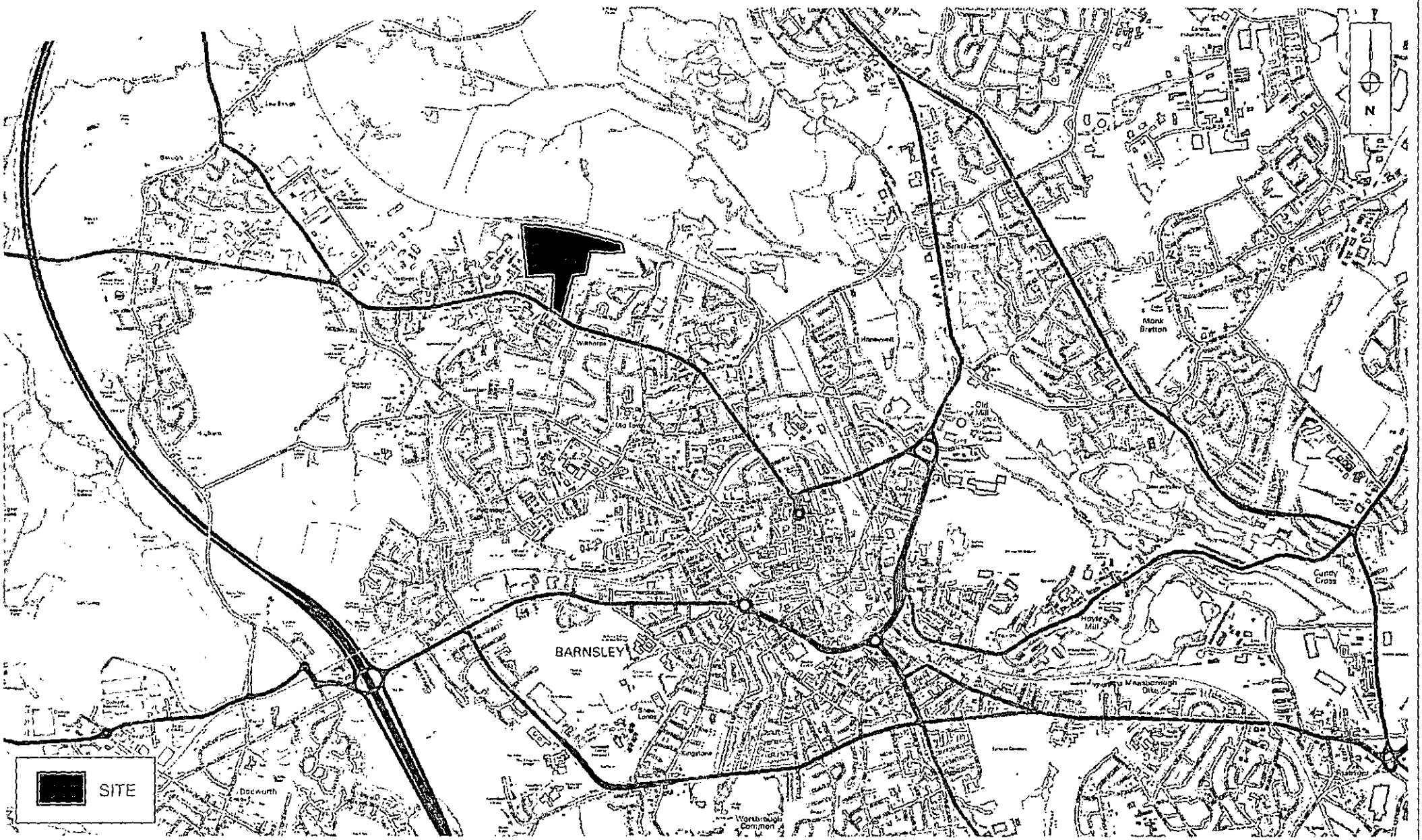
S|C|P

APPENDIX 1



SCP

Transportation Planning : Infrastructure Design

www.scptransport.co.uk

Project Title	WILTHORPE ROAD, BARNSLEY
Drawing Title	SITE LOCATION PLAN
Scale	NTS
By	LB
Date	31.03.2014
Checked	GS
Approved/Unapproved	UNAPPROVED
Status	PLANNING

Rev	Description	Date	By
-		-	-
-		-	-
-		-	-
-		-	-

Drawing No. APPENDIX 1.1

Revision -

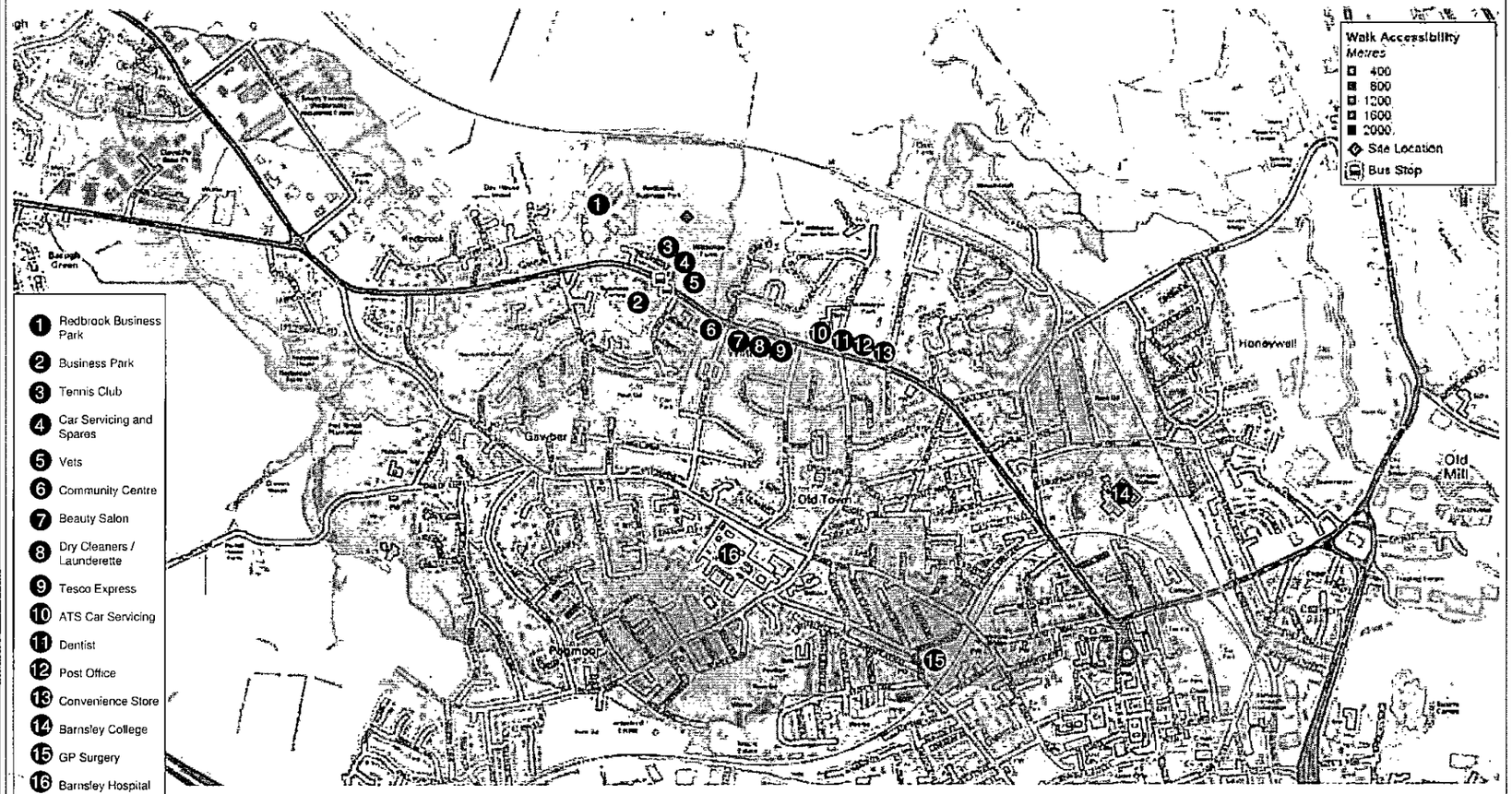


S|C|P Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title WILTHORPE ROAD, BARNSLEY	Drawing Title SITE LOCATION PLAN	Scale NTS	By LB	Rev	Description	Date	By	Drawing No. APPENDIX 1.2
			Date 31.03.2014	Checked GS	-	-	-	-	
					-	-	-	-	
					-	-	-	-	
			Approved/Unapproved UNAPPROVED	Status PLANNING	-	-	-	-	Revision -

S|C|P

APPENDIX 2

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S|C|P Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title: PROPOSED RESIDENTIAL DEVELOPMENT, WILTHORPE ROAD, BARNSLEY	Drawing Title: WALK ACCESSIBILITY PLAN	Scale: NTS	By: LB	Rev	Description	Date	By	Drawing No.: APPENDIX 2
			Date: 20.03.2014	Checked: GWB	-	-	-	-	
			Approved/Unapproved	Status: PLANNING	-	-	-	-	Revision: -

S|C|P

APPENDIX 3

Travel South Yorkshire

93 93A
95 95A

Full Timetable

Barnsley
Gawber
Wilthorpe (95, 95A)
Barugh Green
Darton
Kexborough (95, 95A)
Mapplewell (93A)

From 20/07/2013

Also serves:
Barnsley District General Hospital
Darton College (93A)

Also available online at travelsouthyorkshire.com

Operated by:

Stagecoach

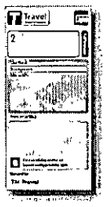
Some journeys operated with financial support from South Yorkshire Passenger Transport Executive

What's changed

From Saturday 20 July 2013, changes will be made to the times of service 95.

Additional Monday to Friday journeys will be introduced in each direction from Barnsley at 1535 and Kexborough at 1602.

There are no changes to services 93, 93A or 95A.

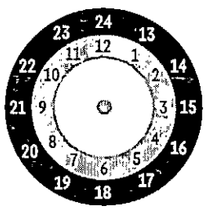


We aim to provide information which is as accurate as possible. We cannot accept responsibility for errors, or for any service that does not operate to the times shown.

24 hour clock
Throughout South Yorkshire our timetables use the 24 hour clock to avoid confusion between am and pm times.

For example:
9.00am is shown as 0900
2.15pm is shown as 1415
10.25pm is shown as 2225

24 hour times
12 hour times



Stopping points for service 93

Barnsley Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ Redbrook Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ Church Street ▸ Station Road ▸ Bloomhouse Lane ▸ Woolley Colliery Road ▸ **Darton, Woolley Colliery**

Darton, Woolley Colliery ▸ Woolley Colliery Road ▸ Bloomhouse Lane ▸ Station Road ▸ Church Street ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Gawber** ▸ Redbrook Road ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley Interchange**

Stopping points for service 93A

Barnsley Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ Redbrook Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ **Darton** ▸ Church Street ▸ Station Road ▸ Darton Lane ▸ Towngate ▸ **Mapplewell, Blacker Road**

Mapplewell, Spark Lane ▸ Pye Avenue ▸ **Darton** ▸ Darton Lane ▸ Station Road ▸ Church Street ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Gawber** ▸ Redbrook Road ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley Interchange**

Stopping points for service 95

Barnsley, Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ **Wilthorpe** ▸ Queens Drive ▸ Huddersfield Road ▸ Wilthorpe Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ **Darton** ▸ Churchfield Lane ▸ Ballfield Lane ▸ **Kexborough, Oakwood Square**

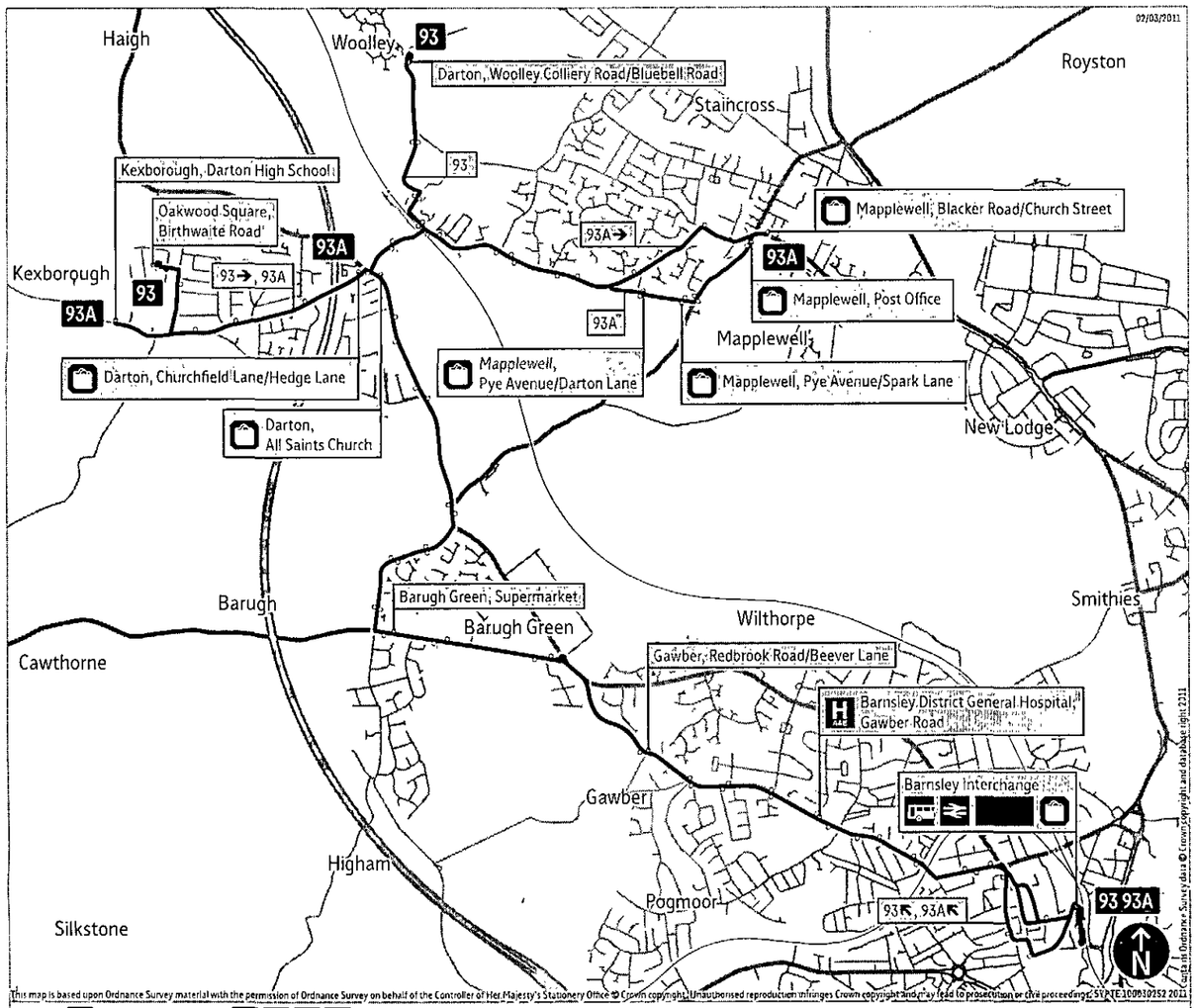
Kexborough, Oakwood Square ▸ Ballfield Lane ▸ Churchfield Lane ▸ **Darton** ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Wilthorpe** ▸ Wilthorpe Road ▸ Huddersfield Road ▸ Queens Drive ▸ **Gawber** ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley, Interchange**

Stopping points for service 95A

Barnsley, Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ **Wilthorpe** ▸ Queens Drive ▸ Huddersfield Road ▸ Wilthorpe Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ **Darton** ▸ Churchfield Lane ▸ **Kexborough** ▸ Ballfield Lane ▸ Oakwood Square ▸ Ballfield Lane ▸ Churchfield Lane ▸ Church Street ▸ Station Road ▸ Bloomhouse Lane ▸ Woolley Colliery Road ▸ **Darton, Woolley Colliery**

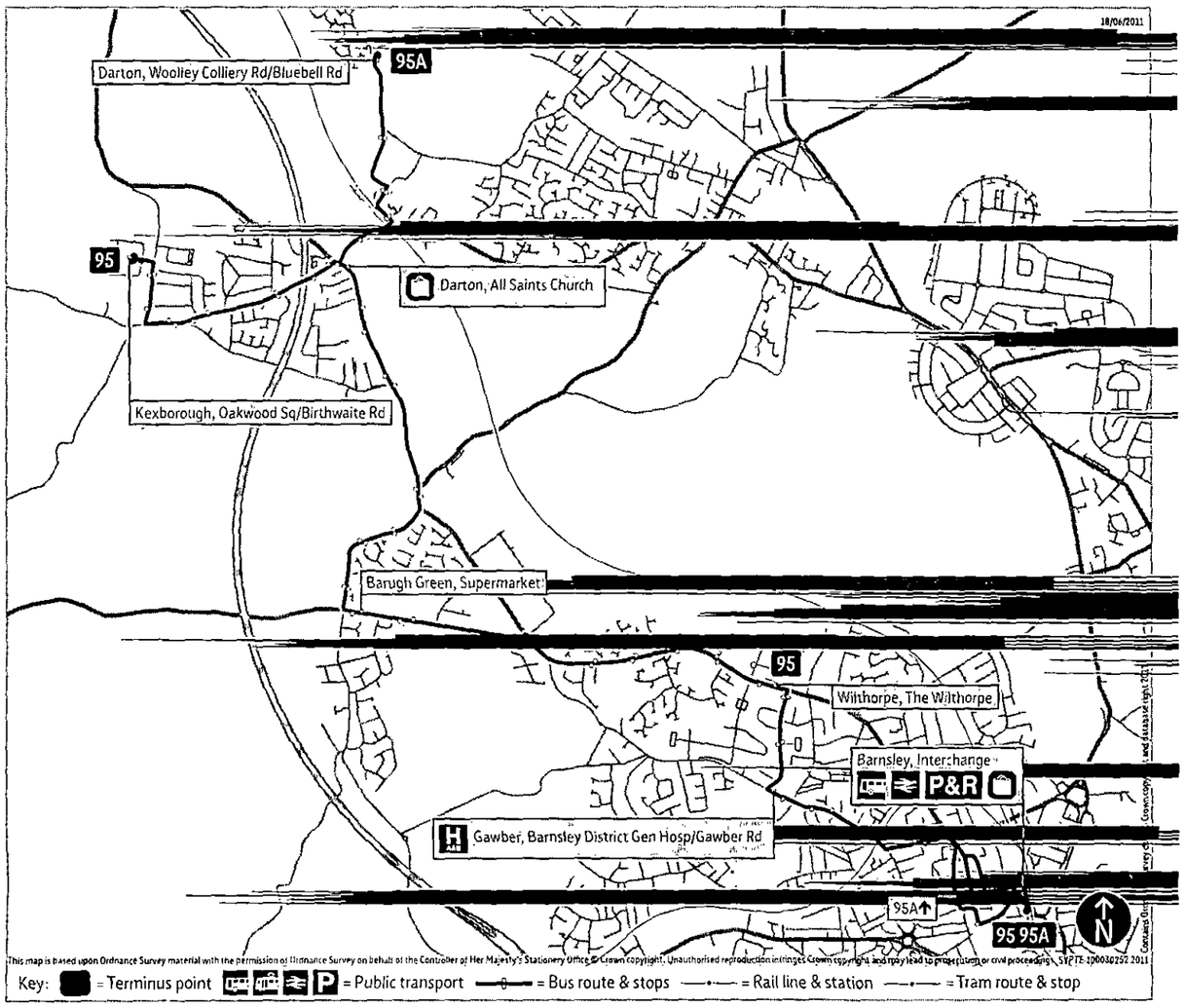
Darton, Woolley Colliery ▸ Woolley Colliery Road ▸ Bloomhouse Lane ▸ Station Road ▸ Church Street ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Wilthorpe** ▸ Wilthorpe Road ▸ Huddersfield Road ▸ Queens Drive ▸ **Gawber** ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley, Interchange**

Bus route map for services 93 and 93A



Key: = Terminus point = Public transport = Bus route & stops = Rail line & station = Tram route & stop

Bus route map for services 95 and 95A



93, 93A, 95, 95A ▸ Monday to Friday

Barnsley Centre ▸ Mapplewell

Service number:	95	93	95	93	95	93	95	95	95	95	93	95	93	95	93A	95	93
See notes:							SH										
Barnsley, Interchange	0610	0640	0655	0708	0725	0745	0756	0800	0820	0835	0855	0910	0925	0935	0945	0955	1005
Gawber, Gawber Rd/Barnsley Hosp	0618	0648	0703	0716	0733	0753	0804	0808	0828	0843	0903	0918	0933	0943	0953	1003	1013
Gawber, Redbrook Rd/Beever Ln	–	0652	–	0720	–	0757	–	–	–	–	0907	–	0937	–	0957	–	1017
Wilthorpe, Huddersfield Rd/Rowland Rd	0620	–	0705	–	0735	–	0806	0810	0830	0845	–	0920	–	0945	–	1005	–
Wilthorpe, Wilthorpe Rd/Wilbrook Rise	–	–	–	–	–	–	–	0812	–	–	–	–	–	–	–	–	–
Barugh Green, Barugh Green Rd/Supermarket	0625	0655	0710	0723	0740	0800	0811	–	0835	0850	0910	0925	0940	0950	1000	1010	1020
Darton, Barnsley Rd/All Saints Church	0630	0700	0715	0728	0745	0805	0816	–	0840	0855	0915	0930	0945	0955	1005	1015	1025
Kexborough, Oakwood Sq/Birthwaite Rd	0635	–	0720	–	0750	–	0821	–	0845	0900	–	0935	–	1000	–	1020	–
Darton, Woolley Colliery Rd/Bluebell Rd	–	0706	–	0734	–	0811	–	–	–	–	0921	–	0951	–	–	–	1031
Darton, Darton Col	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Pye Av/Darton Ln	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Four Ln Ends	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1011	–	–

93, 93A, 95, 95A ▸ Monday to Friday (continued)

Barnsley Centre ▸ Mapplewell

Service number:	95	93	95	93A	95		93	95	93	95	93A	95		95	95	95
See notes:																SH
Barnsley, Interchange	1015	1025	1035	1045	1055		05	15	25	35	45	55		1455	1505	1515
Gawber, Gawber Rd/Barnsley Hosp	1023	1033	1043	1053	1103		13	23	33	43	53	03		1503	1513	1523
Gawber, Redbrook Rd/Beever Ln	–	1037	–	1057	–		17	–	37	–	57	–		–	–	–
Wilthorpe, Huddersfield Rd/Rowland Rd	1025	–	1045	–	1105		–	25	–	45	–	05		1505	1515	1525
Wilthorpe, Wilthorpe Rd/Wilbrook Rise	–	–	–	–	–	then at	–	–	–	–	–	–	until	–	–	–
Barugh Green, Barugh Green Rd/Supermarket	1030	1040	1050	1100	1110	these	20	30	40	50	00	10		1510	1520	1530
Darton, Barnsley Rd/All Saints Church	1035	1045	1055	1105	1115	mins past	25	35	45	55	05	15		1515	1525	1535
Kexborough, Oakwood Sq/Birthwaite Rd	1040	–	1100	–	1120	the hour.	–	40	–	00	–	20		1520	1530	1540
Darton, Woolley Colliery Rd/Bluebell Rd	–	1051	–	–	–		31	–	51	–	–	–		–	–	–
Darton, Darton Col	–	–	–	–	–		–	–	–	–	–	–		–	–	–
Mapplewell, Pye Av/Darton Ln	–	–	–	–	–		–	–	–	–	–	–		–	–	–
Mapplewell, Four Ln Ends	–	–	–	1111	–		–	–	–	–	11	–		–	–	–

93, 93A, 95, 95A ▸ Monday to Friday (continued)

Barnsley Centre ▸ Mapplewell

Service number:	93	93A	95	95	95	93	95	93	95	95	93	95	95	93	93	95	93
See notes:		SD															
Barnsley, Interchange	1525	–	1535	1545	1600	1610	1620	1630	1645	1705	1715	1730	1745	1800	1815	1845	1915
Gawber, Gawber Rd/Barnsley Hosp	1533	–	1543	1553	1608	1618	1628	1638	1653	1713	1723	1738	1753	1808	1823	1853	1923
Gawber, Redbrook Rd/Beever Ln	1537	–	–	–	–	1622	–	1642	–	–	1727	–	–	1812	1827	–	1927
Wilthorpe, Huddersfield Rd/Rowland Rd	–	–	1545	1555	1610	–	1630	–	1655	1715	–	1740	1755	–	–	1855	–
Wilthorpe, Wilthorpe Rd/Wilbrook Rise	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Barugh Green, Barugh Green Rd/Supermarket	1540	–	1550	1600	1615	1625	1635	1645	1700	1720	1730	1745	1800	1815	1830	1900	1930
Darton, Barnsley Rd/All Saints Church	1545	–	1555	1605	1620	1630	1640	1650	1705	1725	1735	1750	1805	1820	1835	1905	1935
Kexborough, Oakwood Sq/Birthwaite Rd	–	–	1600	1610	1625	–	1645	–	1710	1730	–	1755	1810	–	–	1910	–
Darton, Woolley Colliery Rd/Bluebell Rd	1551	–	–	–	–	1636	–	1656	–	–	1741	–	–	1826	1841	–	1941
Darton, Darton Col	–	1530	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Pye Av/Darton Ln	–	1539	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Four Ln Ends	–	1541	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

93, 93A, 95, 95A ▸ Monday to Friday (continued)

Barnsley Centre ▸ Mapplewell

Service number:	95	93	95	93	95	93	95A
Barnsley, Interchange	1945	2015	2045	2115	2145	2215	2245
Gawber, Gawber Rd/Barnsley Hosp	1953	2023	2053	2123	2153	2223	2252
Gawber, Redbrook Rd/Beever Ln	–	2027	–	2127	–	2227	–
Wilthorpe, Huddersfield Rd/Rowland Rd	1955	–	2055	–	2155	–	2254
Wilthorpe, Wilthorpe Rd/Wilbrook Rise	–	–	–	–	–	–	2255
Barugh Green, Barugh Green Rd/Supermarket	2000	2030	2100	2130	2200	2230	2258
Darton, Barnsley Rd/All Saints Church	2005	2035	2105	2135	2205	2235	2302
Kexborough, Oakwood Sq/Birthwaite Rd	2010	–	2110	–	2210	–	2307
Darton, Woolley Colliery Rd/Bluebell Rd	–	2041	–	2141	–	2241	2315
Darton, Darton Col	–	–	–	–	–	–	–
Mapplewell, Pye Av/Darton Ln	–	–	–	–	–	–	–
Mapplewell, Four Ln Ends	–	–	–	–	–	–	–

93, 93A, 95 ▸ Monday to Friday

Mapplewell ▸ Barnsley Centre

Service number:	93	95	93	95	93	95	95	93	93	95	95	95	93	95	93	95	93
See notes:											SD						
Mapplewell, Four Ln Ends	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Pye Av/Spark Ln	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Darton, Churchfield Ln/Huddersfield Rd	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Darton, Woolley Colliery Rd/Bluebell Rd	–	–	0707	–	0735	–	–	–	0812	–	–	–	0902	–	0922	–	0952
Kexborough, Oakwood Sq/Birthwaite Rd	0638	0653	–	0725	–	0745	0752	–	–	0822	–	0850	–	0912	–	0942	–
Darton, Barnsley Rd/All Saints Church	0643	0658	0712	0730	0740	0750	0757	–	0817	0827	–	0855	0907	0917	0927	0947	0957
Barugh Green, Barugh Green Rd/Supermarket	0648	0703	0717	0735	0745	0755	0802	–	0822	0832	–	0900	0912	0922	0932	0952	1002
Gawber, Redbrook Rd/Beever Ln	0652	–	0721	–	0749	–	–	0815	0826	–	–	–	0916	–	0936	–	1006
Wilthorpe, Huddersfield Rd/Wilthorpe Av	–	0708	–	0740	–	0800	0807	–	–	0837	0855	0905	–	0927	–	0957	–
Gawber, Gawber Rd/Barnsley Hosp	0656	0711	0725	0743	0753	0803	0810	0819	0830	0840	0858	0908	0920	0930	0940	1000	1010
Barnsley, Interchange	0705	0720	0734	0752	0802	0812	0819	0828	0839	0849	0907	0917	0929	0939	0949	1009	1019

93, 93A, 95 ▸ Monday to Friday (continued)

Mapplewell ▸ Barnsley Centre

Service number:	95	93A	95	93	95	93	95		93A	95	93	95	93	95		95
Mapplewell, Four Ln Ends	–	1012	–	–	–	–	–		12	–	–	–	–	–		–
Mapplewell, Pye Av/Spark Ln	–	1013	–	–	–	–	–		13	–	–	–	–	–		–
Darton, Churchfield Ln/Huddersfield Rd	–	–	–	–	–	–	–		–	–	–	–	–	–		–
Darton, Woolley Colliery Rd/Bluebell Rd	–	–	–	1032	–	1052	–		–	–	32	–	52	–		–
Kexborough, Oakwood Sq/Birthwaite Rd	1002	–	1022	–	1042	–	1102	then at these mins past the hour	–	22	–	42	–	02	until	1502
Darton, Barnsley Rd/All Saints Church	1007	1017	1027	1037	1047	1057	1107		17	27	37	47	57	07		1507
Barugh Green, Barugh Green Rd/Supermarket	1012	1022	1032	1042	1052	1102	1112		22	32	42	52	02	12		1512
Gawber, Redbrook Rd/Beever Ln	–	1026	–	1046	–	1106	–		26	–	46	–	06	–		–
Wilthorpe, Huddersfield Rd/Wilthorpe Av	1017	–	1037	–	1057	–	1117		–	37	–	57	–	17		1517
Gawber, Gawber Rd/Barnsley Hosp	1020	1030	1040	1050	1100	1110	1120		30	40	50	00	10	20		1520
Barnsley, Interchange	1029	1039	1049	1059	1109	1119	1129		39	49	59	09	19	29		1529

93, 93A, 95 ▸ Monday to Friday (continued)

Mapplewell ▸ Barnsley Centre

Service number:	93A	93A	95	95	95	93	95	95	95	93	95	93	95	95	93	95
See notes:	SH	SD			SH											
Mapplewell, Four Ln Ends	1512	1512	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Pye Av/Spark Ln	1513	1513	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Darton, Churchfield Ln/Huddersfield Rd	–	1517	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Darton, Woolley Colliery Rd/Bluebell Rd	–	–	–	–	–	1552	–	–	–	1637	–	1657	–	–	1742	–
Kexborough, Oakwood Sq/Birthwaite Rd	–	–	1522	1537	1542	–	1602	1612	1627	–	1647	–	1712	1732	–	1812
Darton, Barnsley Rd/All Saints Church	1517	–	1527	1542	1547	1557	1607	1617	1632	1642	1652	1702	1717	1737	1747	1817
Barugh Green, Barugh Green Rd/Supermarket	1522	–	1532	1547	1552	1602	1612	1622	1637	1647	1657	1707	1722	1742	1752	1822
Gawber, Redbrook Rd/Beever Ln	1526	–	–	–	–	1606	–	–	–	1651	–	1711	–	–	1756	–
Wilthorpe, Huddersfield Rd/Wilthorpe Av	–	–	1537	1552	1557	–	1617	1627	1642	–	1702	–	1727	1747	–	1827
Gawber, Gawber Rd/Barnsley Hosp	1530	–	1540	1555	1600	1610	1620	1630	1645	1655	1705	1715	1730	1750	1800	1830
Barnsley, Interchange	1539	–	1549	1604	1609	1619	1629	1639	1654	1704	1714	1724	1739	1759	1809	1839

93, 93A, 95 ▸ Monday to Friday (continued)

Mapplewell ▸ Barnsley Centre

Service number:		93	95		95	93
Mapplewell, Four Ln Ends		–	–		–	–
Mapplewell, Pye Av/Spark Ln		–	–		–	–
Darton, Churchfield Ln/Huddersfield Rd		–	–		–	–
Darton, Woolley Colliery Rd/Bluebell Rd	then at	42	–	until	–	2242
Kexborough, Oakwood Sq/Birthwaite Rd	these	–	12		2212	–
Darton, Barnsley Rd/All Saints Church	mins past	47	17		2217	2247
Barugh Green, Barugh Green Rd/Supermarket	the hour	52	22		2222	2252
Gawber, Redbrook Rd/Beever Ln		56	–		–	2256
Wilthorpe, Huddersfield Rd/Wilthorpe Av		–	27		2227	–
Gawber, Gawber Rd/Barnsley Hosp		00	30		2230	2300
Barnsley, Interchange		09	39		2239	2309

93, 93A, 95, 95A ▸ Saturday

Barnsley Centre ▸ Mapplewell

Service number:	93	95	93	95A	93	95	93	95	93A	95	93	95	93	95	93A	95
Barnsley, Interchange	0645	0715	0745	0820	0850	0910	0925	0935	0945	0955	1005	1015	1025	1035	1045	1055
Gawber, Gawber Rd/Barnsley Hosp	0653	0723	0753	0828	0858	0918	0933	0943	0953	1003	1013	1023	1033	1043	1053	1103
Gawber, Redbrook Rd/Beever Ln	0657	–	0757	–	0902	–	0937	–	0957	–	1017	–	1037	–	1057	–
Wilthorpe, Huddersfield Rd/Rowland Rd	–	0725	–	0830	–	0920	–	0945	–	1005	–	1025	–	1045	–	1105
Barugh Green, Barugh Green Rd/Supermarket	0700	0730	0800	0835	0905	0925	0940	0950	1000	1010	1020	1030	1040	1050	1100	1110
Darton, Barnsley Rd/All Saints Church	0705	0735	0805	0840	0910	0930	0945	0955	1005	1015	1025	1035	1045	1055	1105	1115
Kexborough, Oakwood Sq/Birthwaite Rd	–	0740	–	0845	–	0935	–	1000	–	1020	–	1040	–	1100	–	1120
Darton, Woolley Colliery Rd/Bluebell Rd	0711	–	0811	0852	0916	–	0951	–	–	–	1031	–	1051	–	–	–
Mapplewell, Four Ln Ends	–	–	–	–	–	–	–	–	1011	–	–	–	–	–	1111	–
Mapplewell, Blacker Rd/Church St	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

Service number:		93	95	93	95	93A	95		95	93	95	93	95	93A	95	95A
Barnsley, Interchange		05	15	25	35	45	55		1555	1605	1615	1625	1635	1645	1655	1705
Gawber, Gawber Rd/Barnsley Hosp		13	23	33	43	53	03		1603	1613	1623	1633	1643	1653	1703	1713
Gawber, Redbrook Rd/Beever Ln		17	–	37	–	57	–		–	1617	–	1637	–	1657	–	–
Wilthorpe, Huddersfield Rd/Rowland Rd	then at	–	25	–	45	–	05	until	1605	–	1625	–	1645	–	1705	1715
Barugh Green, Barugh Green Rd/Supermarket	these	20	30	40	50	00	10		1610	1620	1630	1640	1650	1700	1710	1720
Darton, Barnsley Rd/All Saints Church	mins past	25	35	45	55	05	15		1615	1625	1635	1645	1655	1705	1715	1725
Kexborough, Oakwood Sq/Birthwaite Rd	the hour	–	40	–	00	–	20		1620	–	1640	–	1700	–	1720	1730
Darton, Woolley Colliery Rd/Bluebell Rd		31	–	51	–	–	–		–	1631	–	1651	–	–	–	1737
Mapplewell, Four Ln Ends		–	–	–	–	11	–		–	–	–	–	–	–	–	–
Mapplewell, Blacker Rd/Church St		–	–	–	–	–	–		–	–	–	–	–	1711	–	–

93, 93A, 95, 95A ▸ Saturday (continued)

Barnsley Centre ▸ Mapplewell

Service number:	93	95A	95	93	95		93	95		95	93	95A
Barnsley, Interchange	1715	1730	1745	1815	1845		15	45		2145	2215	2245
Gawber, Gawber Rd/Barnsley Hosp	1723	1738	1753	1823	1853		23	53		2153	2223	2252
Gawber, Redbrook Rd/Beever Ln	1727	–	–	1827	–		27	–		–	2227	–
Wilthorpe, Huddersfield Rd/Rowland Rd	–	1740	1755	–	1855	then at	–	55	until	2155	–	2254
Barugh Green, Barugh Green Rd/Supermarket	1730	1745	1800	1830	1900	these	30	00		2200	2230	2258
Darton, Barnsley Rd/All Saints Church	1735	1750	1805	1835	1905	mins past	35	05		2205	2235	2302
Kexborough, Oakwood Sq/Birthwaite Rd	–	1755	1810	–	1910	the hour	–	10		2210	–	2307
Darton, Woolley Colliery Rd/Bluebell Rd	1741	1802	–	1841	–		41	–		–	2241	2315
Mapplewell, Four Ln Ends	–	–	†	–	–		–	–		–	–	–
Mapplewell, Blacker Rd/Church St	–	–	–	–	–		–	–		–	–	–

