

**Land South of Cemetery Road, Jump
Proposed Residential Development
Transport Assessment**

May 2026 (Initial Issue)

Prepared on behalf of

Barratt & David Wilson Homes Yorkshire West

Quality Management

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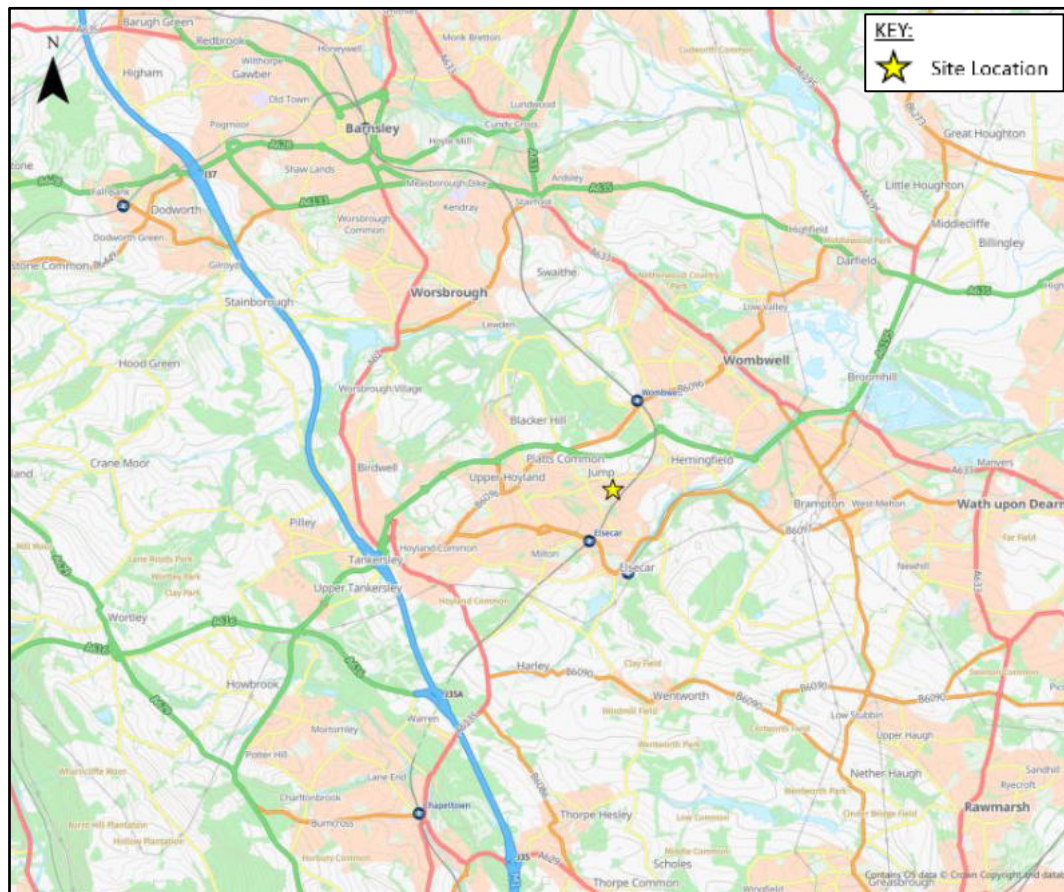
1. Introduction

1.1 BACKGROUND

1.1.1 This Transport Assessment (“TA”) has been prepared by Optima Highways & Transportation Ltd (“Optima”) to consider the potential highways and transportation matters raised by a proposed residential development on land to the south of Cemetery Road, Jump, Barnsley (“the Site”).

1.1.2 The location of the Site is identified on Figure 1 and Image 1.1.

Image 1.1 Site Location Plan



1.2 SCHEME PROPOSAL AND SCOPE OF REPORT

1.2.1 This TA has been prepared to accompany a full planning application on behalf of Barratt & David Wilson Homes Yorkshire West (the applicant) for the construction of 270 dwellings with a mix of house types, including access, public open space, landscaping, drainage infrastructure and associated works. The development proposals are shown on the Parker Peel Proposed Site Plan contained at Appendix A.

1.2.2 The Site lies within the administrative area of Barnsley Metropolitan Borough Council (BMBC) which, as a unitary authority, holds responsibility for both Planning and Highway matters.

1.2.3 This TA has been prepared in accordance with the Ministry of Housing, Communities & Local Government ‘Travel Plans, Transport Assessment and Statements’ document published on the 6th March 2014, which supersedes the Department for Transport ‘Guidance on Transport Assessment’ document published in March 2007.



1.2.4 Cognisance has also been taken of the prevailing National Planning Policy Framework updated in December 2024, which states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (para. 118).

1.2.5 This TA sets out the transport impacts relating to the proposed development and identifies what measures may be required to accommodate these impacts. It also considers the sustainability and accessibility of the Site, reviewing the provision and quality of facilities and connections to and from the surrounding areas.

1.3 VISION LED APPROACH

Policy Context

1.3.1 The Department for Transport Circular 01/2022 'Guidance on the Strategic Road Network and the Delivery of Sustainable Development' was published in December 2022 and replaced Circular 02/2013. The Circular introduces a vision-led approach to planning, which shifts the focus from predicting and accommodating traffic growth ("predict and provide") to enabling a preferred future outcome by shaping land use and transport planning around a clear, sustainable vision.

1.3.2 Paragraph 15 states:

"The Transport Decarbonisation Plan and the Future of Freight Plan also recognise that local planning and highway authorities need help when planning for sustainable transport and developing innovative policies to reduce car dependency. This includes moving away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including 'vision and validate,' 'decide and provide' or 'monitor and manage'). The company will support local authorities in achieving this aim through its engagement with their plan-making and decision-taking stages, while recognising the varying challenges that will be presented by certain sites based on their land use, scale and/or location".

1.3.3 Paragraph 48 goes on to state:

"Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites".

1.3.4 Circular 01/2022 requires developments to reduce the need to travel by private car and ensure that walking, wheeling, cycling and public transport are the first natural choice for all those that can take it (paragraph 6) and that:

"development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel".

1.3.5 Paragraph 43 states:



“development promoters to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements and new connections on the SRN”.

1.3.6 The National Planning Policy Framework (NPPF), published by the Ministry of Housing, Communities and Local Government in December 2024, defines a vision-led approach as:

“an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as ‘predict and provide’)”.

1.3.7 Paragraph 109 states:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places”.

1.3.8 Paragraph 118 states:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored”.

Vision

1.3.9 This TA has been prepared in support of the proposed development and adopts a vision-led approach. Rather than relying solely on extrapolated traffic forecasts, this assessment has been guided by a clear vision for a sustainable, connected, and accessible development. The transport strategy has been developed with the aim of maximising active and public transport use and reducing car dependency.

1.3.10 In light of the above, this TA outlines the transport Vision of the development, sets mode shift targets to achieve the vision and assesses the forecasted traffic impact of the development.

1.3.11 In accordance with DfT Circular 01/2022 and the NPPF, the transport vision for the development is:

To encourage a modal shift towards active travel modes, prioritise active travel and public transport, while reducing reliance on private car use.

Transport Objectives

1.3.12 In order to achieve the transport vision, the following sustainable transport measures are proposed:

- Implement a Travel Plan targeting a 10% reduction in single occupancy vehicle trips over a 5-year period;
- Deliver new pedestrian infrastructure within the development and create convenient pedestrian and cycle connections to the local highway network;
- Offer improvements to existing pedestrian infrastructure surrounding the Site, enhancing the attractiveness of route to local facilities;
- Provide connections to Public Rights of Way;



- Provide electric vehicle charging points for each dwelling; and
- Provide cycle storage for each dwelling.

1.4 PRE-APPLICATION DISCUSSIONS

1.4.1 A formal pre-application enquiry was issued under reference 2025/ENQ/00715. Highways Development Control (HDC) provided a formal pre-application consultation response dated 20th November 2025.

1.4.2 Subsequently, a TA Scoping Note was issued to BMBC, which set out the key methodologies to be adopted within this report including details of the proposed access strategy, personal injury collision analysis, traffic surveys and capacity assessment.

1.4.3 HDC confirmed that the scope of the TA was acceptable and identified nearby committed developments that should be reviewed within the capacity assessments (refer to Chapter 7).

1.4.4 It should be noted that the TA scope at the time of writing was based on 225 residential dwellings, which has subsequently increased to 270. However, the principles agreed as part of the scoping process have still been applied and an additional capacity assessment is now included as a result of the increase in development quantum.

1.5 RELEVANT PLANNING HISTORY

1.5.1 The Site has not been subject to any recent planning applications for residential purposes.

1.6 REPORT STRUCTURE

1.6.1 This report covers a variety of topics which are set out in the following chapters:

- Chapter 2 - describes the Site and the existing transport conditions;
- Chapter 3 - defines the development proposals including the access arrangements;
- Chapter 4 - describes the accessibility of the Site by non-car modes;
- Chapter 5 - provides an Active Travel Assessment, assessing the suitability of key routes within the vicinity of the Site;
- Chapter 6 - describes the methodology applied to arrive at the baseline trips generated by the development as well as the distribution/assignment of these trips on the highway network;
- Chapter 7 - explains the junction assessments undertaken to determine the impact of the development trips on the local highway network; and
- Chapter 8 - summarises and highlights the conclusions of the TA.



2. Existing Site and Highway Network

2.1 INTRODUCTION

2.1.1 This chapter describes the Site and considers the existing conditions of the surrounding highway network for a range of transport modes. It also summarises the traffic surveys undertaken and includes a review of personal injury collision data.

2.2 EXISTING SITE

2.2.1 The Site has an approximate gross area of 9.7 hectares (23.9 acres) and is located approximately 6.5km south-east of Barnsley town centre, on the eastern edge of Jump, which alongside Birdwell, Blacker Hill, Elsecar and Hemingfield, is identified as part of the Principal Town of Hoyland.

2.2.2 The Site in relation to the strategic and local transport networks is shown on Figures 1 and 2 respectively. Image 2.1 illustrates the indicative Site boundary.

Image 2.1 Indicative Site Boundary



2.2.3 The Site is of irregular shape and formed of undeveloped agricultural land bound by Cemetery Road to the north, the Barnsley – Sheffield/Penistone railway line to the east, Wentworth Road Green Space to the south and existing residential development served by Cemetery Road, Dyer Road and Altofts Crescent to the west.

2.2.4 The Site slopes steeply from Cemetery Road north to south with a level difference of approximately 30m.



2.2.5 The Site is provided with a vehicular agricultural access to the southwest corner of the site via Wentworth Road and the adjacent Wentworth Road Green Space.

2.3 HIGHWAY LINKS

Introduction

2.3.1 The local highway network surrounding the Site includes a number of key links and junctions, which are described below.

Cemetery Road/Roebuck Hill

2.3.2 Cemetery Road is classified as the C549 and is generally residential in nature. It runs along the Site's northern boundary and is an adopted highway, which is maintained at public expense.

2.3.3 Cemetery Road is subject to a 30mph speed limit and runs east to west over a distance of approximately 1.4km from its junction with Hemingfield Road/School Street. The carriageway varies between 6.5m and 7.3m and is lit and drained. Cemetery Road becomes Roebuck Hill in the vicinity of Jump Primary School, where it continues north and meets the Dearne Valley Parkway at a four-arm roundabout.

2.3.4 Typical weekday peak hour two-way flows, Annual Average Daily Traffic (AADT), Annual Average Weekday Traffic (AAWT) and vehicle speeds along Cemetery Road are summarised in Table 2.1.

Table 2.1 Cemetery Road - Traffic Summary

Two-way Weekday AM Peak Hour (vehicles)	Two-way Weekday PM Peak Hour (vehicles)	Two-way AADT (7 day)	Two-way AAWT (5 day)	Mean Speed (mph)	85 th percentile Speed (mph)
160	147	1,811	1,953	31.3	36.4

Hemingfield Road

2.3.5 Hemingfield Road leads north of the Cemetery Road/School Street junction where it meets the Dearne Valley Parkway at a four-arm roundabout (Hemingfield Roundabout) and provides access to Wombwell.

2.3.6 South of the A6195, Hemingfield Road is subject to a continuation of the 30mph speed limit along Cemetery Road and is formed of a c. 8-9m wide single carriageway with on-street parking and direct frontage access to both sides over the majority of its length.

Wentworth Road

2.3.7 Wentworth Road meets Cemetery Road at a priority T junction some 200m west of the Site. Wentworth Road leads south providing access to Hoyland via Church Street, Tomlinson Road and Cobcar Lane.

2.3.8 South of Cemetery Road, Wentworth Road is subject to a 30mph speed limit is formed of a c. 9m wide single carriageway with on-street parking and direct frontage access to both sides over the majority of its length.



A6195 Dearne Valley Parkway

2.3.9 The A6195 Dearne Valley Parkway is a dual carriageway, which extends east of the M1 J36 'Tankersley Roundabout' and the 'Wath Road Roundabout' over a distance of c. 7.5km and provides a local strategic route, serving a number of industrial estates and surrounding residential areas.

2.4 JUNCTIONS

J1 Cemetery Road/Wentworth Road

2.4.1 The Cemetery Road/Wentworth Road junction is located circa 430m west of the development Site and formed of a simple priority 'T' junction.

2.4.2 In the vicinity of the junction, Wentworth Road runs on a northwest to southeast alignment and is formed of a lit, approximate 10.2m wide single carriageway with footways on both sides.

2.4.3 Cemetery Road forms the major arm of the junction and runs on an east to west alignment for approximately 1.8km, with the Cemetery Road/School Street/Hemingfield Road Junction at its eastern terminus and the A6195 Dearne Valley Parkway/Wood Walk/Roebuck Ridge Roundabout at its western terminus.

2.4.4 Cemetery Road forms part of a bus route, with westbound and eastbound directional bus stops located some 145m east and 175m west of the main proposed site access along Cemetery Road.

2.4.5 Cemetery Road leads into Roebuck Hill approximately 130m west of the Cemetery Road/Wentworth Road Junction, both of which are subject to a 30mph speed limit. Adjacent to the Cemetery Road/Wentworth Road Junction, Cemetery Road provides 8.4m wide carriageway and 1.6 – 1.7m wide footways on both carriageway flanks.

J2 A6195 Dearne Valley Parkway/Roebuck Hill/Wood Walk (Roebuck Hill Roundabout)

2.4.6 The A6195 Dearne Valley Parkway/Roebuck Hill/Wood Walk Roundabout, known as 'Roebuck Hill Roundabout', is a 4-arm roundabout located 840m northwest of the development Site.

2.4.7 The A6195 Dearne Valley Parkway forms the western and eastern arms of the roundabout, which comprises of a dual carriageway consisting of 3.65m wide lanes with a central reservation on both sides. The A6195 Dearne Valley Parkway is a major local route linking Wombwell and Hoyland with the M1 near Tankersley.

2.4.8 The B6096 Wood Walk forms the northern arm of the roundabout, which runs in a southwest to northeast alignment for approximately 1.25km. In the vicinity of the roundabout, Wood Walk comprises of a single carriageway, with a footway provided to both sides and is subject to a speed limit of 40mph.

2.4.9 Roebuck Hill forms the southern arm of the roundabout and runs in a north to south alignment for approximately 400m. Roebuck Hill comprises of a single carriageway with footways provided on both carriageway flanks. Roebuck Hill is subject to a 30mph speed limit and street lighting is provided.



J3 A6195 Dearne Valley Parkway/Woodhead Lane/B6096/Woodhead Lane (Wombwell Wood Roundabout)

2.4.10 The A6195 Dearne Valley Parkway/Woodhead Lane/B6096/Wood Walk Roundabout, known as 'Wombwell Wood Roundabout', is a 4-arm roundabout located 1.0km northwest of the development Site.

2.4.11 The A6195 Dearne Valley Parkway forms the western and eastern arms of the roundabout. It is a dual carriageway subject to the national speed limit.

2.4.12 B6096 forms the southern arm on the roundabout and runs in a general southwest to northeast alignment for approximately 870m, from Hawshaw Lane/Market Street/B6096 3-arm mini-roundabout to Wombwell Wood roundabout. Adjacent to Wombwell Wood Roundabout, the B6096 is subject to a 30mph speed limit and comprises of a single carriageway with a footway to both sides.

2.4.13 Woodhead Lane forms the northern arm of the Wombwell Wood roundabout and runs circa 1.6km in a general north to south alignment, connecting to Wentworth Road at its northern terminus and to Wombwell Wood Roundabout at its southern terminus. Woodhead Lane changes its name to Wombwell Lane approximately 900m north of the Wombwell Wood Roundabout. Adjacent to Wombwell Wood roundabout, Woodhead Lane comprises of a single carriageway with a footway provided on its eastern carriageway flank.

J4 Hemingfield Road/School Street/Cemetery Road

2.4.14 The Cemetery Road/Hemingfield Road/School Street priority 'T' junction is located approximately 860m east of the development Site.

2.4.15 Cemetery Road forms the minor road in this junction and comprises of a single carriageway with a width of 8.8m and 2.0m wide footways to both sides. In general, Cemetery Road runs in an east to west alignment for approximately 1.5km, with Roebuck Hill at its western terminus and the Cemetery Road/Hemingfield Road/School Street junction at its eastern terminus.

2.4.16 Hemingfield Road forms the major road at the Cemetery Road/Hemingfield Road/School Street Junction. In the vicinity of the junction, Hemingfield Road comprises of a single carriageway with footways provided on both carriageway flanks. Street lighting is provided along Hemingfield Road.

2.4.17 School Street also forms the major road at the Cemetery Road/Hemingfield Road/School Street priority 'T' junction and comprises of a single 8.2m wide carriageway with lit footways to both sides.

J5 Wentworth Road/Church Street

2.4.18 The Wentworth Road/Church Street junction is located c. 520m to the west of the development Site and is formed of a simple priority 'T' junction.

2.4.19 Church Street serves as the minor road and comprises of a single carriageway, which has a width of approximately 8.2m and footways to both sides.

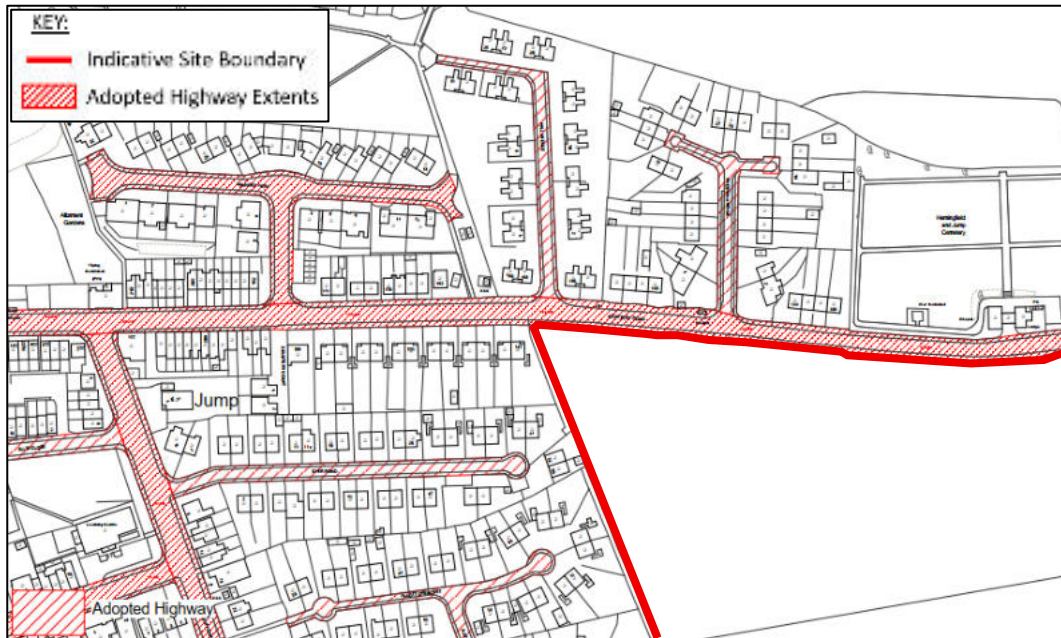
2.4.20 Wentworth Road serves as the major road in the Wentworth Road/Church Street junction and comprises of a single carriageway with a width of 9.2m and provides footways on both sides.



2.5 HIGHWAY ADOPTION RECORDS

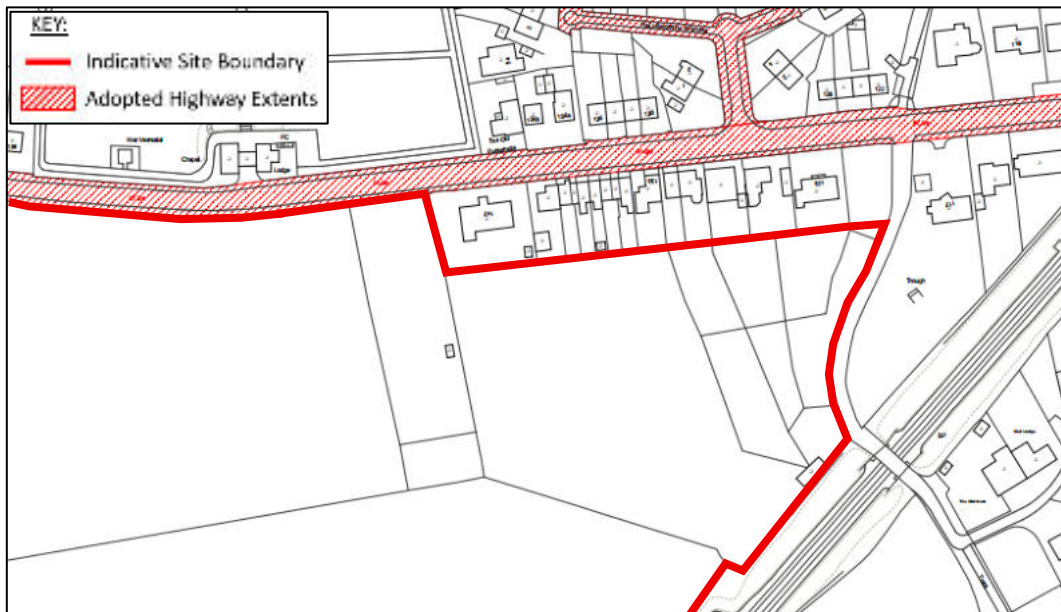
2.5.1 The limit of adopted highway maintained at public expense in the vicinity of the Site has been obtained from BMBC and is shown on the plans contained at Appendix B. An extract of plans along Cemetery Road is provided within Image 2.2 and 2.3.

Image 2.2 Highway Adoption Records (West)



Source – Barnsley Metropolitan Borough Council

Image 2.3 Highway Adoption Records (East)



Source – Barnsley Metropolitan Borough Council



2.6 TRAFFIC SURVEYS

Manual Classified Counts

2.6.1 Manual Classified Counts (MCCs), which have been agreed with BMBC, have been undertaken in the vicinity of the Site in order to inform this assessment.

2.6.2 Full details of the surveys are contained at Appendix C, and a summary is provided in Table 2.2.

Table 2.2 Summary of Traffic Surveys

Ref	Location	Type	Date	Time Period
1	Cemetery Road/Wentworth Road	MCC	Thursday 5 th February 2026	07:00-10:00 & 15:00-19:00
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	MCC	Thursday 5 th February 2026	07:00-10:00 & 15:00-19:00
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	MCC	Thursday 5 th February 2026	07:00-10:00 & 15:00-19:00
4	Cemetery Road/Hemingfield Road/School Street	MCC	Thursday 5 th February 2026	07:00-10:00 & 15:00-19:00
5	Wentworth Road/Church Street	MCC	Thursday 5 th February 2026	07:00-10:00 & 15:00-19:00

2.6.3 The total junction flows recorded during the AM and PM peak periods are summarised within Table 2.3.



Table 2.3 2026 Survey Flows - AM and PM Peak Periods

Time Period	J1	J2	J3	J4	J5	Network Total
AM Peak Period (07:00 – 10:00) – PCU						
07:00 – 08:00	352	2,855	2,783	360	305	6,654
07:15 – 08:15	416	3,117	3,028	402	358	7,321
07:30 – 08:30	422	3,281	3,177	433	372	7,684
07:45 – 08:45	428	3,213	3,093	455	374	7,563
08:00 – 09:00	423	3,108	2,960	470	383	7,344
08:15 – 09:15	415	2,964	2,825	431	377	7,013
08:30 – 09:30	411	2,756	2,629	416	379	6,591
08:45 – 09:45	378	2,577	2,479	368	346	6,149
09:00 – 10:00	350	2,366	2,297	316	306	5,635
PM Peak Period (15:00 – 19:00) – PCU						
15:00 – 16:00	476	2,826	2,702	463	419	6,884
15:15 – 16:15	495	2,959	2,830	449	434	7,166
15:30 – 16:30	489	3,054	2,916	418	431	7,308
15:45 – 16:45	482	3,095	2,951	418	411	7,358
16:00 – 17:00	488	3,155	3,007	428	428	7,505
16:15 – 17:15	469	3,180	3,017	446	408	7,520
16:30 – 17:30	451	3,106	2,944	443	380	7,323
16:45 – 17:45	438	2,997	2,835	431	365	7,065
17:00 – 18:00	407	2,944	2,763	414	337	6,864
17:15 – 18:15	396	2,763	2,602	370	324	6,130
17:30 – 18:30	377	2,560	2,423	353	315	5,713
17:45 – 18:45	362	2,342	2,210	344	301	5,258
18:00 – 19:00	343	2,065	1,956	325	285	4,689

2.6.4 As shown above, the MCCs identified the existing weekday morning and evening network peak hours as follows:

- Weekday AM Peak - 07:30 - 08:30; and
- Weekday PM Peak - 16:15 - 17:15.

2.6.5 The 2026 traffic flows are shown on Figures 100 and 101 for the AM and PM peak hours respectively.



Automatic Traffic Counts

2.6.6 In addition to the above, two Automatic Traffic Counts (ATCs) have also been conducted to record traffic volumes and speeds along the Site frontage along Cemetery Road.

2.6.7 Full details of the surveys are contained at Appendix D, and a summary is provided in Table 2.4.

Table 2.4 Summary of Automatic Traffic Counts

Location	Type	Date	Time Period
Cemetery Road	2 x ATC	04/02/2026 - 10/02/2026	24hours, 7 days

2.6.8 The ATCs were located along the Cemetery Road on the approaches to the proposed site access, recording speeds and traffic volumes by direction and vehicle classification over the 7-day period.

2.6.9 A summary of the recorded traffic volumes and speeds along Cemetery Road can be found within Tables 2.5 and 2.6 respectively.

Table 2.5 Cemetery Road ATC Summary – PCU

Cemetery Road	Total Vehicles		
	Eastbound	Westbound	Two-way
Weekday Average AM Peak Hour	62	98	160
Weekday Average PM Peak Hour	85	62	147
AADT	886	926	1,811
AAWT	966	987	1,953

Table 2.6 Cemetery Road ATC Summary – Traffic Speeds

Cemetery Road	Eastbound Speeds (MPH)	Westbound Speeds (MPH)
	7-day, 24hr	7-day, 24hr
Mean Speed	34.7	38.0
85 th Percentile Speed	30.8	32.8



2.7.2 The study area, which was set out within the TA Scoping Study issued to BMBC, is illustrated within image 2.4.

The map shows the proposed tram route in Barnsley. The route is highlighted in red and starts at the interchange with the M1, goes through the town center, and ends at the station. Key locations marked include Barnsley Park, The Phoenix, and the station.

- **Slight** – A collision where at least one person is slightly injured but no person is killed or seriously injured;
- **Serious** – A collision in which at least one person is seriously injured (detained in hospital as an in-patient) but no person is killed; or
- **Fatal** – A collision in which at least one person is killed.

2.7.5 Full collision details can be found within Appendix E, and a summary is provided within Tables 2.7 to 2.10.

Severity	No of collisions	Percentage
Slight	3	38%
Serious	4	50%
Fatal	1	12%
Total	8	100%

Table 2.8 Personal Injury Collision Analysis – Severity by Year

Severity	2020	2021	2022	2023	2024	2025	Total
Slight	-	-	-	1	2	-	3
Serious	1	1	1	-	1	-	4
Fatal	1	-	-	-	-	-	1
Total	2	1	1	1	3	0	8

Table 2.9 Personal Injury Collision Analysis – Lighting Conditions

Lighting	No of collisions	Percentage
Dark	2	25%
Light	6	75%

Table 2.10 Personal Injury Collision Analysis – Road Surface

Surface	No of collisions	Percentage
Dry	5	63%
Wet	3	37%

2.7.6 A full assessment has been carried out of the circumstances behind each collision that has occurred in order to ascertain whether there are any underlying contributing factors relating to junction design / layout as set out in Table 2.11.

Table 2.11 Study Area - Personal Injury Collision Assessment

Collision Ref	Time & Date	Severity	Location	Details
20937601	00:37 08/03/2020	Serious	Roebuck Hill near Roebuck Ridge	Vehicle 2 collides with parked vehicle 1. Driver of vehicle 2 left the scene.
20941957	16:48 22/03/2020	Fatal	Cemetery Road/Lady Croft Lane	Vehicle turns right into the path of an oncoming off road motorcycle driving aggressively.
211096533	20:10 08/10/2021	Serious	Dearne Valley Parkway/Roebuck Hill/Wood Walk	Motorcycle rider found at the side of the Dearne Valley parkway. Unknown cause of collision.
221191562	15:34 23/06/2022	Serious	Wood Walk	Motorcycle loses control.
231391780	14:30 23/12/2023	Slight	Dearne Valley Parkway/Roebuck Hill/Wood Walk	Two vehicles side by side when entering the roundabout collide.
241397436	13:50 11/01/2024	Slight	Wombwell Road Roundabout	Vehicle enters the roundabout into the path of a vehicle on the circulatory carriageway.
241424021	12:01 23/03/2024	Slight	Wombwell Road Roundabout	Vehicle travelling an excessive speed failed to stop and drove over the top of the roundabout.
241489930	13:00 13/08/2024	Serious	Wood Walk	Cyclist attempts to perform a U turn within the carriageway and collides with an oncoming vehicle.



2.7.7 The recorded collisions can be summarised as follows:

- Total of 8 collisions over 5 years and 3 months;
- Average of 1.6 collisions per year; and
- 3 slight collisions (38%), 4 serious collision (50%) and 1 fatal collision (12%).

2.7.8 Given the extent of the study area, time period, the variety of causation factors and locations, no specific road safety concerns have been identified and there is no reason to suggest that the increase in traffic associated with the proposed development would result in any additional safety concerns.

2.8 EXISTING PEDESTRIAN AND CYCLE FACILITIES

2.8.1 Along the Site frontage, Cemetery Road provides a lit, 1.8m - 2.5m wide footway on the northern carriageway flank. To the east and west of the Site, Cemetery Road is then provided with footways to both sides, which provide access to facilities with Hemingfield to the east and Jump to the west.

2.8.2 To the west of the Site, Wentworth Road provides lit c. 1.8m - 2.0m wide footways to both sides, which provides pedestrians access to the nearest convenience store and alternative bus stops.

2.8.3 Church Street, which is located to the west of the development Site, provides footways on both carriageway flanks and street lighting.

2.8.4 The vast majority of roads within the surrounding estate are also flanked by lit footways to both sides.

2.8.5 In addition to the above, National Cycle Network (NCN) Route 67 is located in the vicinity of the development Site. This stretch of Route 67 forms the main route of the TransPennine trail (central) and runs from Long Whatton near Loughborough to join National Route 71 near Northallerton in Yorkshire. This route provides cyclists access to destinations such as Barnsley and Doncaster via Route 62.



