Penistone Grammar School

Pedestrian Crossing PV^2 Assessment

Barnsley Metropolitan Borough Council

November 2019

Quality information

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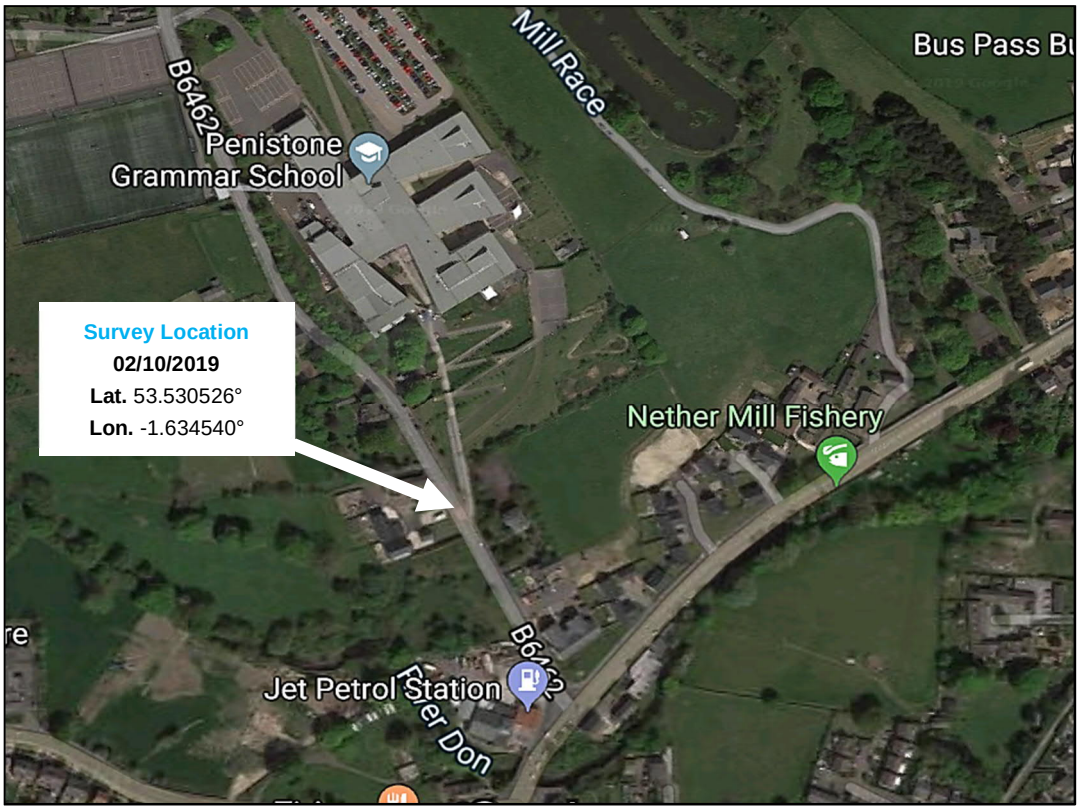
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1. Introduction

AECOM have been commissioned by Barnsley Metropolitan Borough Council (BMBC) to undertake an assessment to ascertain the requirement for a pedestrian crossing adjacent to the southern pedestrian access of Penistone Grammar School on Huddersfield Road. The culmination of the study was the production of a PV² Assessment, which provides a conflict index based on pedestrian and traffic flows at the site location. This score was then used to determine the likely requirement and / or type of crossing.

Data in the form of vehicle and pedestrian surveys were undertaken on the 2nd October 2019 on Huddersfield Road, as shown in Figure 1.

Figure 1. Survey Location



The remainder of the report is structured as follows:

- Section 2 provides an overview of the site location;
- Section 3 provides a review of collision statistics for the road network surrounding the site;
- Section 4 presents the results of the undertaken PV² Assessments; and
- Section 5 presents the conclusions and recommendations based upon the above information.

2. Site Overview

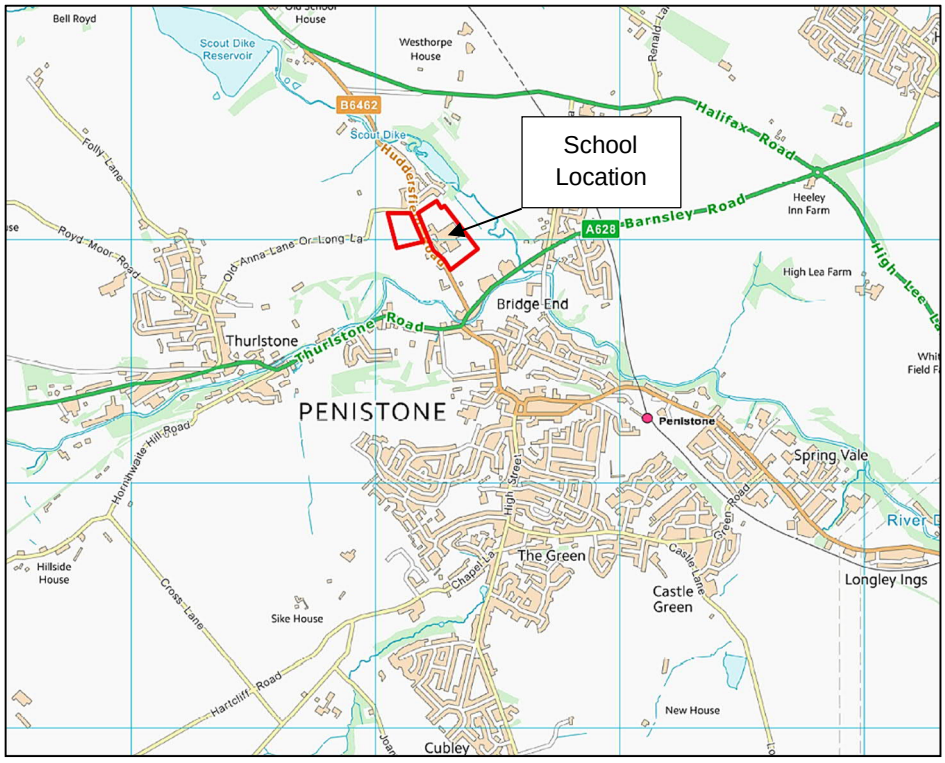
2.1 Introduction

This section provides an overview of the existing site, including details of local walking facilities and speed limits.

