

## Traffic Flows, Desired

### FG1: 'AM 2029 Base'

#### Desired Flow :

|        | Destination |     |     |    |     |      |
|--------|-------------|-----|-----|----|-----|------|
| Origin |             | A   | B   | C  | D   | Tot. |
|        | A           | 0   | 36  | 10 | 116 | 162  |
|        | B           | 43  | 0   | 66 | 585 | 694  |
|        | C           | 12  | 124 | 0  | 7   | 143  |
|        | D           | 110 | 749 | 1  | 0   | 860  |
|        | Tot.        | 165 | 909 | 77 | 708 | 1859 |

### FG2: 'PM 2029 Base'

#### Desired Flow :

|        | Destination |     |     |     |     |      |
|--------|-------------|-----|-----|-----|-----|------|
| Origin |             | A   | B   | C   | D   | Tot. |
|        | A           | 0   | 54  | 11  | 107 | 172  |
|        | B           | 28  | 0   | 92  | 712 | 832  |
|        | C           | 8   | 59  | 0   | 5   | 72   |
|        | D           | 76  | 665 | 2   | 0   | 743  |
|        | Tot.        | 112 | 778 | 105 | 824 | 1819 |

### FG3: 'AM 2029 Traffic Assessment '

#### Desired Flow :

|        | Destination |     |     |    |     |      |
|--------|-------------|-----|-----|----|-----|------|
| Origin |             | A   | B   | C  | D   | Tot. |
|        | A           | 0   | 36  | 10 | 116 | 162  |
|        | B           | 43  | 0   | 68 | 597 | 708  |
|        | C           | 12  | 124 | 0  | 7   | 143  |
|        | D           | 110 | 753 | 1  | 0   | 864  |
|        | Tot.        | 165 | 913 | 79 | 720 | 1877 |

### FG4: 'PM 2029 Traffic Assessment'

#### Desired Flow :

|        | Destination |     |     |     |     |      |
|--------|-------------|-----|-----|-----|-----|------|
| Origin |             | A   | B   | C   | D   | Tot. |
|        | A           | 0   | 55  | 11  | 107 | 173  |
|        | B           | 28  | 0   | 93  | 717 | 838  |
|        | C           | 8   | 60  | 0   | 5   | 73   |
|        | D           | 76  | 675 | 2   | 0   | 753  |
|        | Tot.        | 112 | 790 | 106 | 829 | 1837 |

## Stage Timings

**Scenario 1: 'AM 2029 Base'** (FG1: 'AM 2029 Base', Plan 1: 'Network Control Plan 1')

| Stage        | 1  | 2  | 3  | 4  |
|--------------|----|----|----|----|
| Duration     | 43 | 5  | 8  | 8  |
| Change Point | 0  | 50 | 64 | 74 |

**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 (%) |
|---|-------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network: A6 Hallsteads/Station Road/Dale Road Junction</b> | -                                   | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 88.4%       |
| <b>A6 Hallsteads, Station Road, Dale Road Junction</b>        | -                                   | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 88.4%       |
| 1/1   | Dale Road Left Ahead Right          | U         | N/A               | N/A                        | C          |             | 1          | 8               | -               | 162               | 1858              | 186            | 87.2%       |
| 2/1   | A6 Buxton Road Right Left Ahead     | O         | N/A               | N/A                        | A          |             | 1          | 43              | -               | 694               | 1953              | 946            | 73.3%       |
| 3/1   | Station Road Ahead Right Left       | U         | N/A               | N/A                        | D          |             | 1          | 8               | -               | 143               | 1774              | 177            | 80.6%       |
| 4/1   | A6 Hallsteads Road Left Ahead Right | O         | N/A               | N/A                        | B          |             | 1          | 43              | -               | 860               | 1990              | 973            | 88.4%       |
| 5/1   | Dale Road Exit                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 165               | 1975              | 1975           | 8.4%        |
| 6/1   | A6 Buxton Road Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 909               | 1985              | 1985           | 45.8%       |
| 7/1   | Station Road Exit                   | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 77                | 1955              | 1955           | 3.9%        |
| 8/1   | A6 Hallsteads Road Exit             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 708               | 1975              | 1975           | 35.8%       |

LinSig V1 style report

| 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) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: A6 Hallsteads/Station Road/Dale Road Junction</b>   | -              | -             | 44                    | 0                            | 0                           | 11.8                  | 10.3                         | 0.3                                | 22.4                | -                         | -                                | -                          | -                    |
| <b>A6 Hallsteads, Station Road, Dale Road Junction</b>  | -              | -             | 44                    | 0                            | 0                           | 11.8                  | 10.3                         | 0.3                                | 22.4                | -                         | -                                | -                          | -                    |
| 1/1   | 162            | 162           | -                     | -                            | -                           | 1.8                   | 2.8                          | -                                  | 4.6                 | 101.3                     | 4.0                              | 2.8                        | 6.7                  |
| 2/1   | 694            | 694           | 43                    | 0                            | 0                           | 3.5                   | 1.4                          | 0.3                                | 5.1                 | 26.6                      | 13.7                             | 1.4                        | 15.0                 |
| 3/1   | 143            | 143           | -                     | -                            | -                           | 1.6                   | 1.9                          | -                                  | 3.4                 | 86.8                      | 3.5                              | 1.9                        | 5.4                  |
| 4/1   | 860            | 860           | 1                     | 0                            | 0                           | 4.9                   | 3.6                          | 0.0                                | 8.5                 | 35.7                      | 19.4                             | 3.6                        | 22.9                 |
| 5/1   | 165            | 165           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 1.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 909            | 909           | -                     | -                            | -                           | 0.0                   | 0.4                          | -                                  | 0.4                 | 1.7                       | 0.0                              | 0.4                        | 0.4                  |
| 7/1   | 77             | 77            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 1.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1   | 708            | 708           | -                     | -                            | -                           | 0.0                   | 0.3                          | -                                  | 0.3                 | 1.4                       | 0.0                              | 0.3                        | 0.3                  |
| <div> <div>C1</div> <div> <div>PRC for Signalled Lanes (%): 1.8</div> <div>PRC Over All Lanes (%): 1.8</div> </div> <div> <div>Total Delay for Signalled Lanes (pcuHr): 21.67</div> <div>Total Delay Over All Lanes(pcuHr): 22.44</div> </div> <div>Cycle Time (s): 90</div> </div> |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Stage Timings

**Scenario 2: 'PM 2029 Base'** (FG2: 'PM 2029 Base', Plan 1: 'Network Control Plan 1')

| Stage        | 1  | 2  | 3  | 4  |
|--------------|----|----|----|----|
| Duration     | 43 | 5  | 9  | 7  |
| Change Point | 0  | 50 | 64 | 75 |

