	30	30.00
0945 - 1000	0	0	34	0	1	0	0	0	35	35.00
Hourly Total	0	1	136	1	6	0	0	0	144	143.40
Hourly Average	0.00	0.25	34.00	0.25	1.50	0.00	0.00	0.00	36.00	35.85
Session Total	1	3	325	1	19	1	1	1	352	352.20
Session Average	0.08	0.25	27.08	0.08	1.58	0.08	0.08	0.08	29.33	29.35

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.1: Left from Moss Way (North) to Waterthorpe Greenway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	36	0	2	0	0	0	38	38.00
1615 - 1630	0	0	49	0	0	0	0	0	49	49.00
1630 - 1645	0	0	28	0	2	0	0	0	30	30.00
1645 - 1700	0	0	51	0	3	0	0	0	54	54.00
Hourly Total	0	0	164	0	7	0	0	0	171	171.00
Hourly Average	0.00	0.00	41.00	0.00	1.75	0.00	0.00	0.00	42.75	42.75
1700 - 1715	0	0	43	0	2	0	0	0	45	45.00
1715 - 1730	0	0	35	0	0	0	0	0	35	35.00
1730 - 1745	0	0	44	0	2	0	0	0	46	46.00
1745 - 1800	0	0	42	0	1	0	0	0	43	43.00
Hourly Total	0	0	164	0	5	0	0	0	169	169.00
Hourly Average	0.00	0.00	41.00	0.00	1.25	0.00	0.00	0.00	42.25	42.25
1800 - 1815	0	0	34	0	4	0	0	0	38	38.00
1815 - 1830	0	0	39	0	0	0	0	0	39	39.00
1830 - 1845	0	0	24	0	0	0	0	0	24	24.00
1845 - 1900	0	0	25	0	1	0	0	0	26	26.00
Hourly Total	0	0	122	0	5	0	0	0	127	127.00
Hourly Average	0.00	0.00	30.50	0.00	1.25	0.00	0.00	0.00	31.75	31.75
Session Total	0	0	450	0	17	0	0	0	467	467.00
Session Average	0.00	0.00	37.50	0.00	1.42	0.00	0.00	0.00	38.92	38.92

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

Movement 2.2: Southbound from Moss Way (North) to Moss Way (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	31	1	11	2	0	1	46	48.00
0715 - 0730	0	0	52	0	15	0	1	1	69	71.30
0730 - 0745	0	1	38	1	13	0	0	3	56	58.40
0745 - 0800	0	1	51	2	14	1	0	1	70	70.90
Hourly Total	0	2	172	4	53	3	1	6	241	248.60
Hourly Average	0.00	0.50	43.00	1.00	13.25	0.75	0.25	1.50	60.25	62.15
0800 - 0815	0	0	57	1	13	1	1	3	76	80.80
0815 - 0830	0	0	35	1	11	0	0	2	49	51.00
0830 - 0845	0	0	75	0	9	1	0	4	89	93.50
0845 - 0900	0	0	54	0	11	1	0	2	68	70.50
Hourly Total	0	0	221	2	44	3	1	11	282	295.80
Hourly Average	0.00	0.00	55.25	0.50	11.00	0.75	0.25	2.75	70.50	73.95
0900 - 0915	0	0	37	0	6	0	1	4	48	53.30
0915 - 0930	0	0	41	2	11	0	0	2	56	58.00
0930 - 0945	0	0	44	0	8	1	0	2	55	57.50
0945 - 1000	0	0	44	1	5	1	0	4	55	59.50
Hourly Total	0	0	166	3	30	2	1	12	214	228.30
Hourly Average	0.00	0.00	41.50	0.75	7.50	0.50	0.25	3.00	53.50	57.08
Session Total	0	2	559	9	127	8	3	29	737	772.70
Session Average	0.00	0.17	46.58	0.75	10.58	0.67	0.25	2.42	61.42	64.39

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

Movement 2.2: Southbound from Moss Way (North) to Moss Way (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	100	0	18	1	0	3	122	125.50
1615 - 1630	0	0	119	0	19	0	0	3	141	144.00
1630 - 1645	0	0	98	0	16	0	0	2	116	118.00
1645 - 1700	0	1	124	0	16	0	0	2	143	144.40
Hourly Total	0	1	441	0	69	1	0	10	522	531.90
Hourly Average	0.00	0.25	110.25	0.00	17.25	0.25	0.00	2.50	130.50	132.98
1700 - 1715	0	0	145	0	12	0	0	5	162	167.00
1715 - 1730	0	1	140	0	13	0	0	4	158	161.40
1730 - 1745	0	1	129	0	12	0	0	2	144	145.40
1745 - 1800	0	0	118	1	10	0	1	3	133	137.30
Hourly Total	0	2	532	1	47	0	1	14	597	611.10
Hourly Average	0.00	0.50	133.00	0.25	11.75	0.00	0.25	3.50	149.25	152.78
1800 - 1815	0	1	121	1	14	0	0	4	141	144.40
1815 - 1830	0	0	105	0	6	0	0	4	115	119.00
1830 - 1845	1	0	84	0	4	0	0	3	92	94.20
1845 - 1900	0	0	71	0	11	1	0	4	87	91.50
Hourly Total	1	1	381	1	35	1	0	15	435	449.10
Hourly Average	0.25	0.25	95.25	0.25	8.75	0.25	0.00	3.75	108.75	112.28
Session Total	1	4	1354	2	151	2	1	39	1554	1592.10
Session Average	0.08	0.33	112.83	0.17	12.58	0.17	0.08	3.25	129.50	132.68

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.3: Right from Moss Way (North) to Donetsk Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	2	1	0	0	12	12.50
0715 - 0730	0	0	8	0	5	0	0	0	13	13.00
0730 - 0745	0	0	17	0	3	0	0	0	20	20.00
0745 - 0800	0	0	20	1	4	1	0	0	26	26.50
Hourly Total	0	0	54	1	14	2	0	0	71	72.00
Hourly Average	0.00	0.00	13.50	0.25	3.50	0.50	0.00	0.00	17.75	18.00
0800 - 0815	0	0	15	0	5	0	0	0	20	20.00
0815 - 0830	0	0	16	0	3	0	1	0	20	21.30
0830 - 0845	0	1	17	0	5	0	0	0	23	22.40
0845 - 0900	0	0	18	0	5	0	0	0	23	23.00
Hourly Total	0	1	66	0	18	0	1	0	86	86.70
Hourly Average	0.00	0.25	16.50	0.00	4.50	0.00	0.25	0.00	21.50	21.68
0900 - 0915	0	1	19	0	4	2	0	0	26	26.40
0915 - 0930	0	0	16	0	2	0	0	0	18	18.00
0930 - 0945	0	0	10	0	4	0	0	0	14	14.00
0945 - 1000	0	0	14	2	2	1	0	0	19	19.50
Hourly Total	0	1	59	2	12	3	0	0	77	77.90
Hourly Average	0.00	0.25	14.75	0.50	3.00	0.75	0.00	0.00	19.25	19.48
Session Total	0	2	179	3	44	5	1	0	234	236.60
Session Average	0.00	0.17	14.92	0.25	3.67	0.42	0.08	0.00	19.50	19.72

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.3: Right from Moss Way (North) to Donetsk Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	15	0	4	1	0	0	20	20.50
1615 - 1630	0	0	17	0	0	0	0	0	17	17.00
1630 - 1645	0	0	19	0	2	0	0	0	21	21.00
1645 - 1700	0	0	30	0	1	0	0	0	31	31.00
Hourly Total	0	0	81	0	7	1	0	0	89	89.50
Hourly Average	0.00	0.00	20.25	0.00	1.75	0.25	0.00	0.00	22.25	22.38
1700 - 1715	0	0	27	0	3	0	0	0	30	30.00
1715 - 1730	0	0	33	1	5	0	0	0	39	39.00
1730 - 1745	0	0	26	0	1	0	0	0	27	27.00
1745 - 1800	0	0	29	1	3	0	1	0	34	35.30
Hourly Total	0	0	115	2	12	0	1	0	130	131.30
Hourly Average	0.00	0.00	28.75	0.50	3.00	0.00	0.25	0.00	32.50	32.83
1800 - 1815	0	0	35	0	2	1	0	0	38	38.50
1815 - 1830	0	0	30	0	2	0	0	0	32	32.00
1830 - 1845	0	0	20	0	2	0	0	0	22	22.00
1845 - 1900	0	0	23	0	0	0	0	0	23	23.00
Hourly Total	0	0	108	0	6	1	0	0	115	115.50
Hourly Average	0.00	0.00	27.00	0.00	1.50	0.25	0.00	0.00	28.75	28.88
Session Total	0	0	304	2	25	2	1	0	334	336.30
Session Average	0.00	0.00	25.33	0.17	2.08	0.17	0.08	0.00	27.83	28.03

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.5: Left from Waterthorpe Greenway to Moss Way (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	1	0	0	0	9	9.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	7	0	1	0	0	0	8	8.00
0745 - 0800	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	25	0	3	0	0	0	28	28.00
Hourly Average	0.00	0.00	6.25	0.00	0.75	0.00	0.00	0.00	7.00	7.00
0800 - 0815	0	0	9	0	2	1	0	0	12	12.50
0815 - 0830	0	0	8	1	0	0	0	0	9	9.00
0830 - 0845	0	0	6	0	0	0	0	0	6	6.00
0845 - 0900	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	0	0	45	1	2	1	0	0	49	49.50
Hourly Average	0.00	0.00	11.25	0.25	0.50	0.25	0.00	0.00	12.25	12.38
0900 - 0915	0	0	27	1	4	0	0	0	32	32.00
0915 - 0930	0	0	24	0	2	0	0	0	26	26.00
0930 - 0945	0	0	19	0	0	0	0	0	19	19.00
0945 - 1000	0	0	22	1	1	0	0	0	24	24.00
Hourly Total	0	0	92	2	7	0	0	0	101	101.00
Hourly Average	0.00	0.00	23.00	0.50	1.75	0.00	0.00	0.00	25.25	25.25
Session Total	0	0	162	3	12	1	0	0	178	178.50
Session Average	0.00	0.00	13.50	0.25	1.00	0.08	0.00	0.00	14.83	14.88

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.5: Left from Waterthorpe Greenway to Moss Way (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	62	0	0	0	0	0	62	62.00
1615 - 1630	2	0	37	0	1	0	0	0	40	38.40
1630 - 1645	0	0	39	0	1	0	0	0	40	40.00
1645 - 1700	0	0	54	0	4	0	0	0	58	58.00
Hourly Total	2	0	192	0	6	0	0	0	200	198.40
Hourly Average	0.50	0.00	48.00	0.00	1.50	0.00	0.00	0.00	50.00	49.60
1700 - 1715	0	0	57	0	3	0	0	0	60	60.00
1715 - 1730	0	0	56	0	0	0	0	0	56	56.00
1730 - 1745	0	0	43	0	1	0	0	0	44	44.00
1745 - 1800	0	0	46	0	2	0	0	0	48	48.00
Hourly Total	0	0	202	0	6	0	0	0	208	208.00
Hourly Average	0.00	0.00	50.50	0.00	1.50	0.00	0.00	0.00	52.00	52.00
1800 - 1815	0	0	39	0	2	0	0	0	41	41.00
1815 - 1830	0	0	43	0	1	0	0	0	44	44.00
1830 - 1845	0	0	31	0	4	0	0	0	35	35.00
1845 - 1900	0	0	37	0	1	0	0	0	38	38.00
Hourly Total	0	0	150	0	8	0	0	0	158	158.00
Hourly Average	0.00	0.00	37.50	0.00	2.00	0.00	0.00	0.00	39.50	39.50
Session Total	2	0	544	0	20	0	0	0	566	564.40
Session Average	0.17	0.00	45.33	0.00	1.67	0.00	0.00	0.00	47.17	47.03

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.6: Left from Waterthorpe Greenway to Donetsk Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	2	0	0	1	15	16.00
0715 - 0730	0	0	16	0	5	0	0	0	21	21.00
0730 - 0745	0	0	24	0	3	2	0	1	30	32.00
0745 - 0800	0	0	29	1	1	0	0	1	32	33.00
Hourly Total	0	0	81	1	11	2	0	3	98	102.00
Hourly Average	0.00	0.00	20.25	0.25	2.75	0.50	0.00	0.75	24.50	25.50
0800 - 0815	0	0	32	0	3	0	0	1	36	37.00
0815 - 0830	0	0	33	0	4	0	0	0	37	37.00
0830 - 0845	0	0	24	1	3	0	0	0	28	28.00
0845 - 0900	0	0	27	0	3	0	0	0	30	30.00
Hourly Total	0	0	116	1	13	0	0	1	131	132.00
Hourly Average	0.00	0.00	29.00	0.25	3.25	0.00	0.00	0.25	32.75	33.00
0900 - 0915	0	0	35	0	4	0	0	0	39	39.00
0915 - 0930	0	0	29	0	3	0	0	0	32	32.00
0930 - 0945	0	1	34	0	4	1	0	0	40	39.90
0945 - 1000	0	0	42	0	4	0	0	0	46	46.00
Hourly Total	0	1	140	0	15	1	0	0	157	156.90
Hourly Average	0.00	0.25	35.00	0.00	3.75	0.25	0.00	0.00	39.25	39.23
Session Total	0	1	337	2	39	3	0	4	386	390.90
Session Average	0.00	0.08	28.08	0.17	3.25	0.25	0.00	0.33	32.17	32.58

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.6: Left from Waterthorpe Greenway to Donetsk Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	79	0	3	0	0	0	82	82.00
1615 - 1630	0	1	64	0	5	0	0	0	70	69.40
1630 - 1645	0	0	54	0	5	0	1	0	60	61.30
1645 - 1700	0	0	69	0	4	0	0	0	73	73.00
Hourly Total	0	1	266	0	17	0	1	0	285	285.70
Hourly Average	0.00	0.25	66.50	0.00	4.25	0.00	0.25	0.00	71.25	71.43
1700 - 1715	0	0	62	0	4	0	0	0	66	66.00
1715 - 1730	0	1	73	2	7	0	0	0	83	82.40
1730 - 1745	0	0	73	0	3	0	0	0	76	76.00
1745 - 1800	0	0	58	0	3	0	0	0	61	61.00
Hourly Total	0	1	266	2	17	0	0	0	286	285.40
Hourly Average	0.00	0.25	66.50	0.50	4.25	0.00	0.00	0.00	71.50	71.35
1800 - 1815	0	0	50	0	3	0	0	1	54	55.00
1815 - 1830	0	0	46	0	5	0	0	0	51	51.00
1830 - 1845	0	0	38	0	1	0	0	1	40	41.00
1845 - 1900	0	0	33	0	1	0	0	0	34	34.00
Hourly Total	0	0	167	0	10	0	0	2	179	181.00
Hourly Average	0.00	0.00	41.75	0.00	2.50	0.00	0.00	0.50	44.75	45.25
Session Total	0	2	699	2	44	0	1	2	750	752.10
Session Average	0.00	0.17	58.25	0.17	3.67	0.00	0.08	0.17	62.50	62.68

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.7: Right from Waterthorpe Greenway to Moss Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	1	0	0	0	5	5.00
0715 - 0730	0	0	10	0	1	0	0	0	11	11.00
0730 - 0745	0	0	7	0	0	0	0	0	7	7.00
0745 - 0800	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	30	0	3	0	0	0	33	33.00
Hourly Average	0.00	0.00	7.50	0.00	0.75	0.00	0.00	0.00	8.25	8.25
0800 - 0815	0	0	10	0	1	0	0	0	11	11.00
0815 - 0830	0	0	23	0	0	0	0	0	23	23.00
0830 - 0845	0	0	13	1	1	0	0	0	15	15.00
0845 - 0900	0	0	33	1	2	1	0	0	37	37.50
Hourly Total	0	0	79	2	4	1	0	0	86	86.50
Hourly Average	0.00	0.00	19.75	0.50	1.00	0.25	0.00	0.00	21.50	21.63
0900 - 0915	0	0	19	1	1	0	0	0	21	21.00
0915 - 0930	0	0	29	1	1	0	0	0	31	31.00
0930 - 0945	0	0	29	0	0	0	0	0	29	29.00
0945 - 1000	0	0	22	0	2	0	0	0	24	24.00
Hourly Total	0	0	99	2	4	0	0	0	105	105.00
Hourly Average	0.00	0.00	24.75	0.50	1.00	0.00	0.00	0.00	26.25	26.25
Session Total	0	0	208	4	11	1	0	0	224	224.50
Session Average	0.00	0.00	17.33	0.33	0.92	0.08	0.00	0.00	18.67	18.71

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.7: Right from Waterthorpe Greenway to Moss Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	49	0	4	0	0	0	53	53.00
1615 - 1630	0	0	39	0	5	0	0	0	44	44.00
1630 - 1645	0	0	49	0	3	0	1	0	53	54.30
1645 - 1700	0	0	41	0	3	0	0	0	44	44.00
Hourly Total	0	0	178	0	15	0	1	0	194	195.30
Hourly Average	0.00	0.00	44.50	0.00	3.75	0.00	0.25	0.00	48.50	48.83
1700 - 1715	0	0	49	0	3	0	0	1	53	54.00
1715 - 1730	0	0	45	0	4	1	0	0	50	50.50
1730 - 1745	0	0	47	0	1	0	0	0	48	48.00
1745 - 1800	0	0	23	0	4	0	0	0	27	27.00
Hourly Total	0	0	164	0	12	1	0	1	178	179.50
Hourly Average	0.00	0.00	41.00	0.00	3.00	0.25	0.00	0.25	44.50	44.88
1800 - 1815	0	0	48	0	2	0	0	1	51	52.00
1815 - 1830	0	0	39	1	2	0	0	0	42	42.00
1830 - 1845	0	0	22	0	2	0	0	0	24	24.00
1845 - 1900	0	0	29	0	2	0	0	0	31	31.00
Hourly Total	0	0	138	1	8	0	0	1	148	149.00
Hourly Average	0.00	0.00	34.50	0.25	2.00	0.00	0.00	0.25	37.00	37.25
Session Total	0	0	480	1	35	1	1	2	520	523.80
Session Average	0.00	0.00	40.00	0.08	2.92	0.08	0.08	0.17	43.33	43.65

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.9: Left from Moss Way (South) to Donetsk Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	15	0	1	0	0	0	16	16.00
0715 - 0730	0	0	16	0	0	0	0	0	16	16.00
0730 - 0745	0	0	21	0	2	0	0	0	23	23.00
0745 - 0800	0	0	25	0	4	0	0	0	29	29.00
Hourly Total	0	0	77	0	7	0	0	0	84	84.00
Hourly Average	0.00	0.00	19.25	0.00	1.75	0.00	0.00	0.00	21.00	21.00
0800 - 0815	0	0	31	1	2	0	0	0	34	34.00
0815 - 0830	0	0	24	1	2	1	0	0	28	28.50
0830 - 0845	0	0	18	0	2	0	0	0	20	20.00
0845 - 0900	0	0	22	1	4	0	0	0	27	27.00
Hourly Total	0	0	95	3	10	1	0	0	109	109.50
Hourly Average	0.00	0.00	23.75	0.75	2.50	0.25	0.00	0.00	27.25	27.38
0900 - 0915	0	0	17	0	3	1	0	0	21	21.50
0915 - 0930	0	1	10	1	2	0	0	0	14	13.40
0930 - 0945	0	0	9	0	4	0	0	0	13	13.00
0945 - 1000	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	1	47	1	10	1	0	0	60	59.90
Hourly Average	0.00	0.25	11.75	0.25	2.50	0.25	0.00	0.00	15.00	14.98
Session Total	0	1	219	4	27	2	0	0	253	253.40
Session Average	0.00	0.08	18.25	0.33	2.25	0.17	0.00	0.00	21.08	21.12

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.9: Left from Moss Way (South) to Donetsk Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	21	0	5	0	0	0	26	26.00
1615 - 1630	0	0	18	0	4	0	0	0	22	22.00
1630 - 1645	0	0	30	0	2	0	0	0	32	32.00
1645 - 1700	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	0	0	90	0	12	0	0	0	102	102.00
Hourly Average	0.00	0.00	22.50	0.00	3.00	0.00	0.00	0.00	25.50	25.50
1700 - 1715	0	0	17	0	2	0	0	0	19	19.00
1715 - 1730	0	0	21	0	1	0	0	0	22	22.00
1730 - 1745	0	0	22	0	2	0	0	0	24	24.00
1745 - 1800	0	0	22	0	3	0	0	0	25	25.00
Hourly Total	0	0	82	0	8	0	0	0	90	90.00
Hourly Average	0.00	0.00	20.50	0.00	2.00	0.00	0.00	0.00	22.50	22.50
1800 - 1815	0	0	17	0	1	0	0	0	18	18.00
1815 - 1830	0	0	17	0	3	0	0	0	20	20.00
1830 - 1845	0	0	12	0	2	0	0	0	14	14.00
1845 - 1900	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	0	0	65	0	7	0	0	0	72	72.00
Hourly Average	0.00	0.00	16.25	0.00	1.75	0.00	0.00	0.00	18.00	18.00
Session Total	0	0	237	0	27	0	0	0	264	264.00
Session Average	0.00	0.00	19.75	0.00	2.25	0.00	0.00	0.00	22.00	22.00

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.10: Northbound from Moss Way (South) to Moss Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	107	2	16	1	0	2	129	130.90
0715 - 0730	0	1	101	1	17	0	0	4	124	127.40
0730 - 0745	0	0	96	0	16	0	0	4	116	120.00
0745 - 0800	1	0	105	0	7	1	0	3	117	119.70
Hourly Total	1	2	409	3	56	2	0	13	486	498.00
Hourly Average	0.25	0.50	102.25	0.75	14.00	0.50	0.00	3.25	121.50	124.50
0800 - 0815	0	0	88	0	6	0	0	4	98	102.00
0815 - 0830	0	1	92	1	18	1	0	4	117	120.90
0830 - 0845	0	0	101	1	8	2	0	4	116	121.00
0845 - 0900	0	0	118	0	10	0	1	4	133	138.30
Hourly Total	0	1	399	2	42	3	1	16	464	482.20
Hourly Average	0.00	0.25	99.75	0.50	10.50	0.75	0.25	4.00	116.00	120.55
0900 - 0915	1	0	76	0	12	2	1	3	95	99.50
0915 - 0930	1	0	94	1	11	0	0	3	110	112.20
0930 - 0945	0	0	55	0	9	1	1	3	69	73.80
0945 - 1000	0	0	55	2	7	1	0	3	68	71.50
Hourly Total	2	0	280	3	39	4	2	12	342	357.00
Hourly Average	0.50	0.00	70.00	0.75	9.75	1.00	0.50	3.00	85.50	89.25
Session Total	3	3	1088	8	137	9	3	41	1292	1337.20
Session Average	0.25	0.25	90.67	0.67	11.42	0.75	0.25	3.42	107.67	111.43

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.10: Northbound from Moss Way (South) to Moss Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	74	1	14	0	0	3	92	95.00
1615 - 1630	0	1	73	0	15	2	0	3	94	97.40
1630 - 1645	0	0	107	0	10	0	0	5	122	127.00
1645 - 1700	0	0	86	0	10	2	0	2	100	103.00
Hourly Total	0	1	340	1	49	4	0	13	408	422.40
Hourly Average	0.00	0.25	85.00	0.25	12.25	1.00	0.00	3.25	102.00	105.60
1700 - 1715	1	1	99	0	15	0	0	4	120	122.60
1715 - 1730	0	1	102	0	6	0	1	4	114	118.70
1730 - 1745	0	1	92	0	11	1	0	2	107	108.90
1745 - 1800	0	0	59	0	8	0	0	3	70	73.00
Hourly Total	1	3	352	0	40	1	1	13	411	423.20
Hourly Average	0.25	0.75	88.00	0.00	10.00	0.25	0.25	3.25	102.75	105.80
1800 - 1815	0	0	78	0	1	0	0	2	81	83.00
1815 - 1830	0	0	71	0	5	0	0	2	78	80.00
1830 - 1845	1	0	70	0	6	1	0	2	80	81.70
1845 - 1900	0	0	45	0	7	0	0	2	54	56.00
Hourly Total	1	0	264	0	19	1	0	8	293	300.70
Hourly Average	0.25	0.00	66.00	0.00	4.75	0.25	0.00	2.00	73.25	75.18
Session Total	2	4	956	1	108	6	1	34	1112	1146.30
Session Average	0.17	0.33	79.67	0.08	9.00	0.50	0.08	2.83	92.67	95.53

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

Movement 2.11: Right from Moss Way (South) to Waterthorpe Greenway									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	1	0	0	0	12	12.00
0715 - 0730	0	0	12	0	1	0	0	0	13	13.00
0730 - 0745	0	0	20	0	1	0	0	0	21	21.00
0745 - 0800	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	56	0	3	0	0	0	59	59.00
Hourly Average	0.00	0.00	14.00	0.00	0.75	0.00	0.00	0.00	14.75	14.75
0800 - 0815	0	0	31	1	1	0	0	0	33	33.00
0815 - 0830	0	0	26	0	2	0	0	0	28	28.00
0830 - 0845	1	0	22	0	2	0	0	0	25	24.20
0845 - 0900	0	0	54	0	2	0	0	0	56	56.00
Hourly Total	1	0	133	1	7	0	0	0	142	141.20
Hourly Average	0.25	0.00	33.25	0.25	1.75	0.00	0.00	0.00	35.50	35.30
0900 - 0915	0	0	46	1	2	0	0	0	49	49.00
0915 - 0930	0	0	38	0	2	0	0	0	40	40.00
0930 - 0945	0	0	31	0	4	0	0	0	35	35.00
0945 - 1000	0	0	35	0	2	0	0	0	37	37.00
Hourly Total	0	0	150	1	10	0	0	0	161	161.00
Hourly Average	0.00	0.00	37.50	0.25	2.50	0.00	0.00	0.00	40.25	40.25
Session Total	1	0	339	2	20	0	0	0	362	361.20
Session Average	0.08	0.00	28.25	0.17	1.67	0.00	0.00	0.00	30.17	30.10

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

Movement 2.11: Right from Moss Way (South) to Waterthorpe Greenway									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	26	0	1	0	0	0	27	27.00
1615 - 1630	0	0	24	0	0	0	0	0	24	24.00
1630 - 1645	0	0	36	0	1	0	0	0	37	37.00
1645 - 1700	0	0	21	0	4	0	0	0	25	25.00
Hourly Total	0	0	107	0	6	0	0	0	113	113.00
Hourly Average	0.00	0.00	26.75	0.00	1.50	0.00	0.00	0.00	28.25	28.25
1700 - 1715	0	0	28	0	3	0	0	0	31	31.00
1715 - 1730	0	0	28	0	3	0	0	0	31	31.00
1730 - 1745	0	0	24	0	1	0	0	0	25	25.00
1745 - 1800	0	0	24	0	1	0	0	0	25	25.00
Hourly Total	0	0	104	0	8	0	0	0	112	112.00
Hourly Average	0.00	0.00	26.00	0.00	2.00	0.00	0.00	0.00	28.00	28.00
1800 - 1815	0	0	27	0	4	0	0	0	31	31.00
1815 - 1830	0	0	34	2	1	0	0	0	37	37.00
1830 - 1845	0	0	27	0	2	0	0	0	29	29.00
1845 - 1900	0	0	24	0	3	0	0	0	27	27.00
Hourly Total	0	0	112	2	10	0	0	0	124	124.00
Hourly Average	0.00	0.00	28.00	0.50	2.50	0.00	0.00	0.00	31.00	31.00
Session Total	0	0	323	2	24	0	0	0	349	349.00
Session Average	0.00	0.00	26.92	0.17	2.00	0.00	0.00	0.00	29.08	29.08

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.13: Left from Donetsk Way to Moss Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	25	0	9	0	1	0	35	36.30
0715 - 0730	0	0	33	0	2	0	0	0	35	35.00
0730 - 0745	0	0	29	0	8	0	0	0	37	37.00
0745 - 0800	0	0	26	0	3	0	0	0	29	29.00
Hourly Total	0	0	113	0	22	0	1	0	136	137.30
Hourly Average	0.00	0.00	28.25	0.00	5.50	0.00	0.25	0.00	34.00	34.33
0800 - 0815	0	0	29	0	3	0	0	0	32	32.00
0815 - 0830	0	0	33	0	1	0	0	0	34	34.00
0830 - 0845	0	0	26	0	0	1	0	0	27	27.50
0845 - 0900	0	0	30	0	5	0	1	0	36	37.30
Hourly Total	0	0	118	0	9	1	1	0	129	130.80
Hourly Average	0.00	0.00	29.50	0.00	2.25	0.25	0.25	0.00	32.25	32.70
0900 - 0915	0	0	21	0	2	0	0	0	23	23.00
0915 - 0930	0	0	21	0	1	0	0	0	22	22.00
0930 - 0945	0	0	19	0	5	0	0	0	24	24.00
0945 - 1000	0	0	12	0	3	0	0	0	15	15.00
Hourly Total	0	0	73	0	11	0	0	0	84	84.00
Hourly Average	0.00	0.00	18.25	0.00	2.75	0.00	0.00	0.00	21.00	21.00
Session Total	0	0	304	0	42	1	2	0	349	352.10
Session Average	0.00	0.00	25.33	0.00	3.50	0.08	0.17	0.00	29.08	29.34

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.13: Left from Donetsk Way to Moss Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	13	0	2	0	0	0	15	15.00
1615 - 1630	0	0	17	0	1	0	0	0	18	18.00
1630 - 1645	0	0	10	0	3	0	0	0	13	13.00
1645 - 1700	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	0	0	58	0	8	0	0	0	66	66.00
Hourly Average	0.00	0.00	14.50	0.00	2.00	0.00	0.00	0.00	16.50	16.50
1700 - 1715	0	0	15	0	2	0	0	1	18	19.00
1715 - 1730	0	0	15	0	3	0	0	0	18	18.00
1730 - 1745	0	0	24	0	3	0	1	0	28	29.30
1745 - 1800	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	0	0	70	0	10	0	1	1	82	84.30
Hourly Average	0.00	0.00	17.50	0.00	2.50	0.00	0.25	0.25	20.50	21.08
1800 - 1815	0	0	19	0	1	0	0	0	20	20.00
1815 - 1830	0	0	14	0	1	0	0	0	15	15.00
1830 - 1845	0	0	11	0	0	0	0	0	11	11.00
1845 - 1900	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	57	0	3	0	0	0	60	60.00
Hourly Average	0.00	0.00	14.25	0.00	0.75	0.00	0.00	0.00	15.00	15.00
Session Total	0	0	185	0	21	0	1	1	208	210.30
Session Average	0.00	0.00	15.42	0.00	1.75	0.00	0.08	0.08	17.33	17.53

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.14: Right from Donetsk Way to Waterthorpe Greenway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	18	0	0	0	0	0	18	18.00
0715 - 0730	0	0	29	1	2	0	0	0	32	32.00
0730 - 0745	0	0	26	1	6	0	0	1	34	35.00
0745 - 0800	0	0	20	0	3	0	0	0	23	23.00
Hourly Total	0	0	93	2	11	0	0	1	107	108.00
Hourly Average	0.00	0.00	23.25	0.50	2.75	0.00	0.00	0.25	26.75	27.00
0800 - 0815	0	0	44	0	2	0	0	0	46	46.00
0815 - 0830	0	0	60	0	2	0	0	0	62	62.00
0830 - 0845	0	0	72	1	4	0	0	0	77	77.00
0845 - 0900	0	1	77	0	0	1	0	0	79	78.90
Hourly Total	0	1	253	1	8	1	0	0	264	263.90
Hourly Average	0.00	0.25	63.25	0.25	2.00	0.25	0.00	0.00	66.00	65.98
0900 - 0915	0	0	100	1	5	0	0	0	106	106.00
0915 - 0930	0	0	59	0	2	0	0	0	61	61.00
0930 - 0945	0	0	74	0	2	0	0	0	76	76.00
0945 - 1000	0	0	64	0	3	0	0	0	67	67.00
Hourly Total	0	0	297	1	12	0	0	0	310	310.00
Hourly Average	0.00	0.00	74.25	0.25	3.00	0.00	0.00	0.00	77.50	77.50
Session Total	0	1	643	4	31	1	0	1	681	681.90
Session Average	0.00	0.08	53.58	0.33	2.58	0.08	0.00	0.08	56.75	56.83

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.14: Right from Donetsk Way to Waterthorpe Greenway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	46	0	7	0	0	1	54	55.00
1615 - 1630	0	0	53	0	6	0	0	0	59	59.00
1630 - 1645	0	0	67	0	4	0	0	0	71	71.00
1645 - 1700	0	0	75	0	4	0	0	0	79	79.00
Hourly Total	0	0	241	0	21	0	0	1	263	264.00
Hourly Average	0.00	0.00	60.25	0.00	5.25	0.00	0.00	0.25	65.75	66.00
1700 - 1715	0	0	44	0	4	0	0	0	48	48.00
1715 - 1730	0	0	60	0	4	0	0	0	64	64.00
1730 - 1745	0	0	54	0	4	0	0	0	58	58.00
1745 - 1800	0	0	60	0	7	0	0	0	67	67.00
Hourly Total	0	0	218	0	19	0	0	0	237	237.00
Hourly Average	0.00	0.00	54.50	0.00	4.75	0.00	0.00	0.00	59.25	59.25
1800 - 1815	0	0	50	0	4	0	0	1	55	56.00
1815 - 1830	0	0	51	0	2	0	0	0	53	53.00
1830 - 1845	0	0	40	0	2	0	0	0	42	42.00
1845 - 1900	0	0	39	0	3	0	0	0	42	42.00
Hourly Total	0	0	180	0	11	0	0	1	192	193.00
Hourly Average	0.00	0.00	45.00	0.00	2.75	0.00	0.00	0.25	48.00	48.25
Session Total	0	0	639	0	51	0	0	2	692	694.00
Session Average	0.00	0.00	53.25	0.00	4.25	0.00	0.00	0.17	57.67	57.83

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.15: Right from Donetsk Way to Moss Way (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	14	0	1	0	0	1	16	17.00
0715 - 0730	0	0	16	0	3	0	0	0	19	19.00
0730 - 0745	0	0	17	0	4	0	0	0	21	21.00
0745 - 0800	0	0	31	0	2	0	0	0	33	33.00
Hourly Total	0	0	78	0	10	0	0	1	89	90.00
Hourly Average	0.00	0.00	19.50	0.00	2.50	0.00	0.00	0.25	22.25	22.50
0800 - 0815	0	0	18	1	1	0	0	0	20	20.00
0815 - 0830	0	0	30	0	3	0	0	0	33	33.00
0830 - 0845	0	0	30	0	2	0	0	0	32	32.00
0845 - 0900	0	0	28	0	4	0	0	0	32	32.00
Hourly Total	0	0	106	1	10	0	0	0	117	117.00
Hourly Average	0.00	0.00	26.50	0.25	2.50	0.00	0.00	0.00	29.25	29.25
0900 - 0915	0	0	24	0	3	0	0	0	27	27.00
0915 - 0930	0	0	15	0	1	0	0	0	16	16.00
0930 - 0945	0	0	15	0	0	0	0	0	15	15.00
0945 - 1000	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	64	0	5	0	0	0	69	69.00
Hourly Average	0.00	0.00	16.00	0.00	1.25	0.00	0.00	0.00	17.25	17.25
Session Total	0	0	248	1	25	0	0	1	275	276.00
Session Average	0.00	0.00	20.67	0.08	2.08	0.00	0.00	0.08	22.92	23.00

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.15: Right from Donetsk Way to Moss Way (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	26	0	3	0	0	0	29	29.00
1615 - 1630	0	0	40	0	3	0	0	0	43	43.00
1630 - 1645	0	0	20	0	1	0	0	0	21	21.00
1645 - 1700	0	1	29	0	3	0	0	0	33	32.40
Hourly Total	0	1	115	0	10	0	0	0	126	125.40
Hourly Average	0.00	0.25	28.75	0.00	2.50	0.00	0.00	0.00	31.50	31.35
1700 - 1715	0	0	40	0	8	0	0	0	48	48.00
1715 - 1730	0	0	33	0	1	0	0	0	34	34.00
1730 - 1745	0	0	35	0	4	0	0	0	39	39.00
1745 - 1800	0	0	30	0	4	0	0	0	34	34.00
Hourly Total	0	0	138	0	17	0	0	0	155	155.00
Hourly Average	0.00	0.00	34.50	0.00	4.25	0.00	0.00	0.00	38.75	38.75
1800 - 1815	0	0	30	0	0	0	0	0	30	30.00
1815 - 1830	0	0	18	0	2	0	0	0	20	20.00
1830 - 1845	0	0	28	0	2	0	0	0	30	30.00
1845 - 1900	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	0	0	94	0	4	0	0	0	98	98.00
Hourly Average	0.00	0.00	23.50	0.00	1.00	0.00	0.00	0.00	24.50	24.50
Session Total	0	1	347	0	31	0	0	0	379	378.40
Session Average	0.00	0.08	28.92	0.00	2.58	0.00	0.00	0.00	31.58	31.53

Owlthorpe, Sheffield
Classified Junction Count

Site 3 of 3
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342979° lon -1.363656°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.16: U-Turn from Donetsk Way to Donetsk Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	0	0	0	0	1	1.00
Session Average	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.08	0.08

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.16: U-Turn from Donetsk Way to Donetsk Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	1	0	0	0	2	2.00
Session Average	0.00	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.17	0.17

Owlthorpe, Sheffield
Queue Length Survey

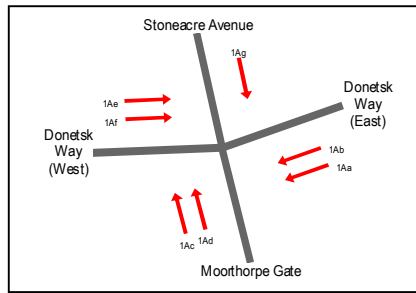
Site 1a of 2
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)



TIME	1Aa	1Ab	1Ac	1Ad	1Ae	1Af	1Ag
0700 - 0705	0	1	0	1	0	2	1
0705 - 0710	0	3	0	2	0	4	1
0710 - 0715	0	3	0	2	0	4	2
0715 - 0720	0	3	0	1	0	5	1
0720 - 0725	0	8	0	5	0	9	1
0725 - 0730	0	7	0	1	0	4	3
0730 - 0735	0	3	0	2	0	1	1
0735 - 0740	0	5	0	2	0	8	1
0740 - 0745	0	2	0	2	0	5	2
0745 - 0750	0	5	0	3	0	5	1
0750 - 0755	0	6	0	4	0	7	1
0755 - 0800	0	6	0	5	0	7	1
Hourly Average	0.00	4.33	0.00	2.50	0.00	5.08	1.33
0800 - 0805	0	4	0	2	0	3	1
0805 - 0810	0	6	0	2	0	3	1
0810 - 0815	0	9	0	3	0	6	2
0815 - 0820	0	10	0	4	0	12	1
0820 - 0825	0	7	0	3	0	13	2
0825 - 0830	0	8	0	2	0	6	1
0830 - 0835	0	6	0	3	0	5	1
0835 - 0840	0	7	0	3	0	10	1
0840 - 0845	0	6	0	3	0	9	2
0845 - 0850	0	18	0	5	0	13	1
0850 - 0855	0	2	0	2	0	10	1
0855 - 0900	0	5	0	2	0	20	0
Hourly Average	0.00	7.33	0.00	2.83	0.00	9.17	1.17
0900 - 0905	0	5	0	2	0	10	1
0905 - 0910	0	6	0	3	0	10	2
0910 - 0915	0	4	0	2	0	14	1
0915 - 0920	0	4	0	2	0	9	1
0920 - 0925	0	3	0	3	0	8	1
0925 - 0930	0	2	0	1	0	1	2
0930 - 0935	0	3	0	1	0	4	0
0935 - 0940	0	8	0	2	0	9	2
0940 - 0945	0	1	0	2	0	10	1
0945 - 0950	0	3	0	1	0	3	1
0950 - 0955	0	7	0	2	0	4	1
0955 - 1000	0	1	0	2	0	3	0
Hourly Average	0.00	3.92	0.00	1.92	0.00	7.08	1.08
Session Total	0.00	5.19	0.00	2.42	0.00	7.11	1.19

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	1Aa	1Ab	1Ac	1Ad	1Ae	1Af	1Ag
1600 - 1605	0	20	0	2	0	14	1
1605 - 1610	0	22	0	3	0	15	0
1610 - 1615	0	5	0	2	0	3	0
1615 - 1620	0	8	0	3	0	10	1
1620 - 1625	0	6	0	1	0	10	1
1625 - 1630	0	9	0	2	0	4	0
1630 - 1635	0	7	0	1	0	10	0
1635 - 1640	0	8	0	2	0	7	2
1640 - 1645	0	7	0	3	0	15	1
1645 - 1650	0	8	0	3	0	15	0
1650 - 1655	0	8	0	2	0	4	1
1655 - 1700	0	8	0	1	0	5	1
Hourly Average	0.00	9.67	0.00	2.08	0.00	9.33	0.67
1700 - 1705	0	3	0	3	0	6	0
1705 - 1710	0	3	0	3	0	3	1
1710 - 1715	0	3	0	3	0	5	0
1715 - 1720	0	11	0	3	0	3	1
1720 - 1725	0	4	0	2	0	8	1
1725 - 1730	0	12	0	1	0	7	1
1730 - 1735	0	10	0	2	0	5	0
1735 - 1740	0	5	0	3	0	6	0
1740 - 1745	0	10	0	3	0	12	1
1745 - 1750	0	10	0	3	0	4	1
1750 - 1755	0	3	0	1	0	3	1
1755 - 1800	0	11	0	3	0	5	1
Hourly Average	0.00	7.08	0.00	2.50	0.00	5.58	0.67
1800 - 1805	0	3	0	2	0	4	1
1805 - 1810	0	5	0	2	0	4	2
1810 - 1815	0	4	0	1	0	4	1
1815 - 1820	0	7	0	1	0	5	0
1820 - 1825	0	12	0	0	0	6	1
1825 - 1830	0	2	0	2	0	3	1
1830 - 1835	0	2	0	3	0	5	2
1835 - 1840	0	7	0	3	0	14	1
1840 - 1845	0	2	0	3	0	2	1
1845 - 1850	0	4	0	3	0	4	3
1850 - 1855	0	2	0	1	0	3	1
1855 - 1900	0	12	0	0	0	10	2
Hourly Average	0.00	5.17	0.00	1.75	0.00	5.58	1.33
Session Total	0.00	7.31	0.00	2.11	0.00	6.83	0.89

Owlthorpe, Sheffield
Queue Length Survey

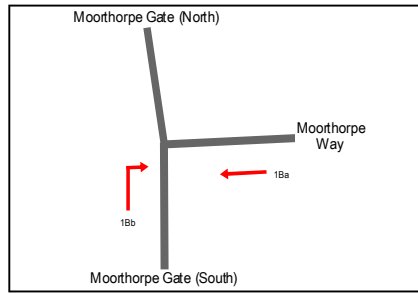
Site 1b of 2
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341316° lon -1.371218°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)