93, 93A, 95 ▸ Saturday

Darton ▸ Barnsley Centre

Service number:	93	93	95	93	95	93	95	93	95	95	93	95	93A	95	93	95	93
Darton, Woolley Colliery Rd/Bluebell Rd	–	0712	–	0812	–	0852	–	0917	–	–	0952	–	–	–	1032	–	1052
Kexborough, Oakwood Sq/Birthwaite Rd	0642	–	0742	–	0832	–	0902	–	0922	0942	–	1002	–	1022	–	1042	–
Mapplewell, Four Ln Ends	–	–	–	–	–	–	–	–	–	–	–	–	1012	–	–	–	–
Mapplewell, Pye Av/Spark Ln	–	–	–	–	–	–	–	–	–	–	–	–	1013	–	–	–	–
Darton, Barnsley Rd/All Saints Church	0647	0717	0747	0817	0837	0857	0907	0922	0927	0947	0957	1007	1017	1027	1037	1047	1057
Barugh Green, Barugh Green Rd/Supermarket	0652	0722	0752	0822	0842	0902	0912	0927	0932	0952	1002	1012	1022	1032	1042	1052	1102
Gawber, Redbrook Rd/Beever Ln	0656	0726	–	0826	–	0906	–	0931	–	–	1006	–	1026	–	1046	–	1106
Wilthorpe, Huddersfield Rd/Wilthorpe Av	–	–	0757	–	0847	–	0917	–	0937	0957	–	1017	–	1037	–	1057	–
Gawber, Gawber Rd/Barnsley Hosp	0700	0730	0800	0830	0850	0910	0920	0935	0940	1000	1010	1020	1030	1040	1050	1100	1110
Barnsley, Interchange	0709	0739	0809	0839	0859	0919	0929	0944	0949	1009	1019	1029	1039	1049	1059	1109	1119

93, 93A, 95 ▸ Saturday (continued)

Darton ▸ Barnsley Centre

Service number:	95	93A	95		93	95	93	95	93A	95		95	93	95	93	95
Darton, Woolley Colliery Rd/Bluebell Rd	–	–	–		32	–	52	–	–	–		–	1632	–	1652	
Kexborough, Oakwood Sq/Birthwaite Rd	1102	–	1122		–	42	–	02	–	22		1622	–	1642	–	1707
Mapplewell, Four Ln Ends	–	1112	–		–	–	–	–	12	–		–	–	–	–	–
Mapplewell, Pye Av/Spark Ln	–	1113	–	then at	–	–	–	–	13	–	until	–	–	–	–	–
Darton, Barnsley Rd/All Saints Church	1107	1117	1127	these	37	47	57	07	17	27		1627	1637	1647	1657	1712
Barugh Green, Barugh Green Rd/Supermarket	1112	1122	1132	mins past	42	52	02	12	22	32		1632	1642	1652	1702	1717
Gawber, Redbrook Rd/Beever Ln	–	1126	–	the hour	46	–	06	–	26	–		–	1646	–	1706	–
Wilthorpe, Huddersfield Rd/Wilthorpe Av	1117	–	1137		–	57	–	17	–	37		1637	–	1657	–	1722
Gawber, Gawber Rd/Barnsley Hosp	1120	1130	1140		50	00	10	20	30	40		1640	1650	1700	1710	1725
Barnsley, Interchange	1129	1139	1149		59	09	19	29	39	49		1649	1659	1709	1719	1734

Service number:	93	95	93	95		93	95		95	93
Darton, Woolley Colliery Rd/Bluebell Rd	1737	–	1842	–		42	–		–	2242
Kexborough, Oakwood Sq/Birthwaite Rd	–	1812	–	1912		–	12		2212	–
Mapplewell, Four Ln Ends	–	–	–	–		–	–		–	–
Mapplewell, Pye Av/Spark Ln	–	–	–	–	then at	–	–	until	–	–
Darton, Barnsley Rd/All Saints Church	1742	1817	1847	1917	these	47	17		2217	2247
Barugh Green, Barugh Green Rd/Supermarket	1747	1822	1852	1922	mins past	52	22		2222	2252
Gawber, Redbrook Rd/Beever Ln	1751	–	1856	–	the hour	56	–		–	2256
Wilthorpe, Huddersfield Rd/Wilthorpe Av	–	1827	–	1927		–	27		2227	–
Gawber, Gawber Rd/Barnsley Hosp	1755	1830	1900	1930		00	30		2230	2300
Barnsley, Interchange	1804	1839	1909	1939		09	39		2239	2309

93, 95, 95A ▸ Sunday

Barnsley Centre ▸ Darton

Service number:	95	93		95	93		93	95	95A	95A	95A	95A	95A
Barnsley, Interchange	1015	1045		15	45		1745	1815	1845	1945	2045	2145	2245
Gawber, Gawber Rd/Barnsley Hosp	1023	1053		23	53		1753	1823	1852	1952	2052	2152	2252
Wilthorpe, Huddersfield Rd/Rowland Rd	1025	–	then at	25	–	until	–	1825	1854	1954	2054	2154	2254
Gawber, Redbrook Rd/Beever Ln	–	1057	these	–	57		1757	–	–	–	–	–	–
Barugh Green, Barugh Green Rd/Supermarket	1030	1100	mins past	30	00		1800	1830	1858	1958	2058	2158	2258
Darton, Barnsley Rd/All Saints Church	1035	1105	the hour	35	05		1805	1835	1902	2002	2102	2202	2302
Kexborough, Oakwood Sq/Birthwaite Rd	1040	–		40	–		–	1840	1907	2007	2107	2207	2307
Darton, Woolley Colliery Rd/Bluebell Rd	–	1111		–	11		1811	–	1915	2015	2115	2215	2315

93, 95, 95A ▸ Sunday

Darton ▸ Barnsley Centre

Service number:	95	93	95		93	95		95	95A	95A	95A	95A
Darton, Woolley Colliery Rd/Bluebell Rd	–	1011	–		11	–		–	1915	2015	2115	2215
Kexborough, Oakwood Sq/Birthwaite Rd	0941	–	1041		–	41		1841	–	–	–	–
Darton, Barnsley Rd/All Saints Church	0946	1016	1046	then at	16	46	until	1846	1920	2020	2120	2220
Barugh Green, Barugh Green Rd/Supermarket	0951	1021	1051	these	21	51		1851	1924	2024	2124	2224
Gawber, Redbrook Rd/Beever Ln	–	1025	–	mins past	25	–		–	–	–	–	–
Wilthorpe, Huddersfield Rd/Wilthorpe Av	0956	–	1056	the hour	–	56		1856	1927	2027	2127	2227
Gawber, Gawber Rd/Barnsley Hosp	0959	1029	1059		29	59		1859	1930	2030	2130	2230
Barnsley, Interchange	1008	1038	1108		38	08		1908	1938	2038	2138	2238

Notes: SD - Schooldays only, SH - School holidays only.

Travel South Yorkshire

96 96A 97

Full Timetable

Barnsley
Gawber (96/96A)
Staincross (97)
Haigh (96)
Kexborough (96/96A)
Sandal (96/97)
Wakefield (96/97)

From 27/10/2013

Also serves:
Yorkshire Sculpture Park

Also available online at travelsouthyorkshire.com

Operated by:
Tates Travel...

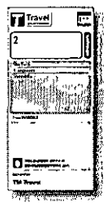
What's changed

From Sunday 27 October 2013, there will be changes to services 96A and 97.

96A Some Saturday journeys will no longer operate.

97 This service will no longer operate on Saturday.

There are no changes to service 96.

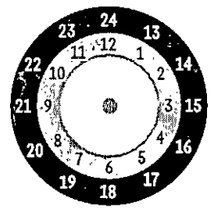


We aim to provide information which is as accurate as possible. We cannot accept responsibility for errors, or for any service that does not operate to the times shown.

24 hour clock
Throughout South Yorkshire our timetables use the 24 hour clock to avoid confusion between am and pm times.

For example:
9.00am is shown as 0900
2.15pm is shown as 1415
10.25pm is shown as 2225

24 hour times
12 hour times

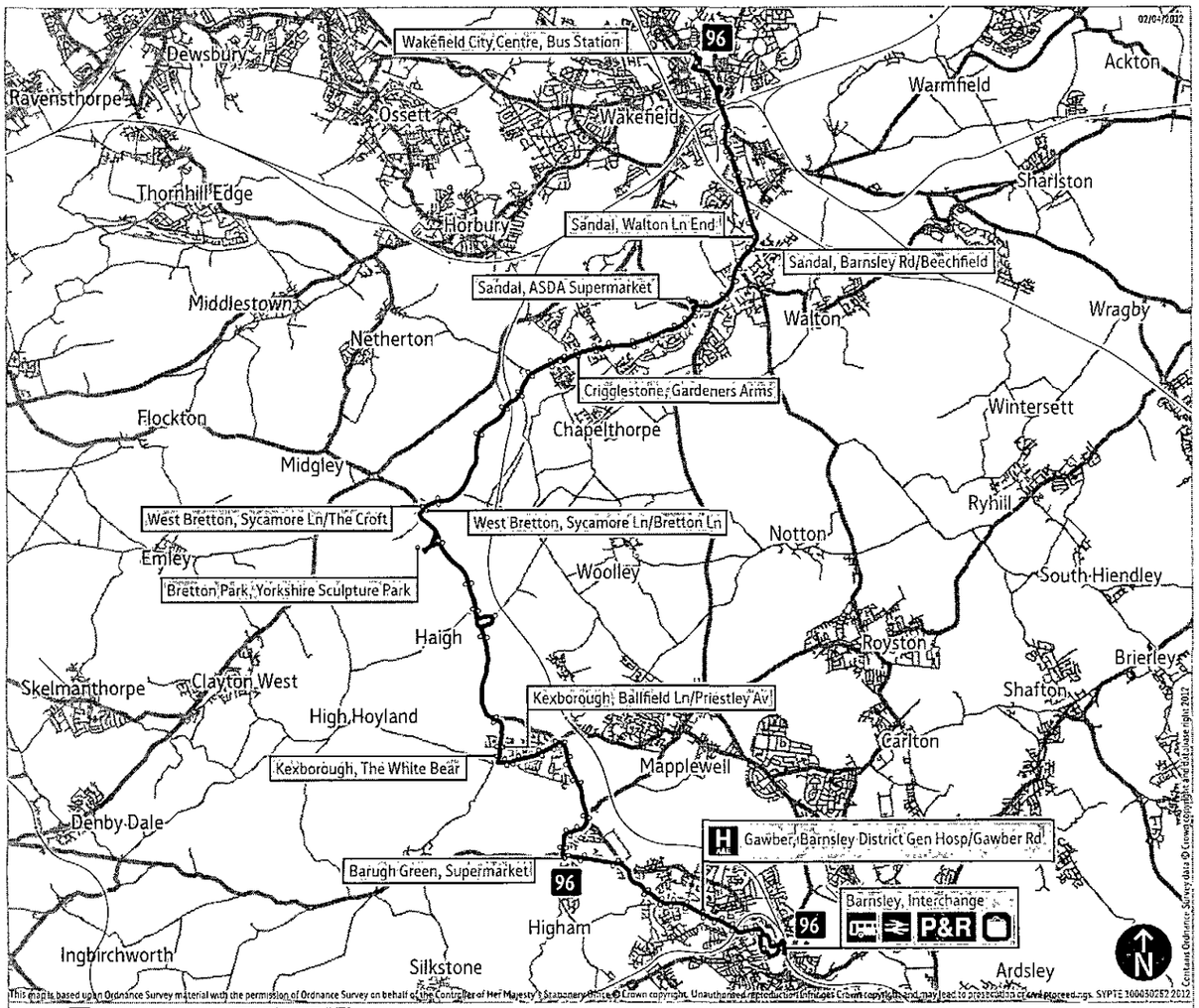


Stopping points for service 96

Barnsley, Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ Redbrook Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ **Darton** ▸ Churchfield Lane ▸ **Kexborough** ▸ Ballfield Lane ▸ **Haigh** ▸ Huddersfield Road ▸ **Bretton Park** ▸ Yorkshire Sculpture Park ▸ **West Bretton** ▸ Sycamore Lane ▸ Bretton Lane ▸ **Woolley Edge** ▸ **Great Cliff** ▸ Cliff Road ▸ **Crigglestone** ▸ High Street ▸ Standbridge Lane ▸ **Kettlethorpe** ▸ **Sandal** ▸ Asda Superstore ▸ Standbridge Lane ▸ Barnsley Road ▸ **Agbrigg** ▸ **Belle Isle** ▸ Bridge Street ▸ Kirkgate ▸ The Springs ▸ Union Street ▸ **Wakefield, Bus Station**

Wakefield, Bus Station ▸ Westmorland Street ▸ Kirkgate ▸ **Belle Isle** ▸ Bridge Street ▸ Barnsley Road ▸ **Agbrigg** ▸ **Sandal** ▸ Standbridge Lane ▸ Asda Superstore ▸ **Kettlethorpe** ▸ Standbridge Lane ▸ **Crigglestone** ▸ High Street ▸ Cliff Road ▸ **Great Cliff** ▸ Bretton Lane ▸ **Woolley Edge** ▸ **West Bretton** ▸ Sycamore Lane ▸ **Bretton Park** ▸ Yorkshire Sculpture Park ▸ Huddersfield Road ▸ **Haigh** ▸ Haigh ▸ Huddersfield Road ▸ **Kexborough** ▸ Ballfield Lane ▸ Churchfield Lane ▸ **Darton** ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Gawber** ▸ Redbrook Road ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley, Interchange**

Bus route map for service 96



96 ▸ Monday to Friday

Barnsley ▸ Wakefield

Barnsley, Interchange	–	0725	0810		10		1410	1515	1615	1725
Gawber, Gawber Rd/Barnsley Hosp	–	0733	0818		18		1418	1523	1623	1733
Barugh Green, Barugh Green Rd (Supermarket)	0658	0738	0823		23		1423	1528	1628	1738
Kexborough, Ballfield Ln/The White Bear	0706	0746	0831	then at	31	until	1431	1536	1636	1746
West Bretton, Yorkshire Sculpture Park	–	–	0839	these	39		1439	1544	1644	1754
West Bretton, Sycamore Ln/The Croft	0715	0755	0843	mins past	43		1443	1548	1648	1758
Crigglestone, Gardeners Arms	0720	0800	0848	the hour	48		1448	1553	1653	1803
Sandal, ASDA Supermarket	0727	0807	0855		55		1455	1600	1700	1810
Sandal, Walton Ln End	0731	0811	0859		59		1459	1604	1704	1814
Wakefield City Centre, Bus Stn	0740	0825	0908		08		1508	1613	1713	1823

96 ▸ Monday to Friday

Wakefield ▸ Barnsley

Wakefield City Centre, Bus Stn	0736	0833	0903		03		1403	1513	1618	1723
Sandal, Barnsley Rd/Beechfield	0745	0842	0912		12		1412	1522	1630	1735
Sandal, ASDA Supermarket	0749	0846	0916		16		1416	1526	1636	1741
Crigglestone, Gardeners Arms	0755	0852	0922	then at	22	until	1422	1532	1642	1747
West Bretton, Sycamore Ln/Bretton Ln	0800	0857	0927	these	27		1427	1537	1647	1752
West Bretton, Yorkshire Sculpture Park	–	0901	0931	mins past	31		1431	1541	1651	1756
Kexborough, Ballfield Ln/Priestley Av	0809	0909	0939	the hour	39		1439	1549	1659	1804
Barugh Green, Barugh Green Rd/Supermarket	0817	0917	0947		47		1447	1557	1707	1812
Gawber, Gawber Rd/Barnsley Hosp	0822	0922	0952		52		1452	1602	1712	1817
Barnsley, Interchange	0830	0930	1000		00		1500	1610	1720	1825

96 ▸ Saturday

Barnsley ▸ Wakefield

Barnsley, Interchange	0755	0900	1010		10		1710
Gawber, Gawber Rd/Barnsley Hosp	0803	0908	1018		18		1718
Barugh Green, Barugh Green Rd/Supermarket	0808	0913	1023		23		1723
Kexborough, Ballfield Ln/The White Bear	0816	0921	1031	then at	31	until	1731
West Bretton, Yorkshire Sculpture Park	0824	0929	1039	these	39		1739
West Bretton, Sycamore Ln/The Croft	0828	0933	1043	mins past	43		1743
Crigglestone, Gardeners Arms	0833	0938	1048	the hour	48		1748
Sandal, ASDA Supermarket	0840	0945	1055		55		1755
Sandal, Walton Ln End	0844	0949	1059		59		1759
Wakefield City Centre, Bus Stn	0853	0958	1108		08		1808

96 ▸ Saturday

Wakefield ▸ Barnsley

Wakefield City Centre, Bus Stn	0903		03		1503	1613	1713
Sandal, Barnsley Rd/Beechfield	0912		12		1512	1622	1722
Sandal, ASDA Supermarket	0916		16		1516	1626	1726
Crigglestone, Gardeners Arms	0922	then at	22	until	1522	1632	1732
West Bretton, Sycamore Ln/Bretton Ln	0927	these	27		1527	1637	1737
West Bretton, Yorkshire Sculpture Park	0931	mins past	31		1531	1641	1741
Kexborough, Ballfield Ln/Priestley Av	0939	the hour	39		1539	1649	1749
Barugh Green, Barugh Green Rd/Supermarket	0947		47		1547	1657	1757
Gawber, Gawber Rd/Barnsley Hosp	0952		52		1552	1702	1802
Barnsley, Interchange	1000		00		1600	1710	1810

96 ▸ Sunday

Barnsley ▸ Wakefield

Barnsley, Interchange	1330	1530
Gawber, Gawber Rd/Barnsley Hosp	1338	1538
Barugh Green, Barugh Green Rd/Supermarket	1343	1543
Kexborough, Ballfield Ln/The White Bear	1351	1551
West Bretton, Yorkshire Sculpture Park	1358	1558
West Bretton, Sycamore Ln/The Croft	1402	1602
Crigglestone, Gardeners Arms	1406	1606
Sandal, ASDA Supermarket	1412	1612
Sandal, Walton Ln End	1416	1616
Wakefield City Centre, Bus Stn	1425	1625

96 ▸ Sunday

Wakefield ▸ Barnsley

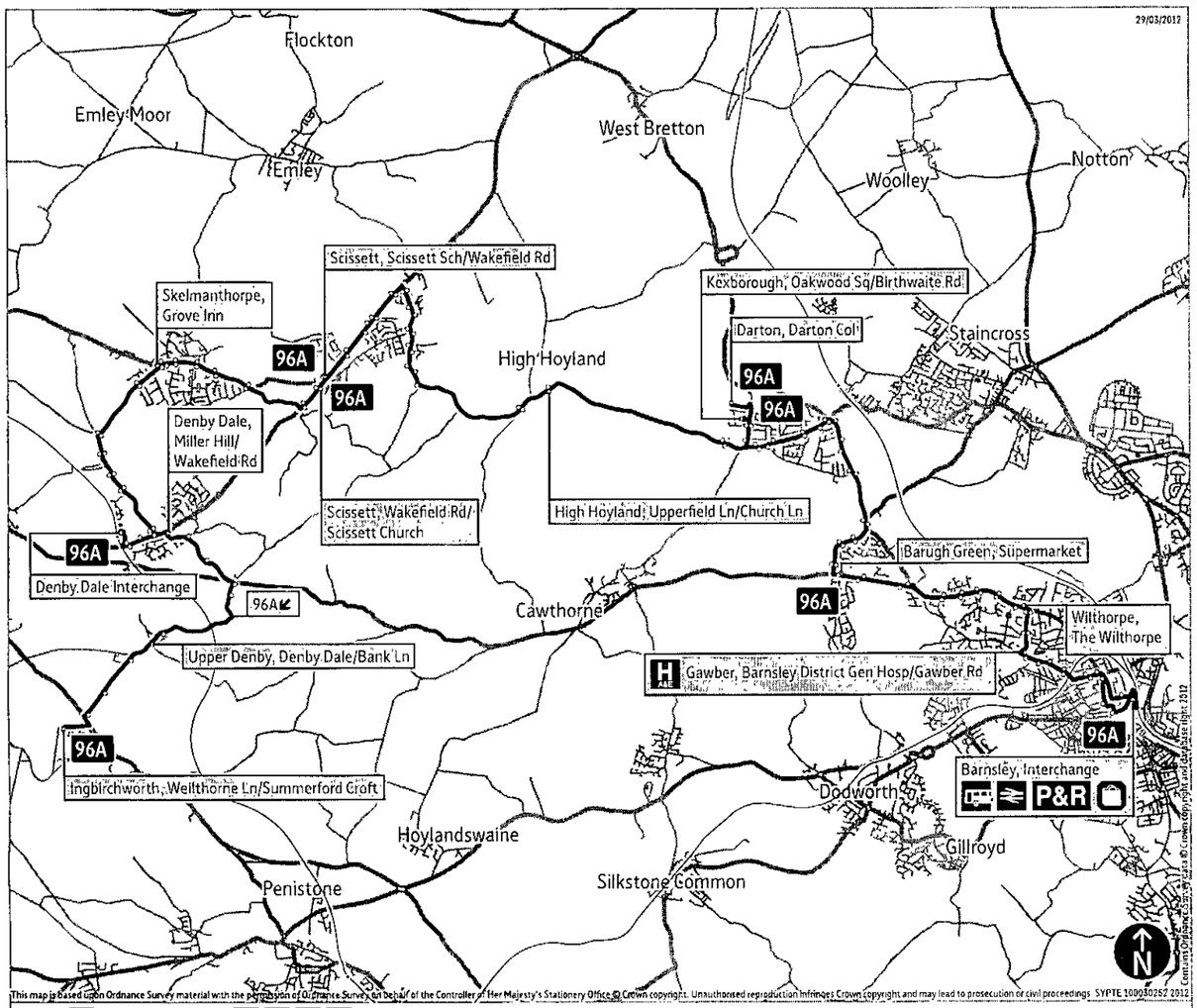
Wakefield City Centre, Bus Stn	1230	1430	1630
Sandal, Barnsley Rd/Beechfield	1239	1439	1639
Sandal, ASDA Supermarket	1243	1443	1643
Crigglestone, Gardeners Arms	1249	1449	1649
West Bretton, Sycamore Ln/Bretton Ln	1253	1453	1653
West Bretton, Yorkshire Sculpture Park	1256	1456	1656
Kexborough, Ballfield Ln/Priestley Av	1304	1504	1704
Barugh Green, Barugh Green Rd/Supermarket	1312	1512	1712
Gawber, Gawber Rd/Barnsley Hosp	1317	1517	1717
Barnsley, Interchange	1325	1525	1725

Stopping points for service 96A

Barnsley, Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ **Wilthorpe** ▸ Queens Drive ▸ Huddersfield Road ▸ Wilthorpe Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ **Darton** ▸ Churchfield Lane ▸ **Kexborough** ▸ Ballfield Lane ▸ Oakwood Square ▸ Ballfield Lane ▸ Upperfield Lane ▸ **High Hoyland** ▸ Bank End Lane ▸ **Clayton West** ▸ High Street ▸ Scott Hill ▸ Long Lane ▸ Wakefield Road ▸ **Scissett** ▸ Commercial Road ▸ **Skelmanthorpe** ▸ Cumberworth Road ▸ **Lower Cumberworth** ▸ Ponker Lane ▸ Shelley Woodhouse Lane ▸ Cumberworth Lane ▸ Wakefield Road ▸ **Denby Dale, Interchange**

Denby Dale, Interchange ▸ Wakefield Road ▸ Cumberworth Lane ▸ **Lower Cumberworth** ▸ Shelley Woodhouse Lane ▸ Ponker Lane ▸ **Skelmanthorpe** ▸ Cumberworth Road ▸ Huddersfield Road ▸ Commercial Road ▸ **Scissett** ▸ Wakefield Road ▸ **Clayton West** ▸ Huddersfield Road ▸ Long Lane ▸ Scott Hill ▸ High Street ▸ **High Hoyland** ▸ Bank End Lane ▸ Upperfield Lane ▸ **Kexborough** ▸ Ballfield Lane ▸ Oakwood Square ▸ Ballfield Lane ▸ Churchfield Lane ▸ **Darton** ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Wilthorpe** ▸ Wilthorpe Road ▸ Huddersfield Road ▸ Queens Drive ▸ **Gawber** ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley, Interchange**

Bus route map for service 96A



96A ▸ Monday to Friday

Barnsley Centre ▸ Ingbirchworth

See notes:					SH	SD					
Barnsley, Interchange	1050	1150	1250	1350	1450	–	1555	1640	1700	1755	1830
Gawber, Gawber Rd/Barnsley Hosp	1058	1158	1258	1358	1458	–	1603	1648	1708	1803	1838
Wilthorpe, Huddersfield Rd/Rowland Rd	1100	1200	1300	1400	1500	–	1605	1650	1710	1805	1840
Barugh Green, Barugh Green Rd (Supermarket)	1105	1205	1305	1405	1505	–	1610	1655	1715	1810	1845
Kexborough, Oakwood Sq/Birthwaite Rd	1115	1215	1315	1415	1515	–	1620	1705	1725	1820	1855
Scissett, Wakefield Rd (Scissett Sch)	–	–	–	–	–	1555	–	–	–	–	–
Scissett, Wakefield Rd (Scissett Church)	–	–	–	1430	–	–	–	–	–	–	–
Skelmanthorpe, Skelmanthorpe Grove Inn	–	–	–	1434	–	1600	–	–	–	–	–
Denby Dale, Interchange	–	–	–	1443	–	–	–	–	–	–	–
Denby Dale, Miller Hill/Wakefield Rd	–	–	–	–	–	1607	–	–	–	–	–
Upper Denby, Denby/Dale Bank Ln	–	–	–	–	–	1613	–	–	–	–	–
Ingbirchworth, Wellthorne Ln/Summerford Croft	–	–	–	–	–	1615	–	–	–	–	–

96A ▸ Monday to Friday

Denby Dale ▸ Barnsley Centre

See notes:			SD						SH	SD	
Denby Dale, Interchange	–	–	0830	–	0950	–	–	–	–	–	–
Skelmanthorpe, Skelmanthorpe (Grove Inn)	–	–	0839	–	0959	–	–	–	–	–	–
Scissett, Wakefield Rd (Scissett Church)	–	–	–	–	1004	–	–	–	–	–	–
Scissett, Wakefield Rd (Scissett Sch)	–	–	0844	–	–	–	–	–	–	–	–
Darton, Darton Col	–	–	–	–	–	–	–	–	–	1533	–
Kexborough, Oakwood Sq/Birthwaite Rd	0724	0844	–	0919	1019	1119	1219	1319	1519	–	1624
Barugh Green, Barugh Green Rd (Supermarket)	0734	0854	–	0929	1029	1129	1229	1329	1529	1544	1634
Wilthorpe, Huddersfield Rd/Wilthorpe Av	0739	0859	–	0934	1034	1134	1234	1334	1534	1549	1639
Gawber, Gawber Rd/Barnsley Hosp	0741	0901	–	0936	1036	1136	1236	1336	1536	1551	1641
Barnsley, Interchange	0749	0909	–	0944	1044	1144	1244	1344	1544	1559	1649

96A ▸ Saturday

Barnsley Centre ▸ Denby Dale

Barnsley, Interchange	1450	1550	1650
Gawber, Gawber Rd/Barnsley Hosp	1458	1558	1658
Wilthorpe, Huddersfield Rd/Rowland Rd	1500	1600	1700
Barugh Green, Barugh Green Rd (Supermarket)	1505	1605	1705
Kexborough, Oakwood Sq/Birthwaite Rd	1515	1615	1715
Scissett, Wakefield Rd (Scissett Church)	1530	–	–
Skelmanthorpe, Skelmanthorpe Grove Inn	1534	–	–
Denby Dale, Interchange	1543	–	–

96A ▸ Saturday

Denby Dale ▸ Barnsley Centre

Denby Dale, Interchange	–	0850
Skelmanthorpe, Skelmanthorpe (Grove Inn)	–	0859
Scissett, Wakefield Rd (Scissett Church)	–	0904
Kexborough, Oakwood Sq/Birthwaite Rd	0824	0919
Barugh Green, Barugh Green Rd (Supermarket)	0834	0929
Wilthorpe, Huddersfield Rd/Wilthorpe Av	0839	0934
Gawber, Gawber Rd/Barnsley Hosp	0841	0936
Barnsley, Interchange	0849	0944

No Service Sunday

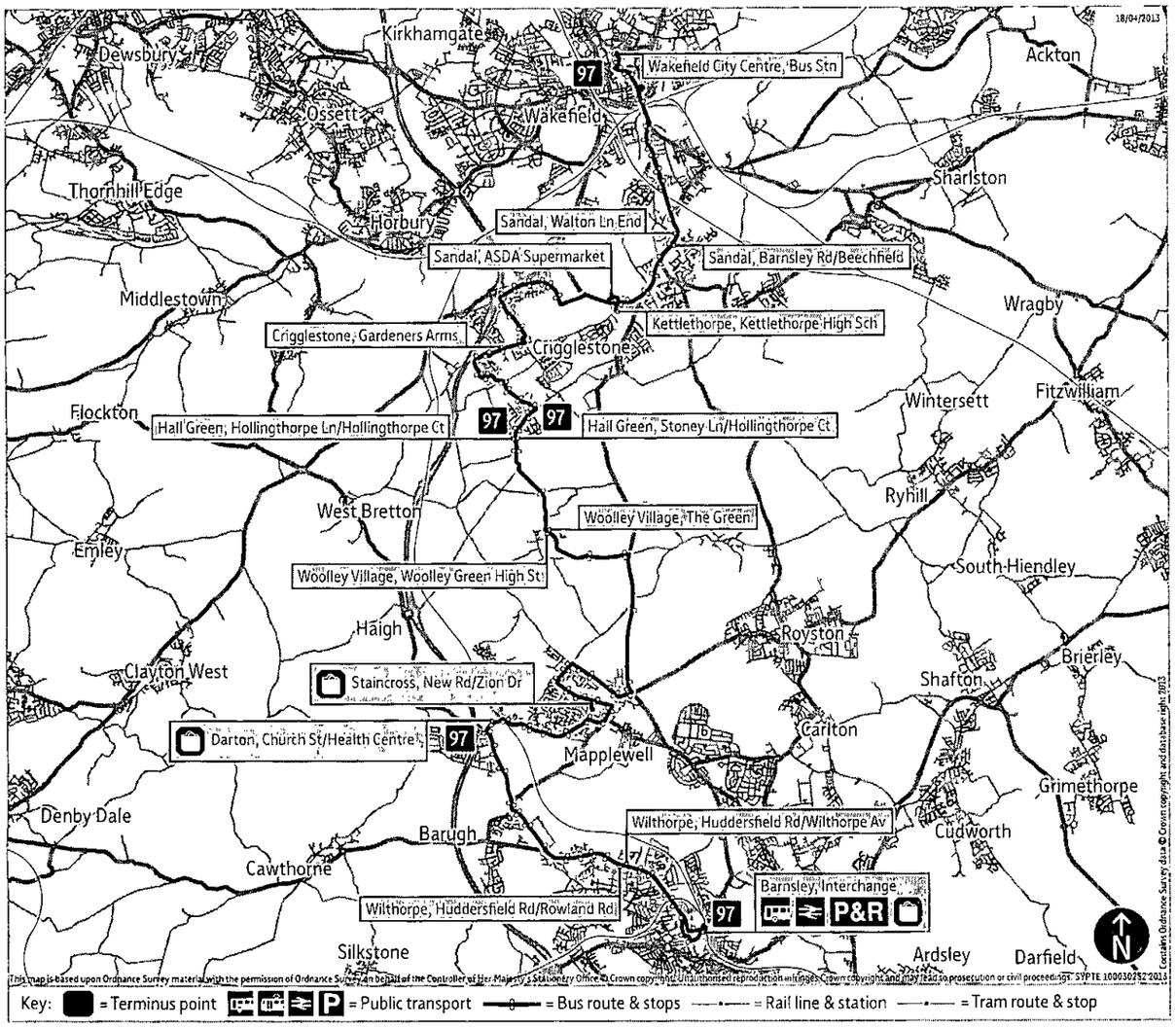
Notes: SH - School Holidays Only, SD - Schooldays Only

Stopping points for service 97

Barnsley, Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Huddersfield Road ▸ **Wilthorpe** ▸ Wilthorpe Road ▸ **Barugh Green** ▸ Claycliffe Road ▸ **Barugh** ▸ Barnsley Road ▸ **Darton** ▸ Church Street ▸ Station Road ▸ Darton Lane ▸ **Mapplewell** ▸ Towngate ▸ Greenside ▸ **Staincross** ▸ New Road ▸ Sackup Lane ▸ Staincross Common ▸ Shaw Lane ▸ Wakefield Road ▸ **Woolley Village** ▸ New Road ▸ The Green ▸ Gallows Lane ▸ **Hall Green** ▸ Stoney Lane ▸ Painthorpe Lane ▸ **Painthorpe** ▸ **Crigglestone** ▸ Cliff Road ▸ High Street ▸ Durkar Lane ▸ **Durkar** ▸ Denby Dale Road East ▸ Durkar Low Lane ▸ Durkar Lane ▸ **Pledwick** ▸ Asda Superstore ▸ **Milnthorpe** ▸ Standbridge Lane ▸ Barnsley Road ▸ **Sandal** ▸ **Agbrigg** ▸ **Belle Isle** ▸ Bridge Street ▸ Kirkgate ▸ The Springs ▸ Union Street ▸ **Wakefield, Bus Station**

Wakefield Bus Station ▸ Westmorland Street ▸ Kirkgate ▸ **Belle Isle** ▸ Bridge Street ▸ Barnsley Road ▸ **Agbrigg** ▸ **Sandal** ▸ **Milnthorpe** ▸ **Pledwick** ▸ Standbridge Lane ▸ Asda Superstore ▸ Durkar Low Lane ▸ Denby Dale Road East ▸ Durkar Lane ▸ **Crigglestone** ▸ High Street ▸ Cliff Road ▸ **Painthorpe** ▸ Painthorpe Lane ▸ **Hall Green** ▸ Stoney Lane ▸ **Hall Green** ▸ **Woolley Village** ▸ Gallows Lane ▸ The Green ▸ New Road ▸ Barnsley Road ▸ **Staincross** ▸ Wakefield Road ▸ Shaw Lane ▸ Staincross Common ▸ Sackup Lane ▸ New Road ▸ Greenside ▸ **Mapplewell** ▸ Towngate ▸ Darton Lane ▸ **Darton** ▸ Station Road ▸ Church Street ▸ Barnsley Road ▸ **Barugh** ▸ **Barugh Green** ▸ Claycliffe Road ▸ **Wilthorpe** ▸ Wilthorpe Road ▸ Huddersfield Road ▸ Regent Street ▸ **Barnsley, Interchange**

Bus route map for service 97



97 ▸ Monday to Friday

Barnsley Centre ▸ Wakefield City Centre

Barnsley, Interchange	0720	–	0927	–	1127	–	1327	1600
Wilthorpe, Huddersfield Rd/Rowland Rd	0728	–	0935	–	1135	–	1335	1608
Darton, Church St (Health Centre)	0735	0842	0942	–	1142	–	1342	1615
Staincross, New Rd/Zion Dr	0744	0851	0951	–	1151	–	1351	1624
Woolley Village, Woolley Green/High St	0755	0902	1002	–	1202	–	1402	1635
Hall Green, Hollingthorpe Ln/Hollingthorpe Ct	0800	0907	1007	1107	1207	1307	1407	1640
Crigglestone, Gardeners Arms	0806	0913	1013	1113	1213	1313	1413	1646
Sandal, ASDA Supermarket	0814	0921	1021	1121	1221	1321	1421	1654
Sandal, Walton Ln End	0818	0925	1025	1125	1225	1325	1425	1658
Wakefield, Bus Stn	0832	0934	1034	1134	1234	1334	1434	1707

97 ▸ Monday to Friday

Wakefield City Centre ▸ Barnsley Centre

See notes:						SD	SH	
Wakefield, Bus Stn	0935	1035	1135	1235	1320	1455	1500	1713
Sandal, Barnsley Rd/Beechfield	0944	1044	1144	1244	1329	1507	1509	1725
Kettlethorpe, Kettlethorpe High Sch	–	–	–	–	–	1513	–	–
Sandal, ASDA Supermarket	0948	1048	1148	1248	1333	–	1513	1731
Crigglestone, Gardeners Arms	0956	1056	1156	1256	1341	1521	1521	1739
Hall Green, Stoney Ln Opp Hollingthorpe Ct	1002	1102	1202	1302	1347	1527	1527	1745
Woolley Village, The Green	1006	–	1206	–	1351	1531	1531	1749
Staincross, New Rd/Zion Dr	1017	–	1217	–	1402	1542	1542	1800
Darton, Church St (Health Centre)	1024	–	1224	–	1409	1549	1549	1807
Wilthorpe, Huddersfield Rd/Wilthorpe Av	1034	–	1234	–	1419	1559	1559	1817
Barnsley, Interchange	1042	–	1242	–	1427	1607	1607	1825

No Service Saturday or Sunday

Notes: SD - Schooldays Only, SH - School Holidays Only

S|C|P

APPENDIX 4

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: A635 WILTHORPE ROAD / INNOVATION WAY

ARM: A635 WILTHORPE ROAD (EAST)