Penistone Grammar School is an 11-18 years Secondary and Sixth Form mixed gender educational centre located to the west of Barnsley, at the northern edge of the village of Penistone. The site lies adjacent to the B6462 Huddersfield Road, perpendicular to the A628 which provides a main route from Greater Manchester across the Pennines to South Yorkshire.

Figure 2 shows the location of the school site.

Figure 2. Site Location



Given the location of the school, it is unlikely that many students would travel northbound on foot from the site, with exception of travel to a housing estate located adjacent to the site. Most students would travel to / from the south, towards Penistone village centre where the majority of housing is concentrated.

The main school entrance is north of the main school building and provides access for pedestrians approaching from the north as well as students who travel by school bus. Students who travel on foot from Bridge End enter the campus via the south entrance.

2.2 B6462 Huddersfield Road

The B6462 Huddersfield Road is located to the west of the site and runs in a north / south alignment, connecting to the A629 at its northern extent and the A628 at its southern extent approximately 400m south of Penistone Grammar School.

The road provides a single carriageway in both directions, with a speed limit of 30mph. A footway approximately 1.5m wide is provided along its western side of carriageway within the vicinity of the school, with street lighting also provided, however there is only a very narrow section of footway (approx. 1m) on the eastern side of the road.

A footbridge is provided from the main school building, which links to the football pitches to the west of the B6462 in order to facilitate safe crossing for school children during school hours.

Traffic Regulation Orders are in place along the B6462 near to the school, with yellow zig-zag keep clear markings located on either side of the carriageway at the southern entrance to the school, which prohibit stopping between 8am-5pm Monday to Friday and restricted parking is in place along either side of the carriageway near to the school which prohibits parking between 8am-6pm Monday-Friday.

2.3 A628 Barnsley Road / Thurlstone Road

The A628 runs in an east / west alignment and is located to the north of Penistone village centre. A single carriageway is provided in each direction and a 30mph speed limit upon its approaches to Penistone. Footways and street lighting are provided on either side of the carriageway near to its junction with the B6462 Huddersfield Road.

A signalised pedestrian crossing facility is provided at its junction with B6462 Bridge Street, which facilitates crossing movements for pedestrians travelling to / from Penistone village centre towards the southern entrance to the school.

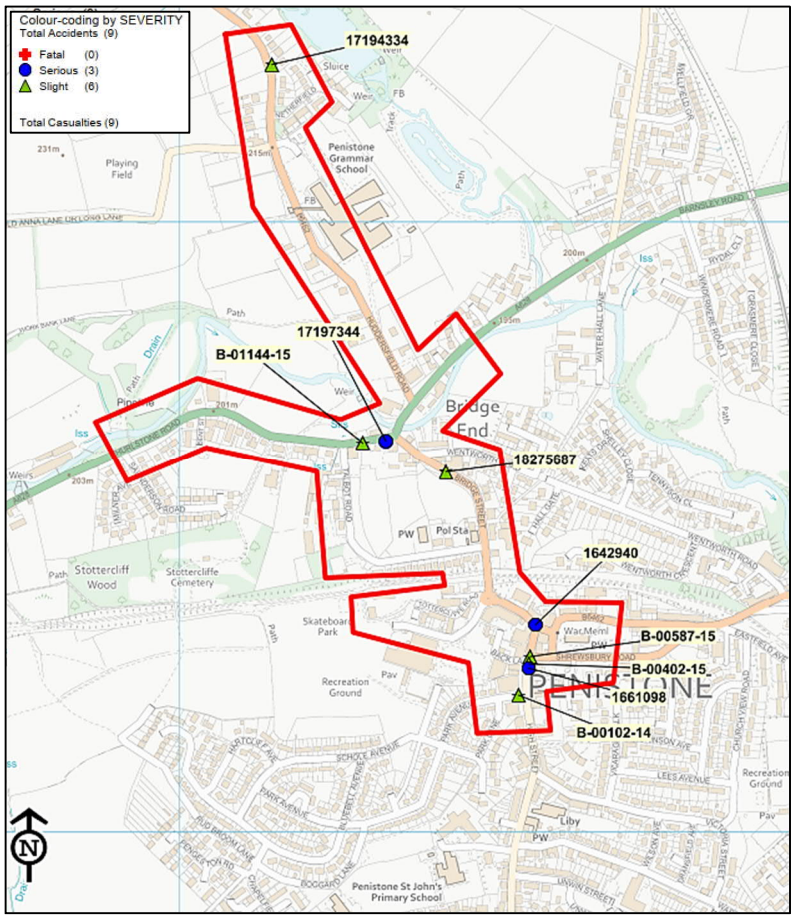
3. Review of Collision Statistics

3.1 Introduction

The following section provides an overview of the road accident statistics obtained from BMBC.

Figure 3 outlines the collisions that occurred during the most recent five-year period for which data was available (2014 – 2018), within a pre-defined area around the site. The full breakdown of this collision data is available for reference in **Appendix A**.

Figure 3. Collision Data Request Boundary



As can be seen, a total of 9 collisions occurred over the five-year period. Table 1 provides an annual breakdown of these incidents.

Table 1. Collision Breakdown

Accident Severity	2014	2015	2016	2017	2018	Total
Slight	1	3	0	1	1	**6**
Serious	0	0	2	1	0	**3**
Fatal	0	0	0	0	0	**0**

Of the 9 accidents that did occur, 6 were deemed slight, with a relatively consistent distribution over the five years with the exception of 2015 in which there were 3 incidents of this nature recorded. There have been 3 serious accidents over the study period, with two of these occurring during 2016.

3.2 B6462 / Huddersfield Road

One of the recorded collisions occurred to the north of the site along the B6462 / Huddersfield Road on Wednesday 31st May 2017. This incident involved a serious collision between two vehicles where is thought that the driver of a vehicle travelling along the road 'blacked-out' just prior to colliding with a parked car.

3.3 A628

Two accidents have occurred over the study period along the A628, close to the junction with the B6462 / Huddersfield Road.

One of these collisions occurred on Thursday 10th December 2015. This incident involved a slight collision between a moving vehicle and a young pedestrian where school children were present along both sides of the road. The initial accident report cited a lack of awareness on part of the pedestrian to be the probable causation factor.