**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 (%) |
|---|-------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network: A6 Hallsteads/Station Road/Dale Road Junction</b> | -                                   | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 87.1%       |
| <b>A6 Hallsteads, Station Road, Dale Road Junction</b>        | -                                   | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 87.1%       |
| 1/1   | Dale Road Left Ahead Right          | U         | N/A               | N/A                        | C          |             | 1          | 9               | -               | 172               | 1855              | 206            | 83.5%       |
| 2/1   | A6 Buxton Road Right Left Ahead     | O         | N/A               | N/A                        | A          |             | 1          | 43              | -               | 832               | 1953              | 955            | 87.1%       |
| 3/1   | Station Road Ahead Right Left       | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 72                | 1775              | 158            | 45.6%       |
| 4/1   | A6 Hallsteads Road Left Ahead Right | O         | N/A               | N/A                        | B          |             | 1          | 43              | -               | 743               | 1995              | 975            | 76.2%       |
| 5/1   | Dale Road Exit                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 112               | 1975              | 1975           | 5.7%        |
| 6/1   | A6 Buxton Road Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 778               | 1985              | 1985           | 39.2%       |
| 7/1   | Station Road Exit                   | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 105               | 1955              | 1955           | 5.4%        |
| 8/1   | A6 Hallsteads Road Exit             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 824               | 1975              | 1975           | 41.7%       |

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| 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) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: A6 Hallsteads/Station Road/Dale Road Junction</b>   | -              | -             | 30                    | 0                            | 0                           | 11.3                  | 8.2                          | 0.1                                | 19.5                | -                         | -                                | -                          | -                    |
| <b>A6 Hallsteads, Station Road, Dale Road Junction</b>  | -              | -             | 30                    | 0                            | 0                           | 11.3                  | 8.2                          | 0.1                                | 19.5                | -                         | -                                | -                          | -                    |
| 1/1   | 172            | 172           | -                     | -                            | -                           | 1.9                   | 2.2                          | -                                  | 4.1                 | 85.9                      | 4.2                              | 2.2                        | 6.4                  |
| 2/1   | 832            | 832           | 28                    | 0                            | 0                           | 4.7                   | 3.2                          | 0.1                                | 8.0                 | 34.8                      | 18.5                             | 3.2                        | 21.7                 |
| 3/1   | 72             | 72            | -                     | -                            | -                           | 0.8                   | 0.4                          | -                                  | 1.2                 | 59.8                      | 1.7                              | 0.4                        | 2.1                  |
| 4/1   | 743            | 743           | 2                     | 0                            | 0                           | 3.9                   | 1.6                          | 0.0                                | 5.5                 | 26.4                      | 15.1                             | 1.6                        | 16.6                 |
| 5/1   | 112            | 112           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 1.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 778            | 778           | -                     | -                            | -                           | 0.0                   | 0.3                          | -                                  | 0.3                 | 1.5                       | 0.0                              | 0.3                        | 0.3                  |
| 7/1   | 105            | 105           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 1.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1   | 824            | 824           | -                     | -                            | -                           | 0.0                   | 0.4                          | -                                  | 0.4                 | 1.6                       | 0.0                              | 0.4                        | 0.4                  |
| <div> <div>C1</div> <div> <div>PRC for Signalled Lanes (%): 3.3</div> <div>PRC Over All Lanes (%): 3.3</div> </div> <div> <div>Total Delay for Signalled Lanes (pcuHr): 18.79</div> <div>Total Delay Over All Lanes(pcuHr): 19.53</div> </div> <div>Cycle Time (s): 90</div> </div> |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Stage Timings

**Scenario 3: 'AM 2029 Traffic Assessment'** (FG3: 'AM 2029 Traffic Assessment ', Plan 1: 'Network Control Plan 1')

| Stage        | 1  | 2  | 3  | 4  |
|--------------|----|----|----|----|
| Duration     | 43 | 5  | 8  | 8  |
| Change Point | 0  | 50 | 64 | 74 |



**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 (%) |
|---|-------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network: A6 Hallsteads/Station Road/Dale Road Junction</b> | -                                   | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 88.8%       |
| <b>A6 Hallsteads, Station Road, Dale Road Junction</b>        | -                                   | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 88.8%       |
| 1/1   | Dale Road Left Ahead Right          | U         | N/A               | N/A                        | C          |             | 1          | 8               | -               | 162               | 1858              | 186            | 87.2%       |
| 2/1   | A6 Buxton Road Right Left Ahead     | O         | N/A               | N/A                        | A          |             | 1          | 43              | -               | 708               | 1953              | 948            | 74.7%       |
| 3/1   | Station Road Ahead Right Left       | U         | N/A               | N/A                        | D          |             | 1          | 8               | -               | 143               | 1774              | 177            | 80.6%       |
| 4/1   | A6 Hallsteads Road Left Ahead Right | O         | N/A               | N/A                        | B          |             | 1          | 43              | -               | 864               | 1991              | 973            | 88.8%       |
| 5/1   | Dale Road Exit                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 165               | 1975              | 1975           | 8.4%        |
| 6/1   | A6 Buxton Road Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 913               | 1985              | 1985           | 46.0%       |
| 7/1   | Station Road Exit                   | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 79                | 1955              | 1955           | 4.0%        |
| 8/1   | A6 Hallsteads Road Exit             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 720               | 1975              | 1975           | 36.5%       |

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| 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) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: A6 Hallsteads/Station Road/Dale Road Junction</b>   | -              | -             | 44                    | 0                            | 0                           | 12.0                  | 10.6                         | 0.3                                | 22.8                | -                         | -                                | -                          | -                    |
| <b>A6 Hallsteads, Station Road, Dale Road Junction</b>  | -              | -             | 44                    | 0                            | 0                           | 12.0                  | 10.6                         | 0.3                                | 22.8                | -                         | -                                | -                          | -                    |
| 1/1   | 162            | 162           | -                     | -                            | -                           | 1.8                   | 2.8                          | -                                  | 4.6                 | 101.3                     | 4.0                              | 2.8                        | 6.7                  |
| 2/1   | 708            | 708           | 43                    | 0                            | 0                           | 3.6                   | 1.5                          | 0.3                                | 5.3                 | 27.2                      | 14.2                             | 1.5                        | 15.6                 |
| 3/1   | 143            | 143           | -                     | -                            | -                           | 1.6                   | 1.9                          | -                                  | 3.4                 | 86.8                      | 3.5                              | 1.9                        | 5.4                  |
| 4/1   | 864            | 864           | 1                     | 0                            | 0                           | 5.0                   | 3.7                          | 0.0                                | 8.7                 | 36.2                      | 19.4                             | 3.7                        | 23.1                 |
| 5/1   | 165            | 165           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 1.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 913            | 913           | -                     | -                            | -                           | 0.0                   | 0.4                          | -                                  | 0.4                 | 1.7                       | 0.0                              | 0.4                        | 0.4                  |
| 7/1   | 79             | 79            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 1.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1   | 720            | 720           | -                     | -                            | -                           | 0.0                   | 0.3                          | -                                  | 0.3                 | 1.4                       | 0.0                              | 0.3                        | 0.3                  |
| <div> <div>C1</div> <div> <div>PRC for Signalled Lanes (%): 1.4</div> <div>PRC Over All Lanes (%): 1.4</div> </div> <div> <div>Total Delay for Signalled Lanes (pcuHr): 22.04</div> <div>Total Delay Over All Lanes(pcuHr): 22.82</div> </div> <div>Cycle Time (s): 90</div> </div> |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Stage Timings