TRANSPORT DATA COLLECTION

TIME / CLASS	LEFT TO INNOVATION WAY							STRAIGHT TO A635 WILTHORPE ROAD (WEST)							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	1	0	0	0	0	1	0	53	8	2	0	1	64	65
7:15 - 7:30	0	3	0	0	0	0	3	0	58	18	1	0	0	77	80
7:30 - 7:45	0	3	1	0	0	0	4	0	95	10	2	0	4	111	115
7:45 - 8:00	0	5	0	0	0	0	5	0	92	17	1	0	1	111	116
HOURLY TOTAL	0	12	1	0	0	0	13	0	298	53	6	0	6	363	376
8:00 - 8:15	0	11	0	0	0	0	11	1	100	18	0	0	1	120	131
8:15 - 8:30	0	11	1	0	0	0	12	1	133	26	1	0	1	162	174
8:30 - 8:45	0	10	1	0	0	0	11	0	131	19	1	0	1	152	163
8:45 - 9:00	0	18	1	0	0	0	19	0	116	13	3	0	1	133	152
HOURLY TOTAL	0	50	3	0	0	0	53	2	480	76	5	0	4	567	620
9:00 - 9:15	0	19	1	0	0	0	20	0	90	12	2	1	0	105	125
9:15 - 9:30	0	9	0	0	0	0	9	0	87	18	3	0	2	110	119
HOURLY TOTAL	0	28	1	0	0	0	29	0	177	30	5	1	2	215	244
PERIOD TOTAL	0	90	5	0	0	0	95	2	955	159	16	1	12	1145	1240
16:00 - 16:15	0	10	1	0	0	0	11	1	137	14	1	0	4	157	168
16:15 - 16:30	0	11	1	0	0	0	12	1	116	17	1	0	1	136	148
16:30 - 16:45	0	6	1	0	0	0	7	0	186	15	0	0	1	202	209
16:45 - 17:00	0	13	1	0	0	0	14	0	156	14	1	0	1	172	186
HOURLY TOTAL	0	40	4	0	0	0	44	2	595	60	3	0	7	667	711
17:00 - 17:15	0	13	0	0	0	0	13	0	162	19	1	1	3	186	199
17:15 - 17:30	0	7	0	0	0	0	7	0	159	13	2	0	2	176	183
17:30 - 17:45	0	8	1	0	0	0	9	0	165	13	0	0	1	179	188
17:45 - 18:00	0	11	0	0	0	0	11	2	93	13	0	0	1	109	120
HOURLY TOTAL	0	39	1	0	0	0	40	2	579	58	3	1	7	650	690
PERIOD TOTAL	0	79	5	0	0	0	84	4	1174	118	16	1	14	1317	1401

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: A635 WILTHORPE ROAD / INNOVATION WAY

ARM: INNOVATION WAY

TRANSPORT DATA COLLECTION

TIME / CLASS	LEFT TO A635 WILTHORPE ROAD (WEST)							RIGHT TO A635 WILTHORPE ROAD (EAST)							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
7:15 - 7:30	0	2	0	0	0	0	2	0	2	0	0	0	0	2	4
7:30 - 7:45	0	2	1	0	0	0	3	0	7	0	0	0	0	7	10
7:45 - 8:00	0	1	0	0	0	0	1	0	4	1	0	0	0	5	6
HOURLY TOTAL	0	5	1	0	0	0	6	0	15	1	0	0	0	16	22
8:00 - 8:15	0	2	0	0	0	0	2	0	8	0	0	0	0	8	10
8:15 - 8:30	0	1	0	0	0	0	1	0	4	0	0	0	0	4	5
8:30 - 8:45	0	1	1	0	0	0	2	0	6	0	0	0	0	6	8
8:45 - 9:00	0	2	0	0	0	0	2	0	5	0	0	0	0	5	7
HOURLY TOTAL	0	6	1	0	0	0	7	0	23	0	0	0	0	23	30
9:00 - 9:15	0	3	1	0	0	0	4	0	5	1	0	0	0	6	10
9:15 - 9:30	0	2	0	0	0	0	2	0	2	2	0	0	0	4	6
HOURLY TOTAL	0	5	1	0	0	0	6	0	7	3	0	0	0	10	16
PERIOD TOTAL	0	16	3	0	0	0	19	0	45	4	0	0	0	49	68
16:00 - 16:15	0	6	1	0	0	0	7	0	13	1	0	0	0	14	21
16:15 - 16:30	0	6	0	1	0	0	7	0	3	1	0	0	0	4	11
16:30 - 16:45	0	6	0	1	0	0	7	0	10	3	0	0	0	13	20
16:45 - 17:00	0	5	0	0	0	0	5	0	4	0	0	0	0	4	9
HOURLY TOTAL	0	23	1	2	0	0	26	0	30	5	0	0	0	35	61
17:00 - 17:15	0	18	0	0	0	0	18	0	23	0	0	0	0	23	41
17:15 - 17:30	0	7	0	0	0	0	7	0	6	0	0	0	0	6	13
17:30 - 17:45	0	8	0	0	0	0	8	0	9	0	0	0	0	9	17
17:45 - 18:00	0	1	0	0	0	0	1	0	14	0	0	0	0	14	15
HOURLY TOTAL	0	34	0	0	0	0	34	0	52	0	0	0	0	52	86
PERIOD TOTAL	0	57	1	2	0	0	60	0	82	5	0	0	0	87	147

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: A635 WILTHORPE ROAD / INNOVATION WAY

ARM: A635 WILTHORPE ROAD (WEST)

TRANSPORT DATA COLLECTION

TIME / CLASS	STRAIGHT TO A635 WILTHORPE ROAD (EAST)							RIGHT TO INNOVATION WAY							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LCV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	46	8	3	0	4	61	0	0	0	0	0	0	0	61
7:15 - 7:30	0	72	10	4	0	6	92	0	5	0	0	0	0	5	97
7:30 - 7:45	0	90	17	4	0	3	114	0	1	0	0	0	0	1	115
7:45 - 8:00	0	115	23	1	0	0	139	0	1	0	0	0	0	1	140
HOURLY TOTAL	0	323	58	12	0	13	406	0	7	0	0	0	0	7	413
8:00 - 8:15	1	177	17	1	1	2	199	0	3	1	0	0	0	4	203
8:15 - 8:30	0	151	17	3	0	0	171	0	5	0	0	0	0	5	176
8:30 - 8:45	0	174	14	4	0	2	194	0	6	0	0	0	0	6	200
8:45 - 9:00	0	174	11	3	0	3	191	0	11	0	0	0	0	11	202
HOURLY TOTAL	1	676	59	11	1	7	755	0	25	1	0	0	0	26	781
9:00 - 9:15	0	131	18	2	0	2	153	0	15	1	0	0	0	16	169
9:15 - 9:30	2	117	12	5	0	2	138	0	6	1	0	0	0	7	145
HOURLY TOTAL	2	248	30	7	0	4	291	0	21	2	0	0	0	23	314
PERIOD TOTAL	3	1247	147	30	1	24	1452	0	53	3	0	0	0	56	1508
16:00 - 16:15	1	129	19	1	0	2	152	0	1	1	0	0	0	2	154
16:15 - 16:30	0	113	18	2	0	2	135	0	1	0	0	0	0	1	136
16:30 - 16:45	0	159	12	0	1	2	174	0	2	0	1	0	0	3	177
16:45 - 17:00	0	157	16	0	0	1	174	0	1	0	0	0	0	1	175
HOURLY TOTAL	1	558	65	3	1	7	635	0	5	1	1	0	0	7	642
17:00 - 17:15	1	161	26	1	0	2	191	0	0	0	0	0	0	0	191
17:15 - 17:30	2	154	15	0	0	1	172	0	3	0	0	0	0	3	175
17:30 - 17:45	1	137	18	1	0	0	157	0	1	0	0	0	0	1	158
17:45 - 18:00	0	112	13	0	0	1	126	0	2	0	0	0	0	2	128
HOURLY TOTAL	4	564	72	2	0	4	646	0	6	0	0	0	0	6	652
PERIOD TOTAL	5	1122	137	5	1	11	1281	0	11	1	1	0	0	13	1294

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: WILTHORPE FARM ROAD / A635 HUDDERSFIELD ROAD / ROWLAND ROAD / A635 WILTHORPE ROAD

TRANSPORT DATA COLLECTION

ARM: WILTHORPE FARM ROAD

TIME / CLASS	LEFT TO A635 HUDDERSFIELD ROAD							STRAIGHT TO ROWLAND ROAD							RIGHT TO A635 WILTHORPE ROAD							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3
7:15 - 7:30	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	3
7:30 - 7:45	0	1	1	0	0	0	2	0	2	2	0	0	0	4	0	1	0	0	0	0	1	7
7:45 - 8:00	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	4	6
HOURLY TOTAL	0	4	2	0	0	0	6	0	3	2	0	0	0	5	0	8	0	0	0	0	8	19
8:00 - 8:15	0	6	0	0	0	0	6	0	3	0	0	0	0	3	0	4	2	0	0	0	6	15
8:15 - 8:30	0	1	0	0	0	1	2	0	3	0	0	0	0	3	0	6	0	0	0	0	6	11
8:30 - 8:45	0	11	0	0	0	0	11	0	7	0	0	0	0	7	0	9	1	0	0	0	10	28
8:45 - 9:00	0	16	1	0	0	0	17	0	7	1	0	0	0	8	0	12	3	0	0	0	15	40
HOURLY TOTAL	0	34	1	0	0	1	36	0	20	1	0	0	0	21	0	31	6	0	0	0	37	94
9:00 - 9:15	0	20	0	0	0	0	20	0	5	2	0	0	0	7	0	8	0	0	0	0	8	35
9:15 - 9:30	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	2	5
HOURLY TOTAL	0	23	0	0	0	0	23	0	5	2	0	0	0	7	0	10	0	0	0	0	10	40
PERIOD TOTAL	0	61	3	0	0	1	65	0	28	5	0	0	0	33	0	49	6	0	0	0	55	153
16:00 - 16:15	0	3	0	0	0	0	3	0	3	0	0	0	0	3	0	3	0	0	0	0	3	9
16:15 - 16:30	0	4	0	0	0	0	4	0	3	0	0	0	0	3	0	4	0	0	0	0	4	11
16:30 - 16:45	0	8	0	0	0	0	8	0	7	0	0	0	0	7	0	1	0	0	0	0	1	16
16:45 - 17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	7	0	0	0	0	7	8
HOURLY TOTAL	0	15	0	0	0	0	15	0	14	0	0	0	0	14	0	15	0	0	0	0	15	44
17:00 - 17:15	0	5	1	0	0	0	6	0	1	0	0	0	0	1	0	1	0	0	0	0	1	8
17:15 - 17:30	0	3	0	0	0	0	3	0	4	0	0	0	0	4	0	1	0	0	0	0	1	8
17:30 - 17:45	0	3	0	0	0	0	3	0	3	0	0	0	0	3	0	6	0	0	0	0	6	12
17:45 - 18:00	0	4	2	0	0	0	6	0	4	0	0	0	0	4	0	6	0	0	0	0	6	16
HOURLY TOTAL	0	15	3	0	0	0	18	0	12	0	0	0	0	12	0	14	0	0	0	0	14	44
PERIOD TOTAL	0	30	3	0	0	0	33	0	26	0	0	0	0	26	0	29	0	0	0	0	29	88

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: WILTHORPE FARM ROAD / A635 HUDDERSFIELD ROAD / ROWLAND ROAD / A635 WILTHORPE ROAD

TRANSPORT DATA COLLECTION

ARM: A635 HUDDERSFIELD ROAD

TIME / CLASS	LEFT TO ROWLAND ROAD							STRAIGHT TO A635 WILTHORPE ROAD							RIGHT TO WILTHORPE FARM ROAD							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	4	1	0	0	0	5	0	47	7	2	0	1	57	0	0	0	0	0	0	0	62
7:15 - 7:30	0	3	0	0	0	0	3	0	56	17	1	0	0	74	0	1	0	0	0	0	1	78
7:30 - 7:45	0	9	1	1	0	1	12	0	88	10	2	0	4	104	0	0	0	0	0	0	0	116
7:45 - 8:00	0	12	0	0	0	0	12	1	86	15	0	0	1	103	0	0	0	0	0	0	0	115
HOURLY TOTAL	0	28	2	1	0	1	32	1	277	49	5	0	6	338	0	1	0	0	0	0	1	371
8:00 - 8:15	0	9	1	0	0	1	11	0	93	17	1	0	1	112	0	2	2	0	0	0	4	127
8:15 - 8:30	0	5	2	0	0	1	8	1	127	26	0	0	1	155	0	2	0	0	0	0	2	165
8:30 - 8:45	0	12	1	0	0	1	14	0	124	16	1	0	1	142	0	6	1	0	0	0	7	163
8:45 - 9:00	0	9	1	0	0	0	10	0	97	10	3	0	1	111	0	9	0	0	0	0	9	130
HOURLY TOTAL	0	35	5	0	0	3	43	1	441	69	5	0	4	520	0	19	3	0	0	0	22	585
9:00 - 9:15	0	14	0	0	0	1	15	0	87	13	1	1	0	102	0	7	1	0	0	0	8	125
9:15 - 9:30	0	11	2	0	0	0	13	0	82	18	3	0	2	105	0	1	0	0	0	0	1	119
HOURLY TOTAL	0	25	2	0	0	1	28	0	169	31	4	1	2	207	0	8	1	0	0	0	9	244
PERIOD TOTAL	0	88	9	1	0	5	103	2	887	149	14	1	12	1065	0	28	4	0	0	0	32	1200
16:00 - 16:15	0	11	1	0	0	0	12	1	127	15	1	0	4	148	0	3	0	0	0	1	4	164
16:15 - 16:30	0	17	1	0	0	0	18	1	116	18	1	0	1	137	1	6	0	0	0	0	7	162
16:30 - 16:45	0	15	2	0	0	0	17	0	165	13	1	0	1	180	0	4	0	0	0	0	4	201
16:45 - 17:00	0	17	1	0	0	0	18	0	143	13	0	1	2	159	0	7	0	0	0	0	7	184
HOURLY TOTAL	0	60	5	0	0	0	65	2	551	59	3	1	8	624	1	20	0	0	0	1	22	711
17:00 - 17:15	0	13	1	0	0	0	14	0	145	19	1	0	2	167	0	4	0	0	0	0	4	185
17:15 - 17:30	0	16	2	0	0	0	18	0	143	13	2	0	2	160	0	6	1	0	0	0	7	185
17:30 - 17:45	0	16	2	0	0	0	18	0	145	13	0	0	1	159	0	7	0	0	0	0	7	184
17:45 - 18:00	0	9	0	0	0	0	9	2	85	12	0	0	1	100	0	5	0	0	0	0	5	114
HOURLY TOTAL	0	54	5	0	0	0	59	2	518	57	3	0	6	586	0	22	1	0	0	0	23	668
PERIOD TOTAL	0	114	10	0	0	0	124	4	1069	116	6	1	14	1210	1	42	1	0	0	1	45	1379

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: WILTHORPE FARM ROAD / A635 HUDDERSFIELD ROAD / ROWLAND ROAD / A635 WILTHORPE ROAD

TRANSPORT DATA COLLECTION

ARM: ROWLAND ROAD

TIME / CLASS	LEFT TO A635 WILTHORPE ROAD							STRAIGHT TO WILTHORPE FARM ROAD							RIGHT TO A635 HUDDERSFIELD ROAD							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	2	0	0	0	4	7
7:15 - 7:30	0	4	1	0	0	0	5	0	1	0	0	0	0	1	0	3	1	0	0	0	4	10
7:30 - 7:45	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	5	0	0	0	0	5	16
7:45 - 8:00	0	7	1	1	0	0	9	0	1	0	0	0	0	1	0	7	2	0	0	0	9	19
HOURLY TOTAL	0	24	3	1	0	0	28	0	2	0	0	0	0	2	0	17	5	0	0	0	22	52
8:00 - 8:15	0	13	0	0	0	0	13	0	0	1	0	0	0	1	0	8	1	0	0	0	9	23
8:15 - 8:30	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0	12	3	0	0	0	15	27
8:30 - 8:45	0	8	2	0	0	0	10	0	7	0	0	0	0	7	0	14	2	0	0	0	16	33
8:45 - 9:00	0	25	1	0	0	0	26	0	12	2	0	0	0	14	0	19	1	0	0	0	20	60
HOURLY TOTAL	0	57	4	0	0	0	61	0	19	3	0	0	0	22	0	53	7	0	0	0	60	143
9:00 - 9:15	0	15	1	1	0	0	17	0	3	1	0	0	0	4	0	11	0	0	0	0	11	32
9:15 - 9:30	0	12	0	0	0	0	12	0	2	0	0	0	0	2	0	5	1	0	0	0	6	20
HOURLY TOTAL	0	27	1	1	0	0	29	0	5	1	0	0	0	6	0	16	1	0	0	0	17	52
PERIOD TOTAL	0	108	8	2	0	0	118	0	26	4	0	0	0	30	0	86	13	0	0	0	99	247
16:00 - 16:15	0	18	0	0	0	0	18	0	1	0	0	0	0	1	0	13	1	0	0	2	16	35
16:15 - 16:30	0	8	0	0	0	0	8	0	0	0	0	0	0	0	1	12	0	0	0	0	13	21
16:30 - 16:45	0	24	2	0	0	0	26	0	0	0	0	0	0	0	0	8	0	0	0	1	9	35
16:45 - 17:00	0	20	2	0	0	0	22	0	3	0	0	0	0	3	0	20	2	0	0	0	22	47
HOURLY TOTAL	0	70	4	0	0	0	74	0	4	0	0	0	0	4	1	53	3	0	0	3	60	138
17:00 - 17:15	0	30	1	0	0	0	31	0	1	1	0	0	0	2	0	21	0	0	0	0	21	54
17:15 - 17:30	0	22	0	0	0	0	22	0	1	0	0	0	0	1	0	24	1	0	0	0	25	48
17:30 - 17:45	0	22	1	0	0	0	23	0	4	0	0	0	0	4	0	17	0	0	0	0	17	44
17:45 - 18:00	0	13	1	0	0	0	14	0	2	0	0	0	0	2	0	9	0	0	0	0	9	25
HOURLY TOTAL	0	87	3	0	0	0	90	0	8	1	0	0	0	9	0	71	1	0	0	0	72	171
PERIOD TOTAL	0	157	7	0	0	0	164	0	12	1	0	0	0	13	1	124	4	0	0	3	132	309

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: WILTHORPE FARM ROAD / A635 HUDDERSFIELD ROAD / ROWLAND ROAD / A635 WILTHORPE ROAD

TRANSPORT DATA COLLECTION

ARM: A635 WILTHORPE ROAD

TIME / CLASS	LEFT TO WILTHORPE FARM ROAD							STRAIGHT TO A635 HUDDERSFIELD ROAD							RIGHT TO ROWLAND ROAD							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	45	8	2	0	4	59	0	4	0	1	0	0	5	64
7:15 - 7:30	0	0	0	0	0	0	0	0	69	10	4	0	6	89	0	3	0	0	0	0	3	92
7:30 - 7:45	0	1	0	0	0	0	1	0	89	16	3	0	3	111	0	8	1	0	0	0	9	121
7:45 - 8:00	0	1	0	0	0	0	1	0	109	23	2	0	0	134	0	10	1	0	0	0	11	146
HOURLY TOTAL	0	2	0	0	0	0	2	0	312	57	11	0	13	393	0	25	2	1	0	0	28	423
8:00 - 8:15	0	2	0	0	0	0	2	0	172	16	1	0	2	191	0	11	1	0	0	0	12	205
8:15 - 8:30	0	5	0	0	0	0	5	1	141	17	2	1	0	162	0	8	0	1	0	0	9	176
8:30 - 8:45	0	9	0	0	0	0	9	0	164	14	4	0	2	184	0	7	0	0	0	0	7	200
8:45 - 9:00	0	11	1	0	0	0	12	0	164	10	2	0	3	179	0	6	0	1	0	0	7	198
HOURLY TOTAL	0	27	1	0	0	0	28	1	641	57	9	1	7	716	0	32	1	2	0	0	35	779
9:00 - 9:15	0	2	0	0	0	0	2	0	130	17	2	0	2	151	0	6	2	0	0	0	8	161
9:15 - 9:30	0	1	0	0	0	0	1	2	110	12	5	0	2	131	0	8	2	0	0	0	10	142
HOURLY TOTAL	0	3	0	0	0	0	3	2	240	29	7	0	4	282	0	14	4	0	0	0	18	303
PERIOD TOTAL	0	32	1	0	0	0	33	3	1193	143	27	1	24	1391	0	71	7	3	0	0	81	1505
16:00 - 16:15	0	6	0	0	0	0	6	2	132	20	0	0	2	156	0	8	0	0	0	0	8	170
16:15 - 16:30	0	2	2	0	0	0	4	0	107	18	3	0	2	130	0	5	0	0	0	0	5	139
16:30 - 16:45	0	3	0	0	0	0	3	0	163	14	0	1	2	180	0	5	2	0	0	0	7	190
16:45 - 17:00	0	6	0	0	0	0	6	0	151	16	0	0	1	168	0	4	1	0	0	0	5	179
HOURLY TOTAL	0	17	2	0	0	0	19	2	553	68	3	1	7	634	0	22	3	0	0	0	25	678
17:00 - 17:15	0	0	0	0	0	0	0	1	175	25	1	0	2	204	0	10	2	0	0	0	12	216
17:15 - 17:30	0	2	0	0	0	0	2	2	153	14	0	0	1	170	0	5	0	0	0	0	5	177
17:30 - 17:45	0	2	0	0	0	0	2	1	139	18	1	0	0	159	0	5	0	0	0	0	5	166
17:45 - 18:00	0	0	0	0	0	0	0	0	123	13	0	0	1	137	0	5	0	0	0	0	5	142
HOURLY TOTAL	0	4	0	0	0	0	4	4	590	70	2	0	4	670	0	25	2	0	0	0	27	701
PERIOD TOTAL	0	21	2	0	0	0	23	6	1143	138	5	1	11	1304	0	47	5	0	0	0	52	1379

S|C|P

APPENDIX 5

OPEN SPACE

OPEN SPACE

MUGA

Proposed footpath link

OPEN SPACE

PROPOSED BUFFER

EXISTING FOLIAGE

EXISTING FOLIAGE

OPEN SPACE

SCHEDULE OF ACCOMMODATION NO.

Apartment Block 2.5 Storey 12 one bed Apartments	12
Brampton 2 Storey 3 Bed Semi Detached/ Terraced House	35
Alnwick 2 Storey 2 Bed Semi Detached / Terraced House	12
Hanbury 2 Storey 3 Bed Semi Detached / Terraced House	78
Rufford 2 Storey 3 Bed Semi Detached / Detached Home	50
Souter 2 Storey 3 Bed Semi Detached / Terraced House	46
Hatfield 2 Storey 3 Bed Detached House	22
Elkyton Dual 2 Storey 3 bed Detached House	8
Roseberry 2 Storey 4 Bed Detached Home	35
Kendal 2 Storey 4 Bed Detached	32
Chedworth 2 Storey 4 Bed Detached Home	7
Winster 2 Storey 4 Bed Detached Home	19
Hadleigh 2 Storey 4/5 Bed Detached	8
Total = 312	

SITE ENTRANCE

KEY:

- DENOTES 1800 HIGH CLOSE BOARDED FENCE
- DENOTES 900 HIGH 3 POST AND RAIL TIMBER FENCE
- DENOTES 1800 HIGH SCREEN WALL / FENCE
- DENOTES 900 HIGH RAILINGS
- DENOTES 450 HIGH TANALISED KNEE RAIL
- TURF PLANTING AREA
- BLOCK PAVING

FOR FULL LANDSCAPE DETAILS SEE LANDSCAPE ARCHITECTS PLANS

PARKING SPACES TO BE 5m X 2.5m
ALL DRIVEWAYS ARE A MIN OF 5.5m LONG
SINGLE DRIVES ARE 3m WIDE
DOUBLE DRIVEWAYS ARE 5m WIDE
6m + 3m GARAGES ARE INDICATED ON PLAN

- DENOTES DUAL ELEVATION PLOT
- DENOTES AFFORDABLE HOUSING (15%)
- EXISTING TREES TO BE RETAINED
- PROPOSED TREES

PERSIMMON
Together, we make a home
Persimmon Homes West Yorkshire
Tel: 0113 2408726
Fax: 0113 2408957
3 Hepton Court,
York Road,
Leeds,
LS9 6PW

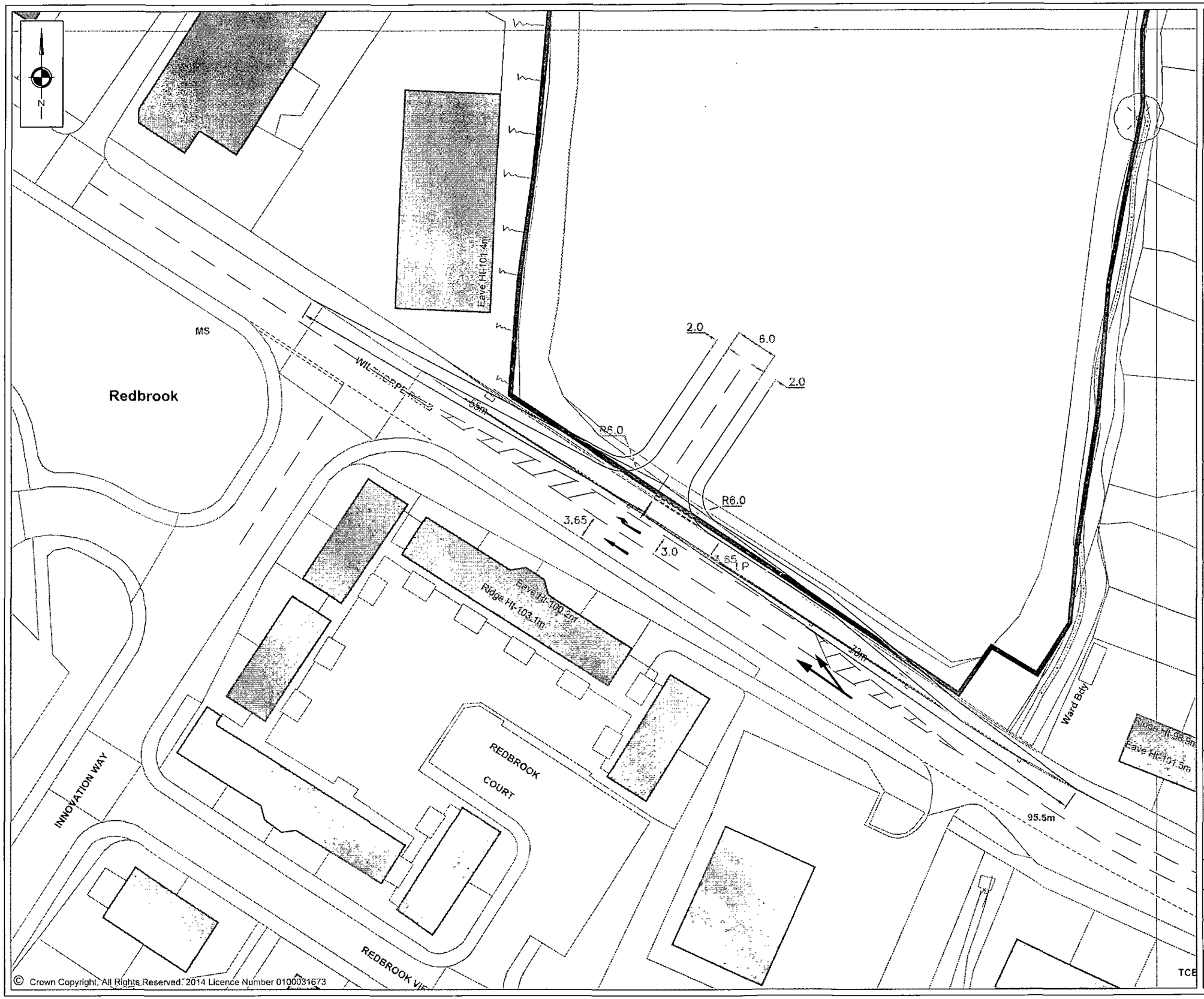
WILTHORPE ROAD, BARNSLEY

PLANNING LAYOUT

Scale 1:500@A0	Drawing Number WIL-2014-02
Drawn By DRH	
Checked By BT	FEB 14

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APPENDIX 6



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NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	Amended Site Access Width	06.03.14	NS
B	Minor amendment to Access	07.03.14	GS
C	Amended Carriageway Width and Ghost Island Right Turn	18.03.14	NS
D	Visibility Splays Added	24.03.14	GS
E	Extent of ghost island right turn amended	31.03.14	FJT

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Transportation Planning : Infrastructure Design
Riverside Studio, 12 Ten Pin Close, Leeds LS9 7EW Tel 0113 387 3323
www.scpmanagement.co.uk Email info@scpmanagement.co.uk

Client Name:
PERSIMMON HOMES
(WEST YORKSHIRE)

Project Title:
A635 WILTHORPE ROAD, BARNSLEY

Drawing Title:
PROPOSED GHOST ISLAND
RIGHT TURN

Drawn By:	Date:
FJT	06.02.2014
Checked:	Scale:
GS	1:500 @ A3
Status:	Approved/Unapproved:
PLANNING	-
Drawing No.	Rev.
SCP/14901/F01	E

S|C|P

APPENDIX 7

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 days
02	**SOUTH EAST**		
	EX	ESSEX	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	3 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	2 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	3 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	52 to 372 (units:)
Range Selected by User:	50 to 491 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 22/10/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	6 days
Tuesday	7 days
Wednesday	2 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	17
Out of Town	1
No Sub Category	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	22 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	7 days
20,001 to 25,000	4 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	4 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	8 days
1.1 to 1.5	13 days

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

Travel Plan:

No	22 days

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	135	0.081	22	135	0.281	22	135	0.362
08:00 - 09:00	22	135	0.161	**22**	**135**	**0.403**	22	135	0.564
09:00 - 10:00	22	135	0.179	22	135	0.222	22	135	0.401
10:00 - 11:00	22	135	0.153	22	135	0.193	22	135	0.346
11:00 - 12:00	22	135	0.193	22	135	0.184	22	135	0.377
12:00 - 13:00	22	135	0.198	22	135	0.184	22	135	0.382
13:00 - 14:00	22	135	0.184	22	135	0.175	22	135	0.359
14:00 - 15:00	22	135	0.198	22	135	0.198	22	135	0.396
15:00 - 16:00	22	135	0.298	22	135	0.224	22	135	0.522
16:00 - 17:00	22	135	0.320	22	135	0.194	22	135	0.514
17:00 - 18:00	**22**	**135**	**0.390**	22	135	0.236	**22**	**135**	**0.626**
18:00 - 19:00	22	135	0.264	22	135	0.220	22	135	0.484
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.619			2.714			5.333

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/05 - 22/10/12
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	135	0.007	22	135	0.010	22	135	0.017
08:00 - 09:00	22	135	0.005	**22**	**135**	**0.017**	22	135	0.022
09:00 - 10:00	22	135	0.004	22	135	0.004	22	135	0.008
10:00 - 11:00	22	135	0.003	22	135	0.006	22	135	0.009
11:00 - 12:00	22	135	0.005	22	135	0.002	22	135	0.007
12:00 - 13:00	22	135	0.006	22	135	0.004	22	135	0.010
13:00 - 14:00	22	135	0.004	22	135	0.004	22	135	0.008
14:00 - 15:00	22	135	0.003	22	135	0.005	22	135	0.008
15:00 - 16:00	**22**	**135**	**0.017**	22	135	0.011	22	135	0.028
16:00 - 17:00	22	135	0.013	22	135	0.011	22	135	0.024
17:00 - 18:00	22	135	0.017	22	135	0.012	**22**	**135**	**0.029**
18:00 - 19:00	22	135	0.012	22	135	0.008	22	135	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.094			0.190

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/05 - 22/10/12
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	135	0.030	22	135	0.060	22	135	0.090
08:00 - 09:00	22	135	0.042	**22**	**135**	**0.186**	22	135	0.228
09:00 - 10:00	22	135	0.042	22	135	0.061	22	135	0.103
10:00 - 11:00	22	135	0.037	22	135	0.044	22	135	0.081
11:00 - 12:00	22	135	0.042	22	135	0.040	22	135	0.082
12:00 - 13:00	22	135	0.045	22	135	0.037	22	135	0.082
13:00 - 14:00	22	135	0.037	22	135	0.037	22	135	0.074
14:00 - 15:00	22	135	0.046	22	135	0.045	22	135	0.091
15:00 - 16:00	**22**	**135**	**0.171**	22	135	0.075	**22**	**135**	**0.246**
16:00 - 17:00	22	135	0.083	22	135	0.052	22	135	0.135
17:00 - 18:00	22	135	0.070	22	135	0.047	22	135	0.117
18:00 - 19:00	22	135	0.056	22	135	0.050	22	135	0.106
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.701			0.734			1.435

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/05 - 22/10/12
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	135	0.002	22	135	0.011	22	135	0.013
08:00 - 09:00	22	135	0.008	**22**	**135**	**0.025**	**22**	**135**	**0.033**
09:00 - 10:00	22	135	0.007	22	135	0.007	22	135	0.014
10:00 - 11:00	22	135	0.004	22	135	0.008	22	135	0.012
11:00 - 12:00	22	135	0.005	22	135	0.008	22	135	0.013
12:00 - 13:00	22	135	0.005	22	135	0.007	22	135	0.012
13:00 - 14:00	22	135	0.006	22	135	0.002	22	135	0.008
14:00 - 15:00	22	135	0.004	22	135	0.003	22	135	0.007
15:00 - 16:00	22	135	0.012	22	135	0.010	22	135	0.022
16:00 - 17:00	22	135	0.014	22	135	0.003	22	135	0.017
17:00 - 18:00	**22**	**135**	**0.016**	22	135	0.004	22	135	0.020
18:00 - 19:00	22	135	0.007	22	135	0.002	22	135	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.090			0.180

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/05 - 22/10/12
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	135	0.130	22	135	0.414	22	135	0.544
08:00 - 09:00	22	135	0.258	**22**	**135**	**0.810**	**22**	**135**	**1.068**
09:00 - 10:00	22	135	0.263	22	135	0.351	22	135	0.614
10:00 - 11:00	22	135	0.239	22	135	0.307	22	135	0.546
11:00 - 12:00	22	135	0.287	22	135	0.276	22	135	0.563
12:00 - 13:00	22	135	0.299	22	135	0.279	22	135	0.578
13:00 - 14:00	22	135	0.275	22	135	0.262	22	135	0.537
14:00 - 15:00	22	135	0.302	22	135	0.305	22	135	0.607
15:00 - 16:00	**22**	**135**	**0.652**	22	135	0.395	22	135	1.047
16:00 - 17:00	22	135	0.536	22	135	0.336	22	135	0.872
17:00 - 18:00	22	135	0.605	22	135	0.371	22	135	0.976
18:00 - 19:00	22	135	0.420	22	135	0.371	22	135	0.791
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.266			4.477			8.743

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

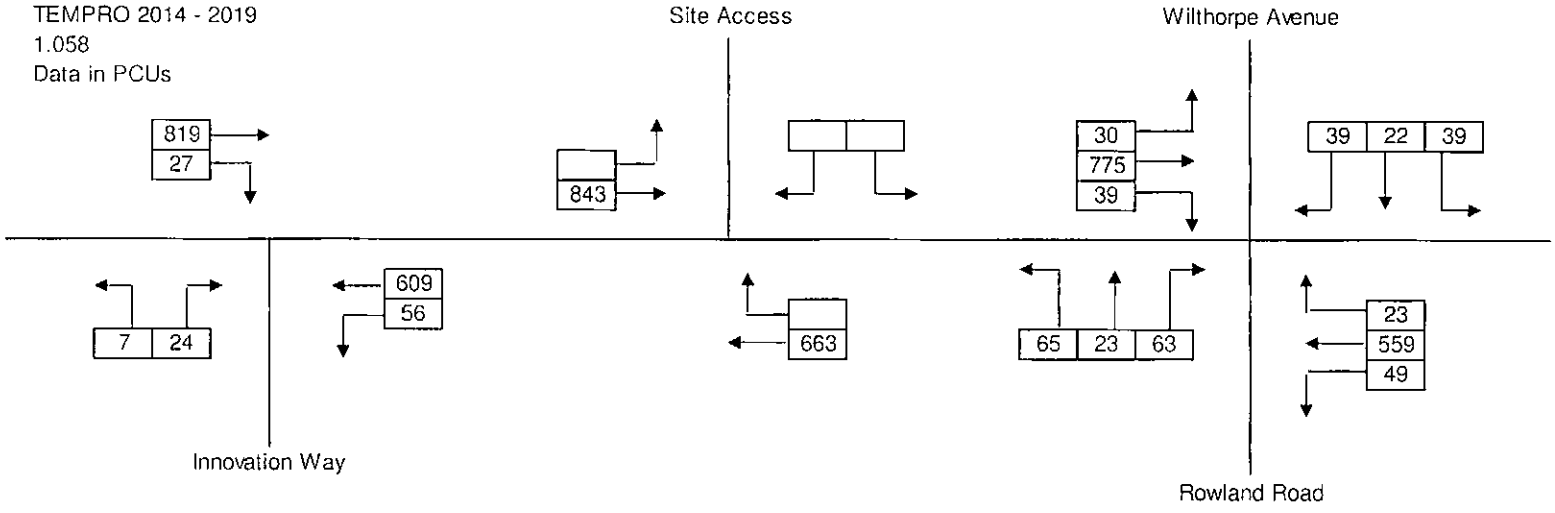
Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/05 - 22/10/12
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