A second incident occurred in a similar location on Monday 26th June 2017. This incident involved a serious collision between a reversing van and a travelling motorcyclist. The initial accident report cited the dazzling sun and a lack of awareness on part of the motorcyclist as probable causation factors.

3.4 Bridge Street

One accident occurred over the study period along Bridge Street, south of the junction with the A628, on Thursday 15th February 2018. This incident involved a slight collision between a stationary van, waiting behind a bus, and a moving vehicle. The initial accident report cited the lack of awareness on part of the driver of the moving vehicle as the probable causation factor.

3.5 Summary

Of the accidents that did take place within the wider vicinity of the site, only one involved conflict between a pedestrian and a vehicle in the carriageway.

4. PV² Assessment

The PV^2 assessment is a nationally established means of exploring the degree of conflict between pedestrians and vehicles. The assessment provides a numerical value where V is the two-way flow of vehicles and P is the two-way flow of pedestrians crossing a road. The final PV^2 value is usually taken as an average from the four busiest hour periods recorded as part of a traffic and pedestrian survey.

It should be noted that in this instance, pedestrian crossing movement increases at two particular times of day, in the morning and afternoon as a result of the school operational times. However, outside of these times of the day there appears to be minimal demand for crossing with relatively little difficulty.

When used arbitrarily, results from PV^2 Assessments may lead to one of the recommendations outlined in Table 2, in-line with Local Transport Note (LTN) 1/95.

Table 2. General PV^2 Result Classification

PV^2 Value	Action Required	Additional Comments
Low ↓	**No pedestrian crossing or other facilities required**	Usually when the PV^2 value is less than 0.2×10^8.
	No pedestrian crossing required but other improvements / mitigation may be considered	Usually includes lighting, signing, etc.
	Seek to manage traffic through measures such as installing traffic calming measures or narrowing the carriageway	Usually to reduce the crossing time for pedestrians.
	Consider provision of a pedestrian refuge island	Allows pedestrians to cross in stages, and only have to consider traffic approaching from direction at a time.
	Consider provision of a zebra crossing	Usually if a value of 0.3×10^8 or higher. Recommended where average pedestrian flows are relatively low and traffic flows moderate.
High	**Consider provision of a signal-controlled crossing**	Pelican, Puffin or Toucan. Usually recommended if the PV^2 value is 1×10^8 or higher.

Given the nature of the site in question and the age profile of pedestrians, these classifications should be treated with caution. School sites will often exacerbate the reasoning behind the provision of crossing facilities and mitigation measures, with many associated factors not represented in a simple numerical assessment of pedestrians and vehicles.

4.1 PV^2 Assessment Results – Current Pupil Capacity

Table 3 outlines the results for the PV^2 Assessment derived from vehicle and pedestrian counts at during the four busiest hour-long periods on 2nd October 2019. The survey data is available for reference in **Appendix B**, and full PV^2 assessment results for all times are available in **Appendix C**.

Table 3. PV^2 Assessment Results - Current Pupil Capacity

Time	Vehicles (PCU)	Pedestrians	$PV^2 \times 10^8$
07:00-08:00	369	130	0.18
08:00-09:00	357	269	0.34
14:00-15:00	282	322	0.26
15:00-16:00	283	187	0.15
Average	**-**	**-**	**0.23**

It is shown that the average result is much lower than the recognised crossing provision threshold of 0.3 x 10^8 from Table 2. The assessment criteria indicates that based upon the volume of pedestrians and vehicles, a dedicated signalised or zebra crossing facility would not be deemed necessary.

As the value exceeds the threshold of 0.2 x 10^8, but is lower than 0.3 x 10^8, it is likely that consideration is needed with regard to other measures, such as the provision of lighting and signing, traffic calming or a pedestrian refuge.

Given the nature of land-use nearby, any assessment result should be treated with caution and should only be used as a broad indication into the need for crossing facilities.

4.2 PV² Assessment Results – Future School Expansion

This section outlines the results of a further PV² Assessment which has been undertaken to take into account plans for the expansion of Penistone Grammar School. Proposals to increase net capacity of pupils from 1,350 to 1,600 were outlined in a Transport Assessment undertaken by AECOM in October 2017.

The elevation in pupil numbers equates to an uplift of 19%, and for consistency this has been applied to the original surveyed vehicle and pedestrian data from October 2019 in the calculation of a new PV² value. The results of this new assessment are presented in Table 4, with the full assessment breakdown available in **Appendix C**.

Table 4. PV² Assessment Results – Future School Expansion

Time	Vehicles (PCU)	Pedestrians	PV² x 10^8
07:00-08:00	439	155	0.30
08:00-09:00	425	320	0.58
14:00-15:00	336	383	0.43
15:00-16:00	337	223	0.25
Average	**-**	**-**	**0.39**

The PV² value for the school expansion is notably higher than for the current situation. However, it should be noted that this value still does not meet the threshold of 1 x 10^8 for the installation of a signal controlled crossing, as outlined in Table 2.

The result however does exceed the threshold of 0.3 x 10^8 for the consideration of an alternative crossing facility, such as a zebra crossing. This may be deemed appropriate given the increase in vehicles and pedestrians that would be associated with the school expansion.

Again, given the land-use of the site, this judgement should be treated with caution and should only be used as a broad indication into the increased need for crossing facilities associated with the future expansion of Penistone Grammar School.

5. Conclusions and Recommendations

AECOM have been commissioned by Barnsley Metropolitan Borough Council (BMBC) to undertake a PV² Assessment on Huddersfield Road close to the southern pedestrian entrance into Penistone Grammar School in order to ascertain whether there is need for a pedestrian crossing facility based upon pedestrian and traffic flows at the site.

Three forms of investigation have been conducted into the situation at Penistone Grammar School; analysis of accident data and the undertaking of two PV^2 assessments, initially for a surveyed period in October 2019 and a prediction based upon the future expansion of the school.

Although a number of accidents have taken place within proximity of the site, none of these have occurred directly adjacent to the school. Of the accidents that did take place within the wider vicinity, only one involved conflict between a pedestrian and a vehicle in the carriageway.

The pedestrian movement increases at two particular times of day, in the morning and afternoon as a result of the school operational times. However, at all other times in the day it is estimated that there will be minimal demand for crossing with relatively little difficulty.