**Scenario 4: 'PM 2029 Traffic Assessment'** (FG4: 'PM 2029 Traffic Assessment', Plan 1: 'Network Control Plan 1')

| Stage        | 1  | 2  | 3  | 4  |
|--------------|----|----|----|----|
| Duration     | 43 | 5  | 9  | 7  |
| Change Point | 0  | 50 | 64 | 75 |

**Network Results**

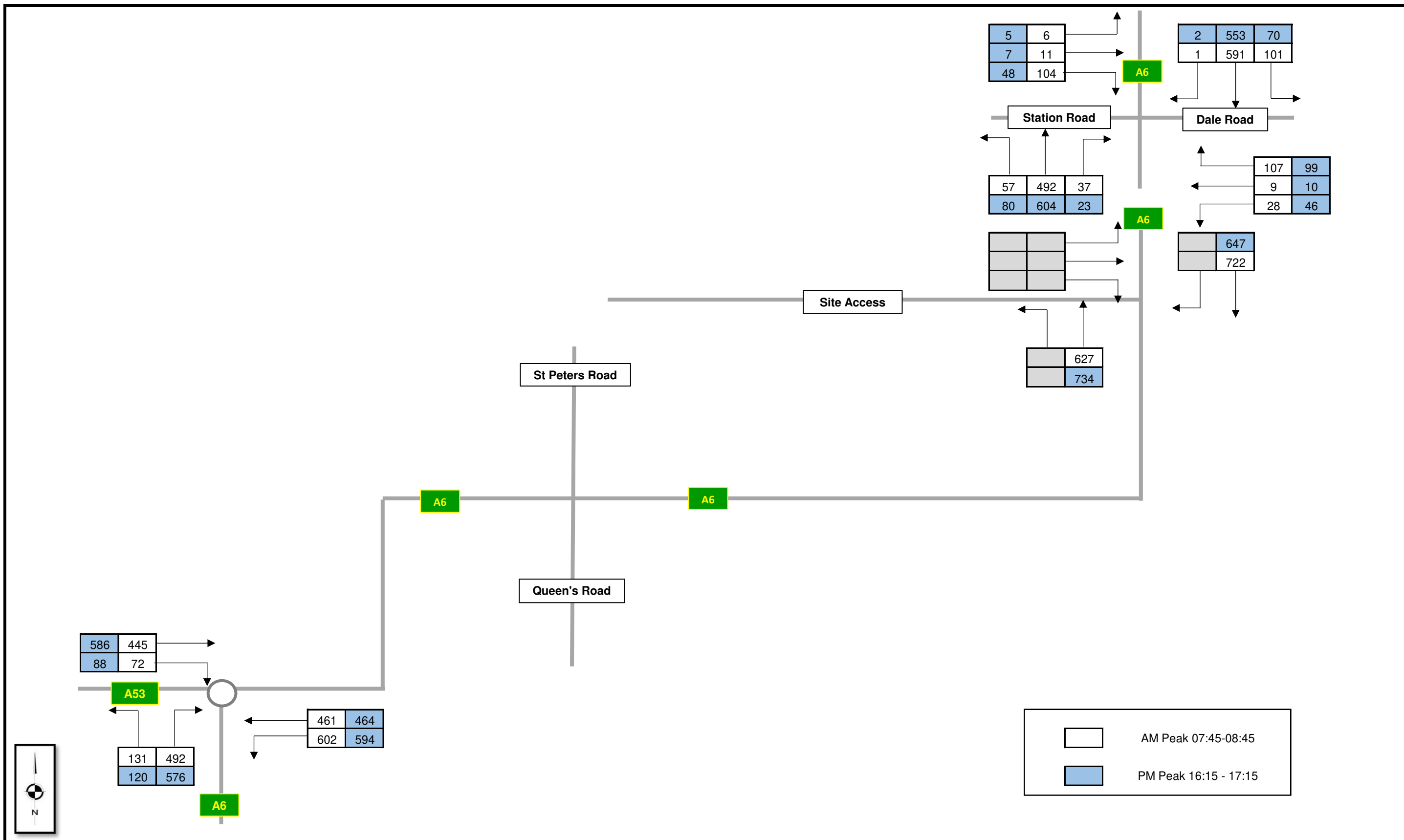
| Item  | Lane Description                    | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|-------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network: A6 Hallsteads/Station Road/Dale Road Junction</b> | -                                   | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 87.8%       |
| <b>A6 Hallsteads, Station Road, Dale Road Junction</b>        | -                                   | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 87.8%       |
| 1/1   | Dale Road Left Ahead Right          | U         | N/A               | N/A                        | C          |             | 1          | 9               | -               | 173               | 1855              | 206            | 83.9%       |
| 2/1   | A6 Buxton Road Right Left Ahead     | O         | N/A               | N/A                        | A          |             | 1          | 43              | -               | 838               | 1953              | 955            | 87.8%       |
| 3/1   | Station Road Ahead Right Left       | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 73                | 1775              | 158            | 46.3%       |
| 4/1   | A6 Hallsteads Road Left Ahead Right | O         | N/A               | N/A                        | B          |             | 1          | 43              | -               | 753               | 1995              | 975            | 77.2%       |
| 5/1   | Dale Road Exit                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 112               | 1975              | 1975           | 5.7%        |
| 6/1   | A6 Buxton Road Exit                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 790               | 1985              | 1985           | 39.8%       |
| 7/1   | Station Road Exit                   | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 106               | 1955              | 1955           | 5.4%        |
| 8/1   | A6 Hallsteads Road Exit             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 829               | 1975              | 1975           | 42.0%       |