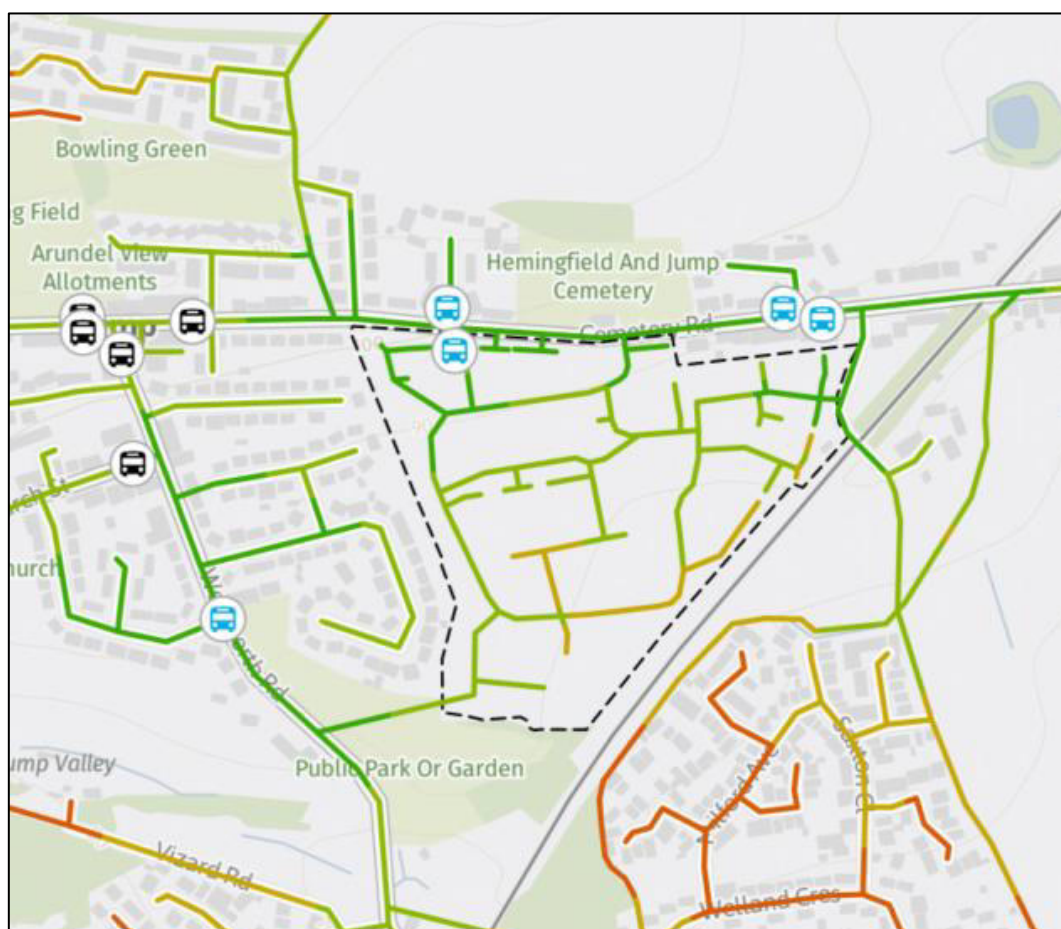
2.9 BUS SERVICES

2.9.1 The nearest bus stops to the Site are located along Cemetery Road along the Site's northern frontage, opposite and adjacent to the Cemetery Road/Preston Avenue junction, approximately 350m from the Site's notional centre point.

2.9.2 Additional bus stops are also available along Wentworth Road, with the nearest being some 450m west of the Site's notional centre point opposite Turners Close. The additional stops along Wentworth Road provides access to the high frequency 66 service which runs between Barnsley, Birdwell, Hoyland Common, Hoyland, Jump and Elsecar.

2.9.3 The location of the nearest bus stops is shown on Figure 5, an extract of which is provided within Image 2.6.

Image 2.6 Bus Stop Accessibility



2.9.4 As shown above, the whole of the Site is within approximately 450m of bus stops on either Cemetery Road or Wentworth Road.

2.9.5 A summary of the bus stop provision at the nearest stops within the vicinity of the Site is provided within Table 2.13.



Table 2.13 Bus Stop Provision

Bus Stop Reference	Location	Approx. Distance from Site (centre)	Direction	Facilities	Buses towards	Services
Cemetery Road						
37050575	Cemetery Road/Preston Ave	350m	Eastbound	Bus shelter, seating and timetable information	Wombwell	67/67a/67c/662
37050574	Cemetery Road/Preston Ave	340m	Westbound	Bus stop flag & pole and timetable information.	Barnsley	67/67a/67c/662
Wentworth Road						
37055381	Wentworth Road/Turners Close	510m	Southbound	Bus shelter, seating and timetable information	Barnsley	66

2.9.6 A summary of the bus services operating within the vicinity of the Site is provided in Table 2.14.

Table 2.14 Bus Service Summary

Service	Route	Operator	Days of Operation	Approximate Frequency Each Direction	Time of Operation
Cemetery Road – Eastbound					
67/67a/67c	Barnsley – Wombwell	Stagecoach Yorkshire	Monday – Friday	60 mins	05:34-22:06
			Saturday	60 mins	05:29-22:06
			Sunday	120 mins	08:01-22:05
662	Elsecar – Wath upon Dearne	Chad Healey European Ltd	Monday – Friday	1 per day	08:26
			Saturday	No service	-
			Sunday	No service	-
Cemetery Road – Westbound					
67/67a/67c	Wombwell – Barnsley	Stagecoach Yorkshire	Monday – Friday	60 mins	05:22-22:58
			Saturday	60 mins	05:18-23:00
			Sunday	120 mins	08:59-22:59
662	Wath upon Dearne - Elsecar	Chad Healey European Ltd	Monday – Friday	1 per day	16:01
			Saturday	No service	-
			Sunday	No service	-
Wentworth Road - Southbound					
66	Barnsley – Barnsley via Hoyland & Elsecar	Stagecoach Yorkshire	Monday – Friday	20 mins	05:25-23:00
			Saturday	20 mins	06:47-23:02
			Sunday	30 mins	08:54-22:59

2.9.7 The Site benefits from good accessibility to public transport, with regular bus services available from stops located within convenient walking distance of all proposed dwellings.



2.9.8 The nearest bus stops on Cemetery Road and Wentworth Road provide connections to Barnsley Town Centre and a range of surrounding settlements including Hoyland, Elsecar and Wombwell.

2.9.9 The high frequency 66 service operates approximately every 20 minutes during the daytime Monday to Saturday, with Sunday services operating approximately every 30 minutes.

2.9.10 In addition, the 67/67A/67C services combine to provide approximately hourly connections between Barnsley and Wombwell throughout the day.

2.9.11 The available services provide residents with a good level of public transport connectivity to employment, retail, education and leisure opportunities within the wider area.

2.10 RAIL SERVICES

2.10.1 Elsecar Railway Station (ELR) is located approximately 800m to the southwest of the Site off Station Close and can be accessed in approximately 7 mins by bicycle, 7 mins via the 66 service or approximately 15 minutes on foot.

2.10.2 ELR is located on the Hallam and Penistone Lines and provides regular services including Barnsley, Sheffield, Huddersfield and Leeds. The station also benefits from passenger facilities including cycle storage spaces, which are sheltered and covered by CCTV, further supporting opportunities for sustainable travel.

2.10.3 Wombwell Railway Station (WOM) is located approximately 1.3km northeast of the Site off the B6096 Hough Lane and can be accessed in approximately 10 mins by bicycle, 15 mins via the 67/67a/67c service or approximately 30 minutes on foot.

2.10.4 WOM is also located on the Hallam and Penistone Lines and benefits from passenger facilities including car parking and cycle storage spaces, which are sheltered and covered by CCTV, further supporting opportunities for sustainable travel.



3. Development Proposals and Access Strategy

3.1 DEVELOPMENT PROPOSALS

3.1.1 The development proposals are shown on the Parker Peel Proposed Site Plan contained at Appendix A and can be summarised as follows:

- Provision of 270 residential dwellings;
- Access via Cemetery Road; and
- Associated parking, landscaping and infrastructure.

3.2 VEHICULAR ACCESS

3.2.1 Vehicular, pedestrian and cycle access is proposed via a priority T junction onto Cemetery Road. The Site slopes steeply from Cemetery Road north to south, with a level difference of approximately 30m across the developable area. The position of the access has therefore been influenced by the site levels strategy in order to minimise steep gradients and retaining structures.

3.2.2 Three shared private driveways are also proposed onto Cemetery Road in order to facilitate an efficient developable layout and respond to the Site topography.

3.2.3 The proposed access arrangements, shown on Optima drawing 26001/GA/01 rev A contained at Appendix F, have been designed in accordance with the requirements of the South Yorkshire Residential Design Guide. The key geometric parameters of the access are summarised within Table 3.1.

Table 3.1 Site Access – Geometric Parameters

Proposed Site Access Geometry	
Minor Arm – Site Access	
Carriageway Width	5.5m
Corner Radii	6m
Footway Provision	2m footways to both sides
Verge Provision	2m to the east
Pedestrian Crossing	In-set dropped crossing with tactile paving
Major Arm – Cemetery Road	
Through Lane Width (m)	3.65m (existing)

3.2.4 Junction visibility splays have been provided onto Cemetery Road based on the 85th percentile vehicle speeds recorded from the ATCs, as summarised within Table 3.2.

Table 3.2 Cemetery Road - Visibility Splays

Cemetery Road	Eastbound Speed	Westbound Speed
85 th percentile speed	34.7 mph	38.0 mph
SSD	82.5m	95.2m



3.2.5 As westbound speeds exceed 37mph, visibility splays have been derived using SSD guidance contained within Design Manual for Roads and Bridges CD 109 'Highway Link Design' Table 2.10, rather than Manual for Streets (MfS). This provides a robust assessment, given that the recorded eastbound 85th percentile speed falls within Manual for Streets criteria.

3.2.6 It is proposed to relocate the existing westbound bus stop (ID: 37050574) c. 60m west of its current location, to accommodate a proposed private drive access. The proposed relocation will have no material impact on the operation of the bus stop and in relocating the stop, it is proposed to upgrade the facilities to include a bus cage road marking.

3.3 PEDESTRIAN/CYCLE ACCESS

3.3.1 As shown on the drawing contained within Appendix F, the proposals include the provision of a 2m footway along the entire Site frontage in order to connect the Site with existing provision along Cemetery Road.

3.3.2 The proposals also include the provision of two dropped crossings with tactile paving to the east and west of the Site access onto Cemetery Road. The drawing contained at Appendix F demonstrates that appropriate pedestrian visibility splays can be provided from both crossing points, in accordance with the requirements of Traffic Signs Manual Chapter 6, Table 15-1 'Recommended visibility distance from pedestrian crossings'.

3.3.3 It is also proposed to provide a 2m boundary connection at the south-western corner of the Site to an area of POS which can be utilised to access Wentworth Road.

3.3.4 A connection will also be provided to PRow Wombwell UD 21 to the east of the Site.

3.3.5 Cycle access to/from, and within the proposed development, will be accommodated on-carriageway in accordance with LTN 1/20, Figure 4.1 which states that cyclists can mix with traffic on 20mph speed limits for daily traffic volumes around 2,000-3,000. As set out within Table 6.1, the development is predicted to generate circa 1,216 trips per day, which is well below the lower limit for potentially requiring dedicated cycle infrastructure.

3.4 INTERNAL LAYOUT

3.4.1 The proposed spine road shall be formed of the following cross section:

- 5.5m wide single carriageway;
- 2m single sided tree lined verge; and
- 2m footways to both sides.

3.4.2 The remainder of the development will be served by lower order streets with a min. 2m footways to both sides, shared surface carriageway, or private driveways.

3.5 CONSTRUCTION

3.5.1 Construction is anticipated to take place over an approximate 7-year period based on a build out rate of 40 dwellings per year.

3.5.2 A Construction Method Statement (CMS) will be produced to ensure that the Site operates efficiently and safely during the construction phase. The CMS will set out construction hours of operation, treatment of delivery vehicles (wheel washing requirements etc.), site contractor parking, dust & vibration controls, compound location and access routes to/from the Site.



4. Site Accessibility

4.1 INTRODUCTION

4.1.1 The Site is located on the eastern edge of Jump, which alongside Birdwell, Blacker Hill, Elsecar and Hemingfield, is identified as part of the Principal Town of Hoyland.

4.2 ACCESSIBILITY ON FOOT

4.2.1 The measures proposed which will positively influence trips by foot, both for existing users and proposed residents alike, include:

- Provision of a 2m footway along the Site frontage, connecting with the existing infrastructure along Cemetery Road;
- Provision of a dropped crossings with tactile paving along Cemetery Road to facilitate access to the eastbound bus stop;
- Provision of a pedestrian link to PRoW Wombwell UD 21 along the eastern boundary of the Site;
- Provision of a 2m boundary connection at the south-western corner of the Site to an area of POS which can be utilised to access Wentworth Road;
- Provision of a number of improvements to the pedestrian infrastructure surrounding the Site (See Chapter 5); and
- Travel Plan initiatives.

4.2.2 Paragraph 4.4.1 of the residential design guide 'Manual for Streets' (MfS) advises that:

"walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas..."

4.2.3 However, this is not regarded as an upper limit in MfS and reference is also made to walking offering:

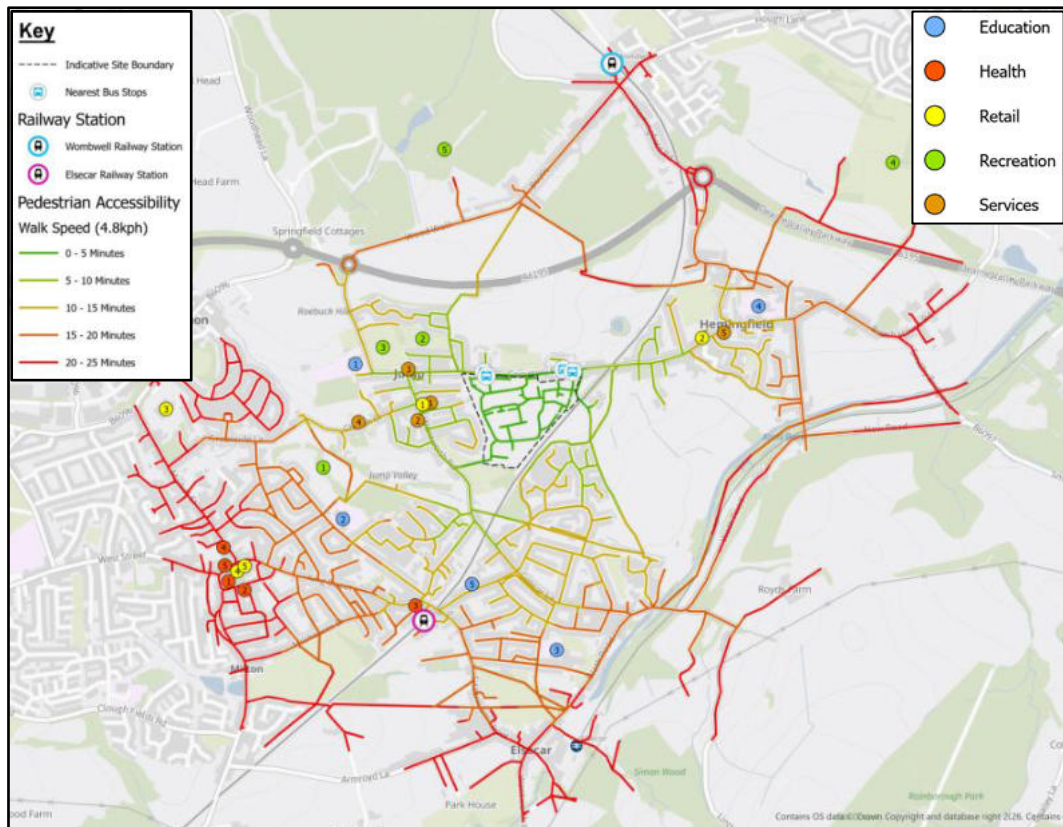
"the greatest potential to replace short car trips, particularly those under 2km".

4.2.4 The Department for Education (DfE) statutory guidance document, 'Home to School Travel and Transport', July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years respectively.

4.2.5 Using ArcGIS Pro Network Analyst software, typical walk times (up to 25 mins) from the centre of the Site are shown on Figure 4. An extract of Figure 4 is provided within Image 4.1.



Image 4.1 Pedestrian Accessibility



4.2.6 Table 4.1 summarises the key amenities and facilities available within 2km of the Site, as illustrated on Figure 4.



Table 4.1 Local Facilities and Amenities within 2km

Local Facilities and Amenities	
Retail	• Premier • Hemingfield Village Store • Tesco Superstore • The Community Stop • Heron Foods
Education	• Jump Primary School • Greenfield Primary School • Elsecar Holy Trinity CoE Primary Academy • The Ellis CoE Primary School • Little Cobs Nursery
Leisure	• Jump Valley Community Woodland • Jump Park • Jump Village Football Playing Field • Hillies Pavilion • Wombwell Reservoir
Health	• The Hoyland Centre • Walderslade Surgery • Cohens Chemist • Cohens Chemist • Well Pharmacy
Services	• Jump Post Office • Jump Club • The Flying Dutchman, Jump • Wellington Inn • Bailey's Bar & Bistro

4.2.7 It is therefore concluded that the proposed residential development will be provided with good accessibility on foot to a range of services and facilities in accordance with national MfS and DfE guidance.



4.3 ACCESSIBILITY BY CYCLE

4.3.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 km as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km.

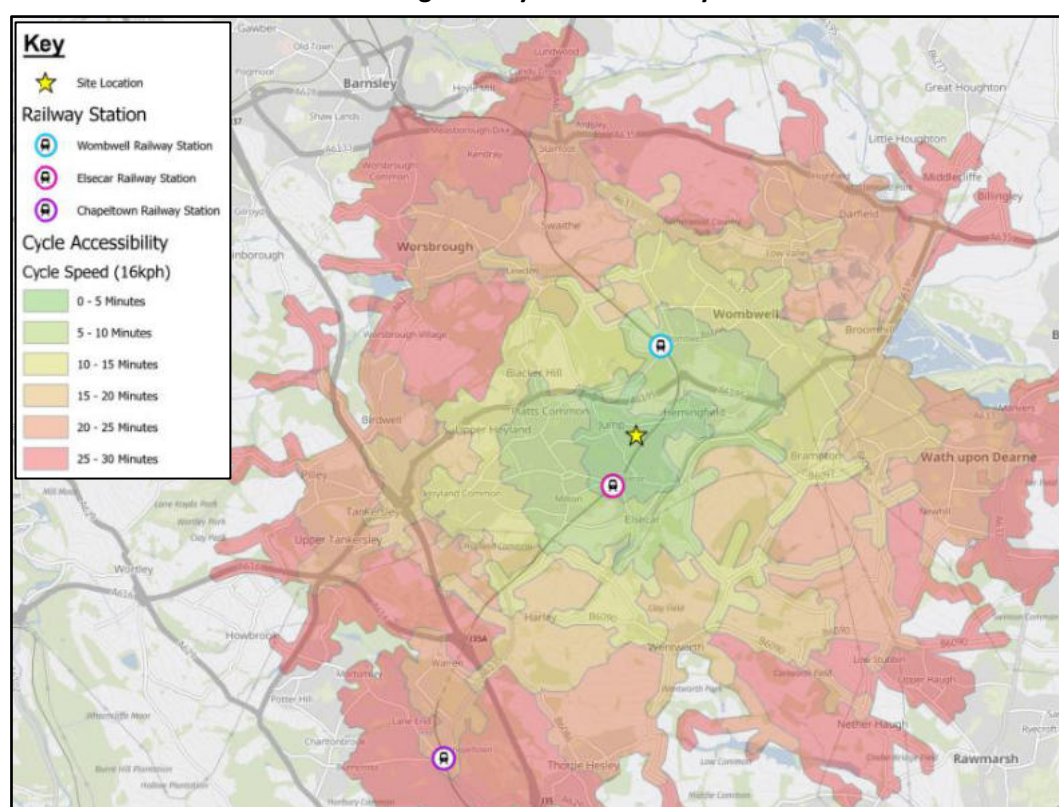
4.3.2 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

4.3.3 Furthermore 'Integrating Cycling into Development Proposals' published in 2008 by Cycling England states that:

"Most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed".

4.3.4 Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 5 an extract of which is provided within Image 4.2.

Image 4.2 Cycle Accessibility



4.3.5 Table 4.2 summarises the key amenities and facilities available within 5km of the Site, as illustrated on Figure 5.



Table 4.2 Local Facilities and Amenities within 5km Cycle Distance

Local Facilities and Amenities			
Retail	• Cortonwood Retail Park • Wombwell Town Centre • Stairfoot Retail Park Barnsley	• Cortonwood Shopping Park • Lound Court Shopping Centre • Hoyland Town Centre	• Stairfoot Retail Park Barnsley • Wath Upon Dearne Town Centre • Barnsley Retail Park
Employment	• Century Business Centre • Shortwood Business Park	• Wombwell Town Centre • Thorncliffe Business Park	• Hoyland Town Centre • Wath Upon Dearne
Education	• St Helen's Catholic Primary School • Hoyland Springwood Primary School • Hoyland Common Primary School • Highfield Farm Primary School • West Melton Early Years • Wath Primary School • Wath Victoria Primary School • Kings Oak Learning Centre • Outwood Primary Academy Dartfield	• Birdwell Primary School • Birdwell Primary School & Preschool • Tankersley St Peters Primary School • Our Lady & St Joseph's R C Primary School • Wath Central Primary School • High View Primary Learning Centre • Upperwood Academy	• Wentworth CoE Junior & Infant School • Lound Infants School • The Ellis C E Primary School • Brampton Cortonwood Infant School • Brampton The Ellis CE Primary School • Wombwell Park Street • St Michael & All Angel's Primary School • Hunningley Primary Academy School
Leisure	• Hoyland Leisure Centre • Elsecar Heritage Centre • Elsecar Park • Mitchell and Dartfield Social Club	• Birdwell Venue • The Needle's Eye • Broomhill Park – Old Moor • Netherwood County Park	• RSPB Dearne Valley – Old Moor • Play Valley Rotherham • Unique Leisure
Health	• Birdwell Medical Centre • Wombwell Medical Centre • Chapel field Medical Centre • The Dove Valley Practice • Dartfield Dental Surgery • Morrisons Pharmacy • Tesco Pharmacy • Allied Pharmacy	• Garfield House Surgery • Brampton Health Centre • Wath Health Centre • Market Surgery • The Garden Street Dental Practice • Brampton Village Pharmacy & Travel Clinic	• Farm Cottage Dental Practice • Hoyland Family Dental Centre • Fitzwilliam Street Dental Care • F P Dental Practice • Lynton House Dental Practice • Stone Pharmacy Dartfield • Yorkshire Pharmacy & Health Clinic • Well Pharmacy
Services	• Hoyland Post Office • Hoyland Common Post Office • Birdwell Post Office • Tankersley Post Office • Wombwell Post Office • St James' Rooms	• Winterwell Post Office • Dartfield Post Office • Worsbrough Bridge Post Office & Shop • Elsecar Parish Hall • Dartfield Church Hall	• Milton Hall • Tankersley Old Hall • Tankersley Welfare Hall • Woodhead Hall • Brampton Bierlow Parish Hall

4.4 ACCESSIBILITY BY BUS

4.4.1 It is anticipated that the development will be required to make a contribution towards sustainable transport and active travel measures, as set out within the Appendix C of the adopted Barnsley Sustainable Travel SPD (2022).

4.4.2 As set out within Chapter 2, existing bus stops located along Cemetery Road and Wentworth Road are situated within convenient walking distance of the Site and collectively provide a good level of public transport accessibility. The nearby bus services provide regular connections to Barnsley Town Centre, Wombwell, Hoyland and surrounding settlements, with the 67/67A/67C services operating approximately hourly and the high frequency 66 service operating approximately every 20 minutes during the daytime Monday to Saturday.



4.4.3 A summary of the main destinations served, and indicative journey times can be found in Table 4.3.

Table 4.3 Main Destinations served by Public Transport

Destination	Bus Service	Indicative Journey Time	Average Weekday Frequency
Elsecar Railway Station	66	7 mins	20 mins
Barnsley Town Centre	66	38 mins	20 mins
Wombwell Railway Station	67/67a/67c	15 mins	Hourly
Corton Wood Shopping Park	67/67a/67c	15 mins	Hourly
Hoyland	67/67a/67c	20 mins	Hourly
Barnsley	67/67a/67c	44 mins	Hourly

4.4.4 In light of the above, it is concluded that the Site benefits from good accessibility by public transport to a range of key local destinations, including employment areas, retail facilities, education provision and public transport interchanges.

4.4.5 The frequency and coverage of the available bus services provide future residents with a realistic and attractive alternative to travel by private car for a range of day-to-day journeys.

4.5 ACCESSIBILITY BY RAIL

4.5.1 The nearest railway station is Elsecar, which is located circa 800m to the southwest of the Site. Indicative journey times to Elsecar railway station are summarised within Table 4.4.

Table 4.4 Elsecar Railway Station – Indicative Journey Times

Mode of Transport	Indicative Journey Time
On Foot	21 minutes
Cycle	7 minutes
Bus (Service 66)	7 minutes (<i>Plus 6 minutes' walk time</i>)

4.5.2 Approximate journey times are as follows:

- Barnsley – 9 minutes;
- Meadowhall – 11 minutes;
- Huddersfield – 58 minutes; and
- Leeds – 51 minutes.



4.6 TRAVEL PLAN MEASURES

4.6.1 In line with both local and national guidance a Travel Plan (TP) has been produced by Travel Plan Services, which includes a package of measures tailored to the needs of the Site aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. The plan involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for residents i.e. health and financial.

4.6.2 The TP provides a means of managing the travel behaviour of the users and occupiers of a development. The plan will adopt a package of measures that aim to achieve target reductions in the level of car trips generated by the developments, by facilitating access to other forms of transport and by reducing the need to travel in the first instance.

4.6.3 A summary of the key measures included in the Travel Plan are as follows:

- Appointment of a Travel Plan Coordinator;
- Target to reduce single occupancy vehicle trips;
- Review and monitoring mechanism;
- Personalised travel planning for residents;
- Encouraging use of electric vehicles;
- Provision of electric vehicle charging points;
- Provision of cycle storage; and
- Provision of residents' travel information leaflets.

4.7 ACCESSIBILITY SUMMARY

4.7.1 It is concluded that the development is provided with appropriate accessibility by foot, cycle and public transport to a range of local services, facilities and employment opportunities.

4.7.2 The Site location complies with paragraphs 115 and 117 of the NPPF, which requires that:

“Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location” and “safe and suitable access to the site can be achieved for all users”

and development should:

“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 and other public transport services. And appropriate facilities that encourage public transport use.”



5. Active Travel Assessment

5.1.1 Active Travel England (ATE) is a statutory consultee on all planning applications for residential developments of 150 or more dwellings.

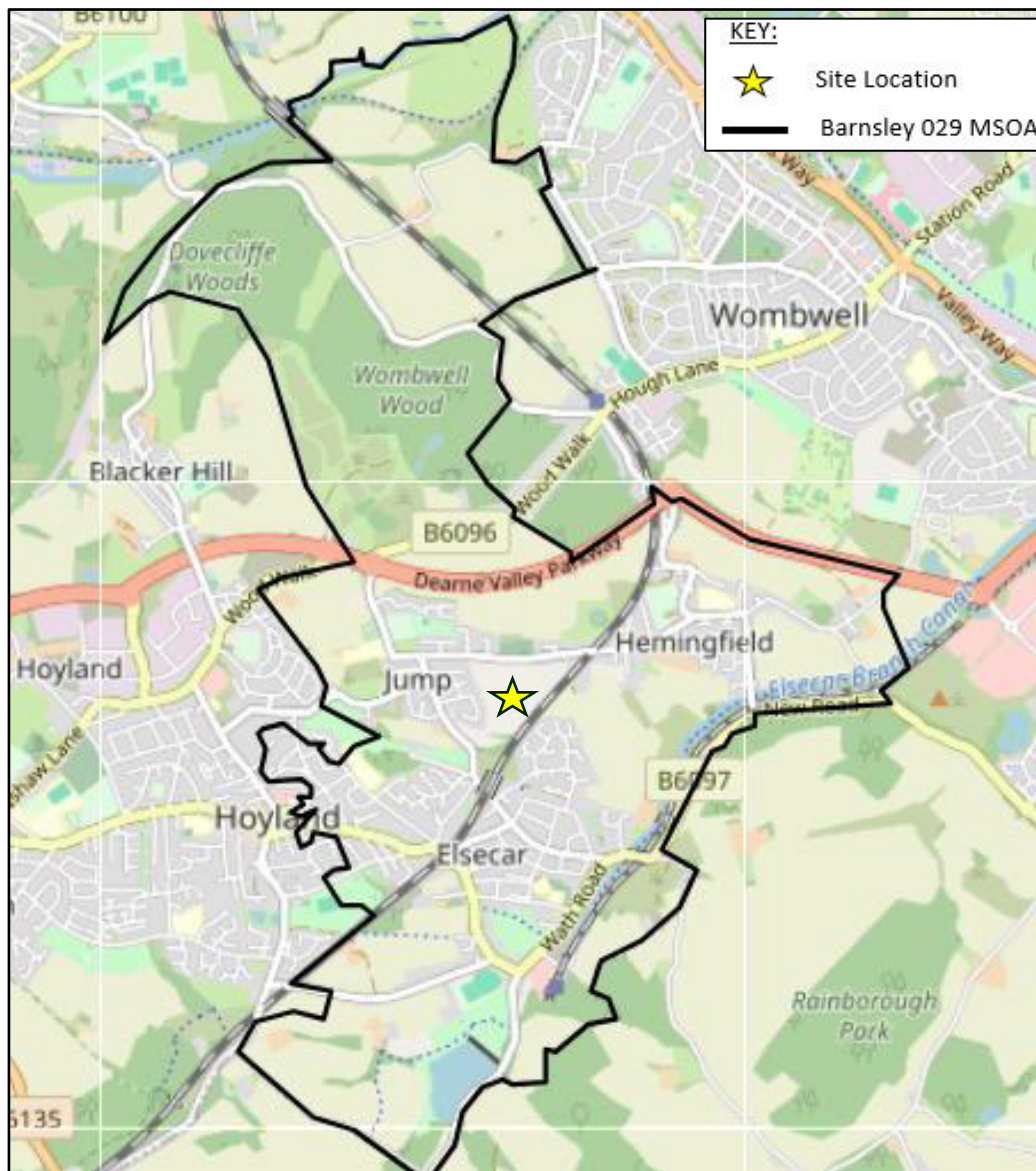
5.1.2 The chapter includes an Active Travel Assessment (ATA), which provides a qualitative assessment of the existing pedestrian and cycle infrastructure surrounding the proposed development and includes a review of likely desire lines to key local destinations.

5.2 MULTI MODAL TRIP GENERATION

5.2.1 In order to establish the trip generation by mode for the development Census data (2011) has been obtained from www.nomisweb.co.uk.

5.2.2 The proposed development is located within the boundary of super output area (mid layer) (MSOA) 'Barnsley 029', illustrated in Image 5.1.

Image 5.1 Barnsley 029 Middle Super Output Area



Source – www.nomisweb.co.uk



5.2.3 The output area is considered to represent similar characteristics to the Site in terms of accessibility by all modes. As such the mode share of the selected output area is the most appropriate way to predict the proposed mode split. The Method of Travel to Work data from the 2011 Census is contained at Appendix G with the mode share for Barnsley 029 MSOA summarised in Table 5.1.

