

Project Name:	Proposed Lidl Foodstore, A6135 Sheffield Road, Hoyland				
Client:	Lidl Great Britain				
Subject:	Technical Note – Weekday AM Assessment				
BGH Reference:	20-369-010.01				
Date:	17 th May 2023				
Prepared by:	Lewis Demetriou	Checked by:	Nick Calder	Overview by:	Stuart Wilkins

Introduction and Planning History

1. This Technical Note (TN) has been prepared by Bryan G Hall (BGH) as part of a full planning application submitted by Lidl Great Britain to erect a new Lidl foodstore on land to the north of A6135 Sheffield Road, Hoyland.
2. A planning application was submitted to Barnsley Metropolitan Borough Council (BMBC) on 22nd February 2022 (application reference 2022/0194). A Transport Assessment (TA) and Travel Plan (TP) were prepared by BGH and submitted as part of the planning application. The application was subsequently withdrawn in December 2022.
3. In February 2023, a new planning application was submitted to BMBC (application reference 2023/0170) on the same site and for a similar scheme. An amended TA and TP were prepared by BGH and submitted as part of the revised planning application (report references 20-369-008.01 and 20-369-009.01 respectively).
4. BMBC HDC provided a consultation response on the new application on 20th March 2023, this confirmed that there were two outstanding concerns. The first was with regard to vehicle swept path analysis of a large commercial vehicle accessing and egressing the site acceptably, and the second was that representations had been made to the authority regarding the lack of assessment of the morning peak hour.
5. An updated access arrangement has been submitted to BMBC on 14th April 2023 to address the first point. An initial response from BMBC has suggested that the revised access arrangement is now appropriate, however a formal response would be prepared following information submitted on the second point, i.e., the results of the weekday morning assessment. The revised access arrangement is attached at **Appendix BGH1** and correspondence with BMBC on this point is attached at **Appendix BGH2**.
6. This TN has been prepared to address the second point of the BMBC consultation response and sets out the results of a weekday morning peak hour assessment.

Modelling Assessments

Traffic Flow Methodology

7. As discussed with BMBC, updated junction turning count surveys in the morning peak period have been undertaken at the same junctions previously assessed for the weekday evening and weekend peak periods:
 1. Cross Keys Lane / Sheffield Road / Rockingham Centre crossroads,
 2. Sheffield Road / Evri Link Road / A6195 Dearne Valley Parkway roundabout, and
 3. Sheffield Road / Tankersley Lane / B6096 Hoyland Road traffic signals.
8. Traffic surveys were undertaken at these junctions on Tuesday 2nd May 2023 between the hours of 7:00am – 10:00am. The survey results are attached at **Appendix BGH3** and the peak hour has been calculated as occurring between 8:00am and 9:00am.
9. Traffic flow diagrams showing the peak hour turning movements through each of these junctions are attached at **Appendix BGH4**, along with the flow diagrams for all other intermediate and assessed scenarios set out below.
10. The existing traffic flows have been growthed to a future year of 2028, consistent with the approach adopted within the TA. Growth rates have been retrieved from Temprow for the local Barnsley 028 middle super output area and result in a 4.1% increase in surveyed traffic.
11. Traffic associated with committed developments has then been accounted for and added on to the growthed traffic flows to result in the 2028 base year traffic flows. The committed developments accounted for are the same as those set out within the submitted TA and as requested by BMBC. These are listed below with a brief commentary:
 - 2021/0479 – accounted for in full
 - 2021/1007 – accounted for as part of 2019/1573
 - 2021/1691 – accounted for as part of 2019/1573
 - 2019/1573 – accounted for in full
 - 2020/0647 – this is the Evri distribution centre. This has not been accounted for as the distribution centre and associated link road were operational at the time of the revised traffic surveys in May 2023.
12. The number of vehicle trips likely to be generated by the proposed development in the weekday morning peak hour has been calculated using trip rates retrieved from the TRICS database, these have been extracted from the same TRICS output submitted within the submitted TA. These trip rates and resulting vehicular generation of the proposed Lidl foodstore in the weekday morning peak hour are set out in Table 1 below. Also included in Table 1 are the split of vehicle trips by trip type, using the same proportions adopted within the TA.

Table 1

Trip Rates and Trip Generation

Trip Types	Weekday Morning Peak		
	In	Out	Total
TRIP RATES			
Trip Rates – Proposed Foodstore	3.160	2.613	5.773
TRIP GENERATION			
Pass-by Trips (50%)	30	25	55
Transferred Trips (50%)	30	25	55
Total Vehicle Trips (100%)	60	50	110

13. Table 1 shows that the site is expected to generate some 110 vehicular trips during the weekday morning peak period.
14. Pass-by trips have been applied using the same methodology described in the TA, i.e., they will turn onto Cross Keys Lane and then the site from Sheffield Road before egressing back onto Cross Keys Lane and returning on their original journey. Transferred trips have been similarly applied using the same methodology set out within the TA, i.e., taking full consideration of the Retail Impact Assessment (RIA) and considering from which stores these trips will be transferred. Traffic flow diagrams showing the individual pass-by trips, transferred trips and total development trips are included at **Appendix BGH4**.
15. The predicted development trips have then been added to the 2028 base year trips, resulting in traffic flows on the network in the 2028 'predicted' scenario.

Junction 1 – Cross Keys Lane / Sheffield Road / Rockingham Centre

16. The Cross Keys Lane / Sheffield Road / Rockingham Centre crossroads has been modelled in the 2023 existing and 2028 base scenarios using the same model used within the TA. In the 2028 predicted scenario, the junction has been modelled in accordance with the proposed improved junction arrangement. The results of the revised assessment are set out in Table 2 below, with the operational outputs attached at **Appendix BGH5**.

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Table 2

Junction 1 – Cross Keys Lane / Sheffield Road / Rockingham Centre

Movement	Weekday Morning Peak Hour	
	RFC	Queue
2023 Existing		
Cross Keys Lane – Ahead, Left Turn	0.00	0
Cross Keys Lane – Ahead, Right Turn	0.00	0
Sheffield Road (W) – Ahead, Right and Left Turns	0.01	0
The Rockingham Centre – Ahead, Right Turn	0.00	0
The Rockingham Centre – Ahead, Left Turn	0.00	0
Sheffield Road (E) – Ahead, Right and Left Turns	0.00	0
2028 Base		
Cross Keys Lane – Ahead, Left Turn	0.00	0
Cross Keys Lane – Ahead, Right Turn	0.00	0
Sheffield Road (W) – Ahead, Right and Left Turns	0.01	0
The Rockingham Centre – Ahead, Right Turn	0.00	0
The Rockingham Centre – Ahead, Left Turn	0.00	0
Sheffield Road (E) – Ahead, Right and Left Turns	0.00	0
2028 Predicted		
Cross Keys Lane – Ahead, Left Turn	0.04	0
Cross Keys Lane – Ahead, Right Turn	0.08	0
Sheffield Road (W) – Ahead, Right and Left Turns	0.01	0
The Rockingham Centre – Ahead, Right Turn	0.01	0
The Rockingham Centre – Ahead, Left Turn	0.00	0
Sheffield Road (E) – Ahead, Right and Left Turns	0.09	0

17. It can be seen from Table 2 that the junction is expected to operate with a maximum ratio of flow to capacity (RFC) in the 2028 predicted scenario of 0.09 with no associated queuing

during the weekday morning peak period The junction is therefore expected to operate efficiently and with no issues with regards to queueing.

Junction 2 – Sheffield Road / Evri Link Road / A6195 Dearne Valley Parkway Roundabout

18. The Sheffield Road / Evri Link Road / A6195 Dearne Valley Parkway roundabout has been modelled in all morning scenarios using the same model used within the TA. The results of the revised assessment are set out in Table 3 below, with the operational outputs attached at **Appendix BGH5**.

Table 3

Junction 2 – Sheffield Road / Evri Link Road / A6195 Dearne Valley Parkway

Movement	Weekday Morning Peak Hour	
	RFC	Queue
2023 Existing		
Sheffield Road (N)	0.07	0
Sheffield Road (E)	0.42	1
Evri Link Road (S)	0.14	0
A6195 Dearne Valley Parkway (W)	0.25	0
2028 Base		
Sheffield Road (N)	0.08	0
Sheffield Road (E)	0.44	1
Evri Link Road (S)	0.16	0
A6195 Dearne Valley Parkway (W)	0.27	0
2028 Predicted		
Sheffield Road (N)	0.08	0
Sheffield Road (E)	0.45	1
Evri Link Road (S)	0.16	0
A6195 Dearne Valley Parkway (W)	0.27	0

19. It can be seen from Table 3 that the junction is expected to operate with a maximum RFC in the 2028 predicted morning scenario of 0.45 and an associated queue of 1 vehicle,

occurring on the Sheffield Road eastern arm. This junction is therefore expected to operate efficiently and with no issues.

Junction 3 – Sheffield Road / Tankersley Lane / B6096 Hoyland Road Traffic Signals

20. The Sheffield Road / Tankersley Lane / B6096 Hoyland Road traffic signal-controlled junction has been modelled in all scenarios using the same model used within the TA. The results of the assessment are set out in Table 4 below, with the operational outputs attached at **Appendix BGH5**.

Table 4

Junction 3 - Sheffield Road / Tankersley Lane / B6096 Hoyland Road

Movement	Weekday Morning Peak Hour	
	DoS	MMQ (PCU)
2023 Existing		
Tankersley Lane	11.7%	1
Sheffield Road North-west	49.5%	6
B6096 Hoyland Road	50.7%	8
Sheffield Road South-east	35.6%	3
2028 Base		
Tankersley Lane	11.1%	1
Sheffield Road North-west	51.4%	7
B6096 Hoyland Road	53.2%	8
Sheffield Road South-east	38.7%	3
2028 Predicted		
Tankersley Lane	11.1%	1
Sheffield Road North-west	52.8%	7
B6096 Hoyland Road	53.4%	8
Sheffield Road South-east	39.0%	3

21. It can be seen from Table 4 that the junction is expected to operate with a maximum Degree of Saturation (DoS) in the 2028 predicted scenario of 53.4% and a mean maximum queue

(MMQ) of 8 vehicles, occurring on the B6096 Hoyland Road arm. This junction is therefore expected to operate efficiently and with no issues.

Summary and Conclusions

22. This TN has been prepared by BGH as part of a full planning application submitted by Lidl Great Britain to erect a new Lidl foodstore on land to the north of A6135 Sheffield Road, Hoyland. This TN has been prepared to address the two outstanding concerns raised by BMBC within their consultation response, relating to vehicle swept path analysis and a weekday morning peak hour assessment.
23. Information has been provided on both of these points to address the concerns raised. It is therefore considered that the application should now be able to be supported by BMBC Highways Development Control Team.

End.

Appendices

Appendix BGH1 – Revised Access Arrangement (drawing reference 20/369/ATR/005)

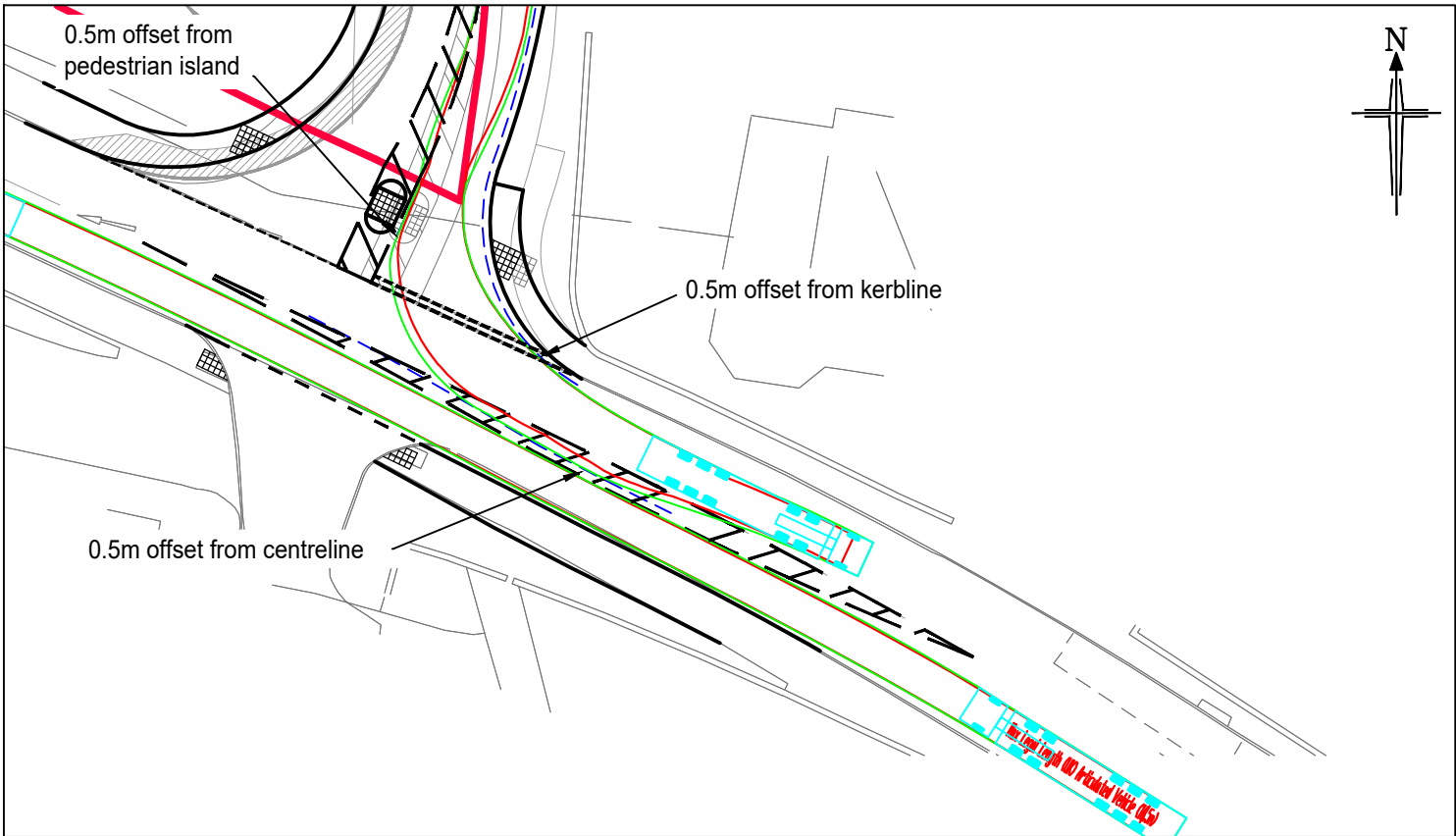
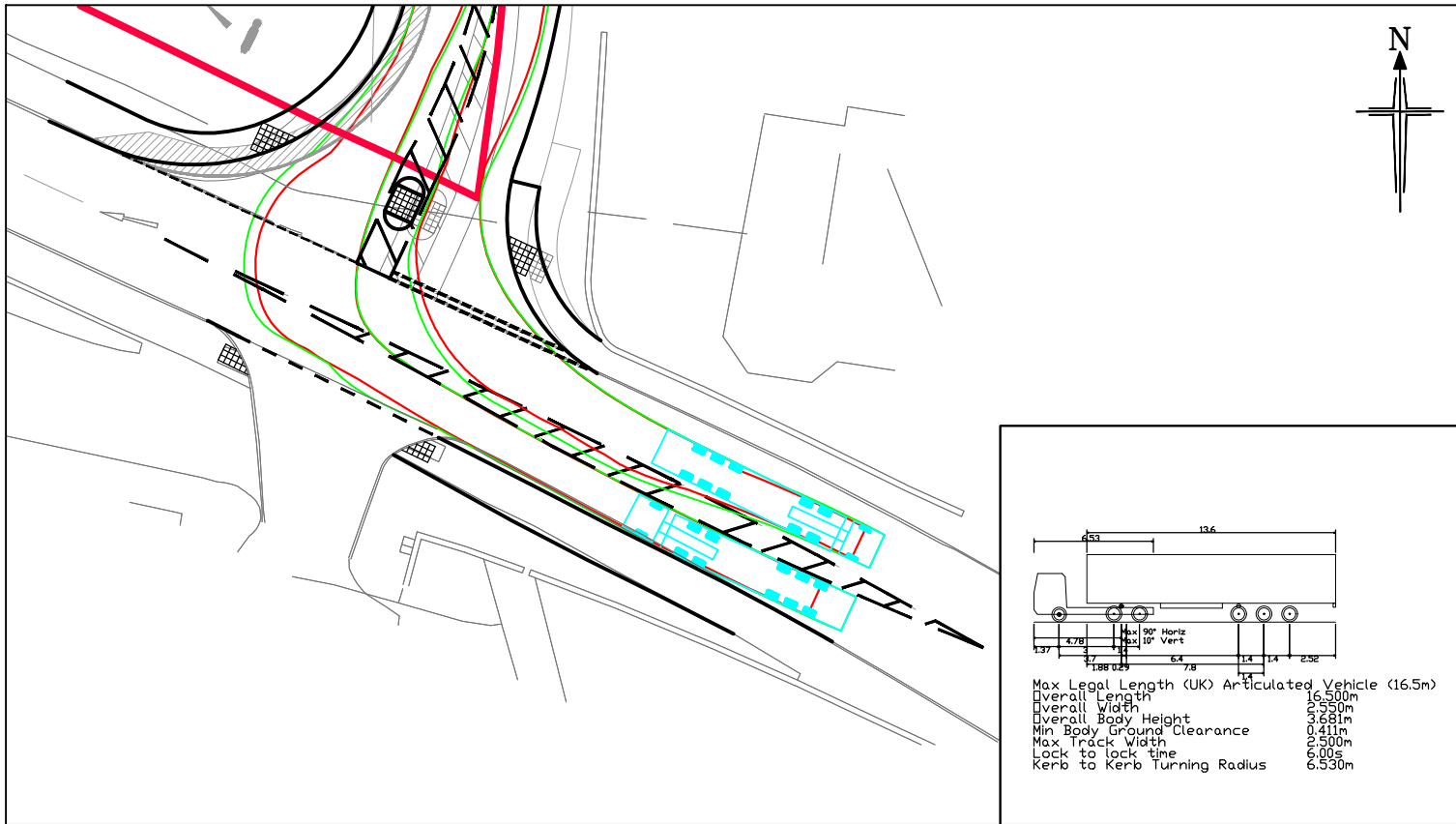
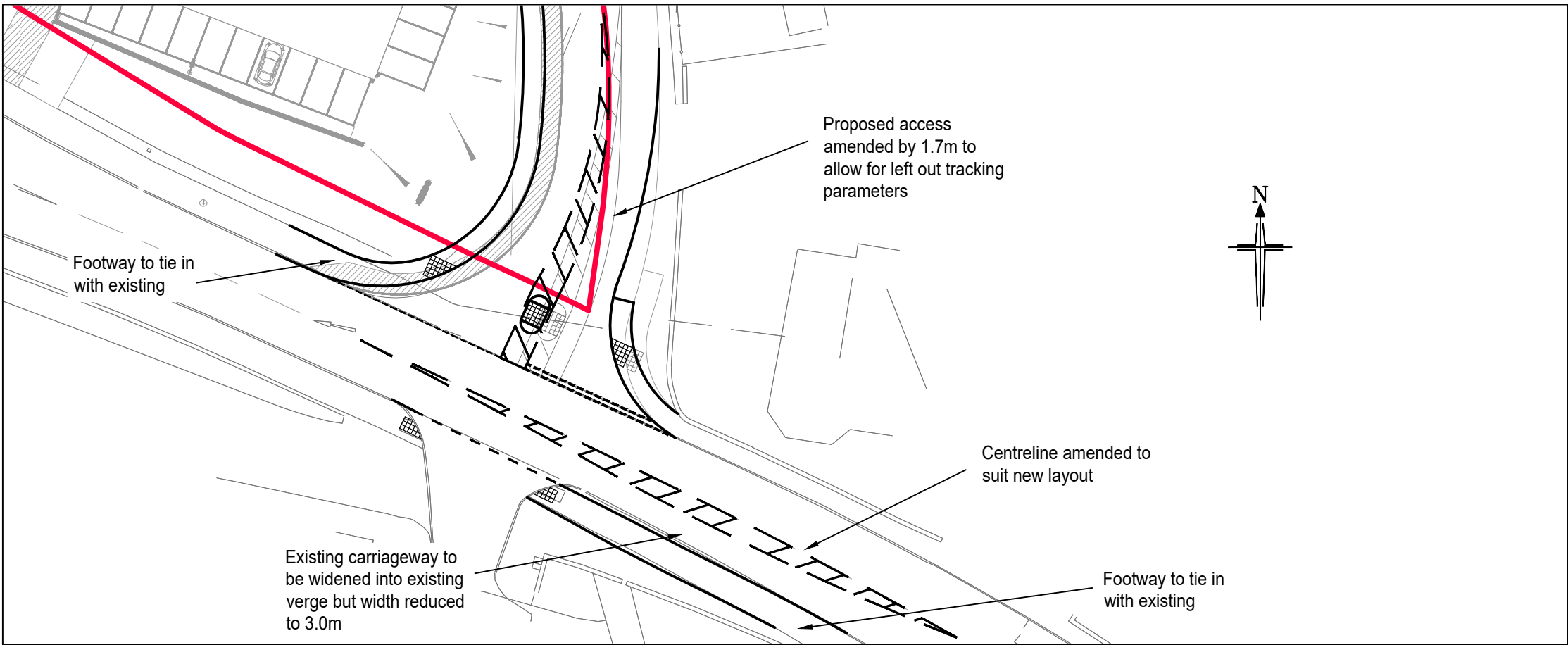
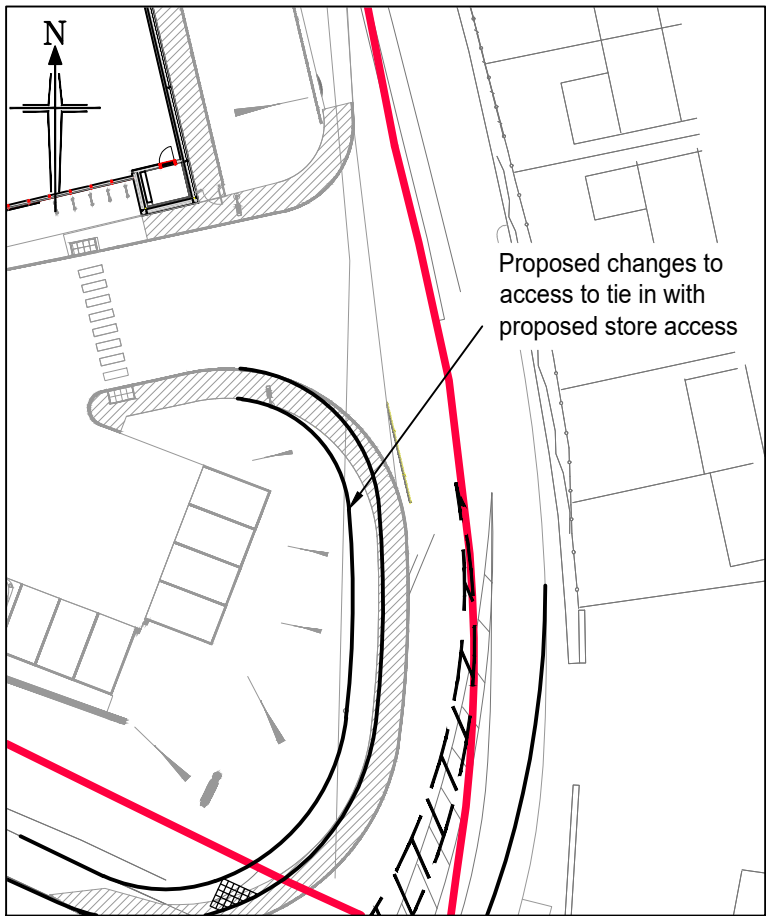
Appendix BGH2 – Correspondence with BMBC Highways

Appendix BGH3 – Traffic Survey Data

Appendix BGH4 – Traffic Flow Diagrams

Appendix BGH5 – Modelling Outputs

APPENDIX BGH 1



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Title: SWEPT PATH ANALYSIS OF MAX LEGAL HGV AT SITE ACCESS AND IN SERVICE AREA

Status: PLANNING

Scale: 1:500
Size: A3 - 420 x 297

Drawn: JI Chkd: NC Appvd: SCW

Rev:	Date:	Amendment:	DRN	CHK	APR
Client: LIDL GREAT BRITAIN					
Project: SHEFFIELD ROAD, HOYLAND					
Drawing No: 20/369/ATR/005			Revision:		
Job No: 20-369			Date: 05/04/23		

APPENDIX BGH 2

Nick Calder

From: Turner , Jamie (SENIOR ENGINEER) <JamieTurner@barnsley.gov.uk>
Sent: 20 April 2023 11:30
To: Nick Calder
Cc: Stuart Wilkins; Willows , Helen (PLANNING OFFICER)
Subject: RE: 2023/0170 Lidl, Sheffield Road, Hoyland

Hi Nick,

I've had a look at them, and the swept paths look fine. I just wanted to ensure the junction changes could be undertaken entirely within the existing bounds of the public highway and/or red line boundary of the site.