LinSig V1 style report

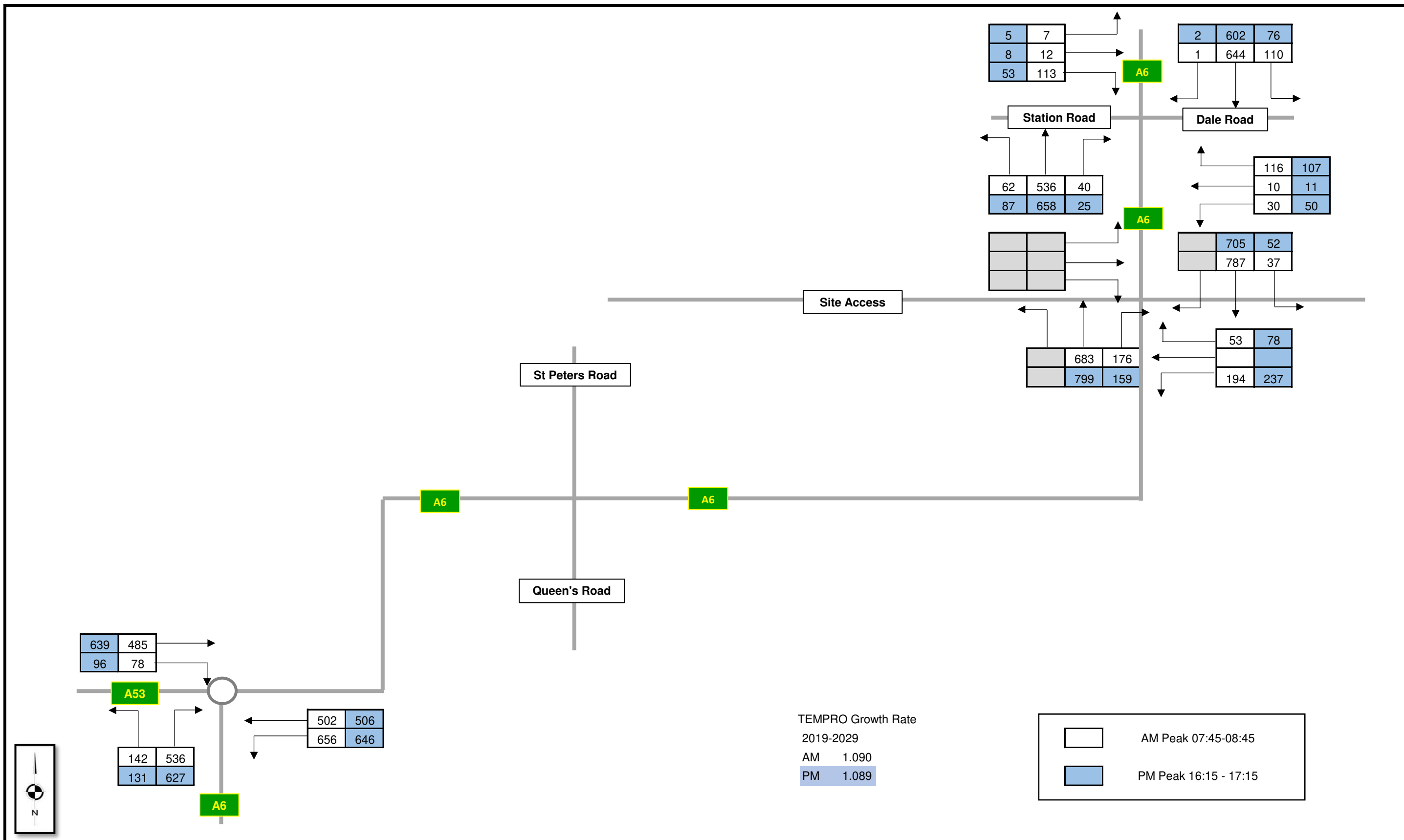
| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: A6 Hallsteads/Station Road/Dale Road Junction</b>   | -              | -             | 30                    | 0                            | 0                           | 11.4                  | 8.5                          | 0.1                                | 20.0                | -                         | -                                | -                          | -                    |
| <b>A6 Hallsteads, Station Road, Dale Road Junction</b>  | -              | -             | 30                    | 0                            | 0                           | 11.4                  | 8.5                          | 0.1                                | 20.0                | -                         | -                                | -                          | -                    |
| 1/1   | 173            | 173           | -                     | -                            | -                           | 1.9                   | 2.3                          | -                                  | 4.2                 | 87.0                      | 4.2                              | 2.3                        | 6.5                  |
| 2/1   | 838            | 838           | 28                    | 0                            | 0                           | 4.8                   | 3.4                          | 0.1                                | 8.3                 | 35.5                      | 18.6                             | 3.4                        | 22.0                 |
| 3/1   | 73             | 73            | -                     | -                            | -                           | 0.8                   | 0.4                          | -                                  | 1.2                 | 60.0                      | 1.7                              | 0.4                        | 2.1                  |
| 4/1   | 753            | 753           | 2                     | 0                            | 0                           | 3.9                   | 1.7                          | 0.0                                | 5.6                 | 26.9                      | 15.3                             | 1.7                        | 16.9                 |
| 5/1   | 112            | 112           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 1.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 790            | 790           | -                     | -                            | -                           | 0.0                   | 0.3                          | -                                  | 0.3                 | 1.5                       | 0.0                              | 0.3                        | 0.3                  |
| 7/1   | 106            | 106           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 1.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1   | 829            | 829           | -                     | -                            | -                           | 0.0                   | 0.4                          | -                                  | 0.4                 | 1.6                       | 0.0                              | 0.4                        | 0.4                  |
| <div> <div>C1</div> <div> <div>PRC for Signalled Lanes (%): 2.5</div> <div>PRC Over All Lanes (%): 2.5</div> </div> <div> <div>Total Delay for Signalled Lanes (pcuHr): 19.30</div> <div>Total Delay Over All Lanes(pcuHr): 20.05</div> </div> <div>Cycle Time (s): 90</div> </div> |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