Table 5.1 Summary of Census Mode Splits – Barnsley 029

Mode	Trips
Driving a car or van	71%
Passenger	7%
Taxi	0%
Cycle	1%
Walk	6%
Bus	7%
Rail	6%
Motorcycle	1%
Work from home	0%
Other	0%
Total	100.0%

5.2.4 Having established the proposed vehicular trip generation (see Chapter 6), it is possible to calculate the number of daily trips by other modes by factoring the vehicular arrivals and departures by the baseline modal split values shown in Table 5.1. The resulting predicted numbers of development trips by mode are shown in Table 5.2.

Table 5.2 Proposed Multi Modal Trip Generation

Trip Type	Daily Trip Generation by Mode		
	Arrivals	Departures	Total
Driving a car or van*	600	616	1,216
Passenger	62	64	126
Taxi	2	2	5
Cycle	8	8	17
Walk	53	54	107
Bus	57	59	116
Rail	51	53	104
Motorcycle	10	10	20
Work from home	0	0	0
Other	2	2	4
Total	846	869	1,714

*Refer to Table 6.1

5.2.5 As can be seen from Table 5.2, the development is predicted to generate 107 trips on foot and 17 trips by bicycle across a typical weekday.



5.3 INTERNAL SITE LAYOUT AND SITE ACCESS ARRANGEMENTS

5.3.1 The proposed access arrangements shown on Drawing 26001/GA/01 rev A contained at Appendix F includes the provision of a new 2.0m footway along the Site frontage, which will provide a continuous connection between the Site access and existing footways along the southern flank of Cemetery Road, to the east and west of the Site.

5.3.2 The proposals also include the provision of 2x dropped crossings with tactile paving along Cemetery Road on both sides of the proposed Site access, which provide access to an existing footway along the northern flank.

5.3.3 As set out within Chapter 3, the main spine road will be provided with 2.0m wide footways to both sides. The remainder of the development will be served by lower order streets with a min. 2m footways to one side, shared surface carriageway, or private driveways.

5.3.4 A pedestrian connection will also be provided to PRow Wombwell UD 21 to the east of the Site.

5.3.5 A 2m boundary connection will be provided at the south-western corner of the Site to an area of POS which can be utilised to access Wentworth Road, which will reduce journey times on foot to additional bus stops and Elsecar Railway Station.

5.4 STUDY AREA AND KEY ROUTES

5.4.1 The Site is situated to the east of the established residential area of Jump and west of Hemingfield. The existing residential estates are provided with good permeability, meaning that residents from the Site will be provided with a number of potential routes to/from a wealth of amenities and public transport facilities to the east, west and south of the Site.

5.4.2 Potential routes to key local facilities within the vicinity of the Site are identified within Table 5.3.

Table 5.3 Potential Routes and Facilities

Route Reference	Description	Facilities
Route 1	West along Cemetery Road and terminating at the Jump Primary School.	• Nearest Bus Stops • Jump Village Football Playing Field • The Flying Dutchman, Jump • Jump Primary School
Route 2	South along Wentworth Road, terminating at the Post Office and nearest convenience store to the Site.	• Premier • Jump Post Office
Route 3	South towards Elsecar Railway Station via the proposed pedestrian connection onto Wentworth Road, Cobcar Lane, Cobcar Street and B6097 Hill Street.	• Elsecar Railway Station • Alternative bus stops along Wentworth Road and Cobcar Lane.



5.4.3 Routes identified above are also illustrated on Figure 7, an extract of which is contained within Image 5.2.

Image 5.2 Active Travel Assessment Extract



5.5 SITE VISIT

5.5.1 A site visit was undertaken on Wednesday 29th April between 10:00 and 12:00 during daylight hours. The weather during the site visit was dry and fine.

5.5.2 Each route was walked within the extents of the study area. The level of use and condition/suitability of the route were recorded, and potential improvements, repairs and connections were noted. A 'point of view' photograph was taken regularly along each route, and the findings are summarised below.

5.5.3 The following observations were made during the Site visit:

- Pedestrians were observed to use the footways within the study area;
- No cyclists were observed during the Site visit;



- No horse-riders were observed during the Site visit; and
- The footways within the study area were generally recorded to be in an appropriate state of repair, with some minor cracking in places.

5.6 ROUTE ASSESSMENT

Route 1

5.6.1 Route 1 covers Cemetery Road and Roebuck Hill between the Site access, the nearest bus stops, Jump village football playing field, The Flying Dutchman and Jump Primary School.

5.6.2 Route 1 provides access to the nearest westbound bus stop via a proposed 2m wide footway along the southern flank of Cemetery Road as part of the Site access arrangements. The proposals also include the provision of a dropped crossing with tactile paving to the east of the Site access, which facilitates safe access to the existing 1.8m footway along the northern flank of Cemetery Road.

5.6.3 Pedestrians will then route west along the 1.6-2.3m wide footway along the northern flank for 450m which provides access to the nearest eastbound bus stop, Jump Village Football Playing Field and the Flying Dutchman. However, it was noted during the site visit that tactile paving was missing from 3x dropped crossings in the following locations:

1. Cemetery Road/Preston Avenue
2. Cemetery Road/Hall Avenue
3. Cemetery Road/Arundel View

5.6.4 See Table 5.4 (Potential Improvement 1).



Table 5.4 Potential Improvement 1

Location	1-3 as outlined above.
Summary	Lack of tactile paving at existing dropped crossing.
1. Cemetery Road/Preston Avenue  2. Cemetery Road/Hall Avenue 	
3. Cemetery Road/Arundel View 	
Potential Improvement	
Potential to install tactile paving at identified locations. Requirement to be discussed with BMBC.	



5.6.5 Route 1 continues along the northern carriageway flank along Cemetery Road before leading into Roebuck Hill adjacent to Jump Primary School. However, it was noted during the site visit that no existing crossing facility is provided along Roebuck Hill along the desire line to Jump Primary School. See Table 5.5 (Potential Improvement 2).

Table 5.5 Potential Improvement 2

Location	Roebuck Hill
Summary	Lack of pedestrian crossing facility to access Jump Primary School
	
Potential Improvement	
Potential to install an uncontrolled dropped crossing with tactile paving along Roebuck Hill adjacent to Jump Primary School. Requirement to be discussed with BMBC.	

5.6.6 Residents will be able to access Route 2 via a 200m length of continuous footway along the southern flank of Cemetery Road which varies in width of between 1.6m and 2.2m.

5.6.7 It was noted during the site visit that an isolated 30m length of c. 1m wide footway is present along the southern flank of Cemetery Road at the route's western extent. Whilst this short section is below the desirable min. 1.5m, existing constraints such as direct frontage access, on-street parking, carriageway width, when taken in combination, restrict the ability to significantly improve widths. Notwithstanding, the proposed improvements outlined above ensure that a compliant route is provided along the northern flank of Cemetery Road, ensuring all users are provided with safe and convenient access to Jump Primary School.



Route 2

5.6.8 Route 2 extends south from Cemetery Road along Wentworth Road and provides access to the nearest post office and convenience store.

5.6.9 The desire line for residents will be along the footway to the east of Wentworth Road, which is c. 2m wide and provides continuous access to the nearest post office and convenience store.

5.6.10 However, it was noted during the site visit that tactile paving was missing from the existing dropped crossing at the Wentworth Road/Dyer Road junction. See Table 5.6 (Potential Improvement 3).

Table 5.6 Potential Improvement 3

Location	Wentworth Road/Dyer Road junction.
Summary	Lack of tactile paving at existing dropped crossing.
	
Potential Improvement	
Potential to install tactile paving at Wentworth Road/Dyer Road junction. Requirement to be discussed with BMBC.	

Route 3

5.6.11 Route 3 covers Wentworth Road, Cobcar Lane, Cobcar Street, Hill Street and provides access to alternative bus stops located along Wentworth Road or Cobcar Lane and Elsecar Railway Station.

5.6.12 Residents will access Route 3 via a 2m boundary connection at the south-western corner of the Site to an area of POS which provides a link to an existing c. 2m wide footway along north-eastern flank of Wentworth Road.

5.6.13 Residents are then able to access the closest alternative bus stop, served by the high frequency 66 service, by continuing north along the 2m footway along the north-eastern flank of Wentworth Road.



5.6.14 Residents wishing to access Elscar Railway Station will travel in a southerly direction along the footway located on the eastern carriageway flank of Wentworth Road, which is c. 1.8m wide and leads into Cobcar Lane after the Wentworth Road/Tomlinson Road junction.

5.6.15 An additional existing bus stop is also located along Cobcar Lane, that is served by the Service 66, approximately 42m southeast of the St Helen's Street/Cobcar Lane Junction, as shown within Image 5.3.

Image 5.3 Existing Bus Stop (Ref: 37055888) located along Cobcar Lane



5.6.16 As shown in Image 5.3, Cobcar Lane includes c. 2.0m footways on both sides of the carriageway. Residents wishing to access Elscar Railway Station will continue along the north-eastern flank of Cobcar Lane but will need to cross in order to access Cobcar Street. However, it was noted during that site visit that no existing crossing facilities are provided along the desire line. See Table 5.7 (Potential Improvement 4).



Table 5.7 Potential Improvement 4

Location	Cobcar Lane
Summary	Lack of pedestrian crossing facility on the desire line along Cobcar Lane.
	
Potential Improvement	
Potential to install an uncontrolled dropped crossing with tactile paving along Cobcar Lane, c. 50m northwest of the Cobcar Lane/ Welland Crescent junction. Requirement to be discussed with BMBC.	

5.6.17 Pedestrians will then continue along the 1.5-1.8m wide footway located on the south-western flank of Cobcar Lane, which provides access to Cobcar Street. However, it was noted during the site visit that tactile paving was missing from the existing dropped crossing with tactile paving at the Cobcar Lane/Cobcar Close junction. See Table 5.8 (Potential Improvement 5).



Table 5.8 Potential Improvement 5

Location	Cobcar Lane/Cobcar Street junction.
Summary	Lack of tactile paving at existing dropped crossing.
	
Potential Improvement	
Potential to install tactile paving at the Cobcar Lane/Cobcar Street junction. Requirement to be discussed with BMBC.	

5.6.18 Pedestrians will then route south-west along Cobcar Street, along a continuous c. 1.5-1.8m wide footway over c. 300m before accessing B6097 Hill Street via the B6097 Hill Street/Cobcar Street junction. B6097 Hill Street then provides access to Elscar Railway Station over a short distance. However, it was noted during the site visit that no existing crossing facility is provided along B6097 Hill Street along the desire line in the facility of Elscar Railway Station. See Table 5.9 (Potential Improvement 6).



Table 5.9 Potential Improvement 6

Location	B6097 Hill Street.
Summary	Lack of pedestrian crossing facility to access Elscar Railway Station.
	
Potential Improvement	
Potential to install an uncontrolled dropped crossing with tactile paving along B6097 Hill Street adjacent to Elscar Railway Station. Requirement to be discussed with BMBC.	

5.6.19 The proposed uncontrolled crossing will enable pedestrians to cross along the B6097 Hill Street and reach Elsecar Railway Station, which is located along the southern flank of B6097 Hill Street.



Conclusion

5.6.20 Key active travel routes between the development and local facilities have been analysed as part of the ATA.

5.6.21 The potential improvements identified as part of this ATA are summarised below.

Table 5.10 Potential Improvement Summary

Ref.	Location	Form
Route 1		
1	Cemetery Road/Preston Avenue, Cemetery Road/Hall Avenue and Cemetery Road/Arundel View junctions.	Install 3x sets of tactile paving at existing dropped crossings at the identified junctions.
2	Roebuck Hill, adjacent to Jump Primary School	Install proposed uncontrolled dropped crossing with tactile paving.
Route 2		
3	Wentworth Road/Dyer Road junction.	Install tactile paving at existing dropped crossing.
Route 3		
4	Cobcar Lane, c. 50m northwest of the Cobcar Lane/ Welland Crescent junction.	Install proposed uncontrolled dropped crossing with tactile paving.
5	Cobcar Lane/Cobcar Street junction.	Install tactile paving at existing dropped crossing.
6	B6097 Hill Street.	Install proposed uncontrolled dropped crossing with tactile paving.

5.6.22 As shown above, the potential improvements include the installation of 5x sets of tactile paving at existing dropped crossings and the provision of 3x uncontrolled dropped crossings with tactile paving.

5.6.23 The appropriate mechanism to secure and deliver the above improvements will be discussed with BMBC.



6. Traffic Generation and Distribution

6.1 INTRODUCTION

6.1.1 This chapter sets out the trip generation and distribution methodologies associated with the proposed development.

6.1.2 As set out within Chapter 1, the scope of the TA has been agreed with BMBC Officers during pre-application discussions in respect to the following key components:

- Trip Generation;
- Traffic Distribution;
- Materiality and Capacity Assessment Study Area;
- Traffic Surveys;
- Assessment Years; and
- Road Safety.

6.2 VEHICULAR TRIP GENERATION

6.2.1 In accordance with the TA scope agreed with BMBC, the proposed developments trip generation will be based on TRICS trip rates agreed as part of the TA produced in support of the residential development of Land north of Hemingfield Road, Hemingfield, which was approved via appeal in November 2025 under application ref. APP/R4408/W/25/3359917 (LPA ref 2024/0122).

6.2.2 Land north of Hemingfield Road, Hemingfield is of a similar nature and scale to the proposed development, given that it is located just c. 900m to the north-east of the Site and includes the provision of 180 residential dwelling. Therefore, it is considered that the agreed trip rates are also representative of the proposed development Site and will be included within this TA.

6.2.3 A copy of the TRICS output taken from Appendix BGH 12 of the accompanying Bryan G Hall TA is contained at Appendix H, with the AM and PM peak hour trip rates and associated trip generation based on the provision of 270 dwellings summarised within Table 6.1 below.

Table 6.1 TRICS Trip Rates and Trip Generation

Time Period	Vehicular Trip Rates (per dwelling)			Traffic Generation (270 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Period						
08:00-09:00	0.129	0.366	0.495	35	99	134
PM Peak Period						
17:00-18:00	0.323	0.143	0.466	87	39	126
Daily						
07:00-19:00	2.221	2.281	4.502	600	616	1,216

6.2.4 As shown above, the development is predicted to generate 134 two-way vehicular trips during the AM peak hour of 08:00-09:00 and 126 two-way vehicular trips during the PM peak hour of 17:00-18:00.



6.2.5 It should be noted that the worst-case development trip generation of 08:00-09:00 and 17:00-18:00 has been applied to the network peak hours of 07:30-08:30 and 16:15-17:15 as a worst-case scenario. For context, the development trip generation within the closest network peak hours is shown within Table 6.2 below.

Table 6.2 TRICS Trip Rates and Trip Generation – Network Peak Hours

Time Period	Vehicular Trip Rates (per dwelling)			Traffic Generation (270 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Period – Network Peak Hour (07:30-08:30)						
Network Peak (07:00-08:00)	0.090	0.285	0.375	24	77	101
PM Peak Period – Network Peak Hour (16:15-17:15)						
Network Peak (16:00-17:00)	0.257	0.163	0.420	69	44	113

6.2.6 As shown above, the development is predicted to generate a total of approximately 101 and 113 trips during the respective AM and PM periods, on or around network peak hours.

6.2.7 Therefore, it can be seen that the capacity assessment included within this TA is extremely robust, insofar as it includes some 33 and 13 additional development trips than would typically be expected during the AM and PM peak hours of operation.

6.1 VISION LED

6.1.1 Chapter 1 of this Transport Assessment sets out the transport vision for the development and sets out a series of measures to be implemented in order to achieve the vision. In addition, a Travel Plan will be provided, which includes a target to reduce peak hour single occupancy vehicle trips by 10% over a 5-year period.

6.1.2 The resulting residual peak hour vision led trips rates and generated trips are set out within Table 6.3.

Table 6.3 Trip Rates and Traffic Generation – Vision Led

Time Period	Vehicular Trip Rates (per dwelling)			Traffic Generation (270 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Period						
08:00-09:00	0.116	0.329	0.446	31	89	120
PM Peak Period						
17:00-18:00	0.291	0.129	0.419	78	35	113

6.2 TRIP DISTRIBUTION

6.2.1 In accordance with the TA scope agreed with BMBC, traffic has been distributed by journey purpose, based on TEMPro for the Barnsley 029 MSOA. A copy of the TEMPro journey purpose output for Barnsley 029 MSOA between 2026 and 2033 is provided within Appendix I. A summary of the journey purpose data and predicted development trips is provided within Table 6.4.



Table 6.4 Barnsley 029 MSOA 2026 – 2033 TEMPro Journey Purpose

Journey Purpose	AM Peak Hour			PM Peak Hour		
	TEMPro	Proportion	No. of Trips	TEMPro	Proportion	No. of Trips
Work	381	50.5%	68	852	46.4%	58
Employer's business	47	6.2%	8	106	5.8%	7
Education	133	17.6%	24	94	5.1%	6
Shopping	105	13.9%	19	292	15.9%	20
Personal business	27	3.6%	5	111	6.0%	8
Recreation/Social	19	2.5%	3	108	5.9%	7
Visiting friends/relatives	29	3.8%	5	226	12.3%	15
Holiday /day trip	13	1.7%	2	47	2.6%	3
Total	754	100%	134*	1,836	100%	126*

*Total two-way development trip generation – see Table 6.1.

Work/Business Trips

6.2.2 Work and employers' business trips have been distributed using journey to work data from the 2011 census for Barnsley 029 MSOA.

6.2.3 A copy of the full distribution exercise is contained within Appendix J and the proposed routing/assignment is summarised within Table 6.5.

Table 6.5 Proposed Work and Employers' Business Traffic Distribution

Ref	Distribution Cordon Points	Assignment
A	A1695 Dearne Valley Parkway (East)	11%
B	B6096 Wood Walk	13%
C	Woodhead Lane	10%
D	A6195 Dearne Valley Parkway (West)	35%
E	Wentworth Road	15%
F	Tingle Bridge Lane	16%
Total		100%

6.2.4 The work traffic distribution is illustrated on Figure 102, with the associated trip generation then shown on Figure 108 and 109 for the respective AM and PM peak hours.



Education Trips

6.2.5 Trips to schools by car have been assumed to travel to nearby schools. Education trips have been split 50/50 between primary and secondary schools to appropriate destinations as shown within Table 6.6.

Table 6.6 Education Trip Distribution

School	Assignment
Primary	
Jump Primary School	50%
The Ellis Church of England Primary School	50%
Total	100%
Secondary	
Kirk Balk Academy	50%
Total	100%

6.2.6 The primary education traffic distribution is illustrated on Figure 103, with the associated trip generation then shown on Figure 110 and 111 for the respective AM and PM peak hours.

6.2.7 The secondary education traffic distribution is illustrated on Figure 104, with the associated trip generation then shown on Figure 112 and 113 for the respective AM and PM peak hours.

Shopping Trips

6.2.8 Shopping trips between food and non-food have been split 50/50 as set out within Table 6.7 and assigned to appropriate destinations.

Table 6.7 Shopping Trip Distribution

Destination	Assignment
Food	
Tesco Superstore, Hoyland	60%
Morrisons Supermarket, Corton Wood	40%
Total	100%
Non-Food	
Local – Corton Wood Retail Park	20%
Barnsley - Alhambra Shopping Centre	40%
Sheffield - Meadowhall Shopping Centre	30%
Rotherham - Parkgate Shopping Centre	10%
Total	100%

6.2.9 The food shopping traffic distribution is illustrated on Figure 105, with the associated trip generation then shown on Figure 114 and 115 for the respective AM and PM peak hours.

6.2.10 The non-food shopping distribution is illustrated on Figure 106, with the associated trip generation then shown on Figure 116 and 117 for the respective AM and PM peak hours.



Other Trips

6.2.11 Other car trips including recreation/social, visiting friends/relatives and holiday/day trips have been assigned on the local highway network within the internal Barnsley 029 MSOA area and the surrounding local towns and cities, as set out within Table 6.8 below.

Table 6.8 Other Trip Distribution

Destination	Assignment
Barnsley MSOA 029	40%
Barnsley	20%
Sheffield	20%
Rotherham	20%
Total	100%

6.2.12 The other traffic distribution is illustrated on Figure 107, with the associated trip generation then shown on Figure 118 and 119 for the respective AM and PM peak hours.

Total

6.2.13 The total trip generation is shown distributed on the local highway network based on the respective journey purpose distribution within the corresponding sub-sections above on Figure 120 and 121 for the respective AM and PM peak hours.

The total trip generation within the (Vision Led) scenario is shown distributed on the local highway network based on the respective journey purpose distribution within the corresponding sub-sections above in Figure 122 and 123 for the respective AM and PM peak hours.



7. Identification of Impacts

7.1 INTRODUCTION

7.1.1 This chapter describes the impact of the development trips and identifies if any detailed junction capacity assessments are necessary.

7.2 MATERIALITY ASSESSMENT

7.2.1 The Department for Transport document 'Guidance on Transport Assessment' (now withdrawn) suggested that a development traffic generation of 30 two-way trips represented an appropriate threshold figure above which further assessment may be required but below which the impact could be considered non-material. Whilst the Government's current NPPG does not specifically refer to 30 two-way trips this remains a threshold which is generally applied within the industry including by local authorities and National Highways.

7.2.2 Although there is no suggestion that 30 two-way peak hour vehicle trips would in themselves cause a detrimental impact (paragraph 2.11 of the GTA), any development generating 30 two way trips or less is highly unlikely to result in any material or severe impact on the operation of the local highway network.

7.2.3 In view of the guidance outlined above, a materiality assessment has been conducted to determine the extent of detailed capacity assessment required within the TA. Table 7.1 highlights the AM and PM two-way trips predicted from the proposed development at key junctions based on the traffic distribution described within Chapter 6.

Table 7.1 Materiality Assessment (Total Vehicles)

Ref	Junction	AM Development Trips	PM Development Trips	Capacity Assessment (✓/✗)	Comment
1	Cemetery Road/Wentworth Road	94	86	✓	Capacity Assessment to be carried out.
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout'	50	48	✓	Capacity Assessment to be carried out.
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout'	40	40	✓	Capacity Assessment to be carried out.
4	A6195 Dearne Valley Parkway/B6096 Ryecroft Bank ' Platts Common Roundabout'	28	26	✗	Nonmaterial impact – no assessment required.
5	Cemetery Road/Hemingfield Road/School Street	39	40	✓	Capacity Assessment to be carried out.
6	School Street/Tingle Bridge Lane	19	25	✗	Nonmaterial impact – no assessment required.
7	A6195 Dearne Valley Parkway/Hemingfield Road 'Hemingfield Roundabout'	14	13	✗	Nonmaterial impact – no assessment required.
8	Wentworth Road/Church Street	36	32	✓	Capacity Assessment to be carried out.

7.2.4 As part of the TA scoping process, it was agreed with BMBC that capacity assessment would be conducted at J1-J3 and J5, based on the provision of 225 dwellings. However, as shown above the provision of 270 dwellings will also require capacity assessment to be conducted at J8: Wentworth Road/Church Street based on the 30 two-way peak hour vehicle trip threshold.



7.2.5 Therefore, a capacity assessment has been undertaken at the following junctions:

- Proposed Cemetery Road Site Access;
- J1 – Cemetery Road/Wentworth Road;
- J2 – A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout';
- J3 – A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout';
- J5 – Cemetery Road/Hemingfield Road/School Street; and
- J8 – Wentworth Road/Church Street.

7.3 EXISTING TRAFFIC FLOW DATA

7.3.1 The 2026 surveys identified the following existing weekday network peak hours:

- Weekday AM Peak - 07:30 to 08:30; and
- Weekday PM Peak - 16:15 to 17:15.

7.3.2 The traffic survey flows for these periods are shown on Figures 100 and 101 for the morning and evening peak hours respectively.

7.4 FUTURE ASSESSMENT YEAR

7.4.1 As agreed during the TA scoping studies, a future design year of 2033 has been applied which represents a 6-7-year construction period based on approximately 40 dwellings per year.

7.4.2 The following assessment scenarios have been considered:

- 2026 – Count year;
- 2033 – Base year; and
- 2033 – Design year.

7.5 COMMITTED DEVELOPMENT

7.5.1 As part of the TA scope agreed with BMBC, it is proposed to include the development of Land North of Hemingfield Road, Hemingfield (Appeal decision APP/R4408/W/25/3359917 (LPA ref 2024/0122) as a committed development.

7.5.2 BMBC also requested the following other proposed developments assessed:

- Land North of Wood Walk, Platts Common (App. No. 2021/1150) Residential development of 83no. dwellings;
- Unit 4, Gateway 36 Development Phase 2 site, Land South of Dearne Valley Parkway, Hoyland (App. No. 2023/0015) Erection of 1no. building for industrial use;
- Land at Pit Lane, Wombwell (App No. 2025/0514) (Outline) Residential development of approx. 230 dwellings; and
- Land off Lundhill Road/Gypsy Lane (App. No. 2019/0089) Residential development of 235no. dwellings.

7.5.3 The additional committed developments identified by BMBC are analysed within Table 7.2.



Table 7.2 Committed Development Assessment

Planning Reference	Address	Description	Status	Committed Development Assessment
2021/1150	Land North of Wood Walk, Platts Common	Residential development of 83no dwellings and associated works	Granted – 23 rd August 2021	VIA Solutions TA only included capacity assessment of the proposed Site Access. <u>No study area overlap, therefore, not required to be included within this assessment.</u>
2023/0015	Unit 4, Gateway 36 Development Phase 2 site, Land South of Dearne Valley Parkway, Hoyland	Erection of 1no. building for industrial (class E(g)(iii)/B2) or storage and distribution (class B8) use with associated yard, parking and landscaping (Reserved matters of the outline part of hybrid planning permission 2019/1573 for Unit 4 (formerly plot 8) seeking approval of appearance, landscaping, layout and scale)	Granted – 6 th January 2023	This is a reserved matters application associated with outline permission 2019/1573 for the provision of 102,193sqm of employment uses (use classes B1/B2 and B8). The Masodi TA associated with the outline application only included capacity assessment along the A1695 up to the Shortwood Way Roundabout. <u>No study area overlap, therefore, not required to be included within this assessment.</u>
2025/0514	Land at Pit Lane, Wombwell	Outline planning for residential development for up to 230 dwellings (Access only)	Under Consideration	The Optima TA only includes capacity assessment along the A1695 up to the Hemingfield Roundabout. <u>No study area overlap, therefore, not required to be included within this assessment.</u>
2019/0089	Land off Lundhill Road/Gypsy Lane	Demolition of existing bungalow and the development of 235 no. dwellings with formation of new access, car parking, landscaping and public open space (Amended Plans and Description)	Granted – 21 st January 2019	AECOM TA only includes capacity assessment along the A1695 up to the Hemingfield Roundabout. <u>No study area overlap, therefore, not required to be included within this assessment.</u>



7.5.4 In light of the analysis provided above, the following committed development will be included within the assessment:

- CDEV 1: Land North of Hemingfield Road, Hemingfield (Appeal decision APP/R4408/W/25/3359917 (LPA ref 2024/0122))

CDEV 1: Land North of Hemingfield Road, Hemingfield

7.5.5 Outline planning permission for the residential development of land north of Hemingfield Road, Hemingfield was granted at appeal on the 1st August 2025, under ref. APP/R4408/W/25/3359917 (LPA ref. 2024/0122).

7.5.6 The application was supported by a TA produced by Bryan G Hall which tested the impact of 180 residential dwellings.

7.5.7 Analysis of the Bryan G Hall TA shows that a capacity assessment was conducted at the Hemingfield Road/School Street/Cemetery Road junction, which overlaps with the proposed study area included within this TA. As the proposals are committed, the cumulative impact shall be assessed at the same junction alongside the proposed development.

7.5.8 The committed development flows within the proposed study area have been transposed from traffic flow diagrams contained within Appendix BGH13 of the Bryan G Hall TA and are shown on traffic flow diagram figures 122 and 123 for the respective AM and PM peak hours.

7.6 TRAFFIC GROWTH

7.6.1 Traffic growth between 2026 and 2033 has been applied based on TEMPro v8.1 software (Trip End Model Presentation Program), which enables users to access National Trip End Model (NTEM) datasets, for traffic forecasting purposes.

7.6.2 The NTEM model forecasts traffic growth taking into account national projections of:

- Population;
- Employment;
- Housing;
- Car ownership; and
- Trip Rates.

7.6.3 The Site is located within MSOA Barnsley 029.

7.6.4 In accordance with the TA scope agreed with BMBC, the default planning assumptions included within TEMPro have been amended to account for the manual inclusion of the identified committed development, in order to avoid any double counting.

7.6.5 Barnsley 029 MSOA 2026 – 2033 TEMPro v8.1 default planning assumptions are detailed within Table 7.3.

Table 7.3 TEMPro v8.1 Barnsley 029 MSOA – Default Planning Assumptions

Area	Base Housing 2026	Base Jobs 2026	Future Housing 2033	Future Jobs 2033	2026-2033 Net Housing	2026-2033 Net Jobs
Barnsley 029	3,867	1,494	4,014	1,521	+147	+27



7.6.6 The manual inclusion of CDEV 1: Land North of Hemingfield Road, Hemingfield constitutes the impact of traffic generated by 180 residential dwellings, which exceeds that allowed for within the TEMPro default planning assumptions.

7.6.7 Therefore, the future housing levels have been reduced to baseline values in the 2033 scenario, in order to avoid double counting.

7.6.8 The calculated Barnsley MSOA 029 Core Scenario (All Roads) AM and PM peak hour growth rates are set out within Table 7.4.

Table 7.4 TEMPro V8.1 - 2026-2033 Growth Rates

Area (MSOA)	AM Peak Hour		PM Peak Hour	
	Growth Rate	Percentage	Growth Rate	Percentage
Barnsley 029	1.052	5.2%	1.046	4.4%

7.6.9 The above growth rates have been applied to the survey flows produce the Growth 2033 traffic flows shown on Figures 124 and 125 for the AM and PM peak hours respectively.

7.7 BASE TRAFFIC FLOWS

7.7.1 Adding the CDEV 1: Land North of Hemingfield Road, Hemingfield flows described in Section 7.5 to the Growth 2033 flows produces the 2033 Base flows which are shown on Figures 126 and 127 for AM and PM peak hours respectively.

7.8 DESIGN TRAFFIC FLOWS

7.8.1 Adding the proposed development trips described in Chapter 6 to the Base 2033 traffic flows produces the Design 2033 and these are shown diagrammatically on Figures 128 and 129 for the AM and PM peak hours respectively.

7.9 DESIGN (VISION LED) TRAFFIC FLOWS

7.9.1 Adding the proposed development trips based on the (Vision Led) trip generation described in Chapter 6 to the Base 2033 traffic flows produces the Design 2033 (Vision Led) traffic flows and these are shown diagrammatically on Figures 130 and 131 for the morning and evening peak hours respectively.