TIME	1Ba	1Bb
0700 - 0705	0	0
0705 - 0710	1	0
0710 - 0715	0	0
0715 - 0720	1	0
0720 - 0725	1	2
0725 - 0730	1	0
0730 - 0735	0	0
0735 - 0740	1	0
0740 - 0745	1	0
0745 - 0750	1	0
0750 - 0755	2	0
0755 - 0800	1	0
Hourly Average	0.83	0.17
0800 - 0805	1	0
0805 - 0810	0	0
0810 - 0815	0	0
0815 - 0820	0	0
0820 - 0825	1	1
0825 - 0830	0	0
0830 - 0835	0	0
0835 - 0840	1	0
0840 - 0845	1	0
0845 - 0850	2	0
0850 - 0855	1	0
0855 - 0900	1	0
Hourly Average	0.67	0.08
0900 - 0905	1	0
0905 - 0910	1	0
0910 - 0915	1	0
0915 - 0920	1	0
0920 - 0925	1	0
0925 - 0930	0	0
0930 - 0935	0	0
0935 - 0940	0	0
0940 - 0945	1	1
0945 - 0950	0	0
0950 - 0955	0	0
0955 - 1000	0	0
Hourly Average	0.50	0.08
Session Total	0.67	0.11

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	1Ba	1Bb
1600 - 1605	0	0
1605 - 1610	1	0
1610 - 1615	1	0
1615 - 1620	1	0
1620 - 1625	1	0
1625 - 1630	0	0
1630 - 1635	1	0
1635 - 1640	1	0
1640 - 1645	1	0
1645 - 1650	2	0
1650 - 1655	1	0
1655 - 1700	0	0
Hourly Average	0.83	0.00
1700 - 1705	0	0
1705 - 1710	1	0
1710 - 1715	1	0
1715 - 1720	3	0
1720 - 1725	1	1
1725 - 1730	1	0
1730 - 1735	1	0
1735 - 1740	1	0
1740 - 1745	1	0
1745 - 1750	1	0
1750 - 1755	0	0
1755 - 1800	1	0
Hourly Average	1.00	0.08
1800 - 1805	0	0
1805 - 1810	0	0
1810 - 1815	0	0
1815 - 1820	0	0
1820 - 1825	0	0
1825 - 1830	1	0
1830 - 1835	1	0
1835 - 1840	0	0
1840 - 1845	0	0
1845 - 1850	3	0
1850 - 1855	0	0
1855 - 1900	0	0
Hourly Average	0.42	0.00
Session Total	0.75	0.03

Owlthorpe, Sheffield
Classified Junction Count

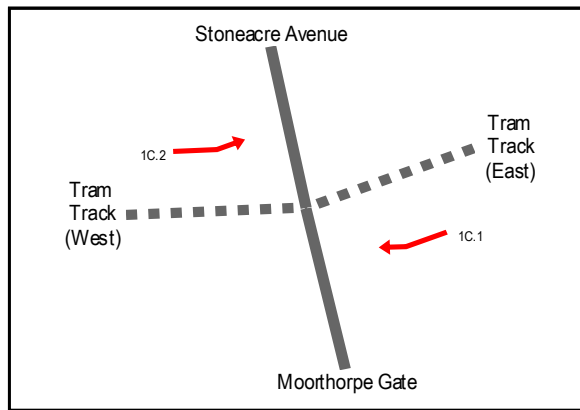
Site 1 of 3
Tram Track (East)
Tram Track (West)

Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)



TIME	Movement 1C.1: Westbound on Tram Track	Original Data
	TRAM	TOTAL
0700 - 0715	1	1
0715 - 0730	2	2
0730 - 0745	1	1
0745 - 0800	2	2
Hourly Total	6	6
Hourly Average	1.50	1.50
0800 - 0815	1	1
0815 - 0830	2	2
0830 - 0845	1	1
0845 - 0900	2	2
Hourly Total	6	6
Hourly Average	1.50	1.50
0900 - 0915	1	1
0915 - 0930	2	2
0930 - 0945	2	2
0945 - 1000	2	2
Hourly Total	7	7
Hourly Average	1.75	1.75
Session Total	19	19
Session Average	1.58	1.58

Date
Tuesday 05 March 2019

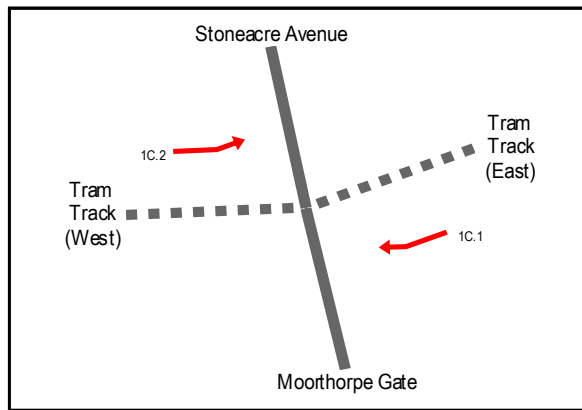
Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1C.1: Westbound on Tram Track	Original Data
	TRAM	TOTAL
1600 - 1615	2	2
1615 - 1630	1	1
1630 - 1645	1	1
1645 - 1700	2	2
Hourly Total	6	6
Hourly Average	1.50	1.50
1700 - 1715	1	1
1715 - 1730	2	2
1730 - 1745	2	2
1745 - 1800	1	1
Hourly Total	6	6
Hourly Average	1.50	1.50
1800 - 1815	1	1
1815 - 1830	2	2
1830 - 1845	1	1
1845 - 1900	2	2
Hourly Total	6	6
Hourly Average	1.50	1.50
Session Total	18	18
Session Average	1.50	1.50

Owlthorpe, Sheffield
Classified Junction Count

Site 1 of 3
Tram Track (East)
Tram Track (West)



Lat/Long
lat 53.341674° lon -1.371395°

Date
Tuesday 05 March 2019

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1C.2: Eastbound on Tram Track	Original Data
	TRAM	TOTAL
0700 - 0715	1	1
0715 - 0730	2	2
0730 - 0745	1	1
0745 - 0800	3	3
Hourly Total	7	7
Hourly Average	1.75	1.75
0800 - 0815	1	1
0815 - 0830	2	2
0830 - 0845	1	1
0845 - 0900	2	2
Hourly Total	6	6
Hourly Average	1.50	1.50
0900 - 0915	1	1
0915 - 0930	2	2
0930 - 0945	1	1
0945 - 1000	1	1
Hourly Total	5	5
Hourly Average	1.25	1.25
Session Total	18	18
Session Average	1.50	1.50

Date
Tuesday 05 March 2019

Weather
Sunny Intervals
Temp: 9°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1C.2: Eastbound on Tram Track	Original Data
	TRAM	TOTAL
1600 - 1615	2	2
1615 - 1630	2	2
1630 - 1645	2	2
1645 - 1700	1	1
Hourly Total	7	7
Hourly Average	1.75	1.75
1700 - 1715	1	1
1715 - 1730	2	2
1730 - 1745	1	1
1745 - 1800	2	2
Hourly Total	6	6
Hourly Average	1.50	1.50
1800 - 1815	2	2
1815 - 1830	1	1
1830 - 1845	1	1
1845 - 1900	2	2
Hourly Total	6	6
Hourly Average	1.50	1.50
Session Total	19	19
Session Average	1.58	1.58

Owlthorpe, Yorkshire
Classified Junction Count

Site 1 of 4
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341701° lon -1.371418°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1A.1: Left from Donetsk Way (East) to Moorthorpe Gate								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	5	0	1	0	0	0	6	6.00
1115 - 1130	0	0	6	0	0	0	0	0	6	6.00
1130 - 1145	0	0	3	0	1	0	0	0	4	4.00
1145 - 1200	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	18	0	2	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.50	0.00	0.50	0.00	0.00	0.00	5.00	5.00
1200 - 1215	0	0	6	1	0	0	0	0	7	7.00
1215 - 1230	0	0	8	0	0	0	0	0	8	8.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	22	1	0	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.50	0.25	0.00	0.00	0.00	0.00	5.75	5.75
1300 - 1315	0	0	4	0	1	0	0	0	5	5.00
1315 - 1330	0	0	5	0	0	0	0	0	5	5.00
1330 - 1345	0	0	8	0	0	0	0	0	8	8.00
1345 - 1400	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	20	0	1	0	0	0	21	21.00
Hourly Average	0.00	0.00	5.00	0.00	0.25	0.00	0.00	0.00	5.25	5.25
1400 - 1415	0	0	2	0	1	0	0	0	3	3.00
1415 - 1430	0	0	4	0	0	0	0	0	4	4.00
1430 - 1445	0	0	3	0	2	0	0	0	5	5.00
1445 - 1500	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	18	0	3	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.50	0.00	0.75	0.00	0.00	0.00	5.25	5.25
Session Total	0	0	78	1	6	0	0	0	85	85.00
Session Average	0.00	0.00	4.88	0.06	0.38	0.00	0.00	0.00	5.31	5.31

Owlthorpe, Yorkshire
Classified Junction Count

Site 1 of 4
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341701° lon -1.371418°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1A.2: Right from Donetsk Way (East) to Donetsk Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	88	0	6	0	0	0	94	94.00
1115 - 1130	0	0	111	2	5	0	0	0	118	118.00
1130 - 1145	0	0	115	0	5	0	0	0	120	120.00
1145 - 1200	0	0	106	0	3	0	0	0	109	109.00
Hourly Total	0	0	420	2	19	0	0	0	441	441.00
Hourly Average	0.00	0.00	105.00	0.50	4.75	0.00	0.00	0.00	110.25	110.25
1200 - 1215	0	0	96	0	2	0	0	0	98	98.00
1215 - 1230	0	0	99	2	5	0	0	0	106	106.00
1230 - 1245	0	0	100	0	6	0	0	0	106	106.00
1245 - 1300	0	0	116	1	5	1	0	0	123	123.50
Hourly Total	0	0	411	3	18	1	0	0	433	433.50
Hourly Average	0.00	0.00	102.75	0.75	4.50	0.25	0.00	0.00	108.25	108.38
1300 - 1315	0	0	97	1	4	0	0	0	102	102.00
1315 - 1330	0	0	110	2	4	0	0	0	116	116.00
1330 - 1345	0	0	95	3	2	0	0	0	100	100.00
1345 - 1400	0	0	102	1	6	0	0	0	109	109.00
Hourly Total	0	0	404	7	16	0	0	0	427	427.00
Hourly Average	0.00	0.00	101.00	1.75	4.00	0.00	0.00	0.00	106.75	106.75
1400 - 1415	0	0	85	2	7	0	0	0	94	94.00
1415 - 1430	0	0	112	1	5	0	0	0	118	118.00
1430 - 1445	0	1	101	0	4	0	0	0	106	105.40
1445 - 1500	0	1	100	1	3	0	0	0	105	104.40
Hourly Total	0	2	398	4	19	0	0	0	423	421.80
Hourly Average	0.00	0.50	99.50	1.00	4.75	0.00	0.00	0.00	105.75	105.45
Session Total	0	2	1633	16	72	1	0	0	1724	1723.30
Session Average	0.00	0.13	102.06	1.00	4.50	0.06	0.00	0.00	107.75	107.71

Owlthorpe, Yorkshire
Classified Junction Count

Site 1 of 4
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341701° lon -1.371418°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1A.3: Right from Donetsk Way (East) to Stoneacre Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	4	0	0	0	0	0	4	4.00
1115 - 1130	0	0	3	0	0	0	0	0	3	3.00
1130 - 1145	0	0	6	0	1	0	0	0	7	7.00
1145 - 1200	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	17	0	1	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.00	0.00	0.00	4.50	4.50
1200 - 1215	0	0	4	0	2	0	0	0	6	6.00
1215 - 1230	0	0	3	0	0	0	0	0	3	3.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	14	0	3	0	0	0	17	17.00
Hourly Average	0.00	0.00	3.50	0.00	0.75	0.00	0.00	0.00	4.25	4.25
1300 - 1315	0	0	6	0	0	0	0	0	6	6.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	1	1	0	0	0	0	2	2.00
1345 - 1400	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	10	1	0	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.25	0.00	0.00	0.00	0.00	2.75	2.75
1400 - 1415	0	0	0	0	1	0	0	0	1	1.00
1415 - 1430	0	0	3	0	0	0	0	0	3	3.00
1430 - 1445	0	0	4	0	0	0	0	0	4	4.00
1445 - 1500	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	12	0	1	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.00	0.00	0.25	0.00	0.00	0.00	3.25	3.25
Session Total	0	0	53	1	5	0	0	0	59	59.00
Session Average	0.00	0.00	3.31	0.06	0.31	0.00	0.00	0.00	3.69	3.69

Owlthorpe, Yorkshire
Classified Junction Count

Site 1 of 4
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341701° lon -1.371418°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1A.4: Left from Moorthorpe Gate to Donetsk Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	5	0	0	0	0	0	5	5.00
1115 - 1130	0	0	5	1	2	0	0	1	9	10.00
1130 - 1145	0	0	6	0	0	0	0	0	6	6.00
1145 - 1200	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	25	1	2	0	0	1	29	30.00
Hourly Average	0.00	0.00	6.25	0.25	0.50	0.00	0.00	0.25	7.25	7.50
1200 - 1215	0	0	2	0	1	0	0	0	3	3.00
1215 - 1230	0	0	8	0	2	0	0	1	11	12.00
1230 - 1245	0	0	5	0	1	0	0	0	6	6.00
1245 - 1300	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	22	0	5	0	0	1	28	29.00
Hourly Average	0.00	0.00	5.50	0.00	1.25	0.00	0.00	0.25	7.00	7.25
1300 - 1315	0	0	7	0	1	0	0	0	8	8.00
1315 - 1330	0	0	6	0	0	0	0	1	7	8.00
1330 - 1345	0	1	8	0	0	0	0	0	9	8.40
1345 - 1400	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	1	29	0	3	0	0	1	34	34.40
Hourly Average	0.00	0.25	7.25	0.00	0.75	0.00	0.00	0.25	8.50	8.60
1400 - 1415	0	0	5	0	0	0	0	0	5	5.00
1415 - 1430	0	0	6	0	0	0	0	1	7	8.00
1430 - 1445	0	0	6	0	1	0	0	0	7	7.00
1445 - 1500	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	22	0	2	0	0	1	25	26.00
Hourly Average	0.00	0.00	5.50	0.00	0.50	0.00	0.00	0.25	6.25	6.50
Session Total	0	1	98	1	12	0	0	4	116	119.40
Session Average	0.00	0.06	6.13	0.06	0.75	0.00	0.00	0.25	7.25	7.46

Owlthorpe, Yorkshire
Classified Junction Count

Site 1 of 4
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341701° lon -1.371418°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1A.6: Right from Moorthorpe Gate to Donetsk Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	4	0	2	0	0	0	6	6.00
1115 - 1130	0	0	8	0	2	0	0	0	10	10.00
1130 - 1145	0	0	7	0	0	0	0	0	7	7.00
1145 - 1200	0	0	9	0	0	1	0	1	11	12.50
Hourly Total	0	0	28	0	4	1	0	1	34	35.50
Hourly Average	0.00	0.00	7.00	0.00	1.00	0.25	0.00	0.25	8.50	8.88
1200 - 1215	0	0	7	0	0	0	0	0	7	7.00
1215 - 1230	0	0	5	0	0	0	0	0	5	5.00
1230 - 1245	0	0	8	0	0	0	0	0	8	8.00
1245 - 1300	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	30	0	0	0	0	0	30	30.00
Hourly Average	0.00	0.00	7.50	0.00	0.00	0.00	0.00	0.00	7.50	7.50
1300 - 1315	0	0	4	0	1	0	0	0	5	5.00
1315 - 1330	0	0	8	0	0	0	0	0	8	8.00
1330 - 1345	0	0	9	0	0	0	0	0	9	9.00
1345 - 1400	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	29	0	3	0	0	0	32	32.00
Hourly Average	0.00	0.00	7.25	0.00	0.75	0.00	0.00	0.00	8.00	8.00
1400 - 1415	0	0	7	0	0	0	0	0	7	7.00
1415 - 1430	0	0	6	0	0	0	0	0	6	6.00
1430 - 1445	0	0	10	0	0	0	0	0	10	10.00
1445 - 1500	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	32	0	0	0	0	0	32	32.00
Hourly Average	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	8.00	8.00
Session Total	0	0	119	0	7	1	0	1	128	129.50
Session Average	0.00	0.00	7.44	0.00	0.44	0.06	0.00	0.06	8.00	8.09

Owlthorpe, Yorkshire
Classified Junction Count

Site 1 of 4
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341701° lon -1.371418°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1A.7: Left from Donetsk Way (West) to Stoneacre Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	2	0	0	0	2	2.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	4	0	3	0	0	0	7	7.00
Hourly Total	0	0	5	0	5	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.25	0.00	1.25	0.00	0.00	0.00	2.50	2.50
1200 - 1215	0	0	2	0	1	0	0	0	3	3.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	2	1	1	0	0	0	4	4.00
Hourly Total	0	0	7	1	2	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.75	0.25	0.50	0.00	0.00	0.00	2.50	2.50
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	2	0	1	0	0	0	3	3.00
1330 - 1345	0	0	3	0	1	0	0	0	4	4.00
1345 - 1400	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	8	0	3	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.00	0.00	0.75	0.00	0.00	0.00	2.75	2.75
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	2	0	1	0	0	0	3	3.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	25	1	11	0	0	0	37	37.00
Session Average	0.00	0.00	1.56	0.06	0.69	0.00	0.00	0.00	2.31	2.31

Owlthorpe, Yorkshire
Classified Junction Count

Site 1 of 4
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341701° lon -1.371418°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1A.8: Left from Donetsk Way (West) to Donetsk Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	117	0	6	0	0	0	123	123.00
1115 - 1130	0	0	114	0	5	0	0	0	119	119.00
1130 - 1145	0	0	124	1	6	0	0	0	131	131.00
1145 - 1200	0	0	104	0	4	1	0	1	110	111.50
Hourly Total	0	0	459	1	21	1	0	1	483	484.50
Hourly Average	0.00	0.00	114.75	0.25	5.25	0.25	0.00	0.25	120.75	121.13
1200 - 1215	0	0	107	1	4	0	0	0	112	112.00
1215 - 1230	0	0	121	0	4	0	0	0	125	125.00
1230 - 1245	0	0	127	1	7	1	0	0	136	136.50
1245 - 1300	0	0	102	0	6	0	0	0	108	108.00
Hourly Total	0	0	457	2	21	1	0	0	481	481.50
Hourly Average	0.00	0.00	114.25	0.50	5.25	0.25	0.00	0.00	120.25	120.38
1300 - 1315	0	1	122	0	2	0	0	0	125	124.40
1315 - 1330	0	0	102	0	3	0	0	0	105	105.00
1330 - 1345	0	1	110	0	3	0	0	0	114	113.40
1345 - 1400	0	0	119	2	3	0	0	0	124	124.00
Hourly Total	0	2	453	2	11	0	0	0	468	466.80
Hourly Average	0.00	0.50	113.25	0.50	2.75	0.00	0.00	0.00	117.00	116.70
1400 - 1415	0	0	100	0	4	0	0	0	104	104.00
1415 - 1430	0	0	113	0	3	0	0	0	116	116.00
1430 - 1445	0	0	113	0	6	0	0	0	119	119.00
1445 - 1500	0	0	116	0	9	0	0	0	125	125.00
Hourly Total	0	0	442	0	22	0	0	0	464	464.00
Hourly Average	0.00	0.00	110.50	0.00	5.50	0.00	0.00	0.00	116.00	116.00
Session Total	0	2	1811	5	75	2	0	1	1896	1896.80
Session Average	0.00	0.13	113.19	0.31	4.69	0.13	0.00	0.06	118.50	118.55

Owlthorpe, Yorkshire
Classified Junction Count

Site 1 of 4
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341701° lon -1.371418°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1A.9: Right from Donetsk Way (West) to Moorthorpe Gate								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	9	0	1	0	0	0	10	10.00
1115 - 1130	0	0	8	0	0	0	0	0	8	8.00
1130 - 1145	0	0	6	0	1	1	0	0	8	8.50
1145 - 1200	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	30	0	3	1	0	0	34	34.50
Hourly Average	0.00	0.00	7.50	0.00	0.75	0.25	0.00	0.00	8.50	8.63
1200 - 1215	0	0	7	0	0	0	0	0	7	7.00
1215 - 1230	0	0	9	0	0	0	0	0	9	9.00
1230 - 1245	0	0	7	0	1	0	0	0	8	8.00
1245 - 1300	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	0	0	29	0	3	0	0	0	32	32.00
Hourly Average	0.00	0.00	7.25	0.00	0.75	0.00	0.00	0.00	8.00	8.00
1300 - 1315	0	0	6	0	1	0	0	1	8	9.00
1315 - 1330	0	0	10	0	1	0	0	0	11	11.00
1330 - 1345	0	0	4	0	1	0	0	0	5	5.00
1345 - 1400	0	0	7	0	0	0	0	1	8	9.00
Hourly Total	0	0	27	0	3	0	0	2	32	34.00
Hourly Average	0.00	0.00	6.75	0.00	0.75	0.00	0.00	0.50	8.00	8.50
1400 - 1415	0	1	8	0	1	0	0	0	10	9.40
1415 - 1430	0	0	6	0	0	0	0	0	6	6.00
1430 - 1445	0	0	4	0	1	0	0	0	5	5.00
1445 - 1500	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	1	29	0	3	0	0	0	33	32.40
Hourly Average	0.00	0.25	7.25	0.00	0.75	0.00	0.00	0.00	8.25	8.10
Session Total	0	1	115	0	12	1	0	2	131	132.90
Session Average	0.00	0.06	7.19	0.00	0.75	0.06	0.00	0.13	8.19	8.31

Owlthorpe, Yorkshire
Classified Junction Count

Site 1 of 4
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341701° lon -1.371418°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1A.10: Left from Stoneacre Avenue to Donetsk Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	3	0	0	0	0	0	3	3.00
1115 - 1130	0	0	7	0	1	0	0	0	8	8.00
1130 - 1145	0	0	3	0	0	0	0	0	3	3.00
1145 - 1200	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	21	0	1	0	0	0	22	22.00
Hourly Average	0.00	0.00	5.25	0.00	0.25	0.00	0.00	0.00	5.50	5.50
1200 - 1215	0	0	1	0	3	0	0	0	4	4.00
1215 - 1230	0	0	1	0	1	0	0	0	2	2.00
1230 - 1245	0	0	4	0	0	0	0	0	4	4.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	4	0	0	0	11	11.00
Hourly Average	0.00	0.00	1.75	0.00	1.00	0.00	0.00	0.00	2.75	2.75
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	3	0	0	0	0	0	3	3.00
1330 - 1345	0	0	4	0	0	0	0	0	4	4.00
1345 - 1400	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	11	0	0	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.75	0.00	0.00	0.00	0.00	0.00	2.75	2.75
1400 - 1415	0	0	3	0	0	0	0	0	3	3.00
1415 - 1430	0	0	3	0	0	0	0	0	3	3.00
1430 - 1445	0	0	5	0	1	0	0	0	6	6.00
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	14	0	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.00	3.75	3.75
Session Total	0	0	53	0	6	0	0	0	59	59.00
Session Average	0.00	0.00	3.31	0.00	0.38	0.00	0.00	0.00	3.69	3.69

Owlthorpe, Yorkshire
Classified Junction Count

Site 1 of 4
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341701° lon -1.371418°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1A.11: Right from Stoneacre Avenue to Moorthorpe Gate								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	1	0	0	0	1	1.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	1	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	3	0	3	0	0	0	6	6.00
Session Average	0.00	0.00	0.19	0.00	0.19	0.00	0.00	0.00	0.38	0.38

Owlthorpe, Yorkshire
Classified Junction Count

Site 1 of 4
Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long
lat 53.341701° lon -1.371418°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1A.12: Right from Stoneacre Avenue to Donetsk Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	3	0	1	0	0	0	4	4.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
1200 - 1215	0	0	3	0	0	0	0	0	3	3.00
1215 - 1230	0	0	2	0	0	0	0	0	2	2.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	1	1	1	0	0	0	3	3.00
Hourly Total	0	0	7	1	1	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.75	0.25	0.25	0.00	0.00	0.00	2.25	2.25
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	1	0	1	0	0	0	2	2.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	1	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	17	1	6	0	0	0	24	24.00
Session Average	0.00	0.00	1.06	0.06	0.38	0.00	0.00	0.00	1.50	1.50

Owlthorpe, Yorkshire
Classified Junction Count

Site 2 of 4
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341315° lon -1.371517°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1B.1: Left from Moorthorpe Way to Moorthorpe Gate (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	2	0	0	0	0	0	2	2.00
1115 - 1130	0	0	5	0	1	0	0	0	6	6.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	13	0	1	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.25	0.00	0.25	0.00	0.00	0.00	3.50	3.50
1200 - 1215	0	0	3	0	1	0	0	0	4	4.00
1215 - 1230	0	0	7	0	0	0	0	0	7	7.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	15	0	3	0	0	0	18	18.00
Hourly Average	0.00	0.00	3.75	0.00	0.75	0.00	0.00	0.00	4.50	4.50
1300 - 1315	0	0	4	0	1	0	0	0	5	5.00
1315 - 1330	0	0	7	0	0	0	0	0	7	7.00
1330 - 1345	0	0	2	0	0	0	0	0	2	2.00
1345 - 1400	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	18	0	1	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.50	0.00	0.25	0.00	0.00	0.00	4.75	4.75
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	2	0	1	0	0	0	3	3.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	7	0	2	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.75	0.00	0.50	0.00	0.00	0.00	2.25	2.25
Session Total	0	0	53	0	7	0	0	0	60	60.00
Session Average	0.00	0.00	3.31	0.00	0.44	0.00	0.00	0.00	3.75	3.75

Owlthorpe, Yorkshire
Classified Junction Count

Site 2 of 4
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341315° lon -1.371517°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1B.2: Right from Moorthorpe Way to Moorthorpe Gate (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	3	1	0	0	0	0	4	4.00
1115 - 1130	0	0	3	0	0	0	0	1	4	5.00
1130 - 1145	0	0	6	0	0	0	0	0	6	6.00
1145 - 1200	0	0	6	0	0	0	0	1	7	8.00
Hourly Total	0	0	18	1	0	0	0	2	21	23.00
Hourly Average	0.00	0.00	4.50	0.25	0.00	0.00	0.00	0.50	5.25	5.75
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	6	0	1	0	0	1	8	9.00
1230 - 1245	0	0	5	0	1	0	0	0	6	6.00
1245 - 1300	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	15	0	2	0	0	1	18	19.00
Hourly Average	0.00	0.00	3.75	0.00	0.50	0.00	0.00	0.25	4.50	4.75
1300 - 1315	0	0	5	0	1	0	0	0	6	6.00
1315 - 1330	0	0	4	0	0	0	0	1	5	6.00
1330 - 1345	0	1	5	0	0	0	0	0	6	5.40
1345 - 1400	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	1	20	0	1	0	0	1	23	23.40
Hourly Average	0.00	0.25	5.00	0.00	0.25	0.00	0.00	0.25	5.75	5.85
1400 - 1415	0	0	3	0	0	0	0	0	3	3.00
1415 - 1430	0	0	6	0	0	0	0	1	7	8.00
1430 - 1445	0	0	4	0	1	0	0	0	5	5.00
1445 - 1500	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	17	0	2	0	0	1	20	21.00
Hourly Average	0.00	0.00	4.25	0.00	0.50	0.00	0.00	0.25	5.00	5.25
Session Total	0	1	70	1	5	0	0	5	82	86.40
Session Average	0.00	0.06	4.38	0.06	0.31	0.00	0.00	0.31	5.13	5.40

Owlthorpe, Yorkshire
Classified Junction Count

Site 2 of 4
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341315° lon -1.371517°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1B.3: Left from Moorthorpe Gate (South) to Moorthorpe Gate (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	6	0	2	0	0	0	8	8.00
1115 - 1130	0	0	10	0	4	0	0	0	14	14.00
1130 - 1145	0	0	7	0	0	0	0	0	7	7.00
1145 - 1200	0	0	12	0	0	1	0	0	13	13.50
Hourly Total	0	0	35	0	6	1	0	0	42	42.50
Hourly Average	0.00	0.00	8.75	0.00	1.50	0.25	0.00	0.00	10.50	10.63
1200 - 1215	0	0	8	0	1	0	0	0	9	9.00
1215 - 1230	0	0	7	0	1	0	0	0	8	8.00
1230 - 1245	0	0	8	0	0	0	0	0	8	8.00
1245 - 1300	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	0	0	38	0	3	0	0	0	41	41.00
Hourly Average	0.00	0.00	9.50	0.00	0.75	0.00	0.00	0.00	10.25	10.25
1300 - 1315	0	0	6	0	1	0	0	0	7	7.00
1315 - 1330	0	0	11	0	0	0	0	0	11	11.00
1330 - 1345	0	0	12	0	0	0	0	0	12	12.00
1345 - 1400	0	0	10	0	4	0	0	0	14	14.00
Hourly Total	0	0	39	0	5	0	0	0	44	44.00
Hourly Average	0.00	0.00	9.75	0.00	1.25	0.00	0.00	0.00	11.00	11.00
1400 - 1415	0	0	9	0	0	0	0	0	9	9.00
1415 - 1430	0	0	6	0	0	0	0	0	6	6.00
1430 - 1445	0	0	12	0	0	0	0	0	12	12.00
1445 - 1500	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	37	0	0	0	0	0	37	37.00
Hourly Average	0.00	0.00	9.25	0.00	0.00	0.00	0.00	0.00	9.25	9.25
Session Total	0	0	149	0	14	1	0	0	164	164.50
Session Average	0.00	0.00	9.31	0.00	0.88	0.06	0.00	0.00	10.25	10.28

Owlthorpe, Yorkshire
Classified Junction Count

Site 2 of 4
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341315° lon -1.371517°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1B.4: Right from Moorthorpe Gate (South) to Moorthorpe Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	2	0	0	0	0	0	2	2.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1300 - 1315	0	0	3	0	1	0	0	0	4	4.00
1315 - 1330	0	0	2	0	1	0	0	0	3	3.00
1330 - 1345	0	0	1	0	1	0	0	0	2	2.00
1345 - 1400	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	10	0	5	0	0	0	15	15.00
Hourly Average	0.00	0.00	2.50	0.00	1.25	0.00	0.00	0.00	3.75	3.75
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	21	0	6	0	0	0	27	27.00
Session Average	0.00	0.00	1.31	0.00	0.38	0.00	0.00	0.00	1.69	1.69

Owlthorpe, Yorkshire
Classified Junction Count

Site 2 of 4
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341315° lon -1.371517°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1B.5: Left from Moorthorpe Gate (North) to Moorthorpe Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	7	0	0	0	0	0	7	7.00
1115 - 1130	0	0	4	0	0	0	0	0	4	4.00
1130 - 1145	0	0	7	0	0	0	0	0	7	7.00
1145 - 1200	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	24	0	1	0	0	0	25	25.00
Hourly Average	0.00	0.00	6.00	0.00	0.25	0.00	0.00	0.00	6.25	6.25
1200 - 1215	0	0	5	1	0	0	0	0	6	6.00
1215 - 1230	0	0	5	0	0	0	0	0	5	5.00
1230 - 1245	0	0	3	0	2	0	0	0	5	5.00
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	15	1	2	0	0	0	18	18.00
Hourly Average	0.00	0.00	3.75	0.25	0.50	0.00	0.00	0.00	4.50	4.50
1300 - 1315	0	0	6	0	1	0	0	1	8	9.00
1315 - 1330	0	0	4	0	0	0	0	0	4	4.00
1330 - 1345	0	0	3	0	0	0	0	0	3	3.00
1345 - 1400	0	0	2	0	0	0	0	1	3	4.00
Hourly Total	0	0	15	0	1	0	0	2	18	20.00
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.00	0.50	4.50	5.00
1400 - 1415	0	1	5	0	1	0	0	0	7	6.40
1415 - 1430	0	0	5	0	0	0	0	0	5	5.00
1430 - 1445	0	0	2	0	1	0	0	0	3	3.00
1445 - 1500	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	1	18	0	2	0	0	0	21	20.40
Hourly Average	0.00	0.25	4.50	0.00	0.50	0.00	0.00	0.00	5.25	5.10
Session Total	0	1	72	1	6	0	0	2	82	83.40
Session Average	0.00	0.06	4.50	0.06	0.38	0.00	0.00	0.13	5.13	5.21

Owlthorpe, Yorkshire
Classified Junction Count

Site 2 of 4
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341315° lon -1.371517°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 1B.6: Right from Moorthorpe Gate (North) to Moorthorpe Gate (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	7	0	2	0	0	0	9	9.00
1115 - 1130	0	0	10	0	1	0	0	0	11	11.00
1130 - 1145	0	0	3	0	2	0	0	0	5	5.00
1145 - 1200	0	0	5	0	1	1	0	0	7	7.50
Hourly Total	0	0	25	0	6	1	0	0	32	32.50
Hourly Average	0.00	0.00	6.25	0.00	1.50	0.25	0.00	0.00	8.00	8.13
1200 - 1215	0	0	8	0	0	0	0	0	8	8.00
1215 - 1230	0	0	12	0	0	0	0	0	12	12.00
1230 - 1245	0	0	6	0	0	0	0	0	6	6.00
1245 - 1300	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	36	0	2	0	0	0	38	38.00
Hourly Average	0.00	0.00	9.00	0.00	0.50	0.00	0.00	0.00	9.50	9.50
1300 - 1315	0	0	5	0	1	0	0	0	6	6.00
1315 - 1330	0	0	9	0	1	0	0	0	10	10.00
1330 - 1345	0	0	12	0	1	0	0	0	13	13.00
1345 - 1400	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	33	0	3	0	0	0	36	36.00
Hourly Average	0.00	0.00	8.25	0.00	0.75	0.00	0.00	0.00	9.00	9.00
1400 - 1415	0	0	6	0	1	0	0	0	7	7.00
1415 - 1430	0	0	5	0	0	0	0	0	5	5.00
1430 - 1445	0	0	5	0	2	0	0	0	7	7.00
1445 - 1500	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	30	0	4	0	0	0	34	34.00
Hourly Average	0.00	0.00	7.50	0.00	1.00	0.00	0.00	0.00	8.50	8.50
Session Total	0	0	124	0	15	1	0	0	140	140.50
Session Average	0.00	0.00	7.75	0.00	0.94	0.06	0.00	0.00	8.75	8.78

Owlthorpe, Yorkshire
Classified Junction Count

Site 3 of 4
Donetsk Way (East)
Donetsk Way (West)

Lat/Long
lat 53.341315° lon -1.371517°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

Movement 1C.1: Westbound from Donetsk Way (East) to Donetsk Way (West)		Original Data
TIME	TRAM	TOTAL
1100 - 1115	1	1
1115 - 1130	1	1
1130 - 1145	1	1
1145 - 1200	1	1
Hourly Total	4	4
Hourly Average	1.00	1.00
1200 - 1215	2	2
1215 - 1230	1	1
1230 - 1245	1	1
1245 - 1300	2	2
Hourly Total	6	6
Hourly Average	1.50	1.50
1300 - 1315	1	1
1315 - 1330	1	1
1330 - 1345	1	1
1345 - 1400	1	1
Hourly Total	4	4
Hourly Average	1.00	1.00
1400 - 1415	2	2
1415 - 1430	1	1
1430 - 1445	1	1
1445 - 1500	1	1
Hourly Total	5	5
Hourly Average	1.25	1.25
Session Total	19	19
Session Average	1.19	1.19

Owlthorpe, Yorkshire
Classified Junction Count

Site 3 of 4
Donetsk Way (East)
Donetsk Way (West)

Lat/Long
lat 53.341315° lon -1.371517°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

Movement 1C.2: Eastbound from Donetsk Way (West) to Donetsk Way (East)		Original Data
TIME	TRAM	TOTAL
1100 - 1115	2	2
1115 - 1130	1	1
1130 - 1145	1	1
1145 - 1200	1	1
Hourly Total	5	5
Hourly Average	1.25	1.25
1200 - 1215	2	2
1215 - 1230	1	1
1230 - 1245	1	1
1245 - 1300	1	1
Hourly Total	5	5
Hourly Average	1.25	1.25
1300 - 1315	2	2
1315 - 1330	1	1
1330 - 1345	1	1
1345 - 1400	1	1
Hourly Total	5	5
Hourly Average	1.25	1.25
1400 - 1415	1	1
1415 - 1430	2	2
1430 - 1445	1	1
1445 - 1500	1	1
Hourly Total	5	5
Hourly Average	1.25	1.25
Session Total	20	20
Session Average	1.25	1.25

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.1: Left from Moss Way (North) to Waterthorpe Greenway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	51	0	3	0	0	0	54	54.00
1115 - 1130	0	0	63	1	1	0	0	0	65	65.00
1130 - 1145	0	0	49	0	3	0	0	0	52	52.00
1145 - 1200	0	0	61	0	2	0	0	0	63	63.00
Hourly Total	0	0	224	1	9	0	0	0	234	234.00
Hourly Average	0.00	0.00	56.00	0.25	2.25	0.00	0.00	0.00	58.50	58.50
1200 - 1215	0	0	55	0	2	0	0	0	57	57.00
1215 - 1230	0	0	63	0	5	0	0	0	68	68.00
1230 - 1245	0	0	66	0	3	0	0	0	69	69.00
1245 - 1300	0	0	45	0	2	0	0	0	47	47.00
Hourly Total	0	0	229	0	12	0	0	0	241	241.00
Hourly Average	0.00	0.00	57.25	0.00	3.00	0.00	0.00	0.00	60.25	60.25
1300 - 1315	0	0	59	0	2	0	0	0	61	61.00
1315 - 1330	0	0	53	0	3	0	0	0	56	56.00
1330 - 1345	0	0	56	0	2	0	0	0	58	58.00
1345 - 1400	0	0	47	0	0	0	0	0	47	47.00
Hourly Total	0	0	215	0	7	0	0	0	222	222.00
Hourly Average	0.00	0.00	53.75	0.00	1.75	0.00	0.00	0.00	55.50	55.50
1400 - 1415	0	0	52	0	4	0	0	0	56	56.00
1415 - 1430	0	0	71	2	1	0	0	0	74	74.00
1430 - 1445	0	0	60	0	1	0	0	0	61	61.00
1445 - 1500	0	0	56	0	2	0	0	0	58	58.00
Hourly Total	0	0	239	2	8	0	0	0	249	249.00
Hourly Average	0.00	0.00	59.75	0.50	2.00	0.00	0.00	0.00	62.25	62.25
Session Total	0	0	907	3	36	0	0	0	946	946.00
Session Average	0.00	0.00	56.69	0.19	2.25	0.00	0.00	0.00	59.13	59.13

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.2: Southbound from Moss Way (North) to Moss Way (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	87	0	7	0	0	4	98	102.00
1115 - 1130	0	0	63	0	6	0	0	2	71	73.00
1130 - 1145	0	0	53	1	0	1	0	4	59	63.50
1145 - 1200	0	0	101	1	10	0	0	2	114	116.00
Hourly Total	0	0	304	2	23	1	0	12	342	354.50
Hourly Average	0.00	0.00	76.00	0.50	5.75	0.25	0.00	3.00	85.50	88.63
1200 - 1215	0	0	53	0	3	1	0	2	59	61.50
1215 - 1230	0	0	72	0	6	0	0	3	81	84.00
1230 - 1245	0	0	74	1	4	1	0	3	83	86.50
1245 - 1300	0	0	84	1	3	0	0	3	91	94.00
Hourly Total	0	0	283	2	16	2	0	11	314	326.00
Hourly Average	0.00	0.00	70.75	0.50	4.00	0.50	0.00	2.75	78.50	81.50
1300 - 1315	0	0	114	0	11	0	0	3	128	131.00
1315 - 1330	0	0	83	0	3	0	0	4	90	94.00
1330 - 1345	0	0	91	1	3	0	0	2	97	99.00
1345 - 1400	0	0	88	0	11	0	0	4	103	107.00
Hourly Total	0	0	376	1	28	0	0	13	418	431.00
Hourly Average	0.00	0.00	94.00	0.25	7.00	0.00	0.00	3.25	104.50	107.75
1400 - 1415	0	0	89	1	3	0	0	2	95	97.00
1415 - 1430	0	0	87	0	5	1	0	4	97	101.50
1430 - 1445	0	0	71	0	8	0	0	1	80	81.00
1445 - 1500	0	0	78	0	4	1	0	5	88	93.50
Hourly Total	0	0	325	1	20	2	0	12	360	373.00
Hourly Average	0.00	0.00	81.25	0.25	5.00	0.50	0.00	3.00	90.00	93.25
Session Total	0	0	1288	6	87	5	0	48	1434	1484.50
Session Average	0.00	0.00	80.50	0.38	5.44	0.31	0.00	3.00	89.63	92.78

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.3: Right from Moss Way (North) to Donetsk Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	18	0	3	0	0	0	21	21.00
1115 - 1130	0	0	20	2	2	0	0	0	24	24.00
1130 - 1145	0	0	18	0	6	0	0	0	24	24.00
1145 - 1200	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	67	2	12	0	0	0	81	81.00
Hourly Average	0.00	0.00	16.75	0.50	3.00	0.00	0.00	0.00	20.25	20.25
1200 - 1215	0	0	46	1	2	0	0	0	49	49.00
1215 - 1230	0	0	29	0	0	0	0	0	29	29.00
1230 - 1245	0	0	17	0	0	0	0	0	17	17.00
1245 - 1300	0	0	22	1	5	1	0	0	29	29.50
Hourly Total	0	0	114	2	7	1	0	0	124	124.50
Hourly Average	0.00	0.00	28.50	0.50	1.75	0.25	0.00	0.00	31.00	31.13
1300 - 1315	0	0	10	0	0	0	0	0	10	10.00
1315 - 1330	0	0	38	1	2	0	0	0	41	41.00
1330 - 1345	0	0	9	0	1	0	0	0	10	10.00
1345 - 1400	0	0	17	1	4	0	0	0	22	22.00
Hourly Total	0	0	74	2	7	0	0	0	83	83.00
Hourly Average	0.00	0.00	18.50	0.50	1.75	0.00	0.00	0.00	20.75	20.75
1400 - 1415	0	0	14	1	2	0	0	0	17	17.00
1415 - 1430	0	0	19	1	0	0	0	0	20	20.00
1430 - 1445	0	0	37	0	3	0	0	0	40	40.00
1445 - 1500	0	1	16	0	0	0	0	0	17	16.40
Hourly Total	0	1	86	2	5	0	0	0	94	93.40
Hourly Average	0.00	0.25	21.50	0.50	1.25	0.00	0.00	0.00	23.50	23.35
Session Total	0	1	341	8	31	1	0	0	382	381.90
Session Average	0.00	0.06	21.31	0.50	1.94	0.06	0.00	0.00	23.88	23.87