I'll get a formal response back to Helen as soon as the additional traffic impact assessment results come through, but I think we're nearly there, to be honest.

Kind Regards,

Jamie

From: Nick Calder <NickCalder@bryanghall.co.uk>
Sent: 20 April 2023 11:27
To: Turner , Jamie (SENIOR ENGINEER) <JamieTurner@barnsley.gov.uk>
Cc: Stuart Wilkins <stuartwilkins@bryanghall.co.uk>; Willows , Helen (PLANNING OFFICER) <HelenWillows@barnsley.gov.uk>
Subject: RE: 2023/0170 Lidl, Sheffield Road, Hoyland

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Hi Jamie

Apologies, I also meant to ask if you have had chance to look at the revised access arrangement and associated vehicle swept paths we sent through?

Thanks

Nick Calder
Principal Engineer
Mobile: 07562 640546

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From: Nick Calder
Sent: Thursday, April 20, 2023 11:25 AM
To: Turner , Jamie (SENIOR ENGINEER) <JamieTurner@barnsley.gov.uk>
Cc: Stuart Wilkins <stuartwilkins@bryanghall.co.uk>; Willows , Helen (PLANNING OFFICER) <HelenWillows@barnsley.gov.uk>
Subject: RE: 2023/0170 Lidl, Sheffield Road, Hoyland

Hi Jamie

I appreciate where you are coming from and whilst I do agree the results may end up making the work redundant, we will undertake this work for the avoidance of any doubt. We are also keen to make sure that there are no outstanding issues or possible reasons for refusal when this goes to committee.

Before we get survey quotes and commission surveys for the weekday AM peak, can I just confirm that you would be looking for an assessment of the same junctions we have previously assessed?

Usually when assessing the weekday PM peak for a foodstore we would commission the survey for a Friday evening, however if we are looking at the weekday AM peak I would suspect that one day from Monday – Thursday would be more of a typical day, and indeed busier than a Friday AM. Would you agree with this and are you happy for the AM surveys to be done on one day from Monday – Thursday?

Thanks

Nick Calder
Principal Engineer
Mobile: 07562 640546

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From: Turner , Jamie (SENIOR ENGINEER) <JamieTurner@barnsley.gov.uk>
Sent: Thursday, April 20, 2023 11:10 AM
To: Nick Calder <NickCalder@bryanghall.co.uk>
Cc: Stuart Wilkins <stuartwilkins@bryanghall.co.uk>; Willows , Helen (PLANNING OFFICER) <HelenWillows@barnsley.gov.uk>
Subject: RE: 2023/0170 Lidl, Sheffield Road, Hoyland

Hi Nick,

I can understand the usual procedure of assessing the traffic impacts of a scheme like this would lend itself to only considering the evening and weekend peak period as these are demonstrably the times where the supermarket will generate the most traffic. I think in this instance, there is an underlying concern regarding the tidal flow of traffic on Sheffield Road and through the roundabouts to the M1. I'm sure you can appreciate that if traffic already queues on Sheffield Road or on a key route where that queueing could be exacerbated by the introduction of another 110 vehicles in the morning peak hour, then we would need to know about it and make an assessment upon that.

Although the results may end up making this seem like a futile exercise, I would still ask that the morning peak is assessed. Clearly, this application will be presented before Barnsley's Planning Regulatory Board and it will be for council officers to respond to any concerns raised by local members in this meeting. Given the manner in which previous applications around this site have been received, it would seem likely that traffic queues and flows are going to be raised. It will be much easier to address these matters with the additional figures to hand.

I'm not trying to put a spanner in the works, or make work for work's sake; I just feel that it is important that, as council officers, we are able to state with confidence (backed up by actual data) that there will not be an exacerbation of an existing problem during morning peak hours should this application be approved.

Kind Regards,

Jamie

From: Nick Calder <NickCalder@bryanghall.co.uk>
Sent: 06 April 2023 15:48
To: Turner , Jamie (SENIOR ENGINEER) <JamieTurner@barnsley.gov.uk>
Cc: Stuart Wilkins <stuartwilkins@bryanghall.co.uk>; Willows , Helen (PLANNING OFFICER) <HelenWillows@barnsley.gov.uk>
Subject: RE: 2023/0170 Lidl, Sheffield Road, Hoyland

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Hi Jamie

We have been passed additional consultation comments from yourself, via the planning officer and then our own planning team, and I note that you have two outstanding concerns.

The first is with regard to vehicle swept paths at the Cross Keys Lane / Sheffield Road junction – we are looking at this and I will write to you separately on this point in due course.

The second point is asking for consideration of the scheme's traffic impact during the weekday morning peak period. In this regard, it is generally acknowledged that the impact of retail developments will not be significant in the weekday morning peak period, with the focus instead being to assess the impact during the weekday evening and weekend peak periods, as we have already done. Nevertheless, I appreciate that this has been raised by local residents as a potential issue and we have therefore considered this further.

We have not undertaken any traffic surveys in the morning peak period, however reference is instead made to the traffic surveys set out within the Fore Transport Assessment submitted as part of the Evri (Hermes) planning application on land to the south-west of Sheffield Road. Traffic surveys were undertaken as part of this site in March 2019, in the weekday morning and evening peak period. It is acknowledged that these surveys were undertaken pre-Covid and prior to the opening of the new A6195 Olympus Way link road. However, whilst these traffic flows will not be representative of current traffic conditions on the network, they can still be used to compare the difference in morning and evening peak hour flows.

The Evri flow diagrams show a two-way flow on the Sheffield Road link adjacent to the site of 1,066 in the morning peak hour, and 1,170 in the evening peak hour. It is immediately clear that the weekday evening peak hour is the busier of these two peak periods.

If we then add on the proposed Lidl development traffic flows in both peak periods (referring to the trip rates set out within our assessment work), this is 110 development trips in the morning peak hour and 343 development trips in the evening peak hour. In this hypothetical exercise, the cumulative link flow on Sheffield Road would be 1,176 in the morning peak hour and 1,513 in the evening peak hour. This is a simple approach to AM / PM peak hour comparisons, but it clearly shows that the cumulative impact on the local network with development traffic is significantly higher in the weekday evening peak hour compared to the weekday morning peak hour. As the network has already been assessed in the weekday evening peak hour and it has been shown that the network will operate satisfactorily during this period, it follows that the highway network will also work satisfactorily in the weekday morning peak period, therefore no additional survey work or assessments are required.

I trust that all makes sense and that this is sufficient to address this point, however do let me know if you would like any further evidence in relation to this.

Regards

Nick Calder
Principal Engineer
Mobile: 07562 640546

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From: Turner , Jamie (SENIOR ENGINEER) <JamieTurner@barnsley.gov.uk>

Sent: Wednesday, March 8, 2023 4:17 PM

To: Nick Calder <NickCalder@bryanghall.co.uk>; Willows , Helen (PLANNING OFFICER)

<HelenWillows@barnsley.gov.uk>

Cc: Stuart Wilkins <stuartwilkins@bryanghall.co.uk>

Subject: RE: 2023/0170 Lidl, Sheffield Road, Hoyland

Hi Nick,

Thanks for the quick turnaround; these look to be exactly what we needed to carry out a full assessment of the proposed junction. I'll get something back to Helen as soon as I can.

Kind Regards,

Jamie

From: Nick Calder <NickCalder@bryanghall.co.uk>

Sent: 08 March 2023 16:14

To: Turner , Jamie (SENIOR ENGINEER) <JamieTurner@barnsley.gov.uk>; Willows , Helen (PLANNING OFFICER) <HelenWillows@barnsley.gov.uk>

Cc: Stuart Wilkins <stuartwilkins@bryanghall.co.uk>

Subject: RE: 2023/0170 Lidl, Sheffield Road, Hoyland

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Hi Jamie

We have revised the vehicle swept path drawing to include the right turn in and left turn out movements as requested, please find this drawing attached.

Let me know if you have any other queries that I can help with.

Thanks

Nick Calder

Principal Engineer

Mobile: 07562 640546

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From: Turner , Jamie (SENIOR ENGINEER) <JamieTurner@barnsley.gov.uk>
Sent: 03 March 2023 14:45
To: Willows , Helen (PLANNING OFFICER) <HelenWillows@barnsley.gov.uk>
Cc: Nick Calder <NickCalder@bryanghall.co.uk>
Subject: 2023/0170 Lidl, Sheffield Road, Hoyland

Hi Helen,

I've just started to have a look at the submitted information on the proposed Lidl store. I'll try and get some formal comments to you asap, but in the meantime, I think it is worth flagging up that we would wish to see the swept-path analysis of all four possible movements at the Cross Keys Lane/Sheffield Road junction (left in, left out, right in, right out). I know we've got some of this information, but if the other bits can be submitted I'll be able to do a full assessment sooner.

Many Thanks,

Jamie Turner
Senior Engineer - Highways Development Control
Transport
Growth and Sustainability
Barnsley Council

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APPENDIX BGH 3

Barnsley
Classified Junction Count

Site 1 of 3
A6135 Sheffield Road
Sheffield Road
A6135 Olympus Way
A6195 Deane Valley Parkway

Lat/Long
lat 53.499469°° lon -1.471799°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.1: Left from A6135 Sheffield Road to Sheffield Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	1	0	0	4	4.50
0715 - 0730	0	0	5	0	0	0	0	0	5	5.00
0730 - 0745	0	0	8	0	1	0	0	1	10	11.00
0745 - 0800	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	23	0	4	1	0	1	29	30.50
Hourly Average	0.00	0.00	5.75	0.00	1.00	0.25	0.00	0.25	7.25	7.63
0800 - 0815	0	0	5	0	1	1	0	0	7	7.50
0815 - 0830	0	0	8	0	1	0	0	0	9	9.00
0830 - 0845	0	0	10	0	4	1	0	0	15	15.50
0845 - 0900	0	0	8	0	4	0	0	0	12	12.00
Hourly Total	0	0	31	0	10	2	0	0	43	44.00
Hourly Average	0.00	0.00	7.75	0.00	2.50	0.50	0.00	0.00	10.75	11.00
0900 - 0915	0	0	12	0	0	0	0	0	12	12.00
0915 - 0930	0	0	5	0	2	0	0	0	7	7.00
0930 - 0945	0	0	11	0	0	0	0	0	11	11.00
0945 - 1000	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	40	0	3	0	0	0	43	43.00
Hourly Average	0.00	0.00	10.00	0.00	0.75	0.00	0.00	0.00	10.75	10.75
Session Total	0	0	94	0	17	3	0	1	115	117.50
Session Average	0.00	0.00	7.83	0.00	1.42	0.25	0.00	0.08	9.58	9.79

Barnsley
Classified Junction Count

Site 1 of 3
A6135 Sheffield Road
Sheffield Road
A6135 Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469°° lon -1.471799°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.2: Southbound from A6135 Sheffield Road to A6135 Olympus Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	4	0	2	0	0	0	7	6.40
0715 - 0730	0	0	8	0	4	0	0	0	12	12.00
0730 - 0745	0	0	11	0	2	1	0	0	14	14.50
0745 - 0800	0	0	8	0	3	0	0	0	11	11.00
Hourly Total	0	1	31	0	11	1	0	0	44	43.90
Hourly Average	0.00	0.25	7.75	0.00	2.75	0.25	0.00	0.00	11.00	10.98
0800 - 0815	0	0	13	1	2	0	0	0	16	16.00
0815 - 0830	0	0	16	0	4	0	1	0	21	22.30
0830 - 0845	0	0	21	0	2	0	0	0	23	23.00
0845 - 0900	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	59	1	10	0	1	0	71	72.30
Hourly Average	0.00	0.00	14.75	0.25	2.50	0.00	0.25	0.00	17.75	18.08
0900 - 0915	0	0	7	0	2	0	0	0	9	9.00
0915 - 0930	0	0	8	0	1	0	0	0	9	9.00
0930 - 0945	0	0	10	0	1	0	0	0	11	11.00
0945 - 1000	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	29	0	5	0	0	0	34	34.00
Hourly Average	0.00	0.00	7.25	0.00	1.25	0.00	0.00	0.00	8.50	8.50
Session Total	0	1	119	1	26	1	1	0	149	150.20
Session Average	0.00	0.08	9.92	0.08	2.17	0.08	0.08	0.00	12.42	12.52

Barnsley
Classified Junction Count

Site 1 of 3
A6135 Sheffield Road
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A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469°° lon -1.471799°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.3: Right from A6135 Sheffield Road to A6195 Dearne Valley Parkway								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	2	0	0	0	8	8.00
0715 - 0730	0	0	2	0	1	0	0	0	3	3.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	12	0	3	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.00	0.00	0.75	0.00	0.00	0.00	3.75	3.75
0800 - 0815	0	0	4	0	1	0	0	0	5	5.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	3	0	1	1	0	0	5	5.50
Hourly Total	0	0	9	0	2	1	0	0	12	12.50
Hourly Average	0.00	0.00	2.25	0.00	0.50	0.25	0.00	0.00	3.00	3.13
Session Total	0	0	30	0	6	1	0	0	37	37.50
Session Average	0.00	0.00	2.50	0.00	0.50	0.08	0.00	0.00	3.08	3.13

Classified Junction Count

A6135 Sheffield Road
Sheffield Road
A6135 Olympus Way
A6195 Dearne Valley Parkway

lat 53.499469° lon -1.471799°

Tuesday 02 May 2023

Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

[illegible]

Barnsley
Classified Junction Count

Site 1 of 3
A6135 Sheffield Road
Sheffield Road
A6135 Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469°° lon -1.471799°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

Movement 1.5: Left from Sheffield Road to A6135 Olympus Way									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	3	0	2	0	0	0	5	5.00
0730 - 0745	0	0	3	0	1	0	0	0	4	4.00
0745 - 0800	0	0	7	0	0	0	0	0	7	7.00
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
0800 - 0815	0	0	4	0	0	0	0	0	4	4.00
0815 - 0830	0	0	5	0	0	0	0	0	5	5.00
0830 - 0845	0	0	3	0	1	0	0	0	4	4.00
0845 - 0900	0	0	12	0	1	0	0	0	13	13.00
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	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	4	0	1	0	0	0	5	5.00
0945 - 1000	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	0	0	15	0	4	0	0	0	19	19.00
Hourly Average	0.00	0.00	3.75	0.00	1.00	0.00	0.00	0.00	4.75	4.75
Session Total	0	0	54	0	9	0	0	0	63	63.00
Session Average	0.00	0.00	4.50	0.00	0.75	0.00	0.00	0.00	5.25	5.25

Barnsley
Classified Junction Count

Site 1 of 3
A6135 Sheffield Road
Sheffield Road
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A6195 Deane Valley Parkway

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Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

Movement 1.6: Westbound from Sheffield Road to A6195 Deane Valley Parkway									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	49	0	20	0	3	3	75	81.90
0715 - 0730	0	0	62	0	10	2	0	2	76	79.00
0730 - 0745	0	1	84	1	20	1	0	0	107	106.90
0745 - 0800	0	0	67	0	15	0	0	1	83	84.00
Hourly Total	0	1	262	1	65	3	3	6	341	351.80
Hourly Average	0.00	0.25	65.50	0.25	16.25	0.75	0.75	1.50	85.25	87.95
0800 - 0815	0	0	75	1	15	0	0	3	94	97.00
0815 - 0830	0	0	71	0	8	2	0	0	81	82.00
0830 - 0845	0	0	73	1	10	1	1	1	87	89.80
0845 - 0900	0	1	94	1	6	3	1	2	108	112.20
Hourly Total	0	1	313	3	39	6	2	6	370	381.00
Hourly Average	0.00	0.25	78.25	0.75	9.75	1.50	0.50	1.50	92.50	95.25
0900 - 0915	0	1	56	1	11	3	0	2	74	76.90
0915 - 0930	0	0	39	2	14	1	0	1	57	58.50
0930 - 0945	0	0	50	0	9	2	0	2	63	66.00
0945 - 1000	0	0	36	0	5	3	0	2	46	49.50
Hourly Total	0	1	181	3	39	9	0	7	240	250.90
Hourly Average	0.00	0.25	45.25	0.75	9.75	2.25	0.00	1.75	60.00	62.73
Session Total	0	3	756	7	143	18	5	19	951	983.70
Session Average	0.00	0.25	63.00	0.58	11.92	1.50	0.42	1.58	79.25	81.98

Barnsley
Classified Junction Count

Site 1 of 3
A6135 Sheffield Road
Sheffield Road
A6135 Olympus Way
A6195 Deane Valley Parkway

Lat/Long
lat 53.499469°° lon -1.471799°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.7: Right from Sheffield Road to A6135 Sheffield Road								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	7	0	3	1	0	0	11	11.50
0730 - 0745	0	0	7	0	3	0	0	0	10	10.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	18	0	7	1	0	0	26	26.50
Hourly Average	0.00	0.00	4.50	0.00	1.75	0.25	0.00	0.00	6.50	6.63
0800 - 0815	0	0	8	0	0	0	0	0	8	8.00
0815 - 0830	0	0	6	0	4	0	0	0	10	10.00
0830 - 0845	0	0	9	0	0	0	0	0	9	9.00
0845 - 0900	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	0	0	41	0	6	0	0	0	47	47.00
Hourly Average	0.00	0.00	10.25	0.00	1.50	0.00	0.00	0.00	11.75	11.75
0900 - 0915	0	0	6	0	3	2	0	0	11	12.00
0915 - 0930	0	0	6	0	0	0	0	0	6	6.00
0930 - 0945	0	0	6	0	2	0	0	0	8	8.00
0945 - 1000	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	26	0	7	2	0	0	35	36.00
Hourly Average	0.00	0.00	6.50	0.00	1.75	0.50	0.00	0.00	8.75	9.00
Session Total	0	0	85	0	20	3	0	0	108	109.50
Session Average	0.00	0.00	7.08	0.00	1.67	0.25	0.00	0.00	9.00	9.13

Barnsley
Classified Junction Count

Site 1 of 3
A6135 Sheffield Road
Sheffield Road
A6135 Olympus Way
A6195 Deane Valley Parkway

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Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.8: U-Turn from Sheffield Road to Sheffield Road								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	1	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	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
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	3	0	1	0	0	0	4	4.00
0845 - 0900	0	0	7	0	0	0	0	0	7	7.00
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
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	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	11	0	2	0	0	0	13	13.00
Session Average	0.00	0.00	0.92	0.00	0.17	0.00	0.00	0.00	1.08	1.08

Barnsley
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Site 1 of 3
A6135 Sheffield Road
Sheffield Road
A6135 Olympus Way
A6195 Dearne Valley Parkway

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Date
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Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

Movement 1.9: Left from A6135 Olympus Way to A6195 Dearne Valley Parkway									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	32	0	11	0	2	0	45	47.60
0715 - 0730	1	1	29	1	7	0	0	0	39	37.60
0730 - 0745	0	0	40	0	14	1	2	0	57	60.10
0745 - 0800	0	1	40	0	8	1	2	0	52	54.50
Hourly Total	1	2	141	1	40	2	6	0	193	199.80
Hourly Average	0.25	0.50	35.25	0.25	10.00	0.50	1.50	0.00	48.25	49.95
0800 - 0815	0	0	36	0	13	1	1	0	51	52.80
0815 - 0830	0	0	49	0	8	0	1	0	58	59.30
0830 - 0845	0	0	33	0	5	0	2	0	40	42.60
0845 - 0900	0	0	45	1	6	1	4	0	57	62.70
Hourly Total	0	0	163	1	32	2	8	0	206	217.40
Hourly Average	0.00	0.00	40.75	0.25	8.00	0.50	2.00	0.00	51.50	54.35
0900 - 0915	0	0	39	1	8	1	3	0	52	56.40
0915 - 0930	0	1	33	0	6	0	3	0	43	46.30
0930 - 0945	0	0	26	0	8	1	2	0	37	40.10
0945 - 1000	0	0	25	0	4	1	3	0	33	37.40
Hourly Total	0	1	123	1	26	3	11	0	165	180.20
Hourly Average	0.00	0.25	30.75	0.25	6.50	0.75	2.75	0.00	41.25	45.05
Session Total	1	3	427	3	98	7	25	0	564	597.40
Session Average	0.08	0.25	35.58	0.25	8.17	0.58	2.08	0.00	47.00	49.78

Barnsley
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Site 1 of 3
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Weather
Cloudy
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0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.10: Northbound from A6135 Olympus Way to A6135 Sheffield Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	3	1	0	0	13	13.50
0715 - 0730	0	0	13	0	1	1	0	0	15	15.50
0730 - 0745	0	0	10	0	1	0	0	0	11	11.00
0745 - 0800	0	0	13	0	3	0	1	0	17	18.30
Hourly Total	0	0	45	0	8	2	1	0	56	58.30
Hourly Average	0.00	0.00	11.25	0.00	2.00	0.50	0.25	0.00	14.00	14.58
0800 - 0815	0	0	21	0	5	0	0	0	26	26.00
0815 - 0830	0	0	14	0	3	1	0	0	18	18.50
0830 - 0845	0	0	11	0	2	0	0	0	13	13.00
0845 - 0900	0	0	18	1	3	0	0	0	22	22.00
Hourly Total	0	0	64	1	13	1	0	0	79	79.50
Hourly Average	0.00	0.00	16.00	0.25	3.25	0.25	0.00	0.00	19.75	19.88
0900 - 0915	0	0	5	0	2	0	0	0	7	7.00
0915 - 0930	0	0	15	0	2	1	0	0	18	18.50
0930 - 0945	0	0	13	0	3	0	0	0	16	16.00
0945 - 1000	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	0	44	0	9	1	0	0	54	54.50
Hourly Average	0.00	0.00	11.00	0.00	2.25	0.25	0.00	0.00	13.50	13.63
Session Total	0	0	153	1	30	4	1	0	189	192.30
Session Average	0.00	0.00	12.75	0.08	2.50	0.33	0.08	0.00	15.75	16.03

Barnsley
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Site 1 of 3
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Date
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Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.11: Right from A6135 Olympus Way to Sheffield Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	2	0	0	0	2	2.00
0715 - 0730	0	0	1	0	1	0	0	0	2	2.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
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
0800 - 0815	0	0	6	0	0	0	0	0	6	6.00
0815 - 0830	0	0	6	0	0	0	0	0	6	6.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	1	2	0	0	0	0	0	3	2.40
Hourly Total	0	1	18	0	0	0	0	0	19	18.40
Hourly Average	0.00	0.25	4.50	0.00	0.00	0.00	0.00	0.00	4.75	4.60
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	4	0	0	0	0	0	4	4.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	6	0	0	0	0	0	6	6.00
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	1	42	0	4	0	0	0	47	46.40
Session Average	0.00	0.08	3.50	0.00	0.33	0.00	0.00	0.00	3.92	3.87

Barnsley
Classified Junction Count

Site 1 of 3
A6135 Sheffield Road
Sheffield Road
A6135 Olympus Way
A6195 Deane Valley Parkway

Lat/Long
lat 53.499469°° lon -1.471799°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.13: Left from A6195 Deane Valley Parkway to A6135 Sheffield Road								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	2	0	1	0	0	0	3	3.00
0745 - 0800	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
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
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	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	3	0	1	0	0	0	4	4.00
0930 - 0945	0	0	2	0	1	0	0	0	3	3.00
0945 - 1000	0	0	3	0	0	1	0	0	4	4.50
Hourly Total	0	0	11	0	2	1	0	0	14	14.50
Hourly Average	0.00	0.00	2.75	0.00	0.50	0.25	0.00	0.00	3.50	3.63
Session Total	0	0	24	0	4	1	0	0	29	29.50
Session Average	0.00	0.00	2.00	0.00	0.33	0.08	0.00	0.00	2.42	2.46