**S|C|P**

**TRAFFIC FIGURES**

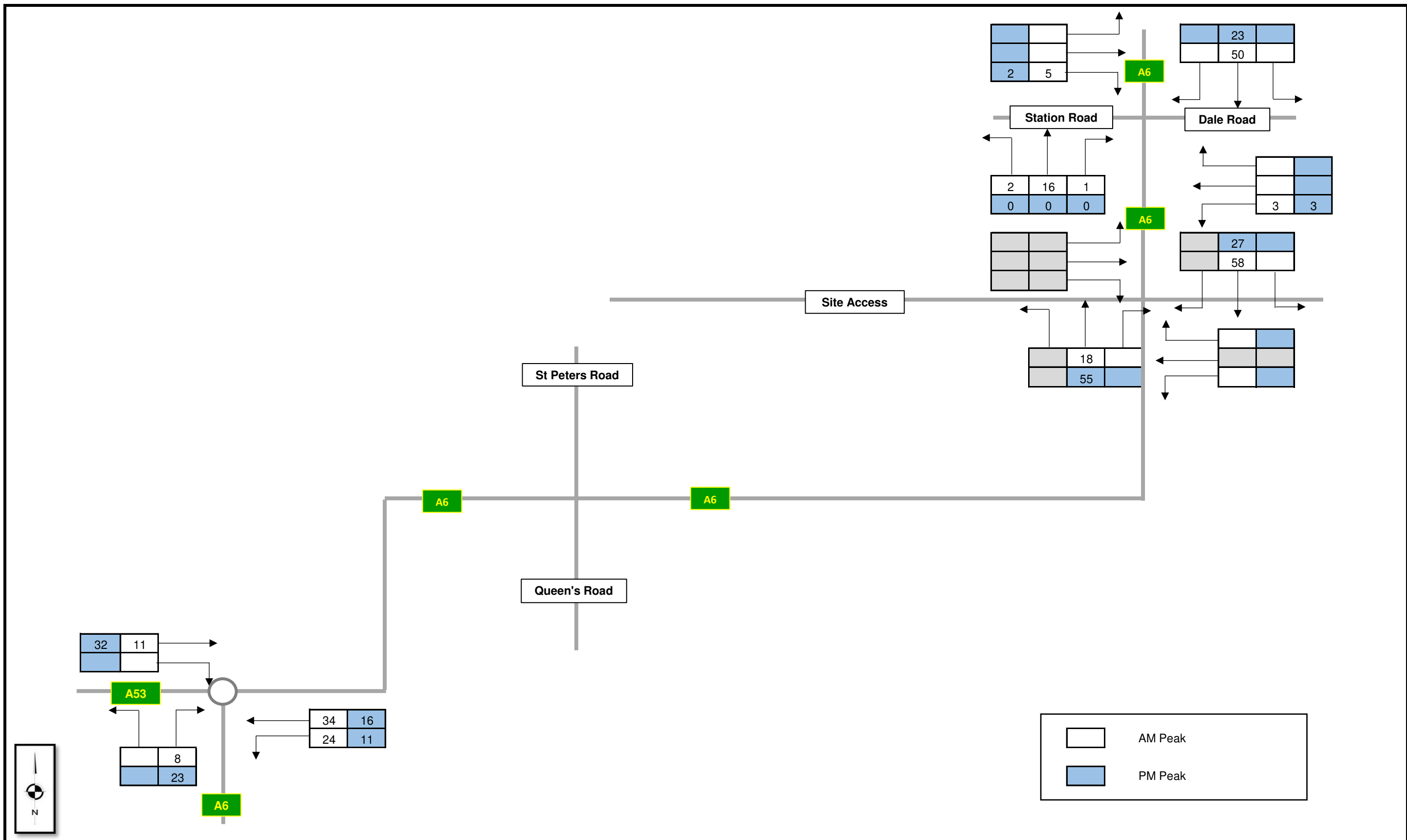


|  |                             |                        |
|--|-----------------------------|------------------------|
| <div> <div>SCP</div> <div>Transportation Planning : Infrastructure Design</div> </div> | 2019 Observed Traffic Flows | 11 July 2024           |
|  | Nunsfield Farm, Buxton      | Job Number - SCP/18685 |
|  |                             | Traffic Figure 1       |

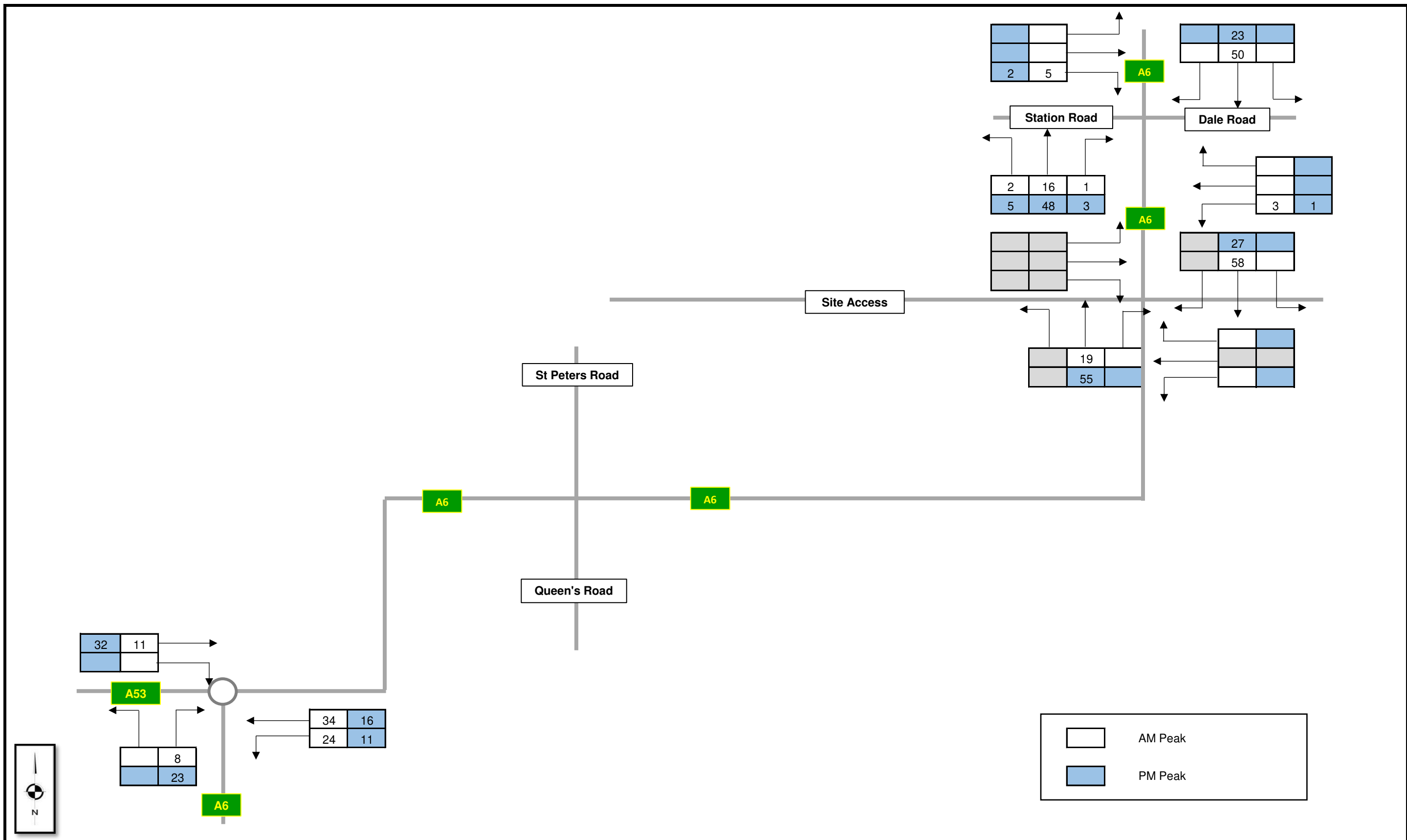



|  |                        |                        |
|--|------------------------|------------------------|
| <div> <div>S</div> <div>C</div> <div>P</div> </div> <div>Transportation Planning : Infrastructure Design</div> | 2029 Growthed Flows    | 11 July 2024           |
|  | Nunsfield Farm, Buxton | Job Number - SCP/18685 |
|  |                        | Traffic Figure 2       |