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.5: Left from Waterthorpe Greenway to Moss Way (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	43	0	1	0	0	0	44	44.00
1115 - 1130	0	0	50	0	1	0	0	0	51	51.00
1130 - 1145	0	0	46	0	3	0	0	0	49	49.00
1145 - 1200	0	0	35	0	0	0	0	0	35	35.00
Hourly Total	0	0	174	0	5	0	0	0	179	179.00
Hourly Average	0.00	0.00	43.50	0.00	1.25	0.00	0.00	0.00	44.75	44.75
1200 - 1215	0	0	41	0	1	0	0	0	42	42.00
1215 - 1230	0	0	39	0	1	0	0	0	40	40.00
1230 - 1245	0	0	57	0	0	0	0	0	57	57.00
1245 - 1300	0	0	45	0	0	0	0	0	45	45.00
Hourly Total	0	0	182	0	2	0	0	0	184	184.00
Hourly Average	0.00	0.00	45.50	0.00	0.50	0.00	0.00	0.00	46.00	46.00
1300 - 1315	0	0	51	0	2	0	0	0	53	53.00
1315 - 1330	0	0	39	0	3	0	0	0	42	42.00
1330 - 1345	0	0	50	0	2	0	0	0	52	52.00
1345 - 1400	0	0	37	0	0	0	0	0	37	37.00
Hourly Total	0	0	177	0	7	0	0	0	184	184.00
Hourly Average	0.00	0.00	44.25	0.00	1.75	0.00	0.00	0.00	46.00	46.00
1400 - 1415	0	0	44	0	4	0	0	0	48	48.00
1415 - 1430	0	0	47	0	1	1	0	0	49	49.50
1430 - 1445	0	0	36	0	0	0	0	0	36	36.00
1445 - 1500	0	0	53	0	1	0	0	0	54	54.00
Hourly Total	0	0	180	0	6	1	0	0	187	187.50
Hourly Average	0.00	0.00	45.00	0.00	1.50	0.25	0.00	0.00	46.75	46.88
Session Total	0	0	713	0	20	1	0	0	734	734.50
Session Average	0.00	0.00	44.56	0.00	1.25	0.06	0.00	0.00	45.88	45.91

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.6: Westbound from Waterthorpe Greenway to Donetsk Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	58	0	3	0	0	0	61	61.00
1115 - 1130	0	0	82	0	2	0	0	0	84	84.00
1130 - 1145	0	0	81	0	0	0	0	0	81	81.00
1145 - 1200	0	0	83	0	2	0	0	0	85	85.00
Hourly Total	0	0	304	0	7	0	0	0	311	311.00
Hourly Average	0.00	0.00	76.00	0.00	1.75	0.00	0.00	0.00	77.75	77.75
1200 - 1215	0	0	53	0	2	0	0	0	55	55.00
1215 - 1230	0	0	55	1	4	0	0	0	60	60.00
1230 - 1245	0	0	74	0	6	0	0	0	80	80.00
1245 - 1300	0	0	80	0	1	0	0	0	81	81.00
Hourly Total	0	0	262	1	13	0	0	0	276	276.00
Hourly Average	0.00	0.00	65.50	0.25	3.25	0.00	0.00	0.00	69.00	69.00
1300 - 1315	0	0	84	1	3	0	0	0	88	88.00
1315 - 1330	0	0	62	1	0	0	0	0	63	63.00
1330 - 1345	0	0	77	4	1	0	0	0	82	82.00
1345 - 1400	0	0	76	0	0	0	0	0	76	76.00
Hourly Total	0	0	299	6	4	0	0	0	309	309.00
Hourly Average	0.00	0.00	74.75	1.50	1.00	0.00	0.00	0.00	77.25	77.25
1400 - 1415	0	0	57	1	6	0	0	0	64	64.00
1415 - 1430	0	0	82	0	4	0	0	0	86	86.00
1430 - 1445	0	0	53	0	3	0	0	0	56	56.00
1445 - 1500	0	0	88	0	2	0	0	0	90	90.00
Hourly Total	0	0	280	1	15	0	0	0	296	296.00
Hourly Average	0.00	0.00	70.00	0.25	3.75	0.00	0.00	0.00	74.00	74.00
Session Total	0	0	1145	8	39	0	0	0	1192	1192.00
Session Average	0.00	0.00	71.56	0.50	2.44	0.00	0.00	0.00	74.50	74.50

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.7: Right from Waterthorpe Greenway to Moss Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	42	0	2	0	0	0	44	44.00
1115 - 1130	0	0	55	4	2	0	0	0	61	61.00
1130 - 1145	0	0	47	1	1	0	0	0	49	49.00
1145 - 1200	0	0	55	0	2	0	0	0	57	57.00
Hourly Total	0	0	199	5	7	0	0	0	211	211.00
Hourly Average	0.00	0.00	49.75	1.25	1.75	0.00	0.00	0.00	52.75	52.75
1200 - 1215	0	0	81	0	0	0	0	0	81	81.00
1215 - 1230	0	0	60	0	0	0	0	1	61	62.00
1230 - 1245	0	0	52	0	0	0	0	0	52	52.00
1245 - 1300	0	0	73	0	4	0	0	0	77	77.00
Hourly Total	0	0	266	0	4	0	0	1	271	272.00
Hourly Average	0.00	0.00	66.50	0.00	1.00	0.00	0.00	0.25	67.75	68.00
1300 - 1315	0	0	28	1	2	0	0	0	31	31.00
1315 - 1330	0	0	66	0	4	0	0	0	70	70.00
1330 - 1345	0	0	38	1	0	0	0	0	39	39.00
1345 - 1400	0	0	52	0	7	0	0	0	59	59.00
Hourly Total	0	0	184	2	13	0	0	0	199	199.00
Hourly Average	0.00	0.00	46.00	0.50	3.25	0.00	0.00	0.00	49.75	49.75
1400 - 1415	0	0	58	1	0	0	0	1	60	61.00
1415 - 1430	0	1	40	0	4	0	0	0	45	44.40
1430 - 1445	0	0	48	0	2	0	0	0	50	50.00
1445 - 1500	0	0	49	0	3	0	0	0	52	52.00
Hourly Total	0	1	195	1	9	0	0	1	207	207.40
Hourly Average	0.00	0.25	48.75	0.25	2.25	0.00	0.00	0.25	51.75	51.85
Session Total	0	1	844	8	33	0	0	2	888	889.40
Session Average	0.00	0.06	52.75	0.50	2.06	0.00	0.00	0.13	55.50	55.59

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.9: Left from Moss Way (South) to Donetsk Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	20	0	1	0	0	0	21	21.00
1115 - 1130	0	0	28	0	1	0	0	0	29	29.00
1130 - 1145	0	0	14	0	1	0	0	0	15	15.00
1145 - 1200	0	0	20	0	0	0	0	0	20	20.00
Hourly Total	0	0	82	0	3	0	0	0	85	85.00
Hourly Average	0.00	0.00	20.50	0.00	0.75	0.00	0.00	0.00	21.25	21.25
1200 - 1215	0	0	15	0	0	0	0	0	15	15.00
1215 - 1230	0	0	16	1	1	0	0	0	18	18.00
1230 - 1245	0	0	12	0	0	0	0	0	12	12.00
1245 - 1300	0	0	25	0	1	0	0	0	26	26.00
Hourly Total	0	0	68	1	2	0	0	0	71	71.00
Hourly Average	0.00	0.00	17.00	0.25	0.50	0.00	0.00	0.00	17.75	17.75
1300 - 1315	0	0	13	0	1	0	0	0	14	14.00
1315 - 1330	0	0	19	0	2	0	0	0	21	21.00
1330 - 1345	0	0	15	0	0	0	0	0	15	15.00
1345 - 1400	0	0	14	0	2	0	0	0	16	16.00
Hourly Total	0	0	61	0	5	0	0	0	66	66.00
Hourly Average	0.00	0.00	15.25	0.00	1.25	0.00	0.00	0.00	16.50	16.50
1400 - 1415	0	0	18	0	1	0	0	0	19	19.00
1415 - 1430	0	0	16	0	1	0	0	0	17	17.00
1430 - 1445	0	1	18	0	0	0	0	0	19	18.40
1445 - 1500	0	0	11	1	1	0	0	0	13	13.00
Hourly Total	0	1	63	1	3	0	0	0	68	67.40
Hourly Average	0.00	0.25	15.75	0.25	0.75	0.00	0.00	0.00	17.00	16.85
Session Total	0	1	274	2	13	0	0	0	290	289.40
Session Average	0.00	0.06	17.13	0.13	0.81	0.00	0.00	0.00	18.13	18.09

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.10: Northbound from Moss Way (South) to Moss Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	80	0	2	2	0	3	87	91.00
1115 - 1130	0	0	100	0	1	0	0	3	104	107.00
1130 - 1145	0	0	112	0	7	0	0	2	121	123.00
1145 - 1200	0	0	114	0	5	0	0	4	123	127.00
Hourly Total	0	0	406	0	15	2	0	12	435	448.00
Hourly Average	0.00	0.00	101.50	0.00	3.75	0.50	0.00	3.00	108.75	112.00
1200 - 1215	0	0	78	1	13	0	0	2	94	96.00
1215 - 1230	0	0	98	0	5	0	0	3	106	109.00
1230 - 1245	0	0	92	0	10	0	0	3	105	108.00
1245 - 1300	0	0	108	0	7	1	0	3	119	122.50
Hourly Total	0	0	376	1	35	1	0	11	424	435.50
Hourly Average	0.00	0.00	94.00	0.25	8.75	0.25	0.00	2.75	106.00	108.88
1300 - 1315	0	0	90	0	6	1	0	2	99	101.50
1315 - 1330	0	0	86	0	9	0	0	4	99	103.00
1330 - 1345	0	0	73	0	10	0	0	2	85	87.00
1345 - 1400	0	1	63	0	1	0	0	3	68	70.40
Hourly Total	0	1	312	0	26	1	0	11	351	361.90
Hourly Average	0.00	0.25	78.00	0.00	6.50	0.25	0.00	2.75	87.75	90.48
1400 - 1415	0	0	72	0	5	0	0	4	81	85.00
1415 - 1430	0	0	85	0	6	0	0	3	94	97.00
1430 - 1445	0	0	86	0	8	0	0	3	97	100.00
1445 - 1500	0	0	75	0	5	0	0	2	82	84.00
Hourly Total	0	0	318	0	24	0	0	12	354	366.00
Hourly Average	0.00	0.00	79.50	0.00	6.00	0.00	0.00	3.00	88.50	91.50
Session Total	0	1	1412	1	100	4	0	46	1564	1611.40
Session Average	0.00	0.06	88.25	0.06	6.25	0.25	0.00	2.88	97.75	100.71

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.11: Right from Moss Way (South) to Waterthorpe Greenway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	45	0	0	0	0	0	45	45.00
1115 - 1130	0	0	33	0	3	0	0	0	36	36.00
1130 - 1145	0	0	53	1	0	0	0	0	54	54.00
1145 - 1200	0	0	39	0	0	0	0	0	39	39.00
Hourly Total	0	0	170	1	3	0	0	0	174	174.00
Hourly Average	0.00	0.00	42.50	0.25	0.75	0.00	0.00	0.00	43.50	43.50
1200 - 1215	0	0	49	0	1	0	0	0	50	50.00
1215 - 1230	0	0	33	0	1	0	0	0	34	34.00
1230 - 1245	0	0	37	0	1	0	0	0	38	38.00
1245 - 1300	0	0	38	0	2	0	0	0	40	40.00
Hourly Total	0	0	157	0	5	0	0	0	162	162.00
Hourly Average	0.00	0.00	39.25	0.00	1.25	0.00	0.00	0.00	40.50	40.50
1300 - 1315	0	0	42	2	1	0	0	0	45	45.00
1315 - 1330	0	0	50	0	3	0	0	0	53	53.00
1330 - 1345	0	0	35	0	2	0	0	0	37	37.00
1345 - 1400	0	0	52	0	5	0	0	0	57	57.00
Hourly Total	0	0	179	2	11	0	0	0	192	192.00
Hourly Average	0.00	0.00	44.75	0.50	2.75	0.00	0.00	0.00	48.00	48.00
1400 - 1415	0	1	45	0	1	0	0	0	47	46.40
1415 - 1430	0	0	38	0	0	0	0	0	38	38.00
1430 - 1445	0	0	47	1	0	0	0	0	48	48.00
1445 - 1500	0	0	27	0	1	0	0	0	28	28.00
Hourly Total	0	1	157	1	2	0	0	0	161	160.40
Hourly Average	0.00	0.25	39.25	0.25	0.50	0.00	0.00	0.00	40.25	40.10
Session Total	0	1	663	4	21	0	0	0	689	688.40
Session Average	0.00	0.06	41.44	0.25	1.31	0.00	0.00	0.00	43.06	43.03

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.12: U-Turn from Moss Way (South) to Moss Way (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	3	0	0	0	0	0	3	3.00
Session Average	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.19	0.19

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.13: Left from Donetsk Way to Moss Way (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	18	0	1	0	0	0	19	19.00
1115 - 1130	0	0	16	0	4	0	0	0	20	20.00
1130 - 1145	0	0	24	0	1	0	0	0	25	25.00
1145 - 1200	0	0	16	0	2	2	0	0	20	21.00
Hourly Total	0	0	74	0	8	2	0	0	84	85.00
Hourly Average	0.00	0.00	18.50	0.00	2.00	0.50	0.00	0.00	21.00	21.25
1200 - 1215	0	0	10	0	2	0	0	0	12	12.00
1215 - 1230	0	0	17	0	0	0	0	0	17	17.00
1230 - 1245	0	0	23	0	1	1	0	0	25	25.50
1245 - 1300	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	70	0	4	1	0	0	75	75.50
Hourly Average	0.00	0.00	17.50	0.00	1.00	0.25	0.00	0.00	18.75	18.88
1300 - 1315	0	0	9	0	1	0	0	0	10	10.00
1315 - 1330	0	0	20	0	1	0	0	0	21	21.00
1330 - 1345	0	0	12	0	0	0	0	0	12	12.00
1345 - 1400	0	0	26	1	1	0	0	0	28	28.00
Hourly Total	0	0	67	1	3	0	0	0	71	71.00
Hourly Average	0.00	0.00	16.75	0.25	0.75	0.00	0.00	0.00	17.75	17.75
1400 - 1415	0	0	19	0	0	0	0	0	19	19.00
1415 - 1430	0	0	21	0	0	0	0	0	21	21.00
1430 - 1445	0	0	19	0	0	0	0	0	19	19.00
1445 - 1500	0	0	14	0	2	0	0	0	16	16.00
Hourly Total	0	0	73	0	2	0	0	0	75	75.00
Hourly Average	0.00	0.00	18.25	0.00	0.50	0.00	0.00	0.00	18.75	18.75
Session Total	0	0	284	1	17	3	0	0	305	306.50
Session Average	0.00	0.00	17.75	0.06	1.06	0.19	0.00	0.00	19.06	19.16

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.14: Eastbound from Donetsk Way to Waterthorpe Greenway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	85	0	6	0	0	0	91	91.00
1115 - 1130	0	0	87	0	4	0	0	0	91	91.00
1130 - 1145	0	0	99	1	3	0	0	0	103	103.00
1145 - 1200	0	0	80	0	0	0	0	0	80	80.00
Hourly Total	0	0	351	1	13	0	0	0	365	365.00
Hourly Average	0.00	0.00	87.75	0.25	3.25	0.00	0.00	0.00	91.25	91.25
1200 - 1215	0	0	86	0	3	0	0	0	89	89.00
1215 - 1230	0	0	84	0	4	0	0	0	88	88.00
1230 - 1245	0	0	88	1	2	0	0	0	91	91.00
1245 - 1300	0	0	75	0	5	0	0	0	80	80.00
Hourly Total	0	0	333	1	14	0	0	0	348	348.00
Hourly Average	0.00	0.00	83.25	0.25	3.50	0.00	0.00	0.00	87.00	87.00
1300 - 1315	0	0	91	0	1	0	0	0	92	92.00
1315 - 1330	0	0	78	0	1	0	0	0	79	79.00
1330 - 1345	0	0	89	0	2	0	0	0	91	91.00
1345 - 1400	0	0	91	1	3	0	0	0	95	95.00
Hourly Total	0	0	349	1	7	0	0	0	357	357.00
Hourly Average	0.00	0.00	87.25	0.25	1.75	0.00	0.00	0.00	89.25	89.25
1400 - 1415	0	0	78	0	3	0	0	0	81	81.00
1415 - 1430	0	0	86	0	2	0	0	0	88	88.00
1430 - 1445	0	0	92	0	5	0	0	0	97	97.00
1445 - 1500	0	0	94	0	6	0	0	0	100	100.00
Hourly Total	0	0	350	0	16	0	0	0	366	366.00
Hourly Average	0.00	0.00	87.50	0.00	4.00	0.00	0.00	0.00	91.50	91.50
Session Total	0	0	1383	3	50	0	0	0	1436	1436.00
Session Average	0.00	0.00	86.44	0.19	3.13	0.00	0.00	0.00	89.75	89.75

Owlthorpe, Yorkshire
Classified Junction Count

Site 4 of 4
Moss Way (North)
Waterthorpe Greenway
Moss Way (South)
Donetsk Way

Lat/Long
lat 53.342978° lon -1.363655°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)

TIME	Movement 2.15: Right from Donetsk Way to Moss Way (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	21	0	1	0	0	0	22	22.00
1115 - 1130	0	0	21	0	0	0	0	0	21	21.00
1130 - 1145	0	0	15	0	2	0	0	0	17	17.00
1145 - 1200	0	0	25	0	2	0	0	1	28	29.00
Hourly Total	0	0	82	0	5	0	0	1	88	89.00
Hourly Average	0.00	0.00	20.50	0.00	1.25	0.00	0.00	0.25	22.00	22.25
1200 - 1215	0	0	17	1	2	0	0	1	21	22.00
1215 - 1230	0	0	22	0	1	0	0	0	23	23.00
1230 - 1245	0	0	31	0	3	0	0	0	34	34.00
1245 - 1300	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	0	0	88	1	7	0	0	1	97	98.00
Hourly Average	0.00	0.00	22.00	0.25	1.75	0.00	0.00	0.25	24.25	24.50
1300 - 1315	0	1	21	0	1	0	0	0	23	22.40
1315 - 1330	0	0	21	0	1	0	0	0	22	22.00
1330 - 1345	0	1	17	0	1	0	0	0	19	18.40
1345 - 1400	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	0	2	77	0	4	0	0	0	83	81.80
Hourly Average	0.00	0.50	19.25	0.00	1.00	0.00	0.00	0.00	20.75	20.45
1400 - 1415	0	0	13	0	1	0	0	0	14	14.00
1415 - 1430	0	0	14	0	1	0	0	0	15	15.00
1430 - 1445	0	0	18	0	2	0	0	0	20	20.00
1445 - 1500	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	65	0	5	0	0	0	70	70.00
Hourly Average	0.00	0.00	16.25	0.00	1.25	0.00	0.00	0.00	17.50	17.50
Session Total	0	2	312	1	21	0	0	2	338	338.80
Session Average	0.00	0.13	19.50	0.06	1.31	0.00	0.00	0.13	21.13	21.18

Owlthorpe, Yorkshire
Queue Length Survey

Site 1 of 3

Donetsk Way (East)
Moorthorpe Gate
Donetsk Way (West)
Stoneacre Avenue

Lat/Long

lat 53.341701° lon -1.371418°

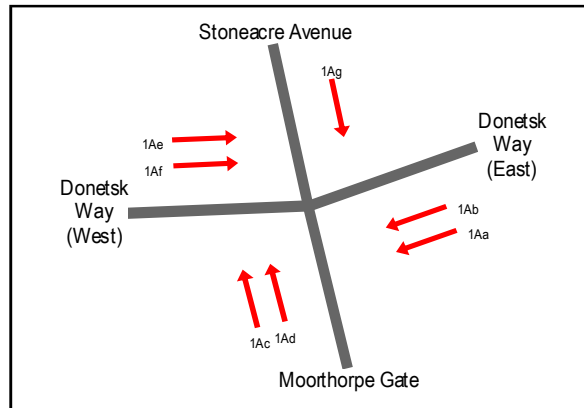
Date

Saturday 23 November 2019

Weather

Light Rain
Temp: 5°C

1100 - 1500 (Saturday INT Peak)



TIME	1Aa	1Ab	1Ac	1Ad	1Ae	1Af	1Ag
1100 - 1105	0	3	0	2	0	4	1
1105 - 1110	0	8	0	2	0	4	2
1110 - 1115	0	3	0	1	0	3	1
1115 - 1120	0	3	0	2	0	7	2
1120 - 1125	0	7	0	2	0	6	2
1125 - 1130	0	8	0	1	0	7	1
1130 - 1135	0	5	0	3	0	6	2
1135 - 1140	0	10	0	2	0	7	1
1140 - 1145	0	3	0	1	0	2	1
1145 - 1150	0	4	0	3	0	6	2
1150 - 1155	0	10	0	3	0	7	2
1155 - 1200	0	6	0	2	0	3	2
Hourly Average	0.00	5.83	0.00	2.00	0.00	5.17	1.58
1200 - 1205	0	5	0	1	0	7	0
1205 - 1210	0	4	0	2	0	3	1
1210 - 1215	0	11	0	1	0	8	1
1215 - 1220	0	12	0	1	0	9	0
1220 - 1225	0	9	0	1	0	4	1
1225 - 1230	0	8	0	2	0	6	1
1230 - 1235	0	2	0	1	0	1	0
1235 - 1240	0	2	0	2	0	4	1
1240 - 1245	0	6	0	2	0	5	2
1245 - 1250	0	12	0	3	0	7	1
1250 - 1255	0	13	0	2	0	4	0
1255 - 1300	0	6	0	1	0	6	1
Hourly Average	0.00	7.50	0.00	1.58	0.00	5.33	0.75
1300 - 1305	0	12	0	1	0	8	2
1305 - 1310	0	1	0	1	0	5	1
1310 - 1315	0	5	0	2	0	6	1
1315 - 1320	0	2	0	1	0	5	2
1320 - 1325	0	10	0	2	0	1	1
1325 - 1330	0	14	0	3	0	14	2
1330 - 1335	0	2	0	2	0	4	1
1335 - 1340	0	5	0	4	0	8	2
1340 - 1345	0	7	0	1	0	8	2
1345 - 1350	0	2	0	1	0	6	1
1350 - 1355	0	9	0	2	0	22	2
1355 - 1400	0	5	0	2	0	6	1
Hourly Average	0.00	6.17	0.00	1.83	0.00	7.75	1.50
1400 - 1405	0	12	0	3	0	12	2
1405 - 1410	0	3	0	1	0	1	1
1410 - 1415	0	1	0	1	0	7	1
1415 - 1420	0	8	0	2	0	12	1
1420 - 1425	0	6	0	3	0	4	1
1425 - 1430	0	12	0	1	0	3	1
1430 - 1435	0	5	0	2	0	6	1
1435 - 1440	0	3	0	2	0	2	0
1440 - 1445	0	11	0	2	0	3	2
1445 - 1450	0	6	0	2	0	5	1
1450 - 1455	0	2	0	2	0	3	1
1455 - 1500	0	10	0	2	0	11	1
Hourly Average	0.00	6.58	0.00	1.92	0.00	5.75	1.08
Session Total	0.00	6.52	0.00	1.83	0.00	6.00	1.23

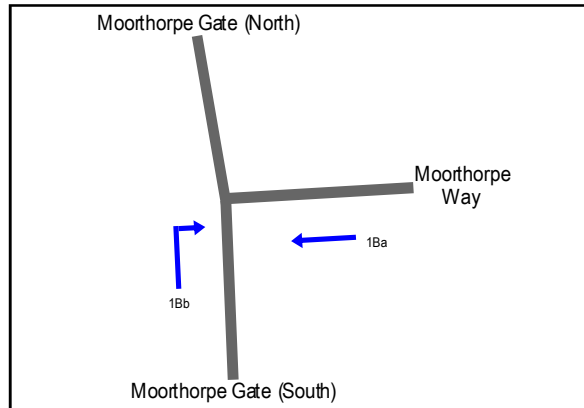
Owithorpe, Yorkshire
Queue Length Survey

Site 2 of 3
Moorthorpe Way
Moorthorpe Gate (South)
Moorthorpe Gate (North)

Lat/Long
lat 53.341315° lon -1.371517°

Date
Saturday 23 November 2019

Weather
Light Rain
Temp: 5°C



1100 - 1500 (Saturday INT Peak)

TIME	1Ba	1Bb
1100 - 1105	0	0
1105 - 1110	0	0
1110 - 1115	1	0
1115 - 1120	0	0
1120 - 1125	1	0
1125 - 1130	0	0
1130 - 1135	0	0
1135 - 1140	1	0
1140 - 1145	1	0
1145 - 1150	1	0
1150 - 1155	0	0
1155 - 1200	0	0
Hourly Average	0.42	0.00
1200 - 1205	0	0
1205 - 1210	0	0
1210 - 1215	0	0
1215 - 1220	0	0
1220 - 1225	0	0
1225 - 1230	0	0
1230 - 1235	0	0
1235 - 1240	0	0
1240 - 1245	1	0
1245 - 1250	0	0
1250 - 1255	1	0
1255 - 1300	0	0
Hourly Average	0.17	0.00
1300 - 1305	0	0
1305 - 1310	0	0
1310 - 1315	0	0
1315 - 1320	0	0
1320 - 1325	1	0
1325 - 1330	2	0
1330 - 1335	0	0
1335 - 1340	1	0
1340 - 1345	0	0
1345 - 1350	0	0
1350 - 1355	0	0
1355 - 1400	0	0
Hourly Average	0.33	0.00
1400 - 1405	0	0
1405 - 1410	0	0
1410 - 1415	0	0
1415 - 1420	1	0
1420 - 1425	2	0
1425 - 1430	0	0
1430 - 1435	0	0
1435 - 1440	0	0
1440 - 1445	0	0
1445 - 1450	0	0
1450 - 1455	0	0
1455 - 1500	0	0
Hourly Average	0.25	0.00
Session Total	0.29	0.00

Appendix D
TRICS Outputs

Calculation Reference: AUDIT-714101-190206-0250

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC HAMPSHIRE		1 days
	KC KENT		2 days
	SC SURREY		1 days
03	SOUTH WEST		
	DV DEVON		2 days
04	EAST ANGLIA		
	NF NORFOLK		1 days
06	WEST MIDLANDS		
	SH SHROPSHIRE		1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY NORTH YORKSHIRE		3 days
	SY SOUTH YORKSHIRE		1 days
09	NORTH		
	DH DURHAM		1 days

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

Secondary 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: Number of dwellings
 Actual Range: 50 to 116 (units:)
 Range Selected by User: 50 to 120 (units:)

Parking Spaces Range: Selected: 12 to 1726 Actual: 12 to 1726

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 20/11/18

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	3 days
Tuesday	3 days
Wednesday	1 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	4

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	12
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.

Secondary Filtering selection:

Use Class:

C3 13 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	3 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	3 days
25,001 to 50,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	11 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	1 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	13 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>			
	<i>Survey Type: MANUAL</i>			
2	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>			
	<i>Survey Type: MANUAL</i>			
3	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>			
	<i>Survey Type: MANUAL</i>			
4	HC-03-A-20 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 <i>Survey date: TUESDAY 20/11/18</i>			
	<i>Survey Type: MANUAL</i>			
5	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS		KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>			
	<i>Survey Type: MANUAL</i>			
6	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED		KENT
	Edge of Town Residential Zone Total Number of dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>			
	<i>Survey Type: MANUAL</i>			
7	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>			
	<i>Survey Type: MANUAL</i>			
8	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 <i>Survey date: FRIDAY 14/10/11</i>			
	<i>Survey Type: MANUAL</i>			
9	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

10	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON		
	Edge of Town No Sub Category		
	Total Number of dwellings:	71	
	Survey date: <i>TUESDAY</i>	<i>17/09/13</i>	Survey Type: <i>MANUAL</i>
11	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone		
	Total Number of dwellings:	71	
	Survey date: <i>THURSDAY</i>	<i>23/01/14</i>	Survey Type: <i>MANUAL</i>
12	SH-03-A-05	SEMI -DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL		
	Edge of Town Residential Zone		
	Total Number of dwellings:	54	
	Survey date: <i>THURSDAY</i>	<i>24/10/13</i>	Survey Type: <i>MANUAL</i>
13	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	54	
	Survey date: <i>WEDNESDAY</i>	<i>18/09/13</i>	Survey Type: <i>MANUAL</i>

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.062	13	75	0.249	13	75	0.311
08:00 - 09:00	13	75	0.114	13	75	0.381	13	75	0.495
09:00 - 10:00	13	75	0.148	13	75	0.164	13	75	0.312
10:00 - 11:00	13	75	0.119	13	75	0.174	13	75	0.293
11:00 - 12:00	13	75	0.141	13	75	0.134	13	75	0.275
12:00 - 13:00	13	75	0.162	13	75	0.146	13	75	0.308
13:00 - 14:00	13	75	0.175	13	75	0.164	13	75	0.339
14:00 - 15:00	13	75	0.143	13	75	0.167	13	75	0.310
15:00 - 16:00	13	75	0.229	13	75	0.145	13	75	0.374
16:00 - 17:00	13	75	0.248	13	75	0.154	13	75	0.402
17:00 - 18:00	13	75	0.333	13	75	0.132	13	75	0.465
18:00 - 19:00	13	75	0.219	13	75	0.131	13	75	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.093			2.141			4.234

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.

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Parameter summary

Trip rate parameter range selected:	50 - 116 (units:)
Survey date date range:	01/01/10 - 20/11/18
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.004	13	75	0.004	13	75	0.008
08:00 - 09:00	13	75	0.001	13	75	0.001	13	75	0.002
09:00 - 10:00	13	75	0.005	13	75	0.003	13	75	0.008
10:00 - 11:00	13	75	0.002	13	75	0.003	13	75	0.005
11:00 - 12:00	13	75	0.003	13	75	0.002	13	75	0.005
12:00 - 13:00	13	75	0.003	13	75	0.003	13	75	0.006
13:00 - 14:00	13	75	0.003	13	75	0.004	13	75	0.007
14:00 - 15:00	13	75	0.004	13	75	0.004	13	75	0.008
15:00 - 16:00	13	75	0.006	13	75	0.005	13	75	0.011
16:00 - 17:00	13	75	0.003	13	75	0.005	13	75	0.008
17:00 - 18:00	13	75	0.004	13	75	0.004	13	75	0.008
18:00 - 19:00	13	75	0.004	13	75	0.004	13	75	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.000	13	75	0.000	13	75	0.000
08:00 - 09:00	13	75	0.001	13	75	0.001	13	75	0.002
09:00 - 10:00	13	75	0.001	13	75	0.001	13	75	0.002
10:00 - 11:00	13	75	0.002	13	75	0.000	13	75	0.002
11:00 - 12:00	13	75	0.003	13	75	0.002	13	75	0.005
12:00 - 13:00	13	75	0.000	13	75	0.001	13	75	0.001
13:00 - 14:00	13	75	0.002	13	75	0.001	13	75	0.003
14:00 - 15:00	13	75	0.002	13	75	0.004	13	75	0.006
15:00 - 16:00	13	75	0.002	13	75	0.002	13	75	0.004
16:00 - 17:00	13	75	0.000	13	75	0.001	13	75	0.001
17:00 - 18:00	13	75	0.001	13	75	0.001	13	75	0.002
18:00 - 19:00	13	75	0.000	13	75	0.000	13	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.000	13	75	0.000	13	75	0.000
08:00 - 09:00	13	75	0.000	13	75	0.000	13	75	0.000
09:00 - 10:00	13	75	0.000	13	75	0.000	13	75	0.000
10:00 - 11:00	13	75	0.000	13	75	0.000	13	75	0.000
11:00 - 12:00	13	75	0.002	13	75	0.002	13	75	0.004
12:00 - 13:00	13	75	0.000	13	75	0.000	13	75	0.000
13:00 - 14:00	13	75	0.000	13	75	0.000	13	75	0.000
14:00 - 15:00	13	75	0.000	13	75	0.000	13	75	0.000
15:00 - 16:00	13	75	0.000	13	75	0.000	13	75	0.000
16:00 - 17:00	13	75	0.000	13	75	0.000	13	75	0.000
17:00 - 18:00	13	75	0.000	13	75	0.000	13	75	0.000
18:00 - 19:00	13	75	0.000	13	75	0.000	13	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.008	13	75	0.015	13	75	0.023
08:00 - 09:00	13	75	0.011	13	75	0.021	13	75	0.032
09:00 - 10:00	13	75	0.001	13	75	0.009	13	75	0.010
10:00 - 11:00	13	75	0.006	13	75	0.011	13	75	0.017
11:00 - 12:00	13	75	0.005	13	75	0.006	13	75	0.011
12:00 - 13:00	13	75	0.005	13	75	0.005	13	75	0.010
13:00 - 14:00	13	75	0.006	13	75	0.002	13	75	0.008
14:00 - 15:00	13	75	0.004	13	75	0.005	13	75	0.009
15:00 - 16:00	13	75	0.016	13	75	0.011	13	75	0.027
16:00 - 17:00	13	75	0.016	13	75	0.009	13	75	0.025
17:00 - 18:00	13	75	0.023	13	75	0.007	13	75	0.030
18:00 - 19:00	13	75	0.010	13	75	0.005	13	75	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.106			0.217

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.072	13	75	0.328	13	75	0.400
08:00 - 09:00	13	75	0.144	13	75	0.573	13	75	0.717
09:00 - 10:00	13	75	0.183	13	75	0.226	13	75	0.409
10:00 - 11:00	13	75	0.149	13	75	0.229	13	75	0.378
11:00 - 12:00	13	75	0.186	13	75	0.174	13	75	0.360
12:00 - 13:00	13	75	0.206	13	75	0.182	13	75	0.388
13:00 - 14:00	13	75	0.235	13	75	0.227	13	75	0.462
14:00 - 15:00	13	75	0.187	13	75	0.219	13	75	0.406
15:00 - 16:00	13	75	0.367	13	75	0.196	13	75	0.563
16:00 - 17:00	13	75	0.366	13	75	0.231	13	75	0.597
17:00 - 18:00	13	75	0.475	13	75	0.182	13	75	0.657
18:00 - 19:00	13	75	0.312	13	75	0.190	13	75	0.502
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.882			2.957			5.839

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.017	13	75	0.071	13	75	0.088
08:00 - 09:00	13	75	0.062	13	75	0.192	13	75	0.254
09:00 - 10:00	13	75	0.073	13	75	0.082	13	75	0.155
10:00 - 11:00	13	75	0.063	13	75	0.065	13	75	0.128
11:00 - 12:00	13	75	0.052	13	75	0.043	13	75	0.095
12:00 - 13:00	13	75	0.052	13	75	0.041	13	75	0.093
13:00 - 14:00	13	75	0.041	13	75	0.053	13	75	0.094
14:00 - 15:00	13	75	0.052	13	75	0.060	13	75	0.112
15:00 - 16:00	13	75	0.158	13	75	0.094	13	75	0.252
16:00 - 17:00	13	75	0.121	13	75	0.065	13	75	0.186
17:00 - 18:00	13	75	0.104	13	75	0.044	13	75	0.148
18:00 - 19:00	13	75	0.049	13	75	0.039	13	75	0.088
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.844			0.849			1.693

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.001	13	75	0.013	13	75	0.014
08:00 - 09:00	13	75	0.000	13	75	0.028	13	75	0.028
09:00 - 10:00	13	75	0.002	13	75	0.007	13	75	0.009
10:00 - 11:00	13	75	0.004	13	75	0.006	13	75	0.010
11:00 - 12:00	13	75	0.003	13	75	0.003	13	75	0.006
12:00 - 13:00	13	75	0.005	13	75	0.006	13	75	0.011
13:00 - 14:00	13	75	0.004	13	75	0.001	13	75	0.005
14:00 - 15:00	13	75	0.008	13	75	0.007	13	75	0.015
15:00 - 16:00	13	75	0.021	13	75	0.007	13	75	0.028
16:00 - 17:00	13	75	0.010	13	75	0.006	13	75	0.016
17:00 - 18:00	13	75	0.010	13	75	0.002	13	75	0.012
18:00 - 19:00	13	75	0.017	13	75	0.000	13	75	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.086			0.171

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.000	13	75	0.009	13	75	0.009
08:00 - 09:00	13	75	0.000	13	75	0.008	13	75	0.008
09:00 - 10:00	13	75	0.000	13	75	0.002	13	75	0.002
10:00 - 11:00	13	75	0.000	13	75	0.001	13	75	0.001
11:00 - 12:00	13	75	0.000	13	75	0.001	13	75	0.001
12:00 - 13:00	13	75	0.000	13	75	0.003	13	75	0.003
13:00 - 14:00	13	75	0.000	13	75	0.001	13	75	0.001
14:00 - 15:00	13	75	0.002	13	75	0.001	13	75	0.003
15:00 - 16:00	13	75	0.000	13	75	0.000	13	75	0.000
16:00 - 17:00	13	75	0.002	13	75	0.000	13	75	0.002
17:00 - 18:00	13	75	0.004	13	75	0.000	13	75	0.004
18:00 - 19:00	13	75	0.002	13	75	0.000	13	75	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.026			0.036

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.001	13	75	0.023	13	75	0.024
08:00 - 09:00	13	75	0.000	13	75	0.036	13	75	0.036
09:00 - 10:00	13	75	0.002	13	75	0.009	13	75	0.011
10:00 - 11:00	13	75	0.004	13	75	0.007	13	75	0.011
11:00 - 12:00	13	75	0.003	13	75	0.004	13	75	0.007
12:00 - 13:00	13	75	0.005	13	75	0.009	13	75	0.014
13:00 - 14:00	13	75	0.004	13	75	0.002	13	75	0.006
14:00 - 15:00	13	75	0.010	13	75	0.008	13	75	0.018
15:00 - 16:00	13	75	0.021	13	75	0.007	13	75	0.028
16:00 - 17:00	13	75	0.012	13	75	0.006	13	75	0.018
17:00 - 18:00	13	75	0.014	13	75	0.002	13	75	0.016
18:00 - 19:00	13	75	0.020	13	75	0.000	13	75	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.113			0.209

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.099	13	75	0.436	13	75	0.535
08:00 - 09:00	13	75	0.217	13	75	0.821	13	75	1.038
09:00 - 10:00	13	75	0.259	13	75	0.326	13	75	0.585
10:00 - 11:00	13	75	0.222	13	75	0.312	13	75	0.534
11:00 - 12:00	13	75	0.246	13	75	0.227	13	75	0.473
12:00 - 13:00	13	75	0.269	13	75	0.237	13	75	0.506
13:00 - 14:00	13	75	0.286	13	75	0.284	13	75	0.570
14:00 - 15:00	13	75	0.254	13	75	0.292	13	75	0.546
15:00 - 16:00	13	75	0.562	13	75	0.309	13	75	0.871
16:00 - 17:00	13	75	0.515	13	75	0.311	13	75	0.826
17:00 - 18:00	13	75	0.616	13	75	0.235	13	75	0.851
18:00 - 19:00	13	75	0.391	13	75	0.234	13	75	0.625
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.936			4.024			7.960

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	13	75	0.003	13	75	0.001	13	75	0.004
08:00 - 09:00	13	75	0.004	13	75	0.002	13	75	0.006
09:00 - 10:00	13	75	0.003	13	75	0.003	13	75	0.006
10:00 - 11:00	13	75	0.002	13	75	0.003	13	75	0.005
11:00 - 12:00	13	75	0.002	13	75	0.002	13	75	0.004
12:00 - 13:00	13	75	0.002	13	75	0.002	13	75	0.004
13:00 - 14:00	13	75	0.001	13	75	0.001	13	75	0.002
14:00 - 15:00	13	75	0.001	13	75	0.003	13	75	0.004
15:00 - 16:00	13	75	0.001	13	75	0.002	13	75	0.003
16:00 - 17:00	13	75	0.000	13	75	0.000	13	75	0.000
17:00 - 18:00	13	75	0.001	13	75	0.000	13	75	0.001
18:00 - 19:00	13	75	0.001	13	75	0.002	13	75	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.

Calculation Reference: AUDIT-714101-191128-1113

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05 EAST MIDLANDS
 NR NORTHAMPTONSHIRE 1 days

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

Secondary 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: Number of dwellings
 Actual Range: 102 to 102 (units:)
 Range Selected by User: 4 to 918 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 08/07/19

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:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 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.

Secondary Filtering selection:

Use Class:

C3 1 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 1 days

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

Population within 5 miles:

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Travel Plan:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	NR-03-A-01	HOUSES	NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD		
	NORTHAMPTON		
	KINGSTHORPE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	102	
	Survey date: SATURDAY	22/09/12	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
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	102	0.010	1	102	0.039	1	102	0.049
08:00 - 09:00	1	102	0.059	1	102	0.108	1	102	0.167
09:00 - 10:00	1	102	0.088	1	102	0.137	1	102	0.225
10:00 - 11:00	1	102	0.098	1	102	0.108	1	102	0.206
11:00 - 12:00	1	102	0.039	1	102	0.186	1	102	0.225
12:00 - 13:00	1	102	0.108	1	102	0.216	1	102	0.324
13:00 - 14:00	1	102	0.157	1	102	0.108	1	102	0.265
14:00 - 15:00	1	102	0.118	1	102	0.118	1	102	0.236
15:00 - 16:00	1	102	0.176	1	102	0.098	1	102	0.274
16:00 - 17:00	1	102	0.196	1	102	0.108	1	102	0.304
17:00 - 18:00	1	102	0.147	1	102	0.137	1	102	0.284
18:00 - 19:00	1	102	0.118	1	102	0.069	1	102	0.187
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.314			1.432			2.746

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.*

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Parameter summary

Trip rate parameter range selected: 102 - 102 (units:)
 Survey date range: 01/01/11 - 08/07/19
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	102	0.010	1	102	0.078	1	102	0.088
08:00 - 09:00	1	102	0.108	1	102	0.245	1	102	0.353
09:00 - 10:00	1	102	0.147	1	102	0.245	1	102	0.392
10:00 - 11:00	1	102	0.157	1	102	0.186	1	102	0.343
11:00 - 12:00	1	102	0.059	1	102	0.324	1	102	0.383
12:00 - 13:00	1	102	0.167	1	102	0.382	1	102	0.549
13:00 - 14:00	1	102	0.265	1	102	0.196	1	102	0.461
14:00 - 15:00	1	102	0.186	1	102	0.235	1	102	0.421
15:00 - 16:00	1	102	0.363	1	102	0.127	1	102	0.490
16:00 - 17:00	1	102	0.431	1	102	0.216	1	102	0.647
17:00 - 18:00	1	102	0.304	1	102	0.225	1	102	0.529
18:00 - 19:00	1	102	0.176	1	102	0.118	1	102	0.294
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.373			2.577			4.950

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.

