



TRANSPORT STATEMENT

Proposed Vehicle Maintenance Unit And External Works Whaley Road Barnsley

Reference	6709-JPG-XX-XX-RP-T-0641-S2-P02
Date	23 July 2026
Author	AB

5 John Charles Way
LEEDS
LS12 6QA

Tel: 0113 263 1155
admin@jpg.group
www.jpg.group





CONTENTS

Confidentiality Statement

Document History

1.0	Introduction and background information	1
1.1	Introduction	1
1.2	Site Location and Development Proposals	1
1.3	Report Structure	2
2.0	National and Local Policy	3
2.1	National Planning Policy Framework (NPPF)	3
2.2	Planning Practice Guidance	4
2.3	Barnsley Local Plan (2019 – 2033)	5
2.4	Barnsley's Transport Strategy	5
2.5	Active Travel in Barnsley 2019-2033	5
2.6	Supplementary Planning Documents	6
2.7	Summary	6
3.0	The Site and the Local Highway Network	7
3.1	The Application Site	7
3.2	Surrounding Highway Network	8
3.3	Personal Injury Collision Data	9
3.4	Summary	11
4.0	Accessibility by Sustainable Modes of Transport	12
4.1	Walking	12
4.2	Cycling	13
4.3	Public Transport	14
4.4	Rail	15
4.5	Summary	15
5.0	Development Proposal	16
5.1	Existing Wordsworth Properties Operations	16
5.2	Overview of the Proposed Development	16
5.3	Access	16
5.4	Trip Generation	17
5.5	Car Parking	18
5.6	Proposed Cycle Parking Provision	20
5.7	Servicing	20
6.0	Summary and Conclusions	21

APPENDICES

Appendix A Proposed Site Plan

Appendix B PIC Data

Appendix C 2026 Existing Vehicular Flows



CONFIDENTIALITY STATEMENT

This report is addressed to and may be relied upon by the following:

Wordsworth Properties
Unit 1
Wordsworth Business Park
Whaley Road
Barugh Green
BARNSLEY
S75 1FJ

This report has been prepared for the sole use and reliance of the above named parties. This report shall not be relied upon or transferred to any other parties without the express written authorisation of JPG (Leeds) Limited. No responsibility will be accepted where this report is used, either in its entirety or in part, by any other party.

DOCUMENT HISTORY

Revision	Date	Revision Details	Status	Author(s)	Approved
P01	23.07.2026	Draft Issue	Information	AB	DSA
P02	29.07.2026	Planning Issue	Information	AB	DSA



1.0 INTRODUCTION AND BACKGROUND INFORMATION

1.1 Introduction

JPG (Leeds) Ltd (JPG) has been appointed by Wordsworth Properties to prepare a Transport Statement (TS) to accompany a full planning application for the construction of a new vehicle maintenance Unit (VMU) and external works to the wider site for vehicle and plant storage. The proposals also include resurfacing an existing car park which is utilised by site operatives. A site layout plan for the proposed development has been provided at Appendix A.

The application site lies within the administrative area of Barnsley Metropolitan Borough Council (BMBC), which acts as both the Local Planning Authority and the Local Highway Authority for the development site.

1.2 Site Location and Development Proposals

The site is located to the northeast of Whaley Road in Barugh Green, approximately 3km to the northwest of Barnsley town centre. The site forms part of an existing industrial estate serving a number of businesses. The landowner (Wordsworth Properties) occupies the land in the north, east and south of the site, a tenant occupies the land in the centre and west of the site.



Figure 1.2 – Site Location.

The development proposals will see Wordsworth Properties occupy the entire development site. The proposals include replacing the existing VMU, providing ancillary offices and replacing the existing vehicle washing and re-fuelling facilities. The existing car park to the south of the site will be surfaced to create a more formal parking area, with a new access provided at the north-western corner.



The development proposals will lead to a more organised operation with improved efficiency. The development proposals will not lead to an increase in trips associated with the business or changes to the existing land use.

1.3 Report Structure

This TS has been prepared to provide information on the access and servicing arrangements, traffic generation, parking arrangements and accessibility associated with the proposed development. The TS demonstrates that the site is in a sustainable location, which will facilitate access by modes other than the private car, and that the proposed development is, therefore, in accordance with the National Planning Policy Framework (NPPF).

This TS is set out as follows:

- Section 2.0 Sets out the relevant transport-related planning policies and guidance which has been used in relation to the potential development of the site.
- Section 3.0 Describes the existing site and its operation, includes details of the local highway network and references the road safety record of the adjacent roads.
- Section 4.0 Describes the accessibility of the site by non-car modes.
- Section 5.0 Provides details of the development proposals, including details of the access, parking and servicing arrangements.
- Section 6.0 Provides a summary and conclusion to the report.



2.0 NATIONAL AND LOCAL POLICY

2.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was first published in March 2012 and most recently revised in February 2025. It sets out the Government's planning policies for England and how these should be applied.

Paragraph 11 of the NPPF sets out the 'presumption in favour of sustainable development', this states:

"Plans and decisions should apply a presumption in favour of sustainable development."

For decision-taking this means:

- c) Approving development proposals that accord with an up-to-date development plan without delay; or*
- d) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or,*
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."**

Paragraph 116 of the NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

Paragraph 117 of the NPPF goes on to state:

"Within this context, applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*



- c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Paragraph 118 of the NPPF states that all developments that will generate significant amounts of movement should be supported by a TS or Transport Assessment so that the likely impacts of the proposal can be assessed. This TS has been prepared to support the development proposals in line with this requirement. This TS demonstrates that the proposed development is in a location that provides good opportunities to travel by sustainable modes of transport and that the residual cumulative impact is not severe. This approach is in line with NPPF guidance.

2.2 Planning Practice Guidance

The Planning Practice Guidance (PPG) was released in 2014 by the Department for Transport and most recently revised in February 2024. The PPG was prepared to bring together planning practice guidance for England in an accessible and usable way.

Paragraph 2 of the 'Travel Plans, Transport Assessments and Statements' section of PPG states that:

"...Travel Plans; Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements".

In terms of the key principles, paragraph 7 of the 'Travel Plans, Transport Assessments and Transport Statements' section of PPG states that:

"...Travel Plans, Transport Assessments and Statements should be:

- *Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally)..."*

It is considered that the production of this TS is aligned to the requirements of the PPG.



2.3 Barnsley Local Plan (2019 – 2033)

The Barnsley Local Plan was adopted by BMBC in January 2019. The Local Plan details BMBC's approach to development in the borough and forms the statutory development plan.

The following Barnsley Local Plan policies are relevant to highways, transport and the proposed development:

- Policy SD1: Presumption in Favour of Sustainable Development – reflects the positive approach established in the NPPF.
- Policy GD1: General Development – states, among other matters, that development proposals will be approved where suitable access, internal road layouts, and vehicular and pedestrian links through the site and to adjacent areas are provided.
- Policy T3: New Development and Sustainable Travel – requires that new developments are located and designed to reduce the need to travel, be accessible by public transport, and to meet the needs of pedestrians and cyclists. A Transport Statement or Assessment and Travel Plan should be provided in accordance with the NPPF.
- Policy T4: New Development and Transport Safety – requires new development to provide safe, secure and convenient access and movement for all transport users within and around the site.
- Policy GS2: Green Ways and Public Rights of Way – requires development affecting an existing Public Right of Way to retain the route within the development or provide an equally convenient and attractive alternative.