Barnsley
Classified Junction Count

Site 1 of 3
A6135 Sheffield Road
Sheffield Road
A6135 Olympus Way
A6195 Deane Valley Parkway

Lat/Long
lat 53.499469°° lon -1.471799°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.14: Eastbound from A6195 Deane Valley Parkway to Sheffield Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	17	0	8	1	0	1	27	28.50
0715 - 0730	0	1	28	0	9	0	0	2	40	41.40
0730 - 0745	0	0	32	2	7	1	0	1	43	44.50
0745 - 0800	0	0	51	0	9	1	1	3	65	69.80
Hourly Total	0	1	128	2	33	3	1	7	175	184.20
Hourly Average	0.00	0.25	32.00	0.50	8.25	0.75	0.25	1.75	43.75	46.05
0800 - 0815	0	0	41	0	11	1	0	1	54	55.50
0815 - 0830	0	0	31	0	21	4	0	1	57	60.00
0830 - 0845	0	1	59	1	7	2	0	1	71	72.40
0845 - 0900	0	0	54	0	4	1	0	0	59	59.50
Hourly Total	0	1	185	1	43	8	0	3	241	247.40
Hourly Average	0.00	0.25	46.25	0.25	10.75	2.00	0.00	0.75	60.25	61.85
0900 - 0915	1	0	39	3	6	1	0	1	51	51.70
0915 - 0930	0	0	36	1	7	0	2	3	49	54.60
0930 - 0945	0	0	51	0	7	2	0	0	60	61.00
0945 - 1000	0	1	51	2	11	2	0	2	69	71.40
Hourly Total	1	1	177	6	31	5	2	6	229	238.70
Hourly Average	0.25	0.25	44.25	1.50	7.75	1.25	0.50	1.50	57.25	59.68
Session Total	1	3	490	9	107	16	3	16	645	670.30
Session Average	0.08	0.25	40.83	0.75	8.92	1.33	0.25	1.33	53.75	55.86

Barnsley
Classified Junction Count

Site 1 of 3
A6135 Sheffield Road
Sheffield Road
A6135 Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469°° lon -1.471799°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

Movement 1.15: Right from A6195 Dearne Valley Parkway to A6135 Olympus Way									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	22	1	3	1	1	0	29	30.20
0715 - 0730	0	0	31	0	7	0	2	0	40	42.60
0730 - 0745	0	1	31	0	4	1	1	0	38	39.20
0745 - 0800	0	0	25	0	3	0	2	0	30	32.60
Hourly Total	0	2	109	1	17	2	6	0	137	144.60
Hourly Average	0.00	0.50	27.25	0.25	4.25	0.50	1.50	0.00	34.25	36.15
0800 - 0815	0	0	27	0	5	1	1	0	34	35.80
0815 - 0830	0	1	26	0	7	1	2	0	37	39.50
0830 - 0845	0	1	29	1	4	1	1	0	37	38.20
0845 - 0900	0	0	20	0	6	1	1	1	29	31.80
Hourly Total	0	2	102	1	22	4	5	1	137	145.30
Hourly Average	0.00	0.50	25.50	0.25	5.50	1.00	1.25	0.25	34.25	36.33
0900 - 0915	0	0	26	0	3	1	1	0	31	32.80
0915 - 0930	0	0	34	1	7	0	6	0	48	55.80
0930 - 0945	0	1	26	1	6	0	3	1	38	42.30
0945 - 1000	0	1	24	0	6	1	2	0	34	36.50
Hourly Total	0	2	110	2	22	2	12	1	151	167.40
Hourly Average	0.00	0.50	27.50	0.50	5.50	0.50	3.00	0.25	37.75	41.85
Session Total	0	6	321	4	61	8	23	2	425	457.30
Session Average	0.00	0.50	26.75	0.33	5.08	0.67	1.92	0.17	35.42	38.11

Barnsley
 Classified Junction Count

Site 1 of 3
 A6135 Sheffield Road
 Sheffield Road
 A6135 Olympus Way
 A6195 Dearne Valley Parkway

Lat/Long
 lat 53.499469°° lon -1.471799°°

Date
 Tuesday 02 May 2023

Weather
 Cloudy
 Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.16: U-Turn from A6195 Dearne Valley Parkway to A6195 Dearne Valley Parkway								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	1	0	0	0	1	1.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	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	0	0	0	0	1	0	1	2.30
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	1	0	1	2.30
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.58
Session Total	0	0	0	0	2	0	1	0	3	4.30
Session Average	0.00	0.00	0.00	0.00	0.17	0.00	0.08	0.00	0.25	0.36

Classified Junction Count

Cross Keys Lane
Sheffield Road (East)
Local Access
Sheffield Road (West)

lat 53.499048°° lon -1.469994°°

Date
Tuesday 02 May 2023

Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

[illegible]

Classified Junction Count

Cross Keys Lane
Sheffield Road (East)
Local Access
Sheffield Road (West)

lat 53.499048°° lon -1.469994°°

Date
Tuesday 02 May 2023

Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

[illegible]

Barnsley
Classified Junction Count

Site 2 of 3
Cross Keys Lane
Sheffield Road (East)
Local Access
Sheffield Road (West)

Lat/Long
lat 53.499048°° lon -1.469994°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.3: Right from Cross Keys Lane to Sheffield Road (West)								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	1	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	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
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	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
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

Barnsley
Classified Junction Count

Site 2 of 3
Cross Keys Lane
Sheffield Road (East)
Local Access
Sheffield Road (West)

Lat/Long
lat 53.499048°° lon -1.469994°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

Movement 2.5: Westbound from Sheffield Road (East) to Sheffield Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	54	0	20	0	3	3	80	86.90
0715 - 0730	0	0	74	0	15	3	0	2	94	97.50
0730 - 0745	0	1	92	1	24	1	0	0	119	118.90
0745 - 0800	0	0	74	0	16	0	0	1	91	92.00
Hourly Total	0	1	294	1	75	4	3	6	384	395.30
Hourly Average	0.00	0.25	73.50	0.25	18.75	1.00	0.75	1.50	96.00	98.83
0800 - 0815	0	0	89	1	15	0	0	3	108	111.00
0815 - 0830	0	0	80	0	14	2	0	0	96	97.00
0830 - 0845	0	0	88	1	10	1	1	1	102	104.80
0845 - 0900	0	1	130	1	9	3	1	2	147	151.20
Hourly Total	0	1	387	3	48	6	2	6	453	464.00
Hourly Average	0.00	0.25	96.75	0.75	12.00	1.50	0.50	1.50	113.25	116.00
0900 - 0915	0	1	66	1	15	5	0	2	90	93.90
0915 - 0930	0	0	49	2	15	1	0	2	69	71.50
0930 - 0945	0	0	58	0	11	2	0	1	72	74.00
0945 - 1000	0	0	51	0	9	3	0	2	65	68.50
Hourly Total	0	1	224	3	50	11	0	7	296	307.90
Hourly Average	0.00	0.25	56.00	0.75	12.50	2.75	0.00	1.75	74.00	76.98
Session Total	0	3	905	7	173	21	5	19	1133	1167.20
Session Average	0.00	0.25	75.42	0.58	14.42	1.75	0.42	1.58	94.42	97.27

Classified Junction Count

Cross Keys Lane
Sheffield Road (East)
Local Access
Sheffield Road (West)

lat 53.499048° lon -1.469994°

Date
Tuesday 02 May 2023

Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

[illegible]

Barnsley
Classified Junction Count

Site 2 of 3
Cross Keys Lane
Sheffield Road (East)
Local Access
Sheffield Road (West)

Lat/Long
lat 53.499048°° lon -1.469994°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

Movement 2.10: Left from Sheffield Road (West) to Cross Keys Lane									Original Data	
TIME	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	1	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	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
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	1	0	0	0	0	0	1	1.00
0945 - 1000	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
Session Total	0	0	2	0	1	0	0	0	3	3.00
Session Average	0.00	0.00	0.17	0.00	0.08	0.00	0.00	0.00	0.25	0.25

Barnsley
Classified Junction Count

Site 2 of 3
Cross Keys Lane
Sheffield Road (East)
Local Access
Sheffield Road (West)

Lat/Long
lat 53.499048°° lon -1.469994°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

Movement 2.11: Eastbound from Sheffield Road (West) to Sheffield Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	21	0	11	2	0	1	35	37.00
0715 - 0730	0	1	34	0	10	0	0	2	47	48.40
0730 - 0745	0	0	41	2	8	1	0	2	54	56.50
0745 - 0800	0	0	65	0	11	1	1	3	81	85.80
Hourly Total	0	1	161	2	40	4	1	8	217	227.70
Hourly Average	0.00	0.25	40.25	0.50	10.00	1.00	0.25	2.00	54.25	56.93
0800 - 0815	0	0	49	0	12	2	0	1	64	66.00
0815 - 0830	0	0	47	0	20	4	0	1	72	75.00
0830 - 0845	0	1	73	1	14	3	0	1	93	94.90
0845 - 0900	0	1	71	0	8	1	0	0	81	80.90
Hourly Total	0	2	240	1	54	10	0	3	310	316.80
Hourly Average	0.00	0.50	60.00	0.25	13.50	2.50	0.00	0.75	77.50	79.20
0900 - 0915	1	0	55	3	7	1	0	1	68	68.70
0915 - 0930	0	0	43	0	8	0	2	3	56	61.60
0930 - 0945	0	0	66	1	8	2	0	0	77	78.00
0945 - 1000	0	1	65	2	12	2	0	2	84	86.40
Hourly Total	1	1	229	6	35	5	2	6	285	294.70
Hourly Average	0.25	0.25	57.25	1.50	8.75	1.25	0.50	1.50	71.25	73.68
Session Total	1	4	630	9	129	19	3	17	812	839.20
Session Average	0.08	0.33	52.50	0.75	10.75	1.58	0.25	1.42	67.67	69.93

Barnsley
Classified Junction Count

Site 3 of 3
Hoyland Road
Sheffield Road (South)
Tannersley Lane
Sheffield Road (North)

Lat/Long
lat 53.496851°° lon -1.465419°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.1: Left from Hoyland Road to Sheffield Road (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	1	10	11.00
0715 - 0730	0	0	13	0	5	0	0	0	18	18.00
0730 - 0745	0	0	15	0	3	0	0	0	18	18.00
0745 - 0800	0	0	12	0	3	0	0	0	15	15.00
Hourly Total	0	0	48	0	12	0	0	1	61	62.00
Hourly Average	0.00	0.00	12.00	0.00	3.00	0.00	0.00	0.25	15.25	15.50
0800 - 0815	0	0	13	1	2	0	0	0	16	16.00
0815 - 0830	0	0	13	0	1	0	0	1	15	16.00
0830 - 0845	0	0	10	0	1	0	0	0	11	11.00
0845 - 0900	0	0	18	0	3	0	0	0	21	21.00
Hourly Total	0	0	54	1	7	0	0	1	63	64.00
Hourly Average	0.00	0.00	13.50	0.25	1.75	0.00	0.00	0.25	15.75	16.00
0900 - 0915	0	0	10	0	1	1	0	0	12	12.50
0915 - 0930	0	0	9	0	2	0	0	1	12	13.00
0930 - 0945	0	0	10	0	3	0	0	0	13	13.00
0945 - 1000	0	0	8	0	2	0	0	1	11	12.00
Hourly Total	0	0	37	0	8	1	0	2	48	50.50
Hourly Average	0.00	0.00	9.25	0.00	2.00	0.25	0.00	0.50	12.00	12.63
Session Total	0	0	139	1	27	1	0	4	172	176.50
Session Average	0.00	0.00	11.58	0.08	2.25	0.08	0.00	0.33	14.33	14.71

Barnsley
Classified Junction Count

Site 3 of 3
Hoyland Road
Sheffield Road (South)
Tankersley Lane
Sheffield Road (North)

Lat/Long
lat 53.496851°° lon -1.465419°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.2: Westbound from Hoyland Road to Tankersley Lane								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	2	0	0	0	0	0	2	2.00
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
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
0830 - 0845	0	0	11	0	2	0	0	0	13	13.00
0845 - 0900	2	0	4	0	0	0	0	0	6	4.40
Hourly Total	2	0	20	0	2	0	0	0	24	22.40
Hourly Average	0.50	0.00	5.00	0.00	0.50	0.00	0.00	0.00	6.00	5.60
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	1	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
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	2	0	24	0	3	0	0	0	29	27.40
Session Average	0.17	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.42	2.28

Barnsley
Classified Junction Count

Site 3 of 3
Hoyland Road
Sheffield Road (South)
Tankersley Lane
Sheffield Road (North)

Lat/Long
lat 53.496851°° lon -1.465419°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.3: Right from Hoyland Road to Sheffield Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	29	0	18	1	1	2	51	54.80
0715 - 0730	0	0	54	0	15	1	0	2	72	74.50
0730 - 0745	0	1	56	1	19	0	0	0	77	76.40
0745 - 0800	0	0	60	0	11	0	0	1	72	73.00
Hourly Total	0	1	199	1	63	2	1	5	272	278.70
Hourly Average	0.00	0.25	49.75	0.25	15.75	0.50	0.25	1.25	68.00	69.68
0800 - 0815	0	0	72	1	13	1	0	2	89	91.50
0815 - 0830	0	0	67	0	11	1	0	0	79	79.50
0830 - 0845	0	0	76	2	6	1	1	2	88	91.80
0845 - 0900	0	1	62	0	8	1	1	1	74	76.20
Hourly Total	0	1	277	3	38	4	2	5	330	339.00
Hourly Average	0.00	0.25	69.25	0.75	9.50	1.00	0.50	1.25	82.50	84.75
0900 - 0915	0	1	38	1	12	3	0	1	56	57.90
0915 - 0930	0	0	32	1	13	1	0	1	48	49.50
0930 - 0945	0	0	36	0	4	2	0	1	43	45.00
0945 - 1000	0	0	44	0	7	3	0	1	55	57.50
Hourly Total	0	1	150	2	36	9	0	4	202	209.90
Hourly Average	0.00	0.25	37.50	0.50	9.00	2.25	0.00	1.00	50.50	52.48
Session Total	0	3	626	6	137	15	3	14	804	827.60
Session Average	0.00	0.25	52.17	0.50	11.42	1.25	0.25	1.17	67.00	68.97

Barnsley
Classified Junction Count

Site 3 of 3
Hoyland Road
Sheffield Road (South)
Tankersley Lane
Sheffield Road (North)

Lat/Long
lat 53.496851°° lon -1.465419°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.4: Left from Sheffield Road (South) to Tankersley Lane								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	2	0	0	0	0	0	2	2.00
0745 - 0800	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
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	9	0	0	0	0	0	9	9.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
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	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	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	21	0	1	0	0	0	22	22.00
Session Average	0.00	0.00	1.75	0.00	0.08	0.00	0.00	0.00	1.83	1.83

Barnsley
Classified Junction Count

Site 3 of 3
Hoyland Road
Sheffield Road (South)
Tankersley Lane
Sheffield Road (North)

Lat/Long
lat 53.496851°° lon -1.465419°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

Movement 3.5: Northbound from Sheffield Road (South) to Sheffield Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	1	0	2	1	14	17.60
0715 - 0730	0	0	16	0	1	1	0	0	18	18.50
0730 - 0745	0	0	16	0	3	1	0	0	20	20.50
0745 - 0800	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	56	0	6	2	2	1	67	71.60
Hourly Average	0.00	0.00	14.00	0.00	1.50	0.50	0.50	0.25	16.75	17.90
0800 - 0815	0	0	22	0	2	0	0	1	25	26.00
0815 - 0830	0	0	24	0	1	0	0	0	25	25.00
0830 - 0845	0	0	18	0	3	0	0	0	21	21.00
0845 - 0900	1	0	27	0	1	2	0	0	31	31.20
Hourly Total	1	0	91	0	7	2	0	1	102	103.20
Hourly Average	0.25	0.00	22.75	0.00	1.75	0.50	0.00	0.25	25.50	25.80
0900 - 0915	0	0	15	0	3	2	0	1	21	23.00
0915 - 0930	0	0	6	0	2	0	0	1	9	10.00
0930 - 0945	0	0	15	0	6	0	0	0	21	21.00
0945 - 1000	0	0	12	0	1	0	0	1	14	15.00
Hourly Total	0	0	48	0	12	2	0	3	65	69.00
Hourly Average	0.00	0.00	12.00	0.00	3.00	0.50	0.00	0.75	16.25	17.25
Session Total	1	0	195	0	25	6	2	5	234	243.80
Session Average	0.08	0.00	16.25	0.00	2.08	0.50	0.17	0.42	19.50	20.32

Barnsley
Classified Junction Count

Site 3 of 3
Hoyland Road
Sheffield Road (South)
Tankersley Lane
Sheffield Road (North)

Lat/Long
lat 53.496851°° lon -1.465419°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.6: Right from Sheffield Road (South) to Hoyland Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	0	0	0	1	6	7.00
0715 - 0730	0	0	8	0	4	0	0	0	12	12.00
0730 - 0745	0	0	6	0	0	0	0	0	6	6.00
0745 - 0800	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	28	0	6	0	0	1	35	36.00
Hourly Average	0.00	0.00	7.00	0.00	1.50	0.00	0.00	0.25	8.75	9.00
0800 - 0815	0	0	8	0	2	0	0	1	11	12.00
0815 - 0830	0	0	6	0	2	0	0	0	8	8.00
0830 - 0845	0	0	3	0	1	1	0	0	5	5.50
0845 - 0900	0	0	6	0	1	1	0	0	8	8.50
Hourly Total	0	0	23	0	6	2	0	1	32	34.00
Hourly Average	0.00	0.00	5.75	0.00	1.50	0.50	0.00	0.25	8.00	8.50
0900 - 0915	0	0	7	0	1	0	0	0	8	8.00
0915 - 0930	0	0	5	0	2	0	0	0	7	7.00
0930 - 0945	0	0	9	0	3	0	0	0	12	12.00
0945 - 1000	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	31	0	8	0	0	0	39	39.00
Hourly Average	0.00	0.00	7.75	0.00	2.00	0.00	0.00	0.00	9.75	9.75
Session Total	0	0	82	0	20	2	0	2	106	109.00
Session Average	0.00	0.00	6.83	0.00	1.67	0.17	0.00	0.17	8.83	9.08

Barnsley
Classified Junction Count

Site 3 of 3
Hoyland Road
Sheffield Road (South)
Tannersley Lane
Sheffield Road (North)

Lat/Long
lat 53.496851°° lon -1.465419°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.7: Left from Tankersley Lane to Sheffield Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	1	0	1	0	0	0	2	2.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	7	0	3	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.75	0.00	0.75	0.00	0.00	0.00	2.50	2.50
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	3	0	2	0	0	0	5	5.00
0830 - 0845	0	0	4	0	1	0	0	0	5	5.00
0845 - 0900	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	21	0	3	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.25	0.00	0.75	0.00	0.00	0.00	6.00	6.00
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	0	1	0	0	0	0	1	1.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	1	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.25	0.00	0.00	0.00	0.00	2.00	2.00
Session Total	0	0	35	1	6	0	0	0	42	42.00
Session Average	0.00	0.00	2.92	0.08	0.50	0.00	0.00	0.00	3.50	3.50

Barnsley
Classified Junction Count

Site 3 of 3
Hoyland Road
Sheffield Road (South)
Tankersley Lane
Sheffield Road (North)

Lat/Long
lat 53.496851°° lon -1.465419°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

Movement 3.9: Right from Tankersley Lane to Sheffield Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
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	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
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	6	0	0	0	0	0	6	6.00
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	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	14	0	2	0	0	0	16	16.00
Session Average	0.00	0.00	1.17	0.00	0.17	0.00	0.00	0.00	1.33	1.33

Barnsley
Classified Junction Count

Site 3 of 3
Hoyland Road
Sheffield Road (South)
Tankersley Lane
Sheffield Road (North)

Lat/Long
lat 53.496851°° lon -1.465419°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

Movement 3.10: Left from Sheffield Road (North) to Hoyland Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	18	0	8	0	0	1	27	28.00
0715 - 0730	0	1	20	0	8	1	0	1	31	31.90
0730 - 0745	0	0	28	1	6	1	0	1	37	38.50
0745 - 0800	0	0	43	0	8	1	1	2	55	58.80
Hourly Total	0	1	109	1	30	3	1	5	150	157.20
Hourly Average	0.00	0.25	27.25	0.25	7.50	0.75	0.25	1.25	37.50	39.30
0800 - 0815	0	0	30	0	12	1	0	1	44	45.50
0815 - 0830	0	0	28	0	13	2	0	1	44	46.00
0830 - 0845	0	0	43	1	9	1	0	1	55	56.50
0845 - 0900	0	2	54	0	7	2	0	0	65	64.80
Hourly Total	0	2	155	1	41	6	0	3	208	212.80
Hourly Average	0.00	0.50	38.75	0.25	10.25	1.50	0.00	0.75	52.00	53.20
0900 - 0915	1	0	40	0	4	1	0	1	47	47.70
0915 - 0930	0	0	35	0	4	0	1	2	42	45.30
0930 - 0945	0	0	47	1	5	2	0	0	55	56.00
0945 - 1000	0	1	38	1	8	0	0	1	49	49.40
Hourly Total	1	1	160	2	21	3	1	4	193	198.40
Hourly Average	0.25	0.25	40.00	0.50	5.25	0.75	0.25	1.00	48.25	49.60
Session Total	1	4	424	4	92	12	2	12	551	568.40
Session Average	0.08	0.33	35.33	0.33	7.67	1.00	0.17	1.00	45.92	47.37

Barnsley
Classified Junction Count

Site 3 of 3
Hoyland Road
Sheffield Road (South)
Tankersley Lane
Sheffield Road (North)

Lat/Long
lat 53.496851°° lon -1.465419°°

Date
Tuesday 02 May 2023

Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.11: Southbound from Sheffield Road (North) to Sheffield Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	2	1	0	0	8	8.50
0715 - 0730	0	0	9	0	1	0	0	1	11	12.00
0730 - 0745	0	0	11	1	3	0	0	1	16	17.00
0745 - 0800	0	0	12	0	2	0	0	1	15	16.00
Hourly Total	0	0	37	1	8	1	0	3	50	53.50
Hourly Average	0.00	0.00	9.25	0.25	2.00	0.25	0.00	0.75	12.50	13.38
0800 - 0815	0	0	11	0	2	0	0	0	13	13.00
0815 - 0830	0	0	13	0	4	3	0	0	20	21.50
0830 - 0845	0	0	9	0	1	0	0	0	10	10.00
0845 - 0900	0	0	13	0	3	1	0	0	17	17.50
Hourly Total	0	0	46	0	10	4	0	0	60	62.00
Hourly Average	0.00	0.00	11.50	0.00	2.50	1.00	0.00	0.00	15.00	15.50
0900 - 0915	0	0	15	2	2	0	0	0	19	19.00
0915 - 0930	0	0	10	0	2	0	1	1	14	16.30
0930 - 0945	0	0	12	0	7	0	0	0	19	19.00
0945 - 1000	0	0	16	0	1	2	0	1	20	22.00
Hourly Total	0	0	53	2	12	2	1	2	72	76.30
Hourly Average	0.00	0.00	13.25	0.50	3.00	0.50	0.25	0.50	18.00	19.08
Session Total	0	0	136	3	30	7	1	5	182	191.80
Session Average	0.00	0.00	11.33	0.25	2.50	0.58	0.08	0.42	15.17	15.98

Barnsley
Classified Junction Count

Site 3 of 3
Hoyland Road
Sheffield Road (South)
Tannersley Lane
Sheffield Road (North)