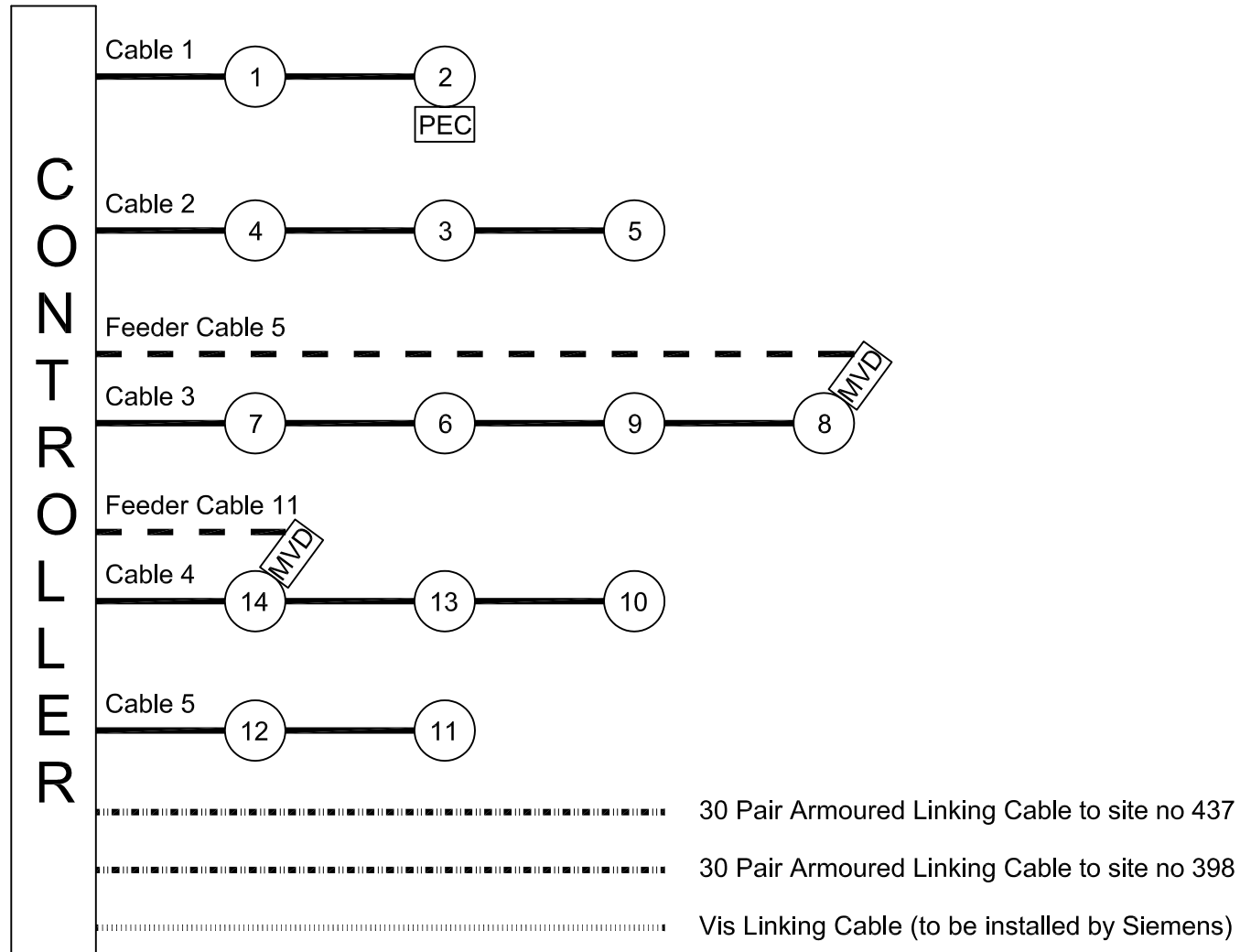
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

Appendix E
2011 Census Origin-Destination Data

Appendix F

Donetsk Way / Moorthorpe Gate Specifications

CABLE DIAGRAM



Key

- 16 Core Armoured Cable (Coloured)
- - - - -** 2 Core Armoured Loop Feeder Cable
-** 30 Pair Armoured Linking Cable

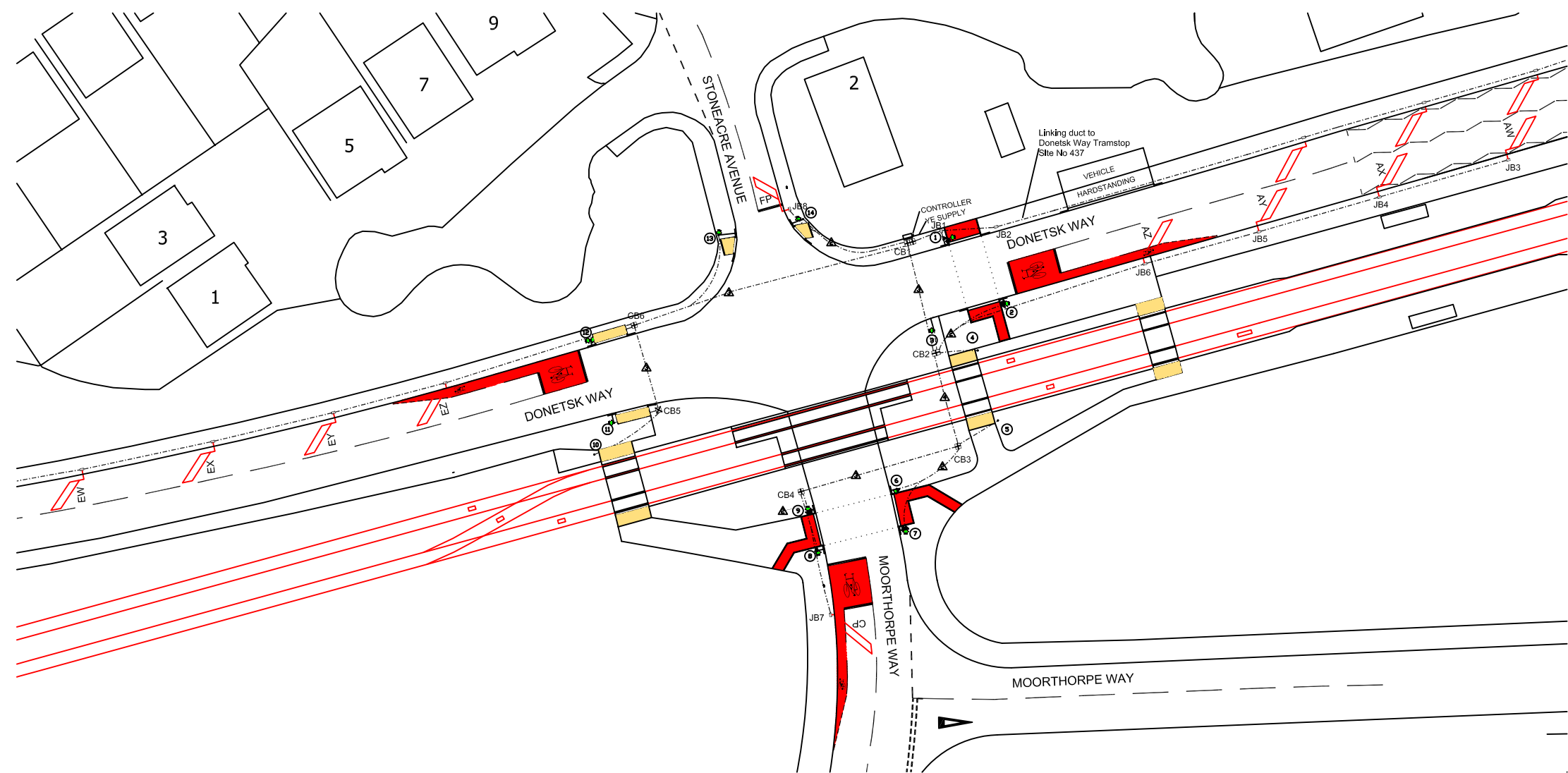
STREET FURNITURE REQUIREMENTS

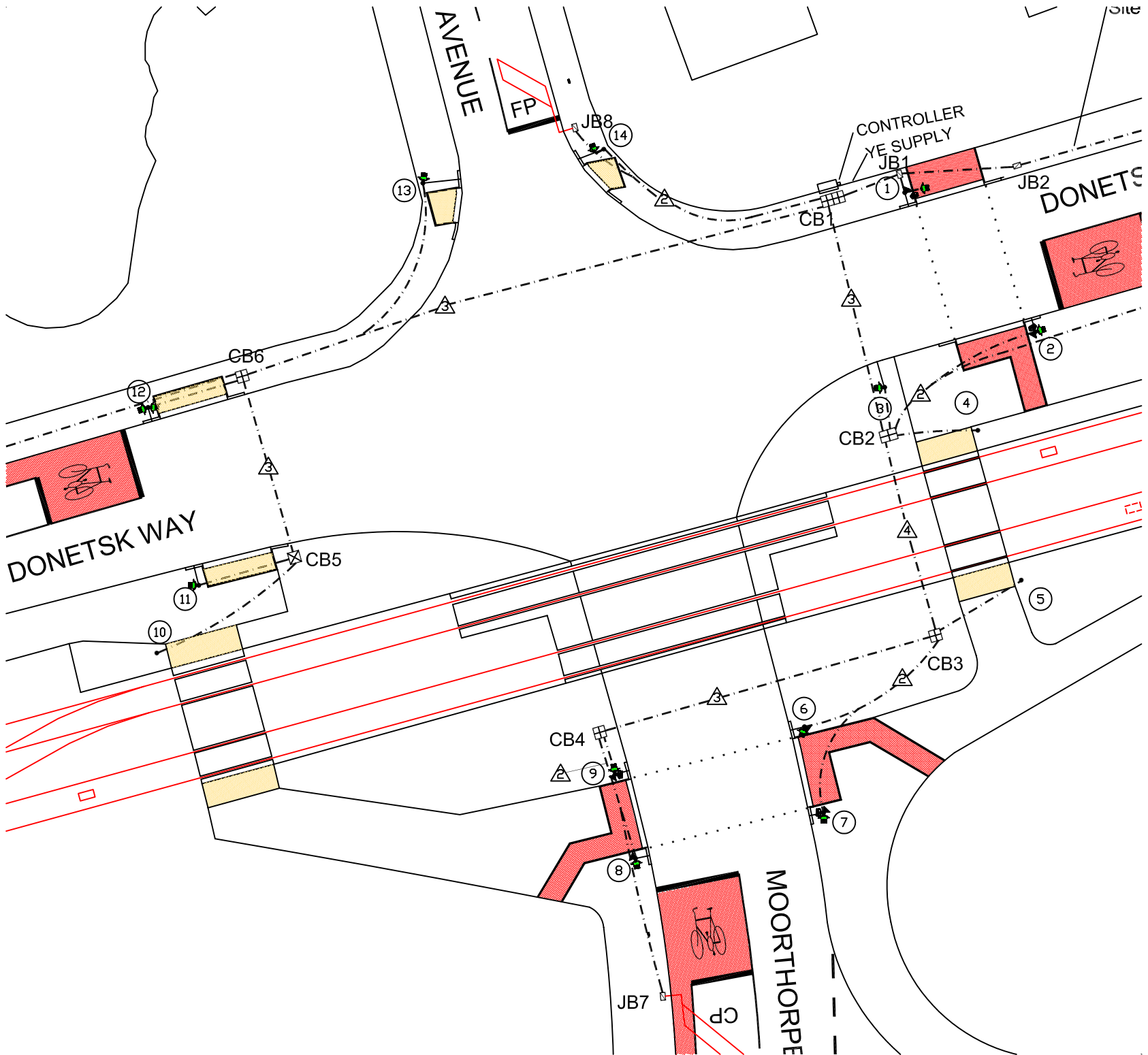
POLE NO	PHASE	HEAD or P-B TYPE	TRO BOX SIGN	BRACKETS	EXT BRACKET	TRO SIGN
1	A	1P	-	MEDIUM	600	-
-	B	23	-	MEDIUM	-	-
-	B	24	-	-	-	-
2	A	1P	-	MEDIUM	-	-
-	B	23	-	MEDIUM	-	-
-	B	24	-	-	-	-
-	PEC	-	-	-	-	-
3	E	1S	-	MEDIUM	-	-
4	G	LRT	-	MEDIUM	-	-
5	G	LRT	-	MEDIUM	-	-
6	C	1S	-	MEDIUM	-	-
-	D	24	-	-	-	-
7	C	1P	-	MEDIUM	-	-
-	D	23	-	MEDIUM	-	-
-	D	24	-	-	-	-
8	C	1P	-	MEDIUM	-	-
-	C	MVD	-	-	-	-
-	D	24	-	-	-	-
9	F	1S*	-	MEDIUM	-	-
-	D	23	-	MEDIUM	-	-
-	D	24	-	-	-	-
10	H	LRT	-	MEDIUM	-	-
11	E	1P	-	MEDIUM	-	-
12	E	1P	-	MEDIUM	-	-
-	A	1S*	-	MEDIUM	-	-
13	F	1P	-	MEDIUM	300	-
14	F	1P	-	MEDIUM	300	-
-	F	MVD	-	-	-	-

* Denotes signal head with 300mm long louvered tunnel hoods fitted to red & amber aspects

DETECTOR AND PUSH BUTTON INPUTS

DETECTOR NUMBER	DETECTOR LABEL	DISTANCE FROM STOP LINE (M)	PHASE(S) DEMANDED	PHASE(S) EXTENDED	CALL / CANCEL TIMES	FEEDER CABLE NUMBER
1	AZ	12	A	A	-	1
2	AY	25	A	A	-	2
3	AX	39	A	A	-	3
4	AW	54	A	A	-	4
5	B-PBU1	POLE 1	B	-	-	-
6	B-PBU2	POLE 2	B	-	-	-
7	C-MVD	POLE 8	C	C	-	5
8	CP	2	C	C	-	6
9	D-PBU1	POLE 6	D	-	-	-
10	D-PBU2	POLE 7	D	-	-	-
11	D-PBU3	POLE 8	D	-	-	-
12	D-PBU4	POLE 9	D	-	-	-
13	EZ	12	E	E	-	7
14	EY	25	E	E	-	8
15	EX	39	E	E	-	9
16	EW	54	E	E	-	10
17	F-MVD	POLE 14	F	F	-	11
18	FP	2	F	C	-	12





AVENUE

DONETSK WAY

MOORTHORPE

DONETS

FP

CONTROLLER
YE SUPPLY
JB1

JB7

CP

CB1

CB2

CB3

CB4

CB5

CB6

JB8

JB2

10

11

12

13

8

9

6

7

5

4

2

1

14

SITE

MICROSENSE TRAFFIC CONTROLLER (MTC) CONFIGURATION FORMS

CUSTOMER : SHEFFIELD CITY COUNCIL

INTERSECTION DESCRIPTION : SITE 462 - DONETSK WAY/ MOORTHORPE WAY/ STONEACRE AVENUE (RTC 6.10)

MICROSENSE TENDER No. : -

MICROSENSE WORKS ORDER No. : -

CUSTOMERS ORDER No. : 171993

DATED : 22/09/03

CUSTOMERS ENGINEER : MR T BAMFORD

CUSTOMERS TELEPHONE No. : 0114 - 273 6179

EXT : -

EQUIPMENT INSTALLATION BY : TRAFFIC SYSTEMS COOP LTD

SLOT CUTTING BY : TRAFFIC SYSTEMS COOP LTD

CIVIL WORKS BY : STREET FORCE

CONFIGURATION No. : CFGS462

ISSUE : 1.07

CONFIGURATION ENGINEER: TAB

GENERAL DATA

POWER SUPPLY DATA

MAINS VOLTAGE	240 Volts
MAINS FREQUENCY	50 Hz
PEAK CURRENT	10.0 Amps
DIMMING VOLTAGE	160

SOLAR SWITCH DATA

DETECTOR TIMING SET DATA	SET 1	SET 2	SET 3	SET 4
CALL DELAY PERIOD (seconds)	60.0	60.0	60.0	60.0
CANCEL DELAY PERIOD (seconds)	60.0	60.0	60.0	60.0
DFM ACTIVE TIMES (Hours or Minutes)	18H	18H	18H	18H
DFM INACTIVE TIMES (Hours or Minutes)	18H	18H	18H	18H

BRITISH SUMMERTIME CHANGE DATA

BST START WEEK	13	BST END WEEK	43
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MANUAL MODE DISABLE DATA

IS MANUAL DISABLE VIA HANDSET OPTION REQUIRED ?	Yes
--	-----

CONFIGURATION	NOTES
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CONFIGURATION HISTORY

ISSUE	DATE	DESCRIPTION
1.00	28/4/07	INITIAL CONFIGURATION
1.01	2/5/07	INTERMEDIATE EDIT
1.02	3/5/07	INTERMEDIATE EDIT
1.03	5/5/07	INTERMEDIATE EDIT
1.04	8/5/07	INTERMEDIATE EDIT
1.05	8/5/07	INTERMEDIATE EDIT
1.06	17/5/07	INTERMEDIATE EDIT
1.07	17/5/07	INTERMEDIATE EDIT

PHASE DATA 1

PHS. ID	ROAD NAME(S)	PHS. TYPE	TYPE	APPEARANCE ASSOC'ED PHASE(S)	TYPE	TERMINATION ASSOC'ED PHASE(S)	RESTART ALLWD.	APP. IN MAN.
A	DONETSK WAY (TO CITY)	T	0		0		No	0
B	PED XING DONETSK	P	2		3		Yes	0
C	MOORTHORPE WAY	T	0		0		No	0
D	PED XING MOORTHORPE	P	2		3		No	0
E	DONETSK WAY (FROM CITY)	T	0		0		No	0
F	STONEACRE AVENUE	T	0		0		No	0
G	TRAMWAY - TO CITY (LAMP DRIVE)	L	4	GA,GB	2	GA,GB	No	0
H	TRAMWAY - FROM CITY	L	2		5		Yes	0
DA	DUMMY FOR TRAM STAGES, 2 AND 5	G	0		0		No	0
GA	TRAM - TO CITY (NORMAL/REQ)	G	2		5		Yes	0
GB	TRAM - TO CITY (TURNBACK)	G	2		5		Yes	1

PHASE DATA 2

PHASE ID	MIN. GREEN TIME	MIN. GREEN LIMIT	WINDOW TIME	SPEED MEASUREMENT FACILITIES		ASSOC. TO PED. PHASES	COND. DMD. TYPE	CONDITIONING PHASES
				EXIST	PED. PHASES			
A	7.0	3.0	-	No		No	NONE	
B	6.0	3.0	-	-		-	NONE	
C	7.0	3.0	-	No		No	NONE	
D	7.0	3.0	-	-		-	NONE	
E	7.0	3.0	-	No		No	NONE	
F	7.0	3.0	-	No		No	NONE	
G	10.0	7.0	-	No		No	NONE	
H	10.0	7.0	-	No		No	NONE	
DA	10.0	0.0	-	No		No	NONE	
GA	10.0	7.0	-	No		No	NONE	
GB	10.0	7.0	-	No		No	NONE	

PHASE DATA 2_1

PHS ID	MAXIMUM GREENS (VA)								MAXIMUM GREENS (PTM)								MAXIMUM GREENS (FVP)							
	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8
A	40.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	20.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	40.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GA	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GB	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PHASE DATA 2 2

PHS. ID	FIXED SEQ.	PED. TYPE	DEMAND EXTN.	DITHERING		PEDESTRIAN INTERGREEN SEQUENCE TIMES						PV INFO		PV ASSOCIATED TO			PV DELAY	PV WINDOW	LOCAL OVERRIDE
				QUIESCENT	NORMAL	GAP	FRC	MIN	MAX	CLR	XTR	UTC	LOCAL	PHASE	STR/STG	INPUT			
A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	Yes	-	1.0	0.0	2.0	2.0	2.0	3.0	-	1.0	-	0	A	-	-	-	-	-	-
C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	Yes	-	1.0	0.0	2.0	2.0	2.0	3.0	-	1.0	-	0	A	-	-	-	-	-	-
E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PHASE DATA 4

PHASE ID	CONFLICTING GREENS	OPPOSED BY PHASE DEMANDS	OPPOSED BY STAGE DEMANDS	REVERTIVE PHASE DEMANDS
A	B,C,D,F,G,H	B,C,D,E,F,G,GA,GB,H,DA		A
B	A,C,E,F	A,C,D,E,F,G,GA,GB,H,DA		
C	A,B,D,E,F,G,H	A,B,D,E,F,G,GA,GB,H,DA		
D	A,C,E,F	A,B,C,E,F,G,GA,GB,H,DA		
E	B,C,D,F,G,H	A,B,C,D,F,G,GA,GB,H,DA		E
F	A,B,C,D,E,G,H	A,B,C,D,E,G,GA,GB,H,DA		
G	A,C,E,F	A,B,C,D,E,F,H,DA		
H	A,C,E,F	A,B,C,D,E,F,G,GA,GB,DA		H
DA		A,C,E,F		
GA		A,B,C,D,E,F,G,GB,H,DA		GA
GB		A,B,C,D,E,F,G,GA,H,DA		

LAMP SEQUENCE DATA

PHS. TYPE	SEQUENCE DESCRIPTION	START-UP STARTING			START-UP STOPPING			NORMAL STARTING			NORMAL STOPPING			RUNNING			STOPPED			SHUTDOWN		
		State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration
FP	FAR/SIDE PEDESTRIAN	G	G	0	R	R	0	G	G	0	B	B	3	G	G	N/A	R	R	N/A	B	B	N/A
G	IND/FILTER	G	G	0	B	B	0	G	G	0	B	B	0	G	G	N/A	B	B	N/A	B	B	N/A
L	LRT	G	G	0	A	A	5	G	G	0	A	A	5	G	G	N/A	R	R	N/A	B	B	N/A
NP	NEAR/SIDE PEDESTRIAN	G	G	0	R	R	0	G	G	0	R	R	3	G	G	N/A	R	R	N/A	B	B	N/A
P	PEDESTRIAN	G	G	0	R	R	0	G	G	0	B	B	PBT	G	G	N/A	R	R	N/A	B	B	N/A
PP	PELICAN PEDESTRIAN	R	R	0	B	G	3	G	G	0	B	G	0.1	G	G	N/A	R	R	N/A	B	B	N/A
PT	PELICAN TRAFFIC	B	A	5	A	A	3	B	A	6	A	A	3	G	G	N/A	R	R	N/A	B	B	N/A
T	TRAFFIC	G	G	0	A	A	3	R,A	R,A	2	A	A	3	G	G	N/A	R	R	N/A	B	B	N/A

STAGE DATA

STREAM 1		START-UP STAGE NO.	1
STAGE	ACTIVE PHASES		
00			
01	A,E		
02	B,D,G,GA,GB,H,DA		
03	C		
04	F		
05	B,D,G,GA,GB,H,DA		
06			
07			
08			
09			
10			
11			
12			
13			
14			
15			

SWITCHED SIGN DATA

SIGN No.	SECURITY (Yes/No)	CONFLICTING PHASE GREENS	SWITCH ON STG/PHS	SWITCH OFF STG/PHS	ASSOCIATED WITH STREAM	PHASE DRIVE USED	ASSOCIATED LRT PHASES
1	No				1	I-AMBER	GA,GB
2	No				1	I-RED	H

MODE DATA

STREAM 1		STARTING INTERGREEN DURATION	12.0
MODE	PRIORITY No.	ALL RED EXTENSIONS AUTO TO MAX	
C.L.F	5	No	
HURRY CALL 1			
HURRY CALL 2			
HURRY CALL 3			
HURRY CALL 4			
LRT	3	No	
MANUAL	1	No	
MANUAL FT	2	Yes	
MOVA			
NORMAL - VA	6	No	
PART TIME			
UTC	4	No	
PHASE DEMANDS TO BE INSERTED ON START-UP AND WHEN LEAVING MANUAL OR FIXED TIME MODES			
A,C,E,F			

MANUAL MODE DATA

MANUAL BUTTON NO.	STAGE NUMBER FOR EACH STREAM								STREET NAME(S)
	1	2	3	4	5	6	7	8	
ALL RED	0								ALL RED
1	1								DONETSK WAY
2	2								PEDS & TRAMS
3	3								MOORTHORPE WAY
4	4								STONEACRE AVE
5									
6									
7									
BUTTON NO. FOR INITIAL MANUAL STAGE SET									
1									
STREAMS THAT MUST BE IN MANUAL MODE TOGETHER									

UTC GENERAL DATA, CONFIRM BIT DATA & SF/LO QUALIFICATION PERIODS

UTC GENERAL DATA

UTC OPTION
OPTION 3 (VA SELECTION)

TF RESET TIME
00:00:00 HRS

STREAM LINKING OPTIONS							
1	2	3	4	5	6	7	8
U	U	U	U	U	U	U	U

SYNC CONFIRM TIMES	
RT REPLY BIT	3
SR REPLY BIT	3

TIME SYNC DATA	
DAY TYPE	ANY
REFERENCE TIME	12:00:00HRS
REPEAT RATE	24H
WINDOW TIME	24H

USE SERIAL INTERFACE FOR UTC
FALSE

UTC ACTIVE STATE
SHORT CIRCUIT

UTC CONFIRM DATA

STREAM	CONFIRM BIT(S) TO BE USED FOR MANUAL MODE RUNNING ON STREAM	CONFIRM BIT(S) TO BE REPLIED FOR FIXED TIME RUNNING ON STREAM
1	G1,G2,RR	RR
2		
3		
4		
5		
6		
7		
8		

CONTROLLER STATE	CONFIRM BIT(S) TO BE USED FOR CONTROLLER STATE
MANUAL MODE SELECTED	
SIGNALS OFF FAILED	G1,G2
SIGNALS OFF MANUALLY	G1,G2,RR
DETECTOR FAULT	DF
CONTROLLER FAULT	
CONTROLLER WARNING	
MANUAL FIXED TIME SELECTED	

SF/LO QUALIFICATION PERIODS

LO1	10.0	LO2	10.0	LO3	10.0	LO4	10.0	LO5	10.0	LO6	10.0	LO7	10.0	LO8	10.0
SF01	7.0	SF02	7.0	SF03	7.0	SF04	7.0	SF05	7.0	SF06	7.0	SF07	7.0	SF08	7.0
SF09	7.0	SF10	7.0	SF11	7.0	SF12	7.0	SF13	7.0	SF14	7.0	SF15	7.0	SF16	7.0

UTC FORCE BITS

Force Bit	PHASE DEMANDS TO BE CONSIDERED FOR DEMAND DEPENDANT STAGES	REQUIRED PHASE EXTENSIONS	STAGE TO FORCE IN EACH STREAM										
			1	2	3	4	5	6	7	8			
F01	A,E	A,E	1#										
F02	B,D,GA,GB,H,DA	GA,GB,H,DA	2#										
F03	C	C	3#										
F04	F	F	4#										

UTC (STREAM/STAGE) CONFIRM DATA

STAGE No.	STREAM							
	1	2	3	4	5	6	7	8
00								
01	G1							
02	G2							
03	G3							
04	G4							
05	G2							
06								
07								
08								
09								
10								
11								
12								
13								
14								
15								

UTC CONTROL/REPLY BIT - STAGE STREAM ASSOCIATIONS

CONTROL/ REPLY BIT	ASSOCIATED BIT ID PER STREAM							
	STREAM 1	STREAM 2	STREAM 3	STREAM 4	STREAM 5	STREAM 6	STREAM 7	STREAM 8
FM								
LO								
LL								
GO								
LRTI	LRTI1							
FC								
HC								
FGR								
TOR								
LRTR								

UTC DEMAND BITS (DX Bits)

DX1	Latched Stage Demands		Latched Phase Demands	
	Unlatched Stage Demands		Unlatched Phase Demands	
	Phase Extension Demands			
DX2	Latched Stage Demands		Latched Phase Demands	
	Unlatched Stage Demands		Unlatched Phase Demands	
	Phase Extension Demands			
DX3	Latched Stage Demands		Latched Phase Demands	
	Unlatched Stage Demands		Unlatched Phase Demands	
	Phase Extension Demands			
DX4	Latched Stage Demands		Latched Phase Demands	
	Unlatched Stage Demands		Unlatched Phase Demands	
	Phase Extension Demands			
DX5	Latched Stage Demands		Latched Phase Demands	
	Unlatched Stage Demands		Unlatched Phase Demands	
	Phase Extension Demands			
DX6	Latched Stage Demands		Latched Phase Demands	
	Unlatched Stage Demands		Unlatched Phase Demands	
	Phase Extension Demands			
DX7	Latched Stage Demands		Latched Phase Demands	
	Unlatched Stage Demands		Unlatched Phase Demands	
	Phase Extension Demands			
DX8	Latched Stage Demands		Latched Phase Demands	
	Unlatched Stage Demands		Unlatched Phase Demands	
	Phase Extension Demands			

UTC DEMAND BITS (D Bits)

D Bit	Latched Stage Demands	Unlatched Stage Demands	Latched Phase Demands	Unlatched Phase Demands	Phase Extension Demands
D01				A,E	A,E
D02				DA	GA,H,DA
D03				C	C
D04				F	F
D05				GA,DA	GA,DA
D06				H,DA	H,DA
D07					
D08					
D09					
D10					
D11					
D12					
D13					
D14					
D15					
D16					
D17					
D18					
D19					
D20					
D21					
D22					
D23					
D24					
D25					
D26					
D27					
D28					
D29					
D30					
D31					
D32					

UTC TIMEOUT DATA & LOCAL LINK INHIBIT DATA

UTC TIMEOUT DATA

	UTC BITS									
	F	D	DX	SF	FM	LO	GO	LL	LRTI	PV
TIMEOUT DURATION	300	0	0	0	0	0	0	0	0	500
NO TIMEOUTS ALLOWED	False	True	True	True	True	True	True	True	True	False

UTC LOCAL LINK INHIBIT DATA

LL BITS	PHASES
LL01	
LL02	
LL03	
LL04	
LL05	
LL06	
LL07	
LL08	

FT AND VA MODE

STREAM 1

FT MODE DATA

NORMAL FT OR VA TO MAX

VA

FROM STAGE	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15
STAGE TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TO STAGE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DEMAND DEPENDANT PHASES DURING VA TO MAX B,D,G,GA,GB,H,DA

VA MODE DATA

ARTERIAL REVERSION TO STAGE/PHASE	1	VA STAGE SELECTION OPTION REQUIRED	NEAR
--	---	---	------

CLF MODE DATA

PLAN 01																			DELAY TIME	0.0	CYCLE TIME	60.0		
Group	STREAM 1			STREAM 2			STREAM 3			STREAM 4			STREAM 5			STREAM 6			STREAM 7			STREAM 8		
No.	OFFSET TIME		0.0	OFFSET TIME		0.0	OFFSET TIME		0.0	OFFSET TIME		0.0	OFFSET TIME		0.0	OFFSET TIME		0.0	OFFSET TIME		0.0	OFFSET TIME		0.0
	Start Time	Inf.	Stage	Start Time	Inf.	Stage	Start Time	Inf.	Stage	Start Time	Inf.	Stage	Start Time	Inf.	Stage	Start Time	Inf.	Stage	Start Time	Inf.	Stage	Start Time	Inf.	Stage
01	0.0	IM	1	0.0			0.0			0.0			0.0			0.0			0.0			0.0		
02	15.0	PX	3	0.0			0.0			0.0			0.0			0.0			0.0			0.0		
03	25.0	DM	3	0.0			0.0			0.0			0.0			0.0			0.0			0.0		
04	27.0	HS		0.0			0.0			0.0			0.0			0.0			0.0			0.0		
05	35.0	DM	2	0.0			0.0			0.0			0.0			0.0			0.0			0.0		
06	37.0	DM	4	0.0			0.0			0.0			0.0			0.0			0.0			0.0		
07	55.0	PX	1	0.0			0.0			0.0			0.0			0.0			0.0			0.0		

STAGE TO STAGE MOVEMENT TABLE INDEX

MODE	STAGE MOVEMENT TABLE FOR STREAM							
	STREAM 1	STREAM 2	STREAM 3	STREAM 4	STREAM 5	STREAM 6	STREAM 7	STREAM 8
C.L.F								
HURRY CALL 1								
HURRY CALL 2								
HURRY CALL 3								
HURRY CALL 4								
LRT	1							
MANUAL								
MANUAL FT								
MOVA								
NORMAL VA/FT	1							
PART TIME								
UTC								

STAGE TO STAGE MOVEMENT DATA

TABLE 1	FROM STAGE	TO STAGES															
		00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15
	00	//////////		1	1	1	1										
	01	P	//////////				2										
	02	P		//////////			3										
	03	P		1	//////////												
	04	P		1		//////////											
	05	P		1			//////////										
	06							//////////									
	07								//////////								
	08									//////////							
	09										//////////						
	10											//////////					
	11												//////////				
	12													//////////			
	13														//////////		
	14															//////////	
	15																//////////

MINIMUM INTERGREEN DURATIONS

FROM PHS	TO PHASES										
	A	B	C	D	E	F	G	H	DA	GA	GB
A		5.0	5.0	11.0		6.0	7.0	5.0	3.0	7.0	7.0
B	8.0	10.0	4.0		4.0	5.0					
C	7.0	12.0		5.0	7.0	9.0	5.0	5.0	3.0	5.0	5.0
D	6.0		9.0	10.0	5.0	6.0					
E		10.0	6.0	12.0		7.0	8.0	5.0	3.0	8.0	8.0
F	5.0	8.0	5.0	8.0	5.0		6.0	5.0	3.0	6.0	6.0
G	5.0		5.0		5.0	5.0	10.0				
H	5.0		5.0		5.0	5.0		10.0			
DA	2.0		2.0		2.0	2.0					
GA	5.0		5.0		5.0	5.0				10.0	
GB	5.0		5.0		5.0	5.0					10.0

MAXIMUM INTERGREEN DURATIONS

FROM PHS	TO PHASES										
	A	B	C	D	E	F	G	H	DA	GA	GB
A											
B											
C											
D											
E											
F											
G											
H	15.0		15.0		15.0	15.0					
DA											
GA	15.0		15.0		15.0	15.0					
GB	15.0		15.0		15.0	15.0					

INTERGREEN MINIMUM LIMIT VALUES

FROM PHS	TO PHASES										
	A	B	C	D	E	F	G	H	DA	GA	GB
A		4.0	5.0	10.0		5.0	5.0	5.0		5.0	5.0
B	8.0		4.0		4.0	5.0					
C	5.0	11.0		4.0	5.0	5.0	5.0	5.0		5.0	5.0
D	6.0		9.0		5.0	6.0					
E		9.0	5.0	11.0		5.0	5.0	5.0		5.0	5.0
F	5.0	7.0	5.0	7.0	5.0		5.0	5.0		5.0	5.0
G	5.0		5.0		5.0	5.0					
H	5.0		5.0		5.0	5.0					
DA											
GA	5.0		5.0		5.0	5.0					
GB	5.0		5.0		5.0	5.0					

PHASE DELAY DATA

REF No.

ISSUE

DATE 24/05/07

DETECTOR DATA 1

DET. NAME	Det. Type	Du-mmy	I/P No.	Assoc. I/P No.	Vis. Unit No.	Active State	Count Det.	Illuminate Wait Lamps on Phase(s)	Latched Phase Demand(s)	Unlatched Phase Demand(s)	Green Phase Extension(s)	Varimax Phase(s)
AWY	NM	N	16			OC	N		A		A(1.5)	
AXZ	NM	N	17			OC	N		A		A(1.5)	
BPBU	PB	N	18			SC	N	B	B			
CP	NM	N	19			OC	N		C		C(1.0)	
CMVD	NM	N	20			OC	N		C		C(0.5)	
DPBU	PB	N	21			SC	N	D	D			
EWY	NM	N	22			OC	N		E		E(1.5)	
EXZ	NM	N	23			OC	N		E		E(1.5)	
FP	NM	N	24			OC	N		F		F(1.0)	
FMVD	NM	N	25			OC	N		F		F(0.5)	
GOVRDE	LRT	N	26			SC	N					
GAPREP	LRT	N	27			SC	N					
GADEM	LRTC	N	28			OC	N					
GAEXIT	LRTC	N	29			OC	N					
GBDEM	LRT	N	30			SC	N					
GBEXIT	LRT	N	31			SC	N					
HPREP	LRT	N	32			SC	N					
HDEM	LRT	N	33			SC	N					
HSTOP	LRT	N	34			SC	N					
HEXIT	LRT	N	35			SC	N					
WD3180	VWD	N	36		1.00	OC	N					

DETECTOR DATA 2

DET. NAME	DFM TIMINGS								DFM FORCE STATES		CALL/CANCEL TIMINGS								ASSOCIATED TO PED.	
	DFA SET 1	DFA SET 2	DFA SET 3	DFA SET 4	DFI SET 1	DFI SET 2	DFI SET 3	DFI SET 4	ACTIVE	INACTIVE	DCL SET 1	DCL SET 2	DCL SET 3	DCL SET 4	DCN SET 1	DCN SET 2	DCN SET 3	DCN SET 4	PHASE	EXTN.
AWY	1H	1H	1H	1H	12H	12H	12H	12H	A	A									-	-
AXZ	1H	1H	1H	1H	12H	12H	12H	12H	A	A									-	-
BPBU	24H	24H	24H	24H	240H	240H	240H	240H	N	N									B	1.0
CP	1H	1H	1H	1H	24H	24H	24H	24H	A	A									-	-
CMVD	1H	1H	1H	1H	24H	24H	24H	24H	A	A	10.0								-	-
DPBU	24H	24H	24H	24H					N	N									D	1.0
EWY	1H	1H	1H	1H	12H	12H	12H	12H	A	A									-	-
EXZ	1H	1H	1H	1H	12H	12H	12H	12H	A	A									-	-
FP	1H	1H	1H	1H	24H	24H	24H	24H	A	A									-	-
FMVD	1H	1H	1H	1H	24H	24H	24H	24H	A	A	10.0								-	-
GOVRDE									N	N									-	-
GAPREP									N	N									-	-
GADEM									N	N									-	-
GAEXIT									N	N									-	-
GBDEM									N	N									-	-
GBEXIT									N	N									-	-
HPREP									N	N									-	-
HDEM									N	N									-	-
HSTOP									N	N									-	-
HEXIT									N	N									-	-
WD3180									N	N									-	-

TIMETABLE ENTRY DATA

No.	DAY TYPE	TIME	EV. LST
1	WEK	00:00:01	9
2	XSU	07:00:00	1
3	XSU	10:00:00	2
4	WKD	15:30:00	1
5	WKD	18:30:00	2

TIMETABLE EVENT LIST DATA

LIST No.	EVENT ACTION 1 TYPE PARAMS	EVENT ACTION 2 TYPE PARAMS	EVENT ACTION 3 TYPE PARAMS	EVENT ACTION 4 TYPE PARAMS	EVENT ACTION 5 TYPE PARAMS	EVENT ACTION 6 TYPE PARAMS	EVENT ACTION 7 TYPE PARAMS	EVENT ACTION 8 TYPE PARAMS
1	TTS 1							
2	TTS 2							
3	TTS 3							
4	TTS 4							
5	TCF 1							
6	TCF 2							
7	TCF 3							
8	TCF 4							
9	TCF OFF							

SPECIAL CONDITIONING TIMER DATA

TIMER No.	TIMER NAME	DURATION	COMMENTS	FIXED
001	DLY1	0.0	LINK1 DELAY TIMER	N
002	WIN1	0.5	LINK1 (G-GRN) PULSE TIMER - PREPARE AT BROOK LN	N
003	DLY2	0.0	LINK2 DELAY TIMER	N
004	WIN2	0.5	LINK2 (G-EXIT) PULSE TIMER - DEMAND AT BROOK LN	N
005	DLY3	10.0	LNK398 DELAY TIMER	N
006	WIN3	1.0	LNK398 - ALLOW VA CHANGE AT BROOK LN	N
007	DLY4	8.0	LNK437 DELAY TIMER	N
008	WIN4	1.0	LNK437 - ALLOW VA CHANGE AT PELICAN	N

SPECIAL CONDITIONING STATEMENTS

STATEMENT 001

COMMENTS: Manual Mode requested, but not enabled - then disable ALL RED button

```
IF          MANIP-MANSEL      AND NOT  MANMODE-1
THEN MANIP-PB0
ELSE MANIPN-PB0
```

STATEMENT 002

COMMENTS: Reply LRTR1, for LRT Mode or LRT Phases

```
IF          LRTMODE-1      OR      PHASE-GA      OR      PHASE-GB      OR      PHASE-H
THEN OUTPUTA-LRTR1
ELSE OUTPUTN-LRTR1
```

STATEMENT 003

COMMENTS: Phase G reply to UTC

```
IF          PHASE-G
THEN OUTPUTA-LPCG
ELSE OUTPUTN-LPCG
```

STATEMENT 004

COMMENTS: Phase H reply to UTC

```
IF          PHASE-H
THEN OUTPUTA-LPCH
ELSE OUTPUTN-LPCH
```

STATEMENT 005

COMMENTS: Reply LLF, for 6 + lamps failed on Phase G

```
IF          ILMFAIL-9.R.6      OR      ILMFAIL-9.A.6      OR      ILMFAIL-9.G.6
THEN OUTPUTA-LLF
ELSE OUTPUTN-LLF
```

SPECIAL CONDITIONING STATEMENTS

STATEMENT 006

COMMENTS: Reply LLF, for 3 + lamps failed on Phase H

IF ILMFAIL-10.R.3 **OR** ILMFAIL-10.A.3 **OR** ILMFAIL-10.G.3
THEN OUTPUTA-LLF
ELSE OUTPUTN-LLF

STATEMENT 007

COMMENTS: Reply LWD, when input WD3180 active

IF FDET-WD3180
THEN OUTPUTA-LWD STGINHIB-1.5
ELSE OUTPUTN-LWD STGALLOW-1.5

STATEMENT 008

COMMENTS: Demand Event on GA or GB sets Flag 1

IF LRTEVRDY-GA.D **OR** LRTEVRDY-GB.D
THEN SCFLGON-1

STATEMENT 009

COMMENTS: Exit Event on GA or GB sets Flag 2

IF LRTEVRDY-GA.E **OR** LRTEVRDY-GB.E
THEN SCFLGON-2

STATEMENT 010

COMMENTS: Phase G starting due to an LRT Event - Start DLY1 timer and remove Flag 1

IF PHASE-G **AND** SCFLAG-1
THEN SCTSTART-DLY1 SCFLGOFF-1

SPECIAL CONDITIONING STATEMENTS

STATEMENT 011

COMMENTS: LRT Exiting on Phase G following LINK1 output - Start DLY2 timer and remove Flag 2 & 3