Based on the surveyed data, the assessment criteria indicates that based upon the volume of pedestrians and vehicles, a dedicated signalised or zebra crossing facility would not be deemed necessary. However, as the value exceeds the threshold of 0.2×10^8, but is lower than 0.3×10^8, it is likely that consideration is needed with regard to other measures, such as the provision of lighting and signing, traffic calming or a pedestrian refuge.

For the future expanded school, the result does exceed the threshold of 0.3×10^8 for the consideration of an alternative crossing facility, such as a zebra crossing. This may be deemed appropriate given the increase in vehicles and pedestrians that would be associated with the school expansion.

Given the land-use of the site, this judgement should be treated with caution and should only be used as a broad indication into the increased need for crossing facilities associated with the future expansion of Penistone Grammar School.

Appendix A – Collision Data

Accidents between dates **01/01/2014** **and** **31/12/2018** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **David Cleasby - Aecom**

B-00102-14 26/01/2014 Sunday Time: 1840 Vehicles 2 Casualties 1 Slight
Easting: 424,554 Northing: 403,224
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: PARK AVENUE PENISTONE 10 MTS HIGH STREET
Description: V1 REVERSED OUT OF PARKING SPACE AND COLL WITH PED AND V2 THEN LEFT THE SCENE.

Vehicle Reference: 1 Car Reversing
First point of impact: Nearside
Vehicle direction: S to N Journey: Other
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 405 403

Casualty Reference: 1 Age: 46 Male Pedestrian Severity: Slight
Ped Dir: Pedestrian Ped Movement : In carr back to traffic
Ped Location: In carr not crossing

Vehicle Reference: 2 Car Parked
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Other
Age of Driver : 47 Breath test: Not requested

Contributory Factors : 405 403

Accidents between dates **01/01/2014** **and** **31/12/2018** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **David Cleasby - Aecom**

B-00402-15 04/05/2015 Monday Time: 2000 Vehicles 1 Casualties 1 Slight
Easting: 424,571 Northing: 403,275
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARKET STREET PENISTONE 7 MTS SHREWSBURY ROAD
Description: CAS001 STEPPED INTO ROAD TO TALK TO DRIVER OF V1. V1 THEN RAN OVER FOOT OF CAS001 AND FAILED TO STOP

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

Contributory Factors : 806 602

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

Ped Dir: Pedestrian Ped Movement : In carr not crossing masked
Ped Location: In carr not crossing

Accidents between dates **01/01/2014** **and** **31/12/2018** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **David Cleasby - Aecom**

B-00587-15 03/07/2015 Friday Time: 1232 Vehicles 1 Casualties 1 Slight
Easting: 424,573 Northing: 403,287
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARKET STREET PENISTONE JW SHREWBURY ROAD
Description: VEH 1 TURNING RIGHT PED STEPS OUT AT THE SAME TIME AND COLLISION OCCURS

Vehicle Reference: 1 Car Turning right
First point of impact: Nearside
Vehicle direction: S to E Journey: Other
Age of Driver : 42 Breath test: Negative

Contributory Factors : 802 405

Casualty Reference: 1 Age: 69 Female Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Movement U/K
Ped Location: Within 50m ped crossing

Accidents between dates **01/01/2014** **and** **31/12/2018** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **David Cleasby - Aecom**

B-01144-15 10/12/2015 Thursday Time: 0815 Vehicles 1 Casualties 1 Slight
Easting: 424,299 Northing: 403,638
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: THURLSTONE ROAD PENISTONE 25 MTS TALBOT ROAD
Description: VEH TR ALONG A628 SCHOOL CHILDREN PRESENT BOTH SIDES OF RD COLL WITH CAS

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: E to W Journey: Other
Age of Driver : 43 Breath test: Not provided (medical)

Contributory Factors : 802 808 803

Casualty Reference: 1 Age: 11 Male Pedestrian Severity: Slight
Ped Dir: Pedestrian Ped Movement : Driver's nearside
Ped Location: In carr elsewhere

Accidents between dates **01/01/2014** **and** **31/12/2018** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **David Cleasby - Aecom**

1642940 31/01/2016 Sunday Time: 1445 Vehicles 1 Casualties 1 Serious
Easting: 424,582 Northing: 403,339
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: ST MARY'S STREET (B6462) BARNSLEY AT OR WITHIN 20 MTS OF ST MARY'S STREET (B6462)
Description: V1 DRIVING AROUND SHARP BEND. PEDN STEPPED OUT INTO ROAD INTO PATH OF V1. PEDN HAS BEEN HIT AT SLOW SPEED AND FELL TO THE GROUND.

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: S to NW Journey: Other
Age of Driver : 17 Breath test: Negative

Contributory Factors : 806 802

Casualty Reference: 1 Age: 62 Male Pedestrian Severity: Serious
Ped Dir: Pedestrian Ped Movement : Driver's nearside
Ped Location: In carr elsewhere

Accidents between dates **01/01/2014** **and** **31/12/2018** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **David Cleasby - Aecom**

1661098 20/04/2016 Wednesda Time: 1032 Vehicles 1 Casualties 1 Serious
Easting: 424,571 Northing: 403,268
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARKET STREET (B6462) BARNSLEY AT OR WITHIN 20 MTS OF MARKET STREET
Description: PEDN CROSSES C/WAY AND IS IN COLL WITH VEH TRAVELLING FROM MARKET STREET TOWARDS DIRECTION OF CUBLEY.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to N Journey: Not known
Age of Driver : 67 Breath test: Negative

Contributory Factors : 405 802

Casualty Reference: 1 Age: 84 Female Pedestrian Severity: Serious
Ped Dir: Pedestrian Ped Movement : Driver's nearside
Ped Location: Within 50m ped crossing

Accidents between dates **01/01/2014** **and** **31/12/2018** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **David Cleasby - Aecom**

17194334 31/05/2017 Wednesda Time: 1701 Vehicles 2 Casualties 1 Slight
Easting: 424,150 Northing: 404,258
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HUDDERSFIELD ROAD (B6462) BARNSLEY
Description: IT APPEARS THAT THE DRIVER OF V1 MAY HAVE BLACKED OUT JUST PRIOR TO THE COLLISION. VEHICLE 2 WAS PARKED UP AND UNATTENDED. IT WAS ON HER DRIVE AND SHE WAS IN THE HOUSE WHEN SHE HEARD A BANG CAME OUT OF THE HOUSE AND SAW A CAR ON ITS SIDE UP AGGAINST HERS