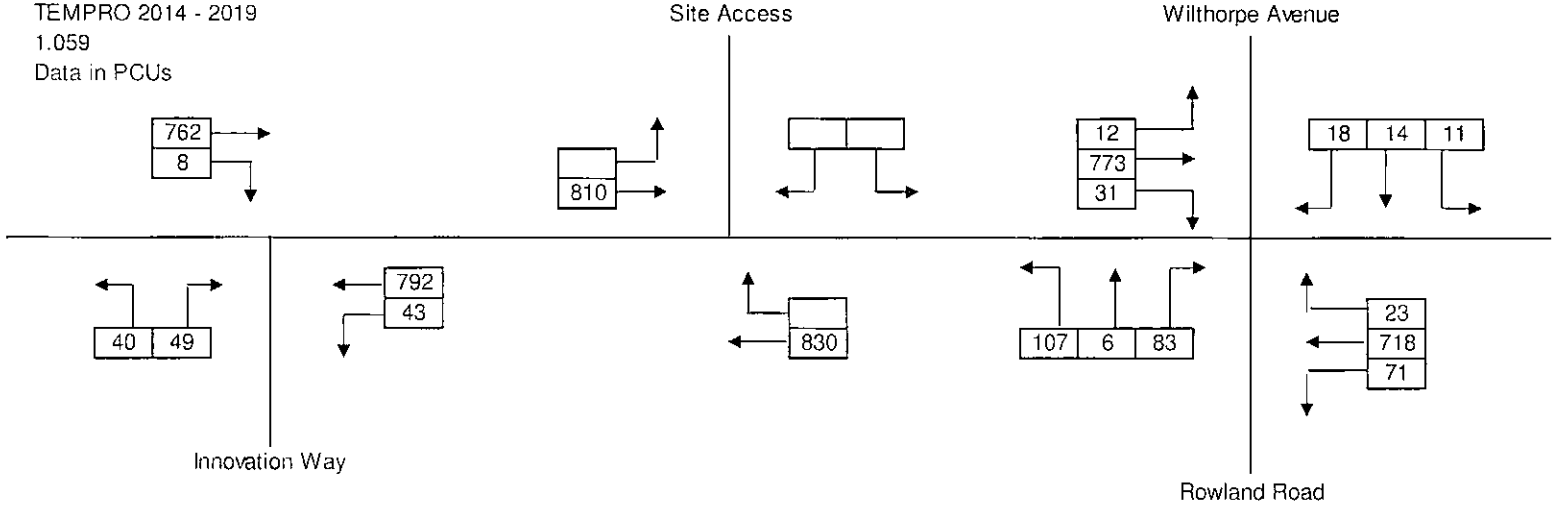
S|C|P

APPENDIX 8

AM PEAK
TEMPRO 2014 - 2019
1.058
Data in PCUs



PM PEAK
TEMPRO 2014 - 2019
1.059
Data in PCUs

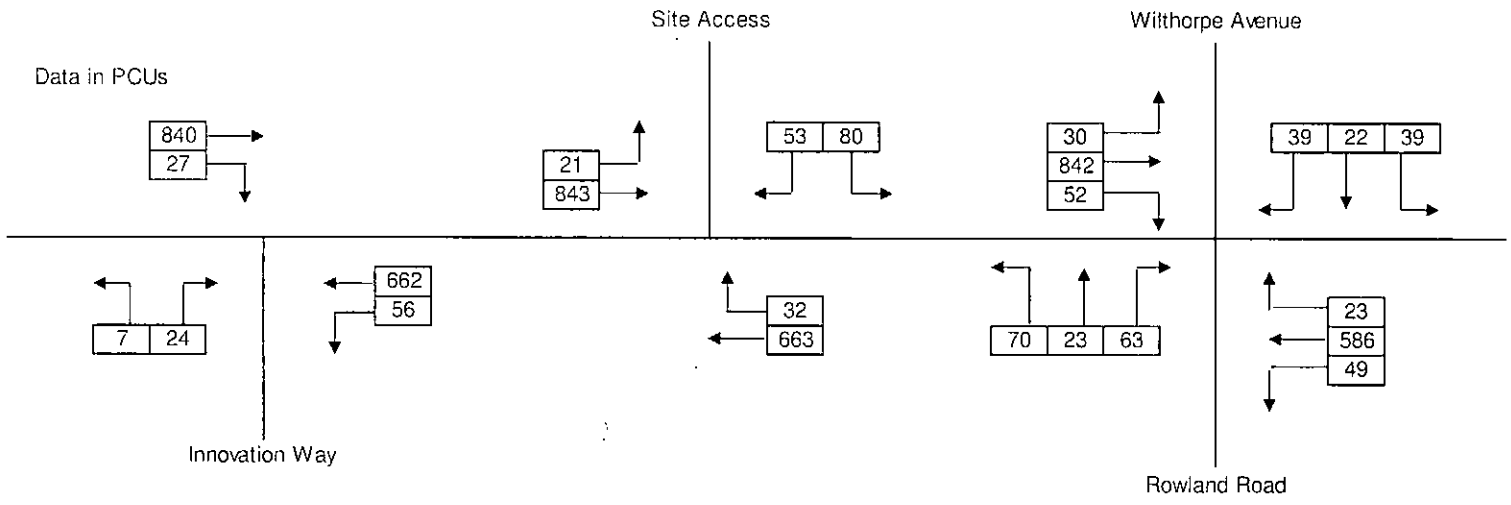


S|C|P Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title: WILTHORPE ROAD, BARNSLEY	Drawing Title: 'WITHOUT DEVELOPMENT' TRAFFIC FLOWS 2019	Scale: -	By: NS	Rev / Description / Date / By		Drawing No.: APPENDIX 8
			Date: 31.03.2014	Checked: GS			Revision: -
			Approved/Unapproved: UNAPPROVED	Status: PLANNING			

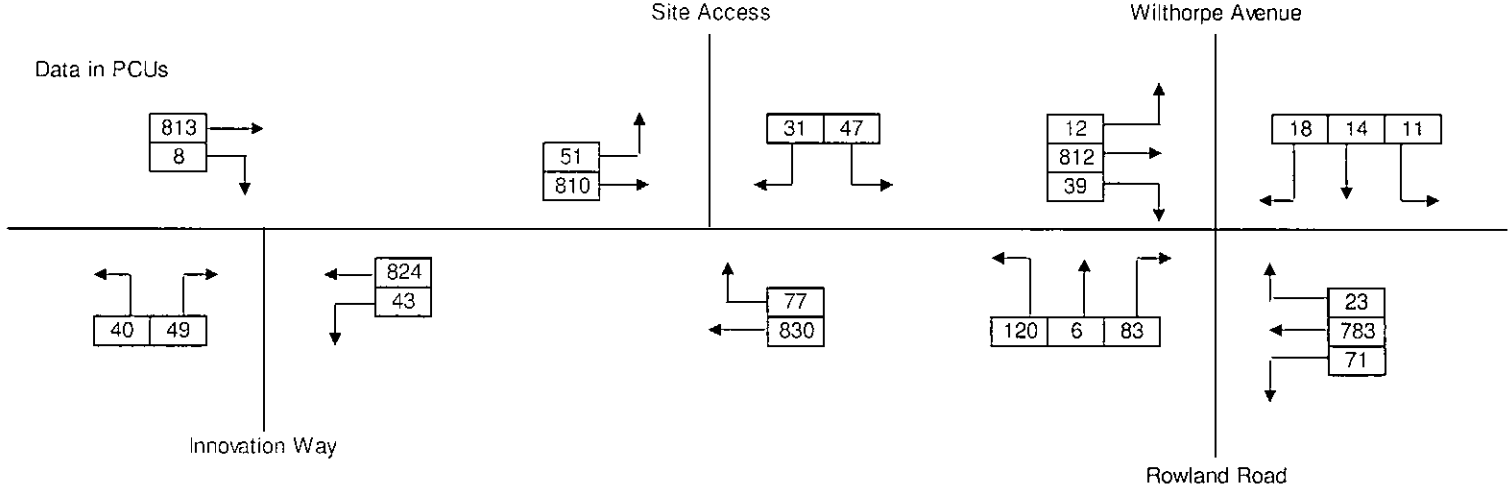
S|C|P

APPENDIX 9

AM PEAK



PM PEAK



SCP Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title: WILTHORPE ROAD, BARNSLEY	Drawing Title: 'WITH DEVELOPMENT' TRAFFIC FLOWS 2019	Scale: -	By: NS	Rev / Description / Date / By		Drawing No.: APPENDIX 9
			Date: 31.03.2014	Checked: GS			Revision: -
			Approved/Unapproved: UNAPPROVED	Status: PLANNING			

S|C|P

APPENDIX 10

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]
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Filename: Updated - Site access_Wilthorpe Rd 2019.arc8
Path: Z:\Job Library\2014\14901 - A635 Wilthorpe Road, Barnsley\Traffic Data
Report generation date: 19/03/2014 09:39:25

» **Proposed Site Access - 2019 with development, AM**
» **Proposed Site Access - 2019 with development, PM**

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Proposed Site Access - 2019 with development							
Stream B-AC	1.01	25.35	0.51	D	0.50	21.41	0.34	C
Stream C-AB	0.08	8.31	0.08	A	0.22	9.36	0.18	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2019 with development, AM" model duration: 07:45 - 09:15
"D2 - 2019 with development, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.3.332 at 19/03/2014 09:39:23

File summary

File Description

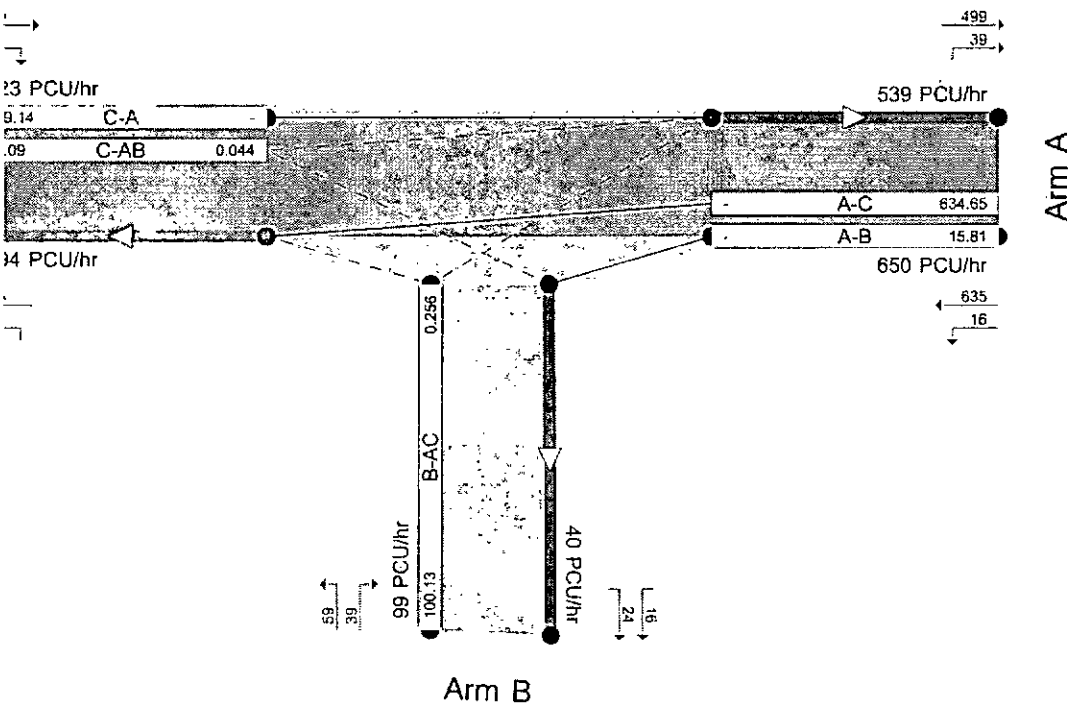
Title	Site Access / Wilthorpe Road assessment
Location	Barnsley
Site Number	
Date	06/02/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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



Time Segment: (07.45-08.00)
Showing Analysis Set "A1 - Proposed Site Access ", Demand Set "D1 - 2019 with development, AM "

The junction diagram reflects the last run of ARCADY.

Proposed Site Access - 2019 with development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Proposed Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 with development, AM	2019 with development	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A635 / Site Access	T-Junction	Two-way	A,B,C	22.04	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A635 Wilthorpe Rd (W)		Major
B	Site Access		Minor
C	A635 Wilthorpe Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00	✓	3.00	150.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.00										66	42

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.777	0.089	0.226	0.142	0.323
1	B-C	650.377	0.094	0.238	-	-
1	C-B	718.366	0.263	0.263	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	864.00	100.000
B	ONE HOUR	✓	133.00	100.000
C	ONE HOUR	✓	695.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	21.000	843.000
	B	53.000	0.000	80.000
	C	663.000	32.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.40	0.00	0.60
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.51	25.35	1.01	D
C-AB	0.08	8.31	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	100.13	98.78	0.00	391.83	0.256	0.34	12.230	B
C-AB	24.09	23.91	0.00	547.56	0.044	0.05	6.873	A
C-A	499.14	499.14	0.00	-	-	-	-	-
A-B	15.81	15.81	0.00	-	-	-	-	-
A-C	634.65	634.65	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	119.56	118.89	0.00	349.77	0.342	0.51	15.545	C
C-AB	28.77	28.72	0.00	514.41	0.056	0.06	7.411	A
C-A	596.02	596.02	0.00	-	-	-	-	-
A-B	18.88	18.88	0.00	-	-	-	-	-
A-C	757.84	757.84	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	146.44	144.54	0.00	288.10	0.508	0.98	24.751	C
C-AB	35.23	35.15	0.00	468.57	0.075	0.08	8.303	A
C-A	729.98	729.98	0.00	-	-	-	-	-
A-B	23.12	23.12	0.00	-	-	-	-	-
A-C	928.16	928.16	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	146.44	145.34	0.00	288.08	0.508	1.01	25.348	D
C-AB	35.23	35.23	0.00	468.57	0.075	0.08	8.307	A
C-A	729.98	729.98	0.00	-	-	-	-	-
A-B	23.12	23.12	0.00	-	-	-	-	-
A-C	928.16	928.16	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	119.56	121.46	0.00	349.73	0.342	0.53	15.897	C
C-AB	28.77	28.85	0.00	514.41	0.056	0.06	7.414	A
C-A	596.02	596.02	0.00	-	-	-	-	-
A-B	18.88	18.88	0.00	-	-	-	-	-
A-C	757.84	757.84	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	100.13	100.86	0.00	391.77	0.256	0.35	12.407	B
C-AB	24.09	24.14	0.00	547.56	0.044	0.05	6.877	A
C-A	499.14	499.14	0.00	-	-	-	-	-
A-B	15.81	15.81	0.00	-	-	-	-	-
A-C	634.65	634.65	0.00	-	-	-	-	-

Proposed Site Access - 2019 with development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Proposed Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 with development, PM	2019 with development	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A635 / Site Access	T-Junction	Two-way	A,B,C	15.42	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A635 Wilthorpe Rd (W)		Major
B	Site Access		Minor
C	A635 Wilthorpe Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00	✓	3.00	150.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.00										66	42

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.777	0.089	0.226	0.142	0.323
1	B-C	650.377	0.094	0.238	-	-
1	C-B	718.366	0.263	0.263	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	861.00	100.000
B	ONE HOUR	✓	78.00	100.000
C	ONE HOUR	✓	907.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	51.000	810.000
	B	31.000	0.000	47.000
	C	830.000	77.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.40	0.00	0.60
	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	21.41	0.50	C
C-AB	0.18	9.36	0.22	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.72	57.99	0.00	375.08	0.157	0.18	11.327	B
C-AB	57.97	57.50	0.00	548.15	0.106	0.12	7.331	A
C-A	624.87	624.87	0.00	-	-	-	-	-
A-B	38.40	38.40	0.00	-	-	-	-	-
A-C	609.81	609.81	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.12	69.78	0.00	327.06	0.214	0.27	13.974	B
C-AB	69.22	69.08	0.00	515.12	0.134	0.15	8.068	A
C-A	746.15	746.15	0.00	-	-	-	-	-
A-B	45.85	45.85	0.00	-	-	-	-	-
A-C	728.17	728.17	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.88	84.98	0.00	253.97	0.338	0.49	21.188	C
C-AB	84.78	84.53	0.00	469.46	0.181	0.22	9.347	A
C-A	913.84	913.84	0.00	-	-	-	-	-
A-B	56.15	56.15	0.00	-	-	-	-	-
A-C	891.83	891.83	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.88	85.85	0.00	253.88	0.338	0.50	21.413	C
C-AB	84.78	84.78	0.00	469.46	0.181	0.22	9.358	A
C-A	913.84	913.84	0.00	-	-	-	-	-
A-B	56.15	56.15	0.00	-	-	-	-	-
A-C	891.83	891.83	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.12	71.02	0.00	326.95	0.214	0.28	14.115	B
C-AB	69.22	69.47	0.00	515.12	0.134	0.16	8.082	A
C-A	746.15	746.15	0.00	-	-	-	-	-
A-B	45.85	45.85	0.00	-	-	-	-	-
A-C	728.17	728.17	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.72	59.08	0.00	374.92	0.157	0.19	11.412	B
C-AB	57.97	58.12	0.00	548.15	0.106	0.12	7.350	A
C-A	624.87	624.87	0.00	-	-	-	-	-
A-B	38.40	38.40	0.00	-	-	-	-	-
A-C	609.81	609.81	0.00	-	-	-	-	-

S|C|P

APPENDIX 11

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]
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Filename: Innovation Way_Wilthorpe Rd 2019.arc8
Path: Z:\Job Library\2014\14901 - A635 Wilthorpe Road, Barnsley\Traffic Data
Report generation date: 18/03/2014 10:29:37

» **Innovation Way Access - 2019 with Development, AM**
» **Innovation Way Access - 2019 with Development, PM**

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Innovation Way Access - 2019 with Development							
Stream B-AC	0.15	16.35	0.13	C	0.59	22.07	0.38	C
Stream C-AB	0.08	7.52	0.07	A	0.02	8.26	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2019 with Development, AM" model duration: 07:45 - 09:15
"D2 - 2019 with Development, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.3.332 at 18/03/2014 10:29:35

File summary

File Description

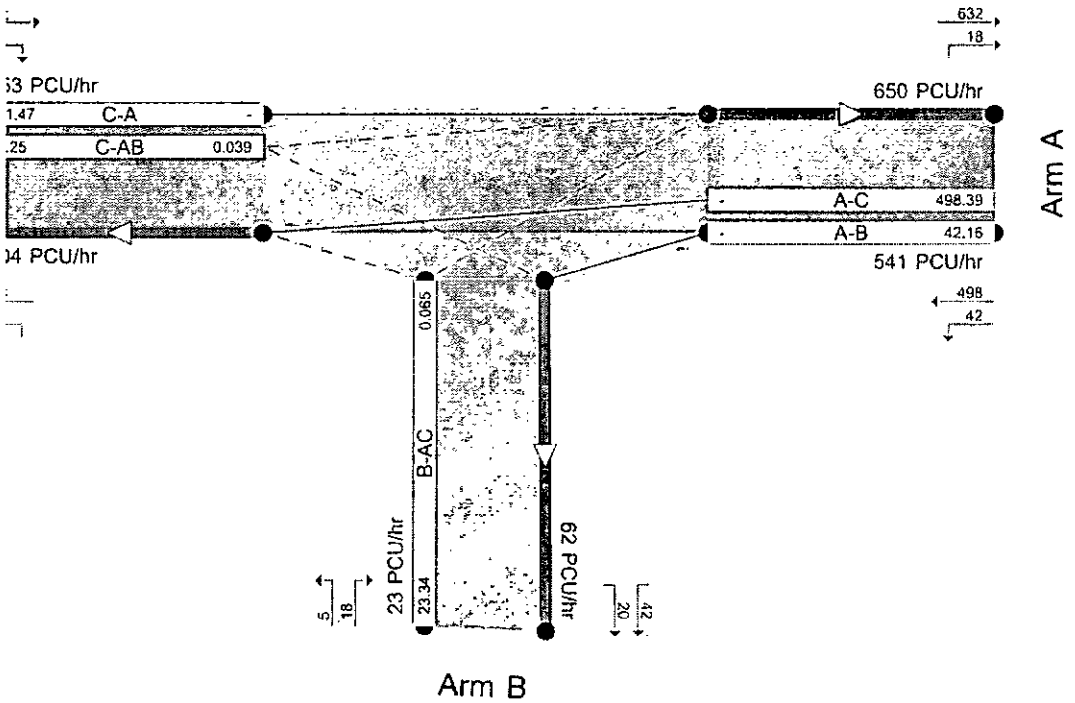
Title	Innovation Way / Wilthorpe Road Assessment
Location	Barnsley
Site Number	
Date	17/03/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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



Time Segment (07:45-08:00)
Showing Analysis Set "A1 - Innovation Way Access ", Demand Set "D1 - 2019 with Development, AM "

The junction diagram reflects the last run of ARCADY.

Innovation Way Access - 2019 with Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Innovation Way Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 with Development, AM	2019 with Development	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	12.06	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A635 Wilthorpe Rd (E)		Major
B	Innovation Way		Minor
C	A635 Wilthorpe Rd (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	150.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.65										50	45

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549.597	0.094	0.238	0.149	0.339
1	B-C	694.713	0.100	0.253	-	-
1	C-B	660.830	0.240	0.240	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	718.00	100.000
B	ONE HOUR	✓	31.00	100.000
C	ONE HOUR	✓	867.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	56.000	662.000
	B	24.000	0.000	7.000
	C	840.000	27.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.77	0.00	0.23
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	16.35	0.15	C
C-AB	0.07	7.52	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	23.34	23.06	0.00	360.18	0.065	0.07	10.670	B
C-AB	21.25	21.09	0.00	547.70	0.039	0.04	6.834	A
C-A	631.47	631.47	0.00	-	-	-	-	-
A-B	42.16	42.16	0.00	-	-	-	-	-
A-C	498.39	498.39	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	27.87	27.76	0.00	316.32	0.088	0.10	12.472	B
C-AB	26.01	25.96	0.00	531.18	0.049	0.05	7.125	A
C-A	753.40	753.40	0.00	-	-	-	-	-
A-B	50.34	50.34	0.00	-	-	-	-	-
A-C	595.12	595.12	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	34.13	33.90	0.00	254.33	0.134	0.15	16.315	C
C-AB	33.42	33.33	0.00	512.52	0.065	0.07	7.512	A
C-A	921.17	921.17	0.00	-	-	-	-	-
A-B	61.66	61.66	0.00	-	-	-	-	-
A-C	728.88	728.88	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	34.13	34.13	0.00	254.30	0.134	0.15	16.349	C
C-AB	33.42	33.41	0.00	512.52	0.065	0.08	7.516	A
C-A	921.17	921.17	0.00	-	-	-	-	-
A-B	61.66	61.66	0.00	-	-	-	-	-
A-C	728.88	728.88	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	27.87	28.09	0.00	316.28	0.088	0.10	12.502	B
C-AB	26.01	26.10	0.00	531.18	0.049	0.05	7.128	A
C-A	753.40	753.40	0.00	-	-	-	-	-
A-B	50.34	50.34	0.00	-	-	-	-	-
A-C	595.12	595.12	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	23.34	23.45	0.00	360.11	0.065	0.07	10.698	B
C-AB	21.25	21.30	0.00	547.70	0.039	0.04	6.838	A
C-A	631.47	631.47	0.00	-	-	-	-	-
A-B	42.16	42.16	0.00	-	-	-	-	-
A-C	498.39	498.39	0.00	-	-	-	-	-

Innovation Way Access - 2019 with Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Innovation Way Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 with Development, PM	2019 with Development	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	20.90	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A635 Wilthorpe Rd (E)		Major
B	Innovation Way		Minor
C	A635 Wilthorpe Rd (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	150.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.65										50	45

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549.597	0.094	0.238	0.149	0.339
1	B-C	694.713	0.100	0.253	-	-
1	C-B	660.830	0.240	0.240	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	867.00	100.000
B	ONE HOUR	✓	89.00	100.000
C	ONE HOUR	✓	821.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	43.000	824.000
	B	49.000	0.000	40.000
	C	813.000	8.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.55	0.00	0.45
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	22.07	0.59	C
C-AB	0.02	8.26	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	67.00	66.16	0.00	378.49	0.177	0.21	11.495	B
C-AB	6.11	6.06	0.00	509.13	0.012	0.01	7.155	A
C-A	611.98	611.98	0.00	-	-	-	-	-
A-B	32.37	32.37	0.00	-	-	-	-	-
A-C	620.35	620.35	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	80.01	79.60	0.00	330.64	0.242	0.31	14.317	B
C-AB	7.36	7.35	0.00	481.56	0.015	0.02	7.590	A
C-A	730.70	730.70	0.00	-	-	-	-	-
A-B	38.66	38.66	0.00	-	-	-	-	-
A-C	740.76	740.76	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.99	96.92	0.00	260.97	0.375	0.58	21.803	C
C-AB	9.18	9.16	0.00	445.06	0.021	0.02	8.258	A
C-A	894.76	894.76	0.00	-	-	-	-	-
A-B	47.34	47.34	0.00	-	-	-	-	-
A-C	907.24	907.24	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.99	97.95	0.00	260.96	0.376	0.59	22.066	C
C-AB	9.18	9.18	0.00	445.06	0.021	0.02	8.258	A
C-A	894.76	894.76	0.00	-	-	-	-	-
A-B	47.34	47.34	0.00	-	-	-	-	-
A-C	907.24	907.24	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	80.01	81.07	0.00	330.63	0.242	0.33	14.483	B
C-AB	7.36	7.38	0.00	481.56	0.015	0.02	7.594	A
C-A	730.70	730.70	0.00	-	-	-	-	-
A-B	38.66	38.66	0.00	-	-	-	-	-
A-C	740.76	740.76	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	67.00	67.43	0.00	378.47	0.177	0.22	11.591	B
C-AB	6.11	6.12	0.00	509.13	0.012	0.01	7.156	A
C-A	611.98	611.98	0.00	-	-	-	-	-
A-B	32.37	32.37	0.00	-	-	-	-	-
A-C	620.35	620.35	0.00	-	-	-	-	-

S|C|P

APPENDIX 12

Basic Results Summary

User and Project Details

Project:	**Proposed Residential Development, Wilthorpe Rd, Barnsley**
Title:	**A635 / Rowland Rd / Wilthorpe Av signalised junction**
Location:	Barnsley
File name:	Linsig - A635_Wilthorpe Ave_Rowland Rd - recovered.lsg3x
Author:	
Company:	SCP
Address:	

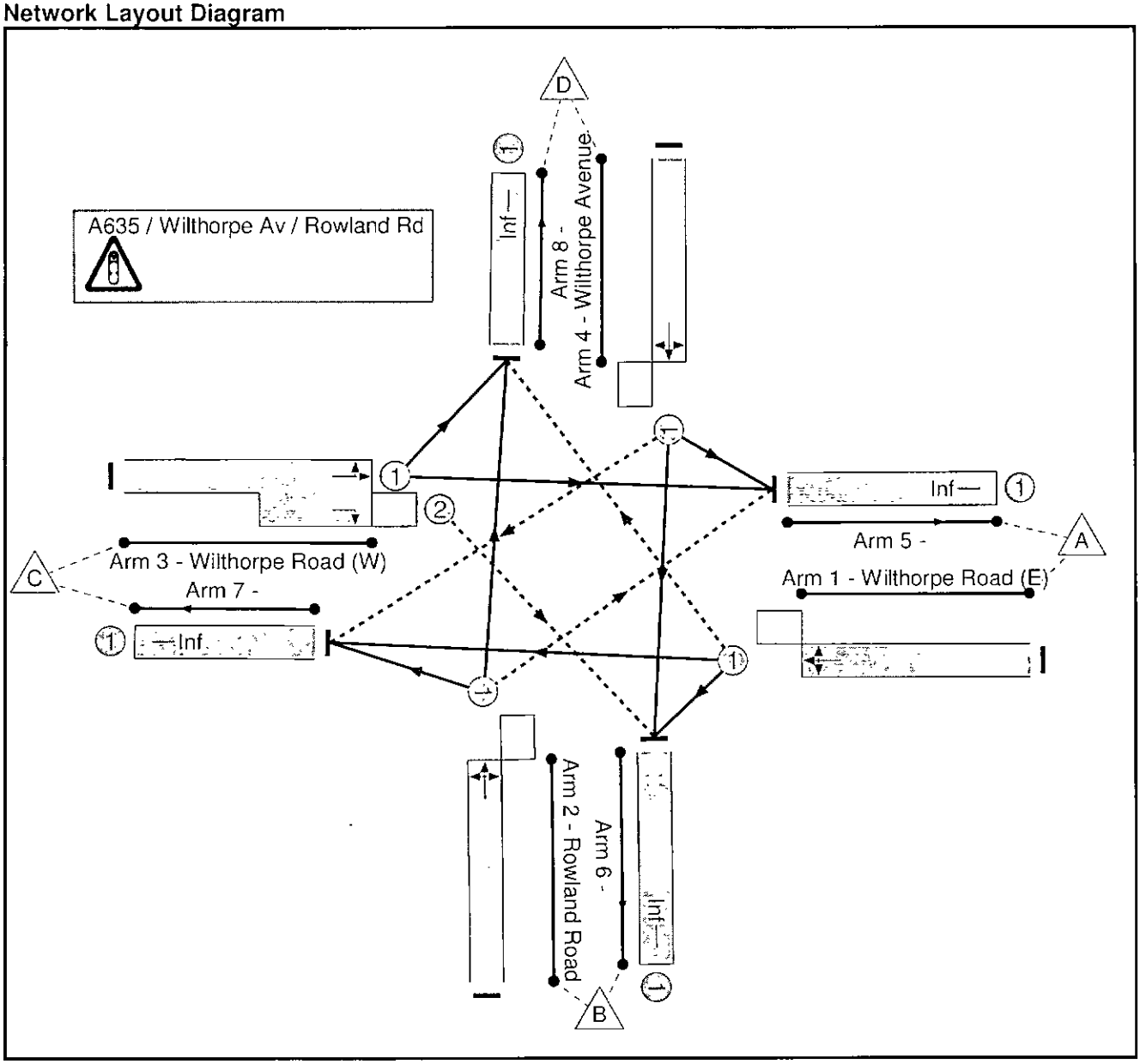
Lane Input Data

Junction: A635 / Wilthorpe Av / Rowland Rd

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 (Wilthorpe Road (E))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	10.00
2/1 (Rowland Road)	O	B	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 5 Right	10.00
											Arm 7 Left	10.00
											Arm 8 Ahead	Inf
3/1 (Wilthorpe Road (W))	U	C	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	10.00
3/2 (Wilthorpe Road (W))	O	C	2	3	5.0	Geom	-	2.50	0.00	Y	Arm 6 Right	11.00
4/1 (Wilthorpe Avenue)	O	D	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 5 Left	10.00
											Arm 6 Ahead	Inf
											Arm 7 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Network Results

Scenario 1: '2014 AM Peak Base Flows' (FG1: '2014 AM Peak Base Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	59.1%	156	0	0	6.7	-	-
A635 / Wilthorpe Av./ Rowland Rd	-	-	-		-	-	-	-	-	-	59.1%	156	0	0	6.7	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	64	-	597	1932	1395	42.8%	22	0	0	1.2	7.4	6.3
2/1	Rowland Road Right Left Ahead	O	B		1	12	-	143	1677	242	59.0%	60	0	0	2.2	54.4	4.0
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	64	-	798	1880:1641	1288+63	59.1 : 59.1%	37	0	0	2.1	9.3	10.0
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	12	-	95	1670	241	39.4%	37	0	0	1.3	47.8	2.5

C1	PRC for Signalled Lanes (%):	52.4	Total Delay for Signalled Lanes (pcuHr):	6.72	Cycle Time (s):	90
	PRC Over All Lanes (%):	52.4	Total Delay Over All Lanes(pcuHr):	6.72		

Basic Results Summary

Scenario 2: '2014 PM Peak Base Flows' (FG2: '2014 PM Peak Base Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	60.6%	146	0	0	7.7	-	-
A635 / Wilthorpe Av / Rowland Rd	-	-	-		-	-	-	-	-	-	60.6%	146	0	0	7.7	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	60	-	767	1931	1309	58.6%	22	0	0	2.4	11.2	10.9
2/1	Rowland Road Right Left Ahead	O	B		1	16	-	185	1650	312	59.4%	78	0	0	2.4	47.4	4.9
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	60	-	770	1886:1641	1223+48	60.6 : 60.6%	29	0	0	2.5	11.7	11.1
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	16	-	40	1694	320	12.5%	17	0	0	0.4	37.0	0.9

C1	PRC for Signalled Lanes (%):	48.5	Total Delay for Signalled Lanes (pcuHr):	7.73	Cycle Time (s): 90
	PRC Over All Lanes (%):	48.5	Total Delay Over All Lanes(pcuHr):	7.73	

Basic Results Summary

Scenario 3: '2019 AM Peak Base' (FG3: '2019 AM Peak Base', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	62.5%	164	0	0	7.4	-	-
A635 / Wilthorpe Av / Rowland Rd	-	-	-		-	-	-	-	-	-	62.5%	164	0	0	7.4	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	64	-	631	1932	1395	45.2%	23	0	0	1.4	7.7	6.9
2/1	Rowland Road Right Left Ahead	O	B		1	12	-	151	1677	242	62.3%	63	0	0	2.4	56.1	4.3
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	64	-	844	1879:1641	1288+62	62.5 : 62.5%	39	0	0	2.3	9.9	11.1
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	12	-	100	1670	241	41.5%	39	0	0	1.3	48.4	2.6

C1 PRC for Signalled Lanes (%): 44.0 Total Delay for Signalled Lanes (pcuHr): 7.37 Cycle Time (s): 90
PRC Over All Lanes (%): 44.0 Total Delay Over All Lanes(pcuHr): 7.37

Basic Results Summary

Scenario 4: '2019 PM Peak Base' (FG4: '2019 PM Peak Base', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	64.2%	155	0	0	8.6	-	-
A635 / Wilthorpe Av / Rowland Rd	-	-	-		-	-	-	-	-	-	64.2%	155	0	0	8.6	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	60	-	812	1931	1309	62.0%	23	0	0	2.7	11.8	12.1
2/1	Rowland Road Right Left Ahead	O	B		1	16	-	196	1650	312	62.9%	83	0	0	2.7	49.0	5.3
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	60	-	816	1886:1641	1222+48	64.2 : 64.2%	31	0	0	2.8	12.4	12.3
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	16	-	43	1694	320	13.4%	18	0	0	0.4	37.2	1.0

C1 PRC for Signalled Lanes (%): 40.1 Total Delay for Signalled Lanes (pcuHr): 8.59 Cycle Time (s): 90
PRC Over All Lanes (%): 40.1 Total Delay Over All Lanes(pcuHr): 8.59

Basic Results Summary

Scenario 5: '2019 AM Peak Base + Dev' (FG5: '2019 AM Peak Base + Dev', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	68.4%	177	0	0	8.1	-	-
A635 / Wilthorpe Av / Rowland Rd	-	-	-		-	-	-	-	-	-	68.4%	177	0	0	8.1	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	64	-	658	1933	1396	47.1%	23	0	0	1.5	7.9	7.2
2/1	Rowland Road Right Left Ahead	O	B		1	12	-	156	1676	242	64.4%	63	0	0	2.5	57.3	4.5
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	64	-	924	1880:1641	1275+76	68.4 : 68.4%	52	0	0	2.8	11.1	13.4
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	12	-	100	1670	241	41.5%	39	0	0	1.3	48.5	2.6

C1 PRC for Signalled Lanes (%): 31.6 Total Delay for Signalled Lanes (pcuHr): 8.12 Cycle Time (s): 90
PRC Over All Lanes (%): 31.6 Total Delay Over All Lanes(pcuHr): 8.12

Basic Results Summary

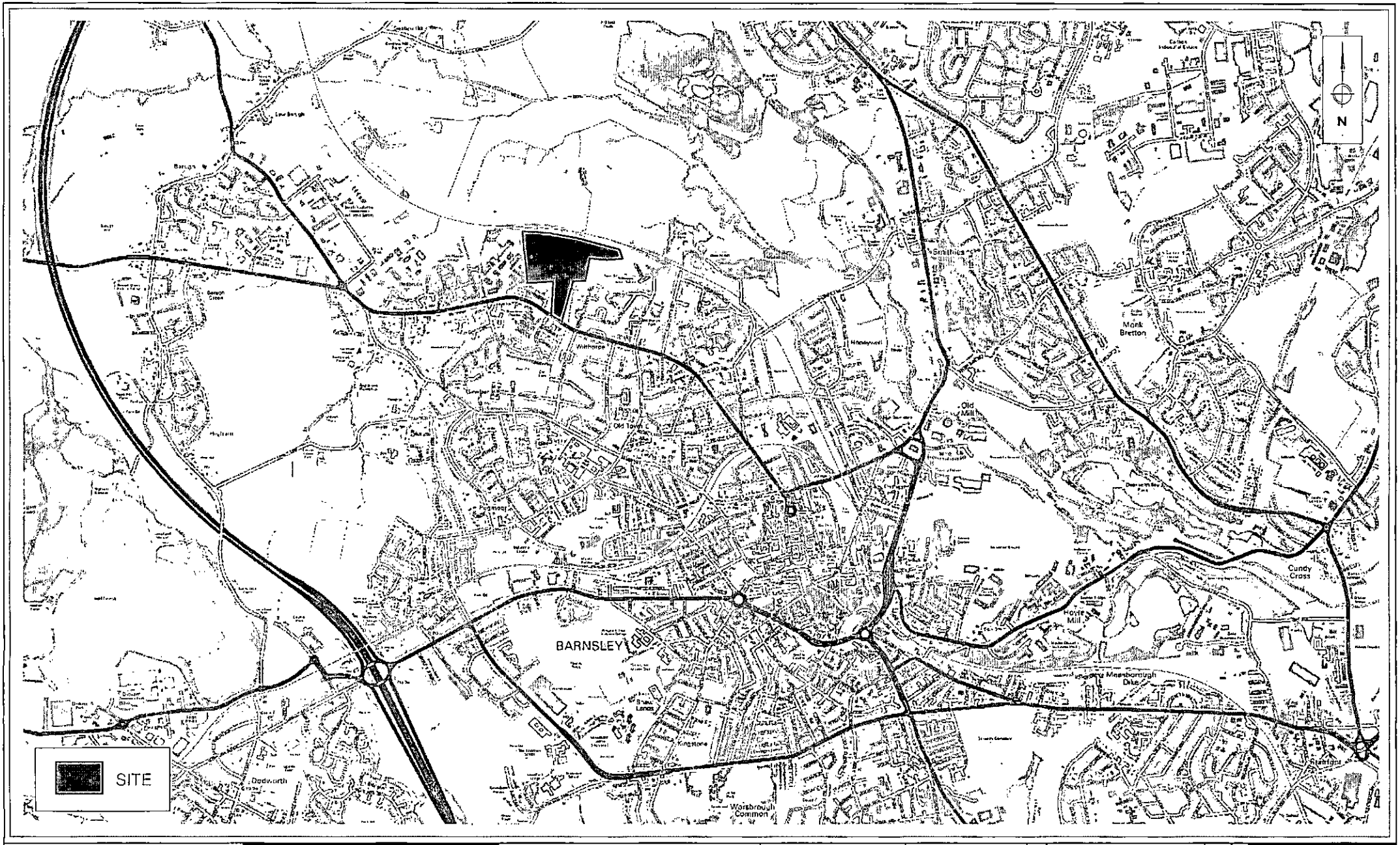
Scenario 6: '2019 PM Peak Base + Dev' (FG6: '2019 PM Peak Base + Dev', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	67.9%	163	0	0	9.7	-	-
A635 / Wilthorpe Av / Rowland Rd	-	-	-		-	-	-	-	-	-	67.9%	163	0	0	9.7	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	60	-	877	1934	1311	66.9%	23	0	0	3.1	12.8	13.9
2/1	Rowland Road Right Left Ahead	O	B		1	16	-	209	1650	312	67.1%	83	0	0	3.0	51.1	5.8
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	60	-	863	1886:1641	1214+57	67.9 : 67.9%	39	0	0	3.2	13.4	13.5
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	16	-	43	1694	320	13.4%	18	0	0	0.4	37.2	1.0

C1 PRC for Signalled Lanes (%): 32.6 Total Delay for Signalled Lanes (pcuHr): 9.74 Cycle Time (s): 90
PRC Over All Lanes (%): 32.6 Total Delay Over All Lanes(pcuHr): 9.74

S|C|P

APPENDIX 1



S|C|P
Transportation Planning : Infrastructure Design
www.scptransport.co.uk

Project Title	WILTHORPE ROAD, BARNSLEY
Drawing Title	SITE LOCATION PLAN
Scale	NTS
By	LB
Date	31.03.2014
Checked	GS
Approved/Unapproved	1 UNAPPROVED
Status	PLANNING

Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No. APPENDIX 1.1

Revision -

S|C|P

APPENDIX 2



SCP

Transportation Planning : Infrastructure Design

www.scptransport.co.uk

Project Title	WILTHORPE ROAD, BARNSLEY
Drawing Title	SITE LOCATION PLAN
Scale	NTS
By	LB
Date	31.03.2014
Checked	GS
Approved/Unapproved	UNAPPROVED
Status	PLANNING

Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No. APPENDIX 1.2

Revision -

Contains Ordnance Survey Data © Crown Copyright and Database Right 2014



SCP
Transportation Planning : Infrastructure Design
www.scptransport.co.uk

Project Title: PROPOSED RESIDENTIAL DEVELOPMENT, WILTHORPE ROAD, BARNSLEY	Drawing Title: WALK ACCESSIBILITY PLAN	Scale: NTS	By: LB	Rev	Description	Date	By	Drawing No.: APPENDIX 2
		Date: 20.03.2014	Checked: GWB	-	-	-	-	
		Approved/Unapproved	Status: PLANNING	-	-	-	-	Revision: -

S|C|P

APPENDIX 3

Travel South Yorkshire

93 93A
95 95A

Full Timetable

Barnsley
Gawber
Wilthorpe (95, 95A)
Barugh Green
Darton
Kexborough (95, 95A)
Mapplewell (93A)

From 20/07/2013

Also serves:

Barnsley District General Hospital
Darton College (93A)

Also available online at travelsouthyorkshire.com

Operated by:

Stagecoach

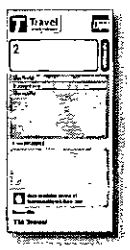
Some journeys operated with financial support from South Yorkshire Passenger Transport Executive

What's changed

From Saturday 20 July 2013, changes will be made to the times of service 95.