IF SCFLAG-2 **AND** SCFLAG-3
THEN SCTSTART-DLY2 SCFLGOFF-2 SCFLGOFF-3

STATEMENT 012

COMMENTS: DLY1 timer expired, start WIN1 timer, output LINK1 and set Flag 3

IF SCTEXPRD-DLY1
THEN SCTSTART-WIN1 OUTPUTA-LINK1 SCFLGON-3

STATEMENT 013

COMMENTS: DLY2 timer expired, start WIN2 timer and output LINK2

IF SCTEXPRD-DLY2
THEN SCTSTART-WIN2 OUTPUTA-LINK2

STATEMENT 014

COMMENTS: WIN1 timer expired, close LINK1 output

IF SCTEXPRD-WIN1
THEN OUTPUTN-LINK1

STATEMENT 015

COMMENTS: WIN2 timer expired, close LINK2 output

IF SCTEXPRD-WIN2
THEN OUTPUTN-LINK2

SPECIAL CONDITIONING STATEMENTS

STATEMENT 016

COMMENTS: First safety RED Fail

IF RLF1-1
THEN OUTPUTA-RF1
ELSE OUTPUTN-RF1

STATEMENT 017

COMMENTS: Second safety RED Fail

IF RLF2-1
THEN OUTPUTA-RF2
ELSE OUTPUTN-RF2

STATEMENT 018

COMMENTS: Phase A amber, Prepare for link pulse delay to Brook Lane (S398) controller

IF STOPNG-A
THEN SCFLGON-5

STATEMENT 019

COMMENTS: Phase A red, Start link pulse delay to Brook Lane (S398) controller

IF SCFLAG-5 **AND** STOPD-A
THEN SCTSTART-DLY3 SCFLGOFF-5

STATEMENT 020

COMMENTS: Delay 3 expired, Send link pulse LNK398 to Brook Lane (S398) controller

IF SCTEXPRD-DLY3
THEN SCTSTART-WIN3 OUTPUTA-LNK398

SPECIAL CONDITIONING STATEMENTS

STATEMENT 021

COMMENTS: Pulse WIN3 expired, Close LNK398 output

IF SCTEXPRD-WIN3
THEN OUTPUTN-LNK398

STATEMENT 022

COMMENTS: Phase E amber, Prepare link pulse delay to Pelican (S437) controller

IF STOPNG-E
THEN SCFLGON-6

STATEMENT 023

COMMENTS: Phase E red, Start link pulse delay to Pelican (S437) controller

IF SCFLAG-6 **AND** STOPD-E
THEN SCTSTART-DLY4 SCFLGOFF-6

STATEMENT 024

COMMENTS: Delay 4 expired, Send link pulse LNK437 to Pelican (S437) controller

IF SCTEXPRD-DLY4
THEN SCTSTART-WIN4 OUTPUTA-LNK437

STATEMENT 025

COMMENTS: Pulse WIN4 expired, Close LNK437 output

IF SCTEXPRD-WIN4
THEN OUTPUTN-LNK437

RED LAMP MONITORING DATA 1

AUTO CLEAR RED LAMP WARNINGS	YES
-------------------------------------	-----

RED LAMP MONITOR TYPE	Other
------------------------------	-------

RED LAMP MONITORING DATA 2

STREAM BASED DATA					
STREAM No.	SHUTDOWN REQUIRED	RED FLT. EXTENSION	SINGLE RED LAMP FAULT INPUT NAME	MULTIPLE RED LAMP FAULT INPUT NAME	INHIBIT STAGES
1	No	2.0			

RED LAMP MONITORING DATA 3

SECOND RED FAILURE PHASE DATA	
PHASE ID	INHIBITED PHASES
A	B,D
B	
C	B,D
D	
E	B,D
F	B,D
G	
H	
DA	
GA	
GB	

LRT GENERAL DATA

PULSE PATTERN - PARAMETERS	MINIMUM	MAXIMUM
DETECTOR FAILURE - ACTIVE RANGE	0.5	1.5
DETECTOR FAILURE - INACTIVE RANGE	28.0	32.0

'SIMULTANEOUS' DETECTOR CHANGE WINDOW	0.3
---------------------------------------	-----

STREAM	1	2	3	4	5	6	7	8
LRT PHASES CAN STOP ON MINIMUM	No	No	No	No	No	No	No	No

LRT EVENT FAILURE COUNT	3
-------------------------	---

PHASE	Exit Timeout Period	Exit Event Delay Limit	Overlap Inhibit Phases	Action Exit T.O	Rev. Extn. Demand	Alternative Phase For Fault Actions
GA	60.0	0.0	H,GB	D	No	
GB	60.0	0.0	H,GA	D	No	
H	60.0	0.0	GA,GB	D	No	

LRT DATA BY TIMING SET

LRT TIMING SET NUMBER 1

LRT PHASE	Prepare Event Delay Time	Demand Event Delay Time	Stopline Event Delay Time	Exit Event Delay Time	Stopline Influence Period	Follow Inhibit Period	Overlap Window Period	Overlap Inhibit Period	LRT Phase Priority
GA	0.0	0.5	0.0	1.0	0.0	60.0	0.0	0.0	2
GB	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	1
H	0.0	0.0	2.0	3.0	0.0	60.0	0.0	0.0	3

LRT TIMING SET NUMBER 2

LRT PHASE	Prepare Event Delay Time	Demand Event Delay Time	Stopline Event Delay Time	Exit Event Delay Time	Stopline Influence Period	Follow Inhibit Period	Overlap Window Period	Overlap Inhibit Period	LRT Phase Priority
GA	0.0	0.5	0.0	1.0	0.0	60.0	0.0	0.0	2
GB	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	1
H	0.0	0.0	2.0	3.0	0.0	60.0	0.0	0.0	3

LRT TIMING SET NUMBER 3

LRT PHASE	Prepare Event Delay Time	Demand Event Delay Time	Stopline Event Delay Time	Exit Event Delay Time	Stopline Influence Period	Follow Inhibit Period	Overlap Window Period	Overlap Inhibit Period	LRT Phase Priority
GA	0.0	0.5	0.0	1.0	0.0	60.0	0.0	0.0	2
GB	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	1
H	0.0	0.0	2.0	3.0	0.0	60.0	0.0	0.0	3

LRT TIMING SET NUMBER 4

LRT PHASE	Prepare Event Delay Time	Demand Event Delay Time	Stopline Event Delay Time	Exit Event Delay Time	Stopline Influence Period	Follow Inhibit Period	Overlap Window Period	Overlap Inhibit Period	LRT Phase Priority
GA	0.0	0.5	0.0	1.0	0.0	60.0	0.0	0.0	2
GB	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	1
H	0.0	0.0	2.0	3.0	0.0	60.0	0.0	0.0	3

LRT PREPARE SEQUENCE DATA

LRT TIMING SET NUMBER 1

LRT PHS.	STEP 1			STEP 2			STEP 3			STEP 4			STEP 5			STEP 6		
	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD
GA	NL		60.0	PR		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
GB	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
H	PX	2,5	10.0	IM	2,5	20.0	PR		30.0	NL		0.0	NL		0.0	NL		0.0

LRT TIMING SET NUMBER 2

LRT PHS.	STEP 1			STEP 2			STEP 3			STEP 4			STEP 5			STEP 6		
	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD
GA	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
GB	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
H	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0

LRT TIMING SET NUMBER 3

LRT PHS.	STEP 1			STEP 2			STEP 3			STEP 4			STEP 5			STEP 6		
	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD
GA	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
GB	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
H	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0

LRT TIMING SET NUMBER 4

LRT PHS.	STEP 1			STEP 2			STEP 3			STEP 4			STEP 5			STEP 6		
	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD
GA	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
GB	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
H	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0

LRT DEMAND SEQUENCE DATA

LRT TIMING SET NUMBER 1

LRT PHS.	STEP 1			STEP 2			STEP 3			STEP 4			STEP 5			STEP 6		
	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD
GA	PR		30.0	NL		0.0	NL		0.0	NL		0.0	PR		0.0	NL		0.0
GB	PR		30.0	NL		0.0	NL		0.0	NL		0.0	PR		0.0	NL		0.0
H	PR		30.0	NL		0.0	NL		0.0	NL		0.0	PR		0.0	NL		0.0

LRT TIMING SET NUMBER 2

LRT PHS.	STEP 1			STEP 2			STEP 3			STEP 4			STEP 5			STEP 6		
	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD
GA	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
GB	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
H	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0

LRT TIMING SET NUMBER 3

LRT PHS.	STEP 1			STEP 2			STEP 3			STEP 4			STEP 5			STEP 6		
	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD
GA	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
GB	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
H	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0

LRT TIMING SET NUMBER 4

LRT PHS.	STEP 1			STEP 2			STEP 3			STEP 4			STEP 5			STEP 6		
	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD	INF	STAGE(S)	HOLD
GA	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
GB	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0
H	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0	NL		0.0

DETECTOR STATES FOR LRT EVENTS

PHASE	EVENT TYPE	DETECTORS CHANGED ACTIVE	DETECTORS CHANGED INACTIVE
GA	P	GOVRDE	
GA	P	GAPREP	
GA	D	GOVRDE	
GA	D	GADEM	
GA	E	GAEXIT	
GB	D	GBDEM	
GB	E	GBEXIT	
H	P	HPREP	
H	D	HDEM	
H	S	HSTOP	
H	E	HEXIT	

FAILURE ACTIONS FOR LRT EVENT FAULT PATTERNS

FAILURE PATTERNS															
PHASE	P	D	S	E	PD	PS	PE	DS	DE	SE	PDS	PDE	PSE	DSE	PDSE
GA		6			E		6		6			E			
GB		6							6						
H		6	6		6	6	6	6	6	6	E	6	6	6	E

USER DEFINED LETTER CODES FOR LRT FAILURE ACTIONS

LETTER CODE	FAILURE ACTIONS
A	23
B	234
C	25
D	235
E	236
F	
G	
H	
J	
K	
L	
M	
O	
P	

ILM DATA

FAULT INDICATIONS					MAINS UNSTABLE INDICATIONS OUTPUT(s)					
AUTO CLEAR RED LAMP WARNINGS		YES								
FLASH DFM FOR LAMP CONFLICT		NO								
FLASH DFM FOR LAMP FAILURE		NO								
UNSTABLE TOROID INDICATION (as LAMP FAILURE)		NO								
CHANNEL	NAME	PHASE	ASPECT	LAMP TYPE	FLASH	SINGLE FAULTS	MULTI FAULTS	AVG LAMP CURRENT	FAILURE INDICATION OUTPUT(s)	CONFLICT INDICATION OUTPUT(s)
01	AT	A	RAG	T	NO	1	2	250	LF	
02	BP	B	RG	T	NO	0	0	250	LF	
03	BW	B	A	W	NO	0	0	160	LF	
04	CT	C	RAG	T	NO	1	2	250	LF	
05	DP	D	RG	T	NO	0	0	250	LF	
06	DW	D	A	W	NO	0	0	160	LF	
07	ET	E	RAG	T	NO	1	2	250	LF	
08	FT	F	RAG	T	NO	1	2	250	LF	
09	GLR	G	RAG	L	NO	0	0	40		
10	HLR	H	RAG	L	NO	0	0	40		

INPUT DATA

INPUT No.	INPUT NAME	MODE
00	F01	Parallel
01	F02	Parallel
02	F03	Parallel
03	F04	Parallel
04	TS	Parallel
05	D01	Parallel
06	D02	Parallel
07	D03	Parallel
08	D04	Parallel
09	D05	Parallel
10	D06	Parallel
11	LRT11	Parallel
16	*AWY	Parallel
17	*AXZ	Parallel
18	*BPBU	Parallel
19	*CP	Parallel
20	*CMVD	Parallel
21	*DPBU	Parallel
22	*EWY	Parallel
23	*EXZ	Parallel
24	*FP	Parallel
25	*FMVD	Parallel
26	*GOVRDE	Parallel
27	*GAPREP	Parallel
28	*GADEM	Parallel
29	*GAEXIT	Parallel
30	*GBDEM	Parallel
31	*GBEXIT	Parallel
32	*HPREP	Parallel
33	*HDEM	Parallel
34	*HSTOP	Parallel
35	*HEXIT	Parallel
36	*WD3180	Parallel

OUTPUT DATA

OUTPUT NUMBER	OUTPUT NAME	INVERT STATE
00	G1	ON
01	G2	ON
02	G3	ON
03	G4	ON
04	RR	ON
05	RF1	ON
06	RF2	ON
07	DF	ON
08	SPARE1	ON
09	SPARE2	ON
10	LPCG	ON
11	LPCH	ON
12	LRTR1	ON
13	LLF	ON
14	LSF	ON
15	LDF	ON
16	LWD	ON
17	LF	ON
18	LINK1	OFF
19	LINK2	OFF
20	LNK398	ON
21	LNK437	ON

Appendix G

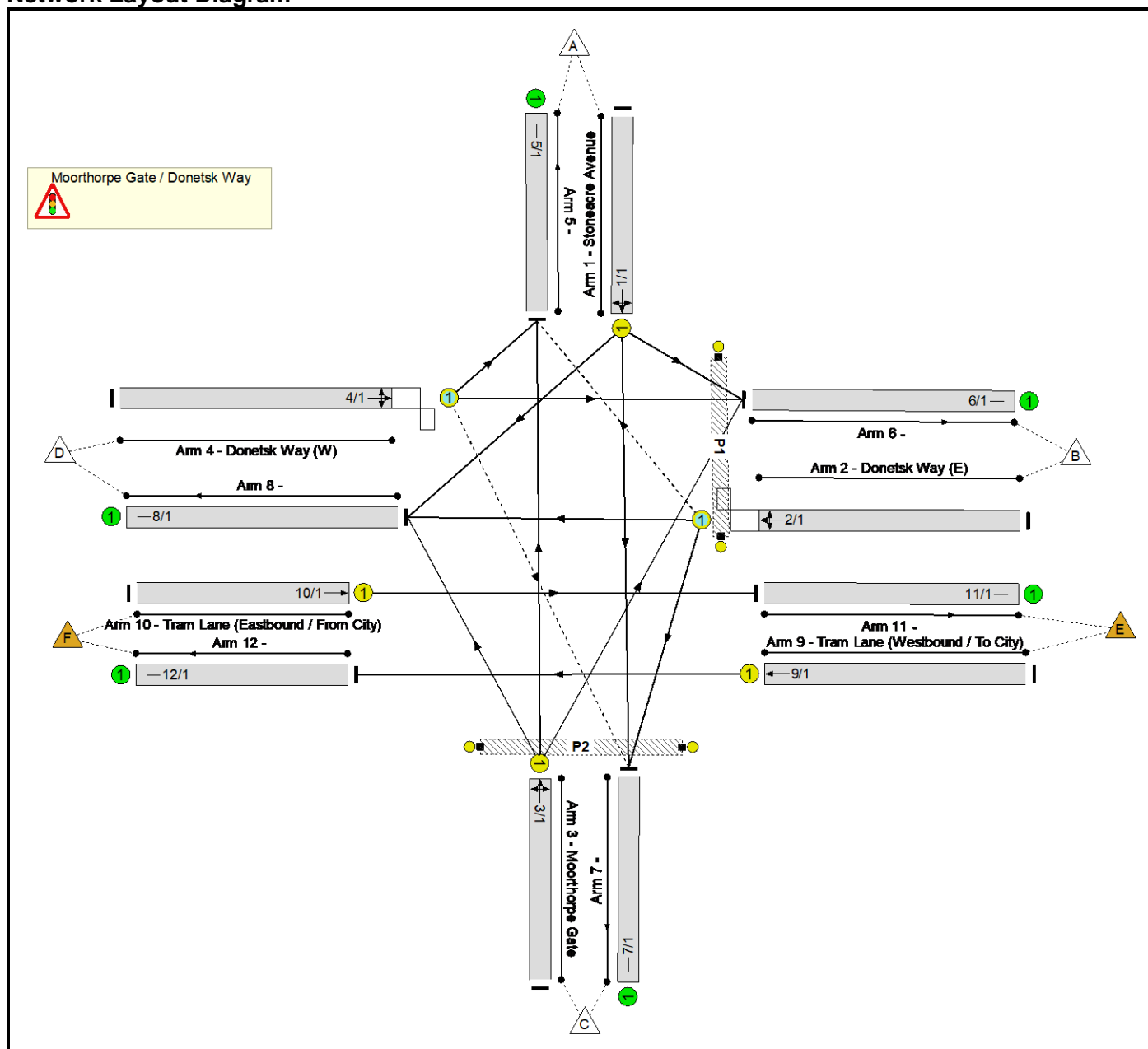
LinSig Report – Donetsk Way / Moorthorpe Gate Signalised Junction

Full Input Data And Results
Full Input Data And Results

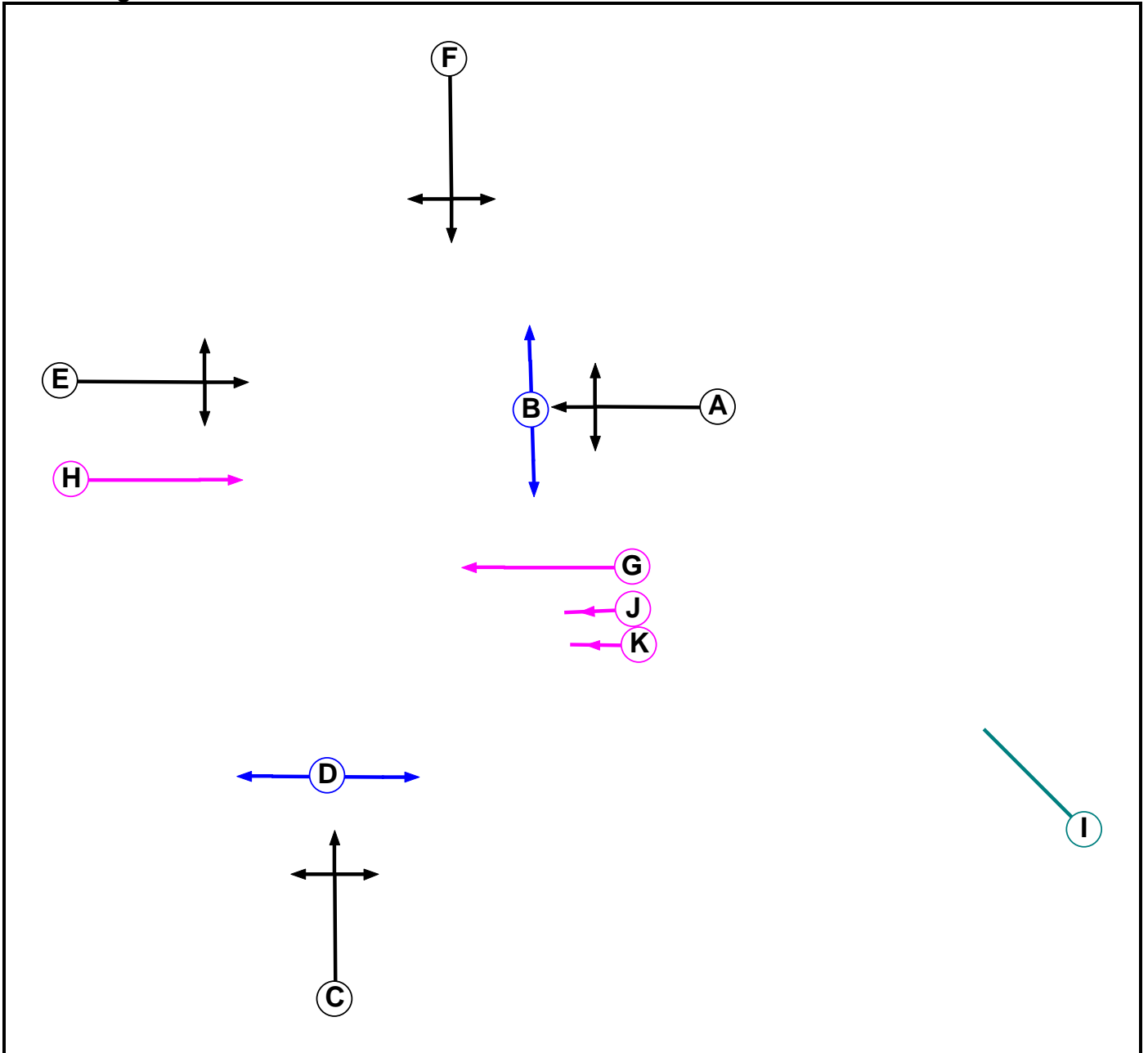
User and Project Details

Project:	Owlthorpe, Sheffield
Title:	Moorthorpe Gate / Donetsk Way
Location:	S12 4NU
File name:	190320 Moorthorpe Gate_Donetsky Way - With Trams.lsg3x
Author:	M.Addison
Company:	BWB Consulting Ltd
Address:	Whitehall Waterfront, Leeds
Notes:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Pedestrian		6	6
C	Traffic		7	7
D	Pedestrian		7	7
E	Traffic		7	7
F	Traffic		7	7
G	LRT		10	10
H	LRT		10	10
I	Dummy		10	10
J	LRT		10	10
K	LRT		10	10

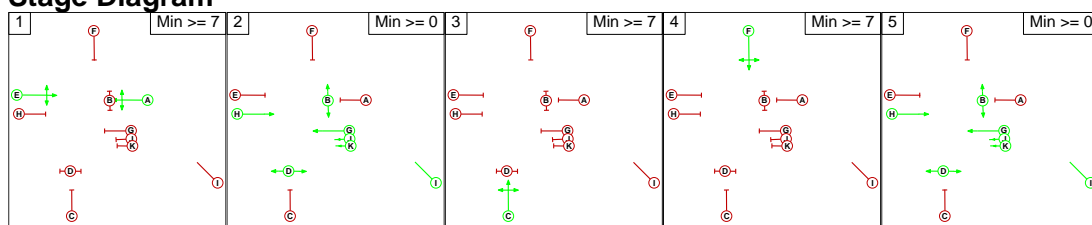
Phase Intergreens Matrix

	Starting Phase										
	A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A	5	5	11	-	6	7	5	3	7	7
B	8		4	-	4	5	-	-	-	-	-
C	7	12		5	7	9	5	5	3	5	5
D	6	-	9		5	6	-	-	-	-	-
E	-	10	6	12		7	8	5	3	8	8
F	5	8	5	8	5		6	5	3	6	6
G	5	-	5	-	5	5		-	-	-	-
H	5	-	5	-	5	5	-		-	-	-
I	2	-	2	-	2	2	-	-		-	-
J	5	-	5	-	5	5	-	-	-		-
K	5	-	5	-	5	5	-	-	-	-	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

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

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		12	6	7	12
	2	8		9	6	0
	3	7	12		9	12
	4	5	8	5		8
	5	8	0	9	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Moorthorpe Gate / Donetsk Way											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Donetsk Way (E))	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	3.00	1.00	0.50	3	3.00
4/1 (Donetsk Way (W))	7/1 (Right)	1439	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	3.00	1.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Moorthorpe Gate / Donetsk Way												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Stoneacre Avenue)	U	F	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 6 Left	14.00
											Arm 7 Ahead	Inf
											Arm 8 Right	10.00
2/1 (Donetsk Way (E))	O	A	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Right	8.40
											Arm 7 Left	12.00
											Arm 8 Ahead	Inf
3/1 (Moorthorpe Gate)	U	C	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	11.00
											Arm 8 Left	17.00
4/1 (Donetsk Way (W))	O	E	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 5 Left	15.00
											Arm 6 Ahead	Inf
											Arm 7 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Tram Lane (Westbound / To City))	U	G	2	3	60.0	Geom	-	2.00	0.00	Y	Arm 12 Ahead	Inf
10/1 (Tram Lane (Eastbound / From City))	U	H	2	3	60.0	Geom	-	2.00	0.00	Y	Arm 11 Ahead	Inf
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 Base AM'	08:15	09:15	01:00	
2: '2019 Base PM'	16:45	17:45	01:00	
3: '2024 Base + Com AM'	08:15	09:15	01:00	
4: '2024 Base + Com PM'	16:45	17:45	01:00	
5: '2024 Base + Com + Dev AM'	08:15	09:15	01:00	
6: '2024 Base + Com + Dev PM'	16:45	17:45	01:00	
7: '2019 Base Sat'	12:30	13:30	01:00	
8: '2024 Base + Com Sat'	12:30	13:30	01:00	
9: '2024 Base + Com + Dev Sat'	12:30	13:30	01:00	

Scenario 1: '2019 Base AM' (FG1: '2019 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	17	1	12	0	0	30
	B	4	0	28	294	0	0	326
	C	0	56	0	48	0	0	104
	D	9	497	31	0	0	0	537
	E	0	0	0	0	0	14	14
	F	0	0	0	0	14	0	14
	Tot.	13	570	60	354	14	14	1025

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2019 Base AM
Junction: Moorthorpe Gate / Donetsk Way	
1/1	30
2/1	326
3/1	104
4/1	537
5/1	13
6/1	570
7/1	60
8/1	354
9/1	14
10/1	14
11/1	14
12/1	14

Lane Saturation Flows

Junction: Moorthorpe Gate / Donetsk Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Stoneacre Avenue)	2.70	0.00	Y	Arm 6 Left	14.00	56.7 %	1682	1682
				Arm 7 Ahead	Inf	3.3 %		
				Arm 8 Right	10.00	40.0 %		
2/1 (Donetsk Way (E))	3.40	0.00	Y	Arm 5 Right	8.40	1.2 %	1930	1930
				Arm 7 Left	12.00	8.6 %		
				Arm 8 Ahead	Inf	90.2 %		
3/1 (Moorthorpe Gate)	2.80	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1701	1701
				Arm 6 Right	11.00	53.8 %		
				Arm 8 Left	17.00	46.2 %		
4/1 (Donetsk Way (W))	2.50	0.00	Y	Arm 5 Left	15.00	1.7 %	1846	1846
				Arm 6 Ahead	Inf	92.6 %		
				Arm 7 Right	10.00	5.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Tram Lane (Westbound / To City))	2.00	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1815	1815
10/1 (Tram Lane (Eastbound / From City))	2.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1815	1815
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2019 Base PM' (FG2: '2019 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	8	0	4	0	0	12
	B	22	0	40	451	0	0	513
	C	3	40	0	34	0	0	77
	D	11	433	58	0	0	0	502
	E	0	0	0	0	0	12	12
	F	0	0	0	0	12	0	12
	Tot.	36	481	98	489	12	12	1128

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 Base PM
Junction: Moorthorpe Gate / Donetsk Way	
1/1	12
2/1	513
3/1	77
4/1	502
5/1	36
6/1	481
7/1	98
8/1	489
9/1	12
10/1	12
11/1	12
12/1	12

Lane Saturation Flows

Junction: Moorthorpe Gate / Donetsk Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Stoneacre Avenue)	2.70	0.00	Y	Arm 6 Left	14.00	66.7 %	1681	1681
				Arm 7 Ahead	Inf	0.0 %		
				Arm 8 Right	10.00	33.3 %		
2/1 (Donetsk Way (E))	3.40	0.00	Y	Arm 5 Right	8.40	4.3 %	1922	1922
				Arm 7 Left	12.00	7.8 %		
				Arm 8 Ahead	Inf	87.9 %		
3/1 (Moorthorpe Gate)	2.80	0.00	Y	Arm 5 Ahead	Inf	3.9 %	1708	1708
				Arm 6 Right	11.00	51.9 %		
				Arm 8 Left	17.00	44.2 %		
4/1 (Donetsk Way (W))	2.50	0.00	Y	Arm 5 Left	15.00	2.2 %	1829	1829
				Arm 6 Ahead	Inf	86.3 %		
				Arm 7 Right	10.00	11.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Tram Lane (Westbound / To City))	2.00	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1815	1815
10/1 (Tram Lane (Eastbound / From City))	2.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1815	1815
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2019 Base SAT' (FG7: '2019 Base Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	9	2	8	0	0	19
	B	15	0	18	448	0	0	481
	C	2	31	0	30	0	0	63
	D	11	474	36	0	0	0	521
	E	0	0	0	0	0	5	5
	F	0	0	0	0	5	0	5
	Tot.	28	514	56	486	5	5	1094

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2019 Base SAT
Junction: Moorthorpe Gate / Donetsk Way	
1/1	19
2/1	481
3/1	63
4/1	521
5/1	28
6/1	514
7/1	56
8/1	486
9/1	5
10/1	5
11/1	5
12/1	5

Lane Saturation Flows

Junction: Moorthorpe Gate / Donetsk Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Stoneacre Avenue)	2.70	0.00	Y	Arm 6 Left	14.00	47.4 %	1692	1692
				Arm 7 Ahead	Inf	10.5 %		
				Arm 8 Right	10.00	42.1 %		
2/1 (Donetsk Way (E))	3.40	0.00	Y	Arm 5 Right	8.40	3.1 %	1935	1935
				Arm 7 Left	12.00	3.7 %		
				Arm 8 Ahead	Inf	93.1 %		
3/1 (Moorthorpe Gate)	2.80	0.00	Y	Arm 5 Ahead	Inf	3.2 %	1709	1709
				Arm 6 Right	11.00	49.2 %		
				Arm 8 Left	17.00	47.6 %		
4/1 (Donetsk Way (W))	2.50	0.00	Y	Arm 5 Left	15.00	2.1 %	1842	1842
				Arm 6 Ahead	Inf	91.0 %		
				Arm 7 Right	10.00	6.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Tram Lane (Westbound / To City))	2.00	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1815	1815
10/1 (Tram Lane (Eastbound / From City))	2.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1815	1815
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2024 Base + Committed AM ' (FG3: '2024 Base + Com AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	18	1	13	0	0	32
	B	4	0	44	310	0	0	358
	C	0	115	0	76	0	0	191
	D	9	523	39	0	0	0	571
	E	0	0	0	0	0	14	14
	F	0	0	0	0	14	0	14
	Tot.	13	656	84	399	14	14	1180

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2024 Base + Committed AM
Junction: Moorthorpe Gate / Donetsk Way	
1/1	32
2/1	358
3/1	191
4/1	571
5/1	13
6/1	656
7/1	84
8/1	399
9/1	14
10/1	14
11/1	14
12/1	14

Lane Saturation Flows

Junction: Moorthorpe Gate / Donetsk Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Stoneacre Avenue)	2.70	0.00	Y	Arm 6 Left	14.00	56.3 %	1681	1681
				Arm 7 Ahead	Inf	3.1 %		
				Arm 8 Right	10.00	40.6 %		
2/1 (Donetsk Way (E))	3.40	0.00	Y	Arm 5 Right	8.40	1.1 %	1922	1922
				Arm 7 Left	12.00	12.3 %		
				Arm 8 Ahead	Inf	86.6 %		
3/1 (Moorthorpe Gate)	2.80	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1696	1696
				Arm 6 Right	11.00	60.2 %		
				Arm 8 Left	17.00	39.8 %		
4/1 (Donetsk Way (W))	2.50	0.00	Y	Arm 5 Left	15.00	1.6 %	1843	1843
				Arm 6 Ahead	Inf	91.6 %		
				Arm 7 Right	10.00	6.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Tram Lane (Westbound / To City))	2.00	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1815	1815
10/1 (Tram Lane (Eastbound / From City))	2.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1815	1815
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2024 Base + Committed PM' (FG4: '2024 Base + Com PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	8	0	4	0	0	12
	B	23	0	84	473	0	0	580
	C	3	58	0	43	0	0	104
	D	12	454	80	0	0	0	546
	E	0	0	0	0	0	12	12
	F	0	0	0	0	12	0	12
	Tot.	38	520	164	520	12	12	1266

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2024 Base + Committed PM
Junction: Moorthorpe Gate / Donetsk Way	
1/1	12
2/1	580
3/1	104
4/1	546
5/1	38
6/1	520
7/1	164
8/1	520
9/1	12
10/1	12
11/1	12
12/1	12

Lane Saturation Flows

Junction: Moorthorpe Gate / Donetsk Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Stoneacre Avenue)	2.70	0.00	Y	Arm 6 Left	14.00	66.7 %	1681	1681
				Arm 7 Ahead	Inf	0.0 %		
				Arm 8 Right	10.00	33.3 %		
2/1 (Donetsk Way (E))	3.40	0.00	Y	Arm 5 Right	8.40	4.0 %	1907	1907
				Arm 7 Left	12.00	14.5 %		
				Arm 8 Ahead	Inf	81.6 %		
3/1 (Moorthorpe Gate)	2.80	0.00	Y	Arm 5 Ahead	Inf	2.9 %	1703	1703
				Arm 6 Right	11.00	55.8 %		
				Arm 8 Left	17.00	41.3 %		
4/1 (Donetsk Way (W))	2.50	0.00	Y	Arm 5 Left	15.00	2.2 %	1821	1821
				Arm 6 Ahead	Inf	83.2 %		
				Arm 7 Right	10.00	14.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Tram Lane (Westbound / To City))	2.00	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1815	1815
10/1 (Tram Lane (Eastbound / From City))	2.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1815	1815
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2024 Base + Committed SAT' (FG8: '2024 Base + Com Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	9	2	8	0	0	19
	B	15	0	33	463	0	0	511
	C	2	52	0	40	0	0	94
	D	11	490	44	0	0	0	545
	E	0	0	0	0	0	5	5
	F	0	0	0	0	5	0	5
	Tot.	28	551	79	511	5	5	1179

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2024 Base + Committed SAT
Junction: Moorthorpe Gate / Donetsk Way	
1/1	19
2/1	511
3/1	94
4/1	545
5/1	28
6/1	551
7/1	79
8/1	511
9/1	5
10/1	5
11/1	5
12/1	5

Lane Saturation Flows

Junction: Moorthorpe Gate / Donetsk Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Stoneacre Avenue)	2.70	0.00	Y	Arm 6 Left	14.00	47.4 %	1692	1692
				Arm 7 Ahead	Inf	10.5 %		
				Arm 8 Right	10.00	42.1 %		
2/1 (Donetsk Way (E))	3.40	0.00	Y	Arm 5 Right	8.40	2.9 %	1929	1929
				Arm 7 Left	12.00	6.5 %		
				Arm 8 Ahead	Inf	90.6 %		
3/1 (Moorthorpe Gate)	2.80	0.00	Y	Arm 5 Ahead	Inf	2.1 %	1703	1703
				Arm 6 Right	11.00	55.3 %		
				Arm 8 Left	17.00	42.6 %		
4/1 (Donetsk Way (W))	2.50	0.00	Y	Arm 5 Left	15.00	2.0 %	1839	1839
				Arm 6 Ahead	Inf	89.9 %		
				Arm 7 Right	10.00	8.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Tram Lane (Westbound / To City))	2.00	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1815	1815
10/1 (Tram Lane (Eastbound / From City))	2.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1815	1815
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2024 Base + Committed + Development AM' (FG5: '2024 Base + Com + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	18	1	13	0	0	32
	B	4	0	51	310	0	0	365
	C	0	140	0	87	0	0	227
	D	9	523	42	0	0	0	574
	E	0	0	0	0	0	14	14
	F	0	0	0	0	14	0	14
	Tot.	13	681	94	410	14	14	1226

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2024 Base + Committed + Development AM
Junction: Moorthorpe Gate / Donetsk Way	
1/1	32
2/1	365
3/1	227
4/1	574
5/1	13
6/1	681
7/1	94
8/1	410
9/1	14
10/1	14
11/1	14
12/1	14

Lane Saturation Flows

Junction: Moorthorpe Gate / Donetsk Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Stoneacre Avenue)	2.70	0.00	Y	Arm 6 Left	14.00	56.3 %	1681	1681
				Arm 7 Ahead	Inf	3.1 %		
				Arm 8 Right	10.00	40.6 %		
2/1 (Donetsk Way (E))	3.40	0.00	Y	Arm 5 Right	8.40	1.1 %	1918	1918
				Arm 7 Left	12.00	14.0 %		
				Arm 8 Ahead	Inf	84.9 %		
3/1 (Moorthorpe Gate)	2.80	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1695	1695
				Arm 6 Right	11.00	61.7 %		
				Arm 8 Left	17.00	38.3 %		
4/1 (Donetsk Way (W))	2.50	0.00	Y	Arm 5 Left	15.00	1.6 %	1842	1842
				Arm 6 Ahead	Inf	91.1 %		
				Arm 7 Right	10.00	7.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Tram Lane (Westbound / To City))	2.00	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1815	1815
10/1 (Tram Lane (Eastbound / From City))	2.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1815	1815
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2024 Base + Committed + Development PM' (FG6: '2024 Base + Com + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	8	0	4	0	0	12
	B	23	0	103	473	0	0	599
	C	3	66	0	46	0	0	115
	D	12	454	88	0	0	0	554
	E	0	0	0	0	0	12	12
	F	0	0	0	0	12	0	12
	Tot.	38	528	191	523	12	12	1304

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2024 Base + Committed + Development PM
Junction: Moorthorpe Gate / Donetsk Way	
1/1	12
2/1	599
3/1	115
4/1	554
5/1	38
6/1	528
7/1	191
8/1	523
9/1	12
10/1	12
11/1	12
12/1	12

Lane Saturation Flows

Junction: Moorthorpe Gate / Donetsk Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Stoneacre Avenue)	2.70	0.00	Y	Arm 6 Left	14.00	66.7 %	1681	1681
				Arm 7 Ahead	Inf	0.0 %		
				Arm 8 Right	10.00	33.3 %		
2/1 (Donetsk Way (E))	3.40	0.00	Y	Arm 5 Right	8.40	3.8 %	1901	1901
				Arm 7 Left	12.00	17.2 %		
				Arm 8 Ahead	Inf	79.0 %		
3/1 (Moorthorpe Gate)	2.80	0.00	Y	Arm 5 Ahead	Inf	2.6 %	1702	1702
				Arm 6 Right	11.00	57.4 %		
				Arm 8 Left	17.00	40.0 %		
4/1 (Donetsk Way (W))	2.50	0.00	Y	Arm 5 Left	15.00	2.2 %	1818	1818
				Arm 6 Ahead	Inf	81.9 %		
				Arm 7 Right	10.00	15.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Tram Lane (Westbound / To City))	2.00	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1815	1815
10/1 (Tram Lane (Eastbound / From City))	2.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1815	1815
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2024 Base + Committed + Development SAT' (FG9: '2024 Base + Com + Dev Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	9	2	8	0	0	19
	B	15	0	40	463	0	0	518
	C	2	61	0	44	0	0	107
	D	11	490	47	0	0	0	548
	E	0	0	0	0	0	5	5
	F	0	0	0	0	5	0	5
	Tot.	28	560	89	515	5	5	1202

Full Input Data And Results

Traffic Lane Flows

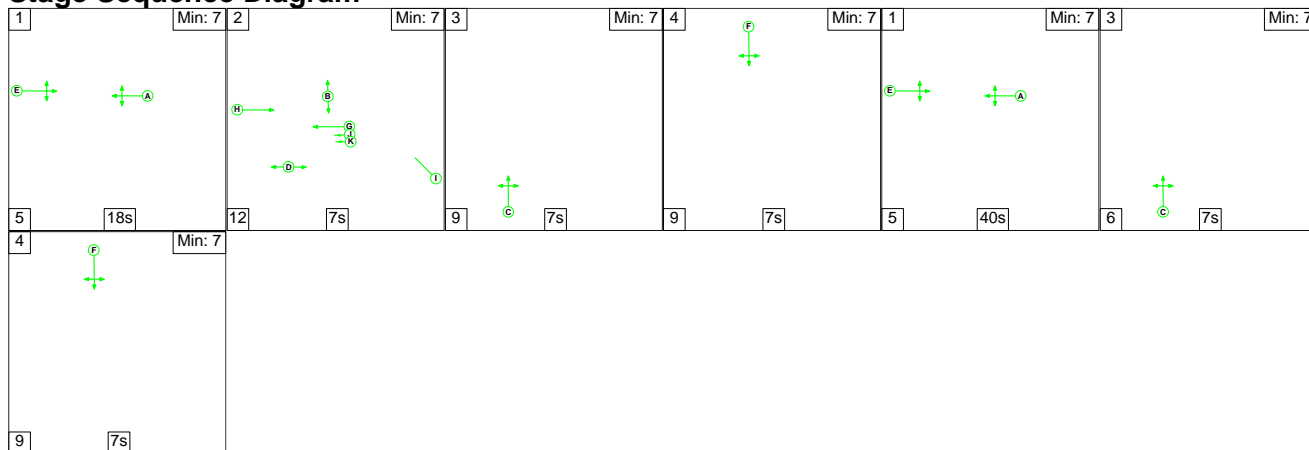
Lane	Scenario 9: 2024 Base + Committed + Development SAT
Junction: Moorthorpe Gate / Donetsk Way	
1/1	19
2/1	518
3/1	107
4/1	548
5/1	28
6/1	560
7/1	89
8/1	515
9/1	5
10/1	5
11/1	5
12/1	5

Lane Saturation Flows

Junction: Moorthorpe Gate / Donetsk Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Stoneacre Avenue)	2.70	0.00	Y	Arm 6 Left	14.00	47.4 %	1692	1692
				Arm 7 Ahead	Inf	10.5 %		
				Arm 8 Right	10.00	42.1 %		
2/1 (Donetsk Way (E))	3.40	0.00	Y	Arm 5 Right	8.40	2.9 %	1926	1926
				Arm 7 Left	12.00	7.7 %		
				Arm 8 Ahead	Inf	89.4 %		
3/1 (Moorthorpe Gate)	2.80	0.00	Y	Arm 5 Ahead	Inf	1.9 %	1701	1701
				Arm 6 Right	11.00	57.0 %		
				Arm 8 Left	17.00	41.1 %		
4/1 (Donetsk Way (W))	2.50	0.00	Y	Arm 5 Left	15.00	2.0 %	1838	1838
				Arm 6 Ahead	Inf	89.4 %		
				Arm 7 Right	10.00	8.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Tram Lane (Westbound / To City))	2.00	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1815	1815
10/1 (Tram Lane (Eastbound / From City))	2.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1815	1815
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2019 Base AM' (FG1: '2019 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