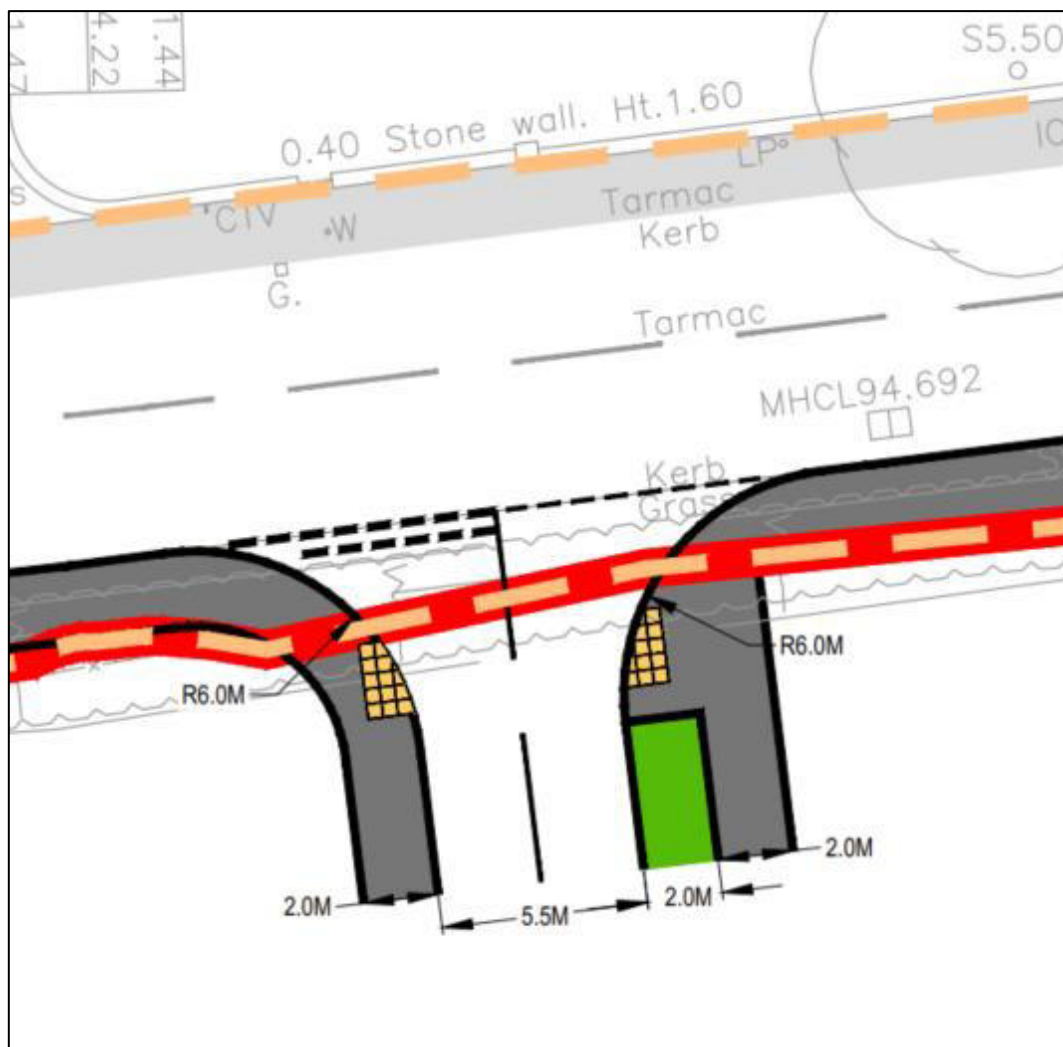
7.10 JUNCTION CAPACITY ASSESSMENT

7.10.1 This section describes the junction capacity assessments which have been undertaken. Full modelling software output data can be found at Appendix K.

SA1: Cemetery Road Site Access

7.10.2 The proposed layout of the Site access junction has been modelled using the PICADY function within the Junctions 11 software, based on the proposals shown on drawing 26001/GA/01 rev A contained within Appendix F, an extract of which is shown within Image 7.1.

Image 7.1 Proposed Site Access



7.10.3 A one-hour traffic profile type has been utilised within the assessment, which provides a synthesised profile including 12.5% mid-peak 'surge' to robustly test the performance of the junction.

7.10.4 The junction model has been set up with the following arm references:

- Arm A – Cemetery Road (East);
- Arm B – Site Access; and
- Arm C – Cemetery Road (West).



Capacity Assessment

7.10.5 The results of the 2033 Design Scenario and 2033 Design (Vision Led) are summarised in Table 7.5.

Table 7.5 Cemetery Road Site Access – Model Summary

Movement/Arm	AM Peak (07:30-08:30)			PM Peak (16:15-17:15)		
	RFC	Delay (s)	Q (PCU)	RFC	Delay (s)	Q (PCU)
2033 Design						
Site Access	0.19	7.94	0.2	0.07	6.96	0.1
Church Road	0.04	5.27	0.1	0.10	5.44	0.1
2033 Design (Vision Led)						
Site Access	0.17	7.74	0.2	0.07	6.89	0.1
Church Road	0.04	5.24	0.0	0.09	5.38	0.1

7.10.6 A Ratio of Flow to Capacity (RFC) value below 0.85 indicates that a junction or arm operates within its desirable practical capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop and delays will occur. An RFC value greater than 1.00 indicates that the junction or arm operates beyond its theoretical capacity and increased queuing and delay will be experienced.

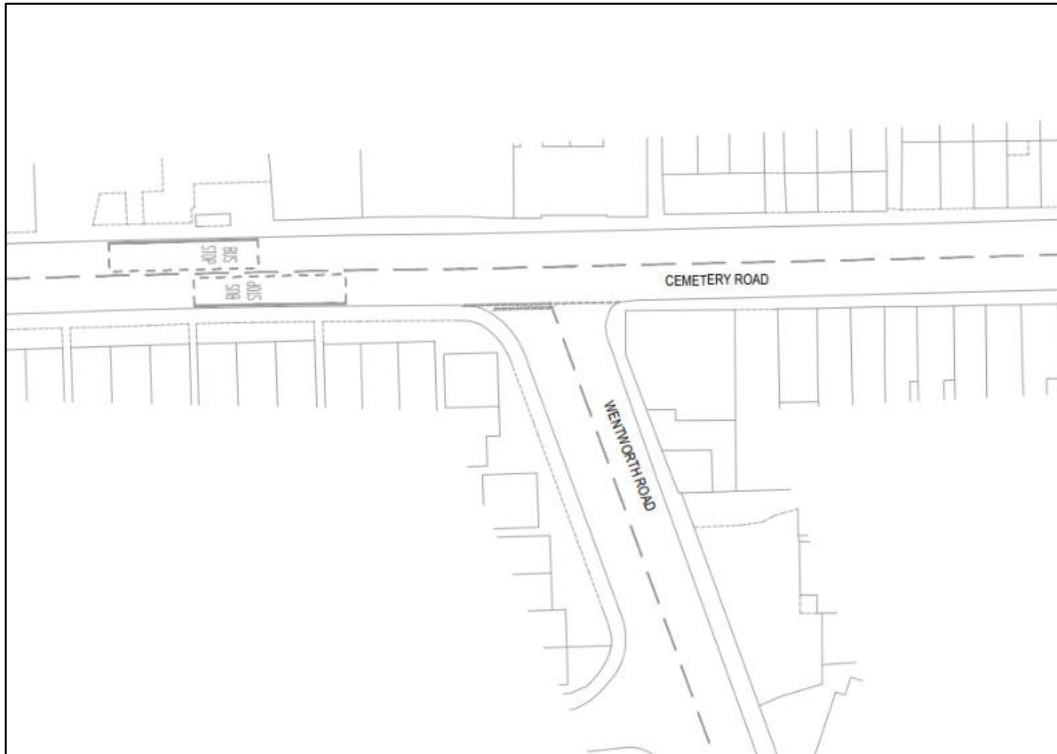
7.10.7 The results presented in Table 7.5 demonstrate that the proposed junction onto Cemetery Road will operate comfortably within capacity during both the AM and PM peak hour periods in the 2033 Design and 2033 Design (Vision Led) scenarios.



Junction 1: Cemetery Road/Wentworth Road

7.10.8 The Cemetery Road/Wentworth Road priority T junction has been modelled using the PICADY function in JUNCTIONS 11 software. The existing junction layout and geometry are shown on drawing 26001/IN/01 contained within Appendix L, an extract of which is shown in Image 7.2 below.

Image 7.2 Cemetery Road/Wentworth Road – Existing Layout



7.10.9 A one-hour traffic profile type has been utilised within the assessment, which provides a synthesised profile including 12.5% mid-peak 'surge' to robustly test the performance of the junction.

7.10.10 The junction model has been set up with the following arm references:

- Arm A – Cemetery Road (East);
- Arm B – Wentworth Drive; and
- Arm C – Cemetery Road (West).

Capacity Assessment

7.10.11 The results of the capacity assessment for the 2026 Survey, 2033 Base and 2033 Design and 2033 Design (Vision Led) scenarios are summarised within Table 7.6.



Table 7.6 Cemetery Road/Wentworth Drive – Modelling Summary

Approach Arm	AM Peak (07:30-08:30)			PM Peak (16:15-17:15)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2026 Survey						
Stream B-AC	0.28	8.12	0.4	0.22	7.09	0.3
Stream C-AB	0.37	8.34	0.7	0.35	8.23	0.6
2033 Base						
Stream B-AC	0.32	7.95	0.5	0.23	8.22	0.3
Stream C-AB	0.15	7.04	0.2	0.38	8.36	0.6
2033 Design						
Stream B-AC	0.35	8.58	0.6	0.28	8.22	0.4
Stream C-AB	0.15	7.14	0.2	0.38	8.36	0.7
2033 Design (Vision Led)						
Stream B-AC	0.35	8.51	0.5	0.28	8.12	0.4
Stream C-AB	0.15	7.13	0.2	0.37	8.37	0.7

7.10.12 The results in Table 7.6 show that the junction is predicted to operate within capacity during both peak hours in 2026 and with the addition of traffic growth to 2033.

7.10.13 The junction continues to operate well within desirable capacity with the addition of the full development traffic at a design year of 2033, therefore no mitigation is necessary.

Highway Safety Assessment

7.10.14 No collisions were recorded during the 5-year assessment period at the Cemetery Road/Wentworth Drive.

Conclusion

7.10.15 The development impact at the Cemetery Road/Wentworth Road junction can be summarised as follows:

- The development would generate 94 additional vehicle movements in the AM and 86 in the PM, which equates to approximately 1-2 additional vehicle per minute. This volume of traffic would be imperceptible from day to day fluctuations at this junction;
- Additional development trips result in a 18-21% increase in overall peak hour traffic volumes;
- The addition of the proposed development traffic will not result in any significant changes in overall junction performance, which will continue to operate well within capacity to a design year of 2033; and
- No road safety issues have been identified.

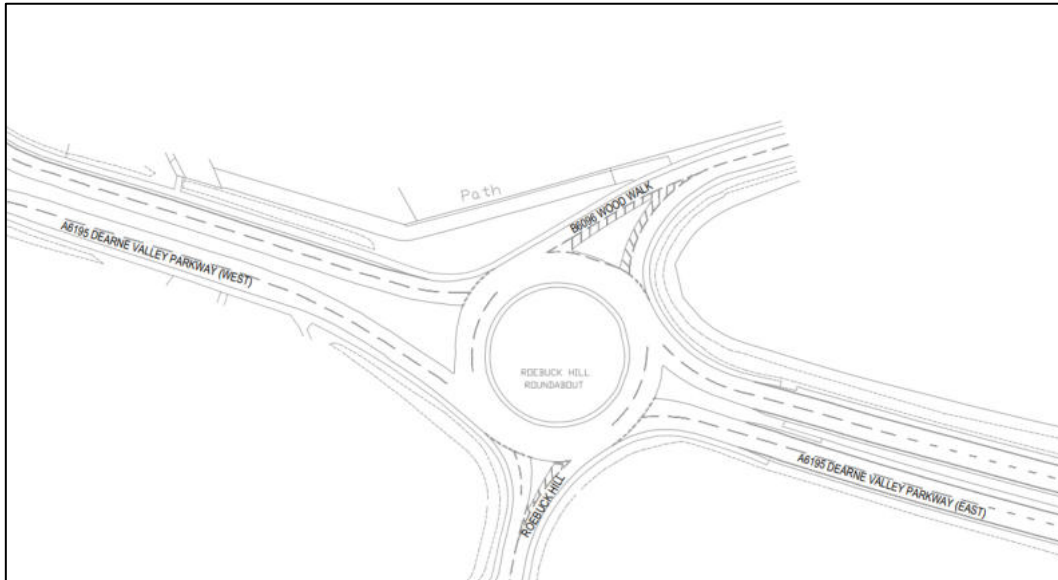
7.10.16 Following the above assessment, the impact of the development is not considered to result in a material or severe impact on the operation of the junction with the associated improvements in place.



Junction 2: A6195 Dearne Valley Parkway/Roebuck Hill/Wood Walk (Roebuck Hill Roundabout)

7.10.17 The Roebuck Hill Roundabout has been modelled using the ARCADY function in JUNCTIONS 11 software. The existing junction layout and geometry are shown on drawing 26001/IN/02 contained within Appendix M, an extract of which is shown in Image 7.3 below.

Image 7.3 Roebuck Hill Roundabout – Existing Layout



7.10.18 The junction model has been set up with the following arm references:

- Arm 1 – B6096 Wood Walk;
- Arm 2 – A6195 Dearne Valley Parkway (East);
- Arm 3 – Roebuck Hill; and
- Arm 4 – A6195 Dearne Valley Parkway (West).

7.10.19 Traffic flows have been input utilising the DIRECT traffic profile function based on the recorded AM and PM peak hour 15-minute traffic profile shown within Table 7.7.

Table 7.7 Roebuck Hill Roundabout – Traffic Profile (PCU)

Time Period		Total Vehicles	%
Hr Start	Hr End		
AM Peak Hour (07:30-08:30am)			
07:30	07:45	786	24%
07:45	08:00	830	25%
08:00	08:15	823	25%
08:15	08:30	841	26%
Period Total		3,281	100%
PM Peak Hour (16:15-17:15pm)			
16:15	16:30	812	26%
16:30	16:45	796	24%
16:45	17:00	746	23%
17:00	17:15	826	27%
Period Total		3,180	100%



Capacity Assessment

7.10.20 The results of the capacity assessment for the 2026 Survey, 2033 Base and 2033 Design and 2033 Design (Vision Led) scenarios are summarised within Table 7.8.

Table 7.8 Roebuck Hill Roundabout – Modelling Summary

Approach Arm	AM Peak (07:30-08:30)			PM Peak (16:15-17:15)		
	RFC	Delay	Queue	RFC	Delay	Queue
		(s)	(PCU)		(s)	(PCU)
2026 Survey						
Arm 1 – B6096 Wood Walk	0.79	21.29	.35	0.56	11.94	1.2
Arm 2 –A6195 Dearne Valley Parkway (East)	0.56	4.06	1.4	0.44	3.04	0.9
Arm 3 – Roebuck Hill	0.46	10.65	0.8	0.20	5.00	0.2
Arm 4 – A6195 Dearne Valley Parkway (West)	0.60	4.53	1.6	0.81	8.68	4.1
2033 Base						
Arm 1 – B6096 Wood Walk	0.86	31.74	5.2	0.61	13.98	1.5
Arm 2 –A6195 Dearne Valley Parkway (East)	0.59	4.46	1.6	0.47	3.21	0.9
Arm 3 – Roebuck Hill	0.52	13.18	1.1	0.21	5.30	0.3
Arm 4 – A6195 Dearne Valley Parkway (West)	0.63	4.93	1.8	0.84	10.64	5.2
2033 Design						
Arm 1 – B6096 Wood Walk	0.87	32.66	5.5	0.64	15.19	1.7
Arm 2 –A6195 Dearne Valley Parkway (East)	0.59	4.51	1.6	0.48	3.29	1.0
Arm 3 – Roebuck Hill	0.59	15.15	1.4	0.23	5.40	0.3
Arm 4 – A6195 Dearne Valley Parkway (West)	0.64	5.03	1.9	0.86	11.63	5.8
2033 Design (Vision Led)						
Arm 1 – B6096 Wood Walk	0.87	32.51	5.5	0.63	15.06	1.7
Arm 2 –A6195 Dearne Valley Parkway (East)	0.59	4.51	1.6	0.47	3.28	1.0
Arm 3 – Roebuck Hill	0.58	14.91	1.4	0.23	5.39	0.3
Arm 4 – A6195 Dearne Valley Parkway (West)	0.64	5.02	1.9	0.86	11.53	5.8

7.10.21 Table 7.8 shows that the junction is operating within desirable capacity of under 0.85 RFC across all arms during 2026 survey scenario.

7.10.22 The addition of background traffic growth up to a design year of 2033 results in the B6096 Wood Walk arm of the junction operating just above desirable capacity with a max RFC value of 0.86 predicted.

7.10.23 The addition of development traffic results in the arms with maximum impact increasing by 0.01 and 0.02 RFC in both the Design and Design (Vision Led) assessment scenarios.

7.10.24 All arms of the junction are predicted to operate within theoretical capacity along all arms within all assessment scenarios.

Highway Safety Assessment

7.10.25 A total of three collisions have been recorded at or with 20m of the Roebuck Hill Roundabout during the most recent 5-year assessment period.



7.10.26 A full assessment of the circumstances behind each of the collisions recorded at the Roebuck Hill Roundabout has been conducted to understand whether there are any underlying contributing factors relating to junction design / layout and assess the potential impact of additional development traffic.

7.10.27 The results of the assessment are contained in Table 7.9.

Table 7.9 Roebuck Hill Roundabout – PIC Analysis

Collision Ref	Date / Time	Severity	Details
211096533	20:10 08/10/2021	Serious	Motorcycle ride found at the side of the Dearne Valley parkway. Unknown cause of collision.
221191562	15:34 23/06/2022	Serious	Motorcycle loses control.
231391780	14:30 23/12/2023	Slight	Two vehicles side by side when entering the roundabout collide.

7.10.28 Following assessment of the collision records, no underlying pre-existing road safety issues, or trends have been identified.

Conclusion

7.10.29 The development impact at the Roebuck Hill Roundabout can be summarised as follows:

- The development would generate just 50 additional vehicle movements in the AM and 48 in the PM, which equates to just under 1 additional vehicle per minute. This volume of traffic would be imperceptible from day to day fluctuations at this junction;
- Additional development trips result in just a 2% increase in overall peak hour traffic volumes;
- The addition of the proposed development traffic will not result in any significant changes in overall junction performance, which will continue to operate within theoretical capacity up to a design year of 2033;
- The additional driver delay within the context of the wider commute (typically 28 minutes on average in the UK) is highly unlikely to be noticed by drivers and, would be indiscernible from day to day fluctuations; and
- No road safety issues have been identified.

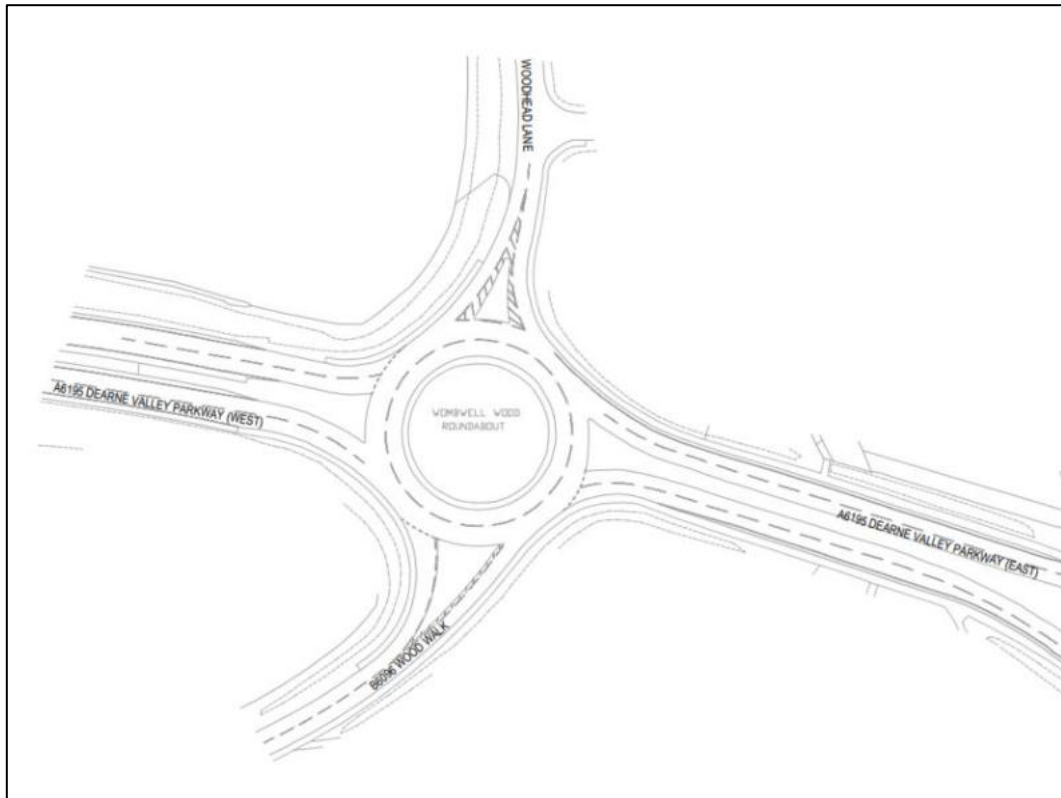
7.10.30 Following the above assessment, the impact of the development is not considered to result in a material or severe impact on the operation of the junction, and no mitigation is required to accommodate the development.



Junction 3: A6195 Dearne Valley Parkway/Woodhead Lane/B6096/Woodhead Lane (Wombwell Wood Roundabout)

7.10.31 The Wombwell Wood Roundabout has been modelled using the ARCADY function in JUNCTIONS 11 software. The existing junction layout and geometry are shown on drawing 26001/IN/03 contained within Appendix N, an extract of which is shown in Image 7.4 below.

Image 7.4 Wombwell Wood Roundabout – Existing Layout



7.10.32 The junction model has been set up with the following arm references:

- Arm 1 – Woodhead Lane;
- Arm 2 – A6195 Dearne Valley Parkway (East);
- Arm 3 – B6096 Wood Walk; and
- Arm 4 – A6195 Dearne Valley Parkway (West).

7.10.33 Traffic flows have been input utilising the DIRECT traffic profile function based on the recorded AM and PM peak hour 15-minute traffic profile shown within Table 7.10.



Table 7.10 Wombwell Wood Roundabout – Traffic Profile (PCU)

Time Period		Total Vehicles	%
Hr Start	Hr End		
AM Peak Hour (07:30-08:30am)			
07:30	07:45	764	24%
07:45	08:00	803	25%
08:00	08:15	800	25%
08:15	08:30	810	26%
Period Total		3,177	100%
PM Peak Hour (16:15-17:15pm)			
16:15	16:30	766	25%
16:30	16:45	762	25%
16:45	17:00	718	24%
17:00	17:15	693	27%
Period Total		3,017	100%

Capacity Assessment

7.10.34 The results of the capacity assessment for the 2026 Survey, 2033 Base and 2033 Design and 2033 Design (Vision Led) scenarios are summarised within Table 7.11.

Table 7.11 Wombwell Walk Roundabout – Modelling Summary

Approach Arm	AM Peak (07:30-08:30)			PM Peak (16:15-17:15)		
	RFC	Delay	Queue	RFC	Delay	Queue
		(s)	(PCU)		(s)	(PCU)
2026 Survey						
Arm 1 – Woodhead Lane	0.04	5.96	0.0	0.08	8.69	0.1
Arm 2 –A6195 Dearne Valley Parkway (East)	0.86	11.32	6.0	0.60	4.13	1.6
Arm 3 – B6096 Wood Walk	0.40	7.64	0.7	0.36	5.04	0.6
Arm 4 – A6195 Dearne Valley Parkway (West)	0.42	2.87	0.8	0.57	3.74	1.4
2033 Base						
Arm 1 – Woodhead Lane	0.04	6.31	0.0	0.10	9.69	0.1
Arm 2 –A6195 Dearne Valley Parkway (East)	0.90	15.73	8.6	0.63	4.44	1.8
Arm 3 – B6096 Wood Walk	0.44	8.70	0.8	0.38	5.37	0.6
Arm 4 – A6195 Dearne Valley Parkway (West)	0.44	3.01	0.9	0.60	4.05	1.5
2033 Design						
Arm 1 – Woodhead Lane	0.05	6.35	0.1	0.13	10.30	0.1
Arm 2 –A6195 Dearne Valley Parkway (East)	0.92	17.75	9.9	0.63	4.51	1.8
Arm 3 – B6096 Wood Walk	0.45	9.07	0.8	0.39	5.44	0.6
Arm 4 – A6195 Dearne Valley Parkway (West)	0.45	3.05	0.9	0.61	4.15	1.6
2033 Design (Vision Led)						
Arm 1 – Woodhead Lane	0.05	6.35	4.5	0.13	10.23	0.1
Arm 2 –A6195 Dearne Valley Parkway (East)	0.91	17.50	9.5	0.63	4.51	1.8
Arm 3 – B6096 Wood Walk	0.45	9.02	0.8	0.39	5.43	0.6
Arm 4 – A6195 Dearne Valley Parkway (West)	0.45	3.04	0.9	0.61	4.14	1.6



7.10.35 Table 7.11 shows that the junction is operating well within desirable capacity of under 0.85 RFC across all arms during 2026 survey scenario, aside from the A6195 Dearne Valley Parkway (East) arm, which is operating just over desirable capacity with a max RFC value of 0.86 during the AM peak hour.

7.10.36 The addition of background traffic growth up to a design year of 2033 results in the A6195 Dearne Valley Parkway (East) arm of the junctions max RFC increasing to 0.90 during the AM peak hour.

7.10.37 The addition of development traffic results in the arms with maximum impact increasing by 0.02 and 0.01 RFC during the 2033 Design and 2033 Design (Vision Led) assessment scenarios respectively during the AM peak hour.

7.10.38 All arms of the junction are predicted to operate within theoretical capacity along all arms within all assessment scenarios.

Highway Safety Assessment

7.10.39 A total of two collisions have been recorded at or with 20m of the Wombwell Walk Roundabout during the most recent 5-year assessment period.

7.10.40 A full assessment of the circumstances behind each of the collisions recorded at the Roebuck Hill Roundabout has been conducted to understand whether there are any underlying contributing factors relating to junction design / layout and assess the potential impact of additional development traffic.

7.10.41 The results of the assessment are contained in Table 7.12.

Table 7.12 Wombwell Walk Roundabout – PIC Analysis

Collision Ref	Date / Time	Severity	Details
241397436	13:50 11/01/2024	Slight	Vehicle enters the roundabout into the path of a vehicle on the circulatory carriageway.
241424021	12:01 23/03/2024	Slight	Vehicle travelling an excessive speed failed to stop and drove over the top of the roundabout.

7.10.42 Following assessment of the collision records, no underlying pre-existing road safety issues, or trends have been identified.

Conclusion

7.10.43 The development impact at the Wombwell Wood Roundabout can be summarised as follows:

- The development would generate just 40 additional vehicle movements in the AM and PM, which equates approximately to under 1 additional vehicle per minute. This volume of traffic would be imperceptible from day to day fluctuations at this junction;
- Additional development trips result in just a 1% increase in overall peak hour traffic volumes;



- The addition of the proposed development traffic will not result in any significant changes in overall junction performance, which will continue to operate within theoretical capacity to a design year of 2033;
- The additional driver delay within the context of the wider commute (typically 28 minutes on average in the UK) is highly unlikely to be noticed by drivers and, would be indiscernible from day to day fluctuations; and
- No road safety issues have been identified.

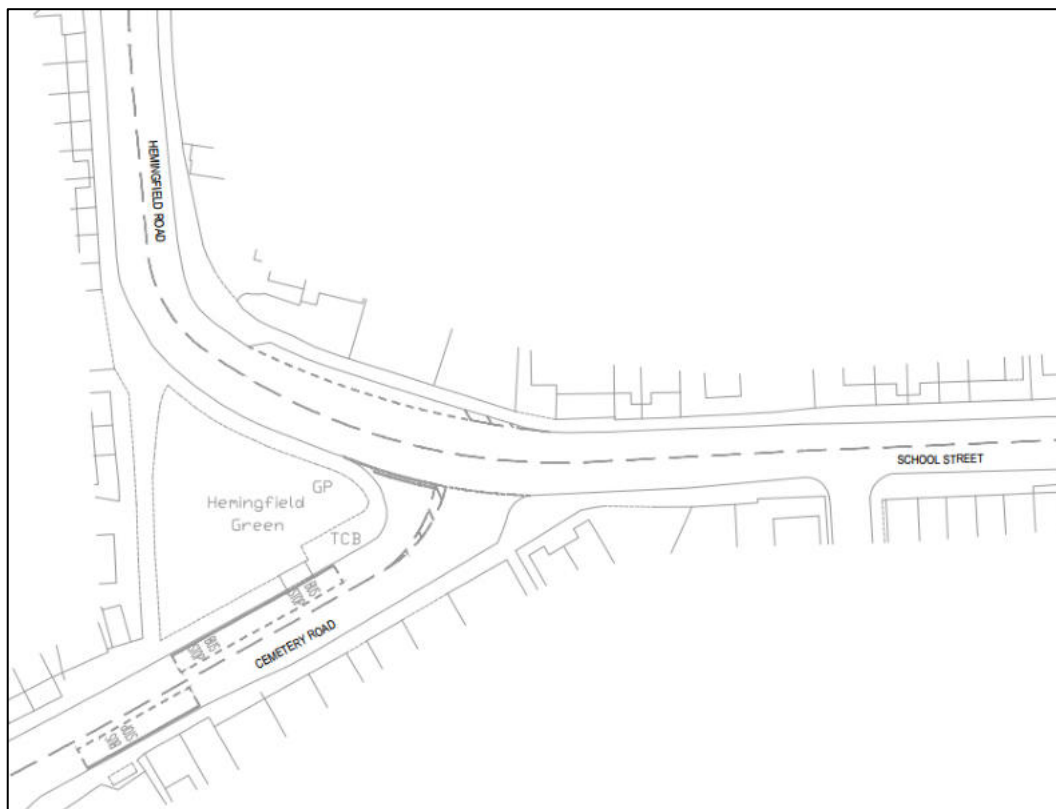
7.10.44 Following the above assessment, the impact of the development is not considered to result in a material or severe impact on the operation of the junction, and no mitigation is required to accommodate the development.



Junction 4: Hemingfield Road/School Street/Cemetery Road

7.10.45 The Hemingfield Road/School Street/Cemetery Road priority T junction has been modelled using the PICADY function in JUNCTIONS 11 software. The existing junction layout and geometry are shown on drawing 26001/IN/04 contained within Appendix O, an extract of which is shown in Image 7.5 below.

Image 7.5 Hemingfield Road/School Street/Cemetery Road – Existing Layout



7.10.46A one-hour traffic profile type has been utilised within the assessment, which provides a synthesised profile including 12.5% mid-peak 'surge' to robustly test the performance of the junction.

7.10.47The junction model has been set up with the following arm references:

- Arm A – School Street;
- Arm B – Cemetery Road; and
- Arm C – Hemingfield Road.

Capacity Assessment

7.10.48The results of the capacity assessment for the 2026 Survey, 2033 Base and 2033 Design and 2033 Design (Vision Led) scenarios are summarised within Table 7.13.



Table 7.13 Hemingfield Road/School Street/Cemetery Road – Modelling Summary

Approach Arm	AM Peak (07:30-08:30)			PM Peak (16:15-17:15)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2026 Survey						
Stream B-AC	0.20	7.49	0.3	0.16	7.53	0.2
Stream C-AB	0.04	6.06	0.1	0.13	6.10	0.2
2033 Base						
Stream B-AC	0.21	7.67	0.3	0.17	7.67	0.2
Stream C-AB	0.05	5.97	0.1	0.14	6.13	0.2
2033 Design						
Stream B-AC	0.27	8.37	0.4	0.20	7.98	0.3
Stream C-AB	0.06	5.97	0.1	0.16	6.27	0.2
2033 Design (Vision Led)						
Stream B-AC	0.26	8.29	0.4	0.20	7.97	0.3
Stream C-AB	0.06	5.97	0.1	0.16	6.26	0.2

7.10.49 The results in Table 7.13 show that the junction is predicted to operate within capacity during both peak hours in 2026 and with the addition of traffic growth to 2033.

7.10.50 The junction continues to operate well within desirable capacity with the addition of the full development traffic at a design year of 2033, therefore no mitigation is necessary.

Highway Safety Assessment

7.10.51 No collisions were recorded during the 5-year assessment period at the Hemingfield Road/School Street/Cemetery Road junction.