Additional Monday to Friday journeys will be introduced in each direction from Barnsley at 1535 and Kexborough at 1602.

There are no changes to services 93, 93A or 95A.



We aim to provide information which is as accurate as possible. We cannot accept responsibility for errors, or for any service that does not operate to the times shown.

24 hour clock

Throughout South Yorkshire our timetables use the 24 hour clock to avoid confusion between am and pm times.

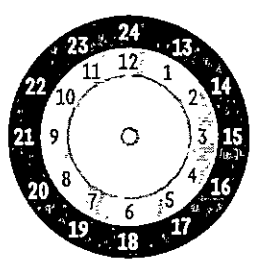
For example:

9.00am is shown as 0900

2.15pm is shown as 1415

10.25pm is shown as 2225

24 hour times
12 hour times



Stopping points for service 93

Barnsley Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ Redbrook Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ Church Street ▸ Station Road ▸ Bloomhouse Lane ▸ Woolley Colliery Road ▸ **Darton, Woolley Colliery**

Darton, Woolley Colliery ▸ Woolley Colliery Road ▸ Bloomhouse Lane ▸ Station Road ▸ Church Street ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Gawber** ▸ Redbrook Road ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley Interchange**

Stopping points for service 93A

Barnsley Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ Redbrook Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ **Darton** ▸ Church Street ▸ Station Road ▸ Darton Lane ▸ Towngate ▸ **Mapplewell, Blacker Road**

Mapplewell, Spark Lane ▸ Pye Avenue ▸ **Darton** ▸ Darton Lane ▸ Station Road ▸ Church Street ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Gawber** ▸ Redbrook Road ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley Interchange**

Stopping points for service 95

Barnsley, Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ **Wilthorpe** ▸ Queens Drive ▸ Huddersfield Road ▸ Wilthorpe Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ **Darton** ▸ Churchfield Lane ▸ Ballfield Lane ▸ **Kexborough, Oakwood Square**

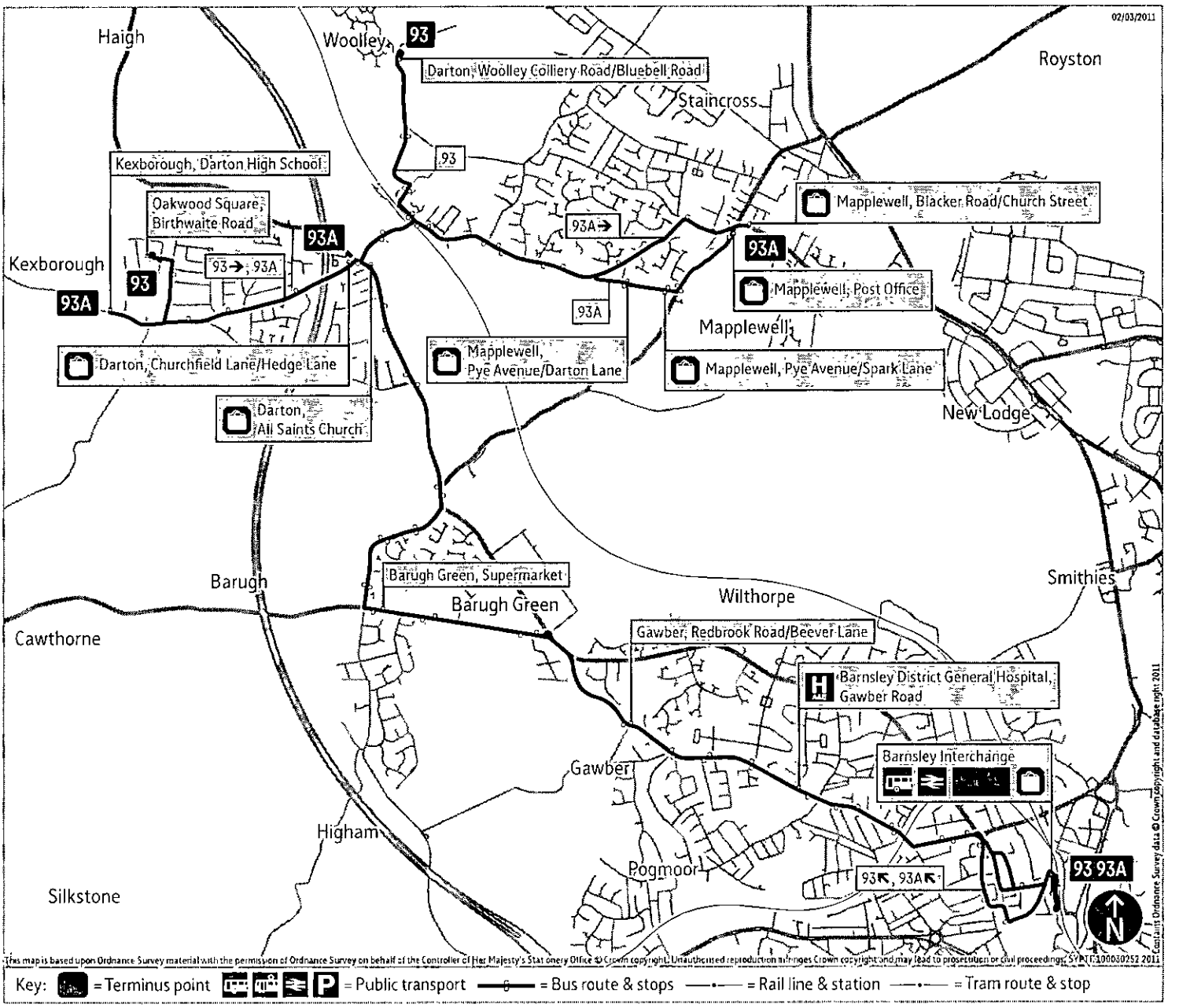
Kexborough, Oakwood Square ▸ Ballfield Lane ▸ Churchfield Lane ▸ **Darton** ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Wilthorpe** ▸ Wilthorpe Road ▸ Huddersfield Road ▸ Queens Drive ▸ **Gawber** ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley, Interchange**

Stopping points for service 95A

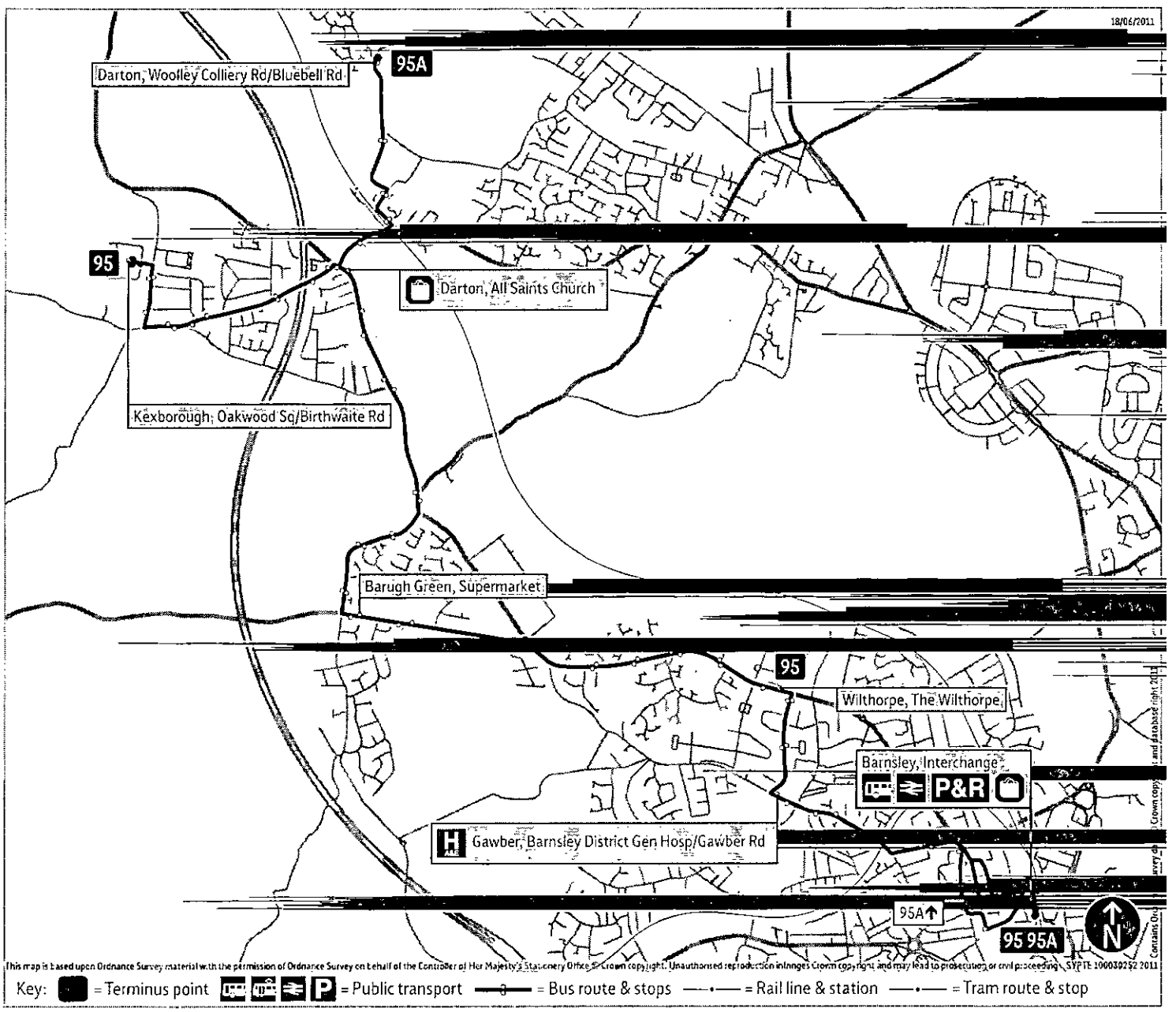
Barnsley, Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ **Wilthorpe** ▸ Queens Drive ▸ Huddersfield Road ▸ Wilthorpe Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ **Darton** ▸ Churchfield Lane ▸ **Kexborough** ▸ Ballfield Lane ▸ Oakwood Square ▸ Ballfield Lane ▸ Churchfield Lane ▸ Church Street ▸ Station Road ▸ Bloomhouse Lane ▸ Woolley Colliery Road ▸ **Darton, Woolley Colliery**

Darton, Woolley Colliery ▸ Woolley Colliery Road ▸ Bloomhouse Lane ▸ Station Road ▸ Church Street ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Wilthorpe** ▸ Wilthorpe Road ▸ Huddersfield Road ▸ Queens Drive ▸ **Gawber** ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley, Interchange**

Bus route map for services 93 and 93A



Bus route map for services 95 and 95A



93, 93A, 95, 95A ▸ Monday to Friday

Barnsley Centre ▸ Mapplewell

Service number:	95	93	95	93	95	93	95	95	95	95	93	95	93	95	93A	95	93
See notes:							SH										
Barnsley, Interchange	0610	0640	0655	0708	0725	0745	0756	0800	0820	0835	0855	0910	0925	0935	0945	0955	1005
Gawber, Gawber Rd/Barnsley Hosp	0618	0648	0703	0716	0733	0753	0804	0808	0828	0843	0903	0918	0933	0943	0953	1003	1013
Gawber, Redbrook Rd/Beever Ln	–	0652	–	0720	–	0757	–	–	–	–	0907	–	0937	–	0957	–	1017
Wilthorpe, Huddersfield Rd/Rowland Rd	0620	–	0705	–	0735	–	0806	0810	0830	0845	–	0920	–	0945	–	1005	–
Wilthorpe, Wilthorpe Rd/Wilbrook Rise	–	–	–	–	–	–	–	0812	–	–	–	–	–	–	–	–	–
Barugh Green, Barugh Green Rd/Supermarket	0625	0655	0710	0723	0740	0800	0811	–	0835	0850	0910	0925	0940	0950	1000	1010	1020
Darton, Barnsley Rd/All Saints Church	0630	0700	0715	0728	0745	0805	0816	–	0840	0855	0915	0930	0945	0955	1005	1015	1025
Kexborough, Oakwood Sq/Birthwaite Rd	0635	–	0720	–	0750	–	0821	–	0845	0900	–	0935	–	1000	–	1020	–
Darton, Woolley Colliery Rd/Bluebell Rd	–	0706	–	0734	–	0811	–	–	–	–	0921	–	0951	–	–	–	1031
Darton, Darton Col	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Pye Av/Darton Ln	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Four Ln Ends	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1011	–	–

93, 93A, 95, 95A ▸ Monday to Friday (continued)

Barnsley Centre ▸ Mapplewell

Service number:	95	93	95	93A	95		93	95	93	95	93A	95		95	95	95
See notes:																SH
Barnsley, Interchange	1015	1025	1035	1045	1055		05	15	25	35	45	55		1455	1505	1515
Gawber, Gawber Rd/Barnsley Hosp	1023	1033	1043	1053	1103		13	23	33	43	53	03		1503	1513	1523
Gawber, Redbrook Rd/Beever Ln	–	1037	–	1057	–		17	–	37	–	57	–		–	–	–
Wilthorpe, Huddersfield Rd/Rowland Rd	1025	–	1045	–	1105		–	25	–	45	–	05		1505	1515	1525
Wilthorpe, Wilthorpe Rd/Wilbrook Rise	–	–	–	–	–	then at	–	–	–	–	–	–	until	–	–	–
Barugh Green, Barugh Green Rd/Supermarket	1030	1040	1050	1100	1110	these	20	30	40	50	00	10		1510	1520	1530
Darton, Barnsley Rd/All Saints Church	1035	1045	1055	1105	1115	mins past	25	35	45	55	05	15		1515	1525	1535
Kexborough, Oakwood Sq/Birthwaite Rd	1040	–	1100	–	1120	the hour	–	40	–	00	–	20		1520	1530	1540
Darton, Woolley Colliery Rd/Bluebell Rd	–	1051	–	–	–		31	–	51	–	–	–		–	–	–
Darton, Darton Col	–	–	–	–	–		–	–	–	–	–	–		–	–	–
Mapplewell, Pye Av/Darton Ln	–	–	–	–	–		–	–	–	–	–	–		–	–	–
Mapplewell, Four Ln Ends	–	–	–	1111	–		–	–	–	–	11	–		–	–	–

93, 93A, 95, 95A ▸ Monday to Friday (continued)

Barnsley Centre ▸ Mapplewell

Service number:	93	93A	95	95	95	93	95	93	95	95	93	95	95	93	93	95	93
See notes:		SD															
Barnsley, Interchange	1525	–	1535	1545	1600	1610	1620	1630	1645	1705	1715	1730	1745	1800	1815	1845	1915
Gawber, Gawber Rd/Barnsley Hosp	1533	–	1543	1553	1608	1618	1628	1638	1653	1713	1723	1738	1753	1808	1823	1853	1923
Gawber, Redbrook Rd/Beever Ln	1537	–	–	–	–	1622	–	1642	–	–	1727	–	–	1812	1827	–	1927
Wilthorpe, Huddersfield Rd/Rowland Rd	–	–	1545	1555	1610	–	1630	–	1655	1715	–	1740	1755	–	–	1855	–
Wilthorpe, Wilthorpe Rd/Wilbrook Rise	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Barugh Green, Barugh Green Rd/Supermarket	1540	–	1550	1600	1615	1625	1635	1645	1700	1720	1730	1745	1800	1815	1830	1900	1930
Darton, Barnsley Rd/All Saints Church	1545	–	1555	1605	1620	1630	1640	1650	1705	1725	1735	1750	1805	1820	1835	1905	1935
Kexborough, Oakwood Sq/Birthwaite Rd	–	–	1600	1610	1625	–	1645	–	1710	1730	–	1755	1810	–	–	1910	–
Darton, Woolley Colliery Rd/Bluebell Rd	1551	–	–	–	–	1636	–	1656	–	–	1741	–	–	1826	1841	–	1941
Darton, Darton Col	–	1530	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Pye Av/Darton Ln	–	1539	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Four Ln Ends	–	1541	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

93, 93A, 95, 95A ▸ Monday to Friday (continued)

Barnsley Centre ▸ Mapplewell

Service number:	95	93	95	93	95	93	95A
Barnsley, Interchange	1945	2015	2045	2115	2145	2215	2245
Gawber, Gawber Rd/Barnsley Hosp	1953	2023	2053	2123	2153	2223	2252
Gawber, Redbrook Rd/Beever Ln	–	2027	–	2127	–	2227	–
Wilthorpe, Huddersfield Rd/Rowland Rd	1955	–	2055	–	2155	–	2254
Wilthorpe, Wilthorpe Rd/Wilbrook Rise	–	–	–	–	–	–	2255
Barugh Green, Barugh Green Rd/Supermarket	2000	2030	2100	2130	2200	2230	2258
Darton, Barnsley Rd/All Saints Church	2005	2035	2105	2135	2205	2235	2302
Kexborough, Oakwood Sq/Birthwaite Rd	2010	–	2110	–	2210	–	2307
Darton, Woolley Colliery Rd/Bluebell Rd	–	2041	–	2141	–	2241	2315
Darton, Darton Col	–	–	–	–	–	–	–
Mapplewell, Pye Av/Darton Ln	–	–	–	–	–	–	–
Mapplewell, Four Ln Ends	–	–	–	–	–	–	–

93, 93A, 95 ▸ Monday to Friday

Mapplewell ▸ Barnsley Centre

Service number:	93	95	93	95	93	95	95	93	93	95	95	95	93	95	93	95	93
See notes:											SD						
Mapplewell, Four Ln Ends	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Pye Av/Spark Ln	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Darton, Churchfield Ln/Huddersfield Rd	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Darton, Woolley Colliery Rd/Bluebell Rd	–	–	0707	–	0735	–	–	–	0812	–	–	–	0902	–	0922	–	0952
Kexborough, Oakwood Sq/Birthwaite Rd	0638	0653	–	0725	–	0745	0752	–	–	0822	–	0850	–	0912	–	0942	–
Darton, Barnsley Rd/All Saints Church	0643	0658	0712	0730	0740	0750	0757	–	0817	0827	–	0855	0907	0917	0927	0947	0957
Barugh Green, Barugh Green Rd/Supermarket	0648	0703	0717	0735	0745	0755	0802	–	0822	0832	–	0900	0912	0922	0932	0952	1002
Gawber, Redbrook Rd/Beever Ln	0652	–	0721	–	0749	–	–	0815	0826	–	–	–	0916	–	0936	–	1006
Wilthorpe, Huddersfield Rd/Wilthorpe Av	–	0708	–	0740	–	0800	0807	–	–	0837	0855	0905	–	0927	–	0957	–
Gawber, Gawber Rd/Barnsley Hosp	0656	0711	0725	0743	0753	0803	0810	0819	0830	0840	0858	0908	0920	0930	0940	1000	1010
Barnsley, Interchange	0705	0720	0734	0752	0802	0812	0819	0828	0839	0849	0907	0917	0929	0939	0949	1009	1019

93, 93A, 95 ▸ Monday to Friday (continued)

Mapplewell ▸ Barnsley Centre

Service number:	95	93A	95	93	95	93	95		93A	95	93	95	93	95		95
Mapplewell, Four Ln Ends	–	1012	–	–	–	–	–		12	–	–	–	–	–		–
Mapplewell, Pye Av/Spark Ln	–	1013	–	–	–	–	–		13	–	–	–	–	–		–
Darton, Churchfield Ln/Huddersfield Rd	–	–	–	–	–	–	–		–	–	–	–	–	–		–
Darton, Woolley Colliery Rd/Bluebell Rd	–	–	–	1032	–	1052	–	then at	–	–	32	–	52	–	until	–
Kexborough, Oakwood Sq/Birthwaite Rd	1002	–	1022	–	1042	–	1102	these	–	22	–	42	–	02		1502
Darton, Barnsley Rd/All Saints Church	1007	1017	1027	1037	1047	1057	1107	mins past	17	27	37	47	57	07		1507
Barugh Green, Barugh Green Rd/Supermarket	1012	1022	1032	1042	1052	1102	1112	the hour	22	32	42	52	02	12		1512
Gawber, Redbrook Rd/Beever Ln	–	1026	–	1046	–	1106	–		26	–	46	–	06	–		–
Wilthorpe, Huddersfield Rd/Wilthorpe Av	1017	–	1037	–	1057	–	1117		–	37	–	57	–	17		1517
Gawber, Gawber Rd/Barnsley Hosp	1020	1030	1040	1050	1100	1110	1120		30	40	50	00	10	20		1520
Barnsley, Interchange	1029	1039	1049	1059	1109	1119	1129		39	49	59	09	19	29		1529

93, 93A, 95 ▸ Monday to Friday (continued)

Mapplewell ▸ Barnsley Centre

Service number:	93A	93A	95	95	95	93	95	95	95	93	95	93	95	95	93	95
See notes:	SH	SD			SH											
Mapplewell, Four Ln Ends	1512	1512	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mapplewell, Pye Av/Spark Ln	1513	1513	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Darton, Churchfield Ln/Huddersfield Rd	–	1517	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Darton, Woolley Colliery Rd/Bluebell Rd	–	–	–	–	–	1552	–	–	–	1637	–	1657	–	–	1742	–
Kexborough, Oakwood Sq/Birthwaite Rd	–	–	1522	1537	1542	–	1602	1612	1627	–	1647	–	1712	1732	–	1812
Darton, Barnsley Rd/All Saints Church	1517	–	1527	1542	1547	1557	1607	1617	1632	1642	1652	1702	1717	1737	1747	1817
Barugh Green, Barugh Green Rd/Supermarket	1522	–	1532	1547	1552	1602	1612	1622	1637	1647	1657	1707	1722	1742	1752	1822
Gawber, Redbrook Rd/Beever Ln	1526	–	–	–	–	1606	–	–	–	1651	–	1711	–	–	1756	–
Wilthorpe, Huddersfield Rd/Wilthorpe Av	–	–	1537	1552	1557	–	1617	1627	1642	–	1702	–	1727	1747	–	1827
Gawber, Gawber Rd/Barnsley Hosp	1530	–	1540	1555	1600	1610	1620	1630	1645	1655	1705	1715	1730	1750	1800	1830
Barnsley, Interchange	1539	–	1549	1604	1609	1619	1629	1639	1654	1704	1714	1724	1739	1759	1809	1839

93, 93A, 95 ▸ Monday to Friday (continued)

Mapplewell ▸ Barnsley Centre

Service number:		93	95		95	93
Mapplewell, Four Ln Ends		–	–		–	–
Mapplewell, Pye Av/Spark Ln		–	–		–	–
Darton, Churchfield Ln/Huddersfield Rd		–	–		–	–
Darton, Woolley Colliery Rd/Bluebell Rd	then at	42	–	until	–	2242
Kexborough, Oakwood Sq/Birthwaite Rd	these	–	12		2212	–
Darton, Barnsley Rd/All Saints Church	mins past	47	17		2217	2247
Barugh Green, Barugh Green Rd/Supermarket	the hour	52	22		2222	2252
Gawber, Redbrook Rd/Beever Ln		56	–		–	2256
Wilthorpe, Huddersfield Rd/Wilthorpe Av		–	27		2227	–
Gawber, Gawber Rd/Barnsley Hosp		00	30		2230	2300
Barnsley, Interchange		09	39		2239	2309

93, 93A, 95, 95A ▸ Saturday

Barnsley Centre ▸ Mapplewell

Service number:	93	95	93	95A	93	95	93	95	93A	95	93	95	93	95	93A	95
Barnsley, Interchange	0645	0715	0745	0820	0850	0910	0925	0935	0945	0955	1005	1015	1025	1035	1045	1055
Gawber, Gawber Rd/Barnsley Hosp	0653	0723	0753	0828	0858	0918	0933	0943	0953	1003	1013	1023	1033	1043	1053	1103
Gawber, Redbrook Rd/Beever Ln	0657	–	0757	–	0902	–	0937	–	0957	–	1017	–	1037	–	1057	–
Wilthorpe, Huddersfield Rd/Rowland Rd	–	0725	–	0830	–	0920	–	0945	–	1005	–	1025	–	1045	–	1105
Barugh Green, Barugh Green Rd/Supermarket	0700	0730	0800	0835	0905	0925	0940	0950	1000	1010	1020	1030	1040	1050	1100	1110
Darton, Barnsley Rd/All Saints Church	0705	0735	0805	0840	0910	0930	0945	0955	1005	1015	1025	1035	1045	1055	1105	1115
Kexborough, Oakwood Sq/Birthwaite Rd	–	0740	–	0845	–	0935	–	1000	–	1020	–	1040	–	1100	–	1120
Darton, Woolley Colliery Rd/Bluebell Rd	0711	–	0811	0852	0916	–	0951	–	–	–	1031	–	1051	–	–	–
Mapplewell, Four Ln Ends	–	–	–	–	–	–	–	–	1011	–	–	–	–	–	1111	–
Mapplewell, Blacker Rd/Church St	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

Service number:		93	95	93	95	93A	95		95	93	95	93	95	93A	95	95A
Barnsley, Interchange		05	15	25	35	45	55		1555	1605	1615	1625	1635	1645	1655	1705
Gawber, Gawber Rd/Barnsley Hosp		13	23	33	43	53	03		1603	1613	1623	1633	1643	1653	1703	1713
Gawber, Redbrook Rd/Beever Ln		17	–	37	–	57	–		–	1617	–	1637	–	1657	–	–
Wilthorpe, Huddersfield Rd/Rowland Rd	then at	–	25	–	45	–	05	until	1605	–	1625	–	1645	–	1705	1715
Barugh Green, Barugh Green Rd/Supermarket	these	20	30	40	50	00	10		1610	1620	1630	1640	1650	1700	1710	1720
Darton, Barnsley Rd/All Saints Church	mins past	25	35	45	55	05	15		1615	1625	1635	1645	1655	1705	1715	1725
Kexborough, Oakwood Sq/Birthwaite Rd	the hour	–	40	–	00	–	20		1620	–	1640	–	1700	–	1720	1730
Darton, Woolley Colliery Rd/Bluebell Rd		31	–	51	–	–	–		–	1631	–	1651	–	–	–	1737
Mapplewell, Four Ln Ends		–	–	–	–	11	–		–	–	–	–	–	–	–	–
Mapplewell, Blacker Rd/Church St		–	–	–	–	–	–		–	–	–	–	–	1711	–	–

93, 93A, 95, 95A ▸ Saturday (continued)

Barnsley Centre ▸ Mapplewell

Service number:	93	95A	95	93	95		93	95		95	93	95A
Barnsley, Interchange	1715	1730	1745	1815	1845		15	45		2145	2215	2245
Gawber, Gawber Rd/Barnsley Hosp	1723	1738	1753	1823	1853		23	53		2153	2223	2252
Gawber, Redbrook Rd/Beever Ln	1727	–	–	1827	–		27	–		–	2227	–
Wilthorpe, Huddersfield Rd/Rowland Rd	–	1740	1755	–	1855	then at	–	55	until	2155	–	2254
Barugh Green, Barugh Green Rd/Supermarket	1730	1745	1800	1830	1900	these	30	00		2200	2230	2258
Darton, Barnsley Rd/All Saints Church	1735	1750	1805	1835	1905	mins past	35	05		2205	2235	2302
Kexborough, Oakwood Sq/Birthwaite Rd	–	1755	1810	–	1910	the hour	–	10		2210	–	2307
Darton, Woolley Colliery Rd/Bluebell Rd	1741	1802	–	1841	–		41	–		–	2241	2315
Mapplewell, Four Ln Ends	–	–	–	–	–		–	–		–	–	–
Mapplewell, Blacker Rd/Church St	–	–	–	–	–		–	–		–	–	–

93, 93A, 95 ▸ Saturday

Darton ▸ Barnsley Centre

Service number:	93	93	95	93	95	93	95	93	95	95	93	95	93A	95	93	95	93
Darton, Woolley Colliery Rd/Bluebell Rd	–	0712	–	0812	–	0852	–	0917	–	–	0952	–	–	–	1032	–	1052
Kexborough, Oakwood Sq/Birthwaite Rd	0642	–	0742	–	0832	–	0902	–	0922	0942	–	1002	–	1022	–	1042	–
Mapplewell, Four Ln Ends	–	–	–	–	–	–	–	–	–	–	–	–	1012	–	–	–	–
Mapplewell, Pye Av/Spark Ln	–	–	–	–	–	–	–	–	–	–	–	–	1013	–	–	–	–
Darton, Barnsley Rd/All Saints Church	0647	0717	0747	0817	0837	0857	0907	0922	0927	0947	0957	1007	1017	1027	1037	1047	1057
Barugh Green, Barugh Green Rd/Supermarket	0652	0722	0752	0822	0842	0902	0912	0927	0932	0952	1002	1012	1022	1032	1042	1052	1102
Gawber, Redbrook Rd/Beever Ln	0656	0726	–	0826	–	0906	–	0931	–	–	1006	–	1026	–	1046	–	1106
Wilthorpe, Huddersfield Rd/Wilthorpe Av	–	–	0757	–	0847	–	0917	–	0937	0957	–	1017	–	1037	–	1057	–
Gawber, Gawber Rd/Barnsley Hosp	0700	0730	0800	0830	0850	0910	0920	0935	0940	1000	1010	1020	1030	1040	1050	1100	1110
Barnsley, Interchange	0709	0739	0809	0839	0859	0919	0929	0944	0949	1009	1019	1029	1039	1049	1059	1109	1119

93, 93A, 95 ▸ Saturday (continued)

Darton ▸ Barnsley Centre

Service number:	95	93A	95		93	95	93	95	93A	95		95	93	95	93	95
Darton, Woolley Colliery Rd/Bluebell Rd	–	–	–		32	–	52	–	–	–		–	1632	–	1652	–
Kexborough, Oakwood Sq/Birthwaite Rd	1102	–	1122		–	42	–	02	–	22		1622	–	1642	–	1707
Mapplewell, Four Ln Ends	–	1112	–		–	–	–	–	12	–		–	–	–	–	–
Mapplewell, Pye Av/Spark Ln	–	1113	–	then at	–	–	–	–	13	–	until	–	–	–	–	–
Darton, Barnsley Rd/All Saints Church	1107	1117	1127	these	37	47	57	07	17	27		1627	1637	1647	1657	1712
Barugh Green, Barugh Green Rd/Supermarket	1112	1122	1132	mins past	42	52	02	12	22	32		1632	1642	1652	1702	1717
Gawber, Redbrook Rd/Beever Ln	–	1126	–	the hour	46	–	06	–	26	–		–	1646	–	1706	–
Wilthorpe, Huddersfield Rd/Wilthorpe Av	1117	–	1137		–	57	–	17	–	37		1637	–	1657	–	1722
Gawber, Gawber Rd/Barnsley Hosp	1120	1130	1140		50	00	10	20	30	40		1640	1650	1700	1710	1725
Barnsley, Interchange	1129	1139	1149		59	09	19	29	39	49		1649	1659	1709	1719	1734

Service number:	93	95	93	95		93	95		95	93
Darton, Woolley Colliery Rd/Bluebell Rd	1737	–	1842	–		42	–		–	2242
Kexborough, Oakwood Sq/Birthwaite Rd	–	1812	–	1912		–	12		2212	–
Mapplewell, Four Ln Ends	–	–	–	–		–	–		–	–
Mapplewell, Pye Av/Spark Ln	–	–	–	–	then at	–	–	until	–	–
Darton, Barnsley Rd/All Saints Church	1742	1817	1847	1917	these	47	17		2217	2247
Barugh Green, Barugh Green Rd/Supermarket	1747	1822	1852	1922	mins past	52	22		2222	2252
Gawber, Redbrook Rd/Beever Ln	1751	–	1856	–	the hour	56	–		–	2256
Wilthorpe, Huddersfield Rd/Wilthorpe Av	–	1827	–	1927		–	27		2227	–
Gawber, Gawber Rd/Barnsley Hosp	1755	1830	1900	1930		00	30		2230	2300
Barnsley, Interchange	1804	1839	1909	1939		09	39		2239	2309

93, 95, 95A ▸ Sunday

Barnsley Centre ▸ Darton

Service number:	95	93		95	93		93	95	95A	95A	95A	95A	95A
Barnsley, Interchange	1015	1045		15	45		1745	1815	1845	1945	2045	2145	2245
Gawber, Gawber Rd/Barnsley Hosp	1023	1053		23	53		1753	1823	1852	1952	2052	2152	2252
Wilthorpe, Huddersfield Rd/Rowland Rd	1025	–	then at	25	–	until	–	1825	1854	1954	2054	2154	2254
Gawber, Redbrook Rd/Beever Ln	–	1057	these	–	57		1757	–	–	–	–	–	–
Barugh Green, Barugh Green Rd/Supermarket	1030	1100	mins past	30	00		1800	1830	1858	1958	2058	2158	2258
Darton, Barnsley Rd/All Saints Church	1035	1105	the hour	35	05		1805	1835	1902	2002	2102	2202	2302
Kexborough, Oakwood Sq/Birthwaite Rd	1040	–		40	–		–	1840	1907	2007	2107	2207	2307
Darton, Woolley Colliery Rd/Bluebell Rd	–	1111		–	11		1811	–	1915	2015	2115	2215	2315

93, 95, 95A ▸ Sunday

Darton ▸ Barnsley Centre

Service number:	95	93	95		93	95		95	95A	95A	95A	95A
Darton, Woolley Colliery Rd/Bluebell Rd	–	1011	–		11	–		–	1915	2015	2115	2215
Kexborough, Oakwood Sq/Birthwaite Rd	0941	–	1041		–	41		1841	–	–	–	–
Darton, Barnsley Rd/All Saints Church	0946	1016	1046	then at	16	46	until	1846	1920	2020	2120	2220
Barugh Green, Barugh Green Rd/Supermarket	0951	1021	1051	these	21	51		1851	1924	2024	2124	2224
Gawber, Redbrook Rd/Beever Ln	–	1025	–	mins past	25	–		–	–	–	–	–
Wilthorpe, Huddersfield Rd/Wilthorpe Av	0956	–	1056	the hour	–	56		1856	1927	2027	2127	2227
Gawber, Gawber Rd/Barnsley Hosp	0959	1029	1059		29	59		1859	1930	2030	2130	2230
Barnsley, Interchange	1008	1038	1108		38	08		1908	1938	2038	2138	2238

Notes: SD - Schooldays only, SH - School holidays only.