Lat/Long
lat 53.496851°° lon -1.465419°°

Date
Tuesday 02 May 2023

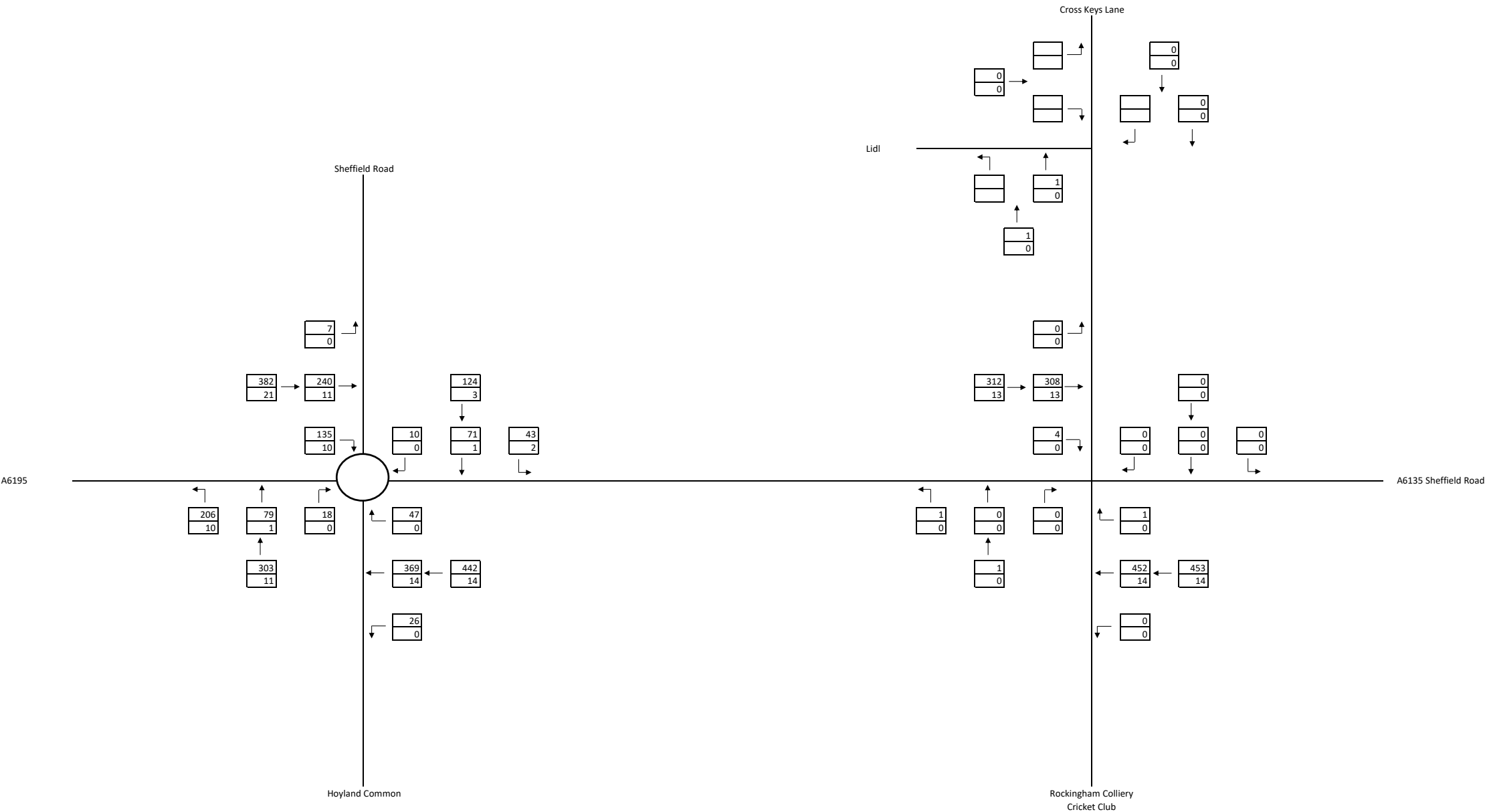
Weather
Cloudy
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.12: Right from Sheffield Road (North) to Tannersley Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	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
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
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	3	0	0	0	0	0	3	3.00
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
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	0	1	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	0	0	2	2	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.50	0.50	0.25	0.00	0.00	0.00	1.25	1.25
Session Total	0	0	19	2	2	0	0	0	23	23.00
Session Average	0.00	0.00	1.58	0.17	0.17	0.00	0.00	0.00	1.92	1.92

APPENDIX BGH 4

2023 EXISTING FLOWS
LIDL, CROSS KEYS LANE, HOYLAND
AM PEAK



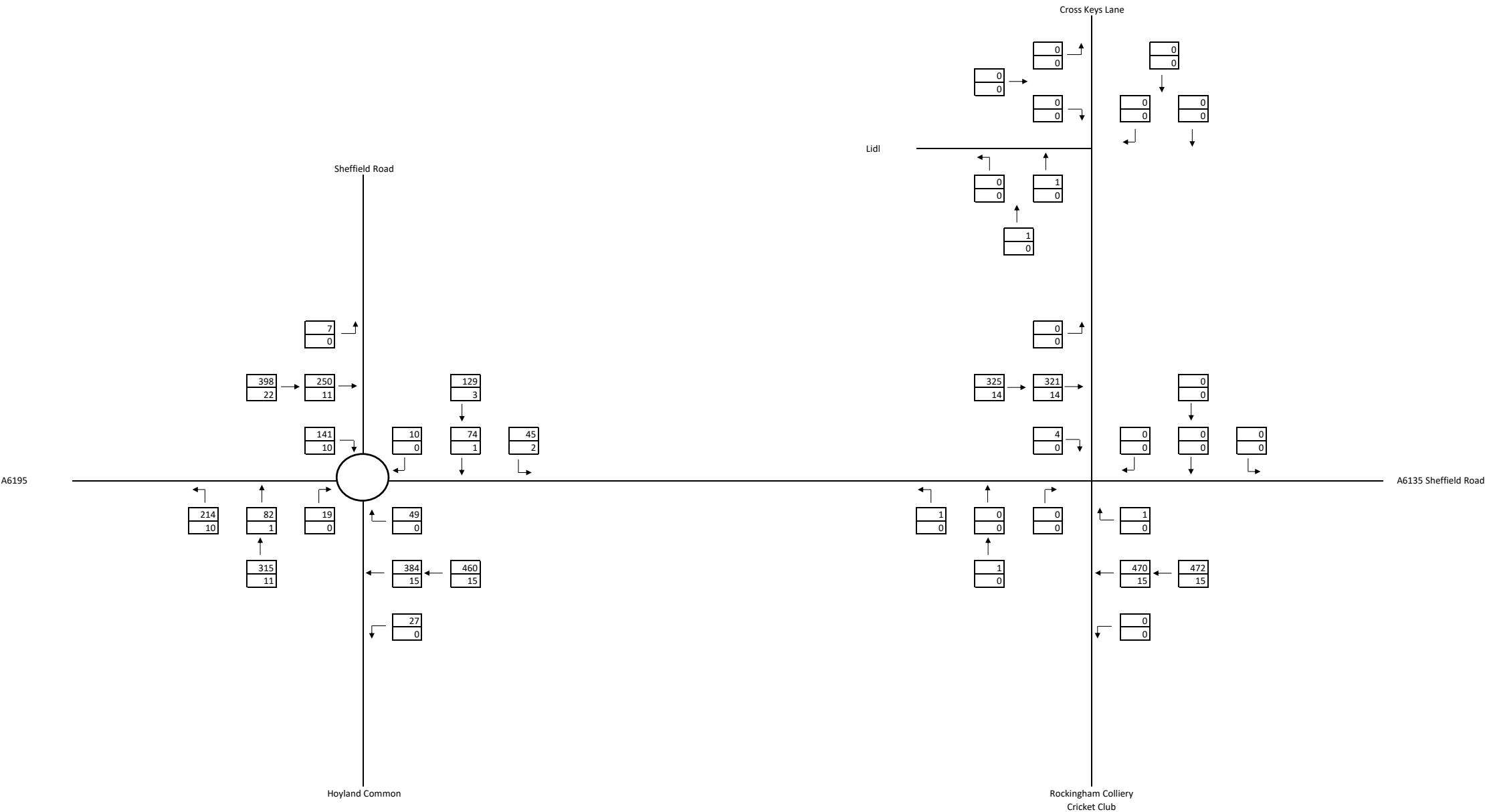
KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 GROWTHED FLOWS
LIDL, CROSS KEYS LANE, HOYLAND
AM PEAK

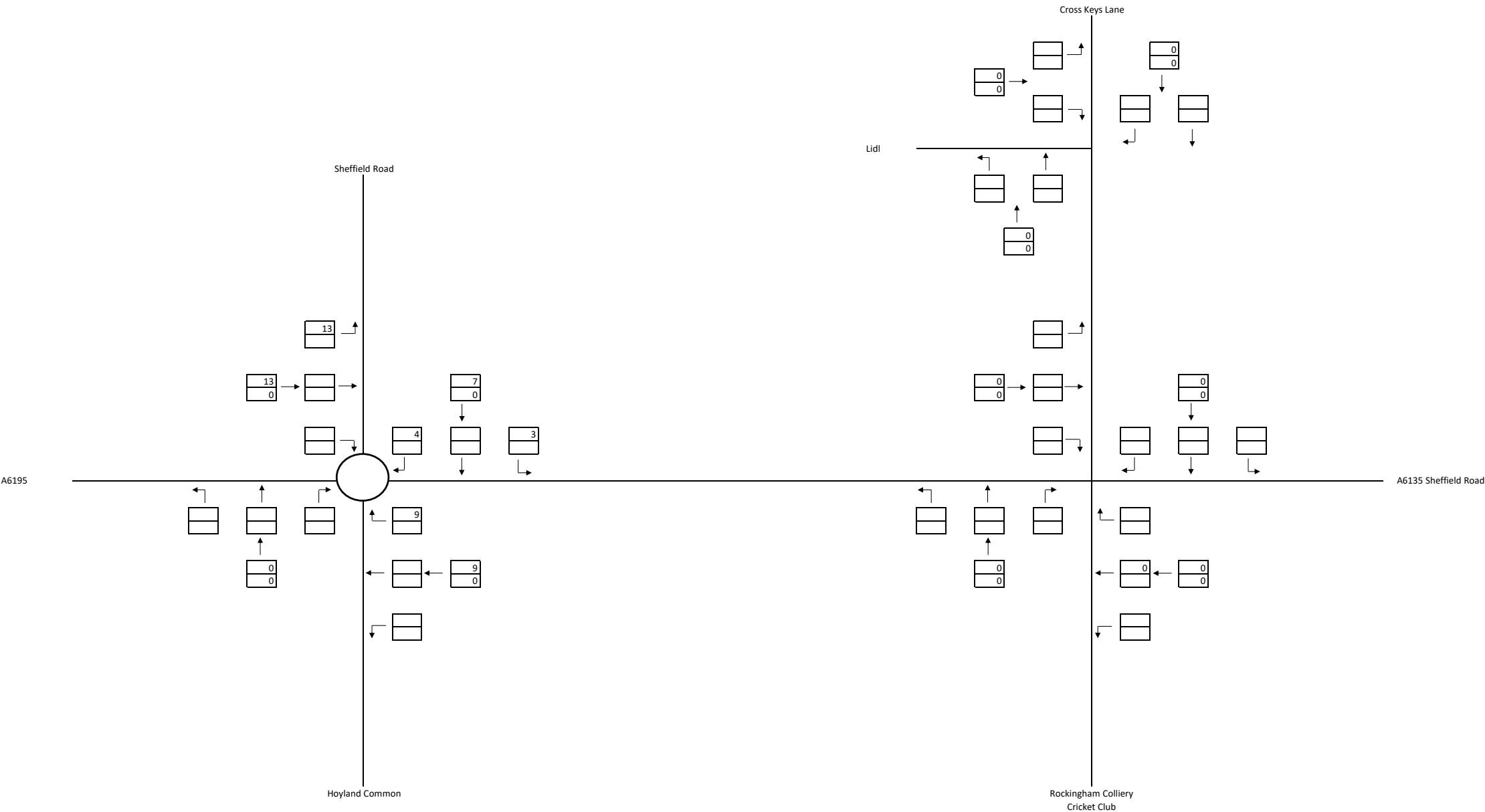


KEY

Total Vehicles
Total HGVs and Buses

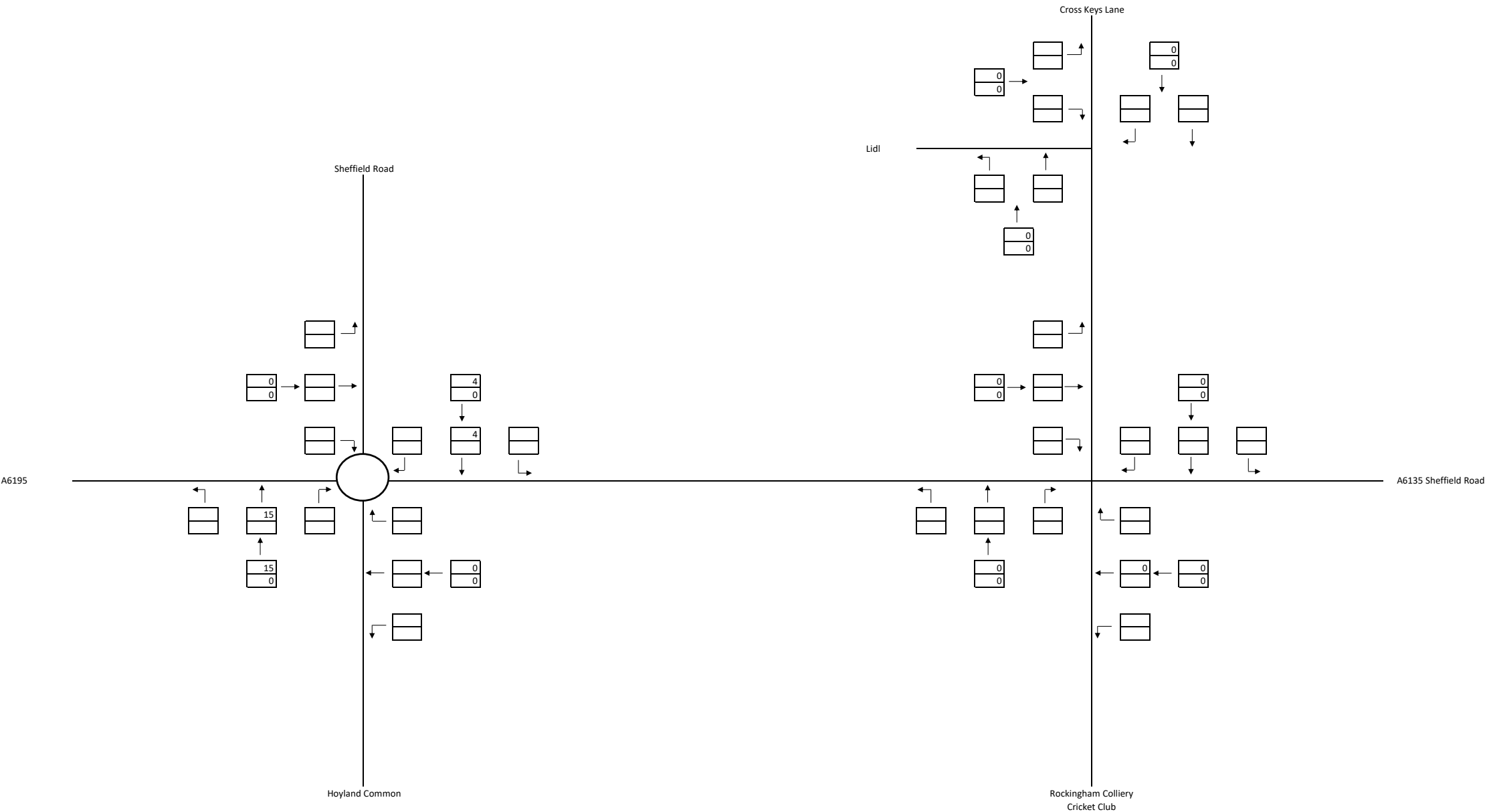
BRYAN G HALL
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Client: Lidl Great Britain
Project: Sheffield Road, Hoyland
Job Number: 20-369
Prepared by: Amy Hoyle
Checked by: Nick Calder



KEY

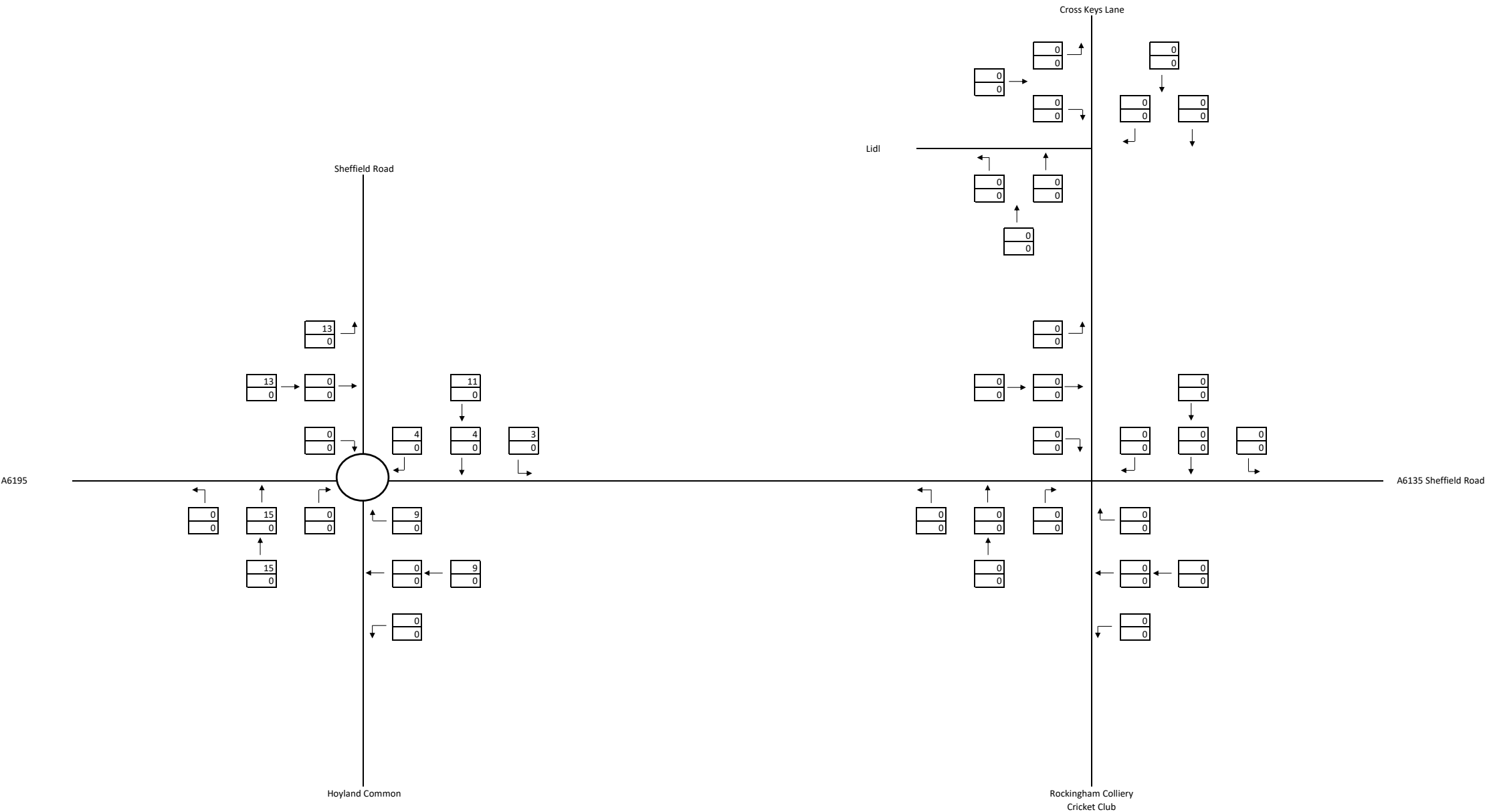
Total Vehicles
Total HGVs and Buses



KEY

	Total Vehicles
	Total HGVs and Buses

COMMITTED DEVELOPMENTS - TOTAL
LIDL, CROSS KEYS LANE, HOYLAND
AM PEAK



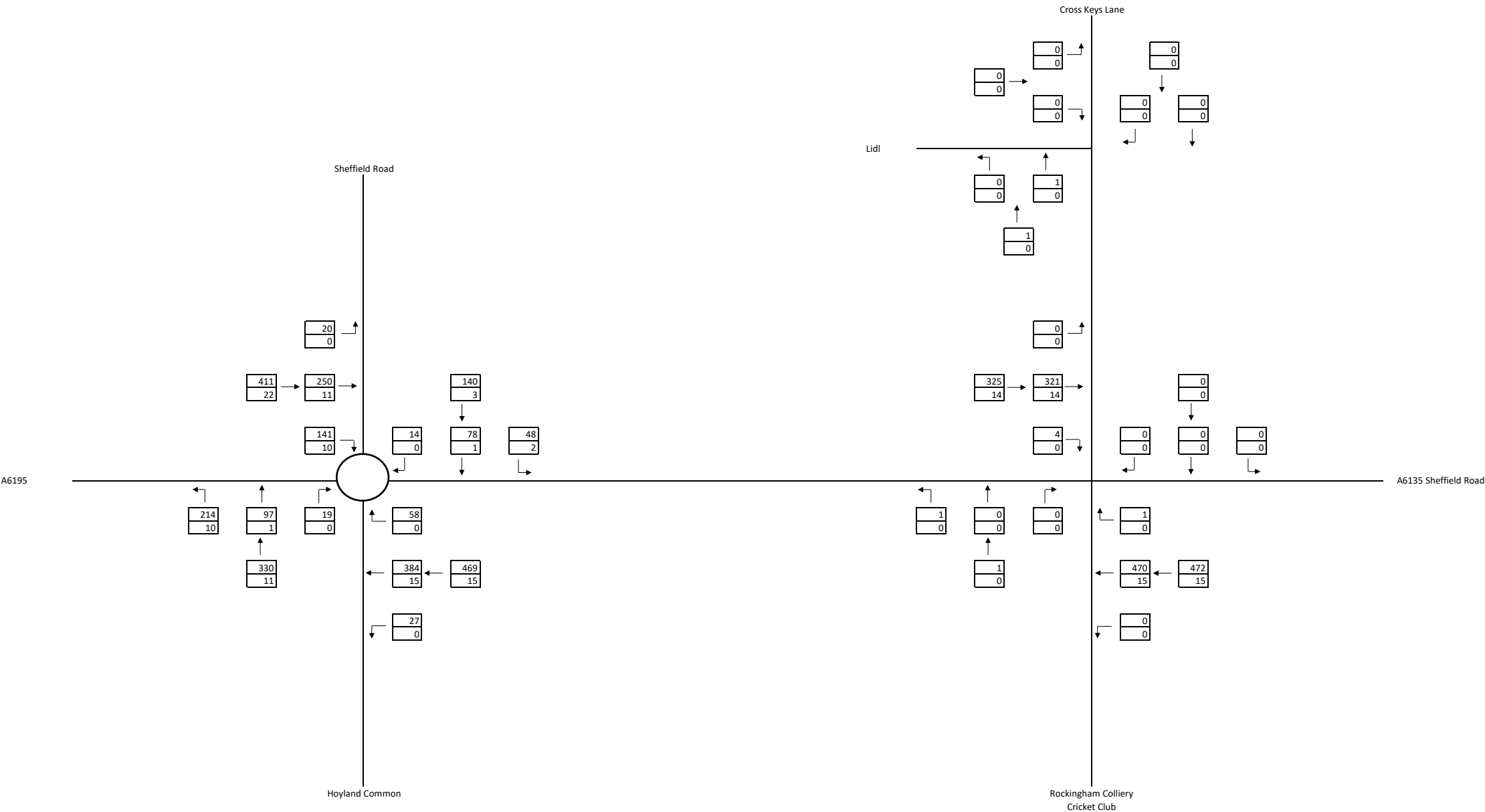
KEY

	Total Vehicles
	Total HGVs and Buses

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Project: Sheffield Road, Hoyland
Job Number: 20-369
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Checked by: Nick Calder