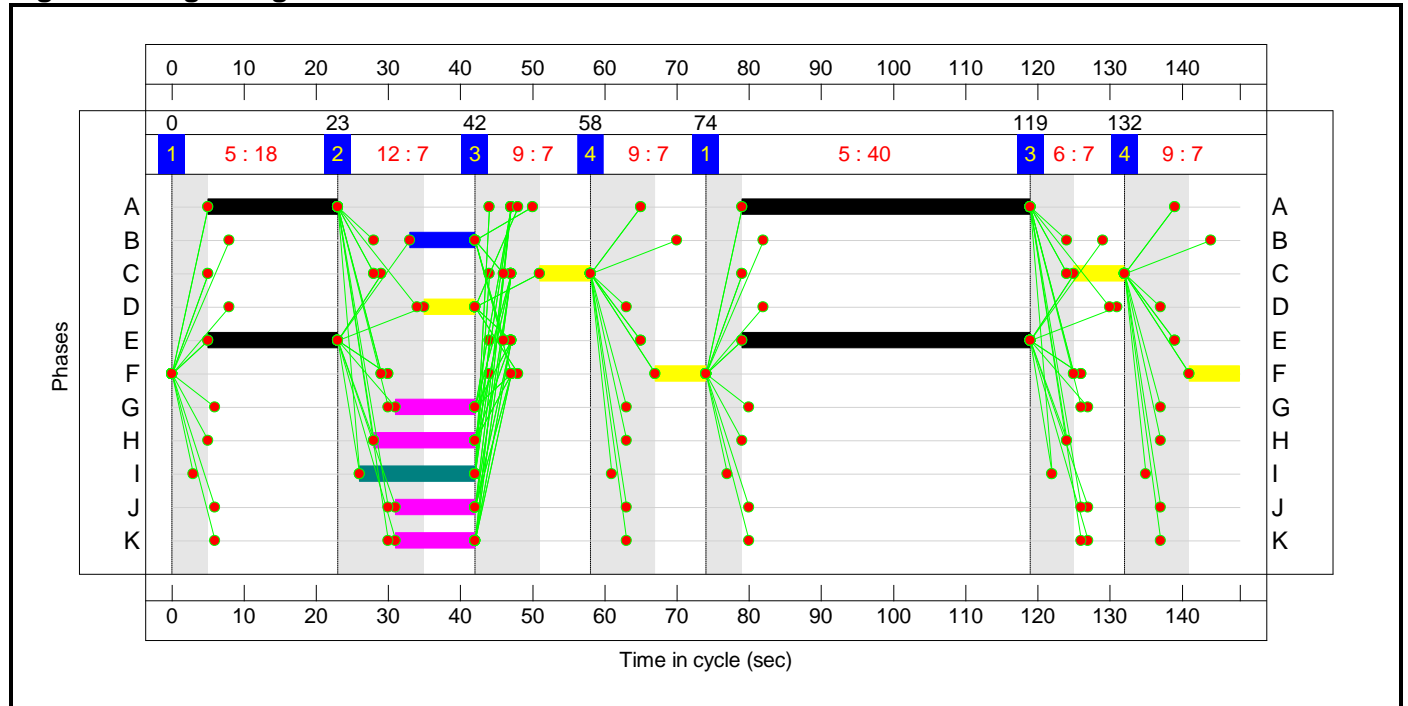


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	3	4
Duration	18	7	7	7	40	7	7
Change Point	0	23	42	58	74	119	132

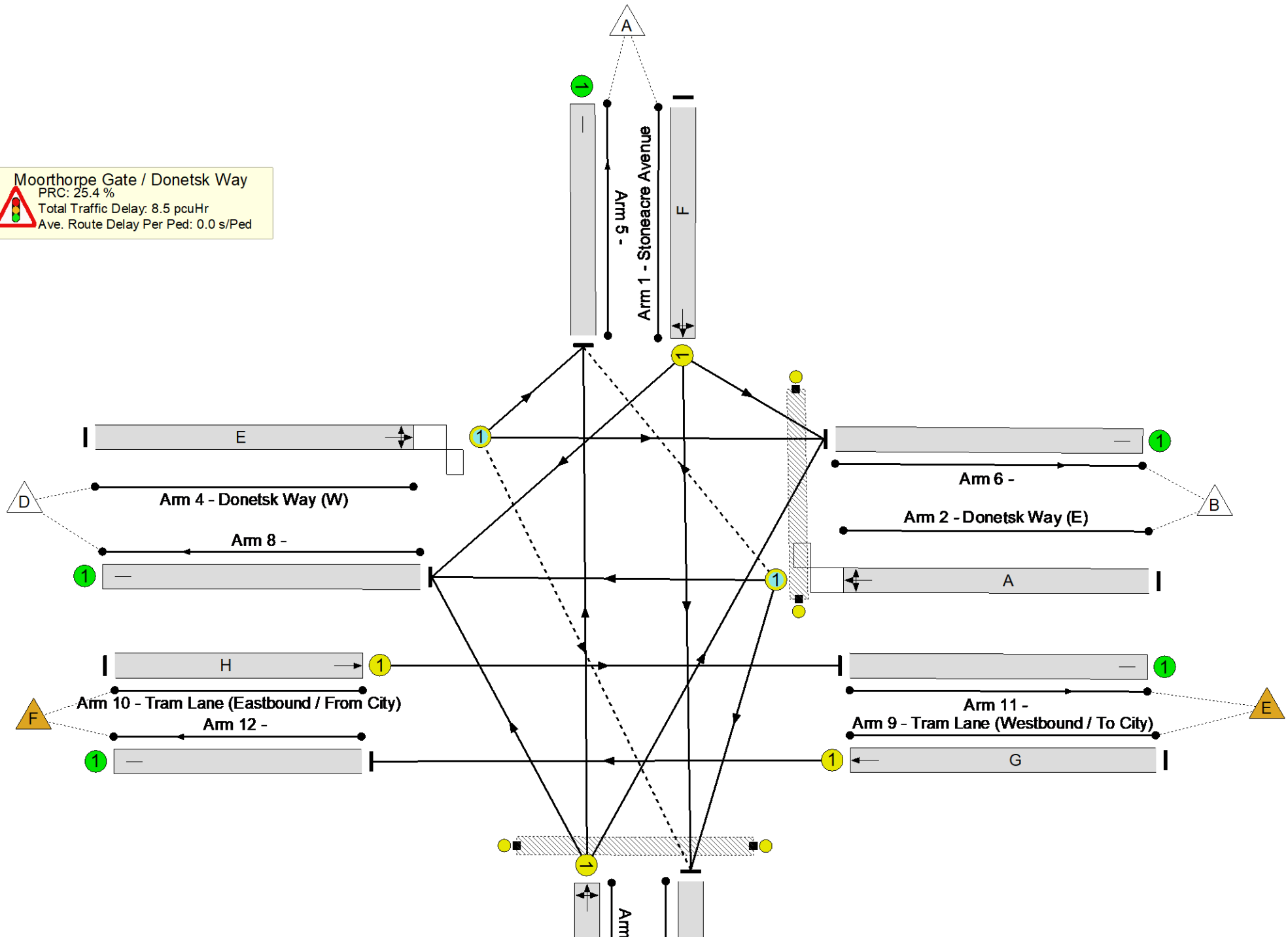
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Moorthorpe Gate / Donetsk Way
PRC: 25.4 %
Total Traffic Delay: 8.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	71.8%
Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	71.8%
1/1	Stoneacre Avenue Left Ahead Right	U	N/A	N/A	F		2	14	-	30	1682	182	16.5%
2/1	Donetsk Way (E) Right Left Ahead	O	N/A	N/A	A		2	58	-	326	1930	782	41.7%
3/1	Moorthorpe Gate Ahead Right Left	U	N/A	N/A	C		2	14	-	104	1701	184	56.6%
4/1	Donetsk Way (W) Left Ahead Right	O	N/A	N/A	E		2	58	-	537	1846	748	71.8%
5/1		U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
9/1	Tram Lane (Westbound / To City) Ahead	U	N/A	N/A	G		1	11	-	14	1815	147	9.5%
10/1	Tram Lane (Eastbound / From City) Ahead	U	N/A	N/A	H		1	14	-	14	1815	184	7.6%
11/1		U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	B		1	9	-	0	-	0	0.0%
Ped Link: P2	Moorthorpe Gate	-	N/A	-	D		1	7	-	0	-	0	0.0%

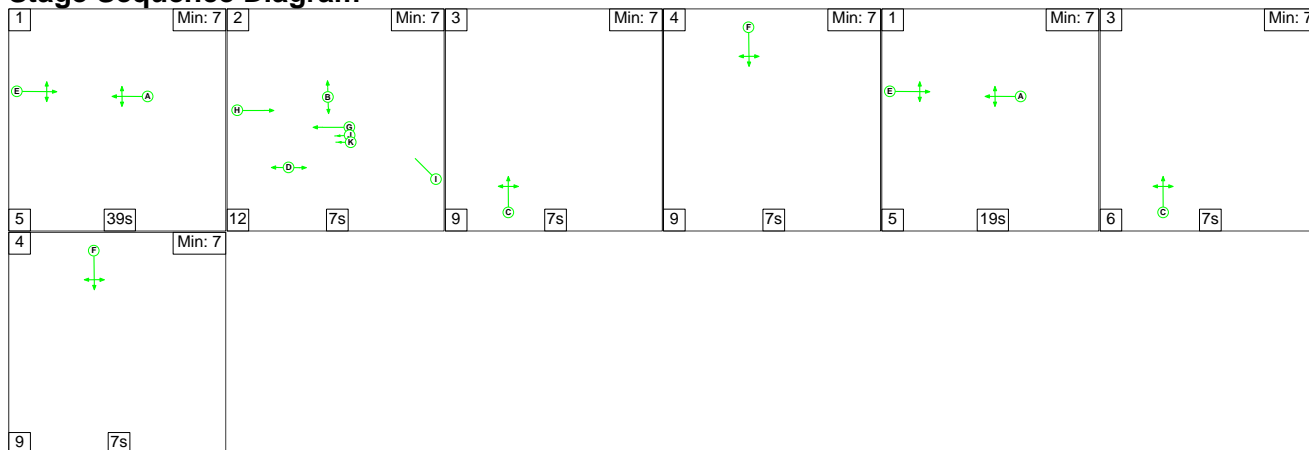
Full Input Data And Results

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: Moorthorpe Gate / Donetsk Way	-	-	34	0	1	6.1	2.4	0.0	8.5	-	-	-	-
Moorthorpe Gate / Donetsk Way	-	-	34	0	1	6.1	2.4	0.0	8.5	-	-	-	-
1/1	30	30	-	-	-	0.3	0.1	-	0.3	41.9	0.6	0.1	0.7
2/1	326	326	4	0	0	1.5	0.4	0.0	1.9	20.7	6.0	0.4	6.3
3/1	104	104	-	-	-	0.9	0.6	-	1.5	53.5	2.0	0.6	2.7
4/1	537	537	30	0	1	2.9	1.3	0.0	4.2	28.1	11.5	1.3	12.7
5/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	14	14	-	-	-	0.2	0.1	-	0.3	76.5	0.5	0.1	0.6
10/1	14	14	-	-	-	0.2	0.0	-	0.3	70.8	0.5	0.0	0.6
11/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		25.4	Total Delay for Signalled Lanes (pcuHr):		8.54	Cycle Time (s): 148				
			PRC Over All Lanes (%):		25.4	Total Delay Over All Lanes(pcuHr):		8.54					

Full Input Data And Results

Scenario 2: '2019 Base PM' (FG2: '2019 Base PM', Plan 1: 'Network Control Plan 1')

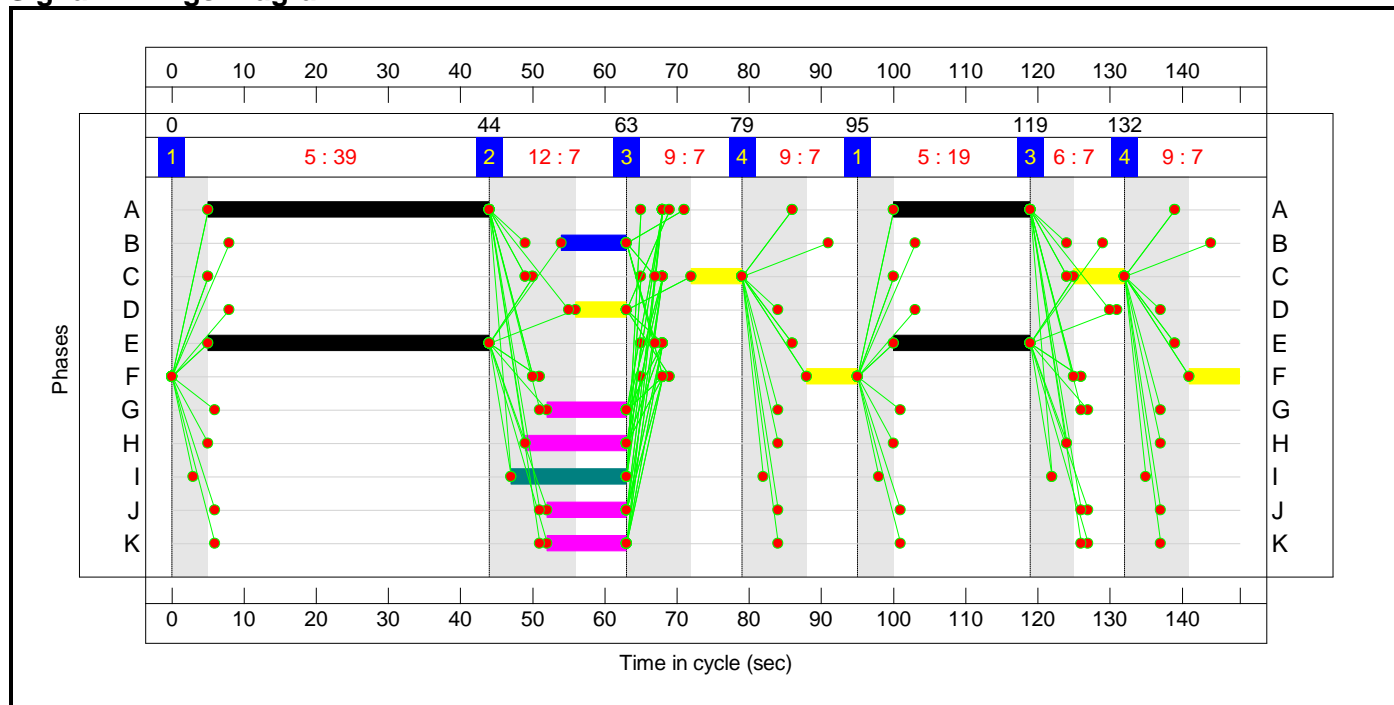
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	39	7	7	7	19	7	7
Change Point	0	44	63	79	95	119	132

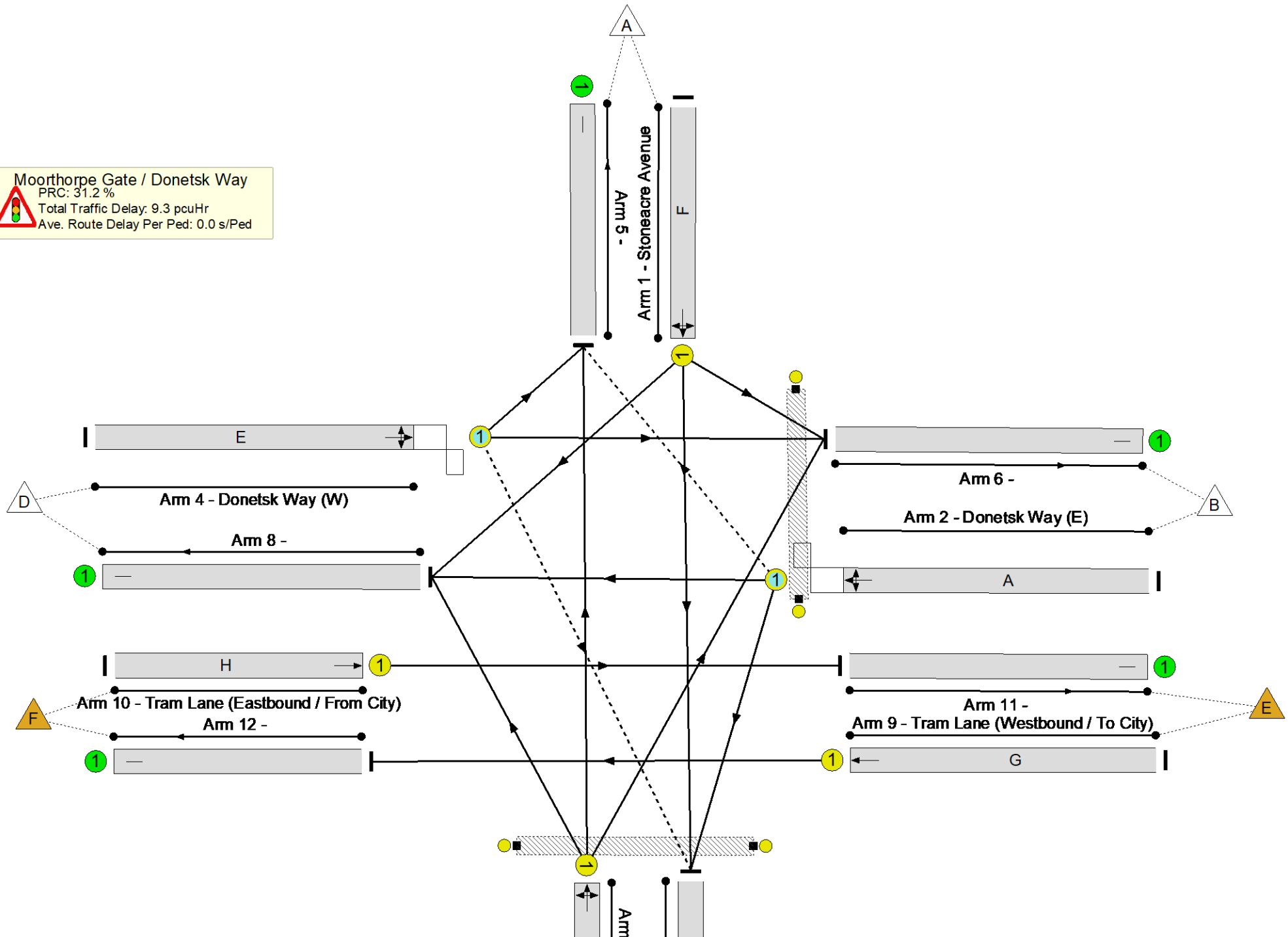
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Moorthorpe Gate / Donetsk Way
PRC: 31.2 %
Total Traffic Delay: 9.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	68.6%
Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	68.6%
1/1	Stoneacre Avenue Left Ahead Right	U	N/A	N/A	F		2	14	-	12	1681	182	6.6%
2/1	Donetsk Way (E) Right Left Ahead	O	N/A	N/A	A		2	58	-	513	1922	778	65.9%
3/1	Moorthorpe Gate Ahead Right Left	U	N/A	N/A	C		2	14	-	77	1708	185	41.7%
4/1	Donetsk Way (W) Left Ahead Right	O	N/A	N/A	E		2	58	-	502	1829	732	68.6%
5/1		U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
9/1	Tram Lane (Westbound / To City) Ahead	U	N/A	N/A	G		1	11	-	12	1815	147	8.2%
10/1	Tram Lane (Eastbound / From City) Ahead	U	N/A	N/A	H		1	14	-	12	1815	184	6.5%
11/1		U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	B		1	9	-	0	-	0	0.0%
Ped Link: P2	Moorthorpe Gate	-	N/A	-	D		1	7	-	0	-	0	0.0%

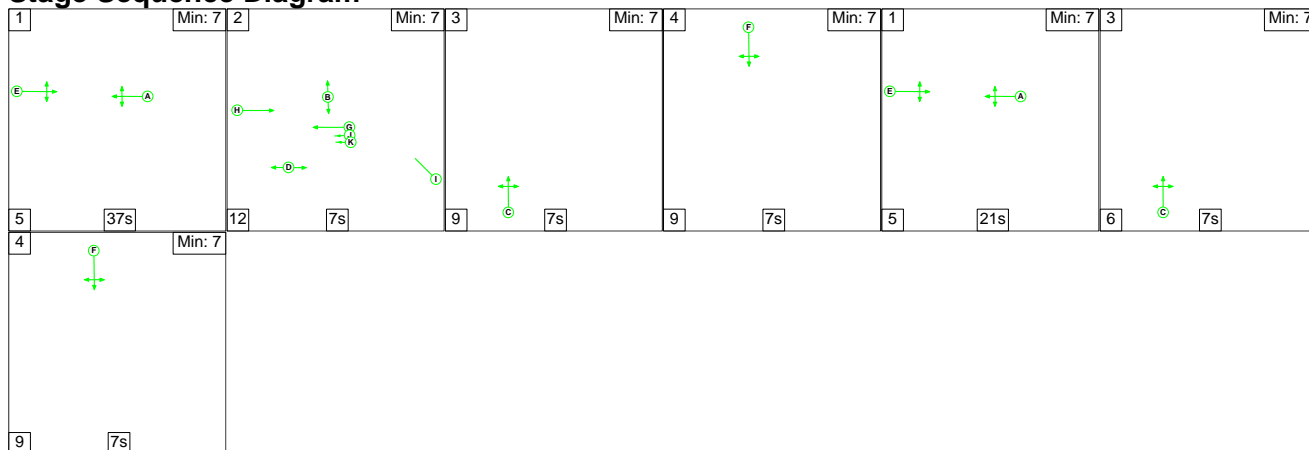
Full Input Data And Results

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: Moorthorpe Gate / Donetsk Way	-	-	52	0	28	6.7	2.5	0.1	9.3	-	-	-	-
Moorthorpe Gate / Donetsk Way	-	-	52	0	28	6.7	2.5	0.1	9.3	-	-	-	-
1/1	12	12	-	-	-	0.1	0.0	-	0.1	43.5	0.3	0.0	0.3
2/1	513	513	14	0	8	2.7	1.0	0.0	3.7	25.9	10.7	1.0	11.6
3/1	77	77	-	-	-	0.7	0.4	-	1.1	50.6	1.9	0.4	2.3
4/1	502	502	38	0	20	2.8	1.1	0.1	3.9	28.1	10.5	1.1	11.5
5/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	12	12	-	-	-	0.2	0.0	-	0.3	76.3	0.5	0.0	0.5
10/1	12	12	-	-	-	0.2	0.0	-	0.2	70.7	0.4	0.0	0.5
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		31.2	Total Delay for Signalled Lanes (pcuHr):		9.33	Cycle Time (s): 148				
			PRC Over All Lanes (%):		31.2	Total Delay Over All Lanes(pcuHr):		9.33					

Full Input Data And Results

Scenario 3: '2019 Base SAT' (FG7: '2019 Base Sat', Plan 1: 'Network Control Plan 1')

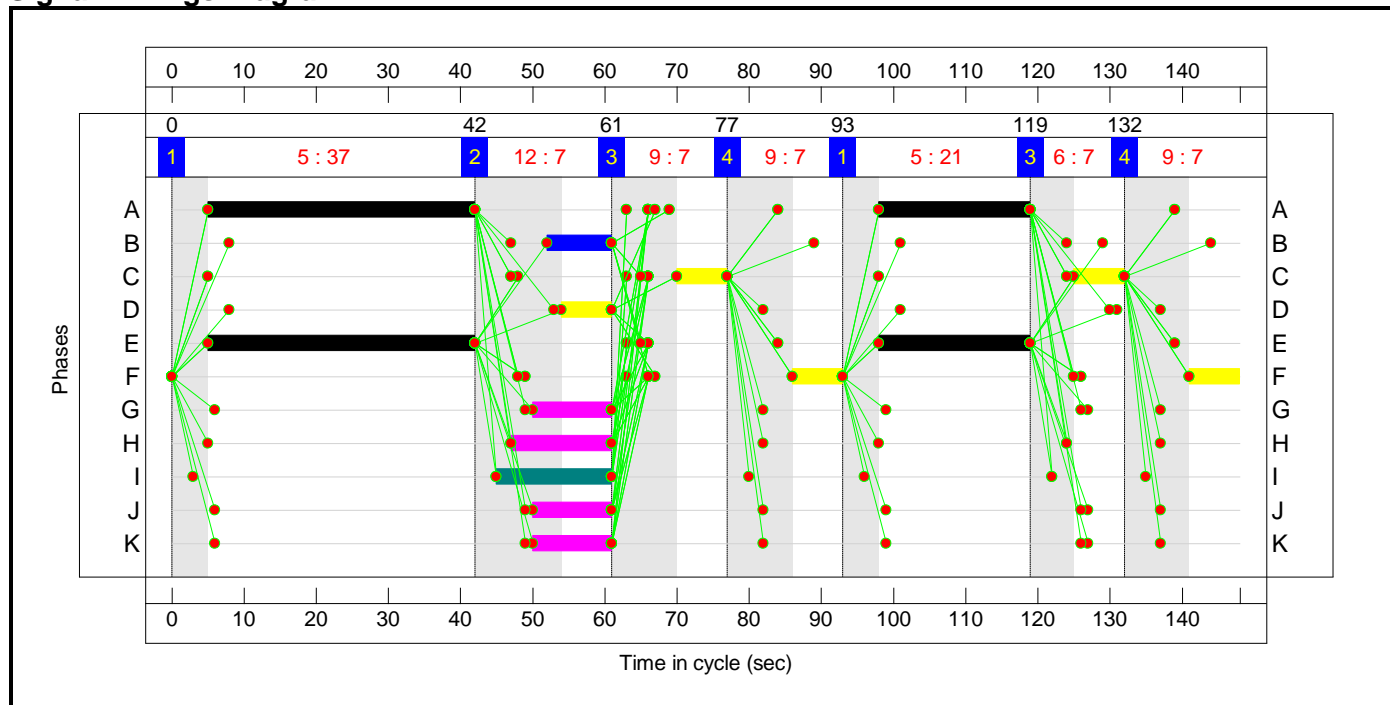
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	37	7	7	7	21	7	7
Change Point	0	42	61	77	93	119	132

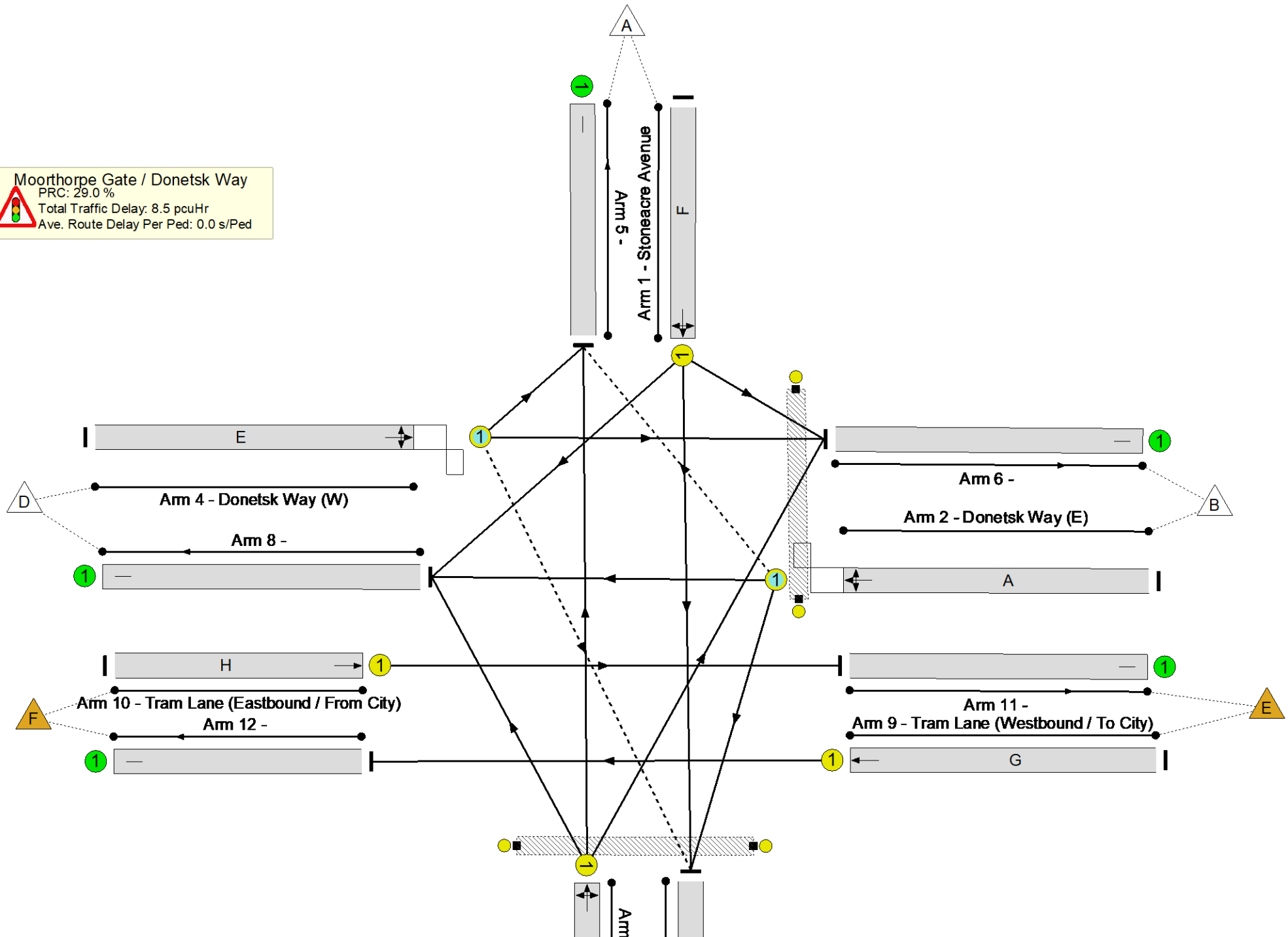
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Moorthorpe Gate / Donetsk Way
PRC: 29.0 %
Total Traffic Delay: 8.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	69.8%
Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	69.8%
1/1	Stoneacre Avenue Left Ahead Right	U	N/A	N/A	F		2	14	-	19	1692	183	10.4%
2/1	Donetsk Way (E) Right Left Ahead	O	N/A	N/A	A		2	58	-	481	1935	784	61.3%
3/1	Moorthorpe Gate Ahead Right Left	U	N/A	N/A	C		2	14	-	63	1709	185	34.1%
4/1	Donetsk Way (W) Left Ahead Right	O	N/A	N/A	E		2	58	-	521	1842	747	69.8%
5/1		U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
9/1	Tram Lane (Westbound / To City) Ahead	U	N/A	N/A	G		1	11	-	5	1815	147	3.4%
10/1	Tram Lane (Eastbound / From City) Ahead	U	N/A	N/A	H		1	14	-	5	1815	184	2.7%
11/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	B		1	9	-	0	-	0	0.0%
Ped Link: P2	Moorthorpe Gate	-	N/A	-	D		1	7	-	0	-	0	0.0%

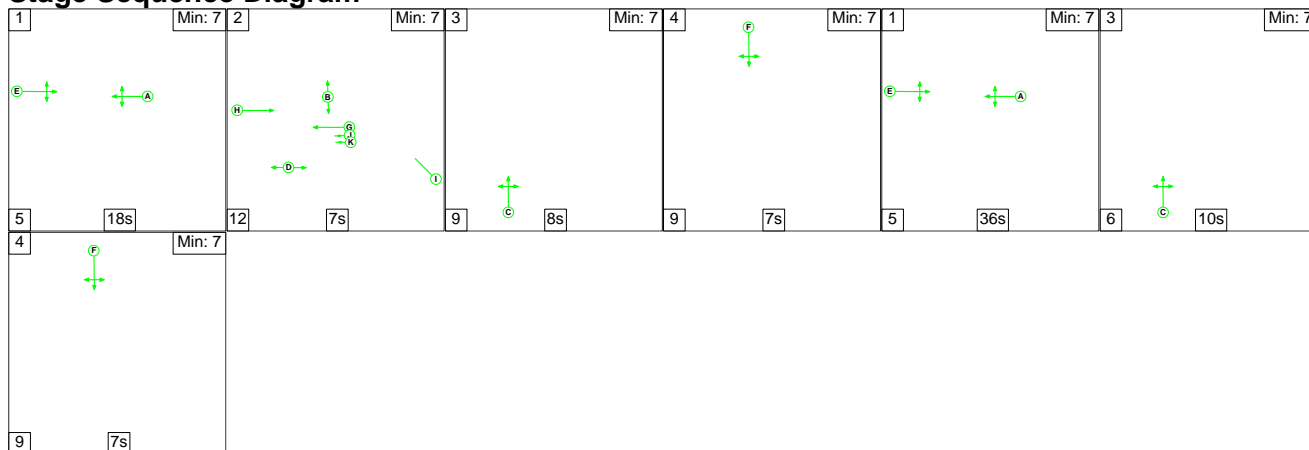
Full Input Data And Results

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: Moorthorpe Gate / Donetsk Way	-	-	34	0	17	6.2	2.3	0.1	8.5	-	-	-	-
Moorthorpe Gate / Donetsk Way	-	-	34	0	17	6.2	2.3	0.1	8.5	-	-	-	-
1/1	19	19	-	-	-	0.2	0.1	-	0.2	43.3	0.4	0.1	0.5
2/1	481	481	9	0	6	2.5	0.8	0.0	3.3	24.6	9.8	0.8	10.5
3/1	63	63	-	-	-	0.6	0.3	-	0.8	47.8	1.5	0.3	1.8
4/1	521	521	24	0	12	2.8	1.1	0.1	4.0	27.6	11.0	1.1	12.1
5/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	5	5	-	-	-	0.1	0.0	-	0.1	75.6	0.2	0.0	0.2
10/1	5	5	-	-	-	0.1	0.0	-	0.1	70.3	0.2	0.0	0.2
11/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		29.0	Total Delay for Signalled Lanes (pcuHr):		8.55	Cycle Time (s): 148				
			PRC Over All Lanes (%):		29.0	Total Delay Over All Lanes(pcuHr):		8.55					

Full Input Data And Results

Scenario 4: '2024 Base + Committed AM ' (FG3: '2024 Base + Com AM', Plan 1: 'Network Control Plan 1')

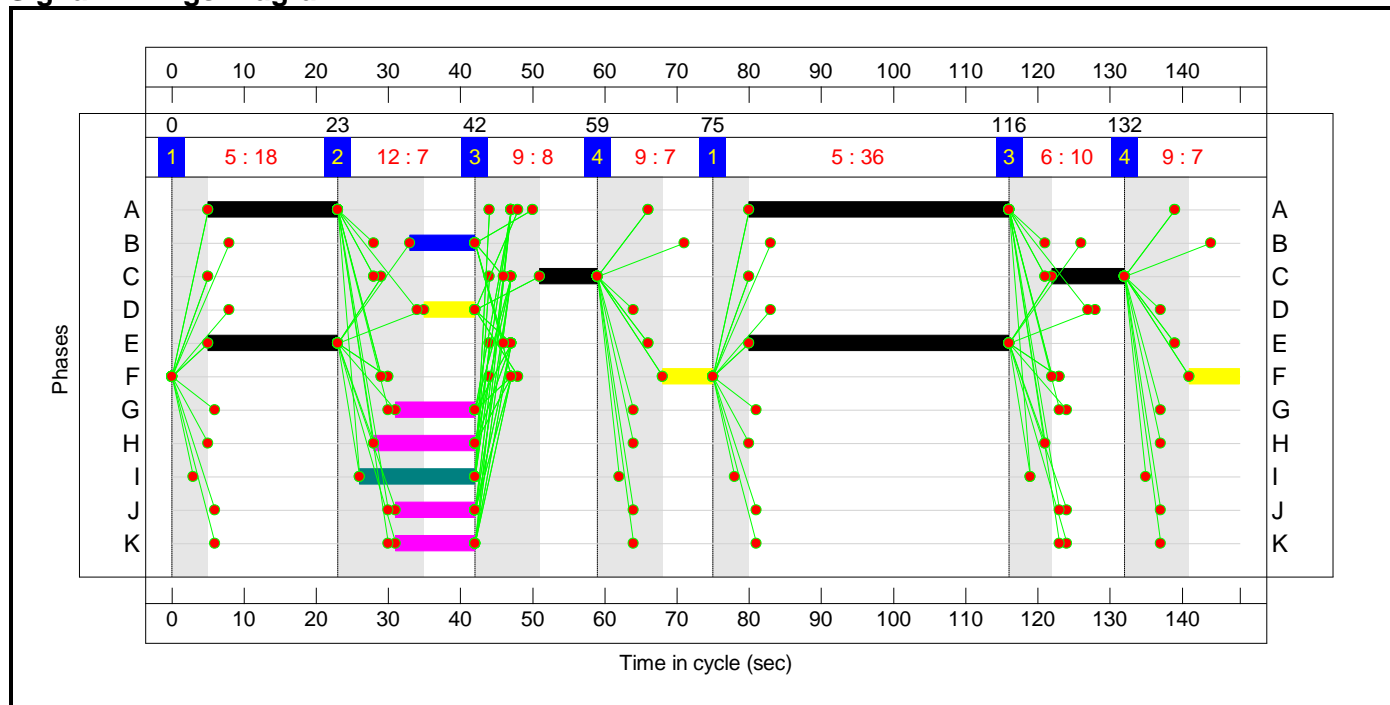
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	18	7	8	7	36	10	7
Change Point	0	23	42	59	75	116	132

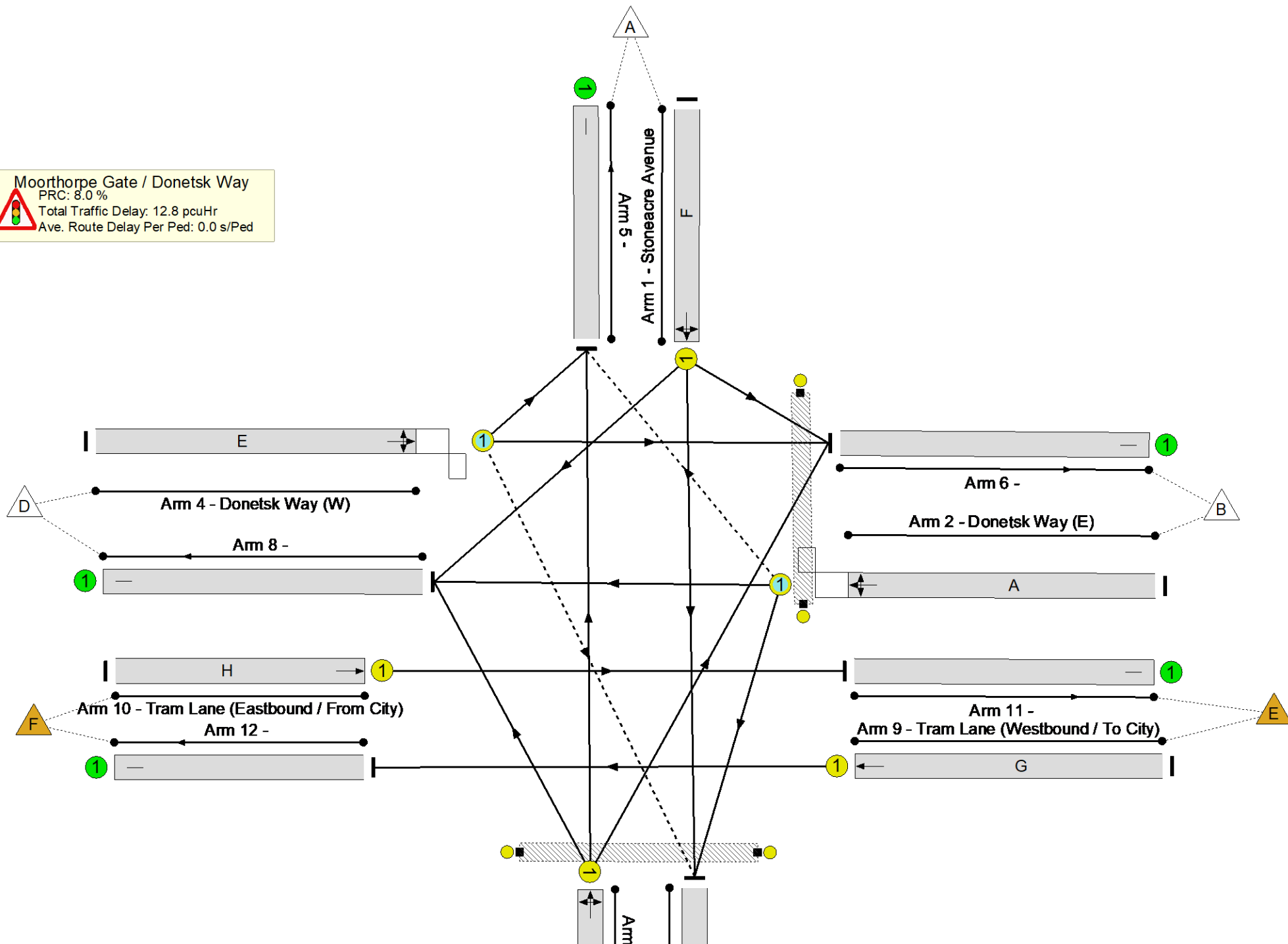
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Moorthorpe Gate / Donetsk Way
PRC: 8.0 %
Total Traffic Delay: 12.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
1/1	Stoneacre Avenue Left Ahead Right	U	N/A	N/A	F		2	14	-	32	1681	182	17.6%
2/1	Donetsk Way (E) Right Left Ahead	O	N/A	N/A	A		2	54	-	358	1922	727	49.2%
3/1	Moorthorpe Gate Ahead Right Left	U	N/A	N/A	C		2	18	-	191	1696	229	83.3%
4/1	Donetsk Way (W) Left Ahead Right	O	N/A	N/A	E		2	54	-	571	1843	697	82.0%
5/1		U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
9/1	Tram Lane (Westbound / To City) Ahead	U	N/A	N/A	G		1	11	-	14	1815	147	9.5%
10/1	Tram Lane (Eastbound / From City) Ahead	U	N/A	N/A	H		1	14	-	14	1815	184	7.6%
11/1		U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	B		1	9	-	0	-	0	0.0%
Ped Link: P2	Moorthorpe Gate	-	N/A	-	D		1	7	-	0	-	0	0.0%

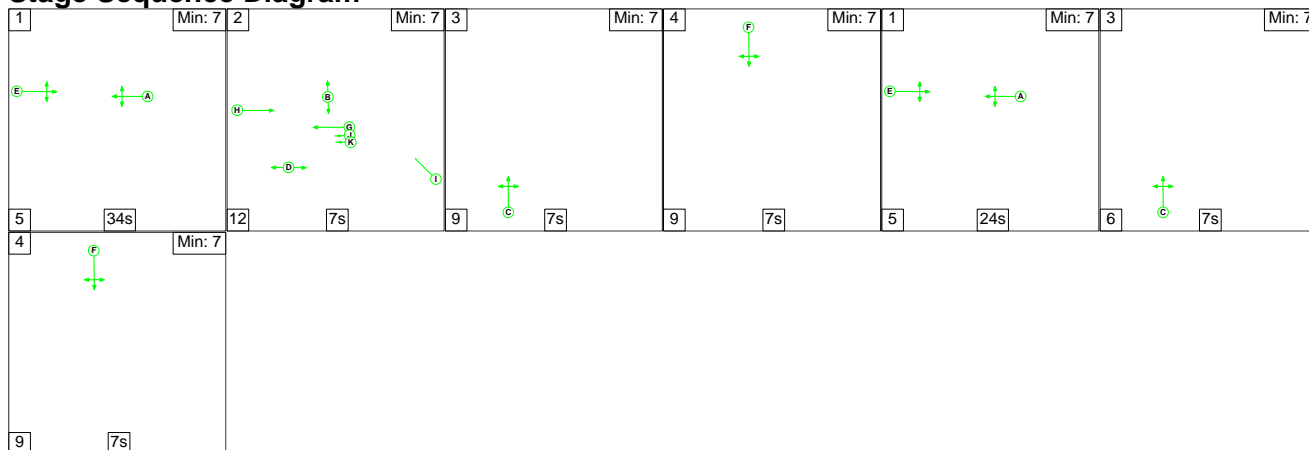
Full Input Data And Results

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: Moorthorpe Gate / Donetsk Way	-	-	41	0	2	7.7	5.1	0.0	12.8	-	-	-	-
Moorthorpe Gate / Donetsk Way	-	-	41	0	2	7.7	5.1	0.0	12.8	-	-	-	-
1/1	32	32	-	-	-	0.3	0.1	-	0.4	42.1	0.6	0.1	0.7
2/1	358	358	3	0	1	1.8	0.5	0.0	2.3	23.3	6.8	0.5	7.2
3/1	191	191	-	-	-	1.7	2.2	-	3.9	73.4	3.9	2.2	6.2
4/1	571	571	38	0	1	3.4	2.2	0.0	5.7	35.7	12.8	2.2	15.0
5/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	14	14	-	-	-	0.2	0.1	-	0.3	76.5	0.5	0.1	0.6
10/1	14	14	-	-	-	0.2	0.0	-	0.3	70.8	0.5	0.0	0.6
11/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
<p>C1 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 12.83 Cycle Time (s): 148 PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 12.83</p>													