Travel South Yorkshire

96 96A 97

Full Timetable

Barnsley
Gawber (96/96A)
Staincross (97)
Haigh (96)
Kexborough (96/96A)
Sandal (96/97)
Wakefield (96/97)

From 27/10/2013

Also serves:
Yorkshire Sculpture Park

Also available online at travelsouthyorkshire.com

Operated by:
Tates Travel

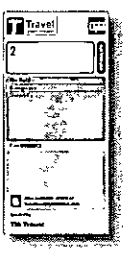
What's changed

From Sunday 27 October 2013, there will be changes to services 96A and 97.

96A Some Saturday journeys will no longer operate.

97 This service will no longer operate on Saturday.

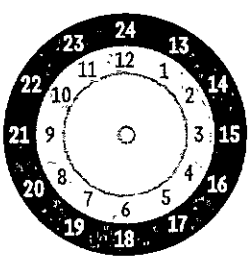
There are no changes to service 96.



We aim to provide information which is as accurate as possible. We cannot accept responsibility for errors, or for any service that does not operate to the times shown.

24 hour clock
Throughout South Yorkshire our timetables use the 24 hour clock to avoid confusion between am and pm times.

For example:
9.00am is shown as 0900
2.15pm is shown as 1415
10.25pm is shown as 2225



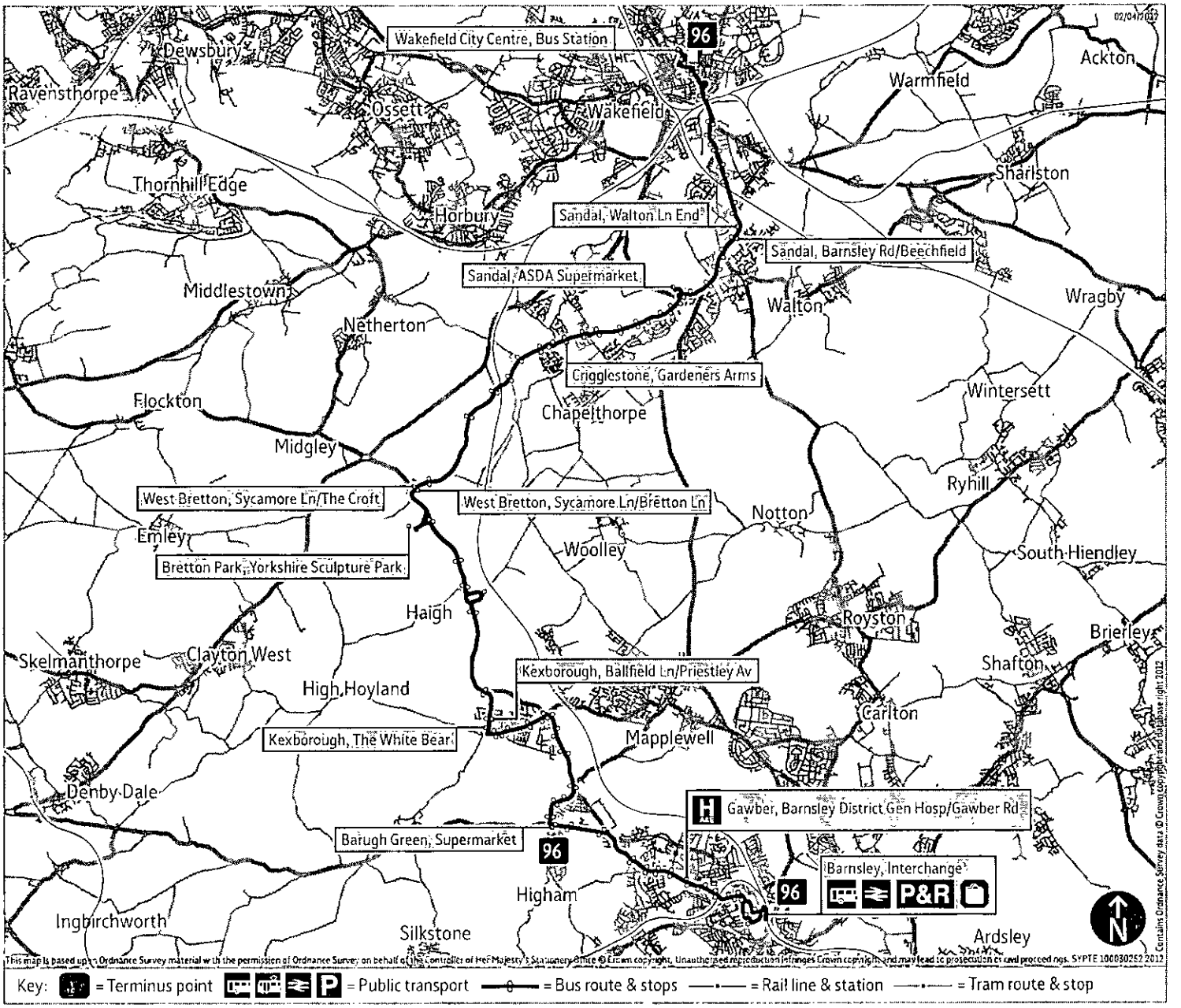
24 hour times
12 hour times

Stopping points for service 96

Barnsley, Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ Redbrook Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ **Darton** ▸ Churchfield Lane ▸ **Kexborough** ▸ Ballfield Lane ▸ **Haigh** ▸ Huddersfield Road ▸ **Bretton Park** ▸ Yorkshire Sculpture Park ▸ **West Bretton** ▸ Sycamore Lane ▸ Bretton Lane ▸ **Woolley Edge** ▸ **Great Cliff** ▸ Cliff Road ▸ **Crigglestone** ▸ High Street ▸ Standbridge Lane ▸ **Kettlethorpe** ▸ **Sandal** ▸ Asda Superstore ▸ Standbridge Lane ▸ Barnsley Road ▸ **Agbrigg** ▸ **Belle Isle** ▸ Bridge Street ▸ Kirkgate ▸ The Springs ▸ Union Street ▸ **Wakefield, Bus Station**

Wakefield, Bus Station ▸ Westmorland Street ▸ Kirkgate ▸ **Belle Isle** ▸ Bridge Street ▸ Barnsley Road ▸ **Agbrigg** ▸ **Sandal** ▸ Standbridge Lane ▸ Asda Superstore ▸ **Kettlethorpe** ▸ Standbridge Lane ▸ **Crigglestone** ▸ High Street ▸ Cliff Road ▸ **Great Cliff** ▸ Bretton Lane ▸ **Woolley Edge** ▸ **West Bretton** ▸ Sycamore Lane ▸ **Bretton Park** ▸ Yorkshire Sculpture Park ▸ Huddersfield Road ▸ **Haigh** ▸ Haigh ▸ Huddersfield Road ▸ **Kexborough** ▸ Ballfield Lane ▸ Churchfield Lane ▸ **Darton** ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Gawber** ▸ Redbrook Road ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley, Interchange**

Bus route map for service 96



96 ▸ Monday to Friday

Barnsley ▸ Wakefield

Barnsley, Interchange	–	0725	0810		10		1410	1515	1615	1725
Gawber, Gawber Rd/Barnsley Hosp	–	0733	0818		18		1418	1523	1623	1733
Barugh Green, Barugh Green Rd (Supermarket)	0658	0738	0823		23		1423	1528	1628	1738
Kexborough, Ballfield Ln/The White Bear	0706	0746	0831	then at	31	until	1431	1536	1636	1746
West Bretton, Yorkshire Sculpture Park	–	–	0839	these	39		1439	1544	1644	1754
West Bretton, Sycamore Ln/The Croft	0715	0755	0843	mins past	43		1443	1548	1648	1758
Crigglestone, Gardeners Arms	0720	0800	0848	the hour	48		1448	1553	1653	1803
Sandal, ASDA Supermarket	0727	0807	0855		55		1455	1600	1700	1810
Sandal, Walton Ln End	0731	0811	0859		59		1459	1604	1704	1814
Wakefield City Centre, Bus Stn	0740	0825	0908		08		1508	1613	1713	1823

96 ▸ Monday to Friday

Wakefield ▸ Barnsley

Wakefield City Centre, Bus Stn	0736	0833	0903		03		1403	1513	1618	1723
Sandal, Barnsley Rd/Beechfield	0745	0842	0912		12		1412	1522	1630	1735
Sandal, ASDA Supermarket	0749	0846	0916		16		1416	1526	1636	1741
Crigglestone, Gardeners Arms	0755	0852	0922	then at	22	until	1422	1532	1642	1747
West Bretton, Sycamore Ln/Bretton Ln	0800	0857	0927	these	27		1427	1537	1647	1752
West Bretton, Yorkshire Sculpture Park	–	0901	0931	mins past	31		1431	1541	1651	1756
Kexborough, Ballfield Ln/Priestley Av	0809	0909	0939	the hour	39		1439	1549	1659	1804
Barugh Green, Barugh Green Rd/Supermarket	0817	0917	0947		47		1447	1557	1707	1812
Gawber, Gawber Rd/Barnsley Hosp	0822	0922	0952		52		1452	1602	1712	1817
Barnsley, Interchange	0830	0930	1000		00		1500	1610	1720	1825

96 ▸ Saturday

Barnsley ▸ Wakefield

Barnsley, Interchange	0755	0900	1010		10		1710
Gawber, Gawber Rd/Barnsley Hosp	0803	0908	1018		18		1718
Barugh Green, Barugh Green Rd/Supermarket	0808	0913	1023		23		1723
Kexborough, Ballfield Ln/The White Bear	0816	0921	1031	then at	31	until	1731
West Bretton, Yorkshire Sculpture Park	0824	0929	1039	these	39		1739
West Bretton, Sycamore Ln/The Croft	0828	0933	1043	mins past	43		1743
Crigglestone, Gardeners Arms	0833	0938	1048	the hour	48		1748
Sandal, ASDA Supermarket	0840	0945	1055		55		1755
Sandal, Walton Ln End	0844	0949	1059		59		1759
Wakefield City Centre, Bus Stn	0853	0958	1108		08		1808

96 ▸ Saturday

Wakefield ▸ Barnsley

Wakefield City Centre, Bus Stn	0903		03		1503	1613	1713
Sandal, Barnsley Rd/Beechfield	0912		12		1512	1622	1722
Sandal, ASDA Supermarket	0916		16		1516	1626	1726
Crigglestone, Gardeners Arms	0922	then at	22	until	1522	1632	1732
West Bretton, Sycamore Ln/Bretton Ln	0927	these	27		1527	1637	1737
West Bretton, Yorkshire Sculpture Park	0931	mins past	31		1531	1641	1741
Kexborough, Ballfield Ln/Priestley Av	0939	the hour	39		1539	1649	1749
Barugh Green, Barugh Green Rd/Supermarket	0947		47		1547	1657	1757
Gawber, Gawber Rd/Barnsley Hosp	0952		52		1552	1702	1802
Barnsley, Interchange	1000		00		1600	1710	1810

96 ▸ Sunday

Barnsley ▸ Wakefield

Barnsley, Interchange	1330	1530
Gawber, Gawber Rd/Barnsley Hosp	1338	1538
Barugh Green, Barugh Green Rd/Supermarket	1343	1543
Kexborough, Ballfield Ln/The White Bear	1351	1551
West Bretton, Yorkshire Sculpture Park	1358	1558
West Bretton, Sycamore Ln/The Croft	1402	1602
Crigglestone, Gardeners Arms	1406	1606
Sandal, ASDA Supermarket	1412	1612
Sandal, Walton Ln End	1416	1616
Wakefield City Centre, Bus Stn	1425	1625

96 ▸ Sunday

Wakefield ▸ Barnsley

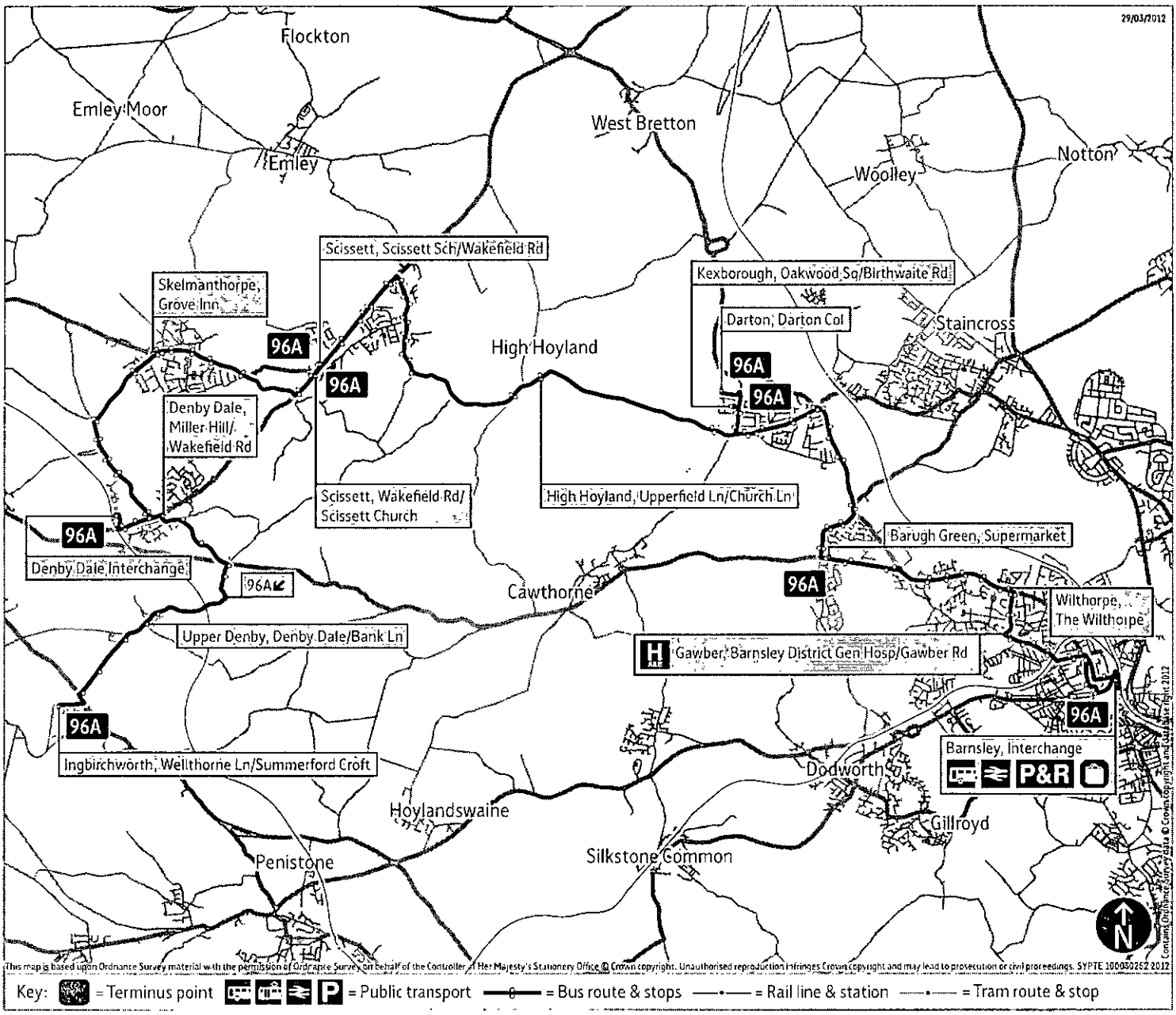
Wakefield City Centre, Bus Stn	1230	1430	1630
Sandal, Barnsley Rd/Beechfield	1239	1439	1639
Sandal, ASDA Supermarket	1243	1443	1643
Crigglestone, Gardeners Arms	1249	1449	1649
West Bretton, Sycamore Ln/Bretton Ln	1253	1453	1653
West Bretton, Yorkshire Sculpture Park	1256	1456	1656
Kexborough, Ballfield Ln/Priestley Av	1304	1504	1704
Barugh Green, Barugh Green Rd/Supermarket	1312	1512	1712
Gawber, Gawber Rd/Barnsley Hosp	1317	1517	1717
Barnsley, Interchange	1325	1525	1725

Stopping points for service 96A

Barnsley, Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Victoria Road ▸ **Gawber** ▸ Gawber Road ▸ **Wilthorpe** ▸ Queens Drive ▸ Huddersfield Road ▸ Wilthorpe Road ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Barugh** ▸ Barugh Lane ▸ Barnsley Road ▸ **Darton** ▸ Churchfield Lane ▸ **Kexborough** ▸ Ballfield Lane ▸ Oakwood Square ▸ Ballfield Lane ▸ Upperfield Lane ▸ **High Hoyland** ▸ Bank End Lane ▸ **Clayton West** ▸ High Street ▸ Scott Hill ▸ Long Lane ▸ Wakefield Road ▸ **Scissett** ▸ Commercial Road ▸ **Skelmanthorpe** ▸ Cumberworth Road ▸ **Lower Cumberworth** ▸ Ponker Lane ▸ Shelley Woodhouse Lane ▸ Cumberworth Lane ▸ Wakefield Road ▸ **Denby Dale, Interchange**

Denby Dale, Interchange ▸ Wakefield Road ▸ Cumberworth Lane ▸ **Lower Cumberworth** ▸ Shelley Woodhouse Lane ▸ Ponker Lane ▸ **Skelmanthorpe** ▸ Cumberworth Road ▸ Huddersfield Road ▸ Commercial Road ▸ **Scissett** ▸ Wakefield Road ▸ **Clayton West** ▸ Huddersfield Road ▸ Long Lane ▸ Scott Hill ▸ High Street ▸ **High Hoyland** ▸ Bank End Lane ▸ Upperfield Lane ▸ **Kexborough** ▸ Ballfield Lane ▸ Oakwood Square ▸ Ballfield Lane ▸ Churchfield Lane ▸ **Darton** ▸ Barnsley Road ▸ **Barugh** ▸ Barugh Lane ▸ **Barugh Green** ▸ Barugh Green Road ▸ **Wilthorpe** ▸ Wilthorpe Road ▸ Huddersfield Road ▸ Queens Drive ▸ **Gawber** ▸ Gawber Road ▸ Victoria Road ▸ Regent Street ▸ **Barnsley, Interchange**

Bus route map for service 96A



96A ▸ Monday to Friday

Barnsley Centre ▸ Ingbirchworth

See notes:					SH	SD					
Barnsley, Interchange	1050	1150	1250	1350	1450	–	1555	1640	1700	1755	1830
Gawber, Gawber Rd/Barnsley Hosp	1058	1158	1258	1358	1458	–	1603	1648	1708	1803	1838
Wilthorpe, Huddersfield Rd/Rowland Rd	1100	1200	1300	1400	1500	–	1605	1650	1710	1805	1840
Barugh Green, Barugh Green Rd (Supermarket)	1105	1205	1305	1405	1505	–	1610	1655	1715	1810	1845
Kexborough, Oakwood Sq/Birthwaite Rd	1115	1215	1315	1415	1515	–	1620	1705	1725	1820	1855
Scissett, Wakefield Rd (Scissett Sch)	–	–	–	–	–	1555	–	–	–	–	–
Scissett, Wakefield Rd (Scissett Church)	–	–	–	1430	–	–	–	–	–	–	–
Skelmanthorpe, Skelmanthorpe Grove Inn	–	–	–	1434	–	1600	–	–	–	–	–
Denby Dale, Interchange	–	–	–	1443	–	–	–	–	–	–	–
Denby Dale, Miller Hill/Wakefield Rd	–	–	–	–	–	1607	–	–	–	–	–
Upper Denby, Denby/Dale Bank Ln	–	–	–	–	–	1613	–	–	–	–	–
Ingbirchworth, Wellthorne Ln/Summerford Croft	–	–	–	–	–	1615	–	–	–	–	–

96A ▸ Monday to Friday

Denby Dale ▸ Barnsley Centre

See notes:			SD						SH	SD	
Denby Dale, Interchange	–	–	0830	–	0950	–	–	–	–	–	–
Skelmanthorpe, Skelmanthorpe (Grove Inn)	–	–	0839	–	0959	–	–	–	–	–	–
Scissett, Wakefield Rd (Scissett Church)	–	–	–	–	1004	–	–	–	–	–	–
Scissett, Wakefield Rd (Scissett Sch)	–	–	0844	–	–	–	–	–	–	–	–
Darton, Darton Col	–	–	–	–	–	–	–	–	–	1533	–
Kexborough, Oakwood Sq/Birthwaite Rd	0724	0844	–	0919	1019	1119	1219	1319	1519	–	1624
Barugh Green, Barugh Green Rd (Supermarket)	0734	0854	–	0929	1029	1129	1229	1329	1529	1544	1634
Wilthorpe, Huddersfield Rd/Wilthorpe Av	0739	0859	–	0934	1034	1134	1234	1334	1534	1549	1639
Gawber, Gawber Rd/Barnsley Hosp	0741	0901	–	0936	1036	1136	1236	1336	1536	1551	1641
Barnsley, Interchange	0749	0909	–	0944	1044	1144	1244	1344	1544	1559	1649

96A ▸ Saturday

Barnsley Centre ▸ Denby Dale

Barnsley, Interchange	1450	1550	1650
Gawber, Gawber Rd/Barnsley Hosp	1458	1558	1658
Wilthorpe, Huddersfield Rd/Rowland Rd	1500	1600	1700
Barugh Green, Barugh Green Rd (Supermarket)	1505	1605	1705
Kexborough, Oakwood Sq/Birthwaite Rd	1515	1615	1715
Scissett, Wakefield Rd (Scissett Church)	1530	–	–
Skelmanthorpe, Skelmanthorpe Grove Inn	1534	–	–
Denby Dale, Interchange	1543	–	–

96A ▸ Saturday

Denby Dale ▸ Barnsley Centre

Denby Dale, Interchange	–	0850
Skelmanthorpe, Skelmanthorpe (Grove Inn)	–	0859
Scissett, Wakefield Rd (Scissett Church)	–	0904
Kexborough, Oakwood Sq/Birthwaite Rd	0824	0919
Barugh Green, Barugh Green Rd (Supermarket)	0834	0929
Wilthorpe, Huddersfield Rd/Wilthorpe Av	0839	0934
Gawber, Gawber Rd/Barnsley Hosp	0841	0936
Barnsley, Interchange	0849	0944

No Service Sunday

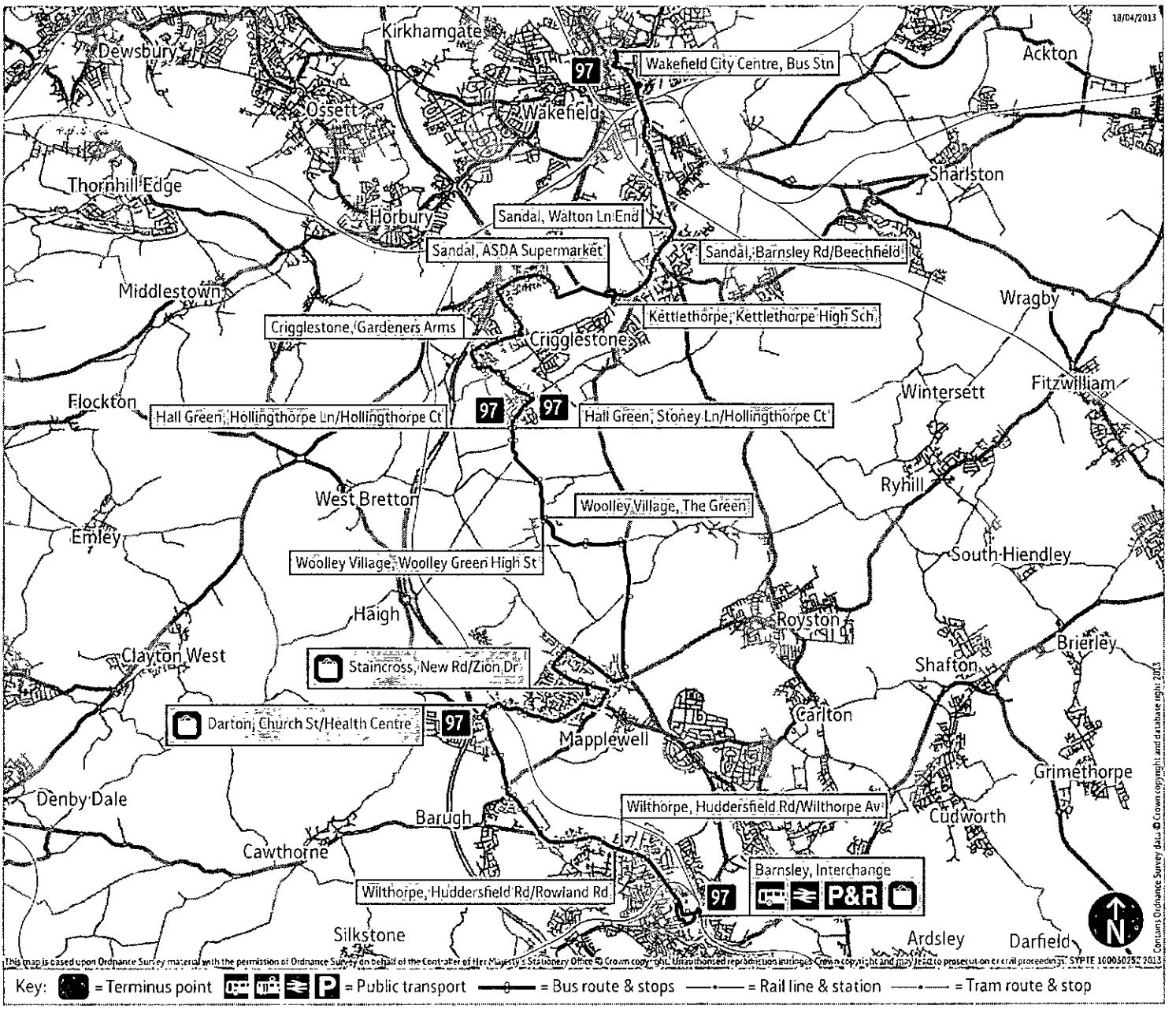
Notes: SH - School Holidays Only, SD - Schooldays Only

Stopping points for service 97

Barnsley, Interchange ▸ Market Hill ▸ St Marys Place ▸ Church Lane ▸ Huddersfield Road ▸ **Wilthorpe** ▸ Wilthorpe Road ▸ **Barugh Green** ▸ Claycliffe Road ▸ **Barugh** ▸ Barnsley Road ▸ **Darton** ▸ Church Street ▸ Station Road ▸ Darton Lane ▸ **Mapplewell** ▸ Towngate ▸ Greenside ▸ **Staincross** ▸ New Road ▸ Sackup Lane ▸ Staincross Common ▸ Shaw Lane ▸ Wakefield Road ▸ **Woolley Village** ▸ New Road ▸ The Green ▸ Gallows Lane ▸ **Hall Green** ▸ Stoney Lane ▸ Painthorpe Lane ▸ **Painthorpe** ▸ **Crigglestone** ▸ Cliff Road ▸ High Street ▸ Durkar Lane ▸ **Durkar** ▸ Denby Dale Road East ▸ Durkar Low Lane ▸ Durkar Lane ▸ **Pledwick** ▸ Asda Superstore ▸ **Milnthorpe** ▸ Standbridge Lane ▸ Barnsley Road ▸ **Sandal** ▸ **Agbrigg** ▸ **Belle Isle** ▸ Bridge Street ▸ Kirkgate ▸ The Springs ▸ Union Street ▸ **Wakefield, Bus Station**

Wakefield Bus Station ▸ Westmorland Street ▸ Kirkgate ▸ **Belle Isle** ▸ Bridge Street ▸ Barnsley Road ▸ **Agbrigg** ▸ **Sandal** ▸ **Milnthorpe** ▸ **Pledwick** ▸ Standbridge Lane ▸ Asda Superstore ▸ Durkar Low Lane ▸ Denby Dale Road East ▸ Durkar Lane ▸ **Crigglestone** ▸ High Street ▸ Cliff Road ▸ **Painthorpe** ▸ Painthorpe Lane ▸ **Hall Green** ▸ Stoney Lane ▸ **Hall Green** ▸ **Woolley Village** ▸ Gallows Lane ▸ The Green ▸ New Road ▸ Barnsley Road ▸ **Staincross** ▸ Wakefield Road ▸ Shaw Lane ▸ Staincross Common ▸ Sackup Lane ▸ New Road ▸ Greenside ▸ **Mapplewell** ▸ Towngate ▸ Darton Lane ▸ **Darton** ▸ Station Road ▸ Church Street ▸ Barnsley Road ▸ **Barugh** ▸ **Barugh Green** ▸ Claycliffe Road ▸ **Wilthorpe** ▸ Wilthorpe Road ▸ Huddersfield Road ▸ Regent Street ▸ **Barnsley, Interchange**

Bus route map for service 97



97 ▸ Monday to Friday

Barnsley Centre ▸ Wakefield City Centre

Barnsley, Interchange	0720	–	0927	–	1127	–	1327	1600
Wilthorpe, Huddersfield Rd/Rowland Rd	0728	–	0935	–	1135	–	1335	1608
Darton, Church St (Health Centre)	0735	0842	0942	–	1142	–	1342	1615
Staincross, New Rd/Zion Dr	0744	0851	0951	–	1151	–	1351	1624
Woolley Village, Woolley Green/High St	0755	0902	1002	–	1202	–	1402	1635
Hall Green, Hollingthorpe Ln/Hollingthorpe Ct	0800	0907	1007	1107	1207	1307	1407	1640
Crigglestone, Gardeners Arms	0806	0913	1013	1113	1213	1313	1413	1646
Sandal, ASDA Supermarket	0814	0921	1021	1121	1221	1321	1421	1654
Sandal, Walton Ln End	0818	0925	1025	1125	1225	1325	1425	1658
Wakefield, Bus Stn	0832	0934	1034	1134	1234	1334	1434	1707

97 ▸ Monday to Friday

Wakefield City Centre ▸ Barnsley Centre

See notes:

						SD	SH	
Wakefield, Bus Stn	0935	1035	1135	1235	1320	1455	1500	1713
Sandal, Barnsley Rd/Beechfield	0944	1044	1144	1244	1329	1507	1509	1725
Kettlethorpe, Kettlethorpe High Sch	–	–	–	–	–	1513	–	–
Sandal, ASDA Supermarket	0948	1048	1148	1248	1333	–	1513	1731
Crigglestone, Gardeners Arms	0956	1056	1156	1256	1341	1521	1521	1739
Hall Green, Stoney Ln Opp Hollingthorpe Ct	1002	1102	1202	1302	1347	1527	1527	1745
Woolley Village, The Green	1006	–	1206	–	1351	1531	1531	1749
Staincross, New Rd/Zion Dr	1017	–	1217	–	1402	1542	1542	1800
Darton, Church St (Health Centre)	1024	–	1224	–	1409	1549	1549	1807
Wilthorpe, Huddersfield Rd/Wilthorpe Av	1034	–	1234	–	1419	1559	1559	1817
Barnsley, Interchange	1042	–	1242	–	1427	1607	1607	1825

No Service Saturday or Sunday

Notes: SD - Schooldays Only, SH - School Holidays Only

S|C|P

APPENDIX 4

Classified Turning Counts, Barnsley

TRANSPORT DATA COLLECTION

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: A635 WILTHORPE ROAD / INNOVATION WAY

ARM: A635 WILTHORPE ROAD (EAST)

TIME / CLASS	LEFT TO INNOVATION WAY							STRAIGHT TO A635 WILTHORPE ROAD (WEST)							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	1	0	0	0	0	1	0	53	8	2	0	1	64	65
7:15 - 7:30	0	3	0	0	0	0	3	0	58	18	1	0	0	77	80
7:30 - 7:45	0	3	1	0	0	0	4	0	95	10	2	0	4	111	115
7:45 - 8:00	0	5	0	0	0	0	5	0	92	17	1	0	1	111	116
HOURLY TOTAL	0	12	1	0	0	0	13	0	298	53	6	0	6	363	376
8:00 - 8:15	0	11	0	0	0	0	11	1	100	18	0	0	1	120	131
8:15 - 8:30	0	11	1	0	0	0	12	1	133	26	1	0	1	162	174
8:30 - 8:45	0	10	1	0	0	0	11	0	131	19	1	0	1	152	163
8:45 - 9:00	0	18	1	0	0	0	19	0	116	13	3	0	1	133	152
HOURLY TOTAL	0	50	3	0	0	0	53	2	480	76	5	0	4	567	620
9:00 - 9:15	0	19	1	0	0	0	20	0	90	12	2	1	0	105	125
9:15 - 9:30	0	9	0	0	0	0	9	0	87	18	3	0	2	110	119
HOURLY TOTAL	0	28	1	0	0	0	29	0	177	30	5	1	2	215	244
PERIOD TOTAL	0	90	5	0	0	0	95	2	955	159	16	1	12	1145	1240
16:00 - 16:15	0	10	1	0	0	0	11	1	137	14	1	0	4	157	168
16:15 - 16:30	0	11	1	0	0	0	12	1	116	17	1	0	1	136	148
16:30 - 16:45	0	6	1	0	0	0	7	0	186	15	0	0	1	202	209
16:45 - 17:00	0	13	1	0	0	0	14	0	156	14	1	0	1	172	186
HOURLY TOTAL	0	40	4	0	0	0	44	2	595	60	3	0	7	667	711
17:00 - 17:15	0	13	0	0	0	0	13	0	162	19	1	1	3	186	199
17:15 - 17:30	0	7	0	0	0	0	7	0	159	13	2	0	2	176	183
17:30 - 17:45	0	8	1	0	0	0	9	0	165	13	0	0	1	179	188
17:45 - 18:00	0	11	0	0	0	0	11	2	93	13	0	0	1	109	120
HOURLY TOTAL	0	39	1	0	0	0	40	2	579	58	3	1	7	650	690
PERIOD TOTAL	0	79	5	0	0	0	84	4	1174	118	6	1	14	1317	1401

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: A635 WILTHORPE ROAD / INNOVATION WAY

ARM: INNOVATION WAY

TIME / CLASS	LEFT TO A635 WILTHORPE ROAD (WEST)							RIGHT TO A635 WILTHORPE ROAD (EAST)							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
7:15 - 7:30	0	2	0	0	0	0	2	0	2	0	0	0	0	2	4
7:30 - 7:45	0	2	1	0	0	0	3	0	7	0	0	0	0	7	10
7:45 - 8:00	0	1	0	0	0	0	1	0	4	1	0	0	0	5	6
HOURLY TOTAL	0	5	1	0	0	0	6	0	15	1	0	0	0	16	22
8:00 - 8:15	0	2	0	0	0	0	2	0	8	0	0	0	0	8	10
8:15 - 8:30	0	1	0	0	0	0	1	0	4	0	0	0	0	4	5
8:30 - 8:45	0	1	1	0	0	0	2	0	6	0	0	0	0	6	8
8:45 - 9:00	0	2	0	0	0	0	2	0	5	0	0	0	0	5	7
HOURLY TOTAL	0	6	1	0	0	0	7	0	23	0	0	0	0	23	30
9:00 - 9:15	0	3	1	0	0	0	4	0	5	1	0	0	0	6	10
9:15 - 9:30	0	2	0	0	0	0	2	0	2	2	0	0	0	4	6
HOURLY TOTAL	0	5	1	0	0	0	6	0	7	3	0	0	0	10	16
PERIOD TOTAL	0	16	3	0	0	0	19	0	45	4	0	0	0	49	68
16:00 - 16:15	0	6	1	0	0	0	7	0	13	1	0	0	0	14	21
16:15 - 16:30	0	6	0	1	0	0	7	0	3	1	0	0	0	4	11
16:30 - 16:45	0	6	0	1	0	0	7	0	10	3	0	0	0	13	20
16:45 - 17:00	0	5	0	0	0	0	5	0	4	0	0	0	0	4	9
HOURLY TOTAL	0	23	1	2	0	0	26	0	30	5	0	0	0	35	61
17:00 - 17:15	0	18	0	0	0	0	18	0	23	0	0	0	0	23	41
17:15 - 17:30	0	7	0	0	0	0	7	0	6	0	0	0	0	6	13
17:30 - 17:45	0	8	0	0	0	0	8	0	9	0	0	0	0	9	17
17:45 - 18:00	0	1	0	0	0	0	1	0	14	0	0	0	0	14	15
HOURLY TOTAL	0	34	0	0	0	0	34	0	52	0	0	0	0	52	86
PERIOD TOTAL	0	57	1	2	0	0	60	0	82	5	0	0	0	87	147

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: A635 WILTHORPE ROAD / INNOVATION WAY

ARM: A635 WILTHORPE ROAD (WEST)