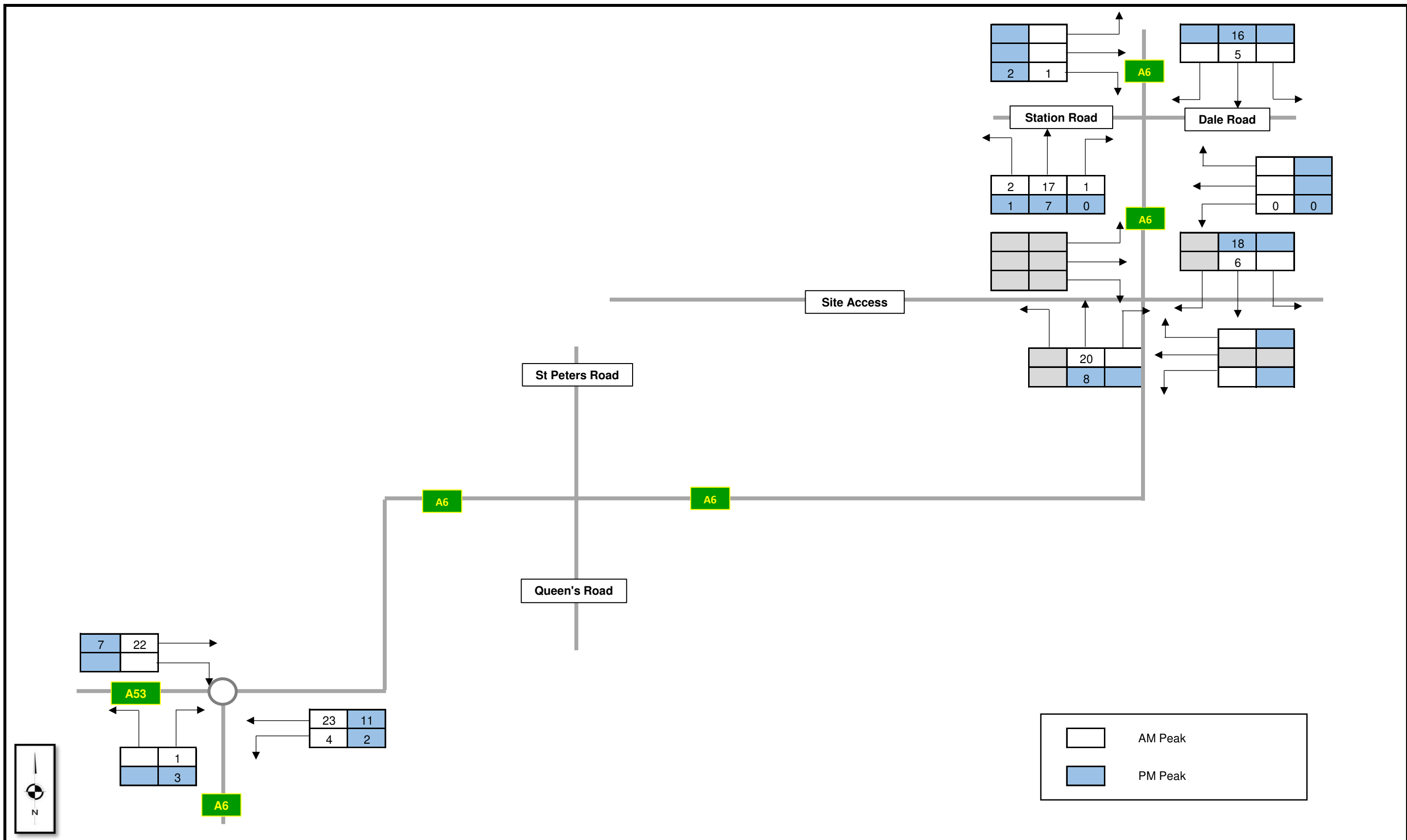




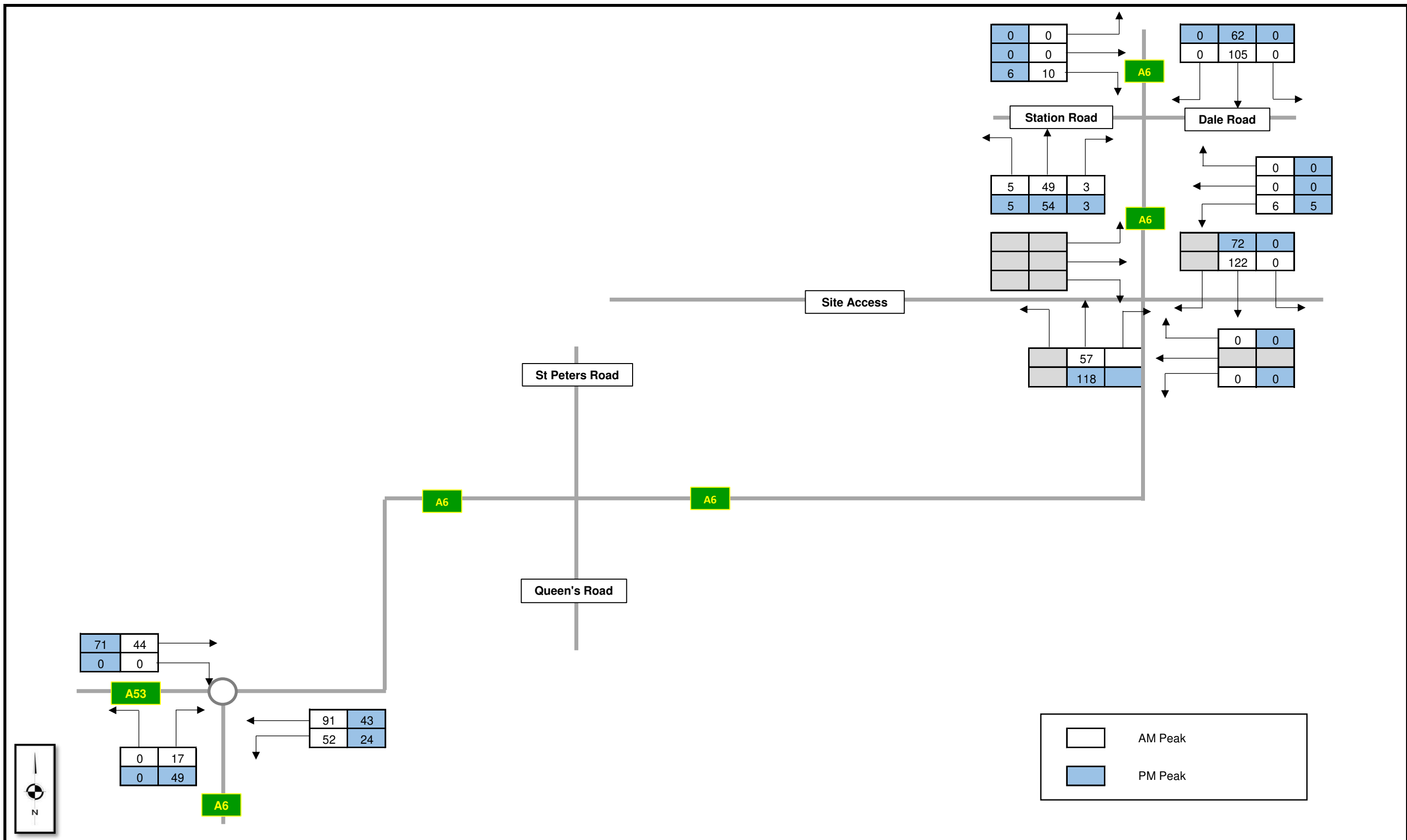
|  |  |  |                        |
|--|--|--|------------------------|
| <div> <div>S</div> <div>C</div> <div>P</div> </div> <div>Transportation Planning : Infrastructure Design</div> | Committed Development - Waterswallows (LPA Ref: HPK/0003/9366) - 330 Dwellings |  | 11 July 2024           |
|  | Nunsfield Farm, Buxton   |  | Job Number - SCP/18685 |
|  |  |  | Traffic Figure 3       |