Conclusion

7.10.52 The development impact at the Hemingfield Road/School Street/Cemetery Road junction can be summarised as follows:

- The development would generate just 39 additional vehicle movements in the AM and 40 in the PM, which equates approximately to under 1 additional vehicle per minute. This volume of traffic would be imperceptible from day to day fluctuations at this junction;
- Additional development trips result in an 8% increase in overall peak hour traffic volumes;
- The addition of the proposed development traffic will not result in any significant changes in overall junction performance, which will continue to operate well within capacity to a design year of 2033; and
- No road safety issues have been identified.

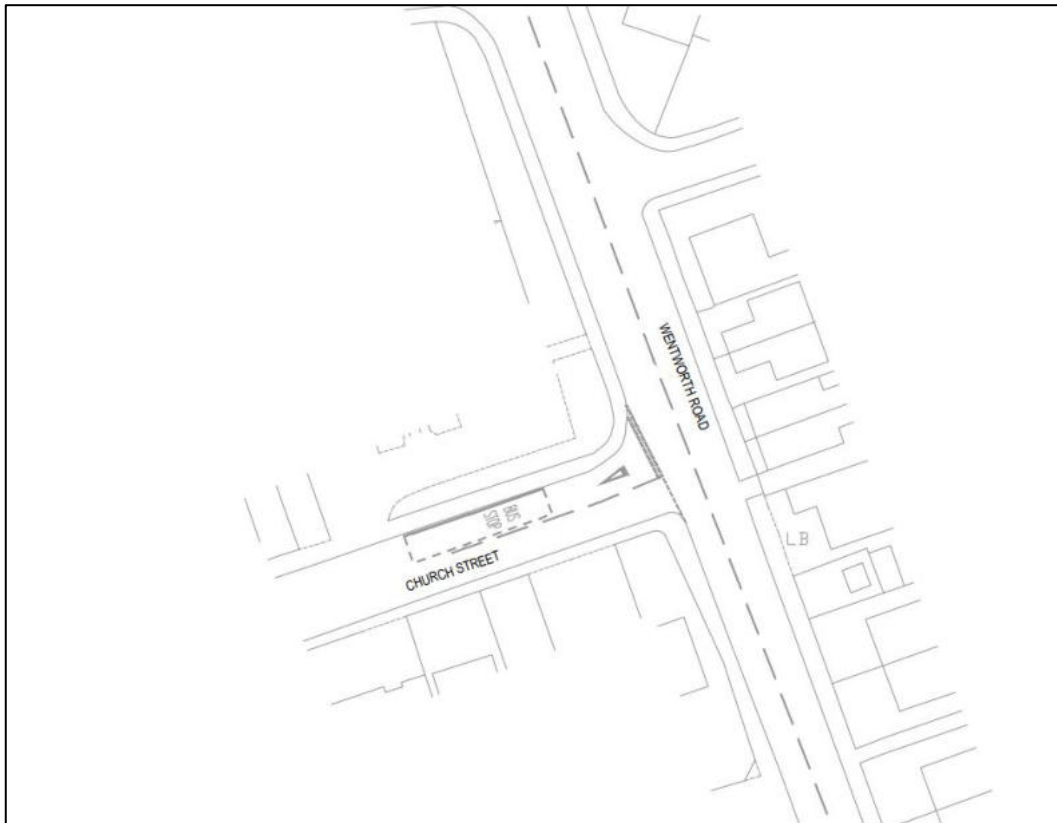
7.10.53 Following the above assessment, the impact of the development is not considered to result in a material or severe impact on the operation of the junction, and no mitigation is required to accommodate the development.



Junction 5: Wentworth Road/Church Street

7.10.54 The Wentworth Road/Church Street T junction has been modelled using the PICADY function in JUNCTIONS 11 software. The existing junction layout and geometry are shown on drawing 26001/IN/05 contained within Appendix P, an extract of which is shown with Image 7.6 below.

Image 7.6 Wentworth Road/Church Street – Existing Layout



7.10.55 A one-hour traffic profile type has been utilised within the assessment, which provides a synthesised profile including 12.5% mid-peak 'surge' to robustly test the performance of the junction.

7.10.56 The junction model has been set up with the following arm references:

- Arm A – Wentworth Road (North);
- Arm B – Church Street; and
- Arm C – Wentworth Road (South).

Capacity Assessment

7.10.57 The results of the capacity assessment for the 2026 Survey, 2033 Base and 2033 Design and 2033 Design (Vision Led) scenarios are summarised within Table 7.14.



Table 7.14 Wentworth Road/Church Street – Modelling Summary

Approach Arm	AM Peak (07:30-08:30)			PM Peak (16:15-17:15)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2026 Survey						
Stream B-AC	0.13	8.08	0.2	0.17	8.04	0.2
Stream C-AB	0.08	5.59	0.1	0.14	6.45	0.2
2033 Base						
Stream B-AC	0.14	7.66	0.2	0.13	8.21	0.2
Stream C-AB	0.09	6.26	0.1	0.09	5.58	0.1
2033 Design						
Stream B-AC	0.15	7.74	0.2	0.14	8.31	0.2
Stream C-AB	0.12	6.37	0.2	0.10	5.61	0.2
2033 Design (Vision Led)						
Stream B-AC	0.15	7.73	0.2	0.14	8.30	0.2
Stream C-AB	0.12	6.36	0.2	0.09	5.60	0.2

7.10.58 The results in Table 7.14 show that the junction is predicted to operate within capacity during both peak hours in 2026 and with the addition of traffic growth to 2033.

7.10.59 The junction continues to operate well within desirable capacity with the addition of the full development traffic at a design year of 2033, therefore no mitigation is necessary.

Highway Safety Assessment

7.10.60 No collisions were recorded during the 5-year assessment period at the Wentworth Road/Church Street junction.

Conclusion

7.10.61 The development impact at the Wentworth Road/Church Street junction can be summarised as follows:

- The development would generate just 36 additional vehicle movements in the AM and 32 in the PM, which equates approximately to over 1 additional vehicle every 2 minutes. This volume of traffic would be imperceptible from day to day fluctuations at this junction;
- Additional development trips result in an 9-10% increase in overall peak hour traffic volumes;
- The addition of the proposed development traffic will not result in any significant changes in overall junction performance, which will continue to operate well within capacity to a design year of 2033; and
- No road safety issues have been identified.



7.10.62 Following the above assessment, the impact of the development is not considered to result in a material or severe impact on the operation of the junction, and no mitigation is required to accommodate the development.



8. Summary and Conclusions

8.1 SUMMARY

8.1.1 This TA has been undertaken by Optima to consider the highways and transportation matters raised by a proposed housing development on land to the south of Cemetery Road, Jump. This TA supports a full planning application made on behalf of Barratt David Wilson Homes Yorkshire West.

8.1.2 The development proposals can be summarised as follows:

- Provision of 270 residential dwellings;
- Access via Cemetery Road; and
- Associated parking, landscaping and infrastructure.

8.1.3 A review of personal injury collision data has been undertaken for the study area, which has shown that there are no specific safety concerns that the proposed development would exacerbate.

8.1.4 This report has provided a commentary on the existing Site and its conditions. It has demonstrated that the Site is in a sustainable location that is accessible with appropriate public transport and pedestrian links. This provision provides future residents with opportunities to travel via alternative modes of transport and minimise trips by the private car.

8.1.5 Vehicular access is proposed via the provision of simple priority T junction onto Cemetery Road to the north.

8.1.6 New footways and crossing facilities will be provided to link the development with the existing infrastructure.

8.1.7 A number of potential Active Travel improvements have been identified along Church Road as part of the Active Travel Assessment.

8.1.8 Junction capacity assessments have been undertaken across the local highway network using industry standard software for a development Design Year of 2033.

8.1.9 The capacity assessments undertaken demonstrate that proposed development will not result in either a material or severe residual cumulative impact on the safe and efficient operation of the local highway network.

8.2 CONCLUSIONS

8.2.1 This Transport Assessment has demonstrated that safe and suitable access to the proposed development can be achieved for all users and that there will be no unacceptable impacts from the development on the transport network or on highway safety during either construction or operational phases.

8.2.2 The proposed development will not result in either a material or severe residual cumulative impact on the safe and efficient operation of the local highway network and therefore the proposals comply with paragraph 116 of the NPPF.

8.2.3 Based on the findings of this TA there are no reasons on highways or transport grounds why the development proposals should not be granted planning permission.

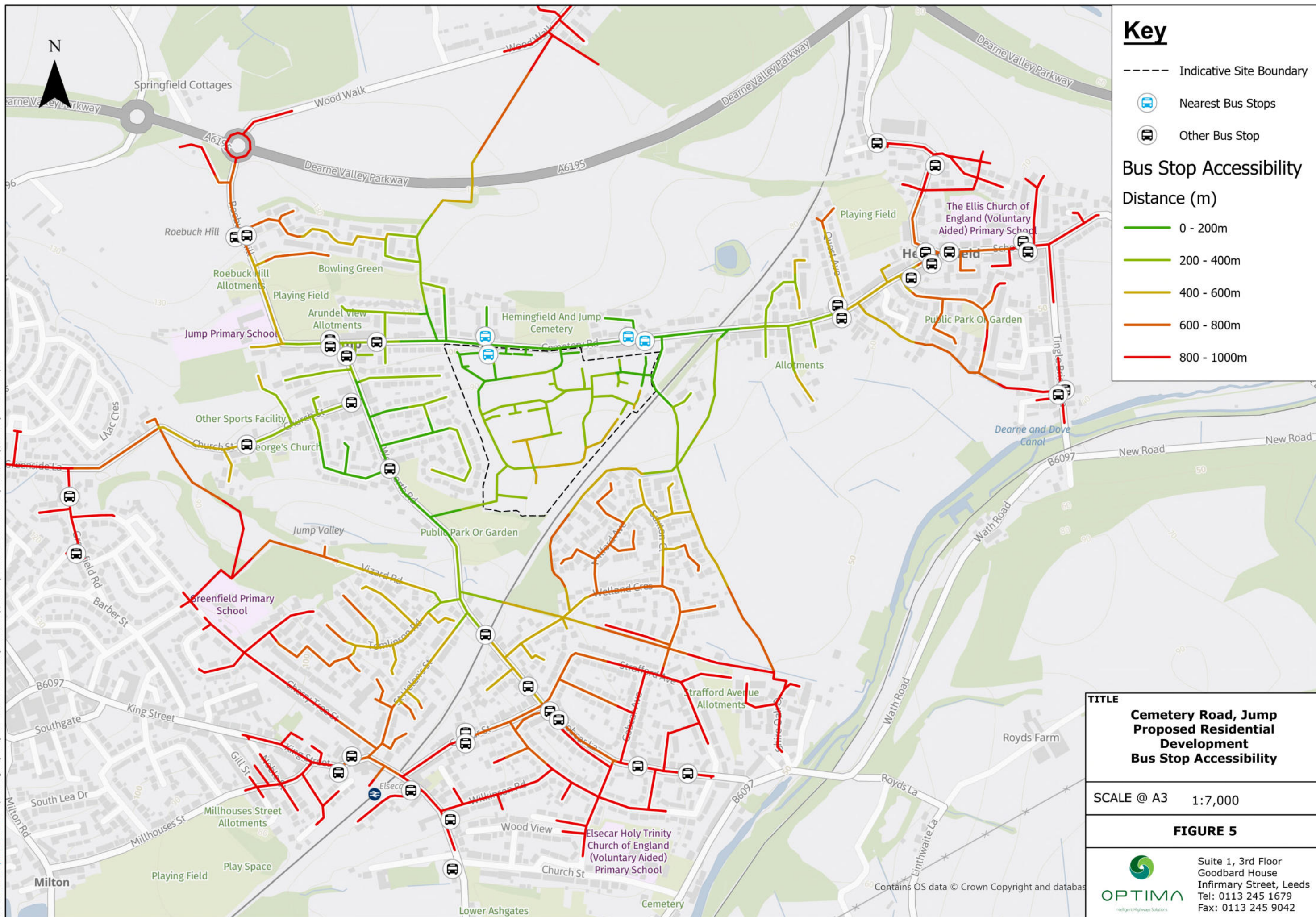


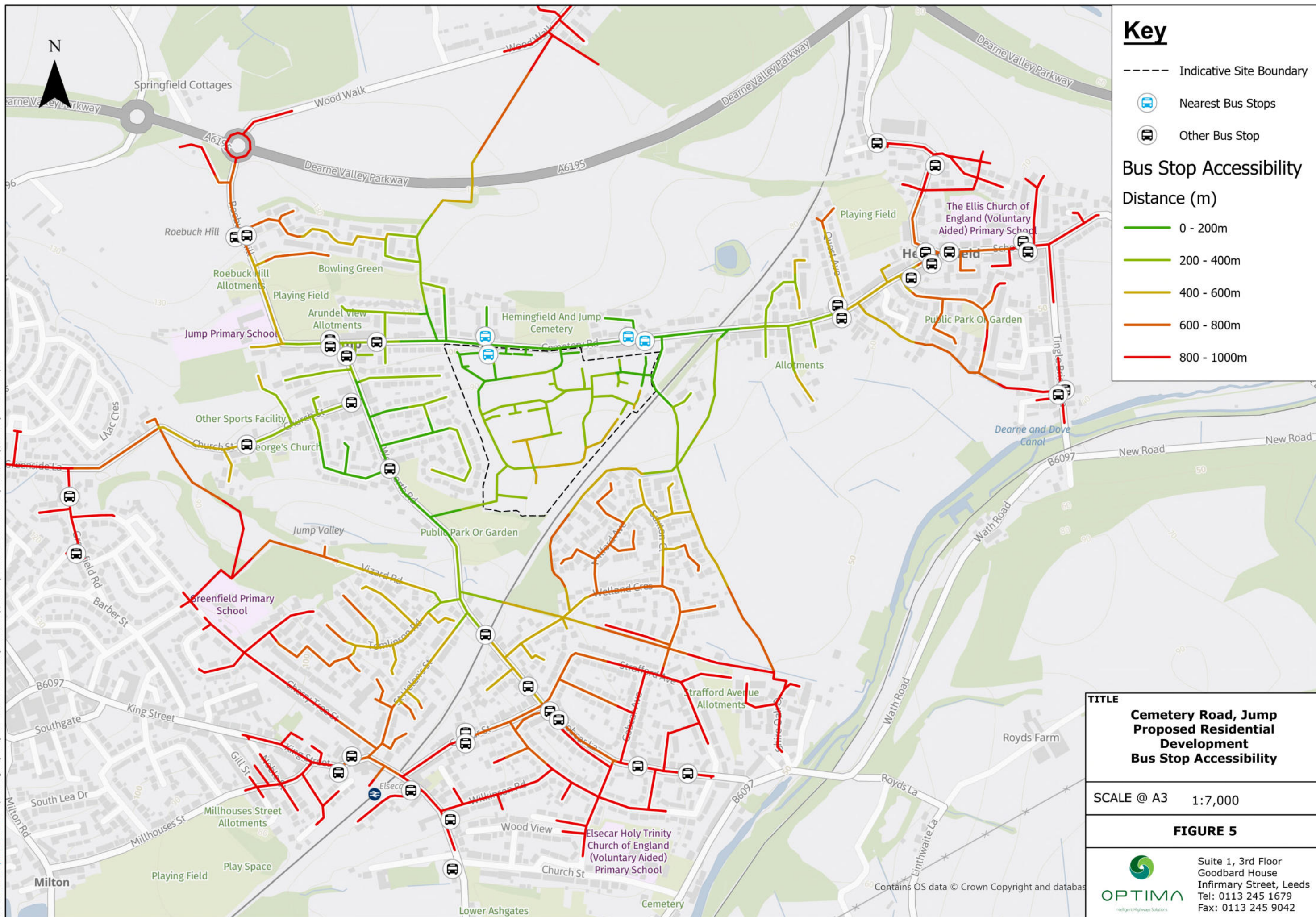
Figures



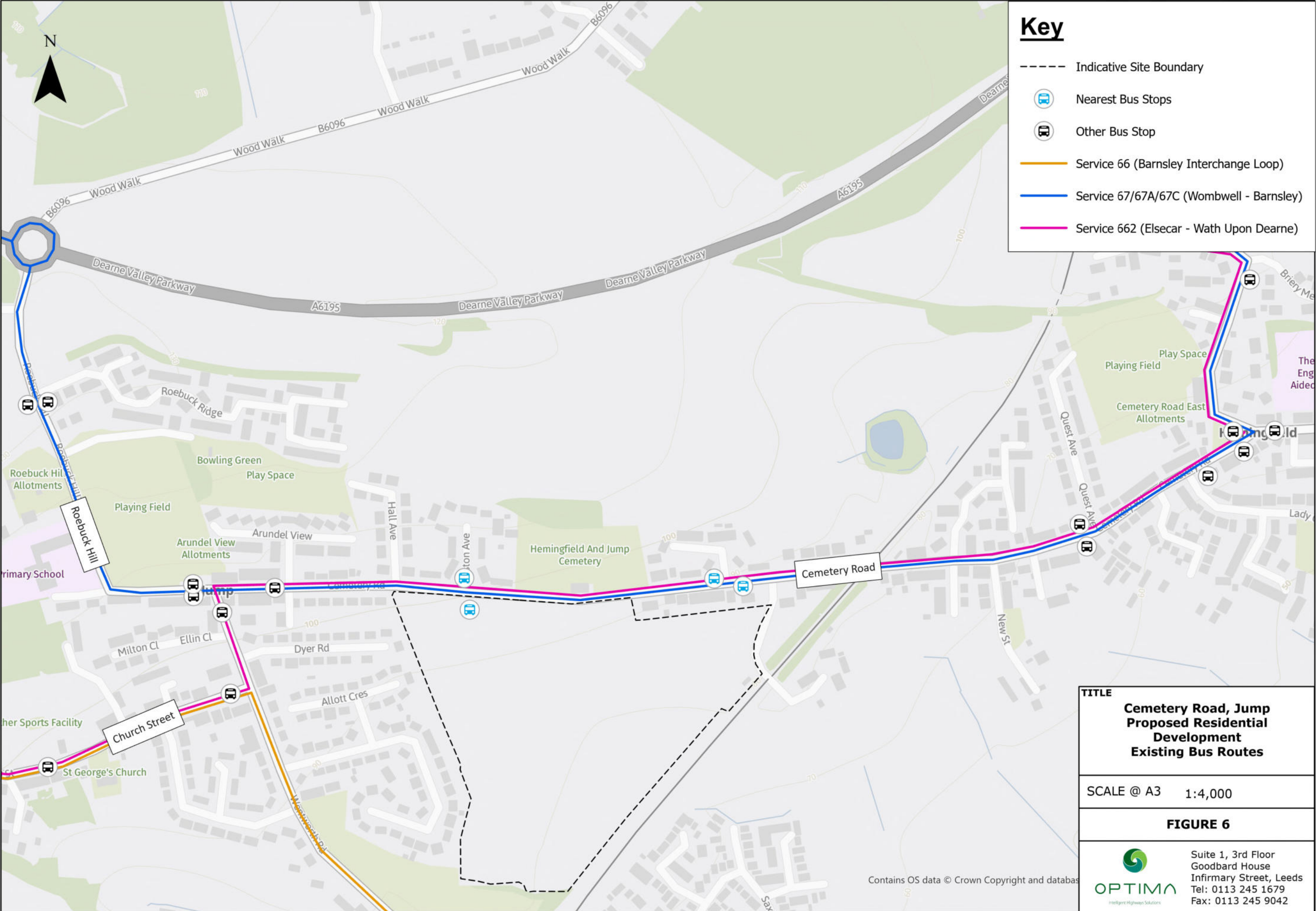
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Path: C:\Users\optima\OneDrive - Optima Highways\Projects - Documents\Cemetery Road, Jump, Barnsley\DRAWINGS\GIS\Cemetery Road, Jump, Barnsley - GIS Plans.aprx



Key

Indicative Site Boundary

Nearest Bus Stops

Other Bus Stop

Service 66 (Barnsley Interchange Loop)

Service 67/67A/67C (Wombwell - Barnsley)

Service 662 (Elsecar - Wath Upon Dearne)

TITLE

Cemetery Road, Jump
Proposed Residential
Development
Existing Bus Routes

SCALE @ A3

1:4,000

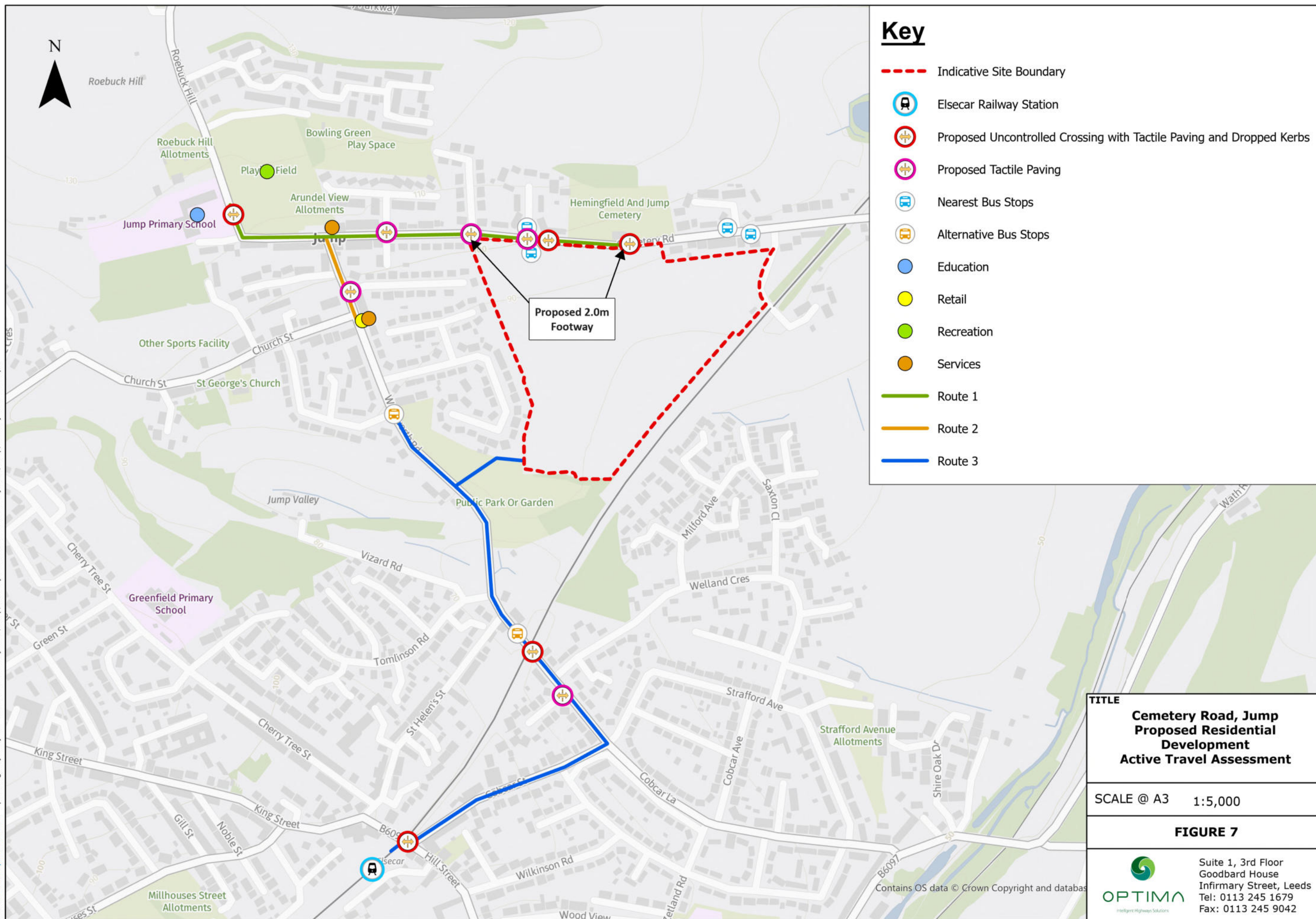
FIGURE 6

**OPTIMA**
Intelligent Highways Solutions

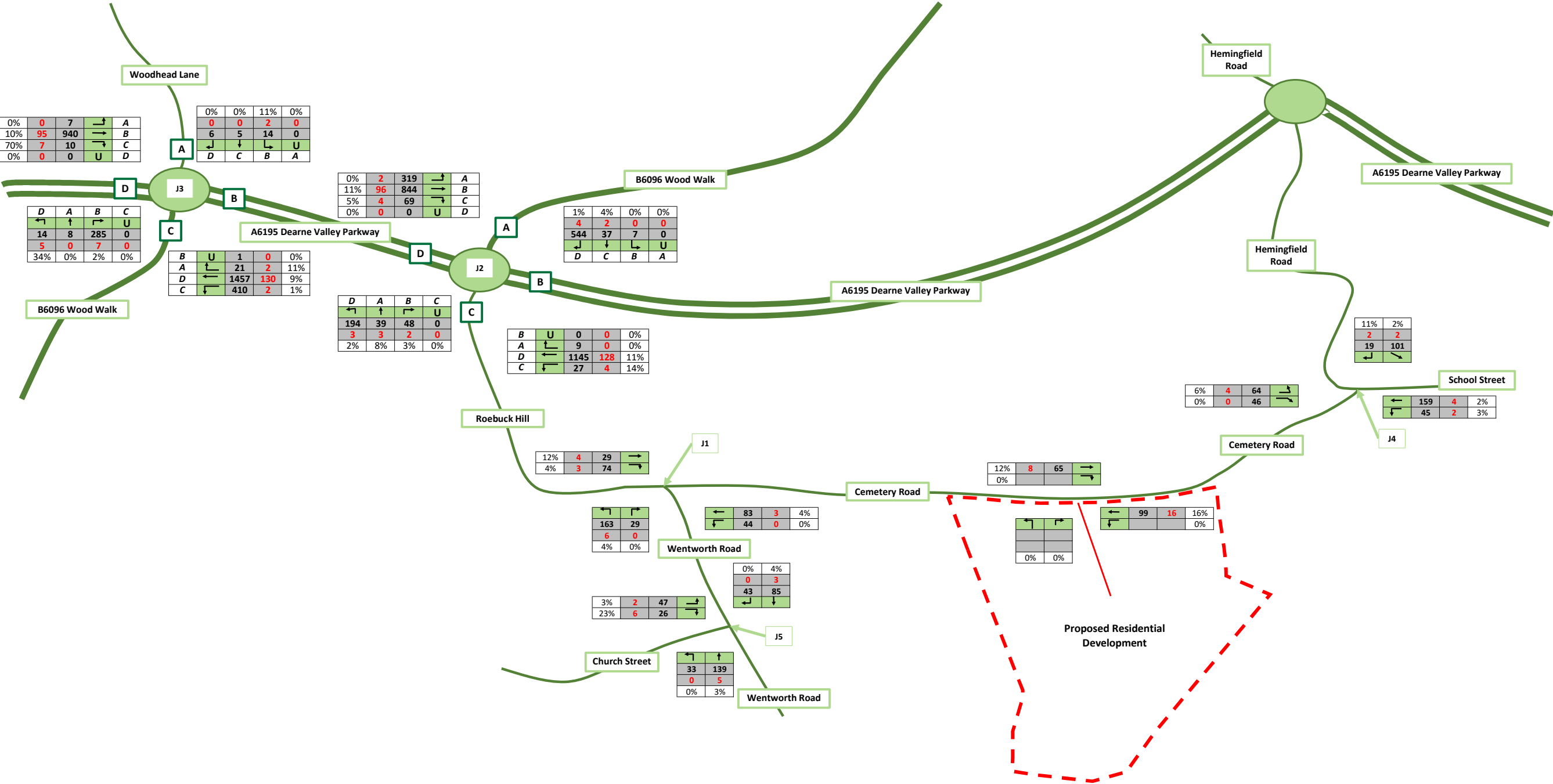
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Contains OS data © Crown Copyright and database

Path: C:\Users\optima\OneDrive - Optima Highways\Projects - Documents\Cemetery Road, Jump, Barnsley\DRAWINGS\GIS\Cemetery Road, Jump, Barnsley - GIS Plans.aprx



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	164
1	Cemetery Road/Wentworth Road	422
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	2,731
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	3,177
4	Cemetery Road/Hemingfield Road/School Street	433
5	Wentworth Road/Church Street	372



Key:
Indicative Site Boundary
0 Total PCU
0 Total HGV (PCU)
0% HGV Percentage

Notes:

1)

Title:
2026 Survey - AM Peak Hour (07:30 - 08:30)

Project:
Land to the south of Cemetery Road, Jump

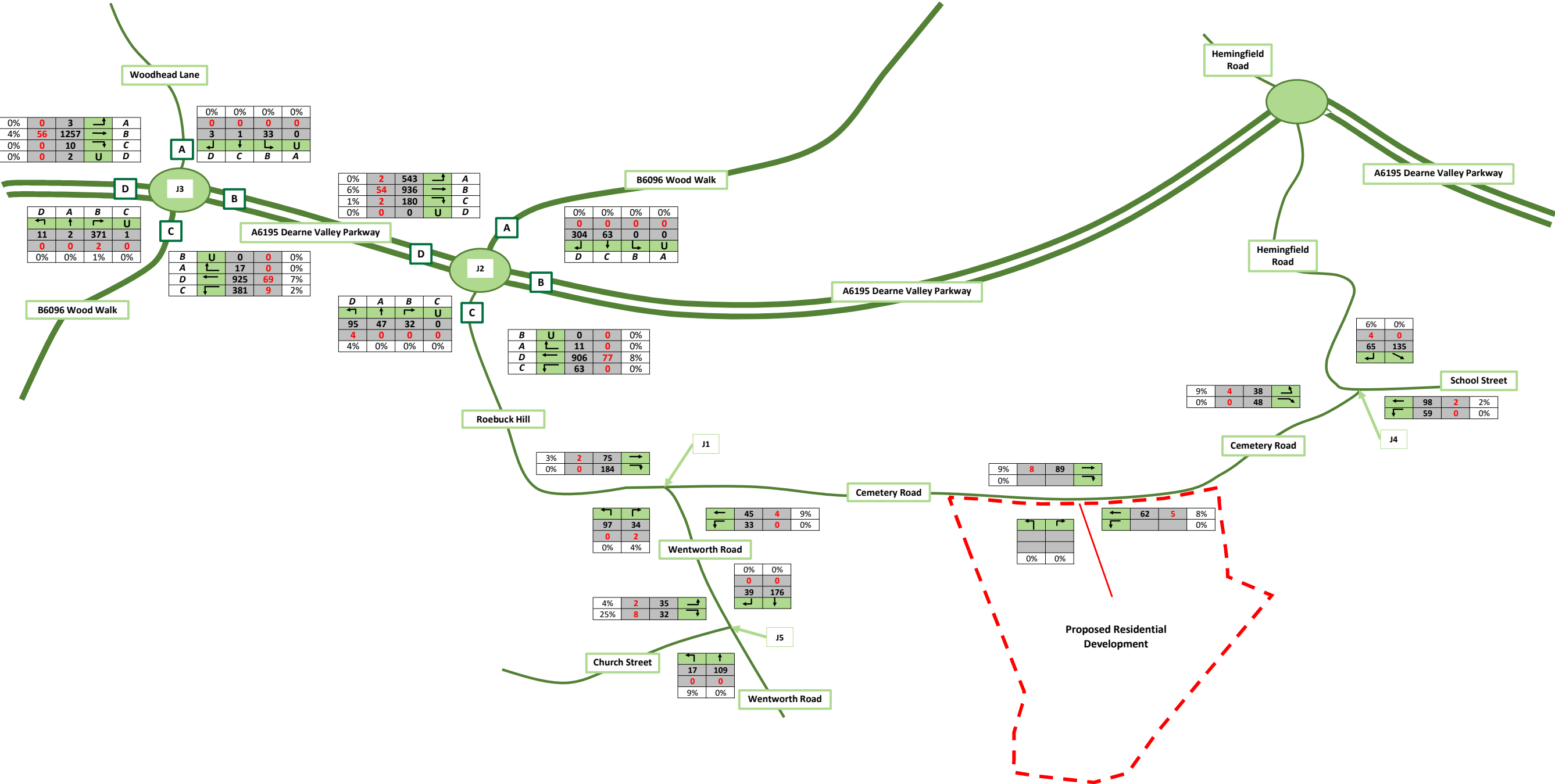
Client:
Barratt David Wilson Homes
Yorkshire West

Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 100



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	62
1	Cemetery Road/Wentworth Road	209
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	2,876
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	3,017
4	Cemetery Road/Hemingfield Road/School Street	443
5	Wentworth Road/Church Street	407



Key:
Indicative Site Boundary
Total PCU
Total HGV (PCU)
HGV Percentage

Notes:

1)

Title:
2026 Survey - PM Peak Hour (16:15-17:15)

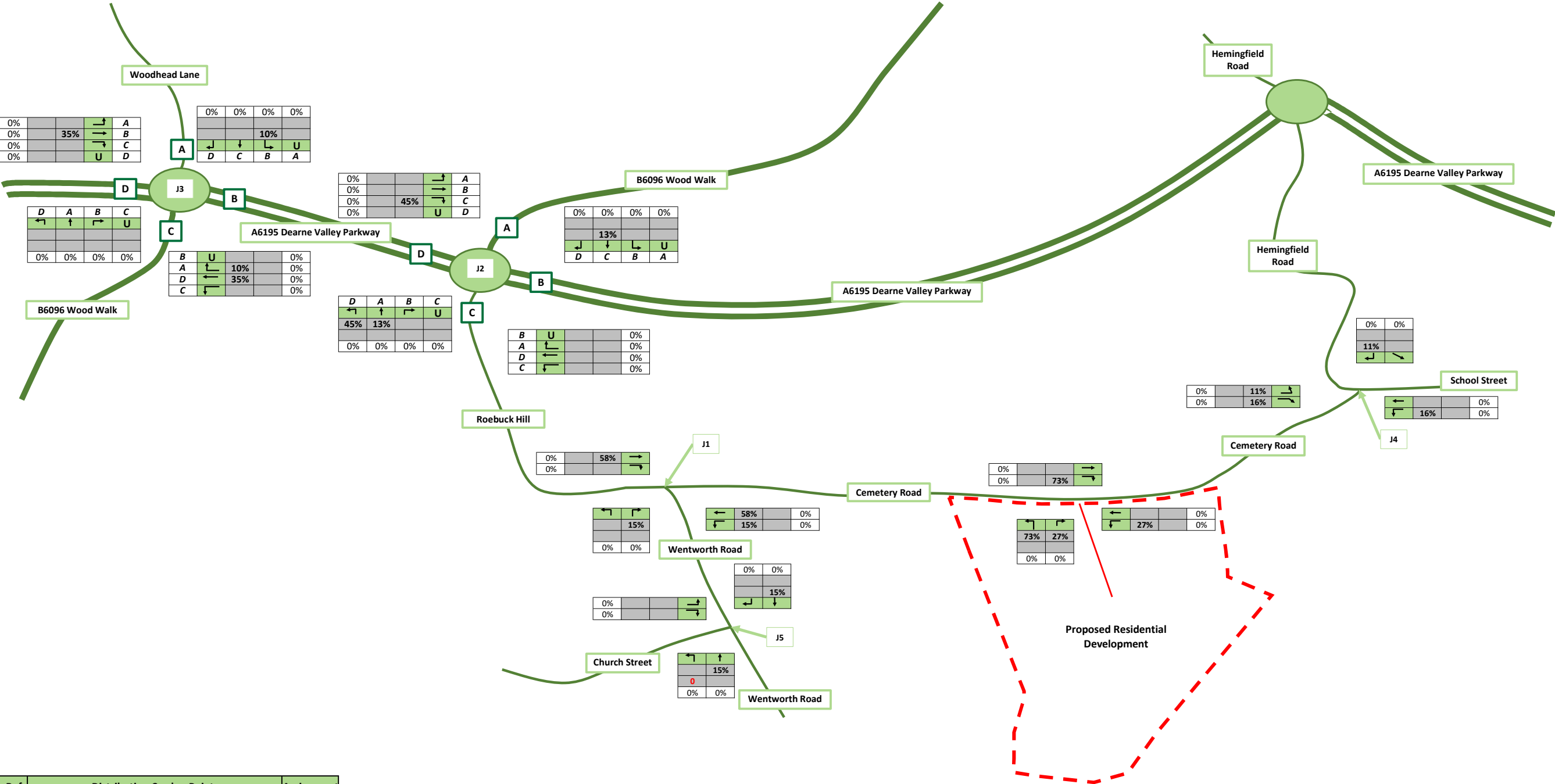
Project:
Land to the south of Cemetery Road, Jump

Client:
Barratt David Wilson Homes
Yorkshire West

Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 101





Ref	Distribution Cordon Points	Assignment
A	A6195 Dearne Valley Parkway (East)	11%
B	B6096 Wood Walk	13%
C	Woodhead Lane	10%
D	A6195 Dearne Valley Parkway (West)	35%
E	Wentworth Road	15%
F	Tingle Bridge Lane	16%
Total		100%

Key:

- Indicative Site Boundary
- Traffic Distribution

Notes:

1)

Title:

Traffic Distribution - Work/Business

Project:

Land to the south of Cemetery Road, Jump

Client:

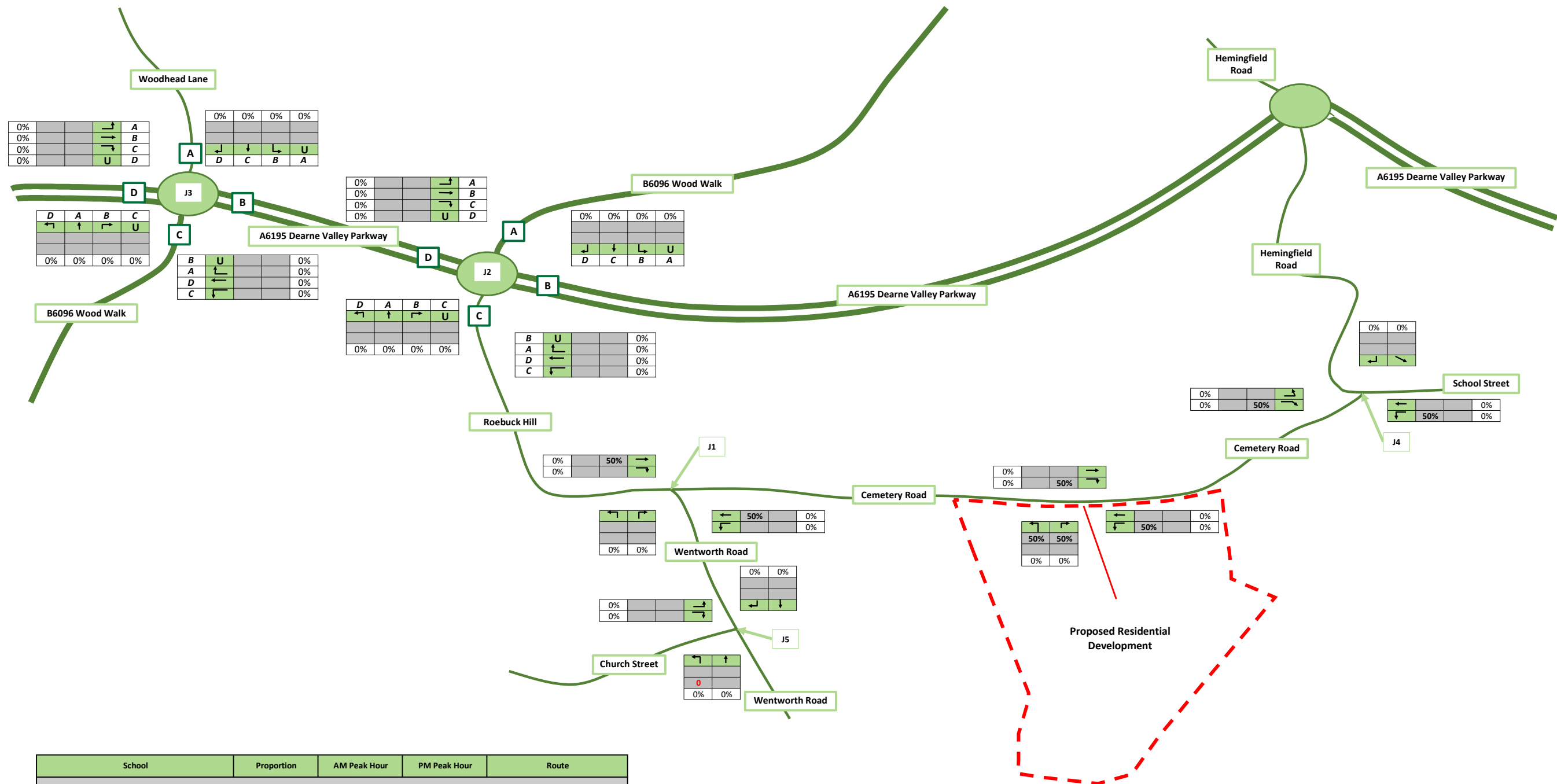
Barratt David Wilson Homes
Yorkshire West

Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

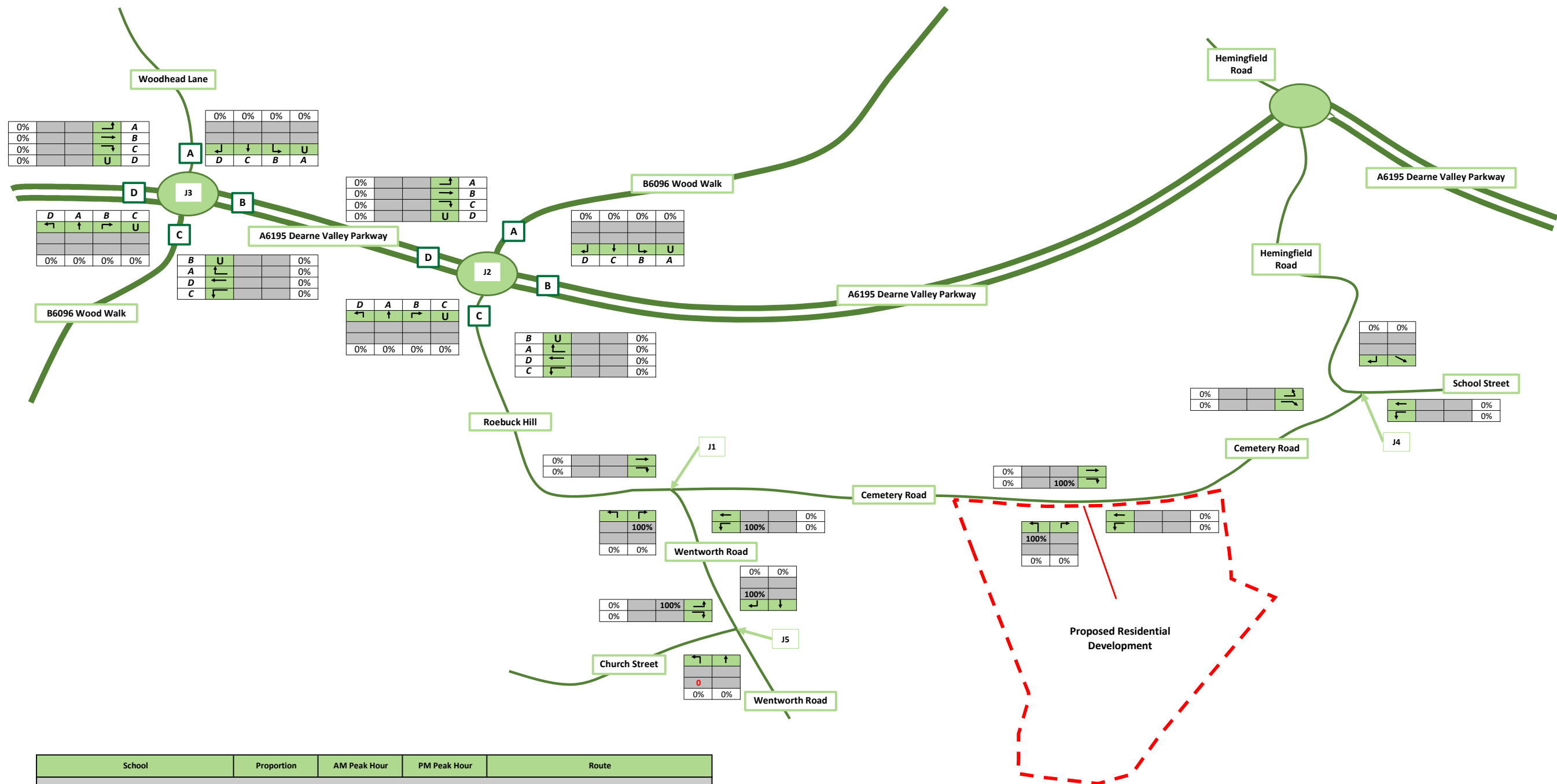
Figure 102

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LS1 2JP
Tel: 0113 245 1679
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School	Proportion	AM Peak Hour	PM Peak Hour	Route
Primary				
Jump Primary School	50%	6	2	Cemetery Road (West) and Roebuck Hill
The Ellis Church of England Primary School	50%	6	2	Cemetery Road (East) and School Street
Total	100%	12	3	-





School	Proportion	AM Peak Hour	PM Peak Hour	Route
Secondary				
Kirk Balk Academy	100%	12	3	Cemetery Road (West), Wentworth Road, Church Street, Greenside Lane, Market Street
Total	100%	12	3	-

Key:
Indicative Site Boundary
Traffic Distribution

Notes:
1)

Title:
Traffic Distribution - Education - Secondary

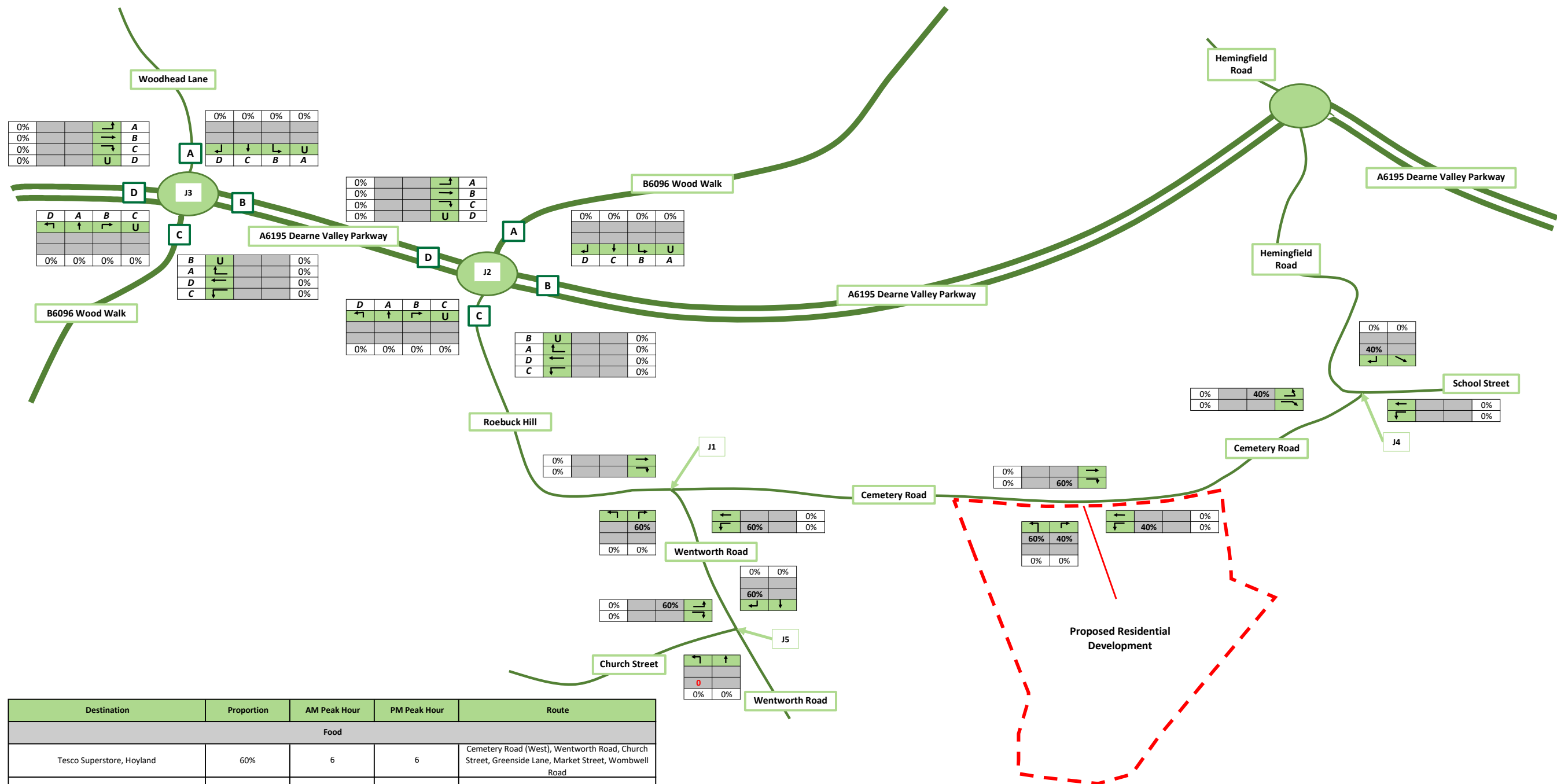
Project:
Land to the south of Cemetery Road, Jump

Client:
Barratt David Wilson Homes
Yorkshire West

Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 104





Destination	Proportion	AM Peak Hour	PM Peak Hour	Route
Food				
Tesco Superstore, Hoyland	60%	6	6	Cemetery Road (West), Wentworth Road, Church Street, Greenside Lane, Market Street, Wombwell Road
Morrisons Supermarket, Cortonwood	40%	4	4	Cemetery Road (East), Hemingfield Road, A6195 Dearne Valley Parkway, Corton Wood
Total	100%	10	10	-

Key:

Indicative Site Boundary

0%

Traffic Distribution

Notes:

1)

Title:

Traffic Distribution - Shopping - Food

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

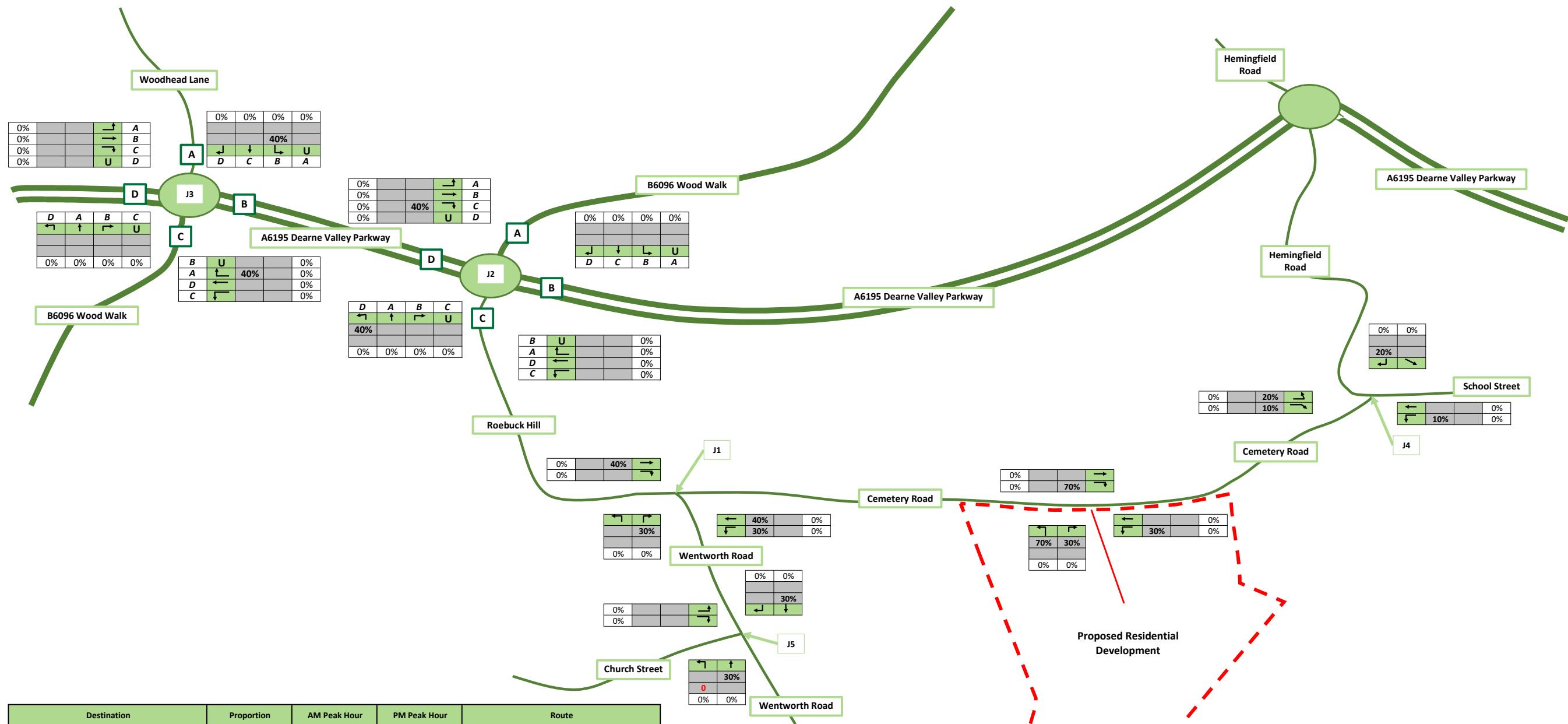
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 105

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Destination	Proportion	AM Peak Hour	PM Peak Hour	Route
Non-Food				
Local - Cortonwood Retail Park	20%	2	2	Cemetery Road (East), Hemingfield Road, A6195 Dearne Valley Parkway, Corton Wood
Rotherham - Parkgate Shopping Centre	40%	4	4	Cemetery Road (West), Roebuck Hill, A6195 Dearne Valley Parkway, Woodhead Lane
Sheffield - Meadowhall Shopping Centre	30%	3	3	Cemetery Road (West), Wentworth Road, St Helen's Street, Millhouses Street, Broadcarr Road, A6135, M1 J35A
Rotherham - Parkgate Shopping Centre	10%	1	1	Cemetery Road (East), School Street, Tingle Bridge Lane, New Road
Total	60%	9	10	-

Key:
Indicative Site Boundary
Traffic Distribution

Notes:

1)

Title:

Traffic Distribution - Shopping - Non-Food

Project:

Land to the south of Cemetery Road, Jump

Client:

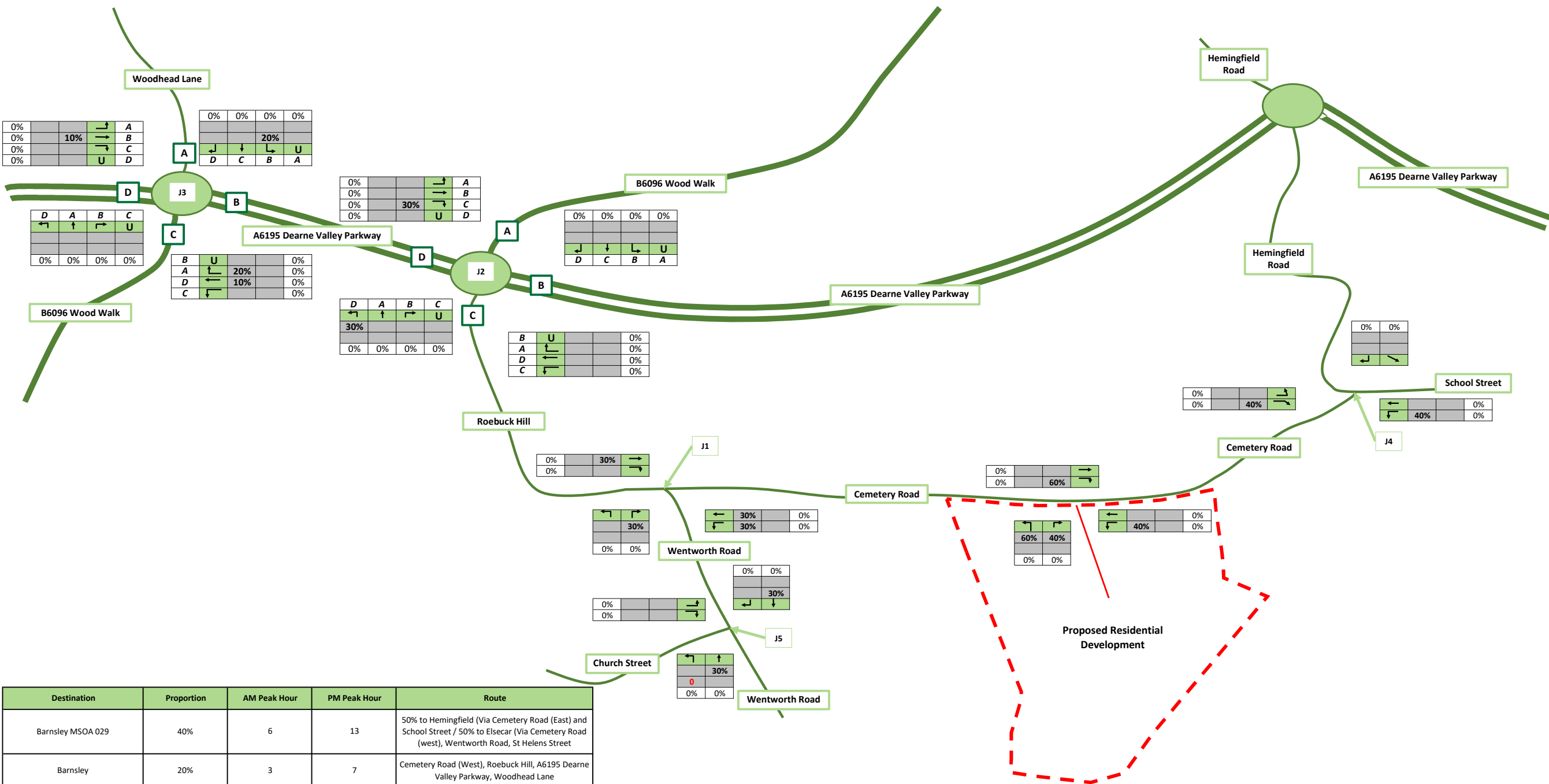
Barratt David Wilson Homes
Yorkshire West

Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 106

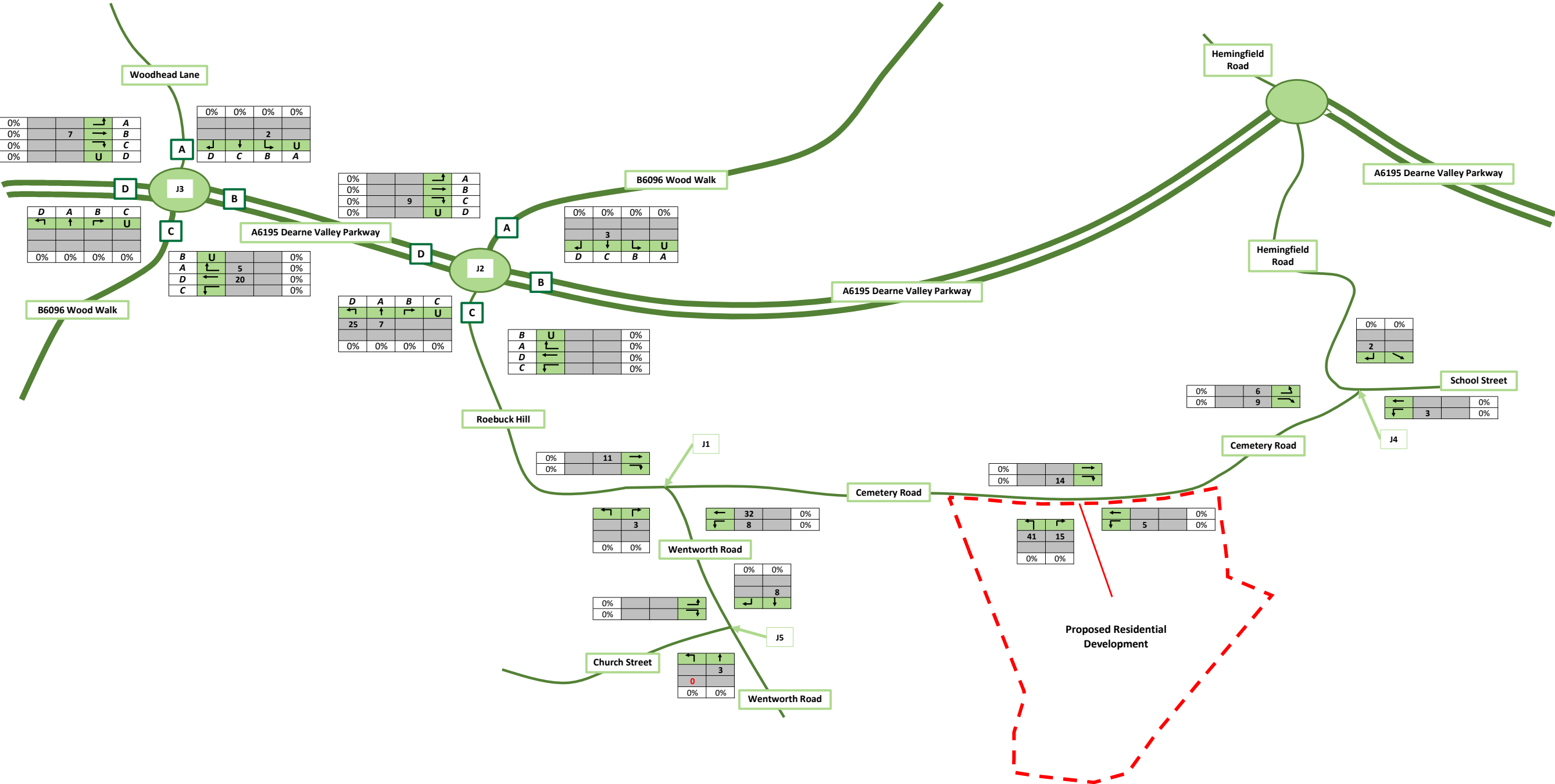




Destination	Proportion	AM Peak Hour	PM Peak Hour	Route
Barnsley MSOA 029	40%	6	13	50% to Hemingfield (Via Cemetery Road (East) and School Street / 50% to Elsecar (Via Cemetery Road (west), Wentworth Road, St Helens Street
Barnsley	20%	3	7	Cemetery Road (West), Roebuck Hill, A6195 Dearne Valley Parkway, Woodhead Lane
Sheffield	20%	3	7	50% M1 South / 50% Wentworth Road
Rotherham	20%	3	7	Tingle Bridge Lane
Total	100%	16	34	-



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	76
1	Cemetery Road/Wentworth Road	55
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	44
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	34
4	Cemetery Road/Hemingfield Road/School Street	21
5	Wentworth Road/Church Street	11



Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
	Trip Generation		
AM Peak	20	56	76

Key:	
—	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:
Trip Generation - Work/Business - AM Peak Hour