It is considered that the proposed development is aligned to the key policies, where appropriate, and the contents of this TS provide the information required.

2.4 Barnsley's Transport Strategy

Barnsley's Transport Strategy sets out BMBC's commitment to enhancing transport provision and mitigating the adverse impacts of travel across the borough. The strategy establishes a long-term framework (to circa 2040) for transport investment to support delivery of the Barnsley 2030 vision. It identifies a range of interventions, including measures to promote active travel, improve public transport accessibility, and manage demand for private car use.

2.5 Active Travel in Barnsley 2019-2033

Barnsley's Active Travel Strategy seeks to encourage walking and cycling as appealing and practical options for short trips by developing and promoting accessible, safe, and well-designed active travel infrastructure.



2.6 Supplementary Planning Documents

There are a number of Supplementary Planning Documents (SPDs) which have been produced by BMBC following the adoption of the Local Plan in 2019. The following SPDs have been considered as part of the preparation of this TS:

- Sustainable Travel (adopted July 2022) – supplements the sustainable travel related policies of the Local Plan to ensure that accessibility of new development via public transport, walking and cycling is acceptable.
- Parking (adopted November 2019) – sets out the parking standards applied to new development in Barnsley.

2.7 Summary

This TS demonstrates that the development proposals are in compliance with the aims and objectives of the adopted local and national transport and planning policy.



3.0 THE SITE AND THE LOCAL HIGHWAY NETWORK

3.1 The Application Site

The site occupies approximately 2.4 hectares of land within an established industrial estate. It is bordered by commercial and industrial uses, with the Leeds to Sheffield railway line running southeast to northwest to the northeast of the site. Two existing office buildings with associated car parking are located to the south and Whaley Road forms the western boundary.

Wordsworth Properties owns the whole development site and currently use the northern and eastern areas of the site for vehicle servicing and inspections, as well as the cleaning and maintenance of plant and equipment before redeployment. The southern part of the site is used as staff car parking.

The western part of the site is currently leased to a utility contractor for use as a storage yard and to a separate tenant operating an aggregate storage and distribution centre. The application site and current allocations in terms of occupiers is shown in Figure 3.1 below.



Figure 3.1 – Application Site.



3.2 Surrounding Highway Network

Access to the existing industrial estate is currently taken from a single access point to the southwest of the development site from Whaley Road, via a two-way unnamed industrial estate road. The industrial estate road follows a southwest to northeast alignment with Whaley Road to the southwest and a turning circle some 180 metres to the northeast. The unnamed industrial estate road has a carriageway width of approximately 7.5 metres.

The access road terminates in a turning circle at its north-eastern extent, which allows HGVs to turn within the carriageway. Access to the development site is provided approximately 55 metres southwest of the turning circle, via a priority-controlled junction and access road approximately 7.5 metres in width.

A further priority junction, located approximately 70 metres southwest of the site access, provides access to the existing offices and the aggregate storage and distribution centre. Continuing southwest for a further 50 metres, the unnamed industrial estate road forms the minor arm of a priority-controlled junction with Whaley Road.

Footways are provided at the junction with Whaley Road. The footway continues along the northern side of the existing access road for approximately 50 metres before continuing along the access road serving the existing offices and the aggregate storage and distribution centre to the southwest of the site.

Whaley Road is a two-way industrial estate road serving a number of industrial uses via various service yards and access roads. The carriageway is some nine metres in width and benefits from footways and street lighting to both sides along its length.

At its north-western extent, Whaley Road forms the minor arm of a priority junction with the A637 Claycliffe Road. It then follows a southwest to northeast alignment for approximately 200 metres. Whaley Road then turns south via a priority junction and continues for approximately 375 metres before meeting the unnamed access road serving the development site.

Whaley Road continues south for a further 125 metres before forming the minor arm of a priority crossroads junction. Whaley Road also forms the major arm of the junction providing access to A637 Claycliffe Road and A635 Barugh Green Road at a four-arm priority-controlled roundabout 190 metres to the west.

A637 Claycliffe Road follows a southeast to northwest alignment from the A637 Claycliffe Road/Whaley Road/A635 Barugh Green Road roundabout in the southeast to the Whaley Road priority junction in the northwest. Footways and street lighting are provided along its length.

Beyond these junctions A637 continues north to M1 junction 38 and A635 continues south towards Barnsley town centre.



3.3 Personal Injury Collision Data

A review of the Personal Injury Collision (PIC) data available on the CrashMap online database for the most recent five-year period available (2020-2024) has been undertaken, and included at Appendix B. Figure 3.3 below shows the location and severity of the collisions within the study area.

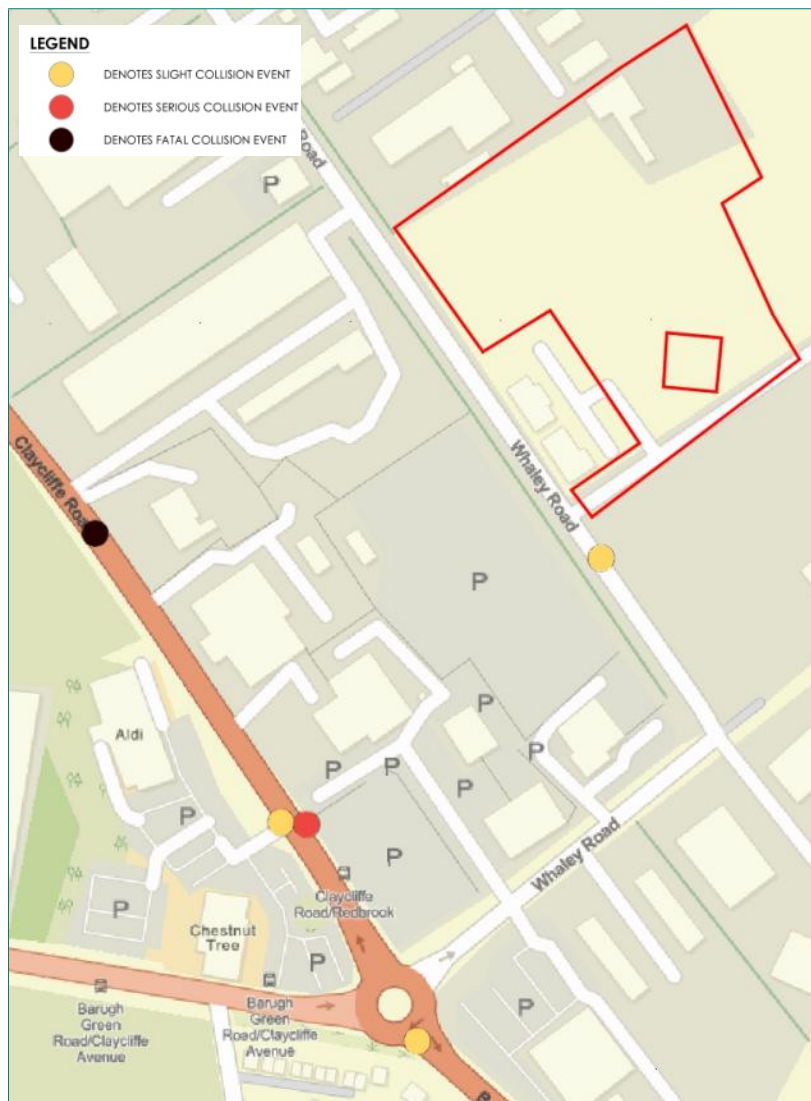


Figure 3.3 – PIC Data.