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 65 Breath test: Negative

Contributory Factors : 505

Casualty Reference: 1 Age: 65 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Parked
First point of impact: Did not impact
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 71 Breath test: Driver not contacted

Contributory Factors : 505

Accidents between dates **01/01/2014** **and** **31/12/2018** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **David Cleasby - Aecom**

17197344 26/06/2017 Monday Time: 1211 Vehicles 2 Casualties 1 Serious
Easting: 424,337 Northing: 403,641
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: THURLSTONE ROAD (A628) BARNSLEY AT JN WITH THE BRIDGE PUBLIC HOUSE
Description: VEHICLE REVERSING INTO PARKING AREA AT SIDE OF PREMISES.
MOTORCYCLE COMES ROUND CORNER AND COLLIDES WITH VEHICLE

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Reversing
First point of impact: Back
Vehicle direction: E to S Journey: Journey as part of work
Age of Driver : 58 Breath test: Negative

Contributory Factors : 602 706 706 405 406

Vehicle Reference: 2 Motorcycle over 500cc Going ahead left hand bend
First point of impact: Offside
Vehicle direction: SE to W Journey: Other
Age of Driver : 67 Breath test: Not provided (medical)

Contributory Factors : 602 706 706 405 406

Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2014** **and** **31/12/2018** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **David Cleasby - Aecom**

18275687 15/02/2018 Thursday Time: 0915 Vehicles 2 Casualties 1 Slight
Easting: 424,435 Northing: 403,590
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: BRIDGE STREET (B6462) BARNSLEY
Description: VAN VEHICLE 1 WAS STOPPED STATIONARY BEHIND A BUS AT A BUS STOP ON BRIDGE STREET, PENISTONE. VEHICLE 2 HAS DRIVEN UP BEHIND VEHICLE 1 AND DRIVEN INTO THE BACK OF VEHICLE 1 CAUSE DAMAGE TO BOTH VEHICLES. OCCUPANT OF VEHICLE 1 HAS MINOR NECK INJURIES.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: NW to SE Journey: Journey as part of work
Age of Driver : 27 Breath test: Negative

Contributory Factors : 706 406

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Other
Age of Driver : 68 Breath test: Driver not contacted

Contributory Factors : 706 406

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

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

David Cleasby - Aecom

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	2	6	8
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	3	6	9

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	2	4	6
Other	0	0	0	0
Total	0	3	6	9

Appendix B – Survey Data

Penistone, Barnsley
Classified Junction Count

Site 1 of 1
B6462 Huddersfield Road (South)
B6462 Huddersfield Road (North)

Lat/Long
lat 53.530526° lon -1.634540°

Date
Wednesday 02 October 2019

Weather
Sunny Intervals
Temp: 10°C

0700 - 1900 (Weekday 12H Session)

	Movement 1.1: Northbound from B6462 Huddersfield Road (South) to B6462 Huddersfield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	33	0	4	1	0	0	38	38.50
0715 - 0730	0	0	39	0	5	0	0	0	44	44.00
0730 - 0745	1	1	71	0	5	0	0	1	79	78.60
0745 - 0800	0	0	90	1	2	0	0	1	94	95.00
Hourly Total	**1**	**1**	**233**	**1**	**16**	**1**	**0**	**2**	255	256.10
Hourly Average	**0.25**	**0.25**	**58.25**	**0.25**	**4.00**	**0.25**	**0.00**	**0.50**	**63.75**	**64.03**
0800 - 0815	0	0	54	0	8	0	1	2	65	68.30
0815 - 0830	0	0	28	0	6	0	4	2	40	47.20
0830 - 0845	0	0	38	0	5	0	2	0	45	47.60
0845 - 0900	0	0	16	0	7	1	0	0	24	24.50
Hourly Total	**0**	**0**	**136**	**0**	**26**	**1**	**7**	**4**	174	187.60
Hourly Average	**0.00**	**0.00**	**34.00**	**0.00**	**6.50**	**0.25**	**1.75**	**1.00**	**43.50**	**46.90**
0900 - 0915	0	0	19	0	4	0	1	0	24	25.30
0915 - 0930	0	0	27	0	4	1	1	0	33	34.80
0930 - 0945	0	0	19	0	3	3	1	0	26	28.80
0945 - 1000	0	0	19	0	4	0	0	0	23	23.00
Hourly Total	**0**	**0**	**84**	**0**	**15**	**4**	**3**	**0**	106	111.90
Hourly Average	**0.00**	**0.00**	**21.00**	**0.00**	**3.75**	**1.00**	**0.75**	**0.00**	**26.50**	**27.98**
1000 - 1015	0	0	22	0	2	0	2	0	26	28.60
1015 - 1030	0	0	12	0	5	0	2	0	19	21.60
1030 - 1045	0	0	21	0	3	0	0	0	24	24.00
1045 - 1100	0	0	19	0	2	1	1	0	23	24.80
Hourly Total	**0**	**0**	**74**	**0**	**12**	**1**	**5**	**0**	92	99.00
Hourly Average	**0.00**	**0.00**	**18.50**	**0.00**	**3.00**	**0.25**	**1.25**	**0.00**	**23.00**	**24.75**
1100 - 1115	0	1	18	0	7	1	0	0	27	26.90
1115 - 1130	0	0	23	0	1	1	0	0	25	25.50
1130 - 1145	1	0	25	0	3	1	1	0	31	32.00
1145 - 1200	0	0	27	0	5	3	0	1	36	38.50
Hourly Total	**1**	**1**	**93**	**0**	**16**	**6**	**1**	**1**	119	122.90
Hourly Average	**0.25**	**0.25**	**23.25**	**0.00**	**4.00**	**1.50**	**0.25**	**0.25**	**29.75**	**30.73**