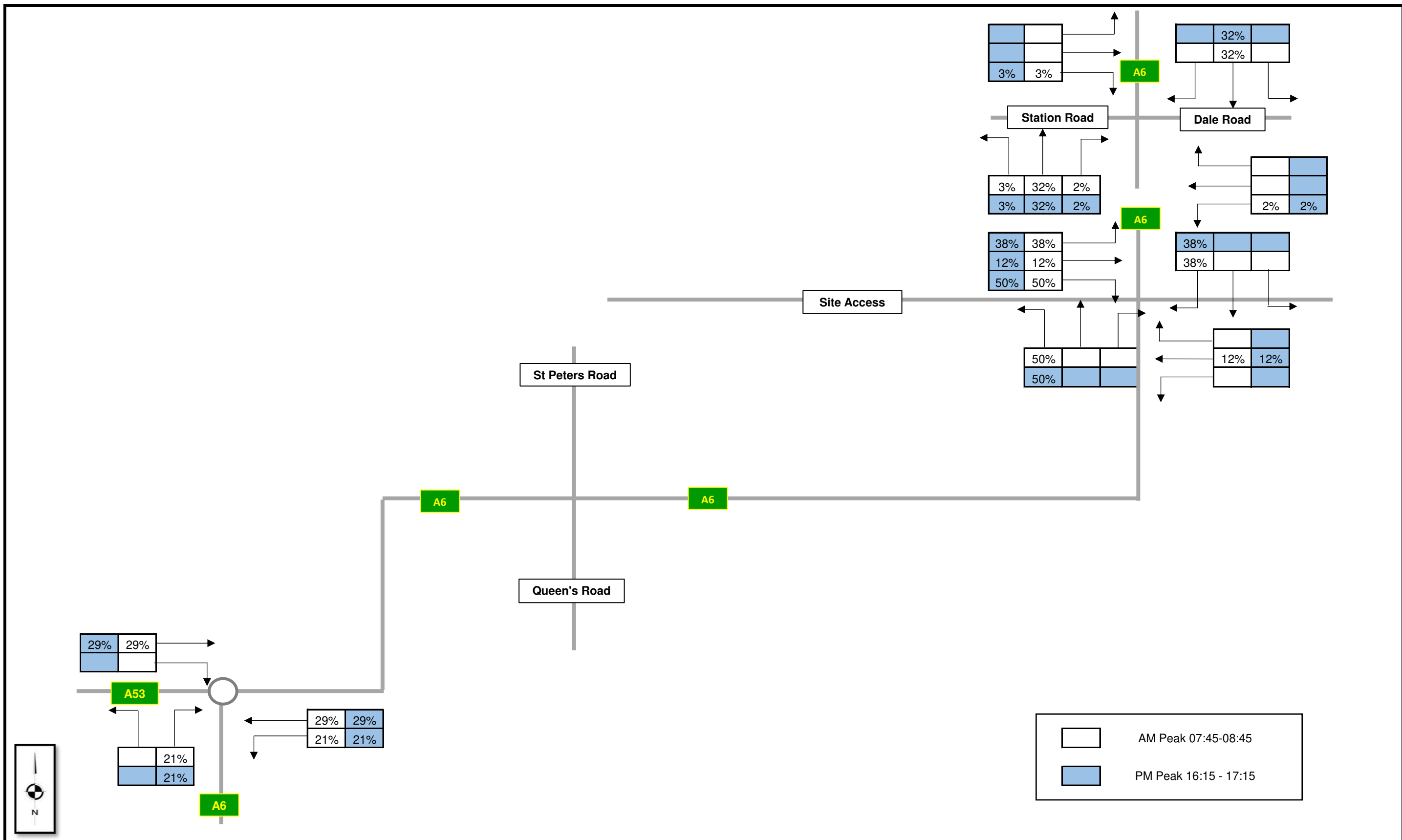
|  |  |  |                        |
|--|--|--|------------------------|
| <br>Transportation Planning : Infrastructure Design | Committed Development - Granby A (LPA Ref: HPK/2019/0164) - 73 Dwellings |  | 11 July 2024           |
|  | Nunsfield Farm, Buxton   |  | Job Number - SCP/18685 |
|  |  |  | Traffic Figure 4       |



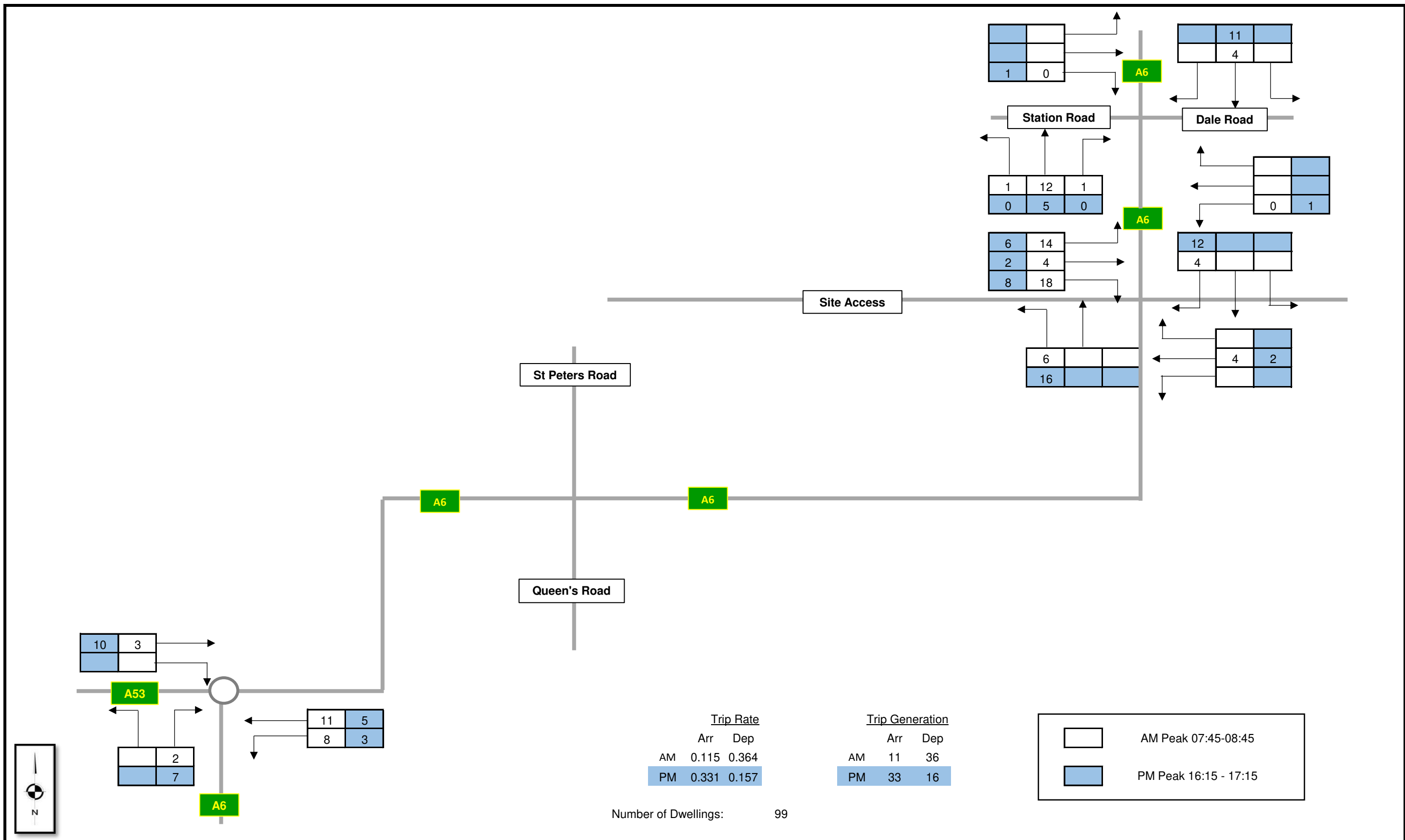
|  |   |                        |
|--|---|------------------------|
| <div> <div>S</div> <div>C</div> <div>P</div> </div> <div>Transportation Planning : Infrastructure Design</div> | Committed Development - Granby C (LPA Ref: HPK/2022/0352) - 147 Dwellings | 11 July 2024           |
|  |   | Job Number - SCP/18685 |
|  | Nunsfield Farm, Buxton  | Traffic Figure 5       |