Full Input Data And Results

Scenario 5: '2024 Base + Committed PM' (FG4: '2024 Base + Com PM', Plan 1: 'Network Control Plan 1')

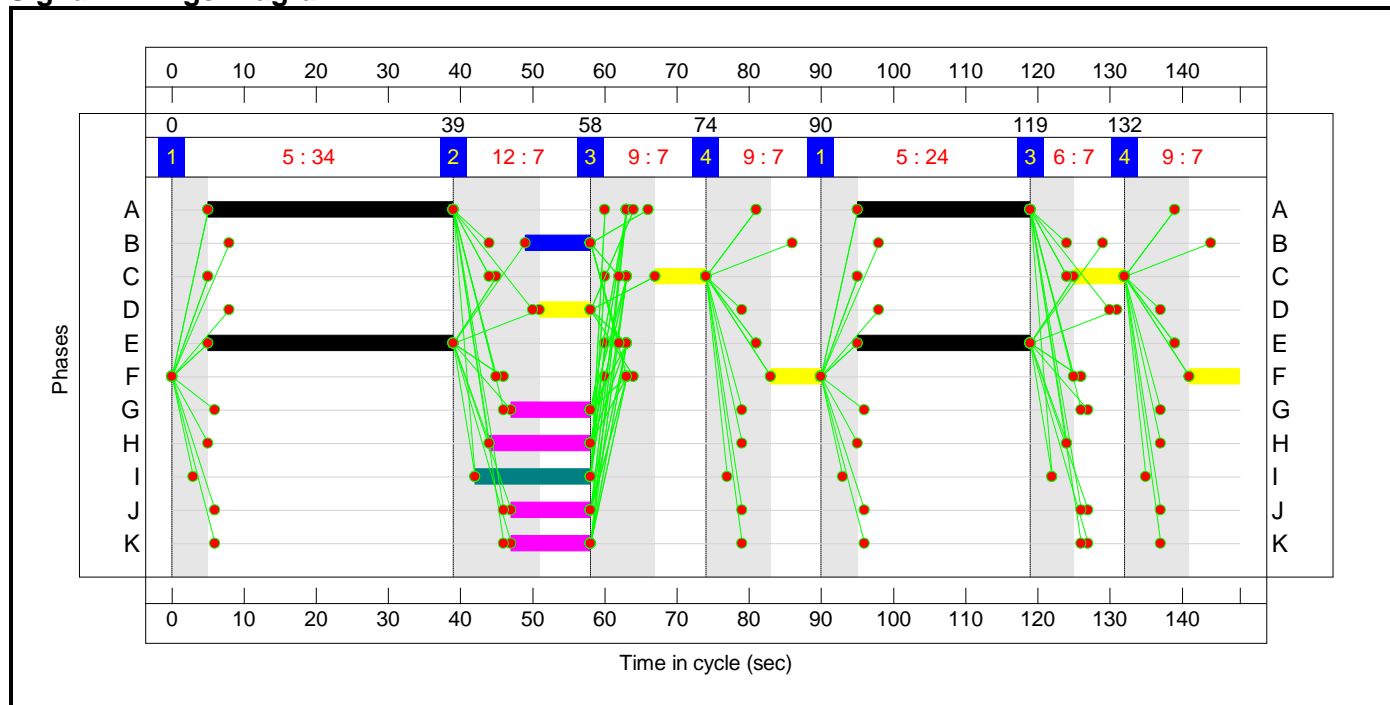
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	34	7	7	7	24	7	7
Change Point	0	39	58	74	90	119	132

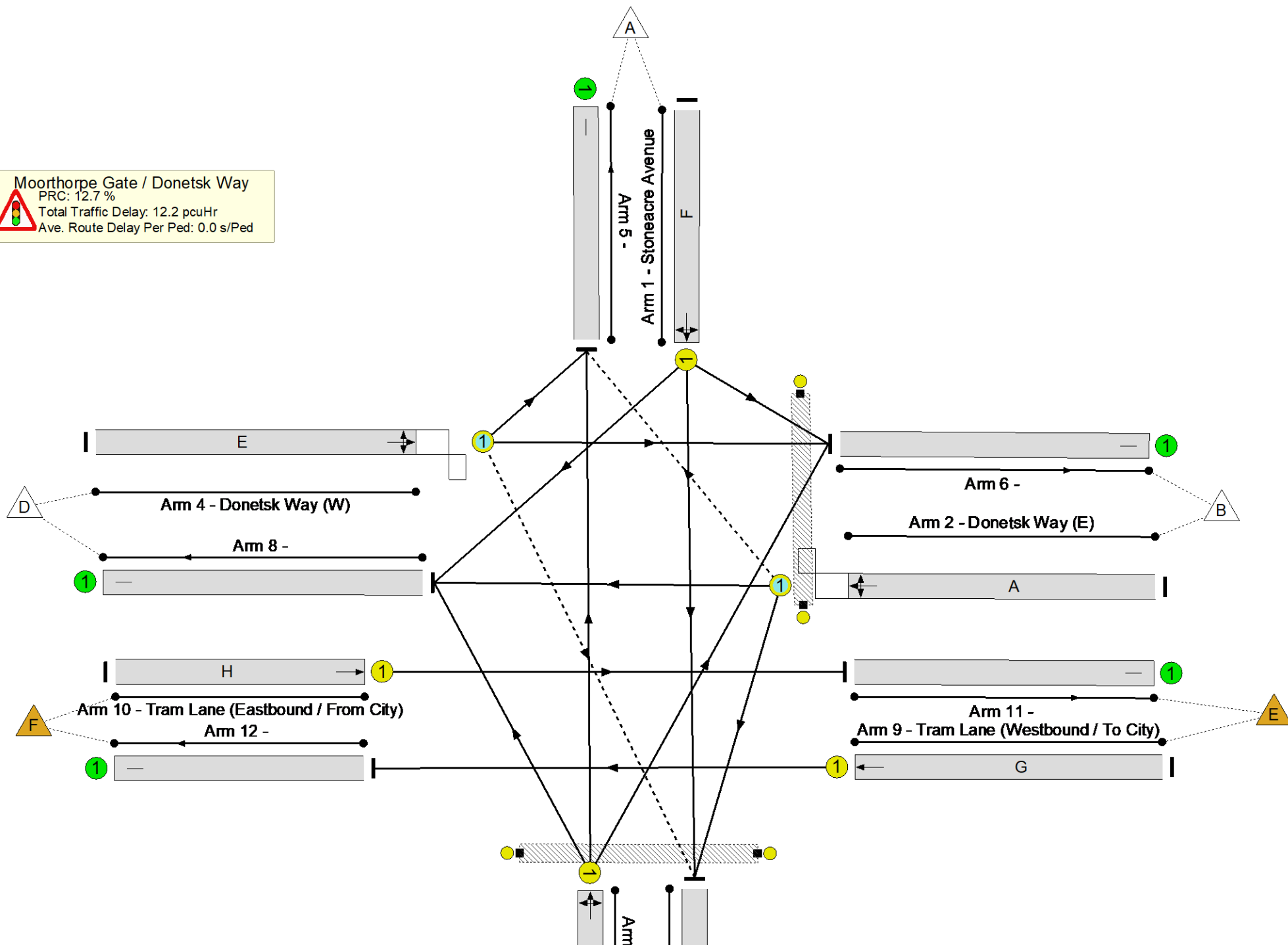
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Moorthorpe Gate / Donetsk Way
 PRC: 12.7 %
 Total Traffic Delay: 12.2 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	79.8%
Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	79.8%
1/1	Stoneacre Avenue Left Ahead Right	U	N/A	N/A	F		2	14	-	12	1681	182	6.6%
2/1	Donetsk Way (E) Right Left Ahead	O	N/A	N/A	A		2	58	-	580	1907	765	75.8%
3/1	Moorthorpe Gate Ahead Right Left	U	N/A	N/A	C		2	14	-	104	1703	184	56.5%
4/1	Donetsk Way (W) Left Ahead Right	O	N/A	N/A	E		2	58	-	546	1821	684	79.8%
5/1		U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
9/1	Tram Lane (Westbound / To City) Ahead	U	N/A	N/A	G		1	11	-	12	1815	147	8.2%
10/1	Tram Lane (Eastbound / From City) Ahead	U	N/A	N/A	H		1	14	-	12	1815	184	6.5%
11/1		U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	B		1	9	-	0	-	0	0.0%
Ped Link: P2	Moorthorpe Gate	-	N/A	-	D		1	7	-	0	-	0	0.0%

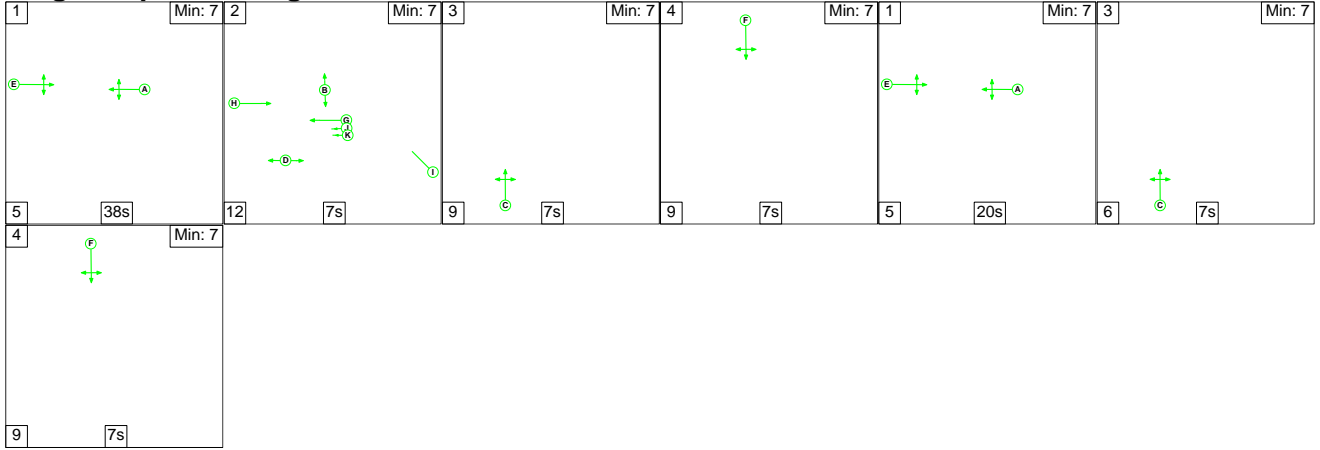
Full Input Data And Results

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: Moorthorpe Gate / Donetsk Way	-	-	69	0	34	7.8	4.2	0.2	12.2	-	-	-	-
Moorthorpe Gate / Donetsk Way	-	-	69	0	34	7.8	4.2	0.2	12.2	-	-	-	-
1/1	12	12	-	-	-	0.1	0.0	-	0.1	42.2	0.3	0.0	0.3
2/1	580	580	22	0	1	3.2	1.5	0.0	4.8	29.8	12.7	1.5	14.3
3/1	104	104	-	-	-	1.0	0.6	-	1.6	55.3	2.5	0.6	3.2
4/1	546	546	47	0	33	3.1	1.9	0.2	5.2	34.3	12.1	1.9	14.1
5/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	12	12	-	-	-	0.2	0.0	-	0.3	76.3	0.5	0.0	0.5
10/1	12	12	-	-	-	0.2	0.0	-	0.2	70.7	0.4	0.0	0.5
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		12.7	Total Delay for Signalled Lanes (pcuHr):		12.23	Cycle Time (s): 148				
			PRC Over All Lanes (%):		12.7	Total Delay Over All Lanes(pcuHr):		12.23					

Full Input Data And Results

Scenario 6: '2024 Base + Committed SAT' (FG8: '2024 Base + Com Sat', Plan 1: 'Network Control Plan 1')

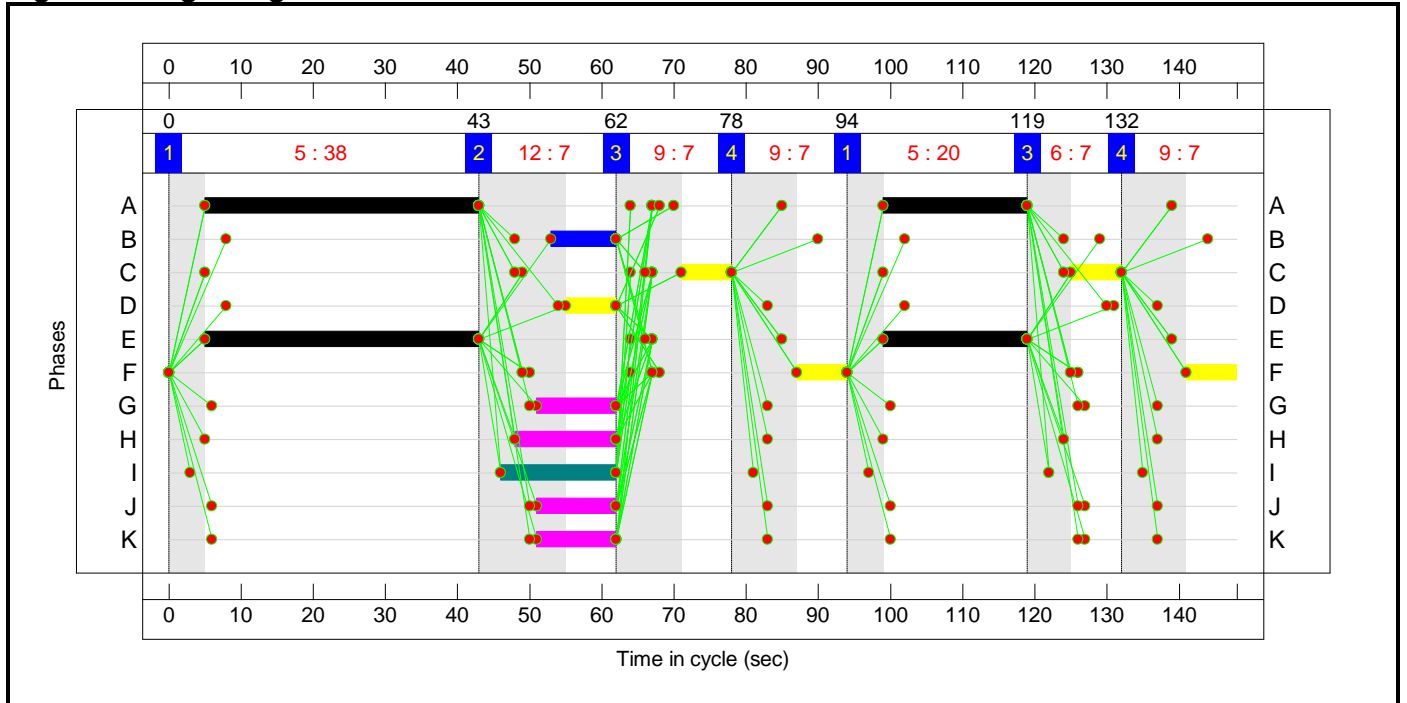
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	38	7	7	7	20	7	7
Change Point	0	43	62	78	94	119	132

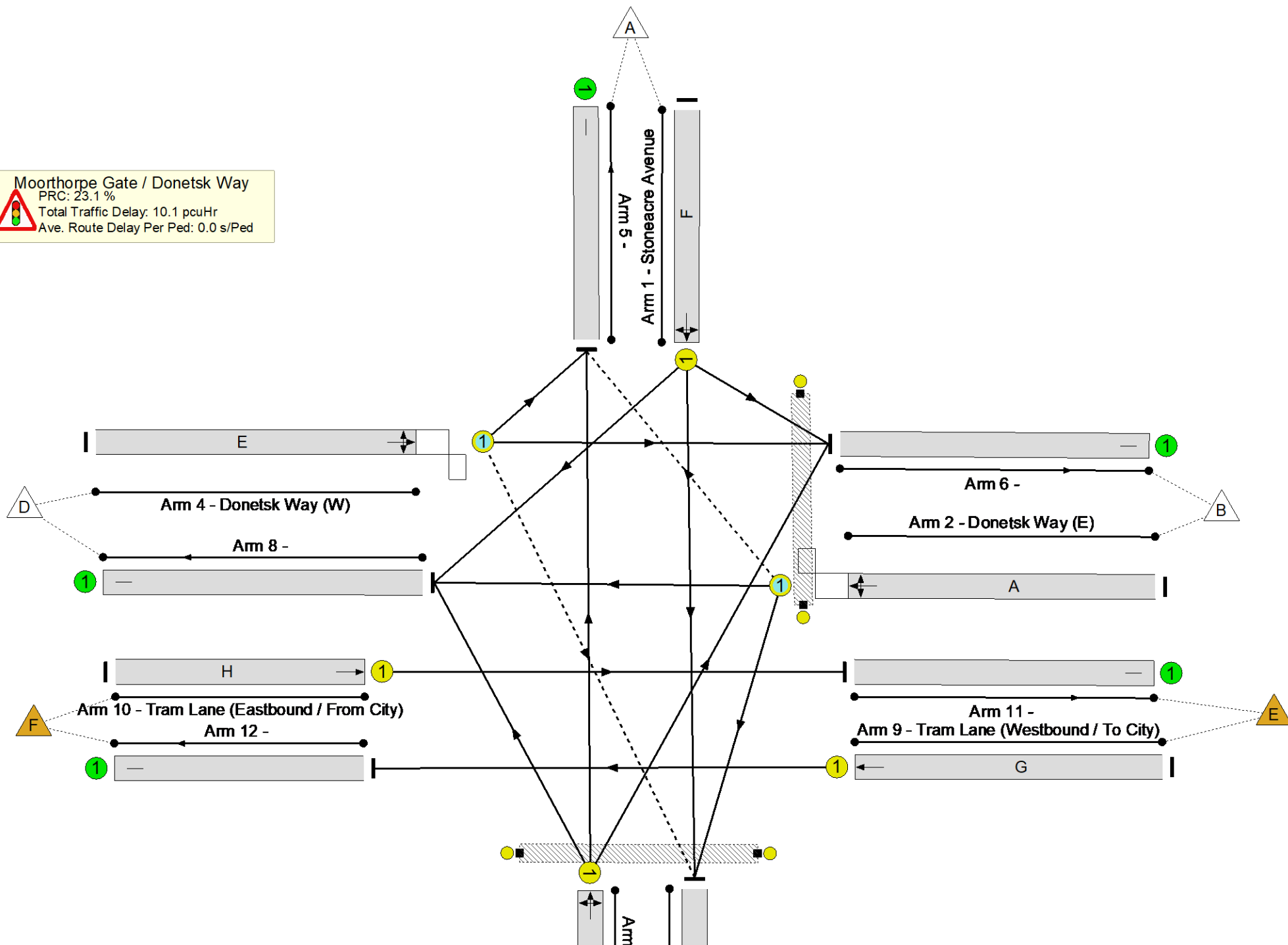
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Moorthorpe Gate / Donetsk Way
 PRC: 23.1 %
 Total Traffic Delay: 10.1 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	73.1%
Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	73.1%
1/1	Stoneacre Avenue Left Ahead Right	U	N/A	N/A	F		2	14	-	19	1692	183	10.4%
2/1	Donetsk Way (E) Right Left Ahead	O	N/A	N/A	A		2	58	-	511	1929	782	65.3%
3/1	Moorthorpe Gate Ahead Right Left	U	N/A	N/A	C		2	14	-	94	1703	184	51.1%
4/1	Donetsk Way (W) Left Ahead Right	O	N/A	N/A	E		2	58	-	545	1839	746	73.1%
5/1		U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
9/1	Tram Lane (Westbound / To City) Ahead	U	N/A	N/A	G		1	11	-	5	1815	147	3.4%
10/1	Tram Lane (Eastbound / From City) Ahead	U	N/A	N/A	H		1	14	-	5	1815	184	2.7%
11/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	B		1	9	-	0	-	0	0.0%
Ped Link: P2	Moorthorpe Gate	-	N/A	-	D		1	7	-	0	-	0	0.0%

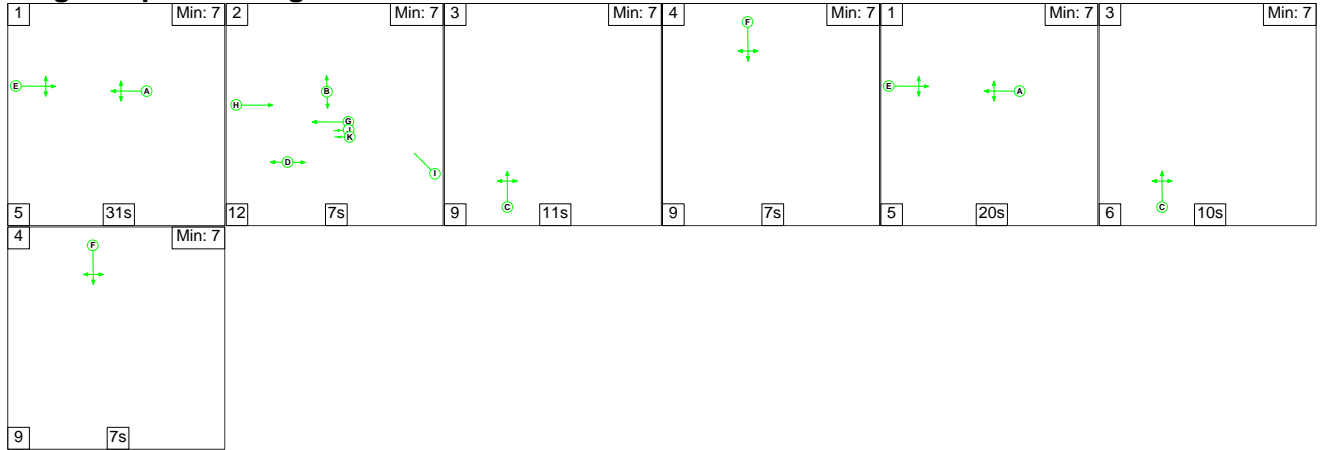
Full Input Data And Results

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: Moorthorpe Gate / Donetsk Way	-	-	38	0	21	7.2	2.9	0.1	10.1	-	-	-	-
Moorthorpe Gate / Donetsk Way	-	-	38	0	21	7.2	2.9	0.1	10.1	-	-	-	-
1/1	19	19	-	-	-	0.2	0.1	-	0.2	43.6	0.5	0.1	0.5
2/1	511	511	9	0	6	2.7	0.9	0.0	3.6	25.7	10.5	0.9	11.4
3/1	94	94	-	-	-	0.9	0.5	-	1.4	53.8	2.4	0.5	2.9
4/1	545	545	29	0	15	3.2	1.3	0.1	4.6	30.6	11.5	1.3	12.8
5/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	5	5	-	-	-	0.1	0.0	-	0.1	75.6	0.2	0.0	0.2
10/1	5	5	-	-	-	0.1	0.0	-	0.1	70.3	0.2	0.0	0.2
11/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		23.1	Total Delay for Signalled Lanes (pcuHr):		10.11	Cycle Time (s): 148				
			PRC Over All Lanes (%):		23.1	Total Delay Over All Lanes(pcuHr):		10.11					

Full Input Data And Results

Scenario 7: '2024 Base + Committed + Development AM' (FG5: '2024 Base + Com + Dev AM', Plan 1: 'Network Control Plan 1')

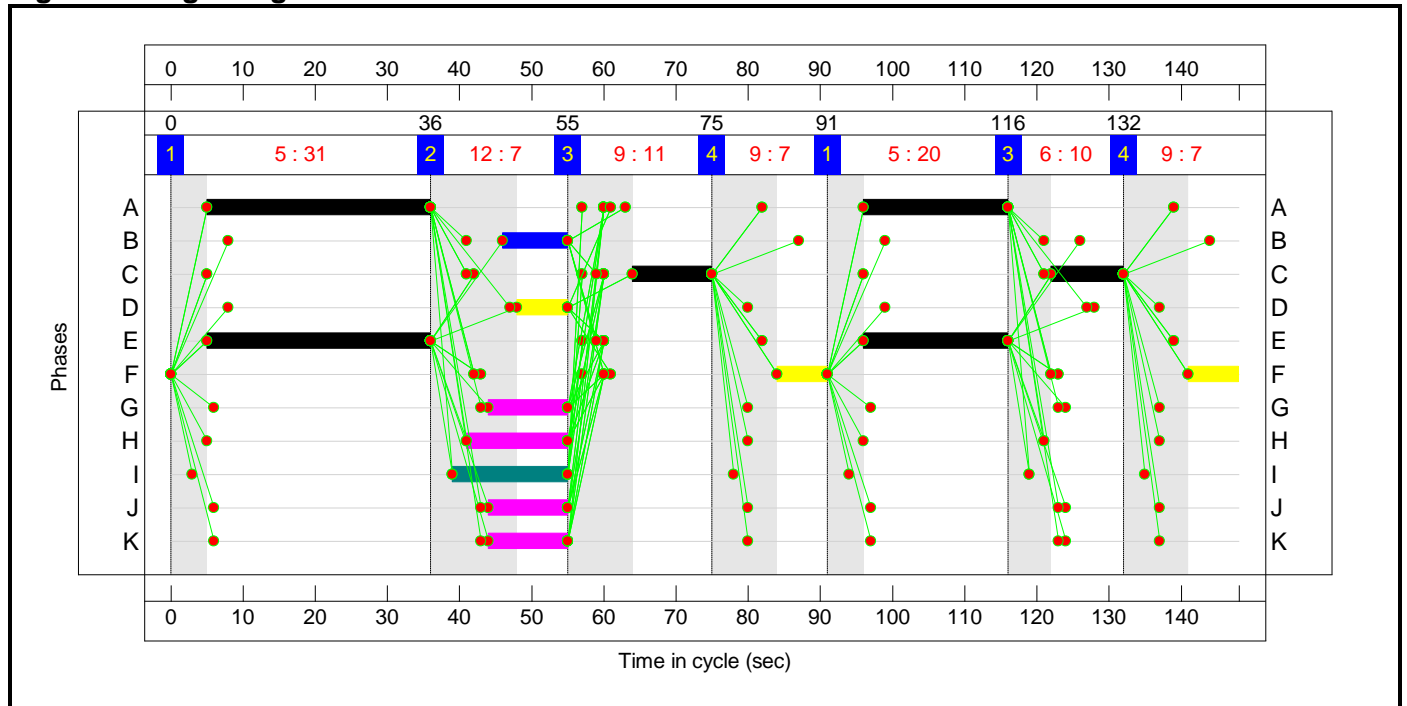
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	31	7	11	7	20	10	7
Change Point	0	36	55	75	91	116	132

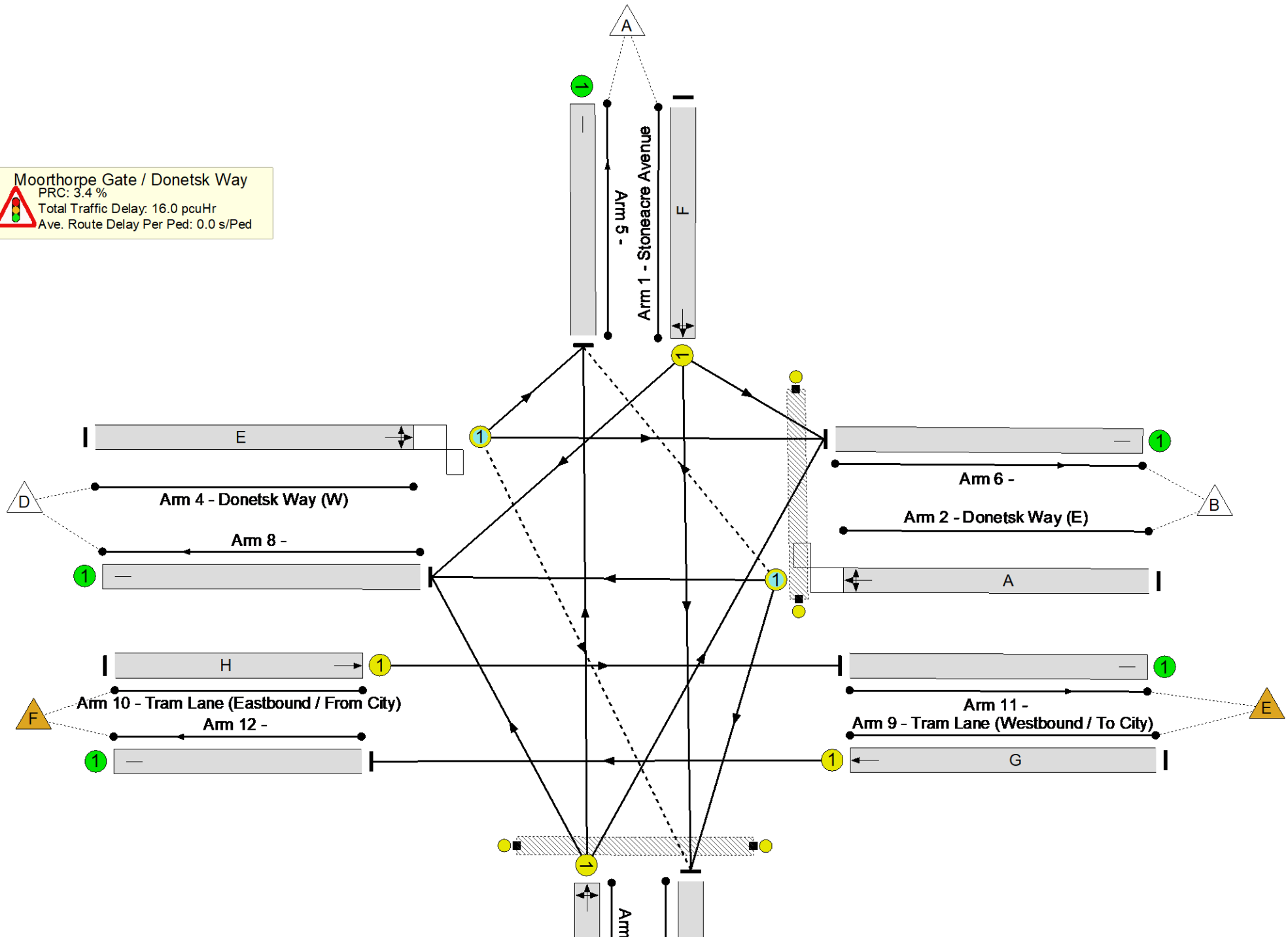
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Moorthorpe Gate / Donetsk Way
PRC: 3.4 %
Total Traffic Delay: 16.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	87.0%
Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	87.0%
1/1	Stoneacre Avenue Left Ahead Right	U	N/A	N/A	F		2	14	-	32	1681	182	17.6%
2/1	Donetsk Way (E) Right Left Ahead	O	N/A	N/A	A		2	51	-	365	1918	687	53.1%
3/1	Moorthorpe Gate Ahead Right Left	U	N/A	N/A	C		2	21	-	227	1695	263	86.2%
4/1	Donetsk Way (W) Left Ahead Right	O	N/A	N/A	E		2	51	-	574	1842	660	87.0%
5/1		U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	94	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
9/1	Tram Lane (Westbound / To City) Ahead	U	N/A	N/A	G		1	11	-	14	1815	147	9.5%
10/1	Tram Lane (Eastbound / From City) Ahead	U	N/A	N/A	H		1	14	-	14	1815	184	7.6%
11/1		U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	B		1	9	-	0	-	0	0.0%
Ped Link: P2	Moorthorpe Gate	-	N/A	-	D		1	7	-	0	-	0	0.0%

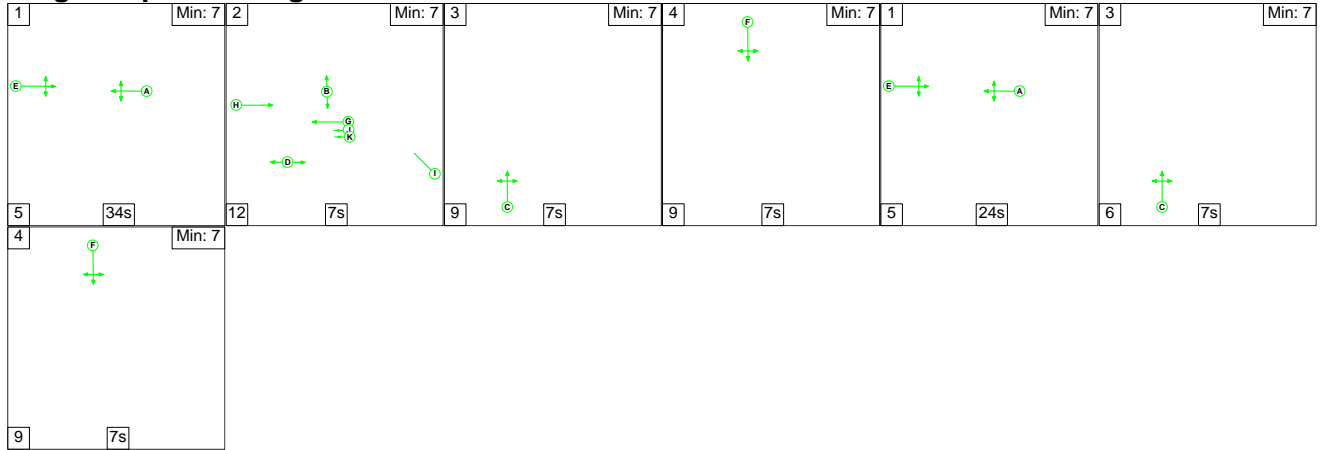
Full Input Data And Results

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: Moorthorpe Gate / Donetsk Way	-	-	42	0	4	9.3	6.6	0.0	16.0	-	-	-	-
Moorthorpe Gate / Donetsk Way	-	-	42	0	4	9.3	6.6	0.0	16.0	-	-	-	-
1/1	32	32	-	-	-	0.3	0.1	-	0.4	44.0	0.7	0.1	0.9
2/1	365	365	3	0	1	2.0	0.6	0.0	2.6	25.6	7.3	0.6	7.9
3/1	227	227	-	-	-	2.1	2.7	-	4.8	76.1	5.7	2.7	8.5
4/1	574	574	39	0	3	4.4	3.1	0.0	7.6	47.7	12.8	3.1	15.9
5/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	14	14	-	-	-	0.2	0.1	-	0.3	76.5	0.5	0.1	0.6
10/1	14	14	-	-	-	0.2	0.0	-	0.3	70.8	0.5	0.0	0.6
11/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
<p>C1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 15.96 Cycle Time (s): 148</p> <p> PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 15.96</p>													

Full Input Data And Results

Scenario 8: '2024 Base + Committed + Development PM' (FG6: '2024 Base + Com + Dev PM', Plan 1: 'Network Control Plan 1')

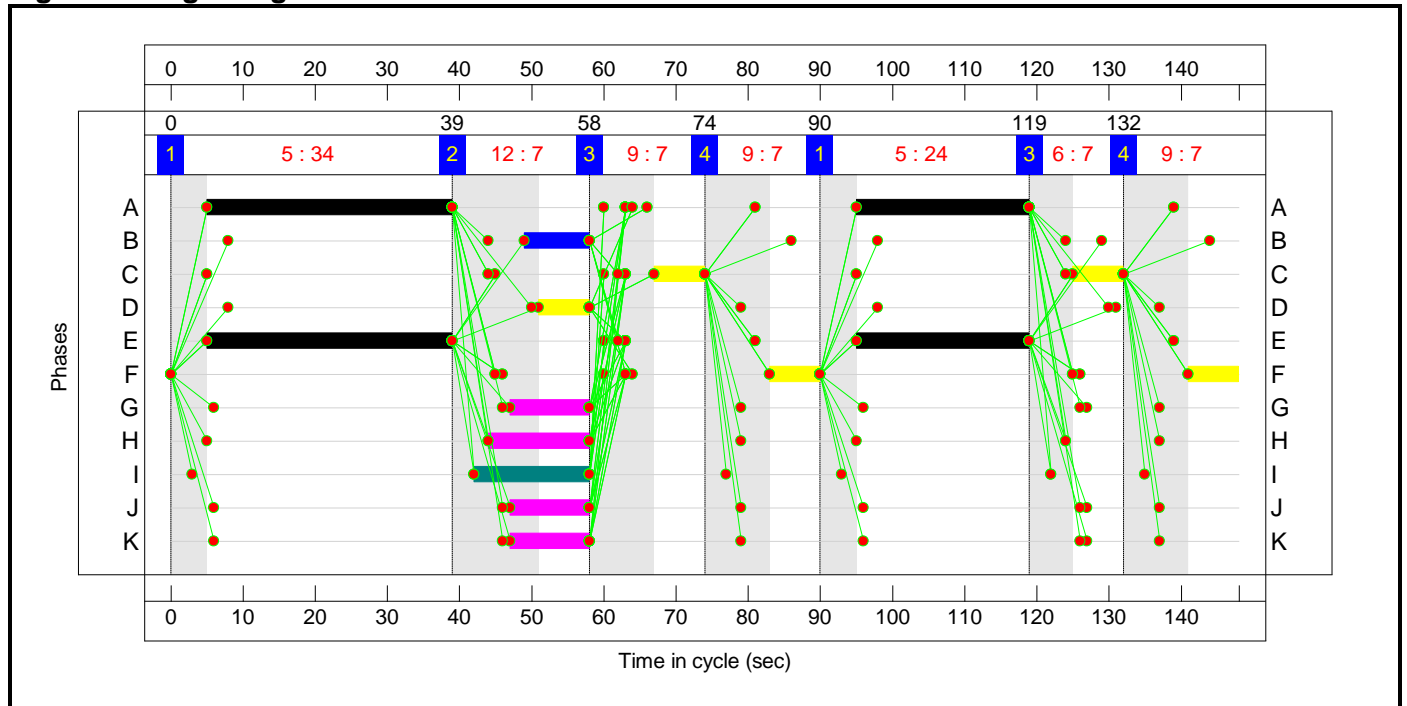
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	34	7	7	7	24	7	7
Change Point	0	39	58	74	90	119	132

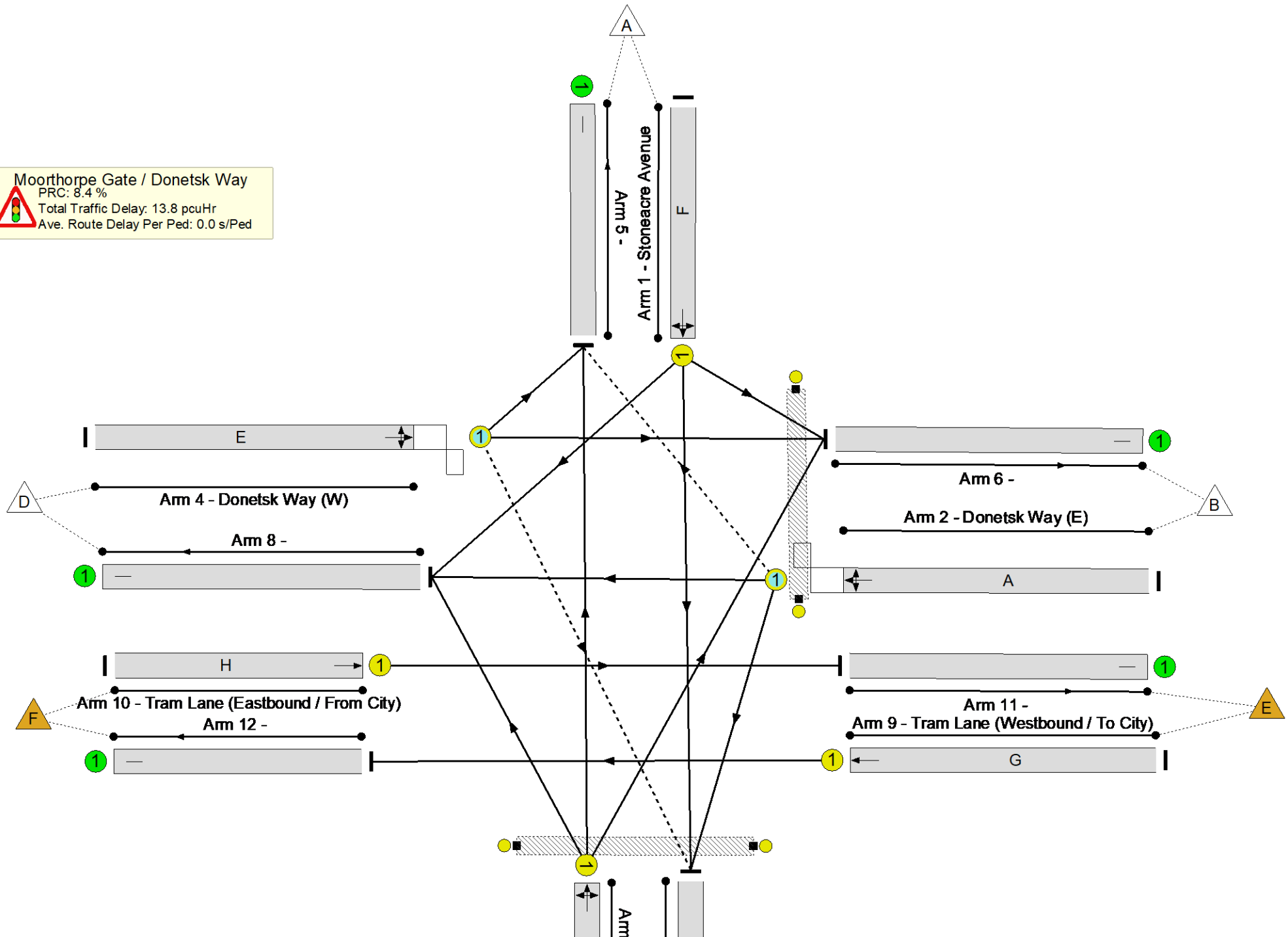
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Moorthorpe Gate / Donetsk Way
 PRC: 8.4 %
 Total Traffic Delay: 13.8 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
1/1	Stoneacre Avenue Left Ahead Right	U	N/A	N/A	F		2	14	-	12	1681	182	6.6%
2/1	Donetsk Way (E) Right Left Ahead	O	N/A	N/A	A		2	58	-	599	1901	763	78.5%
3/1	Moorthorpe Gate Ahead Right Left	U	N/A	N/A	C		2	14	-	115	1702	184	62.5%
4/1	Donetsk Way (W) Left Ahead Right	O	N/A	N/A	E		2	58	-	554	1818	667	83.0%
5/1		U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
9/1	Tram Lane (Westbound / To City) Ahead	U	N/A	N/A	G		1	11	-	12	1815	147	8.2%
10/1	Tram Lane (Eastbound / From City) Ahead	U	N/A	N/A	H		1	14	-	12	1815	184	6.5%
11/1		U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	B		1	9	-	0	-	0	0.0%
Ped Link: P2	Moorthorpe Gate	-	N/A	-	D		1	7	-	0	-	0	0.0%