1200 - 1215	0	0	28	0	2	1	2	0	33	36.10
1215 - 1230	0	1	22	0	1	3	0	0	27	27.90
1230 - 1245	0	0	31	0	3	0	0	0	34	34.00
1245 - 1300	0	0	22	0	1	0	1	0	24	25.30
Hourly Total	**0**	**1**	**103**	**0**	**7**	**4**	**3**	**0**	118	123.30
Hourly Average	**0.00**	**0.25**	**25.75**	**0.00**	**1.75**	**1.00**	**0.75**	**0.00**	**29.50**	**30.83**
1300 - 1315	3	0	22	0	2	0	0	0	27	24.60
1315 - 1330	0	0	32	0	4	1	0	0	37	37.50
1330 - 1345	4	0	14	0	1	1	2	0	22	21.90
1345 - 1400	1	0	24	0	3	0	2	0	30	31.80
Hourly Total	**8**	**0**	**92**	**0**	**10**	**2**	**4**	**0**	116	115.80
Hourly Average	**2.00**	**0.00**	**23.00**	**0.00**	**2.50**	**0.50**	**1.00**	**0.00**	**29.00**	**28.95**
1400 - 1415	0	0	20	0	3	0	1	0	24	25.30
1415 - 1430	0	0	39	0	3	2	1	1	46	49.30
1430 - 1445	1	0	40	0	2	0	2	6	51	58.80
1445 - 1500	0	0	23	0	4	0	0	0	27	27.00
Hourly Total	**1**	**0**	**122**	**0**	**12**	**2**	**4**	**7**	148	160.40
Hourly Average	**0.25**	**0.00**	**30.50**	**0.00**	**3.00**	**0.50**	**1.00**	**1.75**	**37.00**	**40.10**
1500 - 1515	0	0	24	0	3	1	0	1	29	30.50
1515 - 1530	0	0	28	0	5	0	1	0	34	35.30
1530 - 1545	0	0	24	0	5	1	0	0	30	30.50
1545 - 1600	0	0	44	0	8	0	1	0	53	54.30
Hourly Total	**0**	**0**	**120**	**0**	**21**	**2**	**2**	**1**	146	150.60
Hourly Average	**0.00**	**0.00**	**30.00**	**0.00**	**5.25**	**0.50**	**0.50**	**0.25**	**36.50**	**37.65**
1600 - 1615	0	1	39	0	2	0	2	0	44	46.00
1615 - 1630	1	0	22	0	1	2	0	0	26	26.20
1630 - 1645	0	0	27	0	3	0	0	0	30	30.00
1645 - 1700	0	1	57	0	4	0	1	0	63	63.70
Hourly Total	**1**	**2**	**145**	**0**	**10**	**2**	**3**	**0**	163	165.90
Hourly Average	**0.25**	**0.50**	**36.25**	**0.00**	**2.50**	**0.50**	**0.75**	**0.00**	**40.75**	**41.48**
1700 - 1715	0	0	33	0	2	0	0	0	35	35.00
1715 - 1730	0	1	35	0	2	0	0	0	38	37.40
1730 - 1745	0	0	45	0	0	0	0	0	45	45.00
1745 - 1800	3	1	43	0	2	0	0	0	49	46.00
Hourly Total	**3**	**2**	**156**	**0**	**6**	**0**	**0**	**0**	167	163.40
Hourly Average	**0.75**	**0.50**	**39.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**41.75**	**40.85**
1800 - 1815	0	0	39	0	3	0	1	0	43	44.30
1815 - 1830	0	1	26	0	2	0	0	0	29	28.40
1830 - 1845	0	0	29	0	2	0	0	0	31	31.00
1845 - 1900	4	0	36	0	1	0	0	0	41	37.80
Hourly Total	**4**	**1**	**130**	**0**	**8**	**0**	**1**	**0**	144	141.50
Hourly Average	**1.00**	**0.25**	**32.50**	**0.00**	**2.00**	**0.00**	**0.25**	**0.00**	**36.00**	**35.38**

Session Total	19	8	1488	1	159	25	33	15	1748	1798.40
Session Average	**0.40**	**0.17**	**31.00**	**0.02**	**3.31**	**0.52**	**0.69**	**0.31**	**36.42**	**37.47**

Penistone, Barnsley
Classified Junction Count

Site 1 of 1
B6462 Huddersfield Road (South)
B6462 Huddersfield Road (North)

Lat/Long
lat 53.530526° lon -1.634540°

Date
Wednesday 02 October 2019

Weather
Sunny Intervals
Temp: 10°C

0700 - 1900 (Weekday 12H Session)

	Movement 1.2: Southbound from B6462 Huddersfield Road (North) to B6462 Huddersfield Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	1	1	0	0	12	12.50
0715 - 0730	0	1	17	0	3	1	0	0	22	21.90
0730 - 0745	0	0	28	0	6	0	1	0	35	36.30
0745 - 0800	0	0	34	1	3	0	0	2	40	42.00
Hourly Total	**0**	**1**	**89**	**1**	**13**	**2**	**1**	**2**	109	112.70
Hourly Average	**0.00**	**0.25**	**22.25**	**0.25**	**3.25**	**0.50**	**0.25**	**0.50**	**27.25**	**28.18**
0800 - 0815	0	2	49	0	1	0	1	0	53	53.10
0815 - 0830	0	0	51	0	0	1	1	1	54	56.80
0830 - 0845	0	0	23	0	2	0	1	1	27	29.30
0845 - 0900	0	0	26	0	0	0	2	0	28	30.60
Hourly Total	**0**	**2**	**149**	**0**	**3**	**1**	**5**	**2**	162	169.80
Hourly Average	**0.00**	**0.50**	**37.25**	**0.00**	**0.75**	**0.25**	**1.25**	**0.50**	**40.50**	**42.45**
0900 - 0915	0	0	12	0	1	1	2	0	16	19.10
0915 - 0930	0	0	27	0	5	0	0	0	32	32.00
0930 - 0945	0	0	22	0	3	2	3	0	30	34.90
0945 - 1000	0	0	26	0	1	1	0	0	28	28.50
Hourly Total	**0**	**0**	**87**	**0**	**10**	**4**	**5**	**0**	106	114.50
Hourly Average	**0.00**	**0.00**	**21.75**	**0.00**	**2.50**	**1.00**	**1.25**	**0.00**	**26.50**	**28.63**
1000 - 1015	0	1	18	0	0	1	2	0	22	24.50
1015 - 1030	0	0	15	0	3	1	0	0	19	19.50
1030 - 1045	0	0	18	0	5	1	0	0	24	24.50
1045 - 1100	0	0	26	1	6	0	0	0	33	33.00
Hourly Total	**0**	**1**	**77**	**1**	**14**	**3**	**2**	**0**	98	101.50
Hourly Average	**0.00**	**0.25**	**19.25**	**0.25**	**3.50**	**0.75**	**0.50**	**0.00**	**24.50**	**25.38**
1100 - 1115	0	0	18	0	0	1	0	0	19	19.50
1115 - 1130	0	0	18	0	1	1	2	0	22	25.10
1130 - 1145	0	0	22	0	4	2	2	0	30	33.60
1145 - 1200	0	0	22	0	9	1	0	0	32	32.50
Hourly Total	**0**	**0**	**80**	**0**	**14**	**5**	**4**	**0**	103	110.70
Hourly Average	**0.00**	**0.00**	**20.00**	**0.00**	**3.50**	**1.25**	**1.00**	**0.00**	**25.75**	**27.68**