The PIC data is summarised in Table 3.3 below and shows that there has been a total of five reported PICs over the five-year period. One of the reported PICs was classified as fatal in severity, one was classified as serious and three were classified as slight in severity.



Table 3.3 – PIC Data

Year	Slight	Serious	Fatal	All Severities
2020	1	1	0	2
2021	0	0	0	0
2022	1	0	1	2
2023	0	0	0	0
2024	1	0	0	1

PICs recorded in 2020

Two PICs were reported in 2020.

- The first PIC (ref: 2020140953435) occurred during daylight hours in fine weather conditions on A637 Claycliffe Road, approximately 80 metres north of the A637 Claycliffe Road/Whaley Road/A635 Barugh Green Road roundabout in the vicinity of a supermarket access. The PIC was slight in severity, involved two cars and was likely as a result of driver error when emerging from the junction.
- The second PIC (ref: 2020140918200) occurred in the same location in darkness and in wet conditions. The collision was classified as serious in severity and involved two cars. The collision was likely to have occurred as a result of driver error when emerging from the supermarket junction.

PICs recorded in 2022

Two PICs were recorded in 2022.

- The first PIC (ref: 2022141128311) occurred in the hours of darkness in icy conditions and was slight in severity. The collision occurred on the northbound A635 Barugh Green Road approach to the A637 Claycliffe Road/Whaley Road/A635 Barugh Green Road roundabout and was a shunt type collision involving two cars and a pedal cycle.
- The second PIC (ref: 2022141162596) was classified as fatal in severity and involved five vehicles. The collision occurred on a Sunday in dry conditions and in daylight on A637 Claycliffe Road 270 metres to the north of the A637 Claycliffe Road/Whaley Road/A635 Barugh Green Road roundabout. The collision occurred as a result of an unsafe overtaking movement and dangerous driving.

PICs recorded in 2024

A single PIC was recorded in 2024.

- The PIC (ref: 2024141555179) was classified as slight in severity and involved two cars. The collision occurred on Whaley Road approximately 30 metres to the south east of the unnamed industrial estate road junction with Whaley Road. The collision occurred in the hours of darkness in fine weather conditions and was a rear shunt type collision as a result of driver error.



3.4 Summary

Based on the review of the available CrashMap PIC data there have been 5 PICs across the study area over the latest five-year period with one collision recorded as fatal, one classified as serious and three classified as slight in severity. This equates to an average annual collision rate of 1 PIC per year across the study area.

All of the recorded PICs can be attributed to driver error or poor judgement, and it is concluded that the data does not indicate any existing road safety issues on the highway network in the vicinity of the site. Therefore, the highway network in the vicinity of the site is considered to be operating safely at present and the proposed development will not have a significant impact on road safety.



4.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

National and local transport policies seek to reduce the need to travel and to promote the use of alternative modes to the private car. The development proposals are consistent with these objectives, and this section of the Transport Statement includes a description of the infrastructure available to facilitate trips by walking, cycling and public transport.

4.1 Walking

The proposals will not alter pedestrian access from the adopted highway. Pedestrians will continue to use the existing footway on the western side of the unnamed industrial estate road, which extends into the development site and provides a continuous route.

Whaley Road and the surrounding highway network benefit from a comprehensive, good-quality footway network, including 2.0 metre footways on both sides of the carriageway. Street lighting is also provided throughout the local highway network.

Bus stops on A635 Barugh Green Road lie to the southwest of the site, approximately 500 metres walking distance away. Informal crossings and tactile paving are provided on all arms of the A637 Claycliffe Road/Whaley Road/A635 Barugh Green Road roundabout, enabling pedestrians to cross safely when travelling to local amenities or bus stops.

Guidance is provided within the CIHT document 'Planning for Walking' (March 2015) regarding pedestrian provision at new developments. The guidance estimates that 80% of all journeys less than 1 mile (1.6 kilometres) are made on foot. If destinations are within a convenient walking distance, if it is safe, comfortable, and the surroundings are attractive people are more likely to walk. Walking also forms a significant part of public transport travel, as bus stops are usually accessed on foot.

Acceptable walking distances for pedestrians without mobility impairment is discussed within the earlier CIHT document 'Guidelines for Providing for Journeys on Foot' (2000). Table 4.1 details the recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping.

Table 4.1 - Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred Maximum	2,000 metres	1,200 metres



Figure 4.1 below shows the walking catchment for the application site, this illustration produced using Iso4app shows areas within 500 metres, 1,000 metres and the preferred maximum 2,000 metres walking distance for commuting.

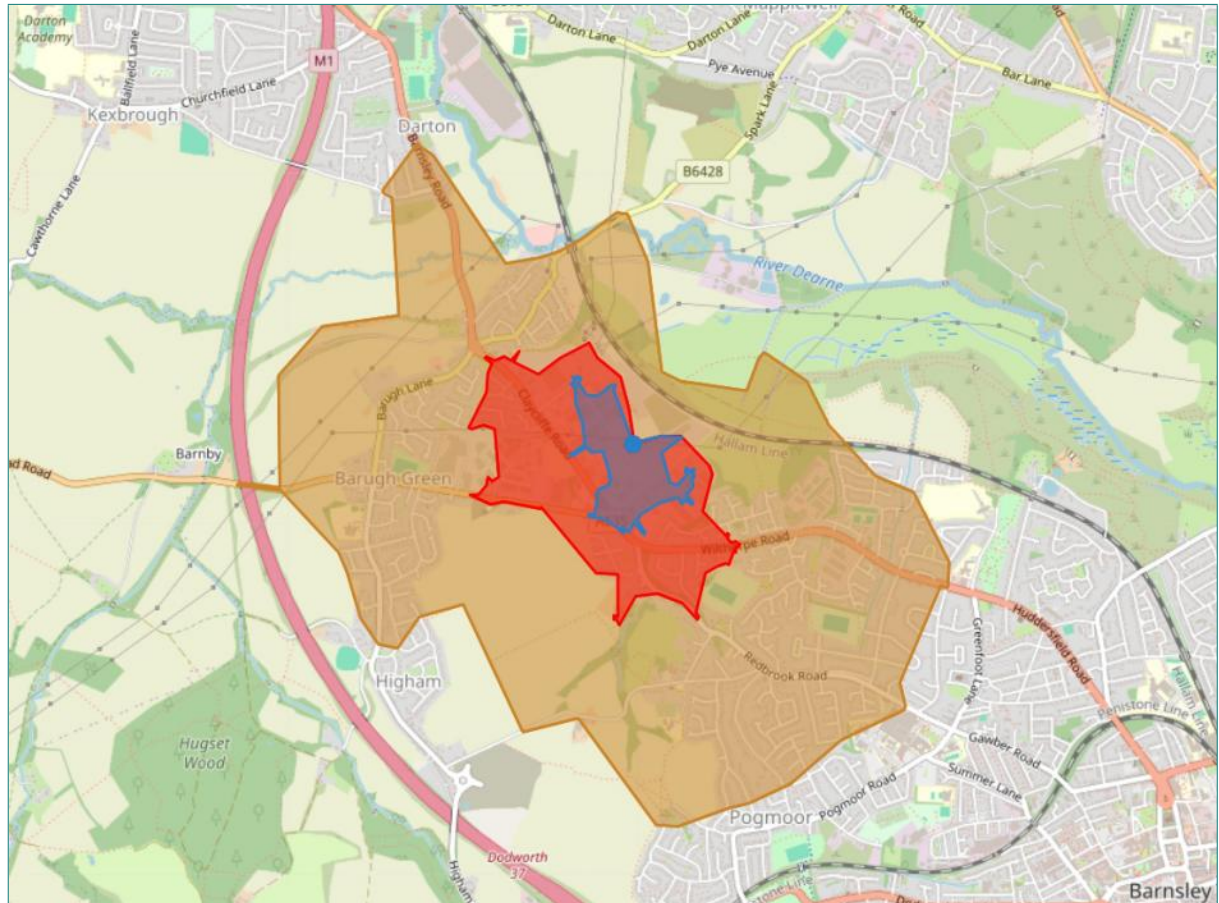


Figure 4.1 Walking Catchment.