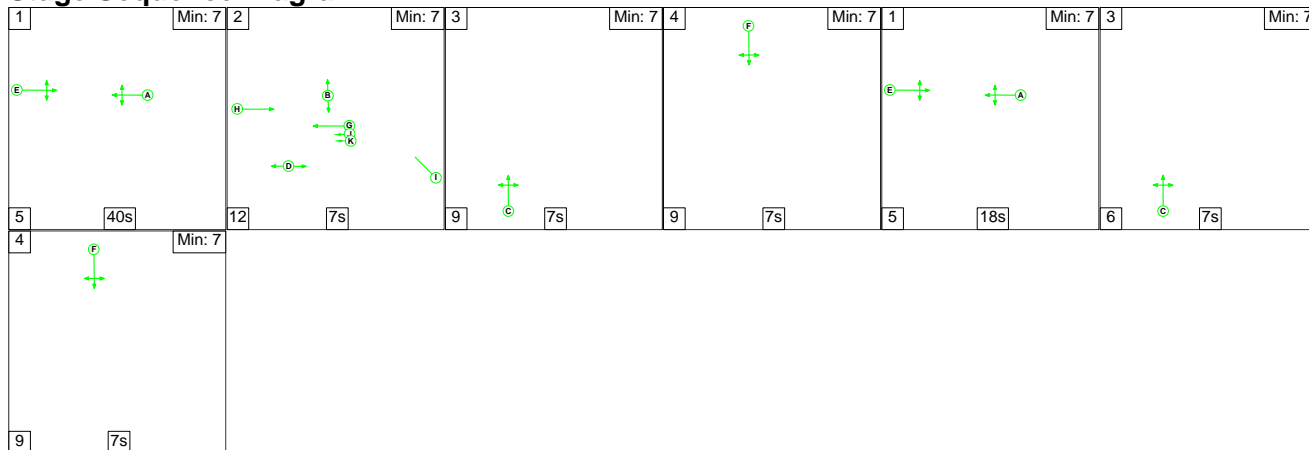
Full Input Data And Results

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: Moorthorpe Gate / Donetsk Way	-	-	76	0	35	8.5	5.1	0.2	13.8	-	-	-	-
Moorthorpe Gate / Donetsk Way	-	-	76	0	35	8.5	5.1	0.2	13.8	-	-	-	-
1/1	12	12	-	-	-	0.1	0.0	-	0.1	42.2	0.3	0.0	0.3
2/1	599	599	21	0	2	3.5	1.8	0.0	5.3	31.8	13.3	1.8	15.1
3/1	115	115	-	-	-	1.1	0.8	-	1.9	58.9	2.8	0.8	3.6
4/1	554	554	55	0	33	3.5	2.3	0.2	6.0	39.2	12.3	2.3	14.7
5/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	12	12	-	-	-	0.2	0.0	-	0.3	76.3	0.5	0.0	0.5
10/1	12	12	-	-	-	0.2	0.0	-	0.2	70.7	0.4	0.0	0.5
11/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		8.4	Total Delay for Signalled Lanes (pcuHr):		13.83	Cycle Time (s): 148				
			PRC Over All Lanes (%):		8.4	Total Delay Over All Lanes(pcuHr):		13.83					

Full Input Data And Results

Scenario 9: '2024 Base + Committed + Development SAT' (FG9: '2024 Base + Com + Dev Sat', Plan 1: 'Network Control Plan 1')

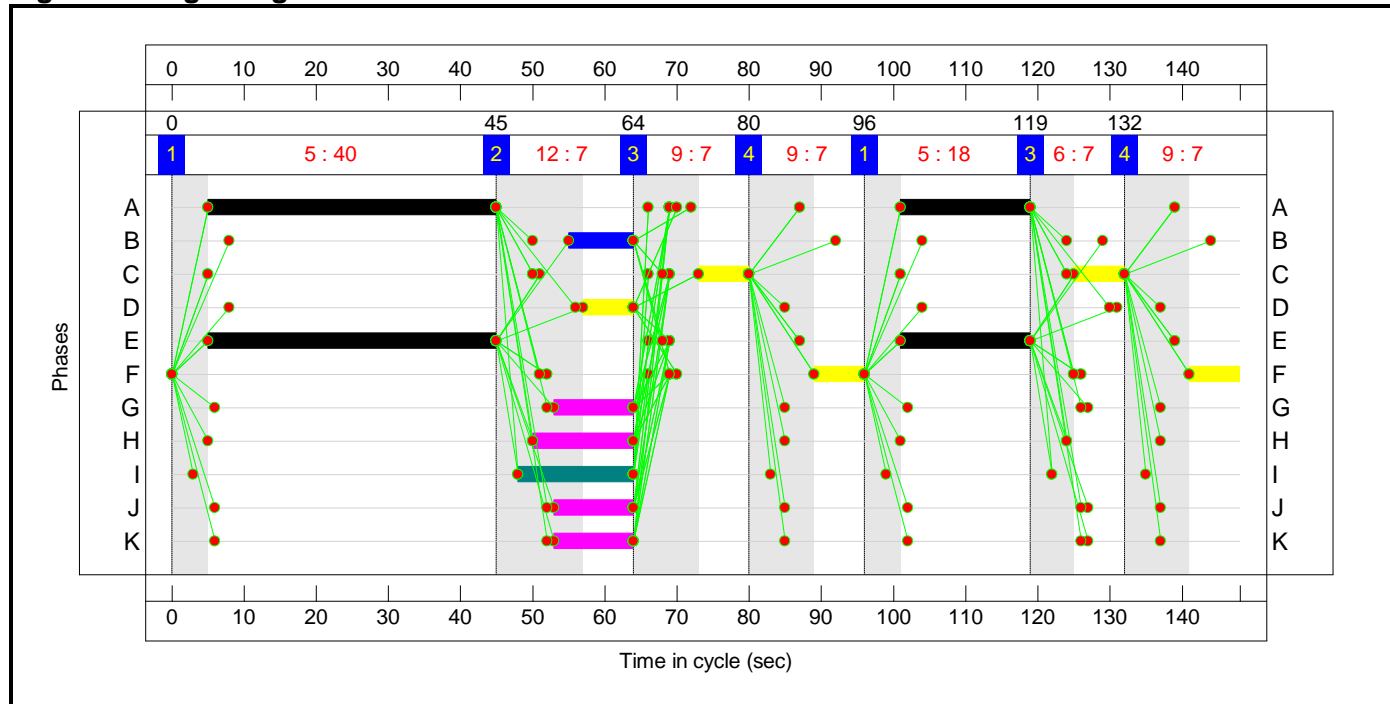
Stage Sequence Diagram



Stage Timings


Stage	1	2	3	4	1	3	4
Duration	40	7	7	7	18	7	7
Change Point	0	45	64	80	96	119	132

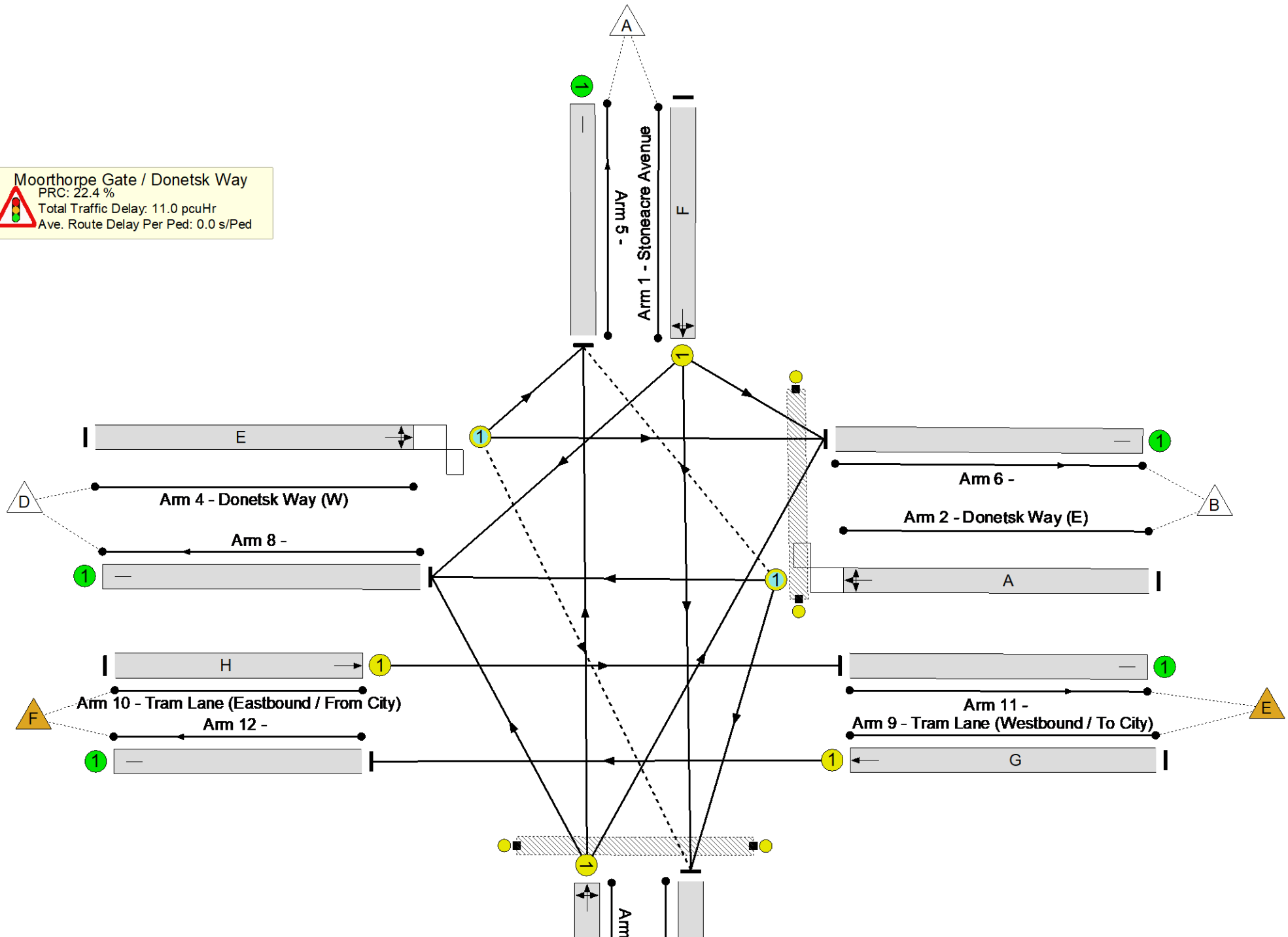
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


Moorthorpe Gate / Donetsk Way
 PRC: 22.4 %
 Total Traffic Delay: 11.0 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	73.5%
Moorthorpe Gate / Donetsk Way	-	-	N/A	-	-		-	-	-	-	-	-	73.5%
1/1	Stoneacre Avenue Left Ahead Right	U	N/A	N/A	F		2	14	-	19	1692	183	10.4%
2/1	Donetsk Way (E) Right Left Ahead	O	N/A	N/A	A		2	58	-	518	1926	781	66.3%
3/1	Moorthorpe Gate Ahead Right Left	U	N/A	N/A	C		2	14	-	107	1701	184	58.2%
4/1	Donetsk Way (W) Left Ahead Right	O	N/A	N/A	E		2	58	-	548	1838	745	73.5%
5/1		U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
9/1	Tram Lane (Westbound / To City) Ahead	U	N/A	N/A	G		1	11	-	5	1815	147	3.4%
10/1	Tram Lane (Eastbound / From City) Ahead	U	N/A	N/A	H		1	14	-	5	1815	184	2.7%
11/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	B		1	9	-	0	-	0	0.0%
Ped Link: P2	Moorthorpe Gate	-	N/A	-	D		1	7	-	0	-	0	0.0%

Full Input Data And Results

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: Moorthorpe Gate / Donetsk Way	-	-	43	0	19	7.8	3.1	0.1	11.0	-	-	-	-
Moorthorpe Gate / Donetsk Way	-	-	43	0	19	7.8	3.1	0.1	11.0	-	-	-	-
1/1	19	19	-	-	-	0.2	0.1	-	0.2	44.1	0.5	0.1	0.5
2/1	518	518	10	0	5	2.9	1.0	0.0	3.9	27.0	10.6	1.0	11.6
3/1	107	107	-	-	-	1.0	0.7	-	1.7	57.9	2.8	0.7	3.4
4/1	548	548	33	0	14	3.5	1.4	0.1	4.9	32.4	11.3	1.4	12.6
5/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	5	5	-	-	-	0.1	0.0	-	0.1	75.6	0.2	0.0	0.2
10/1	5	5	-	-	-	0.1	0.0	-	0.1	70.3	0.2	0.0	0.2
11/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	22.4	Total Delay for Signalled Lanes (pcuHr):			10.98	Cycle Time (s): 148				
			PRC Over All Lanes (%):	22.4	Total Delay Over All Lanes(pcuHr):			10.98					

Appendix H

Junctions 9 Report – Donetsk Way / Moss Way / Waterthorpe Greenway Roundabout

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: Donetsk Roundabout Junctions 9 Model - v3.j9

Path: U:\LDP\LDP2266_Owlthorpe, Sheffield\02. Project Delivery\01. WIP\Design and Calculations\T&I Planning\Junction Models

Report generation date: 29/11/2019 17:00:07

- »2019 Base, AM
- »2019 Base, PM
- »2024 Base + Committed, AM
- »2024 Base + Committed, PM
- »2024 Base + Committed + Proposed, AM
- »2024 Base + Committed + Proposed, PM
- »2019 Base, Sat
- »2024 Base + Committed, Sat
- »2024 Base + Committed + Proposed, Sat

Summary of junction performance

	AM				PM				Sat			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
2019 Base												
Moss Way (N)	0.8	5.03	0.43	58 % [Donetsk Way]	2.8	10.05	0.74	19 % [Moss Way (N)]	1.6	7.29	0.62	32 % [Moss Way (N)]
Waterthorpe Greenway	0.3	3.28	0.22		2.0	9.36	0.67		1.4	6.18	0.58	
Moss Way (S)	0.8	3.49	0.43		0.8	3.84	0.43		0.8	4.05	0.46	
Donetsk Way	0.8	4.72	0.44		0.6	4.15	0.38		0.7	4.66	0.42	
2024 Base + Committed												
Moss Way (N)	0.9	5.57	0.47	43 % [Donetsk Way]	4.3	14.38	0.82	11 % [Moss Way (N)]	2.1	8.79	0.67	25 % [Moss Way (N)]
Waterthorpe Greenway	0.3	3.43	0.24		2.8	12.67	0.74		1.7	7.20	0.62	
Moss Way (S)	0.9	3.72	0.46		0.9	4.26	0.47		1.0	4.55	0.48	
Donetsk Way	1.1	5.60	0.52		0.7	4.53	0.42		0.9	5.33	0.46	
2024 Base + Committed + Proposed												
Moss Way (N)	1.0	5.65	0.48	40 % [Donetsk Way]	4.9	16.23	0.83	9 % [Moss Way (N)]	2.1	8.90	0.67	25 % [Moss Way (N)]
Waterthorpe Greenway	0.3	3.45	0.24		3.1	13.97	0.75		1.7	7.27	0.62	
Moss Way (S)	0.9	3.74	0.46		1.0	4.55	0.48		1.0	4.58	0.49	
Donetsk Way	1.2	5.84	0.54		0.8	4.80	0.43		0.9	5.40	0.47	

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	Donetsk Roundabout
Location	Moorthorpe Way, Sheffield
Site number	
Date	29/11/2019
Version	V3
Status	S2
Identifier	
Client	Avant Homes Ltd
Jobnumber	LDP2266
Enumerator	BWB\nicholas.bell
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	2019 Base	AM	ONE HOUR	08:00	09:30	15
D2	2019 Base	PM	ONE HOUR	16:30	18:00	15
D3	2024 Base + Committed	AM	ONE HOUR	08:00	09:30	15
D4	2024 Base + Committed	PM	ONE HOUR	16:30	18:00	15
D5	2024 Base + Committed + Proposed	AM	ONE HOUR	08:00	09:30	15
D6	2024 Base + Committed + Proposed	PM	ONE HOUR	16:30	18:00	15
D7	2019 Base	Sat	ONE HOUR	12:15	13:45	15
D8	2024 Base + Committed	Sat	ONE HOUR	12:15	13:45	15
D9	2024 Base + Committed + Proposed	Sat	ONE HOUR	12:15	13:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Moss Way (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Donetsk Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Donetsk Roundabout	Standard Roundabout		1, 2, 3, 4	4.16	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	58	Donetsk Way

Arms

Arms

Arm	Name	Description
1	Moss Way (N)	
2	Waterthorpe Greenway	
3	Moss Way (S)	
4	Donetsk Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
Moss Way (N)	3.80	6.80	13.5	28.5	41.0	22.0	
Waterthorpe Greenway	4.22	6.35	17.4	24.3	40.0	14.0	
Moss Way (S)	5.30	7.60	45.1	15.0	41.0	32.5	
Donetsk Way	3.70	7.12	32.1	30.8	40.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
Moss Way (N)	0.663	1754
Waterthorpe Greenway	0.692	1854
Moss Way (S)	0.721	2150
Donetsk Way	0.723	2012

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Base	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 (%)
Moss Way (N)		✓	510	100.000
Waterthorpe Greenway		✓	300	100.000
Moss Way (S)		✓	734	100.000
Donetsk Way		✓	570	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
From	Moss Way (N)	0	147	268	95
	Waterthorpe Greenway	97	0	69	134
	Moss Way (S)	480	157	0	97
	Donetsk Way	122	324	124	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
From	Moss Way (N)	0	5	5	5
	Waterthorpe Greenway	5	0	5	5
	Moss Way (S)	5	5	0	5
	Donetsk Way	5	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Moss Way (N)	0.43	5.03	0.8	A
Waterthorpe Greenway	0.22	3.28	0.3	A
Moss Way (S)	0.43	3.49	0.8	A
Donetsk Way	0.44	4.72	0.8	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	384	454	1453	0.264	382	0.4	3.526	A
Waterthorpe Greenway	226	365	1601	0.141	225	0.2	2.745	A
Moss Way (S)	553	245	1973	0.280	551	0.4	2.655	A
Donetsk Way	429	551	1613	0.266	428	0.4	3.183	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	458	543	1394	0.329	458	0.5	4.036	A
Waterthorpe Greenway	270	437	1552	0.174	270	0.2	2.948	A
Moss Way (S)	660	293	1939	0.340	659	0.5	2.952	A
Donetsk Way	512	659	1535	0.334	512	0.5	3.692	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	562	665	1313	0.428	560	0.8	5.015	A
Waterthorpe Greenway	330	535	1484	0.223	330	0.3	3.276	A
Moss Way (S)	808	358	1891	0.427	807	0.8	3.483	A
Donetsk Way	628	807	1428	0.439	626	0.8	4.708	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	562	666	1312	0.428	562	0.8	5.034	A
Waterthorpe Greenway	330	536	1483	0.223	330	0.3	3.278	A
Moss Way (S)	808	359	1891	0.427	808	0.8	3.489	A
Donetsk Way	628	808	1428	0.440	628	0.8	4.724	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	458	545	1393	0.329	460	0.5	4.057	A
Waterthorpe Greenway	270	439	1551	0.174	270	0.2	2.954	A
Moss Way (S)	660	294	1938	0.340	661	0.5	2.960	A
Donetsk Way	512	661	1534	0.334	514	0.5	3.710	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	384	456	1452	0.265	385	0.4	3.546	A
Waterthorpe Greenway	226	367	1600	0.141	226	0.2	2.750	A
Moss Way (S)	553	246	1973	0.280	553	0.4	2.665	A
Donetsk Way	429	553	1612	0.266	430	0.4	3.198	A

2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Moss Way (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Donetsk Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Donetsk Roundabout	Standard Roundabout		1, 2, 3, 4	7.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	19	Moss Way (N)

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	2019 Base	PM	ONE HOUR	16:30	18:00	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 (%)
Moss Way (N)		✓	927	100.000
Waterthorpe Greenway		✓	712	100.000
Moss Way (S)		✓	652	100.000
Donetsk Way		✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
From	Moss Way (N)	0	180	618	129
	Waterthorpe Greenway	197	0	218	297
	Moss Way (S)	453	112	0	87
	Donetsk Way	86	249	154	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
Moss Way (N)	0	0	0	0
Waterthorpe Greenway	0	0	0	0
Moss Way (S)	0	0	0	0
Donetsk Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Moss Way (N)	0.74	10.05	2.8	B
Waterthorpe Greenway	0.67	9.36	2.0	A
Moss Way (S)	0.43	3.84	0.8	A
Donetsk Way	0.38	4.15	0.6	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	698	386	1498	0.466	694	0.9	4.463	A
Waterthorpe Greenway	536	675	1387	0.386	534	0.6	4.207	A
Moss Way (S)	491	467	1813	0.271	489	0.4	2.717	A
Donetsk Way	368	572	1598	0.230	367	0.3	2.920	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	833	463	1447	0.576	831	1.3	5.829	A
Waterthorpe Greenway	640	808	1295	0.494	639	1.0	5.476	A
Moss Way (S)	586	559	1747	0.336	586	0.5	3.098	A
Donetsk Way	440	684	1517	0.290	439	0.4	3.337	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	1021	566	1379	0.740	1015	2.7	9.753	A
Waterthorpe Greenway	784	987	1171	0.669	780	2.0	9.113	A
Moss Way (S)	718	682	1658	0.433	717	0.8	3.823	A
Donetsk Way	538	837	1407	0.383	538	0.6	4.139	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	1021	567	1378	0.741	1020	2.8	10.050	B
Waterthorpe Greenway	784	992	1168	0.671	784	2.0	9.365	A
Moss Way (S)	718	686	1655	0.434	718	0.8	3.840	A
Donetsk Way	538	839	1405	0.383	538	0.6	4.152	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	833	464	1446	0.576	839	1.4	5.982	A
Waterthorpe Greenway	640	815	1290	0.496	644	1.0	5.606	A
Moss Way (S)	586	564	1743	0.336	587	0.5	3.118	A
Donetsk Way	440	687	1515	0.290	440	0.4	3.351	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	698	388	1497	0.466	700	0.9	4.531	A
Waterthorpe Greenway	536	680	1384	0.387	537	0.6	4.261	A
Moss Way (S)	491	470	1811	0.271	491	0.4	2.729	A
Donetsk Way	368	575	1596	0.231	369	0.3	2.934	A

2024 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Moss Way (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Donetsk Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Donetsk Roundabout	Standard Roundabout		1, 2, 3, 4	4.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	43	Donetsk Way

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	2024 Base + Committed	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 (%)
Moss Way (N)		✓	550	100.000
Waterthorpe Greenway		✓	317	100.000
Moss Way (S)		✓	773	100.000
Donetsk Way		✓	656	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
From	Moss Way (N)	0	155	282	113
	Waterthorpe Greenway	102	0	73	142
	Moss Way (S)	505	165	0	103
	Donetsk Way	177	345	134	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
Moss Way (N)	0	5	5	5
Waterthorpe Greenway	5	0	5	5
Moss Way (S)	5	5	0	5
Donetsk Way	5	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Moss Way (N)	0.47	5.57	0.9	A
Waterthorpe Greenway	0.24	3.43	0.3	A
Moss Way (S)	0.46	3.72	0.9	A
Donetsk Way	0.52	5.60	1.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	414	483	1434	0.289	412	0.4	3.694	A
Waterthorpe Greenway	239	397	1580	0.151	238	0.2	2.815	A
Moss Way (S)	582	268	1957	0.297	580	0.4	2.742	A
Donetsk Way	494	579	1593	0.310	492	0.5	3.427	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	494	578	1371	0.361	494	0.6	4.309	A
Waterthorpe Greenway	285	475	1526	0.187	285	0.2	3.046	A
Moss Way (S)	695	321	1919	0.362	694	0.6	3.085	A
Donetsk Way	590	693	1510	0.390	589	0.7	4.098	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	606	708	1285	0.471	604	0.9	5.542	A
Waterthorpe Greenway	349	581	1452	0.240	349	0.3	3.426	A
Moss Way (S)	851	393	1867	0.456	850	0.9	3.714	A
Donetsk Way	722	849	1398	0.517	721	1.1	5.564	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	606	709	1284	0.472	606	0.9	5.572	A
Waterthorpe Greenway	349	582	1451	0.241	349	0.3	3.428	A
Moss Way (S)	851	393	1866	0.456	851	0.9	3.722	A
Donetsk Way	722	850	1397	0.517	722	1.1	5.599	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	494	580	1369	0.361	496	0.6	4.334	A
Waterthorpe Greenway	285	477	1524	0.187	285	0.2	3.053	A
Moss Way (S)	695	321	1918	0.362	696	0.6	3.095	A
Donetsk Way	590	695	1509	0.391	591	0.7	4.126	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	414	486	1432	0.289	415	0.4	3.717	A
Waterthorpe Greenway	239	399	1578	0.151	239	0.2	2.824	A
Moss Way (S)	582	269	1956	0.298	583	0.4	2.753	A
Donetsk Way	494	582	1591	0.310	495	0.5	3.449	A

2024 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Moss Way (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Donetsk Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Donetsk Roundabout	Standard Roundabout		1, 2, 3, 4	9.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	11	Moss Way (N)

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	2024 Base + Committed	PM	ONE HOUR	16:30	18:00	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 (%)
Moss Way (N)		✓	1009	100.000
Waterthorpe Greenway		✓	748	100.000
Moss Way (S)		✓	686	100.000
Donetsk Way		✓	528	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
From	Moss Way (N)	0	189	648	172
	Waterthorpe Greenway	206	0	228	314
	Moss Way (S)	475	117	0	94
	Donetsk Way	104	262	162	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
Moss Way (N)	0	0	0	0
Waterthorpe Greenway	0	0	0	0
Moss Way (S)	0	0	0	0
Donetsk Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Moss Way (N)	0.82	14.38	4.3	B
Waterthorpe Greenway	0.74	12.67	2.8	B
Moss Way (S)	0.47	4.26	0.9	A
Donetsk Way	0.42	4.53	0.7	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	760	406	1485	0.512	755	1.0	4.909	A
Waterthorpe Greenway	563	736	1345	0.419	560	0.7	4.570	A
Moss Way (S)	516	518	1776	0.291	515	0.4	2.850	A
Donetsk Way	398	599	1579	0.252	396	0.3	3.041	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	907	486	1432	0.634	904	1.7	6.792	A
Waterthorpe Greenway	672	880	1245	0.540	671	1.2	6.251	A
Moss Way (S)	617	620	1702	0.362	616	0.6	3.312	A
Donetsk Way	475	716	1494	0.318	474	0.5	3.528	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	1111	595	1360	0.817	1101	4.1	13.441	B
Waterthorpe Greenway	824	1073	1112	0.741	817	2.7	11.983	B
Moss Way (S)	755	756	1605	0.471	754	0.9	4.226	A
Donetsk Way	581	876	1379	0.422	580	0.7	4.504	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	1111	596	1359	0.817	1110	4.3	14.377	B
Waterthorpe Greenway	824	1081	1106	0.744	823	2.8	12.672	B
Moss Way (S)	755	762	1601	0.472	755	0.9	4.258	A
Donetsk Way	581	878	1377	0.422	581	0.7	4.526	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	907	487	1431	0.634	917	1.8	7.141	A
Waterthorpe Greenway	672	891	1237	0.543	679	1.2	6.520	A
Moss Way (S)	617	628	1697	0.363	618	0.6	3.343	A
Donetsk Way	475	720	1491	0.318	476	0.5	3.550	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	760	408	1484	0.512	762	1.1	5.013	A
Waterthorpe Greenway	563	742	1341	0.420	565	0.7	4.651	A
Moss Way (S)	516	523	1773	0.291	517	0.4	2.870	A
Donetsk Way	398	602	1577	0.252	398	0.3	3.055	A

2024 Base + Committed + Proposed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Moss Way (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Donetsk Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Donetsk Roundabout	Standard Roundabout		1, 2, 3, 4	4.77	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	40	Donetsk Way

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	2024 Base + Committed + Proposed	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 (%)
Moss Way (N)		✓	556	100.000
Waterthorpe Greenway		✓	317	100.000
Moss Way (S)		✓	774	100.000
Donetsk Way		✓	681	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
From	Moss Way (N)	0	155	282	119
	Waterthorpe Greenway	102	0	73	142
	Moss Way (S)	505	165	0	104
	Donetsk Way	199	346	136	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
Moss Way (N)	0	5	5	5
Waterthorpe Greenway	5	0	5	5
Moss Way (S)	5	5	0	5
Donetsk Way	5	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Moss Way (N)	0.48	5.65	1.0	A
Waterthorpe Greenway	0.24	3.45	0.3	A
Moss Way (S)	0.46	3.74	0.9	A
Donetsk Way	0.54	5.84	1.2	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	419	485	1432	0.292	417	0.4	3.716	A
Waterthorpe Greenway	239	403	1576	0.151	238	0.2	2.824	A
Moss Way (S)	583	272	1953	0.298	581	0.4	2.750	A
Donetsk Way	513	579	1593	0.322	511	0.5	3.487	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	500	581	1369	0.365	499	0.6	4.340	A
Waterthorpe Greenway	285	482	1521	0.187	285	0.2	3.058	A
Moss Way (S)	696	326	1915	0.363	695	0.6	3.097	A
Donetsk Way	612	693	1510	0.405	611	0.7	4.201	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	612	711	1283	0.477	611	0.9	5.614	A
Waterthorpe Greenway	349	590	1446	0.241	349	0.3	3.444	A
Moss Way (S)	852	399	1862	0.458	851	0.9	3.736	A
Donetsk Way	750	849	1398	0.536	748	1.2	5.796	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	612	712	1282	0.478	612	1.0	5.645	A
Waterthorpe Greenway	349	591	1445	0.242	349	0.3	3.447	A
Moss Way (S)	852	400	1862	0.458	852	0.9	3.743	A
Donetsk Way	750	850	1397	0.537	750	1.2	5.837	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	500	583	1367	0.366	501	0.6	4.373	A
Waterthorpe Greenway	285	484	1519	0.188	285	0.2	3.066	A
Moss Way (S)	696	327	1914	0.364	697	0.6	3.110	A
Donetsk Way	612	695	1509	0.406	614	0.7	4.231	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	419	488	1430	0.293	419	0.4	3.742	A
Waterthorpe Greenway	239	405	1574	0.152	239	0.2	2.833	A
Moss Way (S)	583	274	1953	0.298	583	0.4	2.761	A
Donetsk Way	513	582	1591	0.322	514	0.5	3.512	A

2024 Base + Committed + Proposed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Moss Way (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Donetsk Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Donetsk Roundabout	Standard Roundabout		1, 2, 3, 4	10.95	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	9	Moss Way (N)

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	2024 Base + Committed + Proposed	PM	ONE HOUR	16:30	18:00	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 (%)
Moss Way (N)		✓	1025	100.000
Waterthorpe Greenway		✓	749	100.000
Moss Way (S)		✓	687	100.000
Donetsk Way		✓	535	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
From	Moss Way (N)	0	189	648	188
	Waterthorpe Greenway	206	0	228	315
	Moss Way (S)	475	117	0	95
	Donetsk Way	110	262	163	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
Moss Way (N)	0	5	5	5
Waterthorpe Greenway	5	0	5	5
Moss Way (S)	5	5	0	5
Donetsk Way	5	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Moss Way (N)	0.83	16.23	4.9	C
Waterthorpe Greenway	0.75	13.97	3.1	B
Moss Way (S)	0.48	4.55	1.0	A
Donetsk Way	0.43	4.80	0.8	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	772	407	1484	0.520	767	1.1	5.239	A
Waterthorpe Greenway	564	748	1337	0.422	561	0.8	4.855	A
Moss Way (S)	517	531	1767	0.293	515	0.4	3.016	A
Donetsk Way	403	598	1579	0.255	401	0.4	3.205	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	921	487	1431	0.644	919	1.9	7.330	A
Waterthorpe Greenway	673	896	1234	0.545	671	1.2	6.691	A
Moss Way (S)	618	636	1691	0.365	617	0.6	3.516	A
Donetsk Way	481	716	1494	0.322	480	0.5	3.727	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	1129	596	1359	0.830	1117	4.7	14.974	B
Waterthorpe Greenway	825	1090	1100	0.750	818	3.0	13.097	B
Moss Way (S)	756	774	1592	0.475	755	0.9	4.510	A
Donetsk Way	589	876	1379	0.427	588	0.8	4.772	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	1129	597	1358	0.831	1128	4.9	16.234	C
Waterthorpe Greenway	825	1099	1093	0.754	824	3.1	13.973	B
Moss Way (S)	756	780	1587	0.477	756	1.0	4.549	A
Donetsk Way	589	878	1377	0.428	589	0.8	4.798	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	921	488	1430	0.644	933	1.9	7.781	A
Waterthorpe Greenway	673	908	1226	0.549	681	1.3	7.021	A
Moss Way (S)	618	645	1685	0.367	619	0.6	3.549	A
Donetsk Way	481	721	1491	0.323	482	0.5	3.750	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	772	409	1483	0.520	775	1.2	5.360	A
Waterthorpe Greenway	564	755	1332	0.423	566	0.8	4.950	A
Moss Way (S)	517	536	1763	0.293	518	0.4	3.038	A
Donetsk Way	403	602	1577	0.255	403	0.4	3.225	A

2019 Base, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Moss Way (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Donetsk Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Donetsk Roundabout	Standard Roundabout		1, 2, 3, 4	5.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	32	Moss Way (N)

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)
D7	2019 Base	Sat	ONE HOUR	12:15	13:45	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 (%)
Moss Way (N)		✓	737	100.000
Waterthorpe Greenway		✓	739	100.000
Moss Way (S)		✓	684	100.000
Donetsk Way		✓	517	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
From	Moss Way (N)	0	233	406	98
	Waterthorpe Greenway	230	0	197	312
	Moss Way (S)	435	176	0	73
	Donetsk Way	78	342	97	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
Moss Way (N)	0	0	0	0
Waterthorpe Greenway	0	0	0	0
Moss Way (S)	0	0	0	0
Donetsk Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Moss Way (N)	0.62	7.29	1.6	A
Waterthorpe Greenway	0.58	6.18	1.4	A
Moss Way (S)	0.46	4.05	0.8	A
Donetsk Way	0.42	4.66	0.7	A

Main Results for each time segment

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	555	461	1448	0.383	552	0.6	4.010	A
Waterthorpe Greenway	556	451	1542	0.361	554	0.6	3.635	A
Moss Way (S)	515	480	1804	0.285	513	0.4	2.786	A
Donetsk Way	389	631	1556	0.250	388	0.3	3.081	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	663	552	1388	0.477	661	0.9	4.948	A
Waterthorpe Greenway	664	539	1481	0.449	663	0.8	4.397	A
Moss Way (S)	615	574	1736	0.354	614	0.5	3.209	A
Donetsk Way	465	755	1466	0.317	464	0.5	3.592	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	811	676	1306	0.621	809	1.6	7.201	A
Waterthorpe Greenway	814	660	1398	0.582	811	1.4	6.116	A
Moss Way (S)	753	703	1643	0.458	752	0.8	4.035	A
Donetsk Way	569	924	1344	0.424	568	0.7	4.635	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	811	677	1305	0.622	811	1.6	7.290	A
Waterthorpe Greenway	814	662	1396	0.583	814	1.4	6.177	A
Moss Way (S)	753	705	1642	0.459	753	0.8	4.051	A
Donetsk Way	569	926	1342	0.424	569	0.7	4.655	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	663	554	1387	0.478	665	0.9	5.010	A
Waterthorpe Greenway	664	542	1479	0.449	667	0.8	4.445	A
Moss Way (S)	615	577	1733	0.355	616	0.6	3.227	A
Donetsk Way	465	758	1464	0.317	466	0.5	3.609	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	555	464	1447	0.384	556	0.6	4.047	A
Waterthorpe Greenway	556	453	1540	0.361	557	0.6	3.667	A
Moss Way (S)	515	483	1802	0.286	516	0.4	2.801	A
Donetsk Way	389	634	1553	0.251	390	0.3	3.096	A

2024 Base + Committed, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Moss Way (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Donetsk Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Donetsk Roundabout	Standard Roundabout		1, 2, 3, 4	6.60	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	25	Moss Way (N)

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)
D8	2024 Base + Committed	Sat	ONE HOUR	12:15	13:45	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 (%)
Moss Way (N)		✓	779	100.000
Waterthorpe Greenway		✓	765	100.000
Moss Way (S)		✓	707	100.000
Donetsk Way		✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
From	Moss Way (N)	0	241	419	119
	Waterthorpe Greenway	238	0	204	323
	Moss Way (S)	449	182	0	76
	Donetsk Way	98	355	102	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
Moss Way (N)	0	5	5	5
Waterthorpe Greenway	5	0	5	5
Moss Way (S)	5	5	0	5
Donetsk Way	5	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Moss Way (N)	0.67	8.79	2.1	A
Waterthorpe Greenway	0.62	7.20	1.7	A
Moss Way (S)	0.48	4.55	1.0	A
Donetsk Way	0.46	5.33	0.9	A

Main Results for each time segment

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	586	479	1436	0.408	584	0.7	4.419	A
Waterthorpe Greenway	576	480	1522	0.378	573	0.6	3.973	A
Moss Way (S)	532	510	1782	0.299	530	0.4	3.016	A
Donetsk Way	418	652	1541	0.271	416	0.4	3.358	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	700	574	1374	0.510	699	1.1	5.590	A
Waterthorpe Greenway	688	574	1457	0.472	687	0.9	4.900	A
Moss Way (S)	636	610	1710	0.372	635	0.6	3.515	A
Donetsk Way	499	780	1448	0.345	498	0.5	3.979	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	858	702	1288	0.666	854	2.0	8.622	A
Waterthorpe Greenway	842	702	1369	0.615	839	1.6	7.105	A
Moss Way (S)	778	746	1612	0.483	777	1.0	4.521	A
Donetsk Way	611	955	1322	0.462	610	0.9	5.300	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	858	704	1287	0.666	858	2.1	8.786	A
Waterthorpe Greenway	842	705	1367	0.616	842	1.7	7.205	A
Moss Way (S)	778	749	1610	0.484	778	1.0	4.545	A
Donetsk Way	611	957	1320	0.463	611	0.9	5.330	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	700	576	1372	0.510	704	1.1	5.690	A
Waterthorpe Greenway	688	578	1454	0.473	691	1.0	4.969	A
Moss Way (S)	636	614	1707	0.372	637	0.6	3.539	A
Donetsk Way	499	783	1445	0.345	500	0.6	4.004	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	586	482	1434	0.409	588	0.7	4.474	A
Waterthorpe Greenway	576	483	1520	0.379	577	0.6	4.014	A
Moss Way (S)	532	513	1780	0.299	533	0.5	3.032	A
Donetsk Way	418	655	1538	0.272	418	0.4	3.377	A

2024 Base + Committed + Proposed, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Moss Way (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Donetsk Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Donetsk Roundabout	Standard Roundabout		1, 2, 3, 4	6.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	25	Moss Way (N)

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)
D9	2024 Base + Committed + Proposed	Sat	ONE HOUR	12:15	13:45	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 (%)
Moss Way (N)		✓	784	100.000
Waterthorpe Greenway		✓	766	100.000
Moss Way (S)		✓	708	100.000
Donetsk Way		✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
From	Moss Way (N)	0	241	419	124
	Waterthorpe Greenway	238	0	204	324
	Moss Way (S)	449	182	0	77
	Donetsk Way	106	355	102	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	Moss Way (N)	Waterthorpe Greenway	Moss Way (S)	Donetsk Way
Moss Way (N)	0	5	5	5
Waterthorpe Greenway	5	0	5	5
Moss Way (S)	5	5	0	5
Donetsk Way	5	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Moss Way (N)	0.67	8.90	2.1	A
Waterthorpe Greenway	0.62	7.27	1.7	A
Moss Way (S)	0.49	4.58	1.0	A
Donetsk Way	0.47	5.40	0.9	A

Main Results for each time segment

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	590	479	1436	0.411	587	0.7	4.438	A
Waterthorpe Greenway	577	483	1520	0.379	574	0.6	3.987	A
Moss Way (S)	533	514	1779	0.300	531	0.4	3.025	A
Donetsk Way	424	652	1541	0.275	422	0.4	3.376	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	705	574	1374	0.513	703	1.1	5.627	A
Waterthorpe Greenway	689	579	1454	0.474	687	0.9	4.924	A
Moss Way (S)	636	616	1706	0.373	636	0.6	3.531	A
Donetsk Way	506	780	1448	0.350	505	0.6	4.009	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	863	702	1288	0.670	859	2.1	8.728	A
Waterthorpe Greenway	843	707	1365	0.618	840	1.7	7.169	A
Moss Way (S)	780	753	1607	0.485	778	1.0	4.553	A
Donetsk Way	620	955	1322	0.469	618	0.9	5.364	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	863	704	1287	0.670	863	2.1	8.900	A
Waterthorpe Greenway	843	710	1363	0.619	843	1.7	7.273	A
Moss Way (S)	780	755	1605	0.486	779	1.0	4.578	A
Donetsk Way	620	957	1320	0.470	620	0.9	5.397	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	705	576	1372	0.514	709	1.1	5.733	A
Waterthorpe Greenway	689	583	1451	0.475	692	1.0	4.996	A
Moss Way (S)	636	619	1703	0.374	638	0.6	3.552	A
Donetsk Way	506	783	1445	0.350	508	0.6	4.037	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Moss Way (N)	590	482	1434	0.411	592	0.7	4.493	A
Waterthorpe Greenway	577	487	1517	0.380	578	0.6	4.030	A
Moss Way (S)	533	518	1777	0.300	534	0.5	3.042	A
Donetsk Way	424	655	1538	0.276	425	0.4	3.395	A



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