1200 - 1215	0	0	29	0	5	4	0	0	38	40.00
1215 - 1230	0	0	22	0	0	0	0	0	22	22.00
1230 - 1245	0	0	21	0	3	2	0	0	26	27.00
1245 - 1300	0	1	25	0	6	1	0	0	33	32.90
Hourly Total	**0**	**1**	**97**	**0**	**14**	**7**	**0**	**0**	119	121.90
Hourly Average	**0.00**	**0.25**	**24.25**	**0.00**	**3.50**	**1.75**	**0.00**	**0.00**	**29.75**	**30.48**
1300 - 1315	0	1	36	0	2	1	2	0	42	44.50
1315 - 1330	0	0	31	0	6	1	1	0	39	40.80
1330 - 1345	1	1	28	0	6	0	1	0	37	36.90
1345 - 1400	0	0	24	0	1	1	0	0	26	26.50
Hourly Total	**1**	**2**	**119**	**0**	**15**	**3**	**4**	**0**	144	148.70
Hourly Average	**0.25**	**0.50**	**29.75**	**0.00**	**3.75**	**0.75**	**1.00**	**0.00**	**36.00**	**37.18**
1400 - 1415	0	0	24	0	1	0	1	0	26	27.30
1415 - 1430	0	0	22	0	1	0	1	0	24	25.30
1430 - 1445	0	0	23	0	1	1	2	0	27	30.10
1445 - 1500	0	0	35	0	4	0	0	0	39	39.00
Hourly Total	**0**	**0**	**104**	**0**	**7**	**1**	**4**	**0**	116	121.70
Hourly Average	**0.00**	**0.00**	**26.00**	**0.00**	**1.75**	**0.25**	**1.00**	**0.00**	**29.00**	**30.43**
1500 - 1515	0	0	24	0	3	1	0	1	29	30.50
1515 - 1530	0	0	27	0	3	0	1	0	31	32.30
1530 - 1545	0	0	30	0	6	1	0	0	37	37.50
1545 - 1600	0	0	28	0	3	1	0	0	32	32.50
Hourly Total	**0**	**0**	**109**	**0**	**15**	**3**	**1**	**1**	129	132.80
Hourly Average	**0.00**	**0.00**	**27.25**	**0.00**	**3.75**	**0.75**	**0.25**	**0.25**	**32.25**	**33.20**
1600 - 1615	0	0	43	0	2	1	2	0	48	51.10
1615 - 1630	0	0	45	0	6	0	1	0	52	53.30
1630 - 1645	0	1	38	0	4	2	0	0	45	45.40
1645 - 1700	0	1	27	0	6	0	1	0	35	35.70
Hourly Total	**0**	**2**	**153**	**0**	**18**	**3**	**4**	**0**	180	185.50
Hourly Average	**0.00**	**0.50**	**38.25**	**0.00**	**4.50**	**0.75**	**1.00**	**0.00**	**45.00**	**46.38**
1700 - 1715	0	0	46	0	5	0	0	0	51	51.00
1715 - 1730	0	0	40	0	2	0	0	0	42	42.00
1730 - 1745	0	0	40	0	3	0	1	0	44	45.30
1745 - 1800	1	0	51	0	6	0	0	0	58	57.20
Hourly Total	**1**	**0**	**177**	**0**	**16**	**0**	**1**	**0**	195	195.50
Hourly Average	**0.25**	**0.00**	**44.25**	**0.00**	**4.00**	**0.00**	**0.25**	**0.00**	**48.75**	**48.88**
1800 - 1815	0	0	48	0	6	0	0	0	54	54.00
1815 - 1830	0	0	42	0	1	0	0	0	43	43.00
1830 - 1845	0	0	26	0	1	0	0	0	27	27.00
1845 - 1900	1	0	40	0	1	0	0	0	42	41.20
Hourly Total	**1**	**0**	**156**	**0**	**9**	**0**	**0**	**0**	166	165.20
Hourly Average	**0.25**	**0.00**	**39.00**	**0.00**	**2.25**	**0.00**	**0.00**	**0.00**	**41.50**	**41.30**

Session Total	**3**	**9**	**1397**	**2**	**148**	**32**	**31**	**5**	**1627**	**1680.50**
Session Average	**0.06**	**0.19**	**29.10**	**0.04**	**3.08**	**0.67**	**0.65**	**0.10**	**33.90**	**35.01**

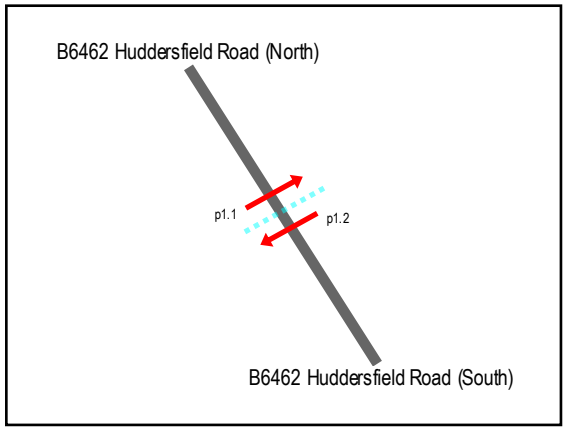
Penistone, Barnsley

Pedestrian Survey

Site 1 of 1

B6462 Huddersfield Road (South)

B6462 Huddersfield Road (North)



Lat/Long

lat 53.530526° lon -1.634540°

Date

Wednesday 02 October 2019

Weather

Sunny Intervals

Temp: 10°C

0700 - 1900 (Weekday 12H Session)