As can be seen from the illustration above, the majority of Barugh Green and areas to the north of Pogmoor and Redbrook are within a 2000 metre walk of the site. It is considered that the existing network of footways and pedestrian facilities provides the opportunity for travel to and from the site on foot. There are a number of local amenities such as a supermarket and sandwich shop within a 200 metre walk from the development site.

4.2 Cycling

The DfT Cycling and Walking Investment Strategy (2017) sets out that cycling is generally accepted as an ideal mode of transport for journeys under 8.0 kilometres. It also considers cycling as an alternative mode of transport for short car trips, particularly those under 5.0 kilometres. Cycling may also form part of a longer journey by public transport. Figure 4.2 below shows a 5.0-kilometre cycle isochrone illustrating the areas from which the development site is accessible by cycling.

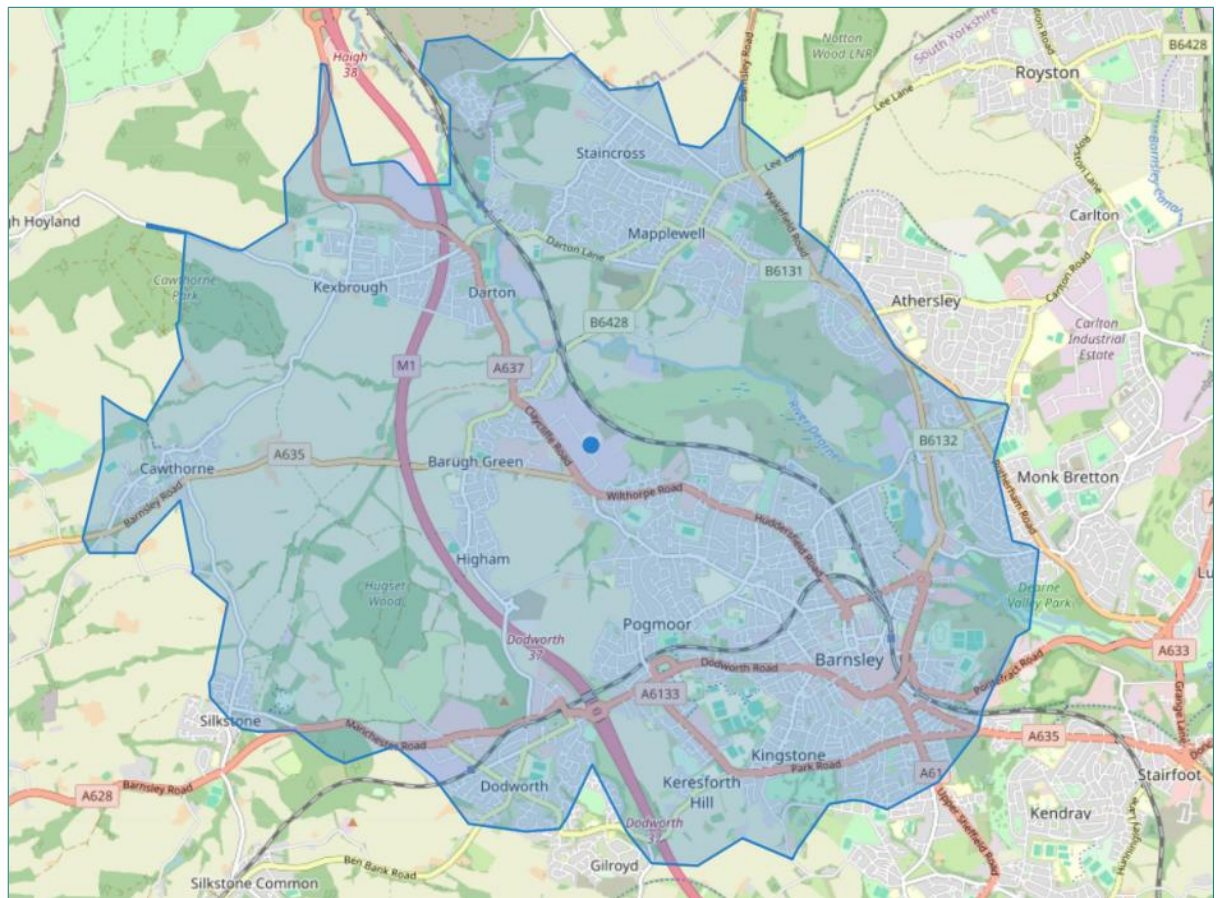


Figure 4.2 5.0-Kilometre Cycling Isochrone.

The analysis demonstrates that a number of villages and residential areas such as Barugh Green, Dodworth, Barnsley town centre, Mapplewell, Kexbrough and Cawthorne are all within a 5.0 kilometre cycle distance from the site.

4.3 Public Transport

Bus Services

The closest bus stops to the proposed development site are located circa 500 metres to the southwest of the development site on A635 Barugh green Road. Table 4.3 below provides details of the buses serving this location.

Table 4.3 – Bus Service Details

Route	Key Destinations / Route Summary	Frequency
94	Denby Dale – Cawthorne – Barugh Green – Barnsley Interchange	Hourly
93/95/95A	Barnsley – Gawber – Wilthorpe – Barugh Green – Darton – Kexborough – Bloomhouse Green	Every 30 minutes
96/96A/96B	Barnsley – Gawber – Darton – Staincross Kexborough – West Bretton – Woolley - Wakefield	Every 30 minutes



Summary

The bus stops on A635 Barugh Green Road provide access to a range of local bus services connecting Barugh Green with Barnsley Interchange, Cawthorne, Gawber, Wilthorpe, Darton, Kexborough, Denby Dale, Wakefield and Holmfirth. The most relevant regular services for general accessibility are 93/95/95A, 94, and 96/96A/96B.

Based on the above it is considered that travel by bus may be a suitable travel option for some staff based on-site, given that there are regular and frequent bus services accessible within a short walk from the site.

4.4 Rail

Darton train station is located 3.0 kilometres to the north of the development site and provides hourly trains to Sheffield and Leeds. The station is located outside of the recommended walking distance from the development site but offers the opportunity for combined trips by train and cycle. The train station has step free access, 18 sheltered cycle spaces with CCTV and a ticket office.