Project:
Land to the south of Cemetery Road, Jump

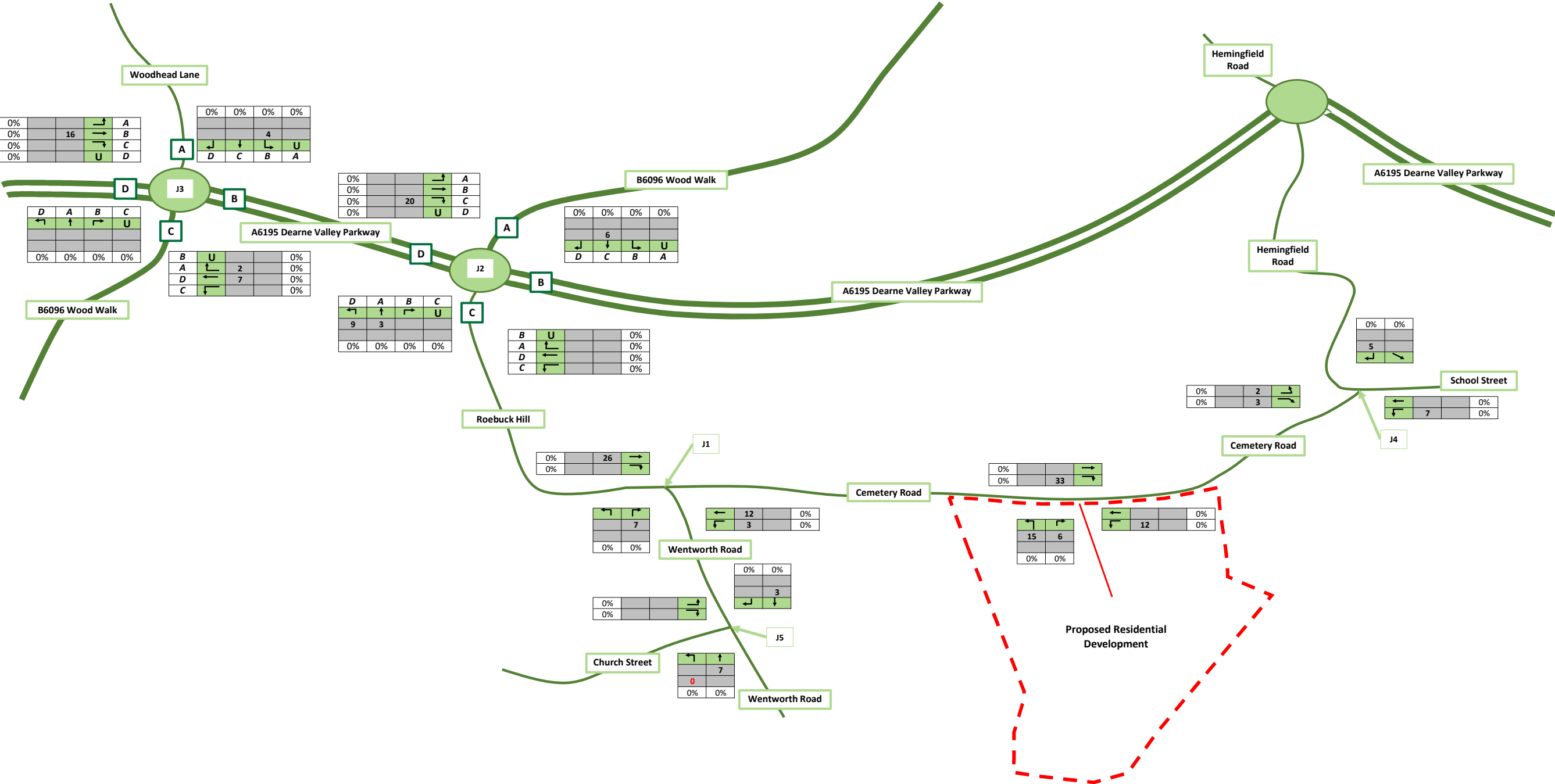
Client:
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Yorkshire West

Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 108



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	66
1	Cemetery Road/Wentworth Road	48
2	A6195 Dearne Valley Parkway/Roeback Hill/B6096 /Wood Walk (Roeback Hill Roundabout)	38
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	29
4	Cemetery Road/Hemingfield Road/School Street	18
5	Wentworth Road/Church Street	10



Dwellings: 270

Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
PM Peak	46	20	66

Key:

—	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:
Trip Generation - Work/Business - PM Peak Hour

Project:
Land to the south of Cemetery Road, Jump

Client:
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Yorkshire West

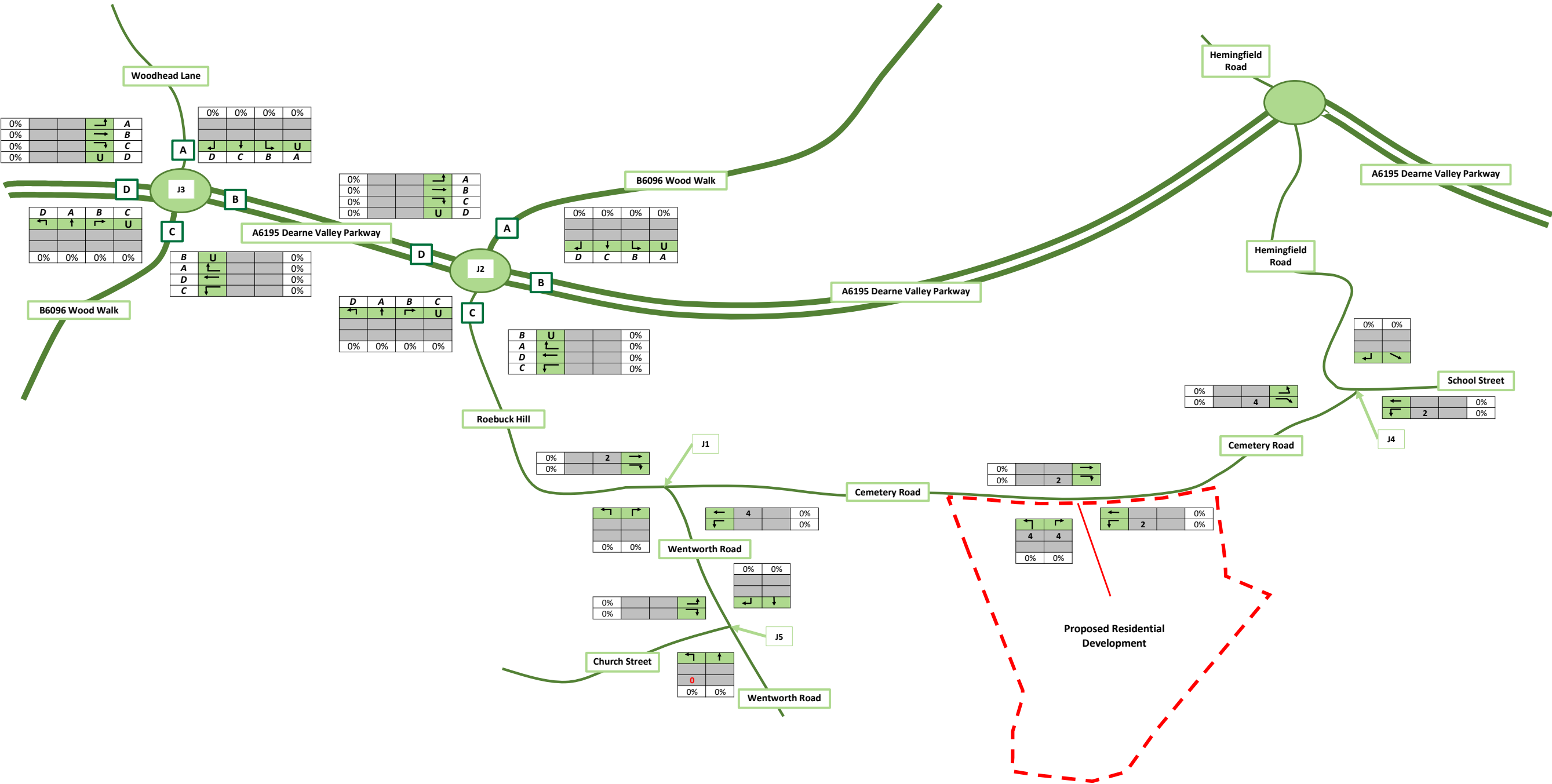
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 109



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	12
1	Cemetery Road/Wentworth Road	6
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	0
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	0
4	Cemetery Road/Hemingfield Road/School Street	6
5	Wentworth Road/Church Street	0



Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
	Trip Generation		
AM Peak	3	9	12

Key:	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:

Trip Generation - Education - Primary - AM Peak Hour

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

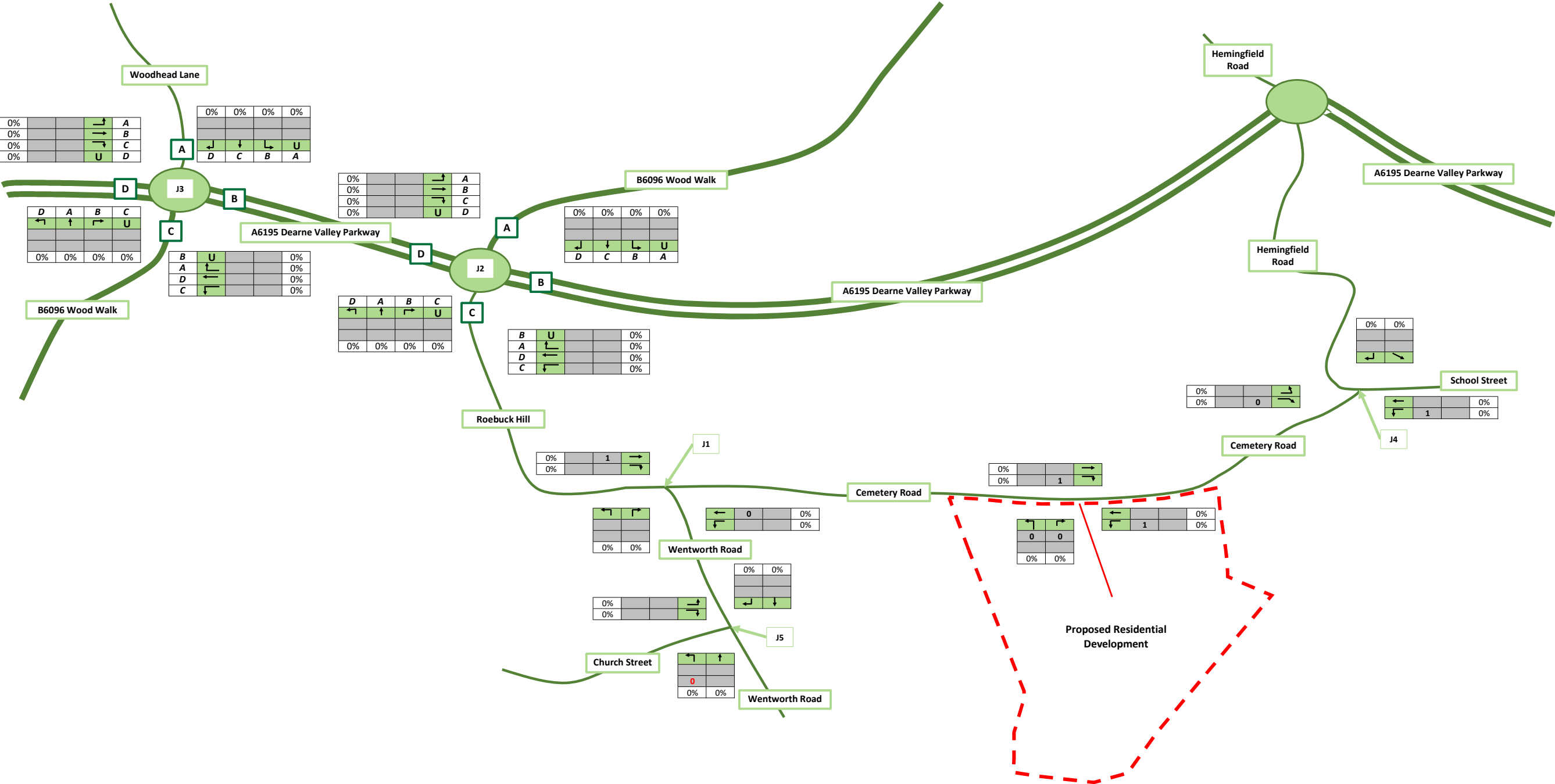
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 110

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Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	3
1	Cemetery Road/Wentworth Road	2
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	0
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	0
4	Cemetery Road/Hemingfield Road/School Street	2
5	Wentworth Road/Church Street	0



Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
	Trip Generation		
PM Peak	2	1	3

Key:	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:

Trip Generation - Education -
Primary - PM Peak Hour

Project:

Land to the south of Cemetery
Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

Quality Control:

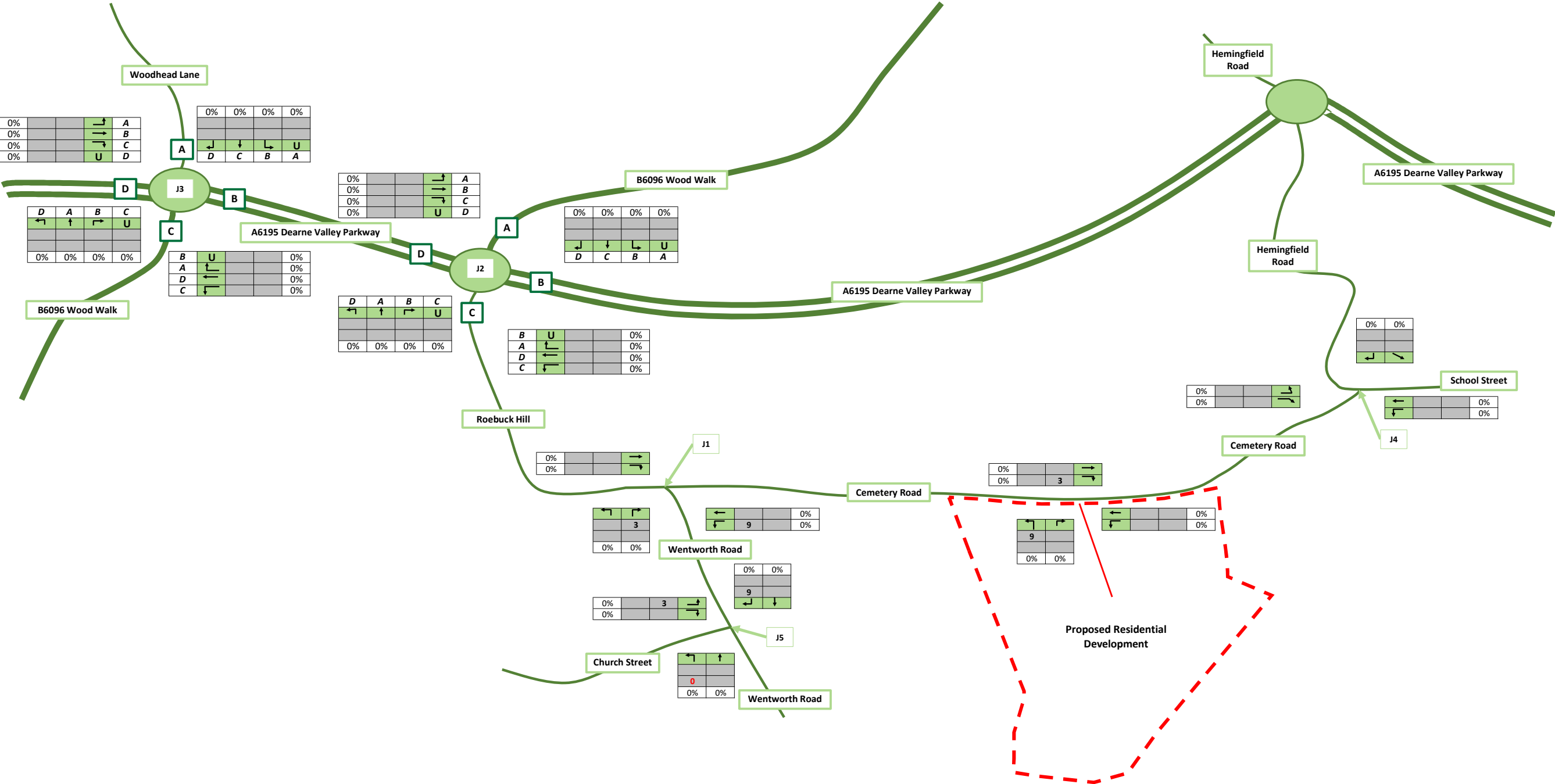
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 111

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Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	12
1	Cemetery Road/Wentworth Road	12
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	0
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	0
4	Cemetery Road/Hemingfield Road/School Street	0
5	Wentworth Road/Church Street	12



Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
AM Peak	3	9	12

Key:	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:

Trip Generation - Education -
Secondary - AM Peak Hour

Project:

Land to the south of Cemetery
Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

Quality Control:

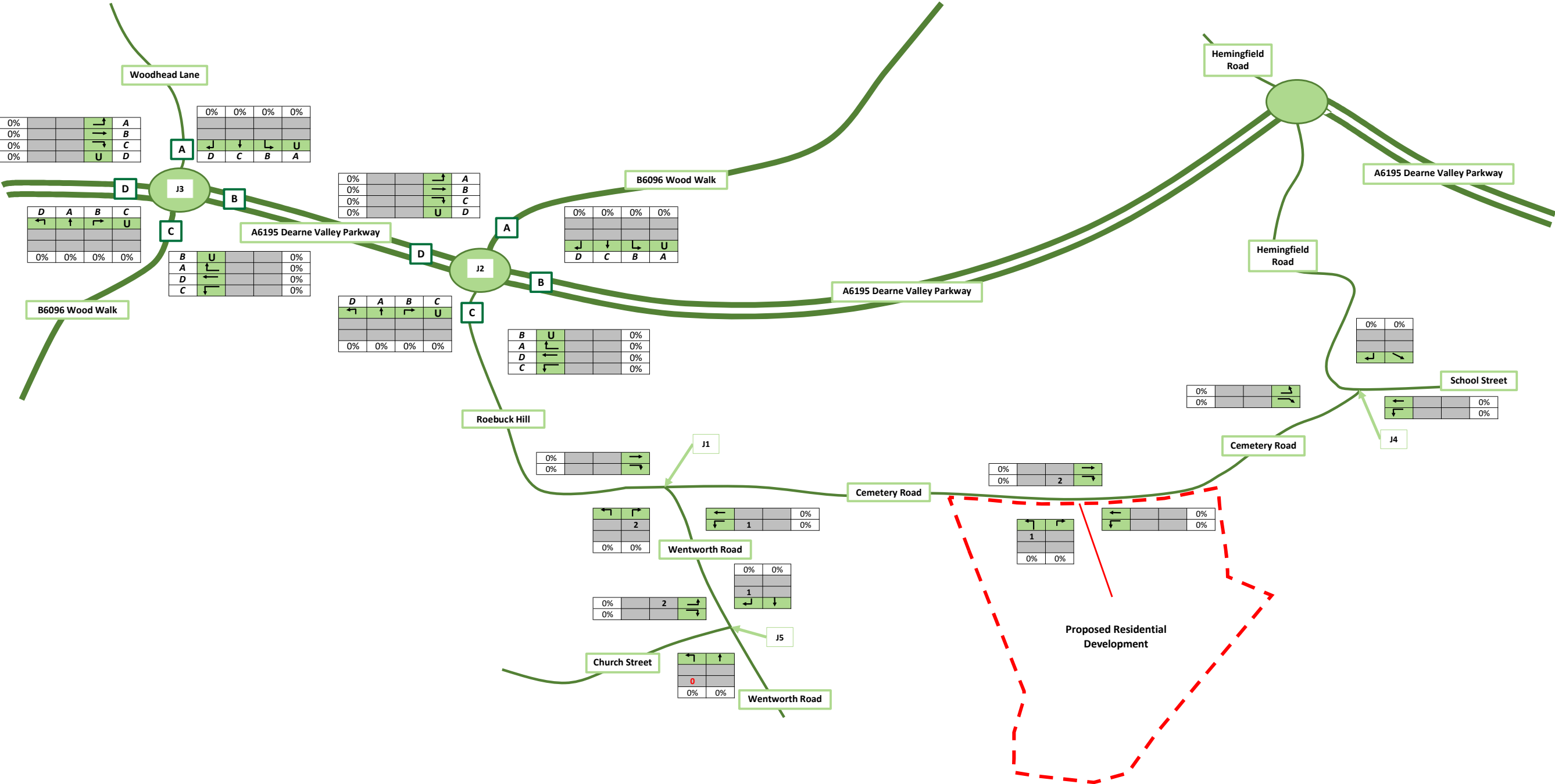
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 112

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Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	3
1	Cemetery Road/Wentworth Road	3
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	0
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	0
4	Cemetery Road/Hemingfield Road/School Street	0
5	Wentworth Road/Church Street	3



Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
	Trip Generation		
PM Peak	2	1	3

Key:	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:

Trip Generation - Education -
Secondary - PM Peak Hour

Project:

Land to the south of Cemetery
Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

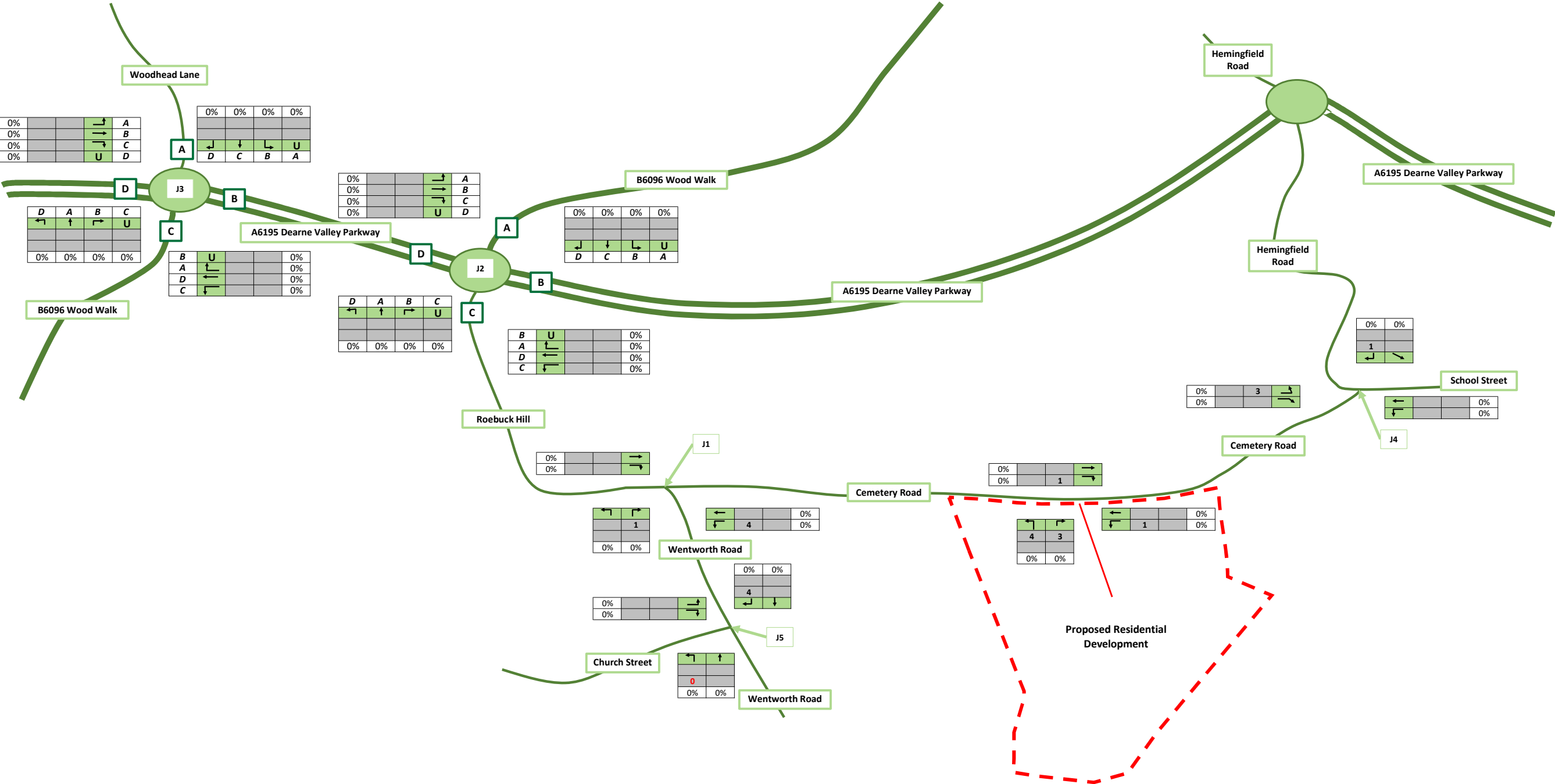
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 113



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	9
1	Cemetery Road/Wentworth Road	6
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	0
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	0
4	Cemetery Road/Hemingfield Road/School Street	4
5	Wentworth Road/Church Street	4



Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
	Trip Generation		
AM Peak	2	7	9

Key:	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:
Trip Generation - Shopping - Food -
AM Peak Hour

Project:
Land to the south of Cemetery
Road, Jump

Client:
Barratt David Wilson Homes
Yorkshire West

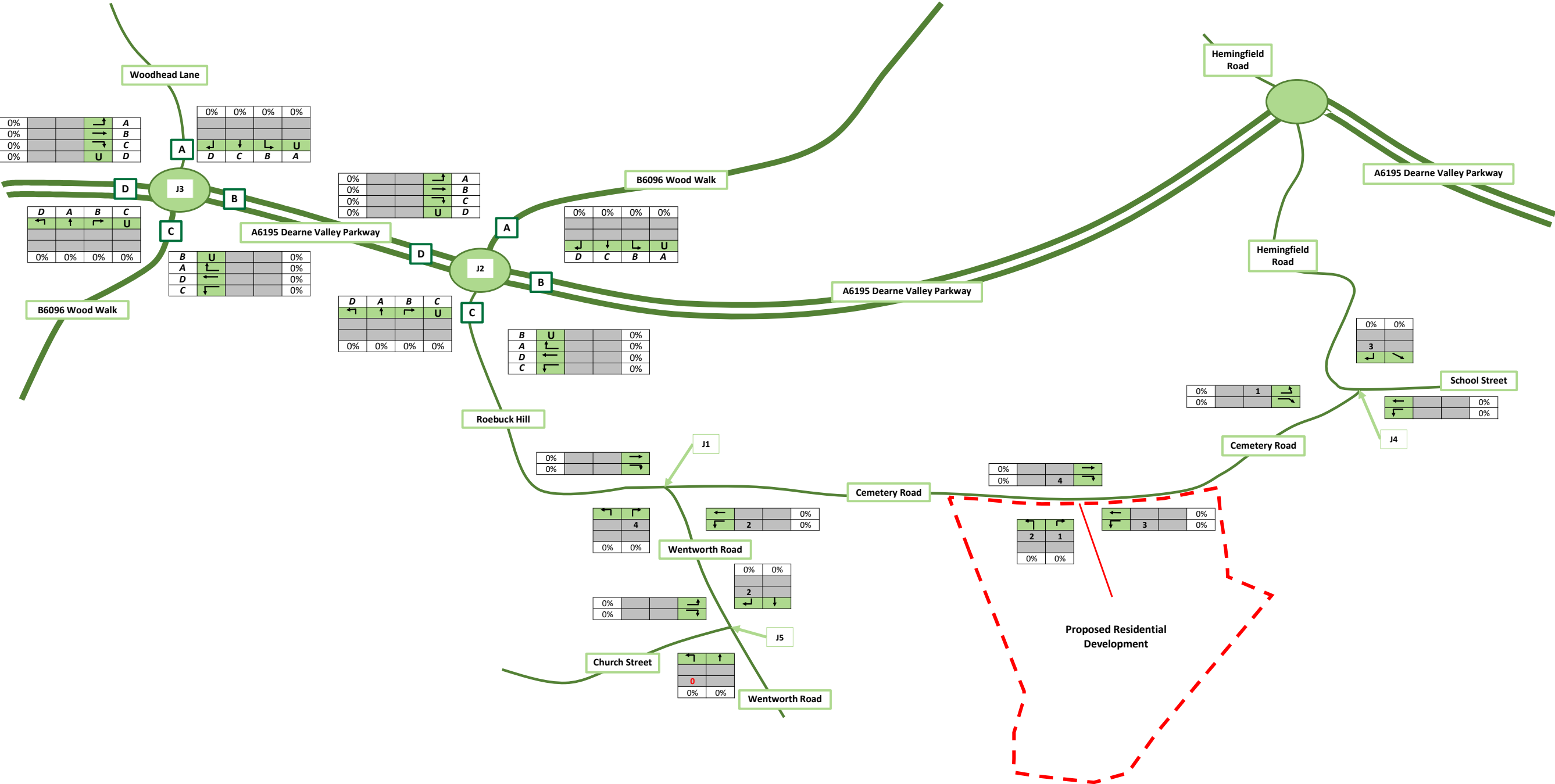
Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 114

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Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	10
1	Cemetery Road/Wentworth Road	6
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	0
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	0
4	Cemetery Road/Hemingfield Road/School Street	4
5	Wentworth Road/Church Street	2



Dwellings: 270

Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
PM Peak	7	3	10

Key:

Indicative Site Boundary	
Total PCU	0
Total HGV (PCU)	0
HGV Percentage	0%

Notes:

1)

Title:

Trip Generation - Shopping - Food - PM Peak Hour

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

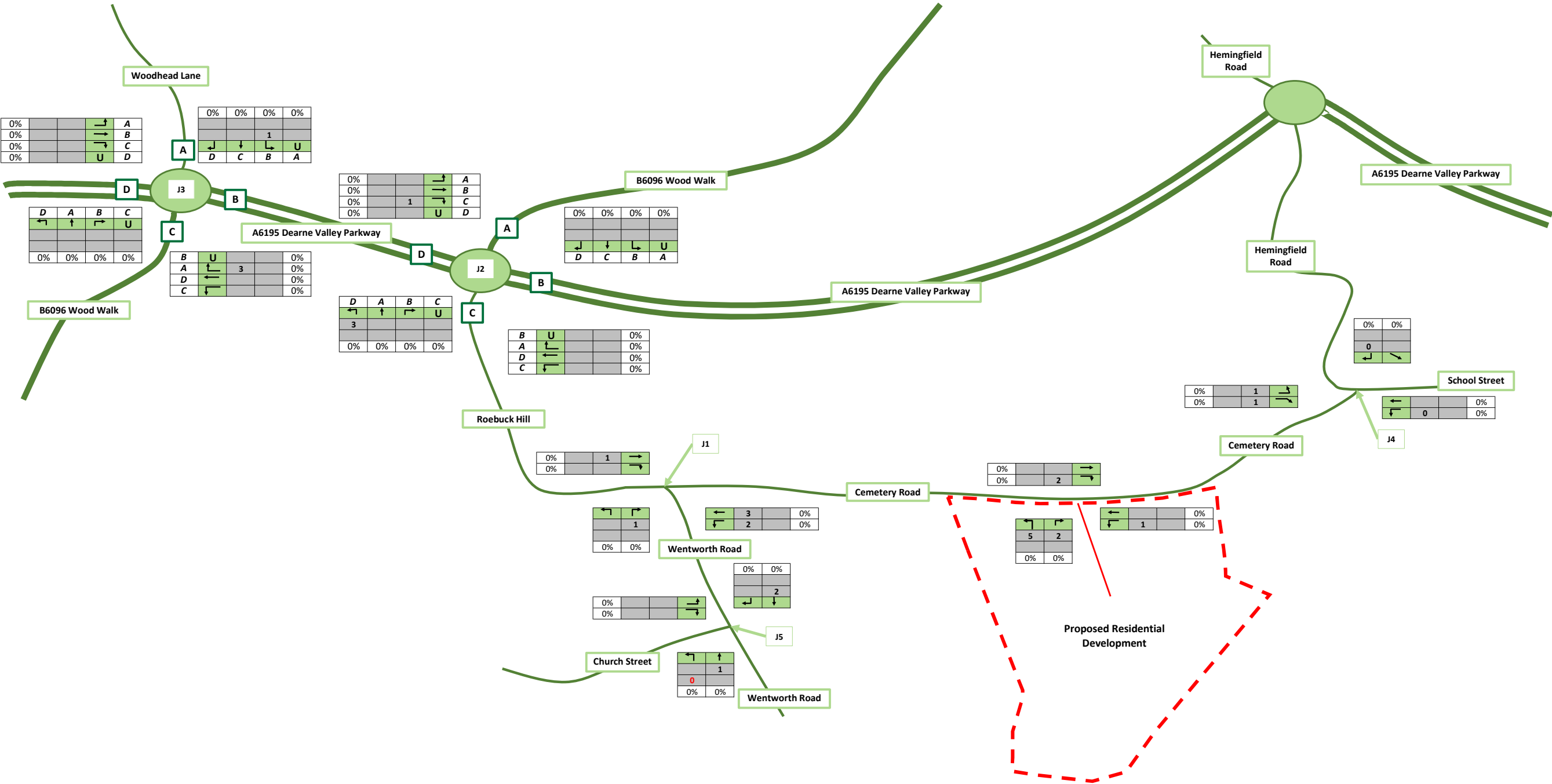
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 115