2028 BASE FLOWS
LIDL, CROSS KEYS LANE, HOYLAND
AM PEAK



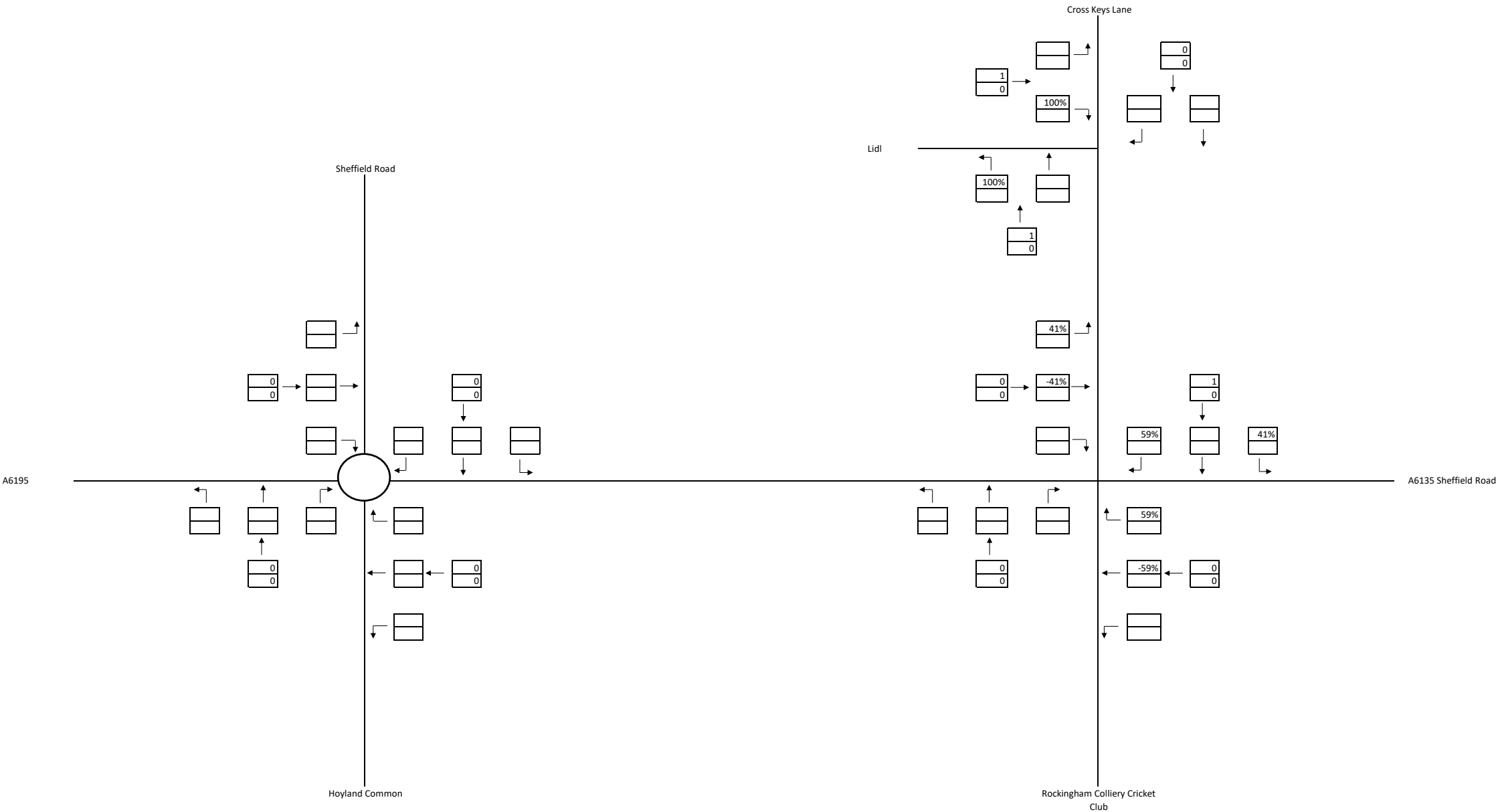
KEY

Total Vehicles
Total HGVs and Buses

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Project:	Sheffield Road, Hoyland
Job Number:	20-369
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Checked by:	Nick Calder

PASS-BY DISTRIBUTION
LIDL, CROSS KEYS LANE, HOYLAND
AM PEAK



KEY

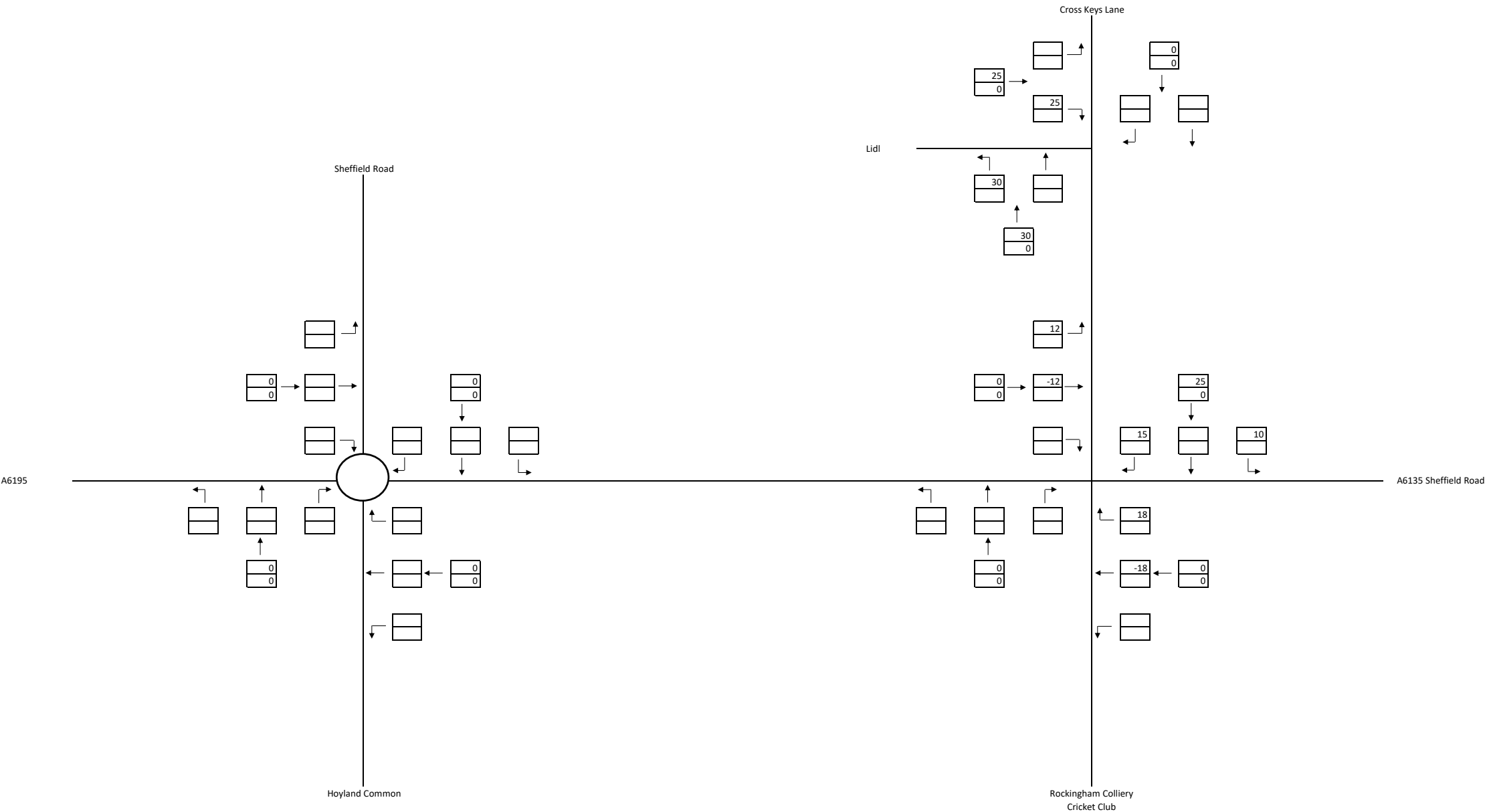
Total Vehicles

Total HGVs and Buses

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Client: Lidl Great Britain
Project: Sheffield Road, Hoyland
Job Number: 20-369
Prepared by: Amy Hoyle
Checked by: Nick Calder

PASS-BY DEVELOAMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
AM PEAK



KEY

Total Vehicles

Total HGVs and Buses

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Client: Lidl Great Britain

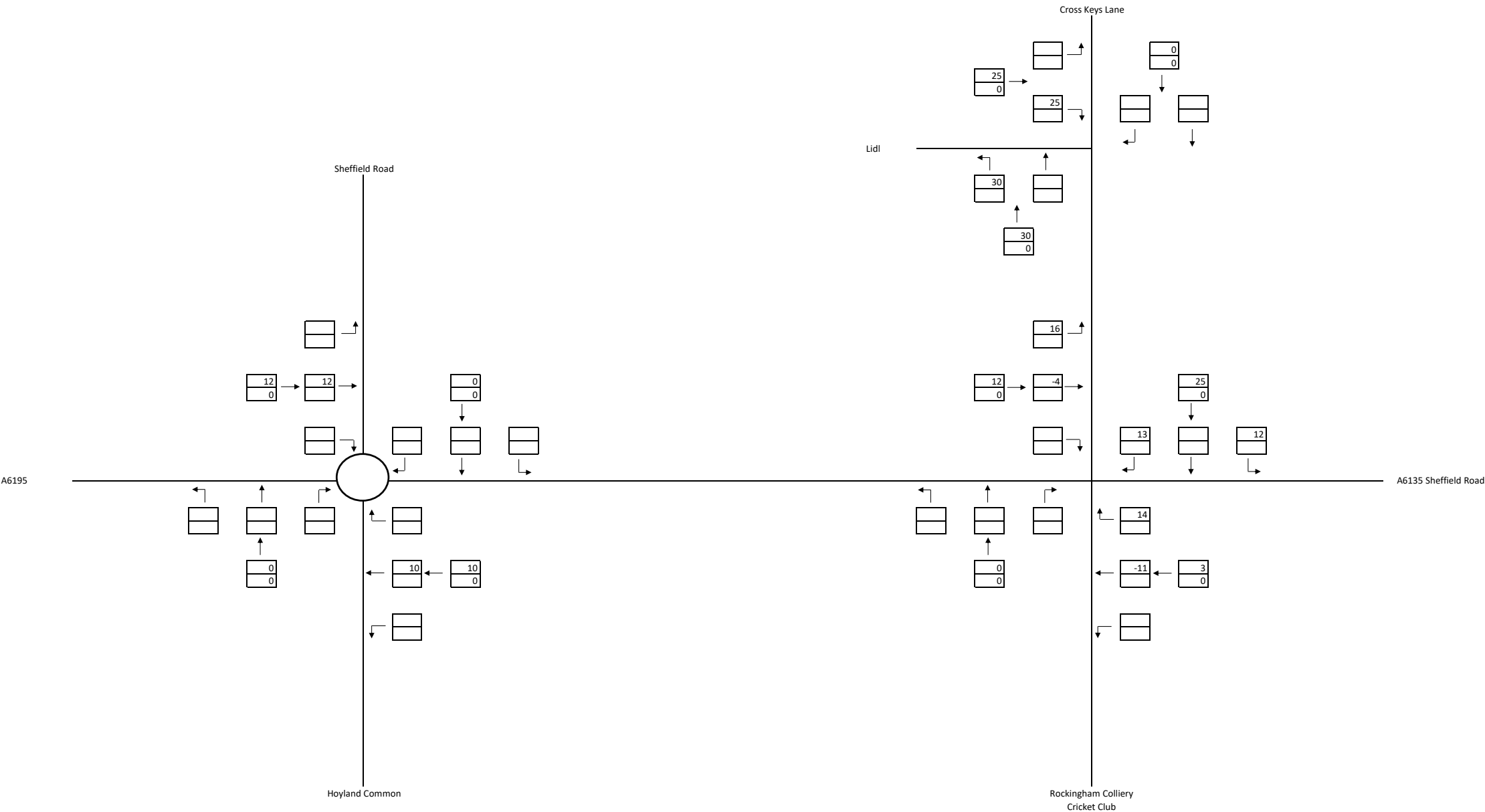
Project: Sheffield Road, Hoyland

Job Number: 20-369

Prepared by: Amy Hoyle

Checked by: Nick Calder

TRANSFERRED DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
AM PEAK



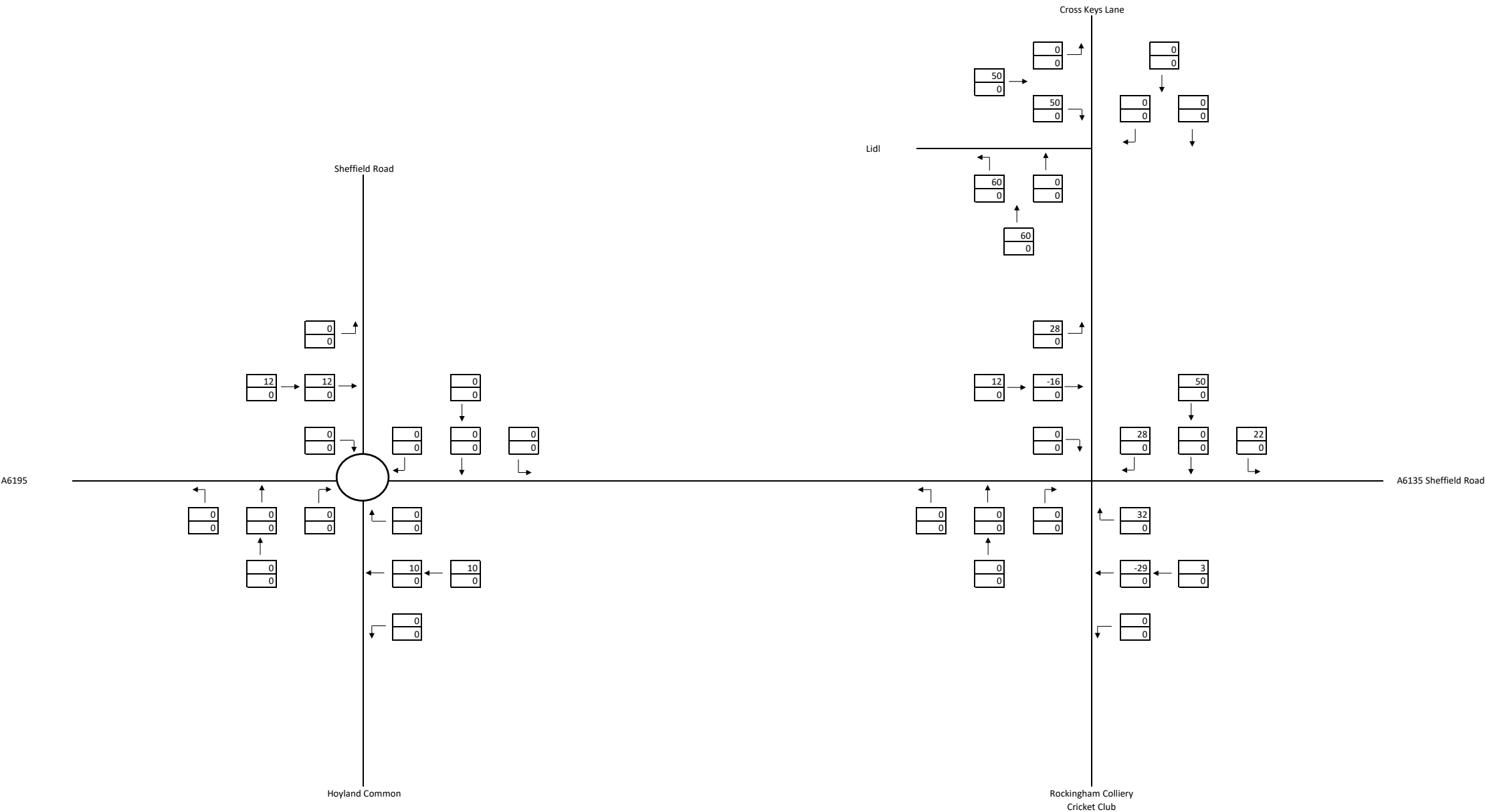
KEY

	Total Vehicles
	Total HGVs and Buses

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Client: Lidl Great Britain
Project: Sheffield Road, Hoyland
Job Number: 20-369
Prepared by: Amy Hoyle
Checked by: Nick Calder

TOTAL DEVELOAMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
AM PEAK



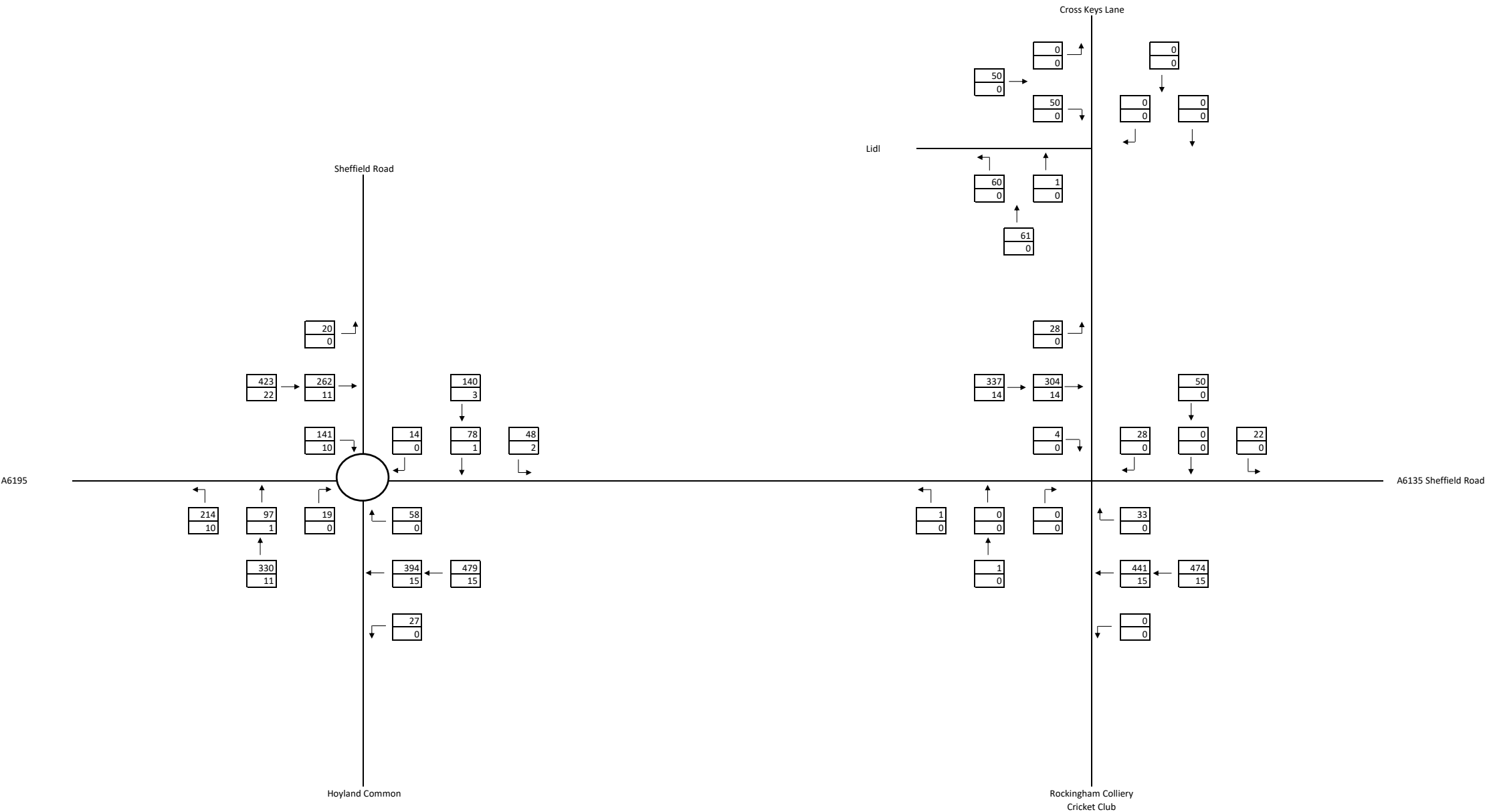
KEY

	Total Vehicles
	Total HGVs and Buses

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Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 PREDICTED TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
AM PEAK



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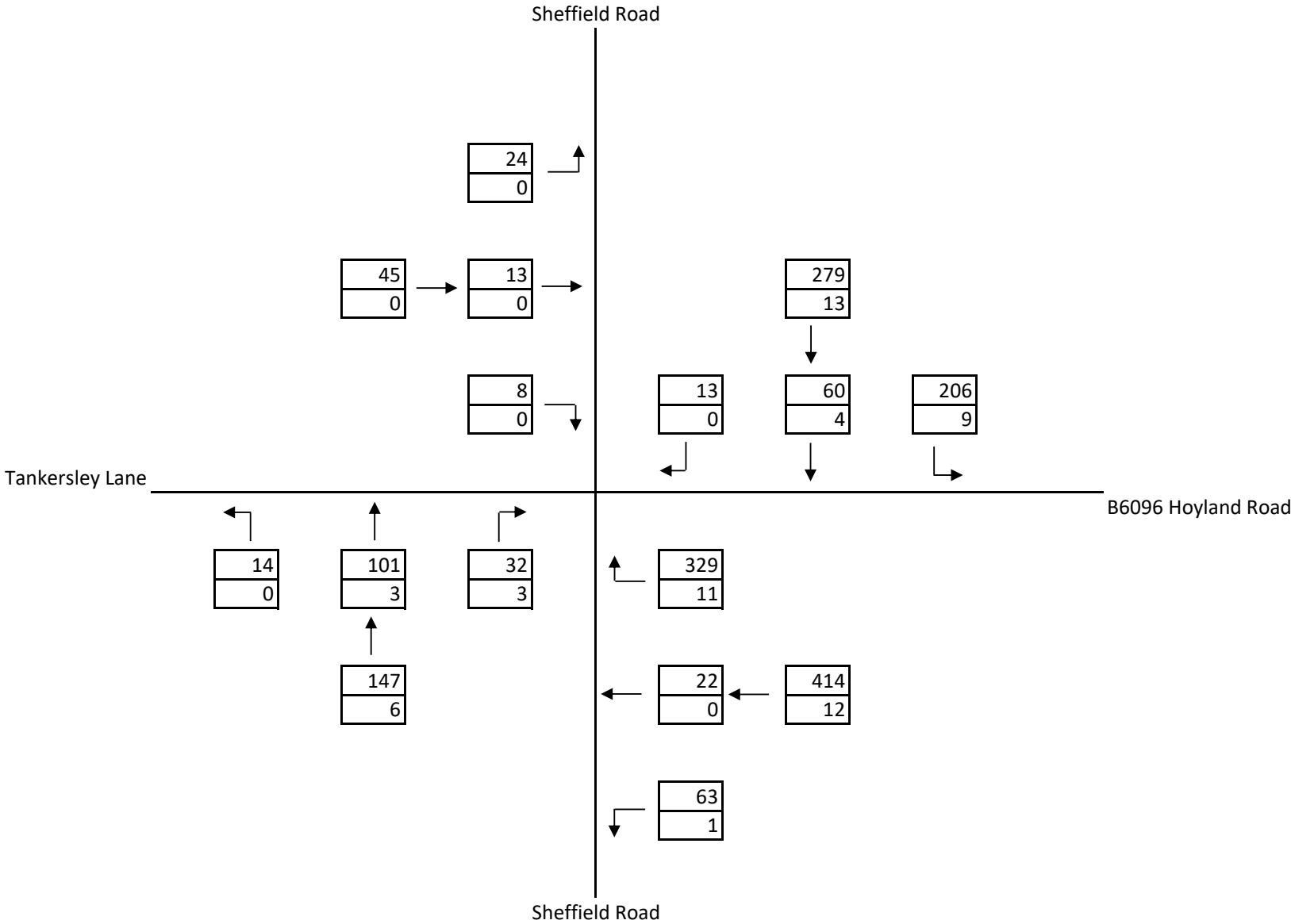
Client: Lidl Great Britain
Project: Sheffield Road, Hoyland
Job Number: 20-369
Prepared by: Amy Hoyle
Checked by: Nick Calder