Barnsley train station and interchange is located 4.0 kilometres to the south of the development site and is accessible by cycle or by bus as part of a combined trip. Trains to Leeds, Nottingham, Sheffield and Lincoln all call at the station. Barnsley train station benefits from step free access, has five cycle lockers, CCTV and a ticket office.

Travel by rail may offer some staff based at the development site the opportunity to travel by cycle/bus and rail.

4.5 Summary

The development is considered to be well located to encourage journeys by all modes of sustainable transport. The development site is well placed for journeys by public transport and journeys on foot from the surrounding areas. There are opportunities for longer journeys to be made via a combination of modes such as bus and rail or cycle and rail.

Given the nature of Wordsworth Properties operations, most employees arrive before 06:00, when public transport is not a practical option. Although some employees do travel to the site by single-occupancy vehicle, they are then transported to their respective work sites by minibuses where they will stay for the full week. The use of minibuses to transport staff significantly reduces the need for longer single-occupancy vehicle journeys to be made by multiple employees.



5.0 DEVELOPMENT PROPOSAL

5.1 Existing Wordsworth Properties Operations

Wordsworth Properties currently operate a nationwide excavation business (Wordsworth Excavations) and a material crushing and crusher hire (Wordsworth Crushing) business from the development site.

The land to the north and northeast of the development site is currently used by Wordsworth Properties for the storage of plant, machine attachments, temporary site equipment and welfare units. It is also used for servicing, inspection, cleaning and maintenance of plant and equipment before redeployment.

5.2 Overview of the Proposed Development

The development proposals will see Wordsworth Properties occupy the entire development site to allow the site to function more efficiently. The proposals include provision of a new VMU to the west of the development site. The changes to the layout of the site will improve in house maintenance capabilities, allowing servicing and repair to take place on site rather than externally. Dedicated washing and refuelling facilities will be provided within the site, and the internal arrangement will be formalised to aid in the movement of vehicles.

The existing car parking area to the south of the site will remain in place without changes to its size. However, the car park will be surfaced to provide a more formal parking area, and a new access will be constructed to the north-western corner. The new access in the north-western corner will allow all cars to enter the site from the westernmost access from the unnamed industrial estate road, HGVs will continue to enter the site from the easternmost access. The new car park access will therefore facilitate the separation of cars and HGVs entering and exiting the site.

The VMU will also house ancillary office space and will provide parking for 20 vehicles. The increased office accommodation will support the operation of the VMU and the running of the business as a whole.

The development proposals will lead to a more organised operation with improved efficiency. The development proposals will not lead to an increase in trips associated with the business or changes to the existing uses on the site.

5.3 Access

All vehicles accessing the site will arrive via Whaley Road and the unnamed industrial estate road.

Access to the site for HGVs and other site related traffic will be via the eastern most access from the unnamed industrial estate road. The existing priority junction will remain in place and the access road leading into the development site will be formalised as part of the proposals. This is unchanged from the existing situation and currently operates without issue.



Access to the VMU car park and the car park used by HGV drivers and off-site operatives will be taken from the western most access from the unnamed industrial estate road which currently serves two offices, and the aggregate storage and distribution centre.

5.4 Trip Generation

The trip generation of the proposed development will not change as a result of the proposals. A traffic count has been undertaken to provide details of the trip generation of the existing operation. The traffic counts were undertaken on Tuesday 16 June 2026 between the hours of 0600 and 1800. The traffic count was undertaken at the existing entrance to the development site and the aggregate storage and distribution centre to the western extent of the development site. The traffic count data is provided at Appendix C.

Table 5.4 below provides details of the daily trip generation of the existing activities at the development site between 0600 and 1800. The morning peak at the existing site occurred between 0615 and 0715 with 30 two-way trips (14 HGVs), the evening peak occurred between 1600 and 1500 with 20 two-way trips (6 HGVs).

Table 5.4 Daily Trip Generation: Existing Site

Direction	Daily Trips		
	Car	HGV	All Vehicles
In	59	28	87
Out	57	31	88
Two-Way	116	59	175

Table 5.4 shows that the existing site generates 175 two-way trips on a typical working day, including 59 HGV trips. The proposed development will not generate any additional trips and will continue to operate in the same way as the existing site. The proposals will improve on-site efficiency, with existing staff, plant and HGV movements continuing as they do at present.

As part of the development proposals the existing utility contractor and aggregate storage and distribution centre to the west of the site will no longer exist and will, therefore, no longer generate traffic on the local road network. The access to the aggregate storage and distribution centre was included in the traffic count. Table 5.5 below shows the daily trip generation of the aggregate storage and distribution centre is 32 vehicles of which five are HGVs. The proposals would, therefore, lead to a 32 two-way trip reduction on the local highway network once this part of the site is replaced.



Table 5.5 Daily Trip Generation: Aggregate Storage and Distribution Centre

Direction	Daily		
	Car	HGV	All Vehicles
In	14	2	16
Out	13	3	16
Two-Way	27	5	32

A threshold of 30 vehicles or more in either peak hour is used within the Department for Transport's Guidance on Transport Assessment (withdrawn but still a useful reference guide) to establish the need for operational assessment of development related traffic. Given that the proposed development is not going to generate any new trips, it is not considered necessary to undertake operational assessment of any junctions on the local highway network to assess the impact of the proposed development. The proposed development will not have a material impact upon the operation of the local highway network, or the existing site access junction.

5.5 Car Parking

The existing car park to the south of the site is used by Wordsworth Properties employees. It is largely unsurfaced and unmarked, resulting in an inefficient layout with large gaps between vehicles. The proposed site layout at Appendix A show the proposed car park arrangement. The proposals do not increase the size of the car parking area but will provide a more formal parking arrangement.

Car Park Operation

Staff working on construction sites arrive at the development site on Monday mornings and park their private vehicles in the existing parking area. They are then transported to project locations across the UK in minibuses provided by Wordsworth Properties. Staff typically return to the site on Fridays to collect their vehicles before leaving. Staff members who work at the existing site as part of the maintenance and operations team also park in the car park daily.

Where HGV drivers are assigned to local contracts, they leave their HGVs in the yard overnight and travel to and from the depot each day in their private vehicles. As shown by the traffic count, HGV movements occur throughout the day as vehicles are collected from and returned to the site, alongside business-related deliveries and collections.

Proposed Parking Provision

The proposed VMU and ancillary offices will benefit from a dedicated parking area for 20 cars, including two EV charging spaces and one disabled space. These staff vehicles will not be new to the site and will displace some of the cars currently utilising the area of parking to the south of the development site.



The size of the car park to the south of the development site will not increase as part of the development proposals, the area currently used for parking will be surfaced and a new access will be provided to the northwest of the car park. Electric vehicle charging infrastructure will be installed along the northern boundary of the car park in order to future proof the site.

The traffic count detailed previously was also undertaken to demonstrate that the number of parking spaces provided on site is sufficient to accommodate the activities undertaken and that it does not result in off-site car parking on the local road network.

Table 5.5 below provides details of the car park accumulation at the site. Prior to the traffic count 52 cars were already parked in the car park to the south of the development site. This figure is likely to fluctuate on a weekly basis as it is largely dependent on the location of projects being undertaken by the business, and the need for staff to leave vehicles on site whilst working elsewhere.

All cars and vans observed using the eastern most access from the unnamed industrial estate road during the traffic count have been allocated to the car park to generate the typical car park accumulation at the site.