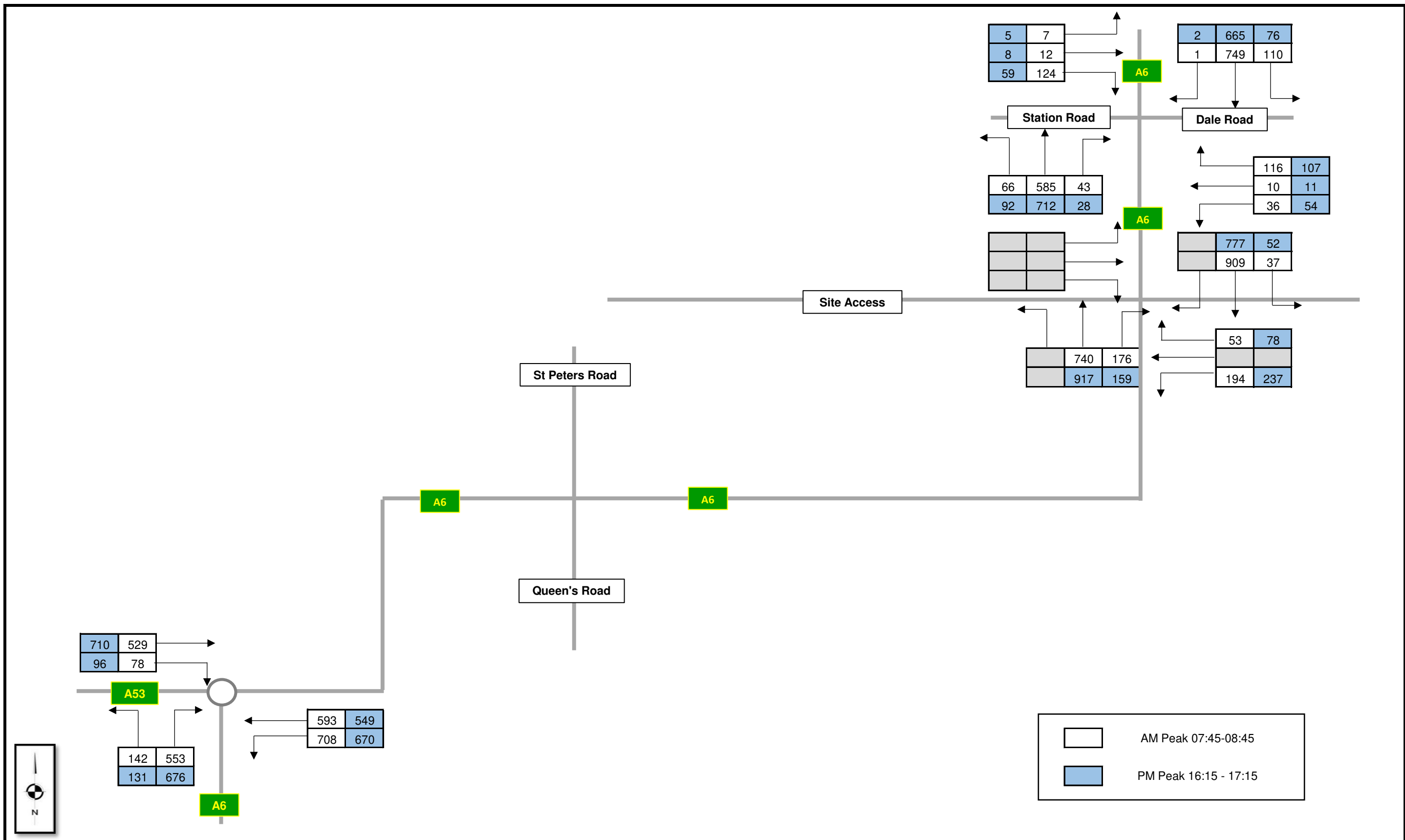
|  |                               |                        |
|--|-------------------------------|------------------------|
| <br>Transportation Planning : Infrastructure Design | Committed Development - Total | 11 July 2024           |
|  | Nunsfield Farm, Buxton        | Job Number - SCP/18685 |
|  |                               | Traffic Figure 6       |



|  |                        |  |                        |
|--|------------------------|--|------------------------|
| <div> <div>SCP</div> <div>Transportation Planning : Infrastructure Design</div> </div> | Trip Distribution %    |  | 11 July 2024           |
|  | Nunsfield Farm, Buxton |  | Job Number - SCP/18685 |
|  |                        |  | Traffic Figure 7       |



|   |                        |  |                        |
|---|------------------------|--|------------------------|
| <div>SCP</div> <div>Transportation Planning : Infrastructure Design</div> | Traffic Assignment     |  | 11 July 2024           |
|   | Nunsfield Farm, Buxton |  | Job Number - SCP/18685 |
|   |                        |  | Traffic Figure 8       |



|  |                                       |                        |
|--|---------------------------------------|------------------------|
| <div> <div>SCP</div> <div>Transportation Planning : Infrastructure Design</div> </div> | 2029 Base 'Without Development' Flows | 11 July 2024           |
|  | Nunsfield Farm, Buxton                | Job Number - SCP/18685 |
|  |                                       | Traffic Figure 9       |