2023 EXISTING FLOWS

SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD

LIDL, CROSS KEYS LANE, HOYLAND

AM PEAK



KEY

Total Vehicles

Total HGVs and Buses

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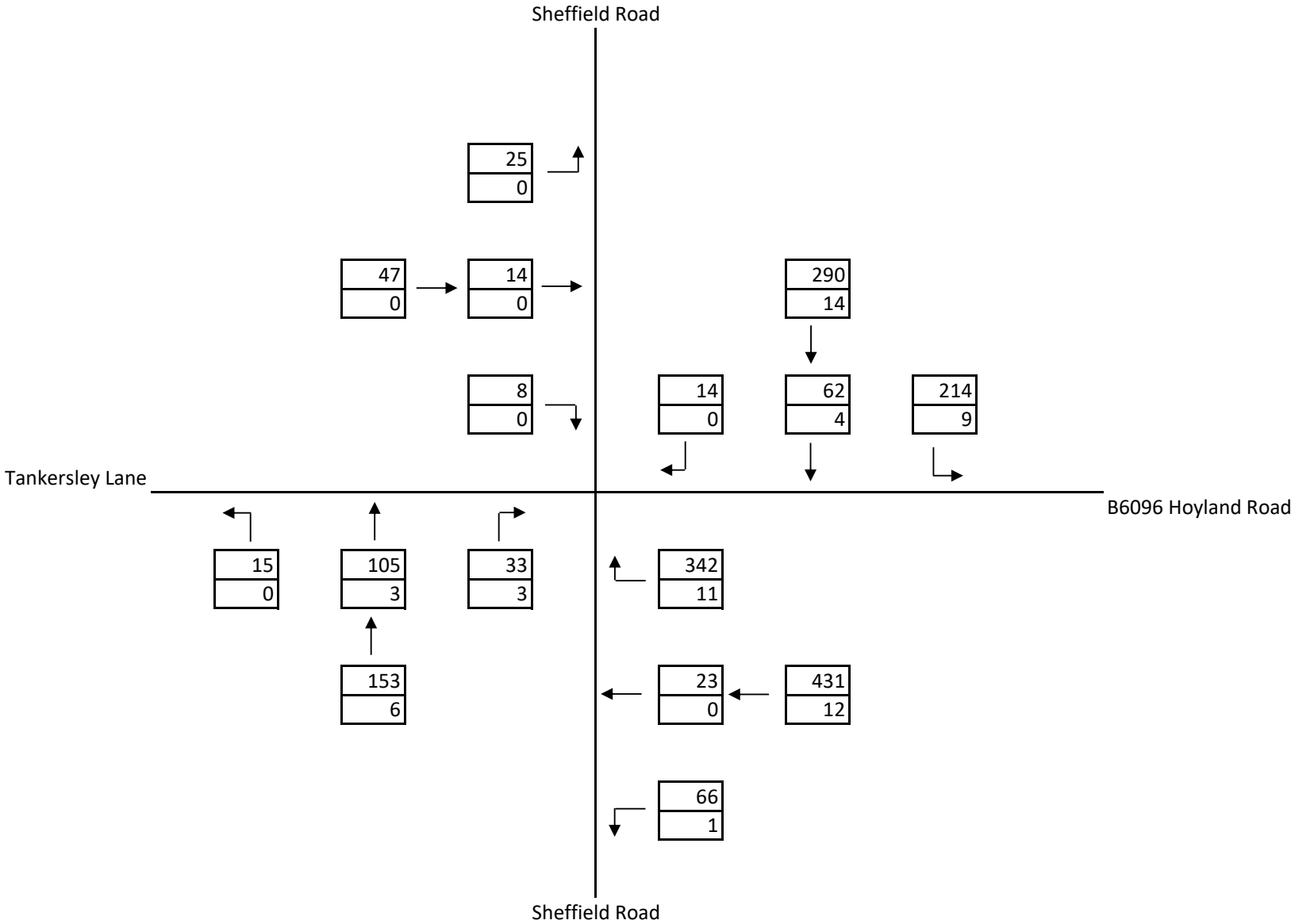
Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 GROWTHED

SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD

LIDL, CROSS KEYS LANE, HOYLAND

AM PEAK



KEY

Total Vehicles

Total HGVs and Buses

BRYAN G HALL
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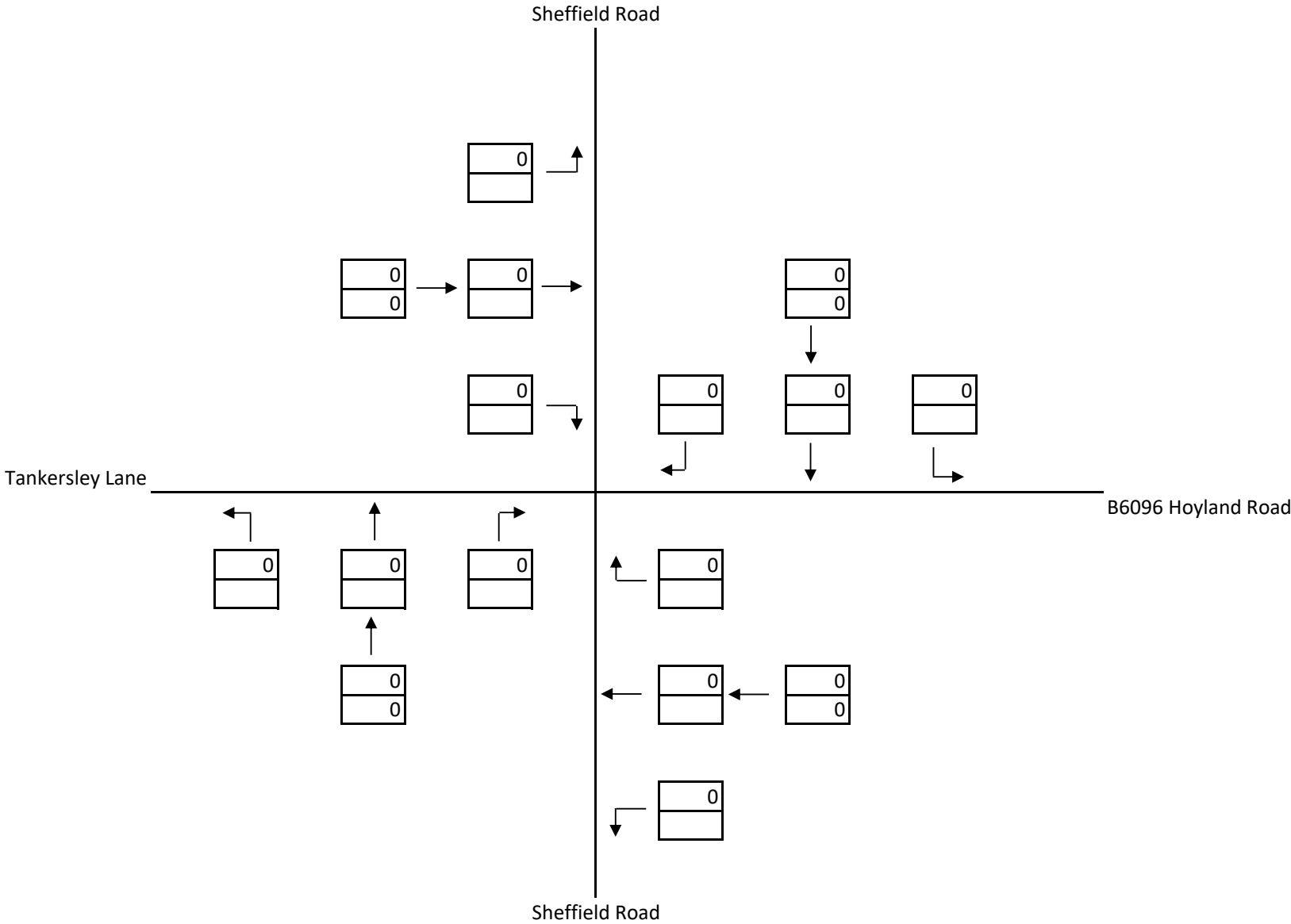
Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

COMMITTED DEVELOPMENT

SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD

LIDL, CROSS KEYS LANE, HOYLAND

AM PEAK



KEY

Total Vehicles

Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

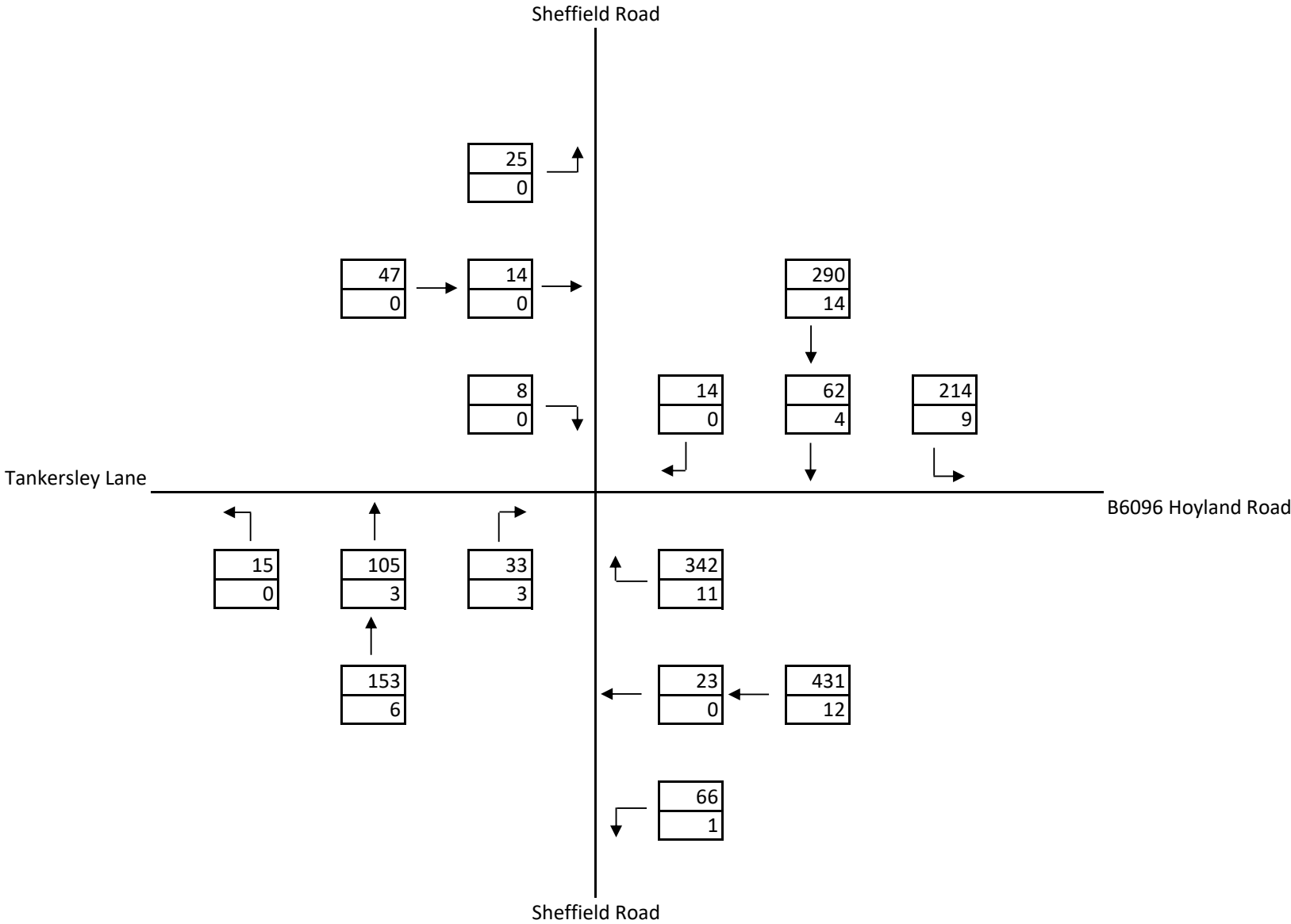
Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 BASE TRAFFIC FLOWS

SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD

LIDL, CROSS KEYS LANE, HOYLAND

AM PEAK

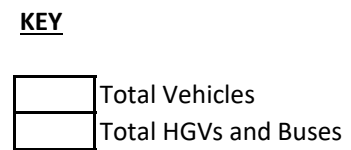


KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

AM PEAK

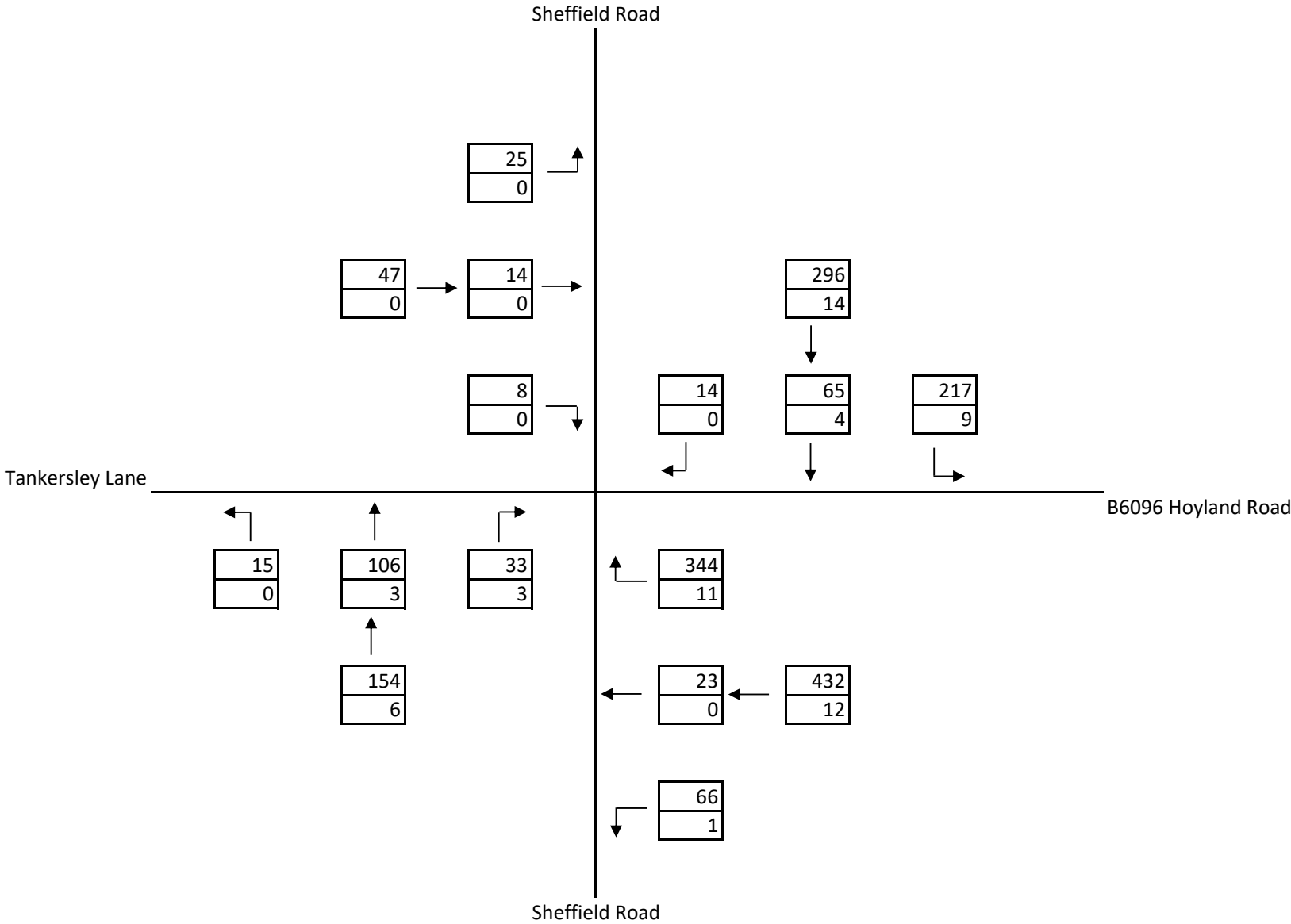
Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 PREDICTED TRAFFIC FLOWS

SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD

LIDL, CROSS KEYS LANE, HOYLAND

AM PEAK



KEY

Total Vehicles

Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

APPENDIX BGH 5

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.1.7462						
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Filename: Existing A6135 Sheffield Road, Cross Keys Lane Crossroads- AM Peak .j9

Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models May 2023 - AM Peak

Report generation date: 15/05/2023 15:46:40

«Existing Junction - 2023 Existing, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2023 Existing					
Stream B-CD	D1	0.0	0.00	0.00	A	244 % [Stream C-ABD]
Stream B-AD		0.0	0.00	0.00	A	
Stream A-BCD		0.0	5.02	0.01	A	
Stream D-AB		0.0	0.00	0.00	A	
Stream D-BC		0.0	0.00	0.00	A	
Stream C-ABD		0.0	4.42	0.00	A	
	Existing Junction - 2028 Base					
Stream B-CD	D3	0.0	0.00	0.00	A	231 % [Stream C-ABD]
Stream B-AD		0.0	0.00	0.00	A	
Stream A-BCD		0.0	4.99	0.01	A	
Stream D-AB		0.0	0.00	0.00	A	
Stream D-BC		0.0	0.00	0.00	A	
Stream C-ABD		0.0	4.38	0.00	A	

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

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

File summary

File Description

Title	A6135 Sheffield Road, Cross Keys Lane Crossroads
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Junction	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Existing	AM	ONE HOUR	08:00	09:30	15

Existing Junction - 2023 Existing, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cross Keys Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	244	Stream C-ABD

Arms

Arms

Arm	Name	Description	Arm type
A	Sheffield Road (W)		Major
B	Cross Keys Lane		Minor
C	Sheffield Road (E)		Major
D	Cricket Club		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Sheffield Road (W)	8.39			100.0	✓	0.00
C - Sheffield Road (E)	8.39			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Cross Keys Lane	One lane plus flare	6.33	2.20	2.20	2.20	2.20	✓	1.00	60	25
D - Cricket Club	One lane plus flare	8.60	5.00	3.37	3.37	3.37	✓	1.00	24	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.219	0.313	0.219	-	-	-
B-A	478	0.078	0.197	0.197	-	-	-	0.124	0.282	-	0.197	0.197	0.099
B-C	650	0.089	0.226	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	518	0.084	0.214	0.214	-	-	-	0.134	0.305	0.134	-	-	-
B-D, offside lane	478	0.078	0.197	0.197	-	-	-	0.124	0.282	0.124	-	-	-
C-B	632	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	657	-	-	-	-	-	-	0.228	-	0.090	-	-	-
D-B, nearside lane	511	0.133	0.133	0.301	-	-	-	0.211	0.211	0.083	-	-	-
D-B, offside lane	511	0.133	0.133	0.301	-	-	-	0.211	0.211	0.083	-	-	-
D-C	511	-	0.133	0.301	0.105	0.211	0.211	0.211	0.211	0.083	-	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (W)		✓	325	100.000
B - Cross Keys Lane		✓	0	100.000
C - Sheffield Road (E)		✓	467	100.000
D - Cricket Club		✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	0	321	4
	B - Cross Keys Lane	0	0	0	0
	C - Sheffield Road (E)	466	1	0	0
	D - Cricket Club	1	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
ABCD	0.01	5.02	0.0	A
A-B				
A-C				
D-AB	0.00	0.00	0.0	A
D-BC	0.00	0.00	0.0	A
C-ABD	0.00	4.42	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	491	0.000	0	0.0	0.000	A
B-AD	0	386	0.000	0	0.0	0.000	A
ABCD	5	722	0.006	5	0.0	5.018	A
A-B	0			0			
A-C	240			240			
D-AB	0	476	0.000	0	0.0	0.000	A
D-BC	0	404	0.000	0	0.0	0.000	A
C-ABD	1	816	0.002	1	0.0	4.417	A
C-D	0			0			
C-A	350			350			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	474	0.000	0	0.0	0.000	A
B-AD	0	368	0.000	0	0.0	0.000	A
ABCD	6	742	0.008	6	0.0	4.891	A
A-B	0			0			
A-C	286			286			
D-AB	0	456	0.000	0	0.0	0.000	A
D-BC	0	384	0.000	0	0.0	0.000	A
C-ABD	2	854	0.002	2	0.0	4.222	A
C-D	0			0			
C-A	418			418			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	450	0.000	0	0.0	0.000	A
B-AD	0	344	0.000	0	0.0	0.000	A
A-BCD	8	771	0.011	8	0.0	4.721	A
A-B	0			0			
A-C	350			350			
D-AB	0	428	0.000	0	0.0	0.000	A
D-BC	0	355	0.000	0	0.0	0.000	A
C-ABD	3	908	0.003	3	0.0	3.973	A
C-D	0			0			
C-A	512			512			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	450	0.000	0	0.0	0.000	A
B-AD	0	344	0.000	0	0.0	0.000	A
A-BCD	8	771	0.011	8	0.0	4.721	A
A-B	0			0			
A-C	350			350			
D-AB	0	428	0.000	0	0.0	0.000	A
D-BC	0	355	0.000	0	0.0	0.000	A
C-ABD	3	908	0.003	3	0.0	3.975	A
C-D	0			0			
C-A	512			512			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	474	0.000	0	0.0	0.000	A
B-AD	0	368	0.000	0	0.0	0.000	A
A-BCD	6	742	0.008	6	0.0	4.893	A
A-B	0			0			
A-C	286			286			
D-AB	0	456	0.000	0	0.0	0.000	A
D-BC	0	383	0.000	0	0.0	0.000	A
C-ABD	2	854	0.002	2	0.0	4.222	A
C-D	0			0			
C-A	418			418			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	491	0.000	0	0.0	0.000	A
B-AD	0	386	0.000	0	0.0	0.000	A
A-BCD	5	722	0.006	5	0.0	5.020	A
A-B	0			0			
A-C	240			240			
D-AB	0	476	0.000	0	0.0	0.000	A
D-BC	0	404	0.000	0	0.0	0.000	A
C-ABD	1	816	0.002	1	0.0	4.419	A
C-D	0			0			
C-A	350			350			

Junctions 9					
PICADY 9 - Priority Intersection Module					
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Filename: Proposed A6135 Sheffield Road, Cross Keys Lane Crossroads AM Peak.j9

Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models
May 2023 - AM Peak

Report generation date: 15/05/2023 15:50:55

«Proposed Junction - 2028 Predicted , AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
Proposed Junction - 2028 Predicted					
Stream B-CD	0.0	6.48	0.04	A	129 % [Stream B-AD]
Stream B-AD	0.1	10.02	0.08	B	
Stream A-BCD	0.0	4.95	0.01	A	
Stream D-AB	0.0	0.00	0.00	A	
Stream D-BC	0.0	0.00	0.00	A	
Stream C-ABD	0.2	4.74	0.09	A	

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

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

File summary

File Description

Title	A6135 Sheffield Road, Cross Keys Lane Crossroads
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Proposed Junction	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Predicted	AM	ONE HOUR	08:00	09:30	15

Proposed Junction - 2028 Predicted , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.88	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	129	Stream B-AD