Table 5.5 – Proposed Car Park Accumulation

Time	In	Out	Accumulation	% Occupancy	Time	In	Out	Accumulation	% Occupancy
05:45			52	18%	12:00	4	0	60	53%
06:00	3	2	53	46%	12:15	1	1	60	53%
06:15	4	4	53	46%	12:30	0	2	58	51%
06:30	2	0	55	48%	12:45	1	2	57	50%
06:45	3	1	57	50%	13:00	4	2	59	52%
07:00	1	1	57	50%	13:15	1	1	59	52%
07:15	0	0	57	50%	13:30	1	1	59	52%
07:30	1	1	57	50%	13:45	0	1	58	51%
07:45	1	0	58	51%	14:00	0	0	58	51%
08:00	1	2	57	50%	14:15	0	0	58	51%
08:15	2	2	57	50%	14:30	2	1	59	52%
08:30	1	1	57	50%	14:45	1	0	60	53%
08:45	3	2	58	51%	15:00	2	1	61	54%
09:00	0	1	57	50%	15:15	0	4	57	50%
09:15	0	0	57	50%	15:30	2	1	58	51%
09:30	1	1	57	50%	15:45	0	1	57	50%
09:45	1	0	58	51%	16:00	1	0	58	51%
10:00	2	4	56	49%	16:15	4	2	60	53%
10:15	2	0	58	51%	16:30	0	1	59	52%
10:30	0	0	58	51%	16:45	1	5	55	48%
10:45	0	0	58	51%	17:00	0	2	53	46%
11:00	0	0	58	51%	17:15	2	0	55	48%



Time	In	Out	Accumulation	% Occupancy	Time	In	Out	Accumulation	% Occupancy
11:15	1	1	58	51%	17:30	0	0	55	48%
11:30	1	2	57	50%	17:45	1	2	54	47%
11:45	1	2	56	49%					

Table 5.5 indicates that the car park operates within capacity, with sufficient allowance for fluctuations in vehicles left overnight throughout the week. The maximum anticipated occupancy is 54%, this is equivalent to 61 of the 114 available spaces being occupied.

The proposed car park improvements would not increase the overall parking area but would provide a more efficient, lower-maintenance arrangement.

5.6 Proposed Cycle Parking Provision

A cycle storage shelter with five Sheffield Stands providing secure parking for 10 cycles will be provided adjacent to the proposed VMU. This will provide more than the BMBC Parking Standards which require a minimum of one space per 1000m² for visitors and one space per 40 members of staff.

5.7 Servicing

The development site has been designed for the specific business requirements of Wordsworth Properties and as such the movement of vehicles including HGVs has been considered throughout.

Refuse collection at the site will be undertaken by a private contractor. The bin store to the southeast of the proposed VMU is readily accessible and a refuse vehicle can enter and exit the site in a forward gear.



6.0 SUMMARY AND CONCLUSIONS

JPG (Leeds) Ltd has been appointed by Wordsworth Properties to prepare a Transport Statement to accompany a full planning application for the construction of a new vehicle maintenance Unit and external works to the wider site for vehicle and plant storage.

The proposed VMU will improve in house maintenance capabilities, allowing servicing and repair to take place on site rather than externally. Dedicated washing and refuelling facilities will be provided within the site, and the internal arrangement will be formalised to aid in the movement of vehicles. The existing car parking area to the south of the site will remain in place without changes to its size. However, the car park will be surfaced to provide a more formal parking area, and a new access will be constructed to the north-western corner.

The VMU will also house ancillary office space and will provide parking for 20 vehicles. The increased office accommodation will support the operation of the VMU and the running of the business as a whole.

The development proposals will lead to a more organised operation with improved efficiency. The development proposals will not lead to an increase in trips associated with the business or changes to the existing uses on the site.

A review of personal injury collision data for the most recent five-year period available has revealed that there are no existing road safety issues which would be exacerbated by the proposed development.

The site is considered to be in a sustainable location, with good access to local residential areas. The existing footway and cycle network provide opportunities for travel to site on foot or by cycle. Equally, the bus stops within the local area are within a suitable walking distance for the site providing access to regular bus services.

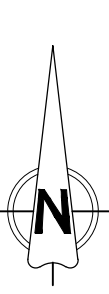
Access to the proposed development will not change as part of the development proposals. All vehicles and deliveries will arrive and depart via the existing priority junction of Whaley Road and the unnamed industrial estate road.

A car park accumulation calculation has been produced for the existing site which shows the maximum occupancy is 54% of the available capacity. This provides sufficient allowance for fluctuations in vehicles left overnight throughout the week depending on demand which is dependent on project locations. The proposed car park improvements would not increase the overall parking area but would provide a more efficient, lower-maintenance layout.

The development is in full accordance with national and local planning policy and guidance. It is, therefore, concluded that there are no justifiable highways or transport related reasons why the proposed development should not be granted planning approval.



Appendix A Proposed Site Plan



D	30.07.26	Minor update	Zi
C	30.07.26	Minor update	Zi
B	27.07.26	Landscaping updated	Zi
A	30.06.26	Red line updated	Zi



aja architects
1170 Elliott Court
Herald Avenue
Coventry Business Park
COVENTRY CV5 6UB

T: 024 7625 3200
E: aja@aja-architects.com
W: www.aja-architects.com

Wordsworth Property Ltd

project

Proposed VMU
& External Works
Whaley Road
Barnsley

drawing

Proposed Site Plan

scale	1:500 @ A1	drawn	Zi
checked	spp	date	26-06-2026

no

7628-010 D

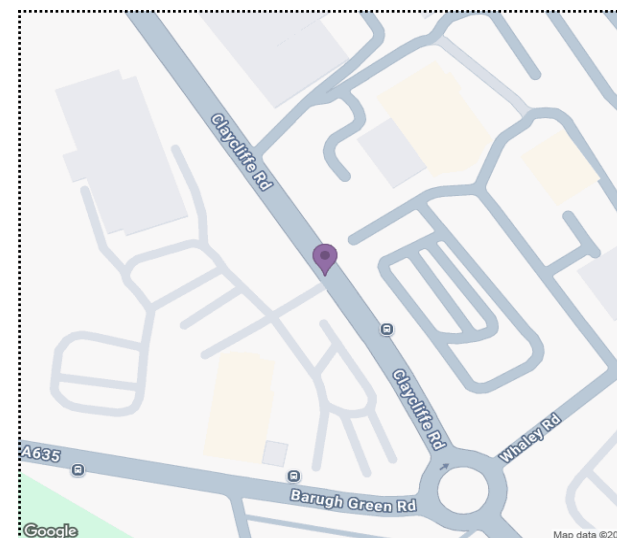


Appendix B PIC Data



Validated Data

Crash Date:	Saturday, January 11, 2020	Time of Crash:	17:40:00	Crash Reference:	2020140918200
Highest Injury Severity:	Serious	Road Number:	A637	Casualties:	1
Highway Authority:	Barnsley	Vehicles:	2	OS Grid Reference:	431967 407981
Local Authority:	Barnsley				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, January 11, 2020

Time of Crash: 17:40:00

Crash Reference: 2020140918200

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	46 - 55	Unknown	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle is in the act of turning left	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