TRANSPORT DATA COLLECTION

TIME / CLASS	STRAIGHT TO A635 WILTHORPE ROAD (EAST)							RIGHT TO INNOVATION WAY							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	46	8	3	0	4	61	0	0	0	0	0	0	0	61
7:15 - 7:30	0	72	10	4	0	6	92	0	5	0	0	0	0	5	97
7:30 - 7:45	0	90	17	4	0	3	114	0	1	0	0	0	0	1	115
7:45 - 8:00	0	115	23	1	0	0	139	0	1	0	0	0	0	1	140
HOURLY TOTAL	0	323	58	12	0	13	406	0	7	0	0	0	0	7	413
8:00 - 8:15	1	177	17	1	1	2	199	0	3	1	0	0	0	4	203
8:15 - 8:30	0	151	17	3	0	0	171	0	5	0	0	0	0	5	176
8:30 - 8:45	0	174	14	4	0	2	194	0	6	0	0	0	0	6	200
8:45 - 9:00	0	174	11	3	0	3	191	0	11	0	0	0	0	11	202
HOURLY TOTAL	1	676	59	11	1	7	755	0	25	1	0	0	0	26	781
9:00 - 9:15	0	131	18	2	0	2	153	0	15	1	0	0	0	16	169
9:15 - 9:30	2	117	12	5	0	2	138	0	6	1	0	0	0	7	145
HOURLY TOTAL	2	248	30	7	0	4	291	0	21	2	0	0	0	23	314
PERIOD TOTAL	3	1247	147	30	1	24	1452	0	53	3	0	0	0	56	1508
16:00 - 16:15	1	129	19	1	0	2	152	0	1	1	0	0	0	2	154
16:15 - 16:30	0	113	18	2	0	2	135	0	1	0	0	0	0	1	136
16:30 - 16:45	0	159	12	0	1	2	174	0	2	0	1	0	0	3	177
16:45 - 17:00	0	157	16	0	0	1	174	0	1	0	0	0	0	1	175
HOURLY TOTAL	1	558	65	3	1	7	635	0	5	1	1	0	0	7	642
17:00 - 17:15	1	161	26	1	0	2	191	0	0	0	0	0	0	0	191
17:15 - 17:30	2	154	15	0	0	1	172	0	3	0	0	0	0	3	175
17:30 - 17:45	1	137	18	1	0	0	157	0	1	0	0	0	0	1	158
17:45 - 18:00	0	112	13	0	0	1	126	0	2	0	0	0	0	2	128
HOURLY TOTAL	4	564	72	2	0	4	646	0	6	0	0	0	0	6	652
PERIOD TOTAL	5	1122	137	5	1	11	1281	0	11	1	1	0	0	13	1294

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: WILTHORPE FARM ROAD / A635 HUDDERSFIELD ROAD / ROWLAND ROAD / A635 WILTHORPE ROAD

TRANSPORT DATA COLLECTION

ARM: WILTHORPE FARM ROAD

TIME / CLASS	LEFT TO A635 HUDDERSFIELD ROAD							STRAIGHT TO ROWLAND ROAD							RIGHT TO A635 WILTHORPE ROAD							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3
7:15 - 7:30	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	3
7:30 - 7:45	0	1	1	0	0	0	2	0	2	2	0	0	0	4	0	1	0	0	0	0	1	7
7:45 - 8:00	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	4	6
HOURLY TOTAL	0	4	2	0	0	0	6	0	3	2	0	0	0	5	0	8	0	0	0	0	8	19
8:00 - 8:15	0	6	0	0	0	0	6	0	3	0	0	0	0	3	0	4	2	0	0	0	6	15
8:15 - 8:30	0	1	0	0	0	1	2	0	3	0	0	0	0	3	0	6	0	0	0	0	6	11
8:30 - 8:45	0	11	0	0	0	0	11	0	7	0	0	0	0	7	0	9	1	0	0	0	10	28
8:45 - 9:00	0	16	1	0	0	0	17	0	7	1	0	0	0	8	0	12	3	0	0	0	15	40
HOURLY TOTAL	0	34	1	0	0	1	36	0	20	1	0	0	0	21	0	31	6	0	0	0	37	94
9:00 - 9:15	0	20	0	0	0	0	20	0	5	2	0	0	0	7	0	8	0	0	0	0	8	35
9:15 - 9:30	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	2	5
HOURLY TOTAL	0	23	0	0	0	0	23	0	5	2	0	0	0	7	0	10	0	0	0	0	10	40
PERIOD TOTAL	0	61	3	0	0	1	65	0	28	5	0	0	0	33	0	49	6	0	0	0	55	153
16:00 - 16:15	0	3	0	0	0	0	3	0	3	0	0	0	0	3	0	3	0	0	0	0	3	9
16:15 - 16:30	0	4	0	0	0	0	4	0	3	0	0	0	0	3	0	4	0	0	0	0	4	11
16:30 - 16:45	0	8	0	0	0	0	8	0	7	0	0	0	0	7	0	1	0	0	0	0	1	16
16:45 - 17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	7	0	0	0	0	7	8
HOURLY TOTAL	0	15	0	0	0	0	15	0	14	0	0	0	0	14	0	15	0	0	0	0	15	44
17:00 - 17:15	0	5	1	0	0	0	6	0	1	0	0	0	0	1	0	1	0	0	0	0	1	8
17:15 - 17:30	0	3	0	0	0	0	3	0	4	0	0	0	0	4	0	1	0	0	0	0	1	8
17:30 - 17:45	0	3	0	0	0	0	3	0	3	0	0	0	0	3	0	6	0	0	0	0	6	12
17:45 - 18:00	0	4	2	0	0	0	6	0	4	0	0	0	0	4	0	6	0	0	0	0	6	16
HOURLY TOTAL	0	15	3	0	0	0	18	0	12	0	0	0	0	12	0	14	0	0	0	0	14	44
PERIOD TOTAL	0	30	3	0	0	0	33	0	26	0	0	0	0	26	0	29	0	0	0	0	29	88

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: WILTHORPE FARM ROAD / A635 HUDDERSFIELD ROAD / ROWLAND ROAD / A635 WILTHORPE ROAD

TRANSPORT DATA COLLECTION

ARM: A635 HUDDERSFIELD ROAD

TIME / CLASS	LEFT TO ROWLAND ROAD							STRAIGHT TO A635 WILTHORPE ROAD							RIGHT TO WILTHORPE FARM ROAD							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	4	1	0	0	0	5	0	47	7	2	0	1	57	0	0	0	0	0	0	0	62
7:15 - 7:30	0	3	0	0	0	0	3	0	56	17	1	0	0	74	0	1	0	0	0	0	1	78
7:30 - 7:45	0	9	1	1	0	1	12	0	88	10	2	0	4	104	0	0	0	0	0	0	0	116
7:45 - 8:00	0	12	0	0	0	0	12	1	86	15	0	0	1	103	0	0	0	0	0	0	0	115
HOURLY TOTAL	0	28	2	1	0	1	32	1	277	49	5	0	6	338	0	1	0	0	0	0	1	371
8:00 - 8:15	0	9	1	0	0	1	11	0	93	17	1	0	1	112	0	2	2	0	0	0	4	127
8:15 - 8:30	0	5	2	0	0	1	8	1	127	26	0	0	1	155	0	2	0	0	0	0	2	165
8:30 - 8:45	0	12	1	0	0	1	14	0	124	16	1	0	1	142	0	6	1	0	0	0	7	163
8:45 - 9:00	0	9	1	0	0	0	10	0	97	10	3	0	1	111	0	9	0	0	0	0	9	130
HOURLY TOTAL	0	35	5	0	0	3	43	1	441	69	5	0	4	520	0	19	3	0	0	0	22	585
9:00 - 9:15	0	14	0	0	0	1	15	0	87	13	1	1	0	102	0	7	1	0	0	0	8	125
9:15 - 9:30	0	11	2	0	0	0	13	0	82	18	3	0	2	105	0	1	0	0	0	0	1	119
HOURLY TOTAL	0	25	2	0	0	1	28	0	169	31	4	1	2	207	0	8	1	0	0	0	9	244
PERIOD TOTAL	0	88	9	1	0	5	103	2	887	149	14	1	12	1065	0	28	4	0	0	0	32	1200
16:00 - 16:15	0	11	1	0	0	0	12	1	127	15	1	0	4	148	0	3	0	0	0	1	4	164
16:15 - 16:30	0	17	1	0	0	0	18	1	116	18	1	0	1	137	1	6	0	0	0	0	7	162
16:30 - 16:45	0	15	2	0	0	0	17	0	165	13	1	0	1	180	0	4	0	0	0	0	4	201
16:45 - 17:00	0	17	1	0	0	0	18	0	143	13	0	1	2	159	0	7	0	0	0	0	7	184
HOURLY TOTAL	0	60	5	0	0	0	65	2	551	59	3	1	8	624	1	20	0	0	0	1	22	711
17:00 - 17:15	0	13	1	0	0	0	14	0	145	19	1	0	2	167	0	4	0	0	0	0	4	185
17:15 - 17:30	0	16	2	0	0	0	18	0	143	13	2	0	2	160	0	6	1	0	0	0	7	185
17:30 - 17:45	0	16	2	0	0	0	18	0	145	13	0	0	1	159	0	7	0	0	0	0	7	184
17:45 - 18:00	0	9	0	0	0	0	9	2	85	12	0	0	1	100	0	5	0	0	0	0	5	114
HOURLY TOTAL	0	54	5	0	0	0	59	2	518	57	3	0	6	586	0	22	1	0	0	0	23	668
PERIOD TOTAL	0	114	10	0	0	0	124	4	1069	116	6	1	14	1210	1	42	1	0	0	1	45	1379

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: WILTHORPE FARM ROAD / A635 HUDDERSFIELD ROAD / ROWLAND ROAD / A635 WILTHORPE ROAD

TRANSPORT DATA COLLECTION

ARM: ROWLAND ROAD

TIME / CLASS	LEFT TO A635 WILTHORPE ROAD							STRAIGHT TO WILTHORPE FARM ROAD							RIGHT TO A635 HUDDERSFIELD ROAD							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	2	0	0	0	4	7
7:15 - 7:30	0	4	1	0	0	0	5	0	1	0	0	0	0	1	0	3	1	0	0	0	4	10
7:30 - 7:45	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	5	0	0	0	0	5	16
7:45 - 8:00	0	7	1	1	0	0	9	0	1	0	0	0	0	1	0	7	2	0	0	0	9	19
HOURLY TOTAL	0	24	3	1	0	0	28	0	2	0	0	0	0	2	0	17	5	0	0	0	22	52
8:00 - 8:15	0	13	0	0	0	0	13	0	0	1	0	0	0	1	0	8	1	0	0	0	9	23
8:15 - 8:30	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0	12	3	0	0	0	15	27
8:30 - 8:45	0	8	2	0	0	0	10	0	7	0	0	0	0	7	0	14	2	0	0	0	16	33
8:45 - 9:00	0	25	1	0	0	0	26	0	12	2	0	0	0	14	0	19	1	0	0	0	20	60
HOURLY TOTAL	0	57	4	0	0	0	61	0	19	3	0	0	0	22	0	53	7	0	0	0	60	143
9:00 - 9:15	0	15	1	1	0	0	17	0	3	1	0	0	0	4	0	11	0	0	0	0	11	32
9:15 - 9:30	0	12	0	0	0	0	12	0	2	0	0	0	0	2	0	5	1	0	0	0	6	20
HOURLY TOTAL	0	27	1	1	0	0	29	0	5	1	0	0	0	6	0	16	1	0	0	0	17	52
PERIOD TOTAL	0	108	8	2	0	0	118	0	26	4	0	0	0	30	0	86	13	0	0	0	99	247
16:00 - 16:15	0	18	0	0	0	0	18	0	1	0	0	0	0	1	0	13	1	0	0	2	16	35
16:15 - 16:30	0	8	0	0	0	0	8	0	0	0	0	0	0	0	1	12	0	0	0	0	13	21
16:30 - 16:45	0	24	2	0	0	0	26	0	0	0	0	0	0	0	0	8	0	0	0	1	9	35
16:45 - 17:00	0	20	2	0	0	0	22	0	3	0	0	0	0	3	0	20	2	0	0	0	22	47
HOURLY TOTAL	0	70	4	0	0	0	74	0	4	0	0	0	0	4	1	53	3	0	0	3	60	138
17:00 - 17:15	0	30	1	0	0	0	31	0	1	1	0	0	0	2	0	21	0	0	0	0	21	54
17:15 - 17:30	0	22	0	0	0	0	22	0	1	0	0	0	0	1	0	24	1	0	0	0	25	48
17:30 - 17:45	0	22	1	0	0	0	23	0	4	0	0	0	0	4	0	17	0	0	0	0	17	44
17:45 - 18:00	0	13	1	0	0	0	14	0	2	0	0	0	0	2	0	9	0	0	0	0	9	25
HOURLY TOTAL	0	87	3	0	0	0	90	0	8	1	0	0	0	9	0	71	1	0	0	0	72	171
PERIOD TOTAL	0	157	7	0	0	0	164	0	12	1	0	0	0	13	1	124	4	0	0	3	132	309

Classified Turning Counts, Barnsley

DATE: THURSDAY 23rd JANUARY 2014

LOCATION: WILTHORPE FARM ROAD / A635 HUDDERSFIELD ROAD / ROWLAND ROAD / A635 WILTHORPE ROAD

TRANSPORT DATA COLLECTION

ARM: A635 WILTHORPE ROAD

TIME / CLASS	LEFT TO WILTHORPE FARM ROAD							STRAIGHT TO A635 HUDDERSFIELD ROAD							RIGHT TO ROWLAND ROAD							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	45	8	2	0	4	59	0	4	0	1	0	0	5	64
7:15 - 7:30	0	0	0	0	0	0	0	0	69	10	4	0	6	89	0	3	0	0	0	0	3	92
7:30 - 7:45	0	1	0	0	0	0	1	0	89	16	3	0	3	111	0	8	1	0	0	0	9	121
7:45 - 8:00	0	1	0	0	0	0	1	0	109	23	2	0	0	134	0	10	1	0	0	0	11	146
HOURLY TOTAL	0	2	0	0	0	0	2	0	312	57	11	0	13	393	0	25	2	1	0	0	28	423
8:00 - 8:15	0	2	0	0	0	0	2	0	172	16	1	0	2	191	0	11	1	0	0	0	12	205
8:15 - 8:30	0	5	0	0	0	0	5	1	141	17	2	1	0	162	0	8	0	1	0	0	9	176
8:30 - 8:45	0	9	0	0	0	0	9	0	164	14	4	0	2	184	0	7	0	0	0	0	7	200
8:45 - 9:00	0	11	1	0	0	0	12	0	164	10	2	0	3	179	0	6	0	1	0	0	7	198
HOURLY TOTAL	0	27	1	0	0	0	28	1	641	57	9	1	7	716	0	32	1	2	0	0	35	779
9:00 - 9:15	0	2	0	0	0	0	2	0	130	17	2	0	2	151	0	6	2	0	0	0	8	161
9:15 - 9:30	0	1	0	0	0	0	1	2	110	12	5	0	2	131	0	8	2	0	0	0	10	142
HOURLY TOTAL	0	3	0	0	0	0	3	2	240	29	7	0	4	282	0	14	4	0	0	0	18	303
PERIOD TOTAL	0	32	1	0	0	0	33	3	1193	143	27	1	24	1391	0	71	7	3	0	0	81	1505
16:00 - 16:15	0	6	0	0	0	0	6	2	132	20	0	0	2	156	0	8	0	0	0	0	8	170
16:15 - 16:30	0	2	2	0	0	0	4	0	107	18	3	0	2	130	0	5	0	0	0	0	5	139
16:30 - 16:45	0	3	0	0	0	0	3	0	163	14	0	1	2	180	0	5	2	0	0	0	7	190
16:45 - 17:00	0	6	0	0	0	0	6	0	151	16	0	0	1	168	0	4	1	0	0	0	5	179
HOURLY TOTAL	0	17	2	0	0	0	19	2	553	68	3	1	7	634	0	22	3	0	0	0	25	678
17:00 - 17:15	0	0	0	0	0	0	0	1	175	25	1	0	2	204	0	10	2	0	0	0	12	216
17:15 - 17:30	0	2	0	0	0	0	2	2	153	14	0	0	1	170	0	5	0	0	0	0	5	177
17:30 - 17:45	0	2	0	0	0	0	2	1	139	18	1	0	0	159	0	5	0	0	0	0	5	166
17:45 - 18:00	0	0	0	0	0	0	0	0	123	13	0	0	1	137	0	5	0	0	0	0	5	142
HOURLY TOTAL	0	4	0	0	0	0	4	4	590	70	2	0	4	670	0	25	2	0	0	0	27	701
PERIOD TOTAL	0	21	2	0	0	0	23	6	1143	138	5	1	11	1304	0	47	5	0	0	0	52	1379

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APPENDIX 5

OPEN SPACE

OPEN SPACE

MUGA

Proposed footpath link

PROPOSED BUFFER

EXISTING FOLIAGE

EXISTING FOLIAGE

OPEN SPACE

SCHEDULE OF ACCOMMODATION

		NO
	Apartment Block 2.5 Storey 12 nos Bed Apartments	12
	Brampton 2 Storey 3 Bed Semi Detached / Terraced House	35
	Alnwick 2 Storey 3 Bed Semi Detached / Terraced House	12
	Hanbury 2 Storey 3 Bed Semi Detached / Terraced House	28
	Rufford 2 Storey 3 Bed Semi Detached / Detached House	50
	Souter 2 Storey 3 Bed Semi Detached / Terraced House	46
	Hatfield 2 Storey 3 Bed Detached House	22
	Clayton Dual 2 Storey 3 Bed Detached House	8
	Roseberry 2 Storey 4 Bed Detached House	35
	Kendal 2 Storey 4 Bed Detached	32
	Chedworth 2 Storey 4 Bed Detached House	7
	Winster 2 Storey 4 Bed Detached House	19
	Hadleigh 2 Storey +5 Bed Detached	8
		Total = 312

SITE ENTRANCE

KEY:

- DENOTES 1800 HIGH CLOSE BOARDED FENCE
- DENOTES 900 HIGH 2 POST AND RAIL TIMBER FENCE
- DENOTES 1800 HIGH SCREEN WALL / FENCE
- DENOTES 900 HIGH RAILINGS
- DENOTES 450 HIGH TIMBER KNEE RAIL
- TURF PLANTING AREA
- BLOCK PAVING

FOR FULL LANDSCAPE DETAILS SEE LANDSCAPE ARCHITECTS PLANS

PARKING SPACES TO BE 5m X 2.5m
ALL DRIVEWAYS ARE A MIN OF 5.8m LONG
SINGLE DRIVES ARE 3m WIDE
DOUBLE DRIVEWAYS ARE 5m WIDE
6m x 3m GARAGES ARE INDICATED ON PLAN

- DENOTES DUAL ELEVATION PLOT
- DENOTES AFFORDABLE HOUSING (15%)
- EXISTING TREES TO BE RETAINED
- PROPOSED TREES

PERSIMMON
Together, we make a home

Persimmon Homes West Yorkshire
Tel: 0113 2409726
Fax: 0113 2406957
3 Hepton Court,
York Road,
Leeds,
LS9 6PW

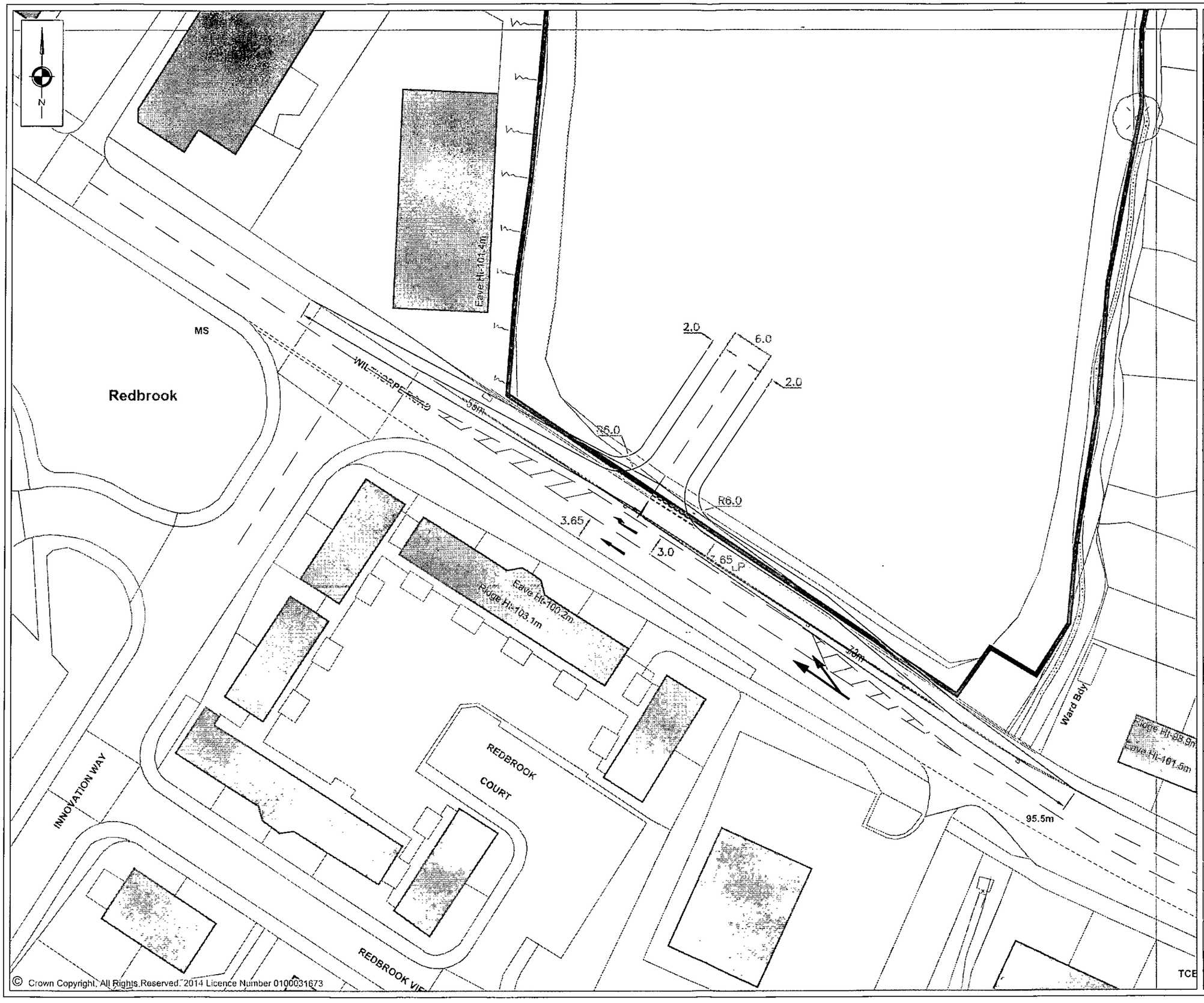
WILTHORPE ROAD, BARNSLEY

PLANNING LAYOUT

Scale 1:500@A0	Drawing Number WIL-2014-02
Drawn By DRH	
Checked By BT	FEB 14

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APPENDIX 6



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NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	Amended Site Access Width	06.03.14	NS
B	Minor amendment to Access	07.03.14	GS
C	Amended Carriageway Width and Ghost Island Right Turn	18.03.14	NS
D	Visibility Splays Added	24.03.14	GS
E	Extent of ghost island right turn amended	31.03.14	FJT

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Transportation Planning : Infrastructure Design
Riverside Studio, 15 Tam Gate, Leeds, LS9 7EN. Tel 44 113 887 3329
www.scptransport.co.uk Email info@scptransport.co.uk

Client Name:
PERSIMMON HOMES
(WEST YORKSHIRE)

Project Title:
A635 WILTHORPE ROAD, BARNSLEY

Drawing Title:
PROPOSED GHOST ISLAND
RIGHT TURN

Drawn By:	Date:
FJT	06.02.2014
Checked:	Scale:
GS	1:500 @ A3
Status:	Approved/Unapproved:
PLANNING	-
Drawing No.	Rev.
SCP/14901/F01	E

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APPENDIX 7

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 days
02	**SOUTH EAST**		
	EX	ESSEX	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	3 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	2 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	3 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	52 to 372 (units:)
Range Selected by User:	50 to 491 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 22/10/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	6 days
Tuesday	7 days
Wednesday	2 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	17
Out of Town	1
No Sub Category	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	22 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	7 days
20,001 to 25,000	4 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	4 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	8 days
1.1 to 1.5	13 days

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

Travel Plan:

No	22 days

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	135	0.081	22	135	0.281	22	135	0.362
08:00 - 09:00	22	135	0.161	**22**	**135**	**0.403**	22	135	0.564
09:00 - 10:00	22	135	0.179	22	135	0.222	22	135	0.401
10:00 - 11:00	22	135	0.153	22	135	0.193	22	135	0.346
11:00 - 12:00	22	135	0.193	22	135	0.184	22	135	0.377
12:00 - 13:00	22	135	0.198	22	135	0.184	22	135	0.382
13:00 - 14:00	22	135	0.184	22	135	0.175	22	135	0.359
14:00 - 15:00	22	135	0.198	22	135	0.198	22	135	0.396
15:00 - 16:00	22	135	0.298	22	135	0.224	22	135	0.522
16:00 - 17:00	22	135	0.320	22	135	0.194	22	135	0.514
17:00 - 18:00	**22**	**135**	**0.390**	22	135	0.236	**22**	**135**	**0.626**
18:00 - 19:00	22	135	0.264	22	135	0.220	22	135	0.484
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.619			2.714			5.333

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/05 - 22/10/12
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	135	0.007	22	135	0.010	22	135	0.017
08:00 - 09:00	22	135	0.005	**22**	**135**	**0.017**	22	135	0.022
09:00 - 10:00	22	135	0.004	22	135	0.004	22	135	0.008
10:00 - 11:00	22	135	0.003	22	135	0.006	22	135	0.009
11:00 - 12:00	22	135	0.005	22	135	0.002	22	135	0.007
12:00 - 13:00	22	135	0.006	22	135	0.004	22	135	0.010
13:00 - 14:00	22	135	0.004	22	135	0.004	22	135	0.008
14:00 - 15:00	22	135	0.003	22	135	0.005	22	135	0.008
15:00 - 16:00	**22**	**135**	**0.017**	22	135	0.011	22	135	0.028
16:00 - 17:00	22	135	0.013	22	135	0.011	22	135	0.024
17:00 - 18:00	22	135	0.017	22	135	0.012	**22**	**135**	**0.029**
18:00 - 19:00	22	135	0.012	22	135	0.008	22	135	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.094			0.190

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/05 - 22/10/12
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	135	0.030	22	135	0.060	22	135	0.090
08:00 - 09:00	22	135	0.042	**22**	**135**	**0.186**	22	135	0.228
09:00 - 10:00	22	135	0.042	22	135	0.061	22	135	0.103
10:00 - 11:00	22	135	0.037	22	135	0.044	22	135	0.081
11:00 - 12:00	22	135	0.042	22	135	0.040	22	135	0.082
12:00 - 13:00	22	135	0.045	22	135	0.037	22	135	0.082
13:00 - 14:00	22	135	0.037	22	135	0.037	22	135	0.074
14:00 - 15:00	22	135	0.046	22	135	0.045	22	135	0.091
15:00 - 16:00	**22**	**135**	**0.171**	22	135	0.075	**22**	**135**	**0.246**
16:00 - 17:00	22	135	0.083	22	135	0.052	22	135	0.135
17:00 - 18:00	22	135	0.070	22	135	0.047	22	135	0.117
18:00 - 19:00	22	135	0.056	22	135	0.050	22	135	0.106
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.701			0.734			1.435

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/05 - 22/10/12
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	135	0.002	22	135	0.011	22	135	0.013
08:00 - 09:00	22	135	0.008	**22**	**135**	**0.025**	**22**	**135**	**0.033**
09:00 - 10:00	22	135	0.007	22	135	0.007	22	135	0.014
10:00 - 11:00	22	135	0.004	22	135	0.008	22	135	0.012
11:00 - 12:00	22	135	0.005	22	135	0.008	22	135	0.013
12:00 - 13:00	22	135	0.005	22	135	0.007	22	135	0.012
13:00 - 14:00	22	135	0.006	22	135	0.002	22	135	0.008
14:00 - 15:00	22	135	0.004	22	135	0.003	22	135	0.007
15:00 - 16:00	22	135	0.012	22	135	0.010	22	135	0.022
16:00 - 17:00	22	135	0.014	22	135	0.003	22	135	0.017
17:00 - 18:00	**22**	**135**	**0.016**	22	135	0.004	22	135	0.020
18:00 - 19:00	22	135	0.007	22	135	0.002	22	135	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.090			0.180

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/05 - 22/10/12
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	135	0.130	22	135	0.414	22	135	0.544
08:00 - 09:00	22	135	0.258	**22**	**135**	**0.810**	**22**	**135**	**1.068**
09:00 - 10:00	22	135	0.263	22	135	0.351	22	135	0.614
10:00 - 11:00	22	135	0.239	22	135	0.307	22	135	0.546
11:00 - 12:00	22	135	0.287	22	135	0.276	22	135	0.563
12:00 - 13:00	22	135	0.299	22	135	0.279	22	135	0.578
13:00 - 14:00	22	135	0.275	22	135	0.262	22	135	0.537
14:00 - 15:00	22	135	0.302	22	135	0.305	22	135	0.607
15:00 - 16:00	**22**	**135**	**0.652**	22	135	0.395	22	135	1.047
16:00 - 17:00	22	135	0.536	22	135	0.336	22	135	0.872
17:00 - 18:00	22	135	0.605	22	135	0.371	22	135	0.976
18:00 - 19:00	22	135	0.420	22	135	0.371	22	135	0.791
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.266			4.477			8.743

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP' FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

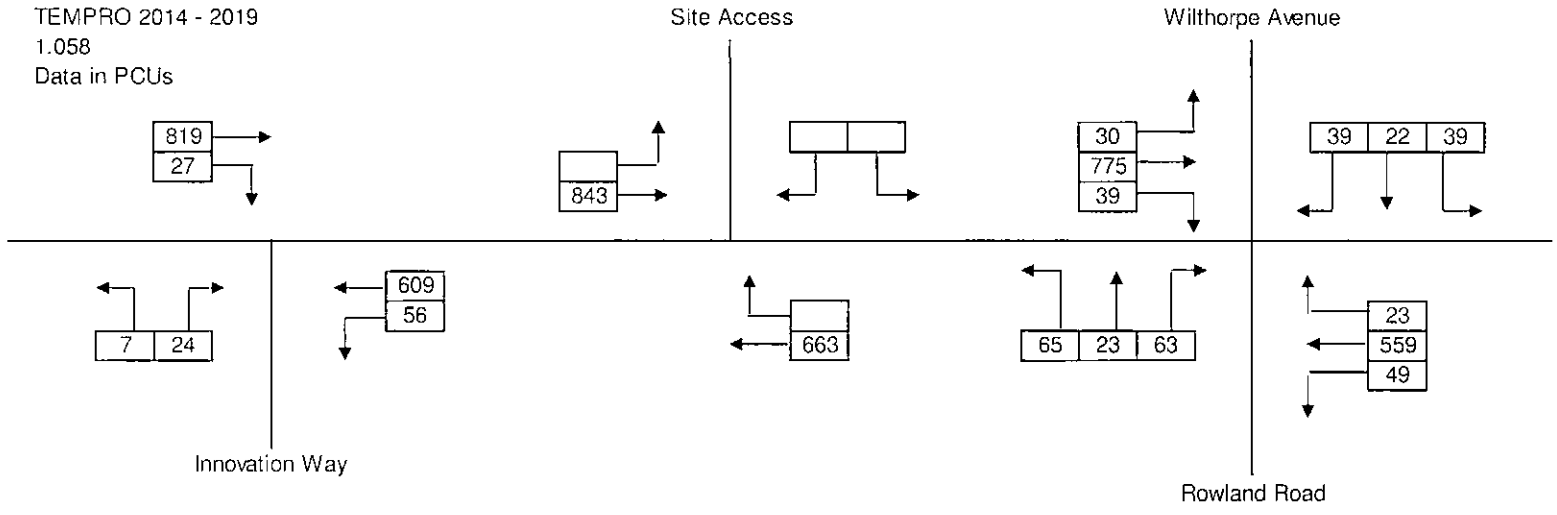
Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/05 - 22/10/12
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

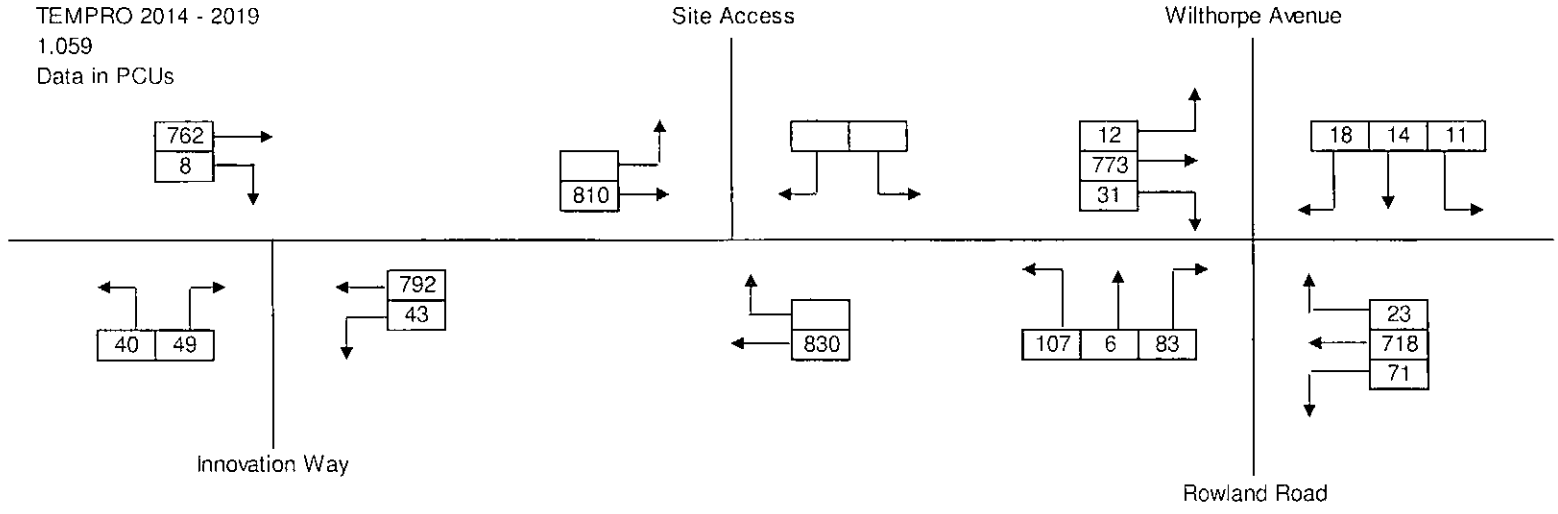
S|C|P

APPENDIX 8

AM PEAK
TEMPRO 2014 - 2019
1.058
Data in PCUs



PM PEAK
TEMPRO 2014 - 2019
1.059
Data in PCUs

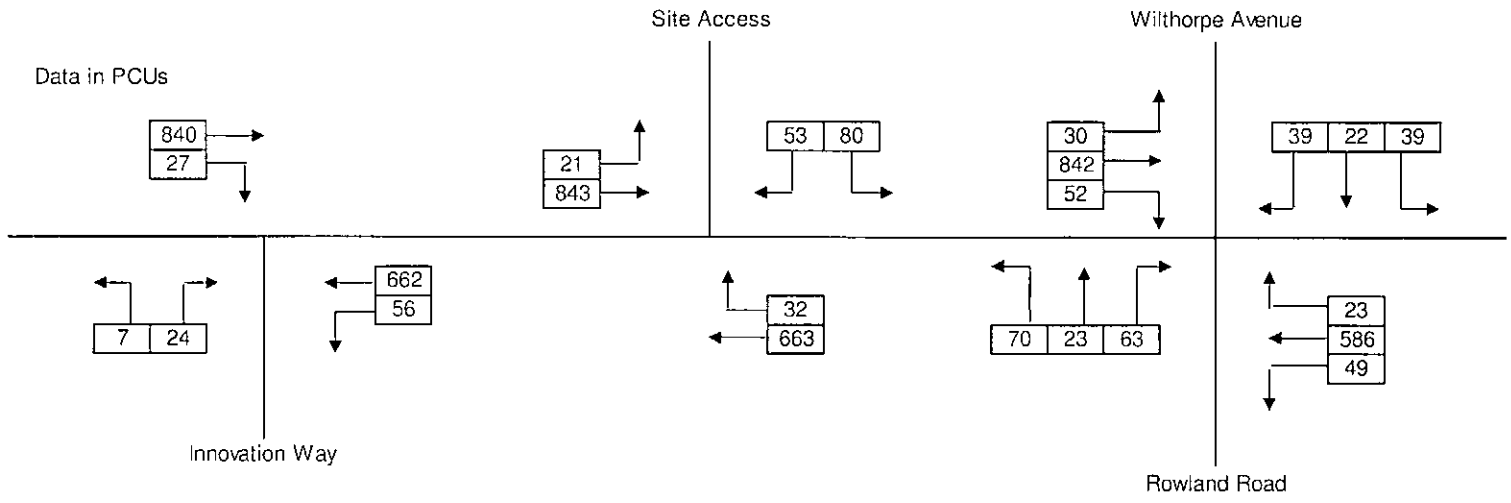


SCP Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title WILTHORPE ROAD, BARNSLEY	Drawing Title 'WITHOUT DEVELOPMENT' TRAFFIC FLOWS 2019	Scale -	By NS	Rev / Description / Date / By - / - / - / -	Drawing No. APPENDIX 8	
			Date 31.03.2014	Checked GS			
			Approved/Unapproved UNAPPROVED	Status PLANNING		Revision -	