Arms

Arms

Arm	Name	Description	Arm type
A	Sheffield Road (W)		Major
B	Cross Keys Lane		Minor
C	Sheffield Road (E)		Major
D	Cricket Club		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Sheffield Road (W)	8.39			100.0	✓	0.00
C - Sheffield Road (E)	8.39			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Cross Keys Lane	One lane plus flare	10.00	5.00	3.65	3.65	3.65	✓	1.00	70	23
D - Cricket Club	One lane plus flare	8.61	5.00	3.37	3.37	3.37	✓	1.00	24	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.219	0.313	0.219	-	-	-
B-A	558	0.091	0.230	0.230	-	-	-	0.145	0.329	-	0.230	0.230	0.115
B-C	677	0.093	0.235	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	542	0.088	0.224	0.224	-	-	-	0.141	0.320	0.141	-	-	-
B-D, offside lane	558	0.091	0.230	0.230	-	-	-	0.145	0.329	0.145	-	-	-
C-B	632	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	658	-	-	-	-	-	-	0.228	-	0.090	-	-	-
D-B, nearside lane	512	0.133	0.133	0.301	-	-	-	0.211	0.211	0.083	-	-	-
D-B, offside lane	512	0.133	0.133	0.301	-	-	-	0.211	0.211	0.083	-	-	-
D-C	512	-	0.133	0.301	0.106	0.211	0.211	0.211	0.211	0.083	-	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (W)		✓	350	100.000
B - Cross Keys Lane		✓	50	100.000
C - Sheffield Road (E)		✓	479	100.000
D - Cricket Club		✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	28	318	4
	B - Cross Keys Lane	28	0	22	0
	C - Sheffield Road (E)	446	33	0	0
	D - Cricket Club	1	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.04	6.48	0.0	A
B-AD	0.08	10.02	0.1	B
ABCD	0.01	4.95	0.0	A
A-B				
A-C				
D-AB	0.00	0.00	0.0	A
D-BC	0.00	0.00	0.0	A
C-ABD	0.09	4.74	0.2	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	17	611	0.027	16	0.0	6.054	A
B-AD	21	443	0.048	21	0.0	8.522	A
ABCD	5	731	0.006	5	0.0	4.954	A
A-B	21			21			
A-C	238			238			
D-AB	0	474	0.000	0	0.0	0.000	A
D-BC	0	399	0.000	0	0.0	0.000	A
C-ABD	43	803	0.053	42	0.1	4.735	A
C-D	0			0			
C-A	318			318			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	598	0.033	20	0.0	6.226	A
B-AD	25	421	0.060	25	0.1	9.095	A
ABCD	6	753	0.008	6	0.0	4.818	A
A-B	25			25			
A-C	284			284			
D-AB	0	453	0.000	0	0.0	0.000	A
D-BC	0	376	0.000	0	0.0	0.000	A
C-ABD	57	838	0.068	57	0.1	4.610	A
C-D	0			0			
C-A	374			374			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	579	0.042	24	0.0	6.482	A
B-AD	31	390	0.079	31	0.1	10.014	B
A-BCD	9	785	0.011	9	0.0	4.635	A
A-B	30			30			
A-C	346			346			
D-AB	0	425	0.000	0	0.0	0.000	A
D-BC	0	346	0.000	0	0.0	0.000	A
C-ABD	82	889	0.092	81	0.2	4.458	A
C-D	0			0			
C-A	446			446			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	579	0.042	24	0.0	6.483	A
B-AD	31	390	0.079	31	0.1	10.019	B
A-BCD	9	785	0.011	9	0.0	4.637	A
A-B	30			30			
A-C	346			346			
D-AB	0	425	0.000	0	0.0	0.000	A
D-BC	0	346	0.000	0	0.0	0.000	A
C-ABD	82	889	0.092	82	0.2	4.461	A
C-D	0			0			
C-A	446			446			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	598	0.033	20	0.0	6.228	A
B-AD	25	421	0.060	25	0.1	9.101	A
A-BCD	6	753	0.008	6	0.0	4.819	A
A-B	25			25			
A-C	284			284			
D-AB	0	453	0.000	0	0.0	0.000	A
D-BC	0	376	0.000	0	0.0	0.000	A
C-ABD	57	838	0.068	57	0.1	4.612	A
C-D	0			0			
C-A	373			373			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	17	611	0.027	17	0.0	6.056	A
B-AD	21	443	0.048	21	0.1	8.533	A
A-BCD	5	731	0.006	5	0.0	4.955	A
A-B	21			21			
A-C	238			238			
D-AB	0	474	0.000	0	0.0	0.000	A
D-BC	0	398	0.000	0	0.0	0.000	A
C-ABD	43	803	0.053	43	0.1	4.740	A
C-D	0			0			
C-A	318			318			

Junctions 9					
ARCADY 9 - Roundabout Module					
Version: 9.5.1.7462 © Copyright TRL Limited, 2019					
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Filename: A6135 Dearne Valley Parkway rbt.j9

Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models May 2023

Report generation date: 15/05/2023 15:34:14

«Existing Junction - 2028 Predicted , AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2023 Existing					
1 - Sheffield Road (N)	D7	0.1	1.97	0.07	A	100 % [2 - Sheffield Road (E)]
2 - Sheffield Road (E)		0.7	5.09	0.42	A	
3 - A6135 Olympus Way		0.2	1.76	0.14	A	
4 - A6195		0.3	2.64	0.25	A	
	Existing Junction - 2028 Base					
1 - Sheffield Road (N)	D8	0.1	2.00	0.08	A	88 % [2 - Sheffield Road (E)]
2 - Sheffield Road (E)		0.8	5.39	0.44	A	
3 - A6135 Olympus Way		0.2	1.81	0.16	A	
4 - A6195		0.4	2.74	0.27	A	
	Existing Junction - 2028 Predicted					
1 - Sheffield Road (N)	D9	0.1	2.01	0.08	A	85 % [2 - Sheffield Road (E)]
2 - Sheffield Road (E)		0.8	5.48	0.45	A	
3 - A6135 Olympus Way		0.2	1.81	0.16	A	
4 - A6195		0.4	2.77	0.27	A	

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

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

File summary

File Description

Title	Sheffield Rd, Dearne Valley Pkwy Rdbt
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
AL	Existing Junction	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2028 Predicted	AM	ONE HOUR	08:00	09:30	15

Existing Junction - 2028 Predicted , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.41	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	85	2 - Sheffield Road (E)

Arms

Arms

Arm	Name	Description
1	Sheffield Road (N)	
2	Sheffield Road (E)	
3	A6135 Olympus Way	
4	A6195	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Sheffield Road (N)	6.06	8.23	6.6	34.0	62.4	21.0	
2 - Sheffield Road (E)	4.31	4.67	2.2	18.2	62.4	39.0	
3 - A6135 Olympus Way	9.15	9.15	0.0	22.3	62.4	35.0	
4 - A6195	5.12	7.33	4.2	58.9	62.4	23.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sheffield Road (N)	0.653	2268
2 - Sheffield Road (E)	0.471	1327
3 - A6135 Olympus Way	0.716	2738
4 - A6195	0.592	1901

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sheffield Road (N)		✓	143	100.000
2 - Sheffield Road (E)		✓	494	100.000
3 - A6135 Olympus Way		✓	341	100.000
4 - A6195		✓	444	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	50	79	14
	2 - Sheffield Road (E)	58	0	27	409
	3 - A6135 Olympus Way	98	19	0	224
	4 - A6195	20	273	151	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	0	0	0
	2 - Sheffield Road (E)	0	0	0	0
	3 - A6135 Olympus Way	0	0	0	0
	4 - A6195	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sheffield Road (N)	0.08	2.01	0.1	A
2 - Sheffield Road (E)	0.45	5.48	0.8	A
3 - A6135 Olympus Way	0.16	1.81	0.2	A
4 - A6195	0.27	2.77	0.4	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
1 - Sheffield Road (N)	108	333	2051	0.052	107	0.1	1.851	A
2 - Sheffield Road (E)	372	183	1241	0.300	370	0.4	4.127	A
3 - A6135 Olympus Way	257	360	2480	0.104	256	0.1	1.618	A
4 - A6195	334	131	1823	0.183	333	0.2	2.415	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
1 - Sheffield Road (N)	129	398	2009	0.064	129	0.1	1.913	A
2 - Sheffield Road (E)	444	219	1224	0.363	444	0.6	4.609	A
3 - A6135 Olympus Way	307	432	2429	0.126	306	0.1	1.695	A
4 - A6195	399	157	1808	0.221	399	0.3	2.554	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
1 - Sheffield Road (N)	157	487	1950	0.081	157	0.1	2.007	A
2 - Sheffield Road (E)	544	268	1201	0.453	543	0.8	5.471	A
3 - A6135 Olympus Way	375	529	2360	0.159	375	0.2	1.813	A
4 - A6195	489	192	1787	0.274	488	0.4	2.772	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
1 - Sheffield Road (N)	157	488	1950	0.081	157	0.1	2.008	A
2 - Sheffield Road (E)	544	269	1201	0.453	544	0.8	5.480	A
3 - A6135 Olympus Way	375	530	2359	0.159	375	0.2	1.813	A
4 - A6195	489	193	1787	0.274	489	0.4	2.772	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
1 - Sheffield Road (N)	129	399	2008	0.064	129	0.1	1.917	A
2 - Sheffield Road (E)	444	220	1224	0.363	445	0.6	4.629	A
3 - A6135 Olympus Way	307	433	2428	0.126	307	0.1	1.698	A
4 - A6195	399	157	1808	0.221	400	0.3	2.558	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
1 - Sheffield Road (N)	108	334	2050	0.053	108	0.1	1.855	A
2 - Sheffield Road (E)	372	184	1241	0.300	372	0.4	4.150	A
3 - A6135 Olympus Way	257	363	2479	0.104	257	0.1	1.619	A
4 - A6195	334	132	1823	0.183	335	0.2	2.420	A

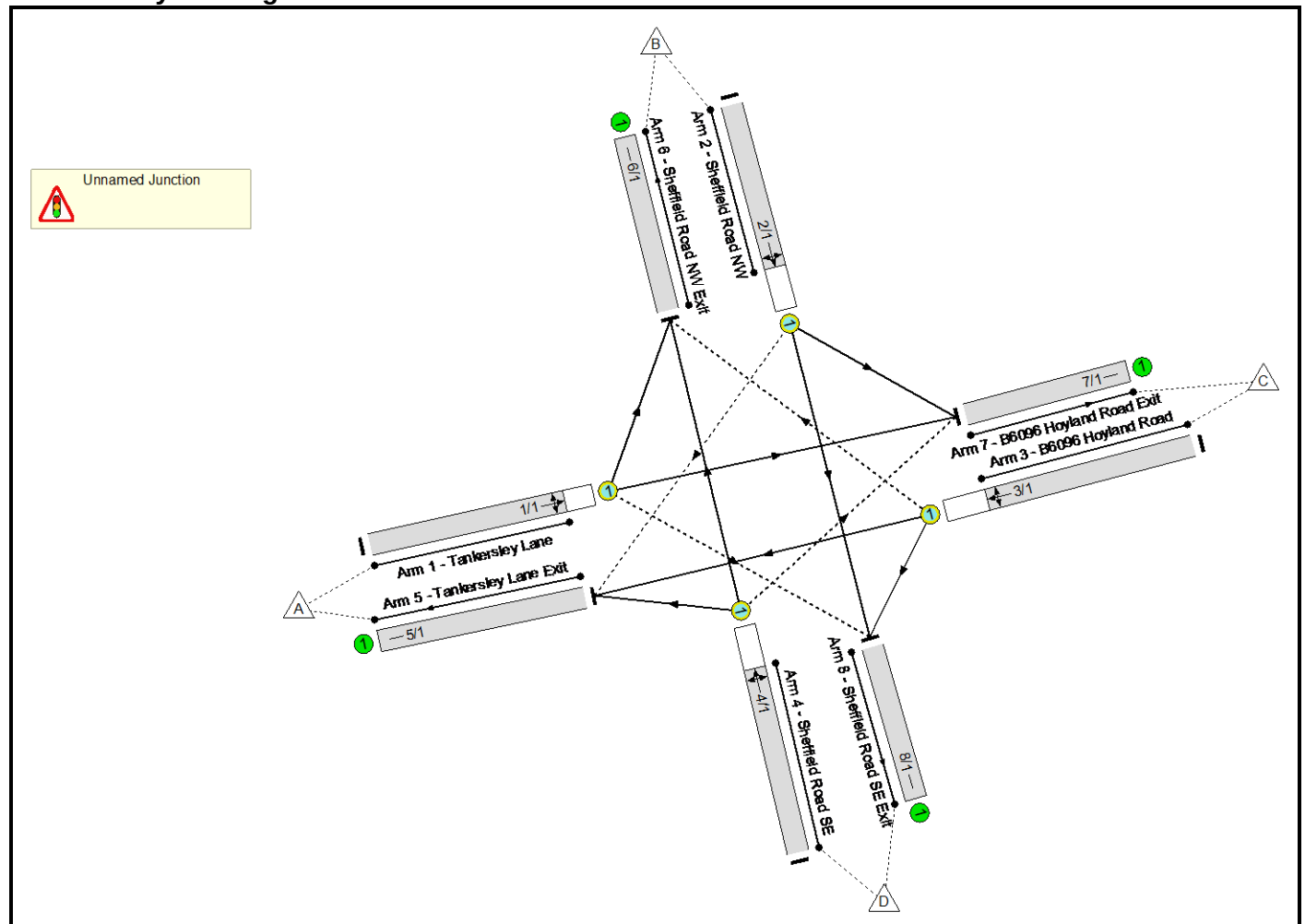
Full Input Data And Results

Full Input Data And Results

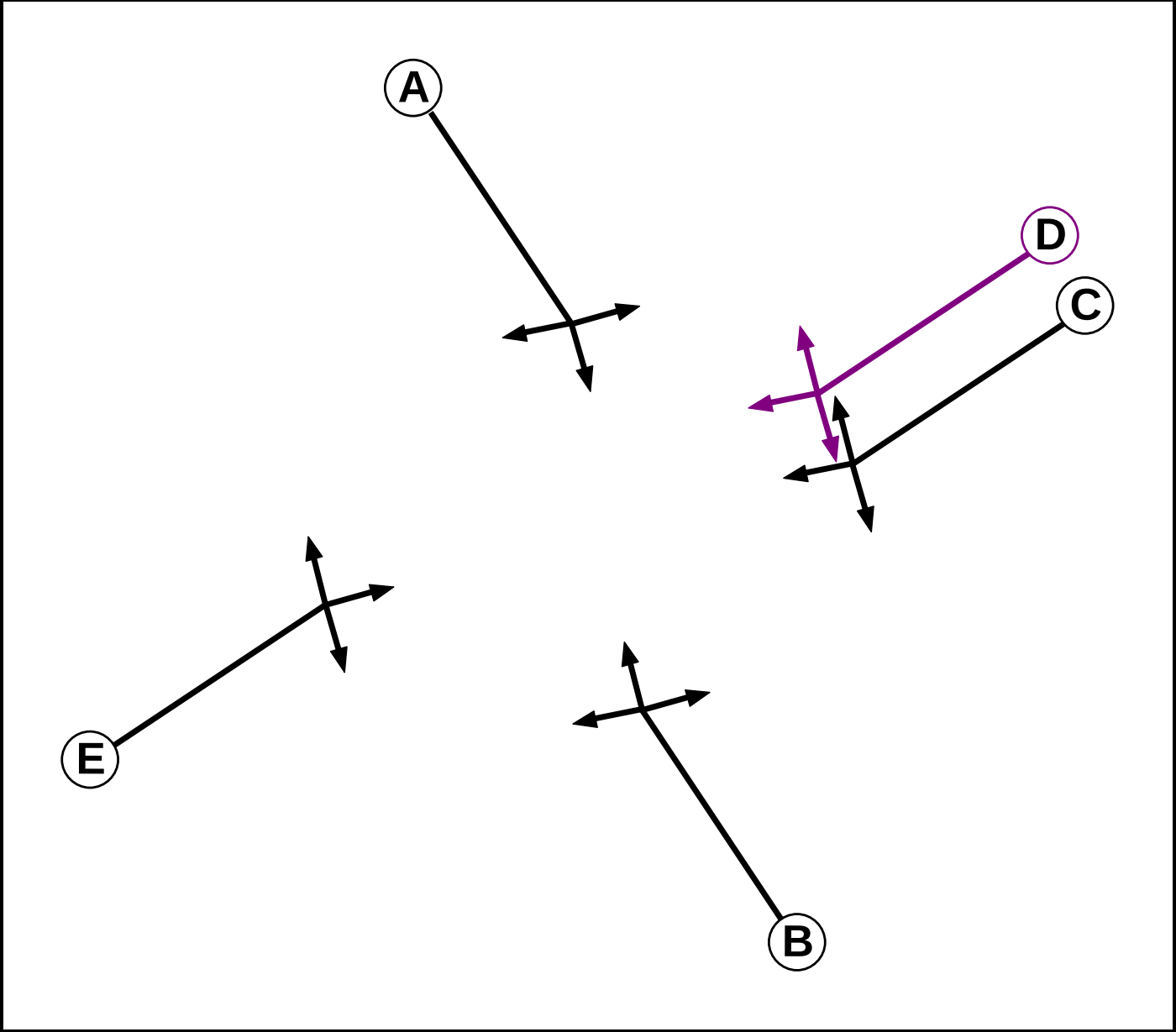
User and Project Details

Project:	Hoyland
Title:	Sheffield Road / Tankersley Lane / Hoyland Road Signals
Location:	
Client:	Lidl
Additional detail:	
File name:	Sheffield Road, Tankersley Lane, Hoyland Road AM Surveys.lsg3x
Author:	NC
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7

Full Input Data And Results

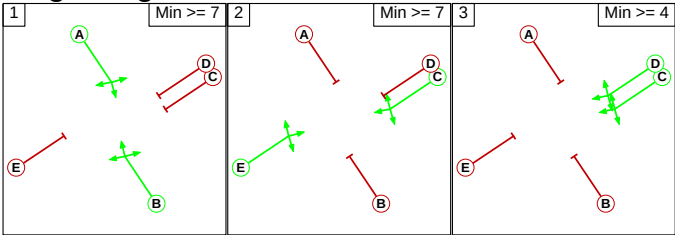
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	7	7	7
	B	-		7	7	7
	C	7	7		-	-
	D	7	7	-		7
	E	7	7	-	7	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C E
3	C D

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	7
	2	7		7
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
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)
1/1 (Tankersley Lane)	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	2.00	-	0.50	2	2.00
2/1 (Sheffield Road NW)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	3.00	-	0.50	3	3.00
3/1 (B6096 Hoyland Road)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	3.00	-	0.50	3	3.00
4/1 (Sheffield Road SE)	7/1 (Right)	1439	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	3.00	-	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
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 (Tankersley Lane)	O	E	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Left	6.00
											Arm 7 Ahead	Inf
											Arm 8 Right	10.00
2/1 (Sheffield Road NW)	O	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Right	10.00
											Arm 7 Left	6.00
											Arm 8 Ahead	Inf
3/1 (B6096 Hoyland Road)	O	C D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	6.00
4/1 (Sheffield Road SE)	O	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Left	6.00
											Arm 6 Ahead	Inf
											Arm 7 Right	10.00
5/1 (Tankersley Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Sheffield Road NW Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B6096 Hoyland Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Sheffield Road SE Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Existing AM'	08:00	09:00	01:00	
2: '2028 Base AM'	08:00	09:00	01:00	
3: '2028 Predicted AM'	08:00	09:00	01:00	

Scenario 1: '2023 Existing AM ' (FG1: '2023 Existing AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	24	13	8	45
	B	13	0	215	64	292
	C	22	340	0	64	426
	D	14	104	35	0	153
	Tot.	49	468	263	136	916

Traffic Lane Flows

Lane	Scenario 1: 2023 Existing AM
Junction: Unnamed Junction	
1/1	45
2/1	292
3/1	426
4/1	153
5/1	49
6/1	468
7/1	263
8/1	136

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	53.3 %	1737	1737
				Arm 7 Ahead	Inf	28.9 %		
				Arm 8 Right	10.00	17.8 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	4.5 %	1692	1692
				Arm 7 Left	6.00	73.6 %		
				Arm 8 Ahead	Inf	21.9 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	5.2 %	1741	1741
				Arm 6 Right	10.00	79.8 %		
				Arm 8 Left	6.00	15.0 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	9.2 %	1906	1906
				Arm 6 Ahead	Inf	68.0 %		
				Arm 7 Right	10.00	22.9 %		
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2028 Base AM' (FG2: '2028 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	25	14	8	47
	B	14	0	223	66	303
	C	23	353	0	67	443
	D	15	108	36	0	159
	Tot.	52	486	273	141	952

Traffic Lane Flows

Lane	Scenario 2: 2028 Base AM
Junction: Unnamed Junction	
1/1	47
2/1	303
3/1	443
4/1	159
5/1	52
6/1	486
7/1	273
8/1	141

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left Arm 7 Ahead Arm 8 Right	6.00 Inf 10.00	53.2 % 29.8 % 17.0 %	1739	1739
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right Arm 7 Left Arm 8 Ahead	10.00 6.00 Inf	4.6 % 73.6 % 21.8 %	1692	1692
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead Arm 6 Right Arm 8 Left	Inf 10.00 6.00	5.2 % 79.7 % 15.1 %	1741	1741
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left Arm 6 Ahead Arm 7 Right	6.00 Inf 10.00	9.4 % 67.9 % 22.6 %	1905	1905
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2028 Predicted AM ' (FG3: '2028 Predicted AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	25	14	8	47
	B	14	0	226	69	309
	C	23	355	0	67	445
	D	15	109	36	0	160
	Tot.	52	489	276	144	961

Traffic Lane Flows

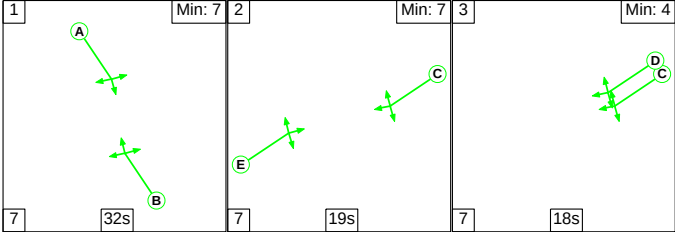
Lane	Scenario 3: 2028 Predicted AM
Junction: Unnamed Junction	
1/1	47
2/1	309
3/1	445
4/1	160
5/1	52
6/1	489
7/1	276
8/1	144

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	53.2 %	1739	1739
				Arm 7 Ahead	Inf	29.8 %		
				Arm 8 Right	10.00	17.0 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	4.5 %	1694	1694
				Arm 7 Left	6.00	73.1 %		
				Arm 8 Ahead	Inf	22.3 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	5.2 %	1741	1741
				Arm 6 Right	10.00	79.8 %		
				Arm 8 Left	6.00	15.1 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	9.4 %	1906	1906
5/1 (Tankersley Lane Exit Lane 1)				Arm 6 Ahead	Inf	68.1 %		
6/1 (Sheffield Road NW Exit Lane 1)				Arm 7 Right	10.00	22.5 %		
Infinite Saturation Flow							Inf	Inf
Infinite Saturation Flow							Inf	Inf
Infinite Saturation Flow							Inf	Inf
Infinite Saturation Flow							Inf	Inf

Scenario 1: '2023 Existing AM ' (FG1: '2023 Existing AM', Plan 1: 'Network Control Plan 1')

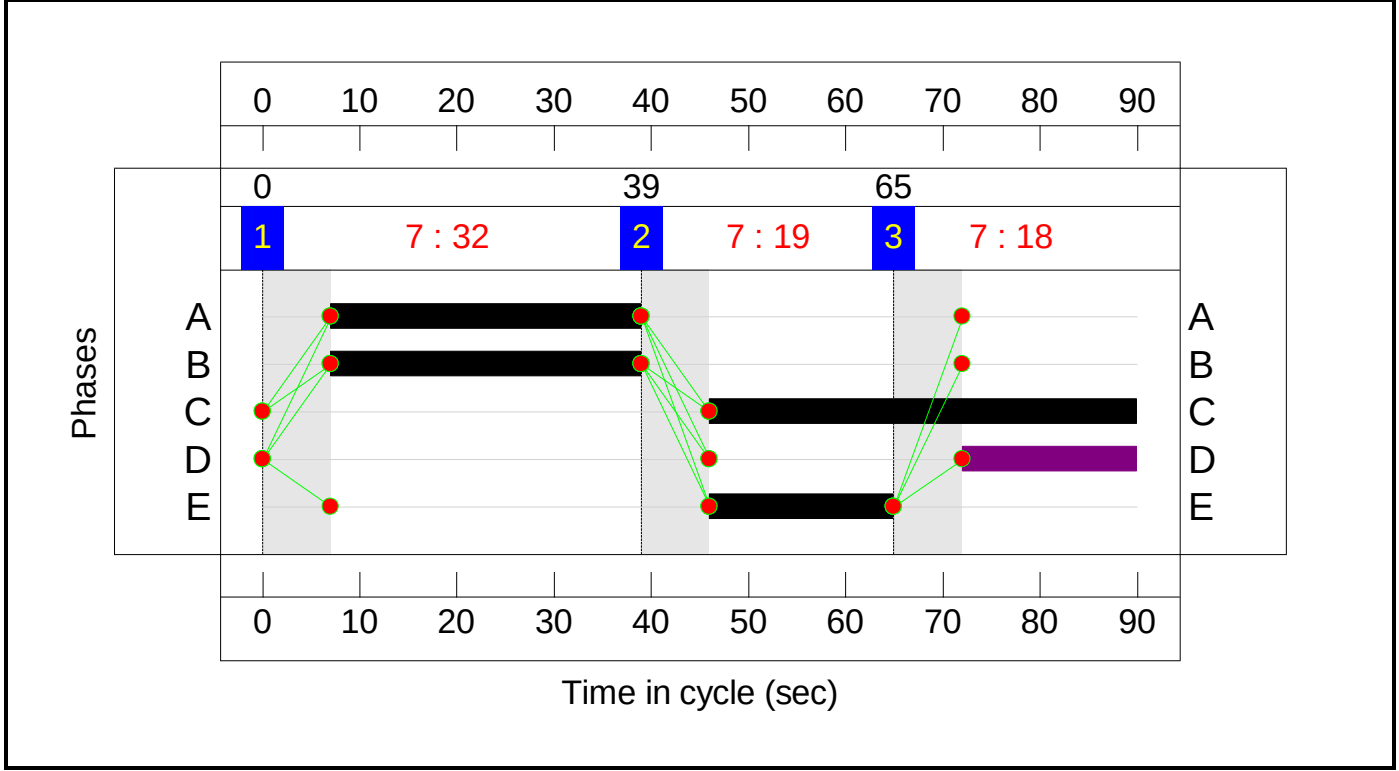
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	32	19	18
Change Point	0	39	65