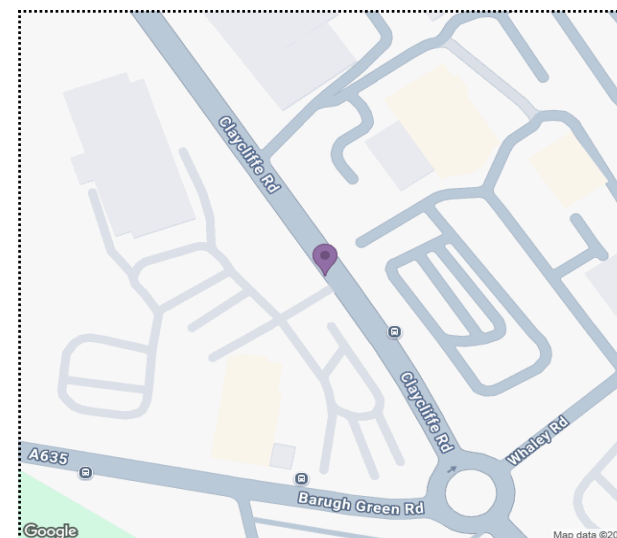
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Sunday, May 24, 2020	Time of Crash:	15:40:00	Crash Reference:	2020140953435
Highest Injury Severity:	Slight	Road Number:	A637	Casualties:	2
Highway Authority:	Barnsley	Vehicles:	2	OS Grid Reference:	431964 407982
Local Authority:	Barnsley				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, May 24, 2020

Time of Crash: 15:40:00

Crash Reference: 2020140953435

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	15	Male	36 - 45	Vehicle is moving off	Offside	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	14	Male	21 - 25	Vehicle is moving off	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

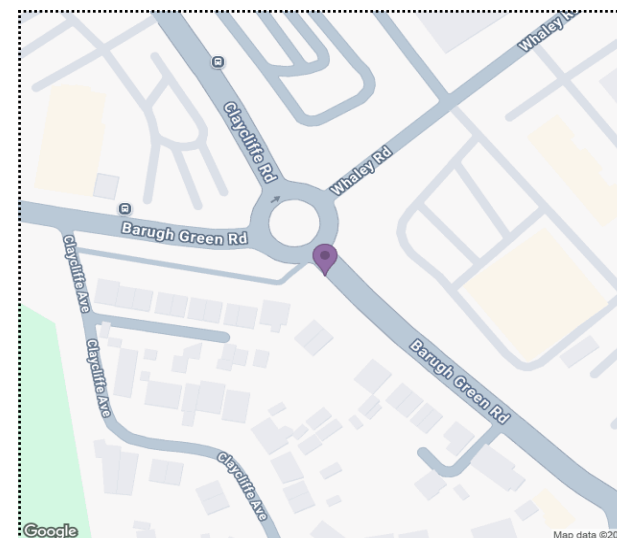
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Tuesday, January 4, 2022	Time of Crash:	17:45:00	Crash Reference:	2022141128311
Highest Injury Severity:	Slight	Road Number:	A635	Casualties:	1
Highway Authority:	Barnsley	Vehicles:	3	OS Grid Reference:	432030 407876
Local Authority:	Barnsley				
Weather Description:	Other				
Road Surface Description:	Frost or Ice				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, January 4, 2022

Time of Crash: 17:45:00

Crash Reference: 2022141128311

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	19	Male	Over 75	Vehicle is waiting to proceed normally but is held up	Front	Unknown	None	None
3	Pedal cycle	-1	Male	36 - 45	Vehicle is moving off	Back	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	1	Female	21 - 25	Vehicle is slowing down or stopping	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

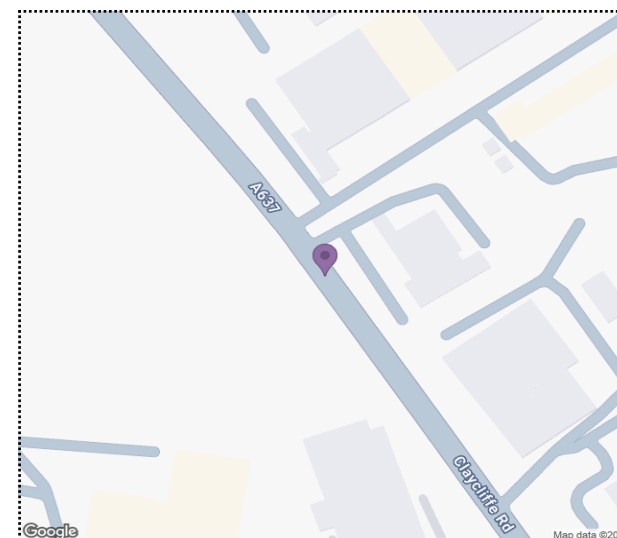
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Sunday, April 3, 2022	Time of Crash:	13:30:00	Crash Reference:	2022141162596
Highest Injury Severity:	Fatal	Road Number:	A637	Casualties:	7
Highway Authority:	Barnsley			Vehicles:	5
Local Authority:	Barnsley			OS Grid Reference:	431874 408122
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				
Vehicles Involved					



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, April 3, 2022

Time of Crash: 13:30:00

Crash Reference: 2022141162596

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
5	Car (excluding private hire cars 2005 onwards)	4	Male	46 - 55	Vehicle is slowing down or stopping	Back	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	5	Male	26 - 35	Unknown	Nearside	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	13	Male	66 - 75	Vehicle is passing another moving vehicle on its offside	Offside	Unknown	None	None

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, April 3, 2022

Time of Crash: 13:30:00

Crash Reference: 2022141162596

4	Car (excluding private hire cars 2005 onwards)	15	Female	36 - 45	Unknown	Front	Unknown	None	None
3	Goods vehicle 7.5 tonnes mgw and over (1999 onwards)	2	Male	46 - 55	Vehicle is slowing down or stopping	Front	Unknown	None	None

Casualties

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, April 3, 2022

Time of Crash: 13:30:00

Crash Reference: 2022141162596

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Fatal	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	4	Serious	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other
2	5	Serious	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
4	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
5	3	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
5	6	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
5	7	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

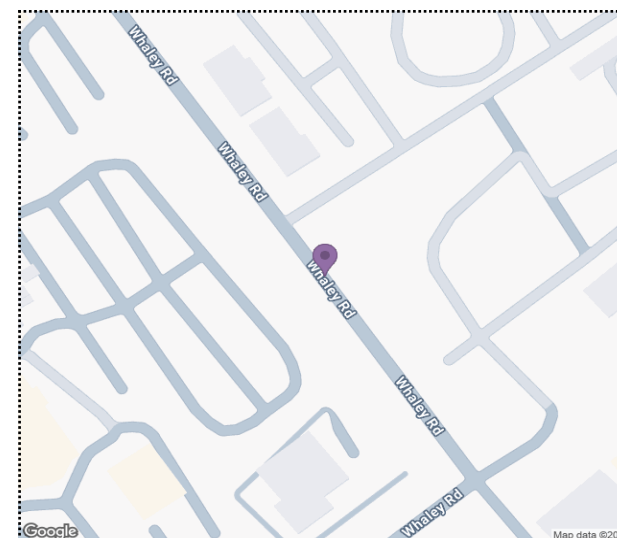
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Wednesday, November 13, 2024	Time of Crash:	18:00:00	Crash Reference:	2024141555179
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Barnsley			Vehicles:	2
Local Authority:	Barnsley			OS Grid Reference:	432119 408110
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, November 13, 2024

Time of Crash:

18:00:00

Crash Reference: 2024141555179

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	11	Male	66 - 75	Unknown	Front	Missing	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Unknown	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Appendix C 2026 Existing Vehicular Flows



Barugh Green, Barnsley - Manual Traffic Survey: Tuesday, 16 June 2026

Produced by Streetwise Services Ltd.