TIME	p1.1	p1.2
0700 - 0715	2	0
0715 - 0730	3	0
0730 - 0745	13	0
0745 - 0800	110	2
Hourly Total	**128**	**2**
Hourly Average	**32.00**	**0.50**
0800 - 0815	189	2
0815 - 0830	71	0
0830 - 0845	5	0
0845 - 0900	1	1

Hourly Total	266	3
Hourly Average	66.50	0.75
0900 - 0915	1	1
0915 - 0930	2	0
0930 - 0945	2	0
0945 - 1000	0	4
Hourly Total	5	5
Hourly Average	1.25	1.25
1000 - 1015	0	0
1015 - 1030	0	0
1030 - 1045	1	0
1045 - 1100	0	0
Hourly Total	1	0
Hourly Average	0.25	0.00
1100 - 1115	0	0
1115 - 1130	0	0
1130 - 1145	0	0
1145 - 1200	0	0
Hourly Total	0	0
Hourly Average	0.00	0.00
1200 - 1215	1	1
1215 - 1230	1	8
1230 - 1245	0	2
1245 - 1300	1	0
Hourly Total	3	11
Hourly Average	0.75	2.75
1300 - 1315	0	3
1315 - 1330	9	4
1330 - 1345	0	4
1345 - 1400	1	1
Hourly Total	10	12
Hourly Average	2.50	3.00
1400 - 1415	0	1
1415 - 1430	0	6
1430 - 1445	0	4
1445 - 1500	0	311

Hourly Total	**0**	**322**
Hourly Average	**0.00**	**80.50**
1500 - 1515	6	136
1515 - 1530	0	29
1530 - 1545	3	9
1545 - 1600	0	4
Hourly Total	**9**	**178**
Hourly Average	**2.25**	**44.50**
1600 - 1615	0	56
1615 - 1630	0	7
1630 - 1645	0	2
1645 - 1700	0	1
Hourly Total	**0**	**66**
Hourly Average	**0.00**	**16.50**
1700 - 1715	0	0
1715 - 1730	2	1
1730 - 1745	0	0
1745 - 1800	0	0
Hourly Total	**2**	**1**
Hourly Average	**0.50**	**0.25**
1800 - 1815	0	0
1815 - 1830	0	0
1830 - 1845	1	0
1845 - 1900	0	0
Hourly Total	**1**	**0**
Hourly Average	**0.25**	**0.00**

Session Total	**425**	**600**
Session Average	**8.85**	**12.50**

Appendix C – PV² Assessment Results

Penistone, Barnsley

Pedestrian Crossing PV² Survey Results - Existing School

Location : B6462 Huddersfield Road

Lat. 53.530526° **Lon.** -1.634540°

Survey Date : Wednesday 02 October 2019

	VEHICLES			PEDESTRIANS			
TIME	Mov. 1.1 (North)	Mov 1.2 (South)	V TOTAL	p1.1	p1.2	P TOTAL	PV²/10^8
07:00 - 08:00	256.10	112.70	**368.80**	128	2	**130**	0.18
08:00 - 09:00	187.60	169.80	**357.4**	266	3	**269**	0.34
09:00 - 10:00	111.90	114.50	**226.4**	5	5	**10**	0.01
10:00 - 11:00	99.00	101.50	**200.5**	1	0	**1**	0.00
11:00 - 12:00	122.90	110.70	**233.6**	0	0	**0**	0.00
12:00 - 13:00	123.30	121.90	**245.2**	3	11	**14**	0.01
13:00 - 14:00	115.80	148.70	**264.5**	10	12	**22**	0.02
14:00 - 15:00	160.40	121.70	**282.1**	0	322	**322**	0.26
15:00 - 16:00	150.60	132.80	**283.4**	9	178	**187**	0.15
16:00 - 17:00	165.90	185.50	**351.4**	0	66	**66**	0.08
17:00 - 18:00	163.40	195.50	**358.9**	2	1	**3**	0.00
18:00 - 19:00	141.50	165.20	**306.7**	1	0	**1**	0.00
TOTALS	**1798.4**	**1680.5**	**3478.9**	**425**	**600**	**1025**	

FOUR HIGHEST PV²/10^6 VALUES = 0.34, 0.26, 0.18, 0.15

AVERAGE VALUE = **0.23**

Carry Out Site Assessment and Priority Rating

NO

Penistone, Barnsley

Pedestrian Crossing PV² Survey Results - Future Expanded School

Location : B6462 Huddersfield Road

Lat. 53.530526° **Lon.** -1.634540°

Survey Date : Wednesday 02 October 2019

	VEHICLES			PEDESTRIANS			
TIME	Mov. 1.1 (North)	Mov 1.2 (South)	V TOTAL	p1.1	p1.2	P TOTAL	PV²/10^8
07:00 - 08:00	256.10	112.70	**438.87**	128	2	**154.7**	0.30
08:00 - 09:00	187.60	169.80	**425.31**	266	3	**320.11**	0.58
09:00 - 10:00	111.90	114.50	**269.42**	5	5	**11.9**	0.01
10:00 - 11:00	99.00	101.50	**238.60**	1	0	**1.19**	0.00
11:00 - 12:00	122.90	110.70	**277.98**	0	0	**0**	0.00
12:00 - 13:00	123.30	121.90	**291.79**	3	11	**16.66**	0.01
13:00 - 14:00	115.80	148.70	**314.76**	10	12	**26.18**	0.03
14:00 - 15:00	160.40	121.70	**335.70**	0	322	**383.18**	0.43
15:00 - 16:00	150.60	132.80	**337.25**	9	178	**222.53**	0.25
16:00 - 17:00	165.90	185.50	**418.17**	0	66	**78.54**	0.14
17:00 - 18:00	163.40	195.50	**427.09**	2	1	**3.57**	0.01
18:00 - 19:00	141.50	165.20	**364.97**	1	0	**1.19**	0.00
TOTALS	**1798.4**	**1680.5**	**4139.891**	**425**	**600**	**1219.75**	

uplift to 1600 pupils **1.19**

FOUR HIGHEST PV²/10^8 VALUES =

0.58
0.43
0.30
0.25

AVERAGE VALUE = **0.39**

Carry Out Site Assessment and Priority Rating

NO