Signal Timings Diagram



Full Input Data And Results

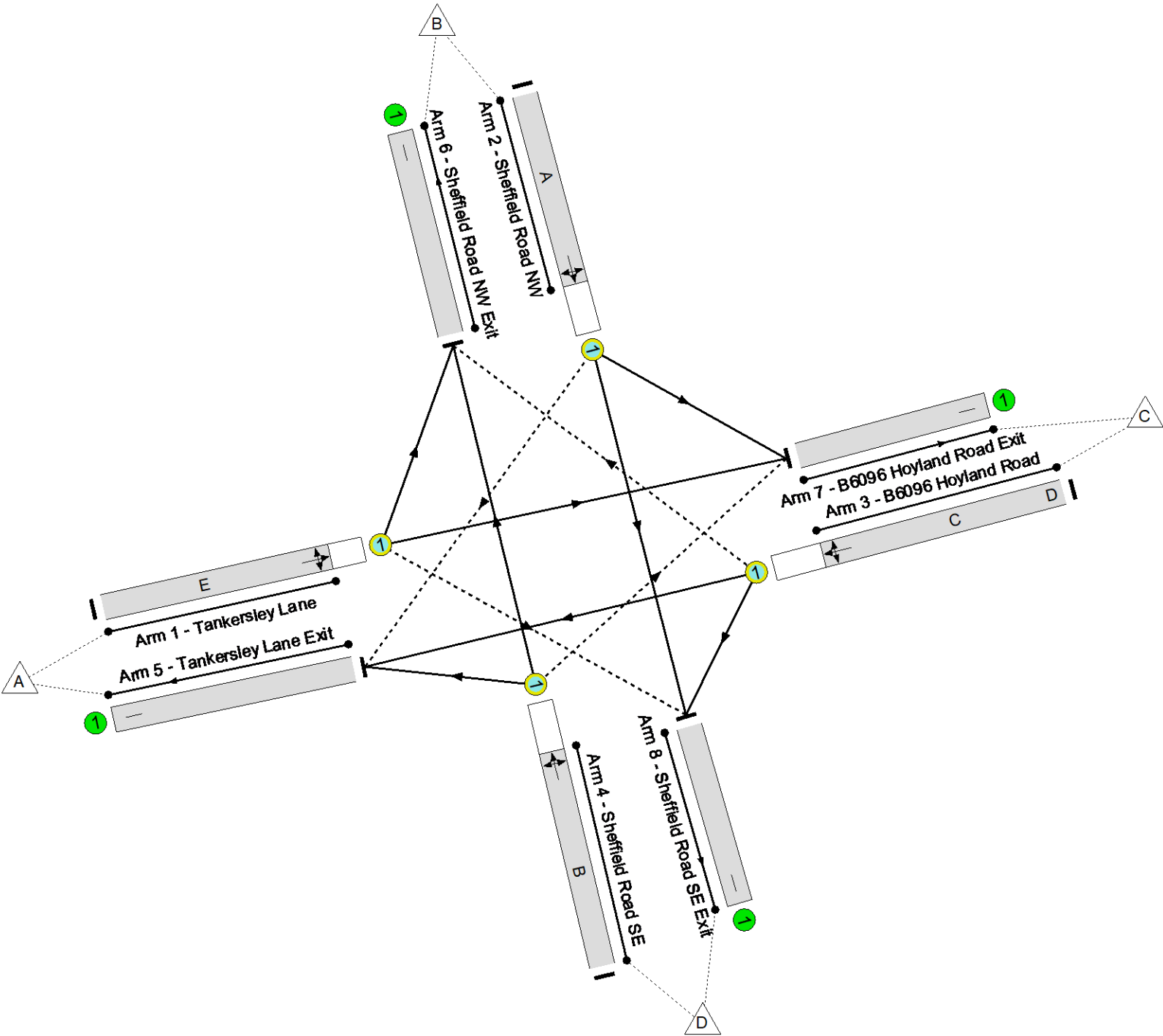
Network Layout Diagram



Unnamed Junction

PRC: 77.7 %

Total Traffic Delay: 6.4 pcuHr



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: Sheffield Road / Tankersley Lane / Hoyland Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	50.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	50.7%
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	19	-	45	1737	386	11.7%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	32	-	292	1692	590	49.5%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	44	18	426	1741	841	50.7%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	32	-	153	1906	430	35.6%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%

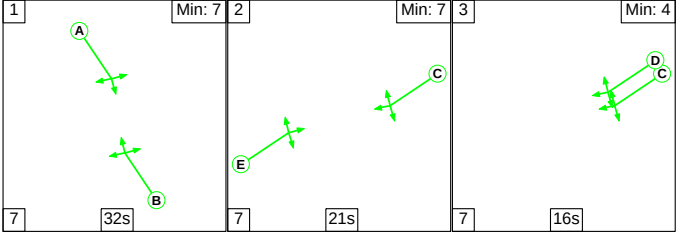
Full Input Data And Results

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: Sheffield Road / Tankersley Lane / Hoyland Road Signals	-	-	274	108	13	4.8	1.3	0.2	6.4	-	-	-	-
Unnamed Junction	-	-	274	108	13	4.8	1.3	0.2	6.4	-	-	-	-
1/1	45	45	8	0	0	0.3	0.1	0.0	0.4	33.4	0.9	0.1	1.0
2/1	292	292	13	0	0	1.8	0.5	0.0	2.3	28.2	5.7	0.5	6.2
3/1	426	426	220	108	11	1.8	0.5	0.2	2.5	21.1	7.1	0.5	7.6
4/1	153	153	34	0	1	0.8	0.3	0.0	1.1	27.0	2.6	0.3	2.9
5/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 77.7 Total Delay for Signalled Lanes (pcuHr): 6.35 Cycle Time (s): 90 PRC Over All Lanes (%): 77.7 Total Delay Over All Lanes(pcuHr): 6.35													

Full Input Data And Results

Scenario 2: '2028 Base AM' (FG2: '2028 Base AM', Plan 1: 'Network Control Plan 1')

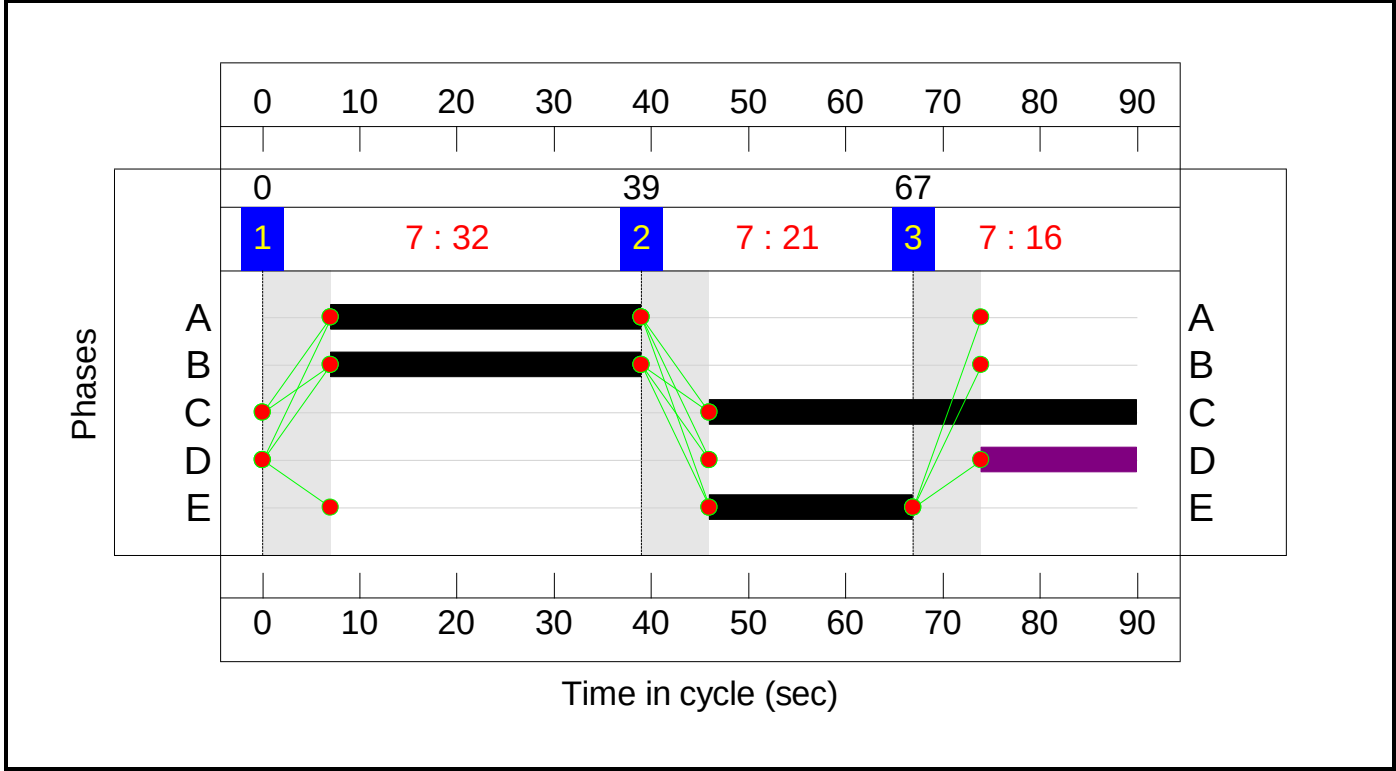
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	32	21	16
Change Point	0	39	67

Signal Timings Diagram



Full Input Data And Results

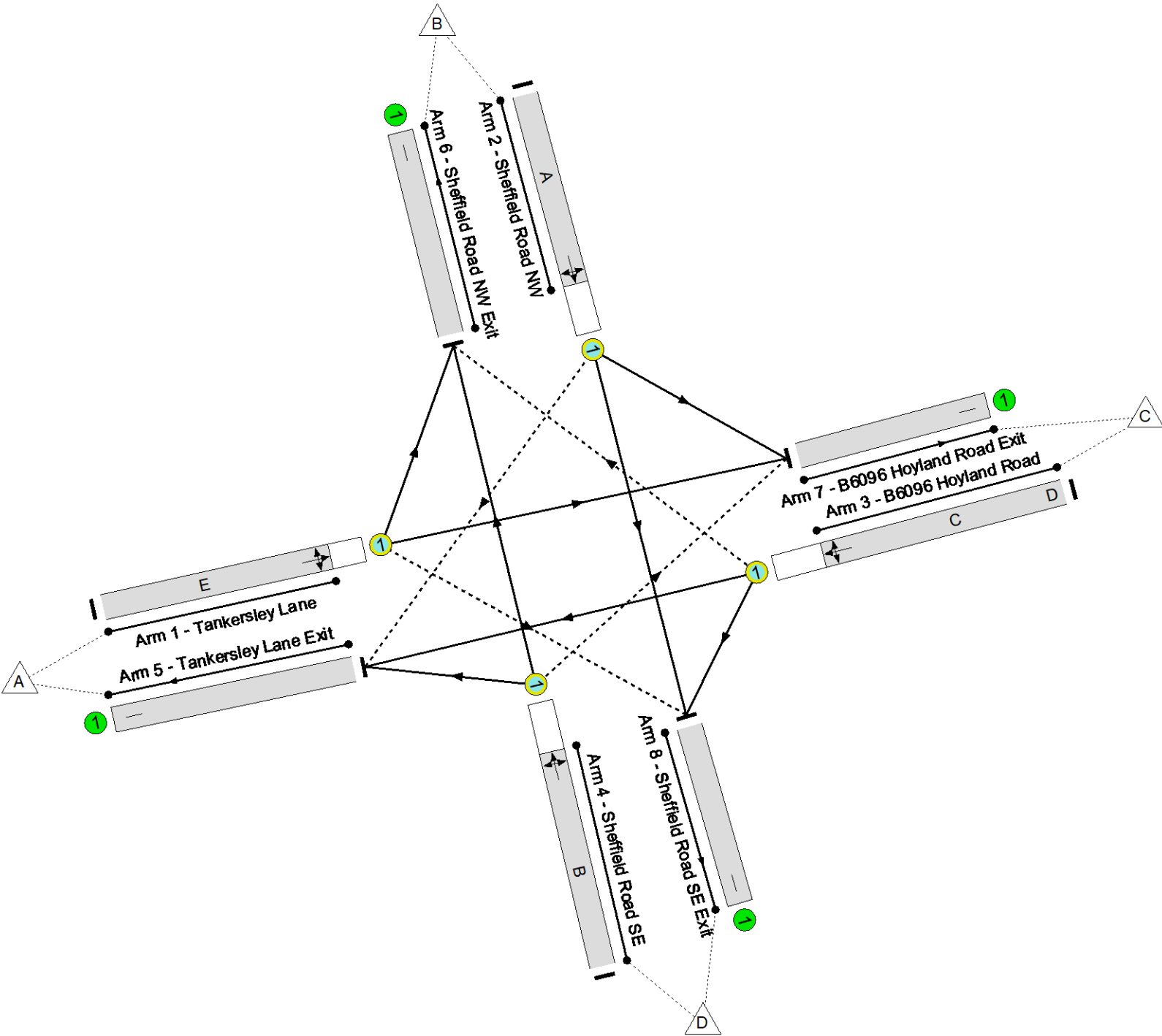
Network Layout Diagram



Unnamed Junction

PRC: 69.2 %

Total Traffic Delay: 6.7 pcuHr



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: Sheffield Road / Tankersley Lane / Hoyland Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	53.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	53.2%
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	21	-	47	1739	425	11.1%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	32	-	303	1692	590	51.4%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	44	16	443	1741	833	53.2%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	32	-	159	1905	411	38.7%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	141	Inf	Inf	0.0%

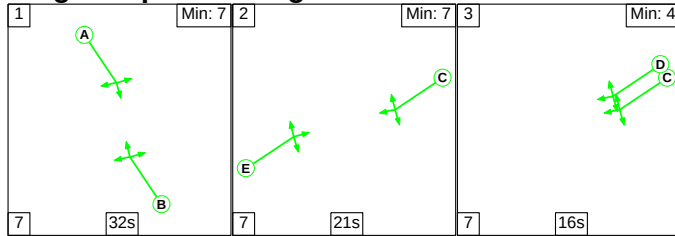
Full Input Data And Results

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: Sheffield Road / Tankersley Lane / Hoyland Road Signals	-	-	301	96	14	5.0	1.5	0.2	6.7	-	-	-	-
Unnamed Junction	-	-	301	96	14	5.0	1.5	0.2	6.7	-	-	-	-
1/1	47	47	8	0	0	0.3	0.1	0.0	0.4	31.3	0.9	0.1	1.0
2/1	303	303	14	0	0	1.9	0.5	0.0	2.4	28.7	6.0	0.5	6.5
3/1	443	443	245	96	12	1.9	0.6	0.2	2.7	21.8	7.6	0.6	8.2
4/1	159	159	35	0	1	0.9	0.3	0.0	1.2	27.8	2.7	0.3	3.1
5/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	141	141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													
PRC for Signalled Lanes (%):				69.2	Total Delay for Signalled Lanes (pcuHr):			6.73	Cycle Time (s): 90				
PRC Over All Lanes (%):				69.2	Total Delay Over All Lanes(pcuHr):			6.73					

Full Input Data And Results

Scenario 3: '2028 Predicted AM ' (FG3: '2028 Predicted AM', Plan 1: 'Network Control Plan 1')

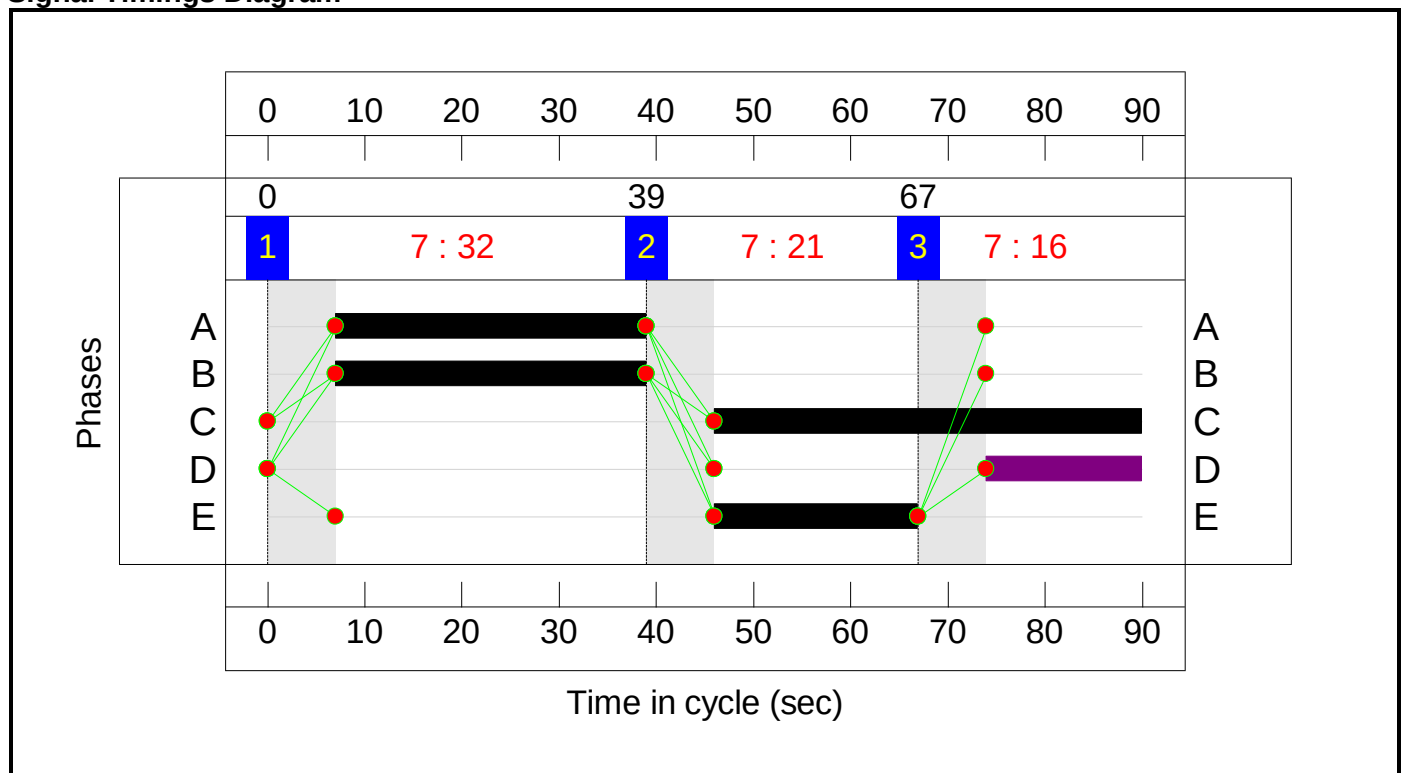
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	32	21	16
Change Point	0	39	67

Signal Timings Diagram



Full Input Data And Results

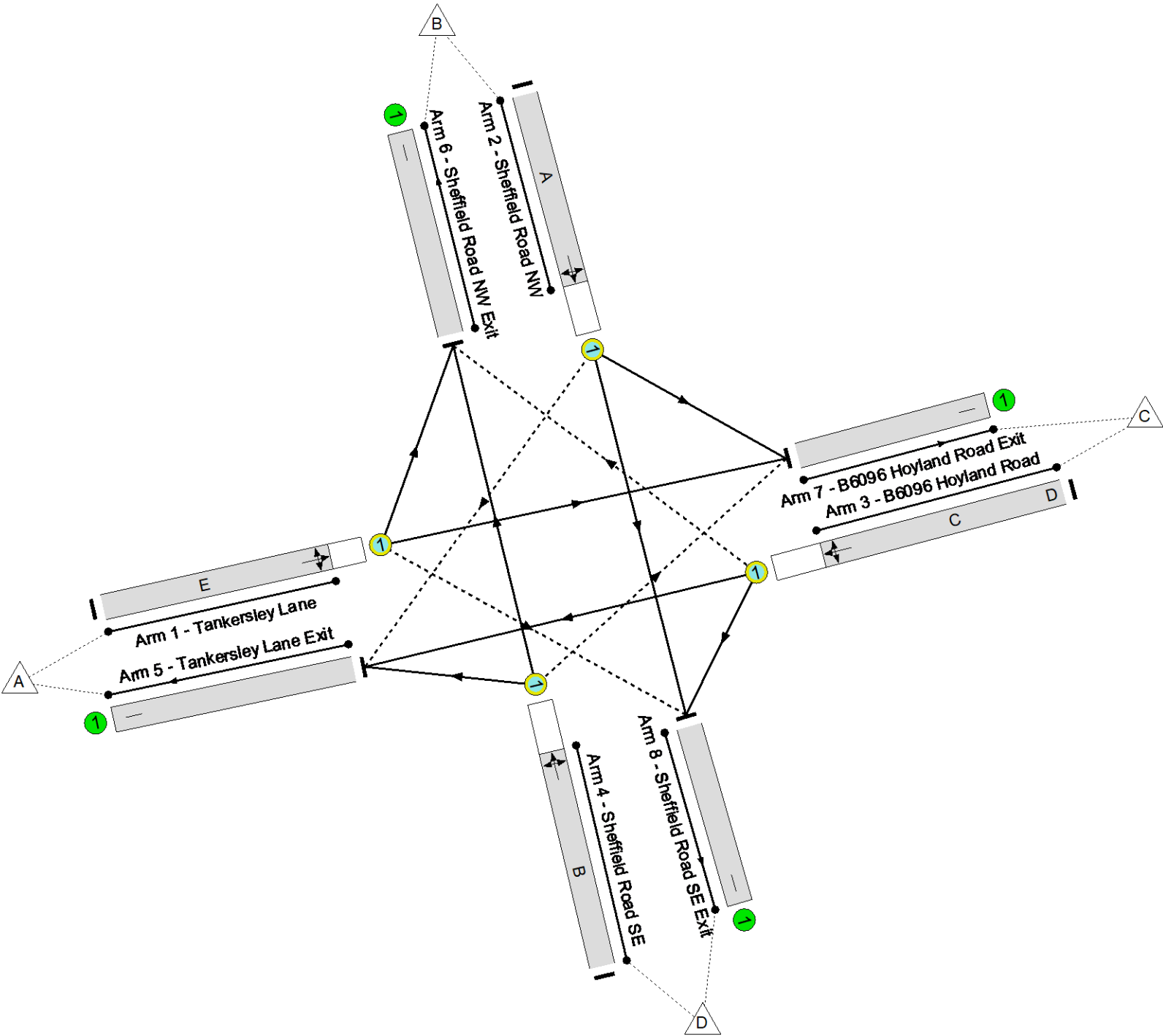
Network Layout Diagram



Unnamed Junction

PRC: 68.5 %

Total Traffic Delay: 6.8 pcuHr



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: Sheffield Road / Tankersley Lane / Hoyland Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	53.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	53.4%
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	21	-	47	1739	425	11.1%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	32	-	309	1694	586	52.8%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	44	16	445	1741	833	53.4%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	32	-	160	1906	411	39.0%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%

Full Input Data And Results

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