Junction: Tivoli Barnsley

TIME	Northbound									Southbound								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	1	2	0	0	0	0	0	3.0	3	1	1	0	0	0	0	0	2.0	2
06:15 - 06:30	3	1	1	0	0	0	0	5.5	5	2	2	1	3	0	0	0	12.4	8
06:30 - 06:45	1	1	1	0	0	0	0	3.5	3	0	0	2	0	0	0	0	3.0	2
06:45 - 07:00	2	1	1	0	0	0	0	4.5	4	0	1	0	0	0	0	0	1.0	1
Hourly Total	7	5	3	0	0	0	0	17	15	3	4	3	3	0	0	0	18	13
07:00 - 07:15	0	1	1	1	0	0	0	4.8	3	0	1	1	2	0	0	0	7.1	4
07:15 - 07:30	0	0	1	0	0	0	0	1.5	1	0	0	2	0	0	0	0	3.0	2
07:30 - 07:45	1	0	0	0	0	0	0	1.0	1	0	1	2	1	0	0	0	6.3	4
07:45 - 08:00	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	2	2	1	0	0	0	8	6	0	2	5	3	0	0	0	16	10
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1	0	2	1	0	0	0	0	3.5	3
08:15 - 08:30	0	2	1	1	0	0	0	5.8	4	1	1	0	0	0	0	0	2.0	2
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1	1	0	0	1	0	0	0	3.3	2
08:45 - 09:00	1	2	1	1	0	0	0	6.8	5	0	2	0	0	0	0	0	2.0	2
Hourly Total	2	5	2	2	0	0	0	15	11	2	5	1	1	0	0	0	11	9
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	1	0	1	0	0	0	3.3	2
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	0	1.5	1
09:30 - 09:45	0	1	0	1	0	0	0	3.3	2	0	1	0	0	0	0	0	1.0	1
09:45 - 10:00	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	2	0	1	0	0	0	4	3	0	2	1	1	0	0	0	6	4
10:00 - 10:15	1	1	0	1	0	0	0	4.3	3	1	3	0	0	0	0	0	4.0	4
10:15 - 10:30	0	2	0	0	0	0	0	2.0	2	0	0	0	2	0	0	0	4.6	2
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	1	0	0	0	2.3	1	0	0	1	2	0	0	0	6.1	3
Hourly Total	1	3	0	2	0	0	0	9	6	1	3	1	4	0	0	0	15	9
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	1	1	0	0	0	0	2.5	2	0	1	0	1	0	0	0	3.3	2
11:30 - 11:45	1	0	0	0	0	0	0	1.0	1	1	1	0	0	0	0	0	2.0	2
11:45 - 12:00	0	1	0	1	0	0	0	3.3	2	0	2	0	0	0	0	0	2.0	2
Hourly Total	1	2	1	1	0	0	0	7	5	1	4	0	1	0	0	0	7	6
12:00 - 12:15	0	4	0	0	0	0	0	4.0	4	0	0	0	2	0	0	0	4.6	2
12:15 - 12:30	0	1	0	0	0	0	0	1.0	1	1	0	1	1	0	0	0	4.8	3
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0	0	2.0	2
12:45 - 13:00	0	1	0	0	0	0	0	1.0	1	0	2	0	0	0	0	0	2.0	2
Hourly Total	0	6	0	0	0	0	0	6	6	2	3	1	3	0	0	0	13	9
13:00 - 13:15	2	2	0	0	0	0	0	4.0	4	1	1	0	0	0	0	0	2.0	2
13:15 - 13:30	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
13:30 - 13:45	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	1.0	1
Hourly Total	4	2	0	0	0	0	0	6	6	3	2	0	0	0	0	0	5	5
14:00 - 14:15	0	0	1	0	0	0	0	1.5	1	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	1	0	0	0	2.3	1	0	0	0	1	0	0	0	2.3	1
14:30 - 14:45	0	2	0	0	0	0	0	2.0	2	0	1	0	0	0	0	0	1.0	1
14:45 - 15:00	0	1	0	1	0	0	0	3.3	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	3	1	2	0	0	0	9	6	0	1	0	1	0	0	0	3	2
15:00 - 15:15	0	2	0	2	0	0	0	6.6	4	0	1	0	0	0	0	0	1.0	1
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0	1	3	0	0	0	0	0	4.0	4
15:30 - 15:45	1	1	0	0	0	0	0	2.0	2	0	1	0	0	0	0	0	1.0	1
15:45 - 16:00	0	0	1	1	0	0	0	3.8	2	1	0	0	0	0	0	0	1.0	1
Hourly Total	1	3	1	3	0	0	0	12	8	2	5	0	0	0	0	0	7	7
16:00 - 16:15	0	1	0	2	0	0	0	5.6	3	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	2	2	1	0	0	0	0	5.5	5	1	1	0	1	0	0	0	4.3	3
16:30 - 16:45	0	0	0	1	0	0	0	2.3	1	1	0	0	1	0	0	0	3.3	2
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1	2	3	0	0	0	0	0	5.0	5
Hourly Total	3	3	1	3	0	0	0	14	10	4	4	0	2	0	0	0	13	10
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	0	2.0	2
17:15 - 17:30	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	2	0	0	0	4.6	2	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1	1	1	0	0	0	0	0	2.0	2
Hourly Total	3	0	0	2	0	0	0	8	5	1	3	0	0	0	0	0	4	4
Session Total	23	36	11	17	0	0	0	115	87	19	38	12	19	0	0	0	119	88



Barugh Green, Barnsley - Manual Traffic Survey: Tuesday, 16 June 2026

Produced by Streetwise Services Ltd.

Junction: Whitshaw Aggregates

TIME	Northbound									Southbound								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	0	1.5	1
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1
08:00 - 08:15	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	2	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1	0	0	1	0	0	0	0	1.5	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	2	1
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	1.0	1
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:00 - 11:15	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	1	0	0	0	0	0	0	1.0	1	1	1	0	0	0	0	0	2.0	2
Hourly Total	1	1	0	0	0	0	0	2	2	2	1	0	0	0	0	0	3	3
12:00 - 12:15	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	1.0	1
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
14:15 - 14:30	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	1	1	0	0	0	0	2.5	2	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0	0	2.0	2
Hourly Total	1	2	1	0	0	0	0	5	4	2	1	0	0	0	0	0	3	3
15:00 - 15:15	0	0	1	0	0	0	0	1.5	1	2	0	0	0	0	0	0	2.0	2
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	0	1.5	1
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0	0	2.0	2
Hourly Total	0	0	1	0	0	0	0	2	1	3	1	1	0	0	0	0	6	5
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	1	0	0	0	0	0	1.0	1	0	1	0	0	0	0	0	1.0	1
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1
Session Total	7	7	2	0	0	0	0	17	16	7	6	3	0	0	0	0	18	16

5 John Charles Way
LEEDS
LS12 6QA

Tel: 0113 263 1155
admin@jpg.group
www.jpg.group