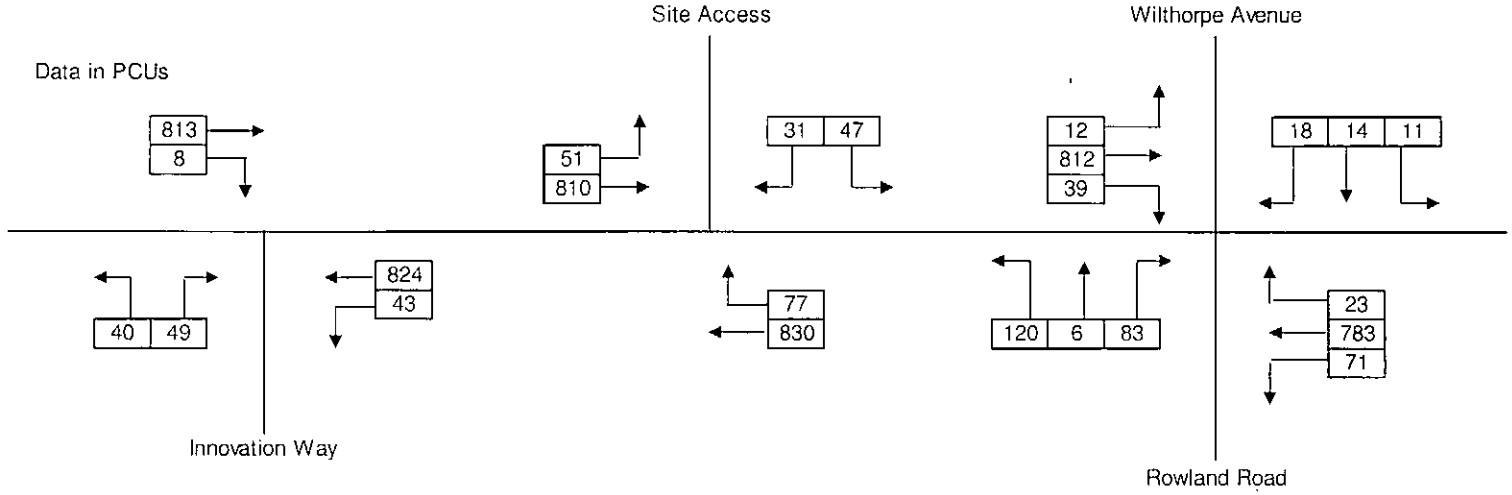
S|C|P

APPENDIX 9

AM PEAK



PM PEAK



SCP Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title WILTHORPE ROAD, BARNSLEY	Drawing Title 'WITH DEVELOPMENT' TRAFFIC FLOWS 2019	Scale -	By NS	Rev / Description / Date / By - / - / - / -	Drawing No. APPENDIX 9	
			Date 31.03.2014	Checked GS			
			Approved/Unapproved UNAPPROVED	Status PLANNING		Revision -	

S|C|P

APPENDIX 10

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]
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Filename: Updated - Site access_Wilthorpe Rd 2019.arc8
Path: Z:\Job Library\2014\14901 - A635 Wilthorpe Road, Barnsley\Traffic Data
Report generation date: 19/03/2014 09:39:25

» **Proposed Site Access - 2019 with development, AM**
» **Proposed Site Access - 2019 with development, PM**

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Proposed Site Access - 2019 with development								
Stream B-AC	1.01	25.35	0.51	D	0.50	21.41	0.34	C
Stream C-AB	0.08	8.31	0.08	A	0.22	9.36	0.18	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2019 with development, AM" model duration: 07:45 - 09:15
"D2 - 2019 with development, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.3.332 at 19/03/2014 09:39:23

File summary

File Description

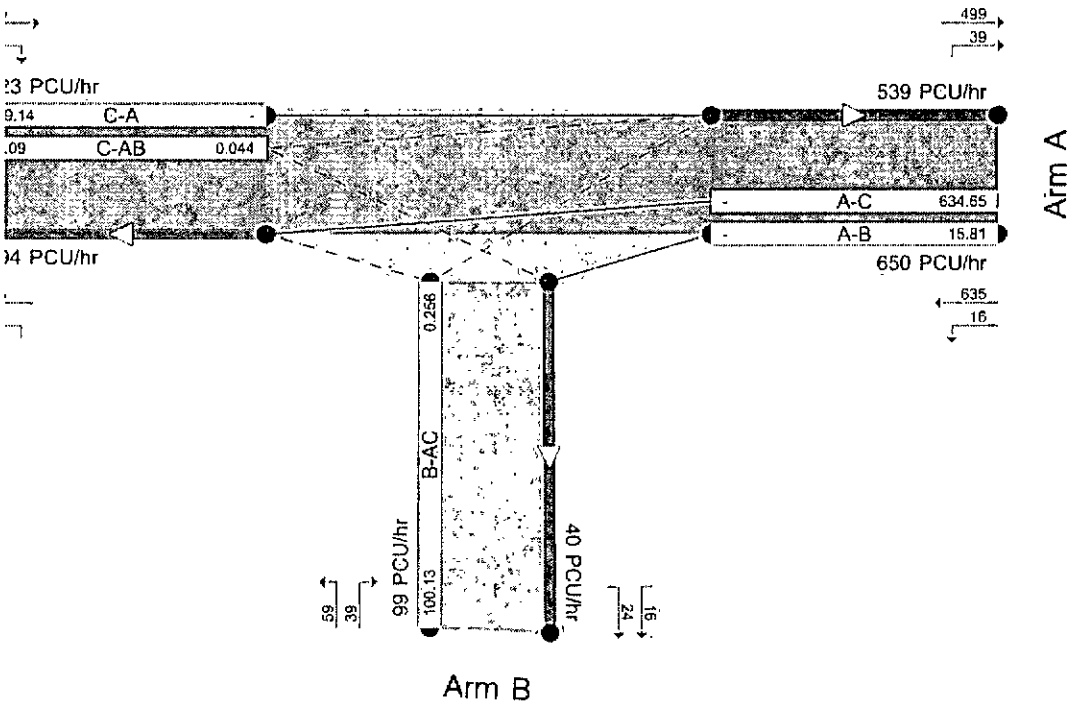
Title	Site Access / Wilthorpe Road assessment
Location	Barnsley
Site Number	
Date	06/02/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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



Time Segment: (07:45-08:00)
Showing Analysis Set "A1 - Proposed Site Access ", Demand Set "D1 - 2019 with development AM "

The junction diagram reflects the last run of ARCADY.

Proposed Site Access - 2019 with development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Proposed Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 with development, AM	2019 with development	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A635 / Site Access	T-Junction	Two-way	A,B,C	22.04	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A635 Wilthorpe Rd (W)		Major
B	Site Access		Minor
C	A635 Wilthorpe Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00	✓	3.00	150.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.00										66	42

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.777	0.089	0.226	0.142	0.323
1	B-C	650.377	0.094	0.238	-	-
1	C-B	718.366	0.263	0.263	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	864.00	100.000
B	ONE HOUR	✓	133.00	100.000
C	ONE HOUR	✓	695.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	21.000	843.000
	B	53.000	0.000	80.000
	C	663.000	32.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.40	0.00	0.60
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.51	25.35	1.01	D
C-AB	0.08	8.31	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	100.13	98.78	0.00	391.83	0.256	0.34	12.230	B
C-AB	24.09	23.91	0.00	547.56	0.044	0.05	6.873	A
C-A	499.14	499.14	0.00	-	-	-	-	-
A-B	15.81	15.81	0.00	-	-	-	-	-
A-C	634.65	634.65	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	119.56	118.89	0.00	349.77	0.342	0.51	15.545	C
C-AB	28.77	28.72	0.00	514.41	0.056	0.06	7.411	A
C-A	596.02	596.02	0.00	-	-	-	-	-
A-B	18.88	18.88	0.00	-	-	-	-	-
A-C	757.84	757.84	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	146.44	144.54	0.00	288.10	0.508	0.98	24.751	C
C-AB	35.23	35.15	0.00	468.57	0.075	0.08	8.303	A
C-A	729.98	729.98	0.00	-	-	-	-	-
A-B	23.12	23.12	0.00	-	-	-	-	-
A-C	928.16	928.16	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	146.44	146.34	0.00	288.08	0.508	1.01	25.348	D
C-AB	35.23	35.23	0.00	468.57	0.075	0.08	8.307	A
C-A	729.98	729.98	0.00	-	-	-	-	-
A-B	23.12	23.12	0.00	-	-	-	-	-
A-C	928.16	928.16	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	119.56	121.46	0.00	349.73	0.342	0.53	15.897	C
C-AB	28.77	28.85	0.00	514.41	0.056	0.06	7.414	A
C-A	596.02	596.02	0.00	-	-	-	-	-
A-B	18.88	18.88	0.00	-	-	-	-	-
A-C	757.84	757.84	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	100.13	100.86	0.00	391.77	0.256	0.35	12.407	B
C-AB	24.09	24.14	0.00	547.56	0.044	0.05	6.877	A
C-A	499.14	499.14	0.00	-	-	-	-	-
A-B	15.81	15.81	0.00	-	-	-	-	-
A-C	634.65	634.65	0.00	-	-	-	-	-

Proposed Site Access - 2019 with development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Proposed Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 with development, PM	2019 with development	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A635 / Site Access	T-Junction	Two-way	A,B,C	15.42	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A635 Wilthorpe Rd (W)		Major
B	Site Access		Minor
C	A635 Wilthorpe Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00	✓	3.00	150.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.00										66	42

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.777	0.089	0.226	0.142	0.323
1	B-C	650.377	0.094	0.238	-	-
1	C-B	718.366	0.263	0.263	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	861.00	100.000
B	ONE HOUR	✓	78.00	100.000
C	ONE HOUR	✓	907.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	51.000	810.000
	B	31.000	0.000	47.000
	C	830.000	77.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.40	0.00	0.60
	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	21.41	0.50	C
C-AB	0.18	9.36	0.22	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.72	57.99	0.00	375.08	0.157	0.18	11.327	B
C-AB	57.97	57.50	0.00	548.15	0.106	0.12	7.331	A
C-A	624.87	624.87	0.00	-	-	-	-	-
A-B	38.40	38.40	0.00	-	-	-	-	-
A-C	609.81	609.81	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.12	69.78	0.00	327.06	0.214	0.27	13.974	B
C-AB	69.22	69.08	0.00	515.12	0.134	0.15	8.068	A
C-A	746.15	746.15	0.00	-	-	-	-	-
A-B	45.85	45.85	0.00	-	-	-	-	-
A-C	728.17	728.17	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.88	84.98	0.00	253.97	0.338	0.49	21.188	C
C-AB	84.78	84.53	0.00	469.46	0.181	0.22	9.347	A
C-A	913.84	913.84	0.00	-	-	-	-	-
A-B	56.15	56.15	0.00	-	-	-	-	-
A-C	891.83	891.83	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.88	85.85	0.00	253.88	0.338	0.50	21.413	C
C-AB	84.78	84.78	0.00	469.46	0.181	0.22	9.358	A
C-A	913.84	913.84	0.00	-	-	-	-	-
A-B	56.15	56.15	0.00	-	-	-	-	-
A-C	891.83	891.83	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.12	71.02	0.00	326.95	0.214	0.28	14.115	B
C-AB	69.22	69.47	0.00	515.12	0.134	0.16	8.082	A
C-A	746.15	746.15	0.00	-	-	-	-	-
A-B	45.85	45.85	0.00	-	-	-	-	-
A-C	728.17	728.17	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.72	59.08	0.00	374.92	0.157	0.19	11.412	B
C-AB	57.97	58.12	0.00	548.15	0.106	0.12	7.350	A
C-A	624.87	624.87	0.00	-	-	-	-	-
A-B	38.40	38.40	0.00	-	-	-	-	-
A-C	609.81	609.81	0.00	-	-	-	-	-

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	22.07	0.59	C
C-AB	0.02	8.26	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	67.00	66.16	0.00	378.49	0.177	0.21	11.495	B
C-AB	6.11	6.06	0.00	509.13	0.012	0.01	7.155	A
C-A	611.98	611.98	0.00	-	-	-	-	-
A-B	32.37	32.37	0.00	-	-	-	-	-
A-C	620.35	620.35	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	80.01	79.60	0.00	330.64	0.242	0.31	14.317	B
C-AB	7.36	7.35	0.00	481.56	0.015	0.02	7.590	A
C-A	730.70	730.70	0.00	-	-	-	-	-
A-B	38.66	38.66	0.00	-	-	-	-	-
A-C	740.76	740.76	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.99	96.92	0.00	260.97	0.375	0.58	21.803	C
C-AB	9.18	9.16	0.00	445.06	0.021	0.02	8.258	A
C-A	894.76	894.76	0.00	-	-	-	-	-
A-B	47.34	47.34	0.00	-	-	-	-	-
A-C	907.24	907.24	0.00	-	-	-	-	-

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	867.00	100.000
B	ONE HOUR	✓	89.00	100.000
C	ONE HOUR	✓	821.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	43.000	824.000
	B	49.000	0.000	40.000
	C	813.000	8.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.55	0.00	0.45
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

S|C|P

APPENDIX 11

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]
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Filename: Innovation Way_Wilthorpe Rd 2019.arc8
Path: Z:\Job Library\2014\14901 - A635 Wilthorpe Road, Barnsley\Traffic Data
Report generation date: 18/03/2014 10:29:37

» **Innovation Way Access - 2019 with Development, AM**
» **Innovation Way Access - 2019 with Development, PM**

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Innovation Way Access - 2019 with Development							
Stream B-AC	0.15	16.35	0.13	C	0.59	22.07	0.38	C
Stream C-AB	0.08	7.52	0.07	A	0.02	8.26	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2019 with Development, AM " model duration: 07:45 - 09:15
"D2 - 2019 with Development, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.3.332 at 18/03/2014 10:29:35

File summary

File Description

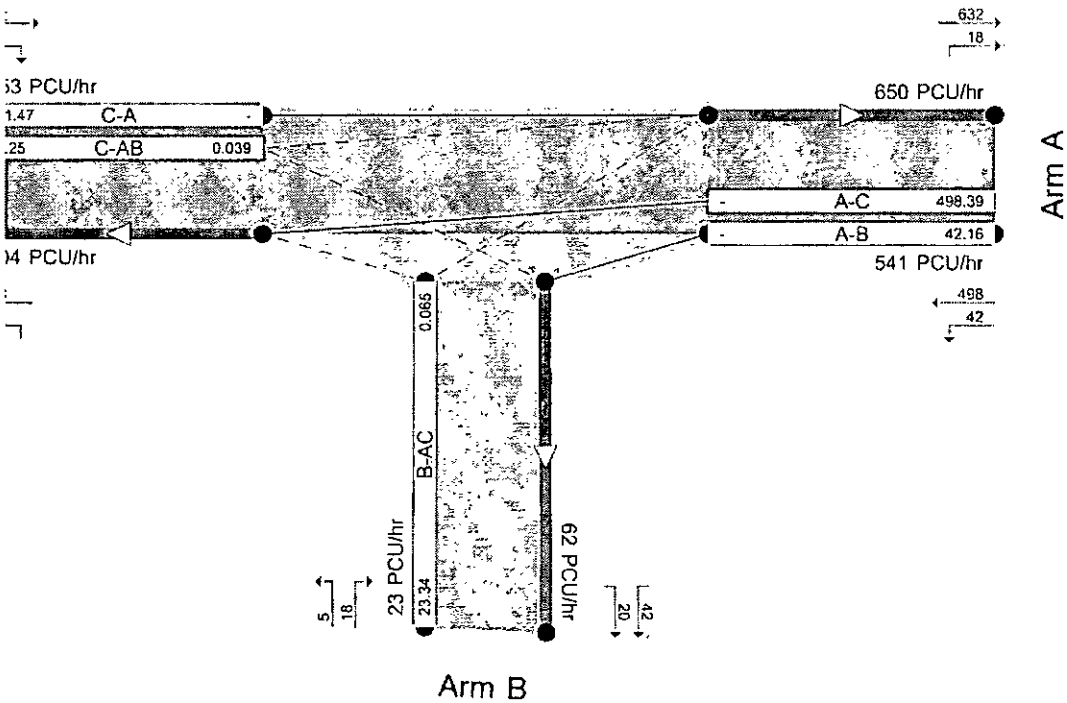
Title	Innovation Way / Wilthorpe Road Assessment
Location	Barnsley
Site Number	
Date	17/03/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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



Test overlays show modelled flow through the junction (entry and exit flows, PCU/hr)
Streams (upstream) show Total Demand (PCU/hr) Streams (downstream) show RFC ()
Time Segment, (07.45-08.00)
Showing Analysis Set "A1 - Innovation Way Access "; Demand Set "D1 - 2019 with Development, AM "

The junction diagram reflects the last run of ARCADY.

Innovation Way Access - 2019 with Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Innovation Way Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 with Development, AM	2019 with Development	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	12.06	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A635 Wilthorpe Rd (E)		Major
B	Innovation Way		Minor
C	A635 Wilthorpe Rd (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	150.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.65										50	45

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549.597	0.094	0.238	0.149	0.339
1	B-C	694.713	0.100	0.253	-	-
1	C-B	660.830	0.240	0.240	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	718.00	100.000
B	ONE HOUR	✓	31.00	100.000
C	ONE HOUR	✓	867.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	56.000	662.000
	B	24.000	0.000	7.000
	C	840.000	27.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.77	0.00	0.23
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	16.35	0.15	C
C-AB	0.07	7.52	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	23.34	23.06	0.00	360.18	0.065	0.07	10.670	B
C-AB	21.25	21.09	0.00	547.70	0.039	0.04	6.834	A
C-A	631.47	631.47	0.00	-	-	-	-	-
A-B	42.16	42.16	0.00	-	-	-	-	-
A-C	498.39	498.39	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	27.87	27.76	0.00	316.32	0.088	0.10	12.472	B
C-AB	26.01	25.96	0.00	531.18	0.049	0.05	7.125	A
C-A	753.40	753.40	0.00	-	-	-	-	-
A-B	50.34	50.34	0.00	-	-	-	-	-
A-C	595.12	595.12	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	34.13	33.90	0.00	254.33	0.134	0.15	16.315	C
C-AB	33.42	33.33	0.00	512.52	0.065	0.07	7.512	A
C-A	921.17	921.17	0.00	-	-	-	-	-
A-B	61.66	61.66	0.00	-	-	-	-	-
A-C	728.88	728.88	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	34.13	34.13	0.00	254.30	0.134	0.15	16.349	C
C-AB	33.42	33.41	0.00	512.52	0.065	0.08	7.516	A
C-A	921.17	921.17	0.00	-	-	-	-	-
A-B	61.66	61.66	0.00	-	-	-	-	-
A-C	728.88	728.88	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	27.87	28.09	0.00	316.28	0.088	0.10	12.502	B
C-AB	26.01	26.10	0.00	531.18	0.049	0.05	7.128	A
C-A	753.40	753.40	0.00	-	-	-	-	-
A-B	50.34	50.34	0.00	-	-	-	-	-
A-C	595.12	595.12	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	23.34	23.45	0.00	360.11	0.065	0.07	10.698	B
C-AB	21.25	21.30	0.00	547.70	0.039	0.04	6.838	A
C-A	631.47	631.47	0.00	-	-	-	-	-
A-B	42.16	42.16	0.00	-	-	-	-	-
A-C	498.39	498.39	0.00	-	-	-	-	-

Innovation Way Access - 2019 with Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Innovation Way Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 with Development, PM	2019 with Development	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	20.90	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A635 Wilthorpe Rd (E)		Major
B	Innovation Way		Minor
C	A635 Wilthorpe Rd (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	150.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.65										50	45

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549.597	0.094	0.238	0.149	0.339
1	B-C	694.713	0.100	0.253	-	-
1	C-B	660.630	0.240	0.240	-	-

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

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

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

Basic Results Summary

User and Project Details

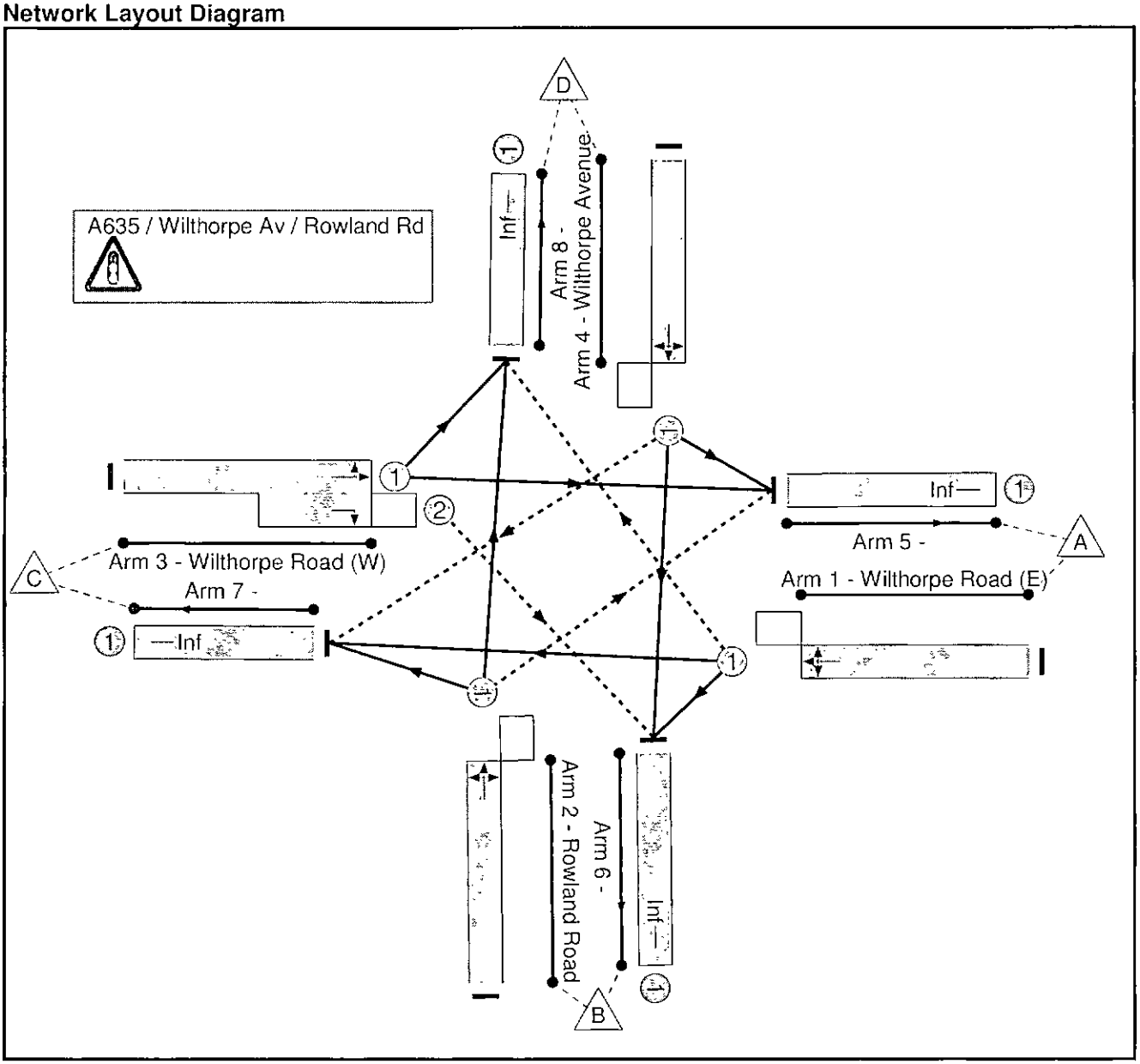
Project:	**Proposed Residential Development, Wilthorpe Rd, Barnsley**
Title:	**A635 / Rowland Rd / Wilthorpe Av signalised junction**
Location:	Barnsley
File name:	Linsig - A635_Wilthorpe Ave_Rowland Rd - recovered.lsg3x
Author:	
Company:	SCP
Address:	

Lane Input Data

Junction: A635 / Wilthorpe Av / Rowland Rd

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 (Wilthorpe Road (E))	O	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	10.00
2/1 (Rowland Road)	O	B	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 5 Right	10.00
											Arm 7 Left	10.00
											Arm 8 Ahead	Inf
3/1 (Wilthorpe Road (W))	U	C	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	10.00
3/2 (Wilthorpe Road (W))	O	C	2	3	5.0	Geom	-	2.50	0.00	Y	Arm 6 Right	11.00
4/1 (Wilthorpe Avenue)	O	D	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 5 Left	10.00
											Arm 6 Ahead	Inf
											Arm 7 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Network Layout Diagram



Basic Results Summary

Network Results

Scenario 1: '2014 AM Peak Base Flows' (FG1: '2014 AM Peak Base Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**59.1%**	**156**	**0**	**0**	**6.7**	-	-
A635 / Wilthorpe Av / Rowland Rd	-	-	-		-	-	-	-	-	-	**59.1%**	**156**	**0**	**0**	**6.7**	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	64	-	597	1932	1395	42.8%	22	0	0	1.2	7.4	6.3
2/1	Rowland Road Right Left Ahead	O	B		1	12	-	143	1677	242	59.0%	60	0	0	2.2	54.4	4.0
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	64	-	798	1880:1641	1288+63	59.1 : 59.1%	37	0	0	2.1	9.3	10.0
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	12	-	95	1670	241	39.4%	37	0	0	1.3	47.8	2.5

C1	PRC for Signalled Lanes (%):	52.4	Total Delay for Signalled Lanes (pcuHr):	6.72	Cycle Time (s): 90
	PRC Over All Lanes (%):	52.4	Total Delay Over All Lanes(pcuHr):	6.72	

Basic Results Summary

Scenario 2: '2014 PM Peak Base Flows' (FG2: '2014 PM Peak Base Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	60.6%	146	0	0	7.7	-	-
A635 / Wilthorpe Av / Rowland Rd	-	-	-		-	-	-	-	-	-	60.6%	146	0	0	7.7	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	60	-	767	1931	1309	58.6%	22	0	0	2.4	11.2	10.9
2/1	Rowland Road Right Left Ahead	O	B		1	16	-	185	1650	312	59.4%	78	0	0	2.4	47.4	4.9
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	60	-	770	1886:1641	1223+48	60.6 : 60.6%	29	0	0	2.5	11.7	11.1
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	16	-	40	1694	320	12.5%	17	0	0	0.4	37.0	0.9

C1 PRC for Signalled Lanes (%): 48.5 Total Delay for Signalled Lanes (pcuHr): 7.73 Cycle Time (s): 90
PRC Over All Lanes (%): 48.5 Total Delay Over All Lanes(pcuHr): 7.73

Basic Results Summary

Scenario 3: '2019 AM Peak Base' (FG3: '2019 AM Peak Base', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	62.5%	164	0	0	7.4	-	-
A635 / Wilthorpe Av / Rowland Rd	-	-	-		-	-	-	-	-	-	62.5%	164	0	0	7.4	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	64	-	631	1932	1395	45.2%	23	0	0	1.4	7.7	6.9
2/1	Rowland Road Right Left Ahead	O	B		1	12	-	151	1677	242	62.3%	63	0	0	2.4	56.1	4.3
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	64	-	844	1879:1641	1288+62	62.5 : 62.5%	39	0	0	2.3	9.9	11.1
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	12	-	100	1670	241	41.5%	39	0	0	1.3	48.4	2.6

C1 PRC for Signalled Lanes (%): 44.0 Total Delay for Signalled Lanes (pcuHr): 7.37 Cycle Time (s): 90
PRC Over All Lanes (%): 44.0 Total Delay Over All Lanes(pcuHr): 7.37

Basic Results Summary

Scenario 4: '2019 PM Peak Base' (FG4: '2019 PM Peak Base', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	64.2%	155	0	0	8.6	-	-
A635 / Wilthorpe Av / Rowland Rd	-	-	-		-	-	-	-	-	-	64.2%	155	0	0	8.6	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	60	-	812	1931	1309	62.0%	23	0	0	2.7	11.8	12.1
2/1	Rowland Road Right Left Ahead	O	B		1	16	-	196	1650	312	62.9%	83	0	0	2.7	49.0	5.3
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	60	-	816	1886:1641	1222+48	64.2 : 64.2%	31	0	0	2.8	12.4	12.3
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	16	-	43	1694	320	13.4%	18	0	0	0.4	37.2	1.0

C1 PRC for Signalled Lanes (%): 40.1 Total Delay for Signalled Lanes (pcuHr): 8.59 Cycle Time (s): 90
PRC Over All Lanes (%): 40.1 Total Delay Over All Lanes(pcuHr): 8.59

Basic Results Summary

Scenario 5: '2019 AM Peak Base + Dev' (FG5: '2019 AM Peak Base + Dev', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	68.4%	177	0	0	8.1	-	-
A635 / Wilthorpe Av / Rowland Rd	-	-	-		-	-	-	-	-	-	68.4%	177	0	0	8.1	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	64	-	658	1933	1396	47.1%	23	0	0	1.5	7.9	7.2
2/1	Rowland Road Right Left Ahead	O	B		1	12	-	156	1676	242	64.4%	63	0	0	2.5	57.3	4.5
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	64	-	924	1880:1641	1275+76	68.4 : 68.4%	52	0	0	2.8	11.1	13.4
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	12	-	100	1670	241	41.5%	39	0	0	1.3	48.5	2.6

C1 PRC for Signalled Lanes (%): 31.6 Total Delay for Signalled Lanes (pcuHr): 8.12 Cycle Time (s): 90
PRC Over All Lanes (%): 31.6 Total Delay Over All Lanes(pcuHr): 8.12

Basic Results Summary

Scenario 6: '2019 PM Peak Base + Dev' (FG6: '2019 PM Peak Base + Dev', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	67.9%	163	0	0	9.7	-	-
A635 / Wilthorpe Av / Rowland Rd	-	-	-		-	-	-	-	-	-	67.9%	163	0	0	9.7	-	-
1/1	Wilthorpe Road (E) Left Ahead Right	O	A		1	60	-	877	1934	1311	66.9%	23	0	0	3.1	12.8	13.9
2/1	Rowland Road Right Left Ahead	O	B		1	16	-	209	1650	312	67.1%	83	0	0	3.0	51.1	5.8
3/1+3/2	Wilthorpe Road (W) Ahead Right Left	U+O	C		1	60	-	863	1886:1641	1214+57	67.9 : 67.9%	39	0	0	3.2	13.4	13.5
4/1	Wilthorpe Avenue Left Ahead Right	O	D		1	16	-	43	1694	320	13.4%	18	0	0	0.4	37.2	1.0

C1 PRC for Signalled Lanes (%): 32.6 Total Delay for Signalled Lanes (pcuHr): 9.74 Cycle Time (s): 90
PRC Over All Lanes (%): 32.6 Total Delay Over All Lanes(pcuHr): 9.74

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APPENDIX 12

Main results: (17:00-17:15)

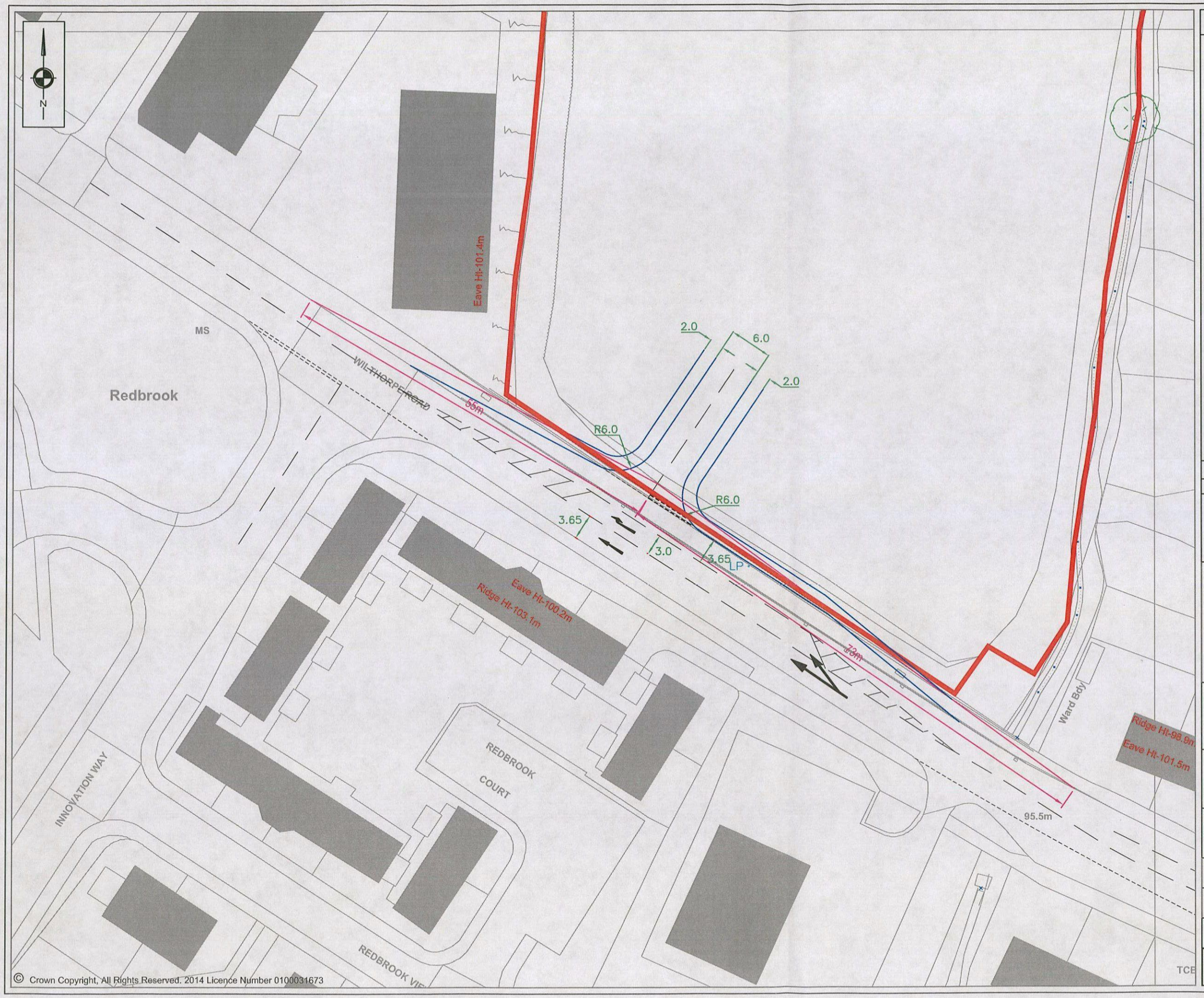
Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.99	97.95	0.00	260.96	0.376	0.59	22.066	C
C-AB	9.18	9.18	0.00	445.06	0.021	0.02	8.258	A
C-A	894.76	894.76	0.00	-	-	-	-	-
A-B	47.34	47.34	0.00	-	-	-	-	-
A-C	907.24	907.24	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	80.01	81.07	0.00	330.63	0.242	0.33	14.483	B
C-AB	7.36	7.38	0.00	481.56	0.015	0.02	7.594	A
C-A	730.70	730.70	0.00	-	-	-	-	-
A-B	38.66	38.66	0.00	-	-	-	-	-
A-C	740.76	740.76	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	67.00	67.43	0.00	378.47	0.177	0.22	11.591	B
C-AB	6.11	6.12	0.00	509.13	0.012	0.01	7.156	A
C-A	611.98	611.98	0.00	-	-	-	-	-
A-B	32.37	32.37	0.00	-	-	-	-	-
A-C	620.35	620.35	0.00	-	-	-	-	-



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NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	Amended Site Access Width	06.03.14	NS
B	Minor amendment to Access	07.03.14	GS
C	Amended Carriageway Width and Ghost Island Right Turn	18.03.14	NS
D	Visibility Splays Added	24.03.14	GS
E	Extent of ghost island right turn amended	31.03.14	FJT

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Transportation Planning : Infrastructure Design
Riverside Studio, 32 The Calls, Leeds, LS2 7EW. Tel 0113 887 3323
www.scptransport.co.uk. Email info@scptransport.co.uk

Client Name:
PERSIMMON HOMES
(WEST YORKSHIRE)

Project Title:
A635 WILTHORPE ROAD, BARNSLEY

Drawing Title:
PROPOSED GHOST ISLAND
RIGHT TURN

Drawn By:	Date:
FJT	06.02.2014
Checked: GS	Scale: 1:500 @ A3
Status: PLANNING	Approved/Unapproved: -
Drawing No. SCP/14901/F01	Rev. E

Wilthorpe Road, Barnsley – Affordable Housing Statement

Increasing house prices has led in recent years to a rise in demand for affordable housing. The 2008 update of the Strategic Housing Market Assessment indicates a shortfall in affordable housing provision of 597 homes per year, with a waiting list of over 9000 applicants.

The current Strategic Housing Market Assessment (Update, May, 2008) estimates that there is a need for some 597 affordable homes per year. A provisional target is that 18% of the total housing requirement during the plan period, or some 2,780 dwellings, should be affordable homes.

Policy CSP 15 Affordable Housing of the Core Strategy requires housing developments of 15 or more dwellings to provide affordable housing. 25% affordable housing will be expected in Penistone and the rural west, Darton, Barugh and Dodworth. 15% affordable housing will be expected in all other parts of the borough.

These percentages will be sought unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable. The developer must show that arrangements have been put in place to keep the new homes affordable.

The Affordable Housing in New Residential Development PAN Note 34 states that "*Developers can provide various types of affordable housing in line with Policy H7. We will try to negotiate the appropriate type depending on local circumstances and, in particular, in line with the Housing Market Assessment. Affordable housing should meet identified housing need and may include one or more the following types*".

Scheme Proposals

As required by Policy CSP15 of the Core Strategy there is a requirement for 15 % affordable housing to be provided in urban Barnsley and 25% affordable housing to be provided within Barugh area. We await full confirmation as to which housing market area the site falls within.

An appropriate mix is proposed in accordance with discussions with the Affordable Housing Officer. 47 affordable units are proposed ranging from 2 storey 2 bed houses to 12 apartments contained in a single 2 ½ storey block. All Affordable Housing will be pepper potted across the site.

House type	Bed No.	Storey Height	Sq. Ft	No. of Units
Apartment	1	2 ½	386-535	6
Apartment	2	2 ½	502-535	6
Brampton	2	2	664	35
Total				47