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	9
1	Cemetery Road/Wentworth Road	7
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	4
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	4
4	Cemetery Road/Hemingfield Road/School Street	3
5	Wentworth Road/Church Street	3



Dwellings: 270

Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
AM Peak	2	7	9

Key:	
0	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:

Trip Generation - Shopping - Non-Food - AM Peak Hour

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

Quality Control:

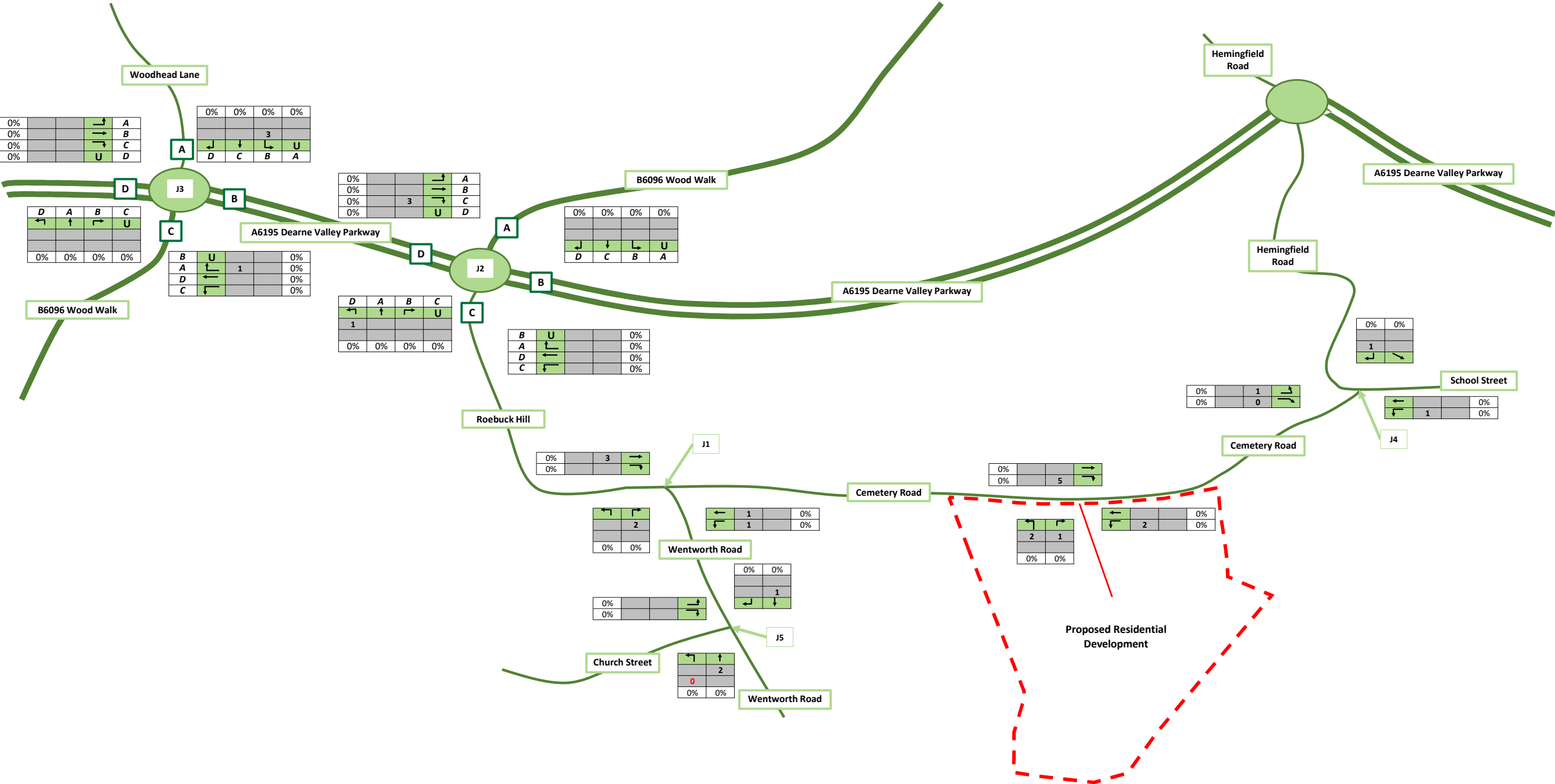
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 116

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Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	10
1	Cemetery Road/Wentworth Road	7
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	4
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	4
4	Cemetery Road/Hemingfield Road/School Street	3
5	Wentworth Road/Church Street	3



Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
	Trip Generation		
PM Peak	7	3	10

Key:	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:
Trip Generation - Shopping - Non-Food - PM Peak Hour

Project:
Land to the south of Cemetery Road, Jump

Client:
Barratt David Wilson Homes
Yorkshire West

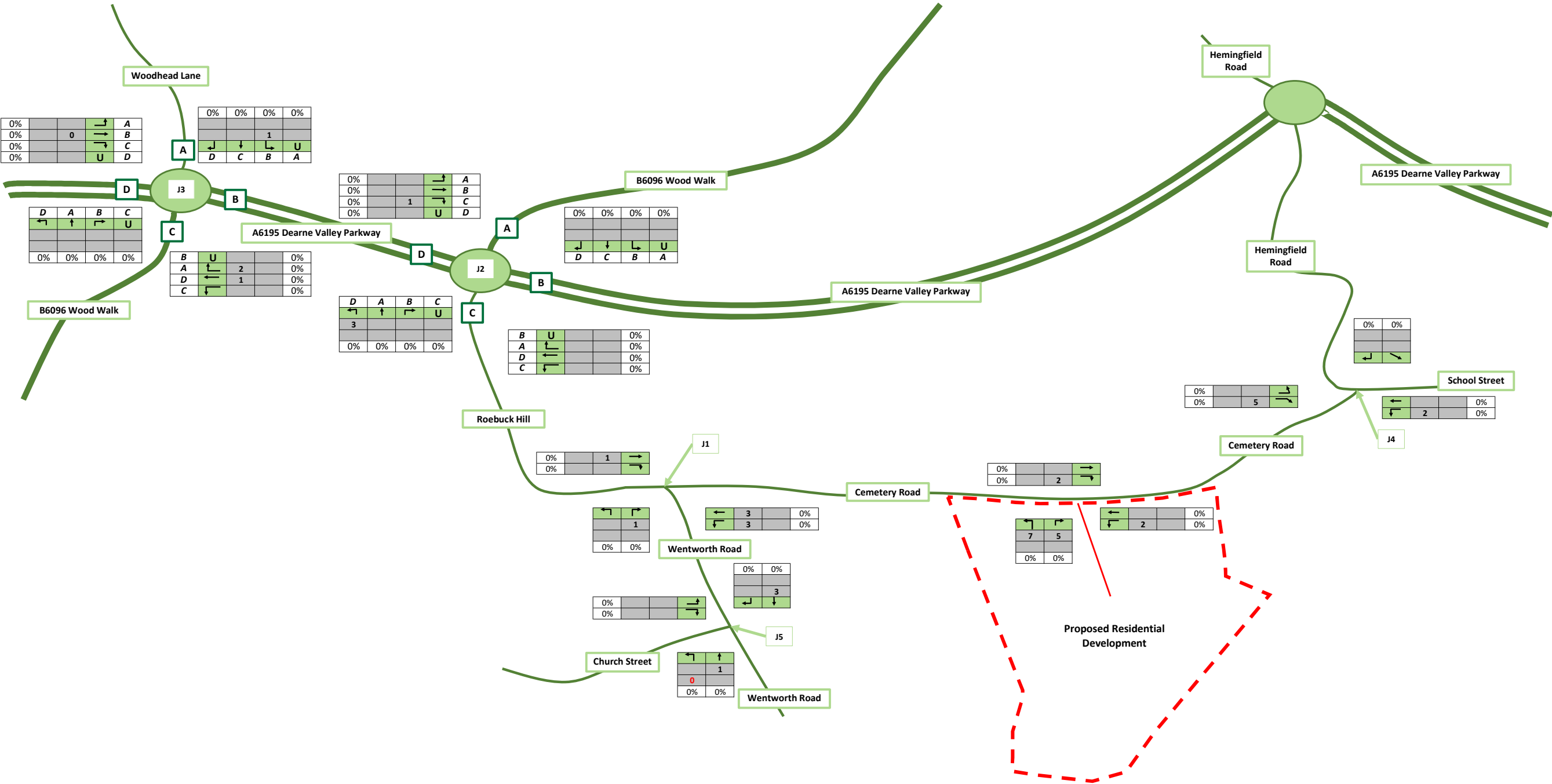
Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 117

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Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	16
1	Cemetery Road/Wentworth Road	9
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	5
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	5
4	Cemetery Road/Hemingfield Road/School Street	6
5	Wentworth Road/Church Street	5



Dwellings: 270

Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
AM Peak	4	12	16

Key:

- Indicative Site Boundary
- Total PCU
- Total HGV (PCU)
- HGV Percentage

Notes:

1)

Title:

Trip Generation - Other - AM Peak Hour

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

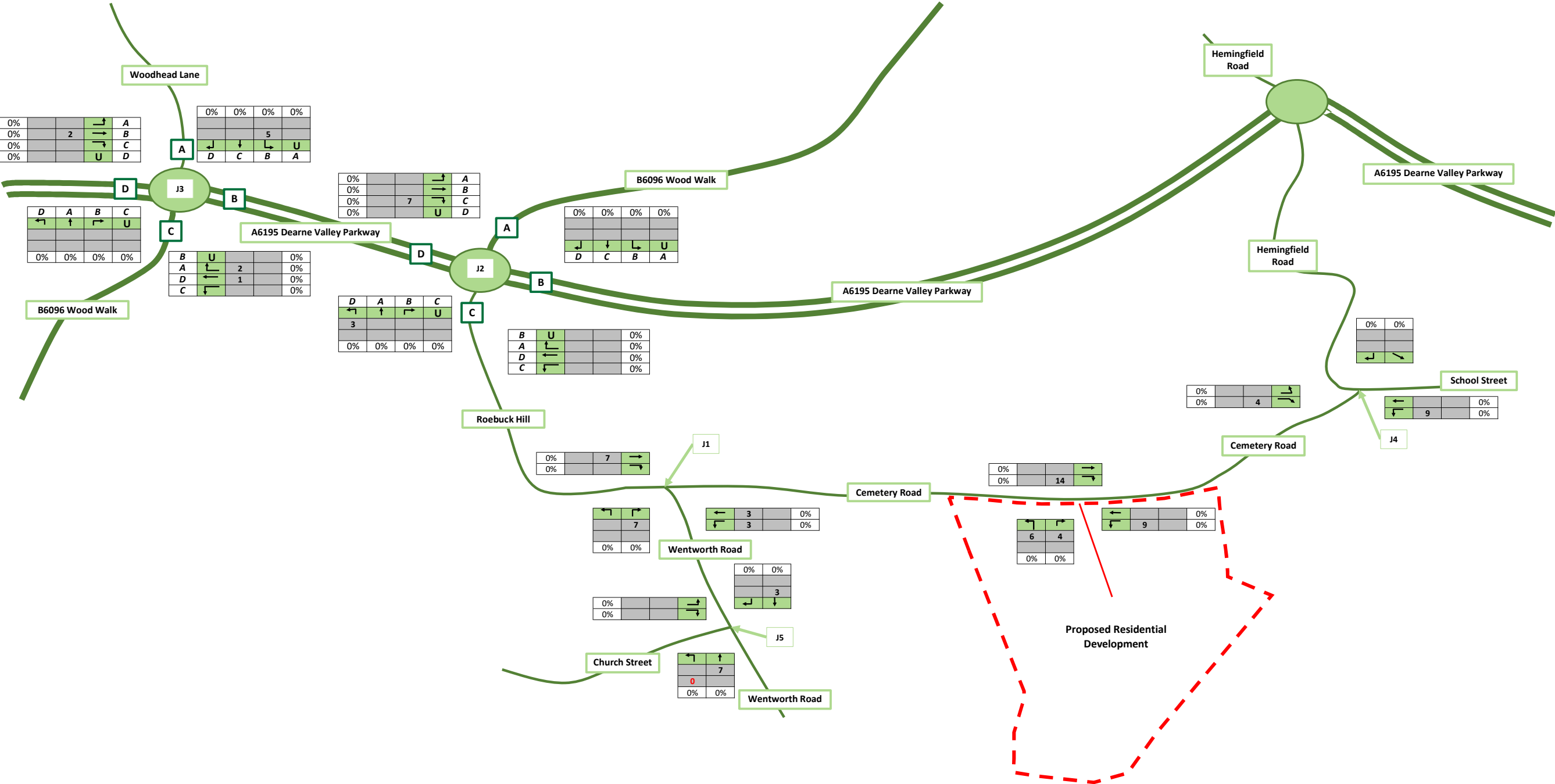
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 118



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	34
1	Cemetery Road/Wentworth Road	20
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	10
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	10
4	Cemetery Road/Hemingfield Road/School Street	13
5	Wentworth Road/Church Street	10



Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
	Trip Generation		
PM Peak	23	10	34

Key:

- Indicative Site Boundary
- Total PCU
- Total HGV (PCU)
- HGV Percentage

Notes:

1)

Title:

Trip Generation - Other - PM Peak Hour

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

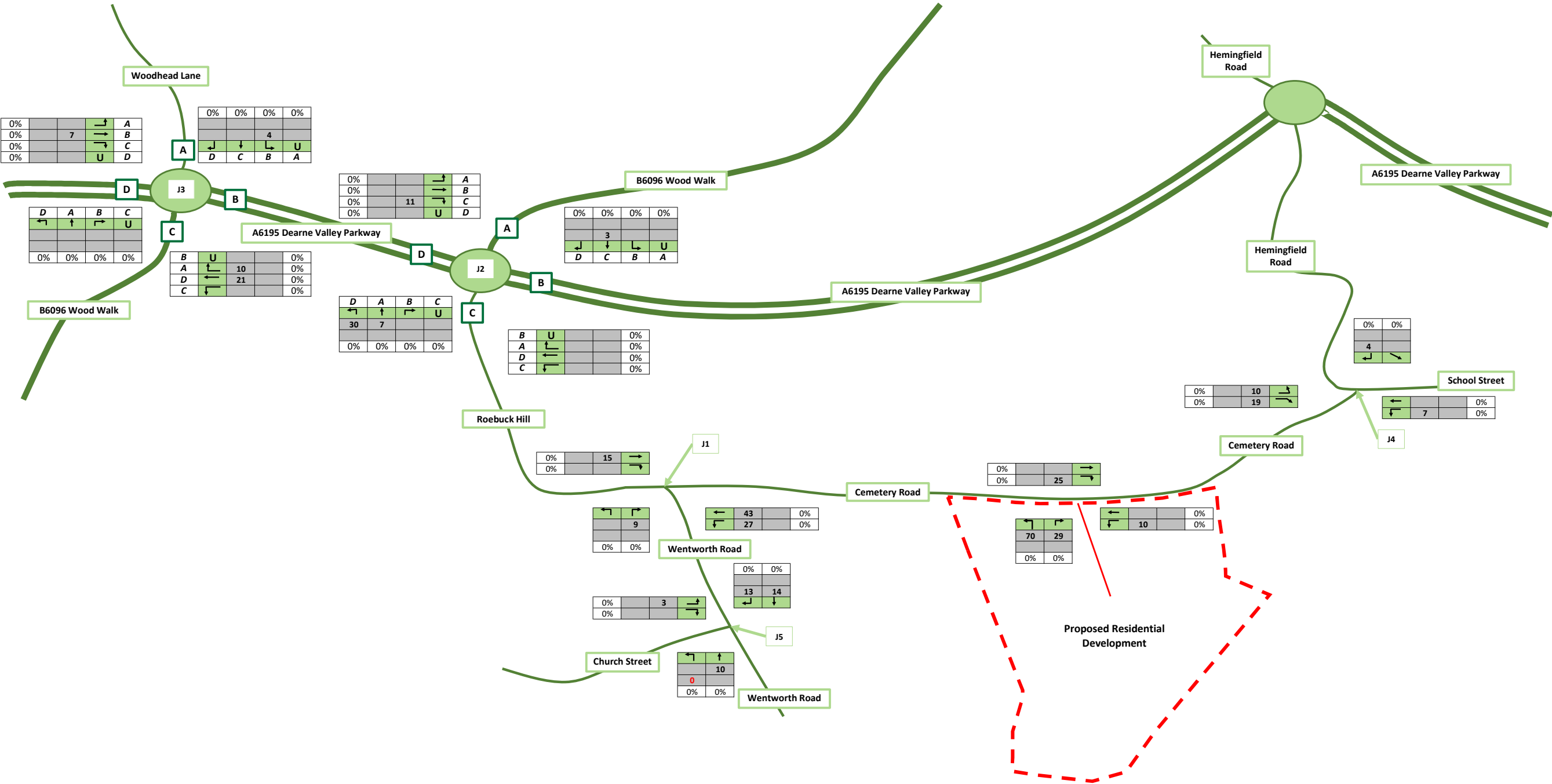
Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 119

Optima Highways & Transportation Ltd.
Suite 1, 3rd Floor
Goodbaird House, Infirmary Street
Leeds
LS1 2JP
Tel: 0113 245 1679
www.optimahighways.com



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	134
1	Cemetery Road/Wentworth Road	94
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	51
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	42
4	Cemetery Road/Hemingfield Road/School Street	39
5	Wentworth Road/Church Street	40



Dwellings: 270

Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
AM Peak	35	99	134

Key:

—	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:
Trip Generation - Total - AM Peak Hour

Project:
Land to the south of Cemetery Road, Jump

Client:
Barratt David Wilson Homes
Yorkshire West

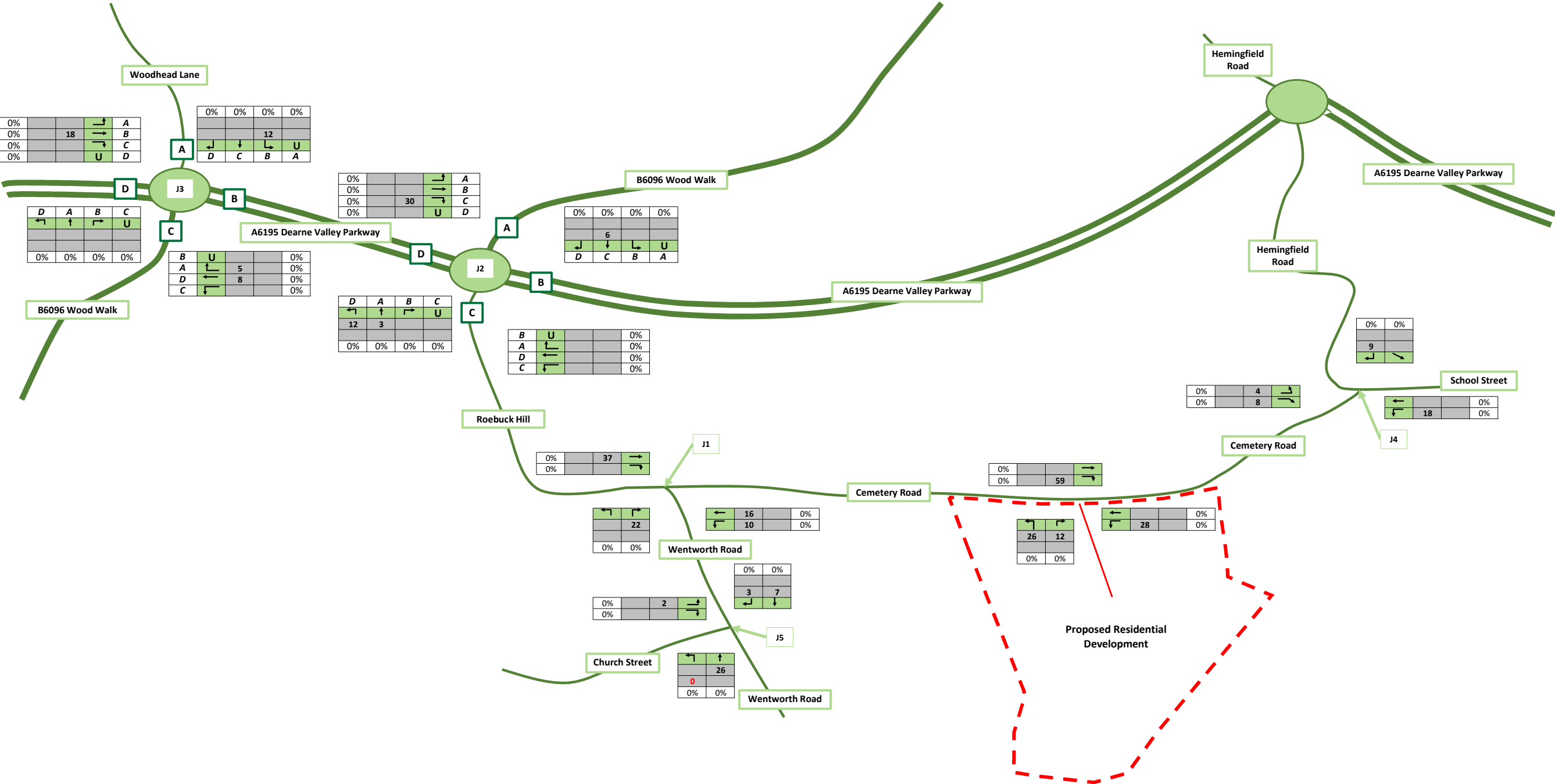
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 120



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	126
1	Cemetery Road/Wentworth Road	86
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	50
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	43
4	Cemetery Road/Hemingfield Road/School Street	40
5	Wentworth Road/Church Street	38



Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
	Trip Generation		
PM Peak	87	39	126

Key:	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:
Trip Generation - Total - PM Peak Hour

Project:
Land to the south of Cemetery Road, Jump

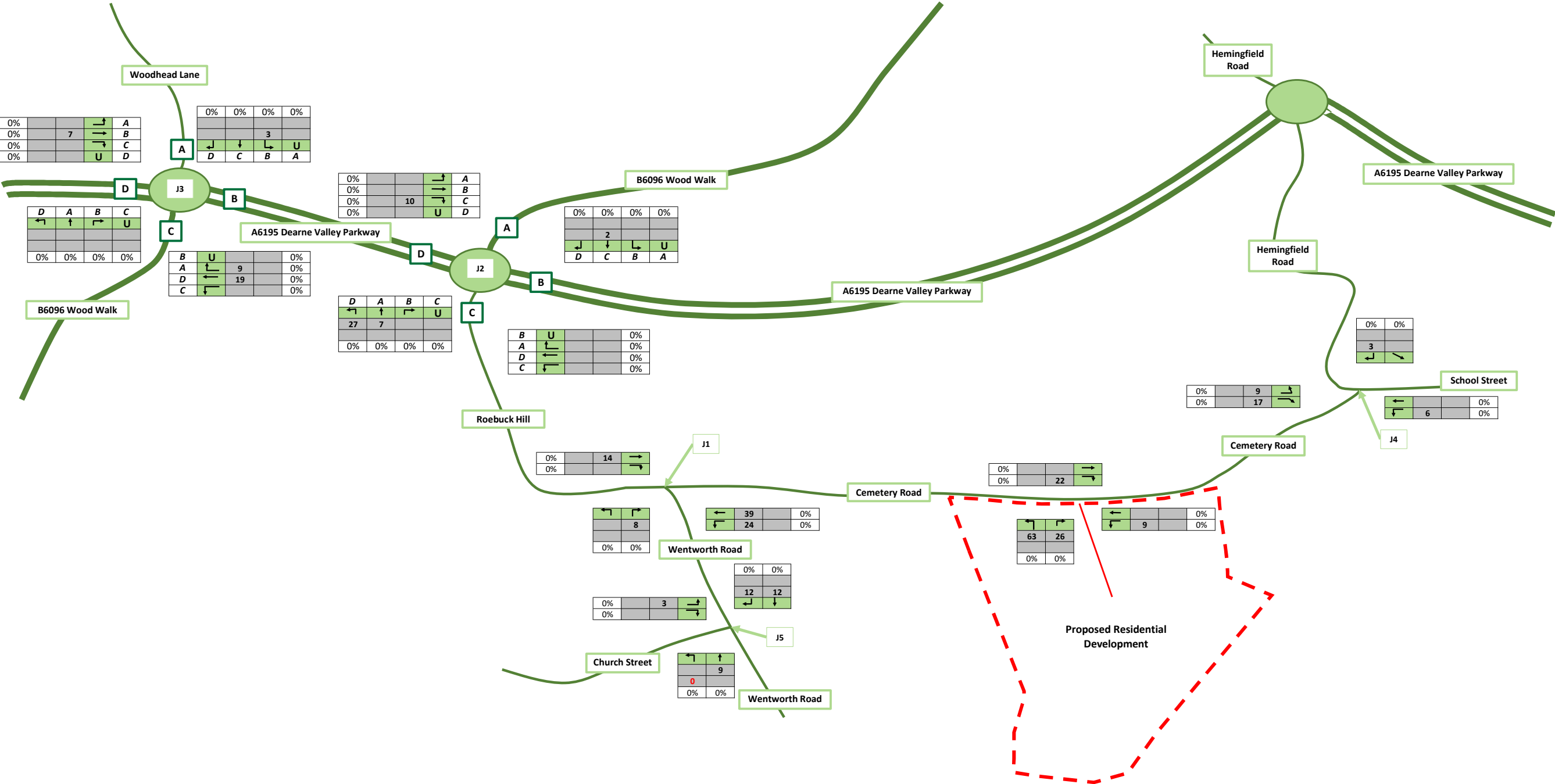
Client:
Barratt David Wilson Homes
Yorkshire West

Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 121



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	120
1	Cemetery Road/Wentworth Road	85
2	A6195 Dearne Valley Parkway/Roeback Hill/B6096 /Wood Walk (Roeback Hill Roundabout)	46
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	38
4	Cemetery Road/Hemingfield Road/School Street	35
5	Wentworth Road/Church Street	36



Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
	Trip Generation		
AM Peak	31	89	120

Key:	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:
Trip Generation 'Vision led' - Total - AM Peak Hour

Project:
Land to the south of Cemetery Road, Jump

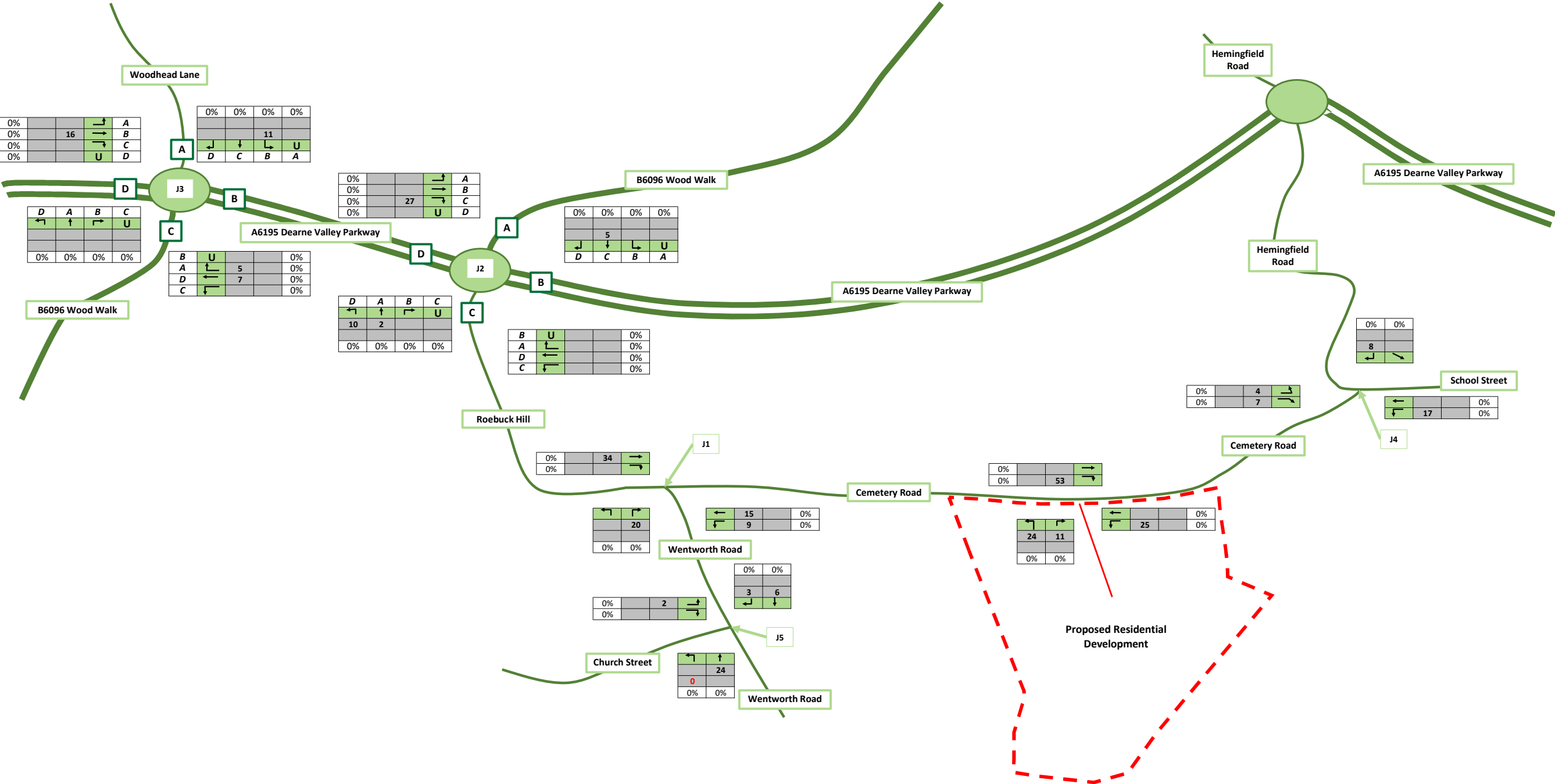
Client:
Barratt David Wilson Homes
Yorkshire West

Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 122



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	113
1	Cemetery Road/Wentworth Road	77
2	A6195 Dearne Valley Parkway/Roeback Hill/B6096 /Wood Walk (Roeback Hill Roundabout)	45
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	39
4	Cemetery Road/Hemingfield Road/School Street	36
5	Wentworth Road/Church Street	34



Time Period	Vehicular Trip Generation		
	Arrivals	Departures	Total
	Trip Generation		
PM Peak	78	35	113

Key:	
—	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:
Trip Generation 'Vision Led' - Total -
PM Peak Hour

Project:
Land to the south of Cemetery
Road, Jump

Client:
Barratt David Wilson Homes
Yorkshire West

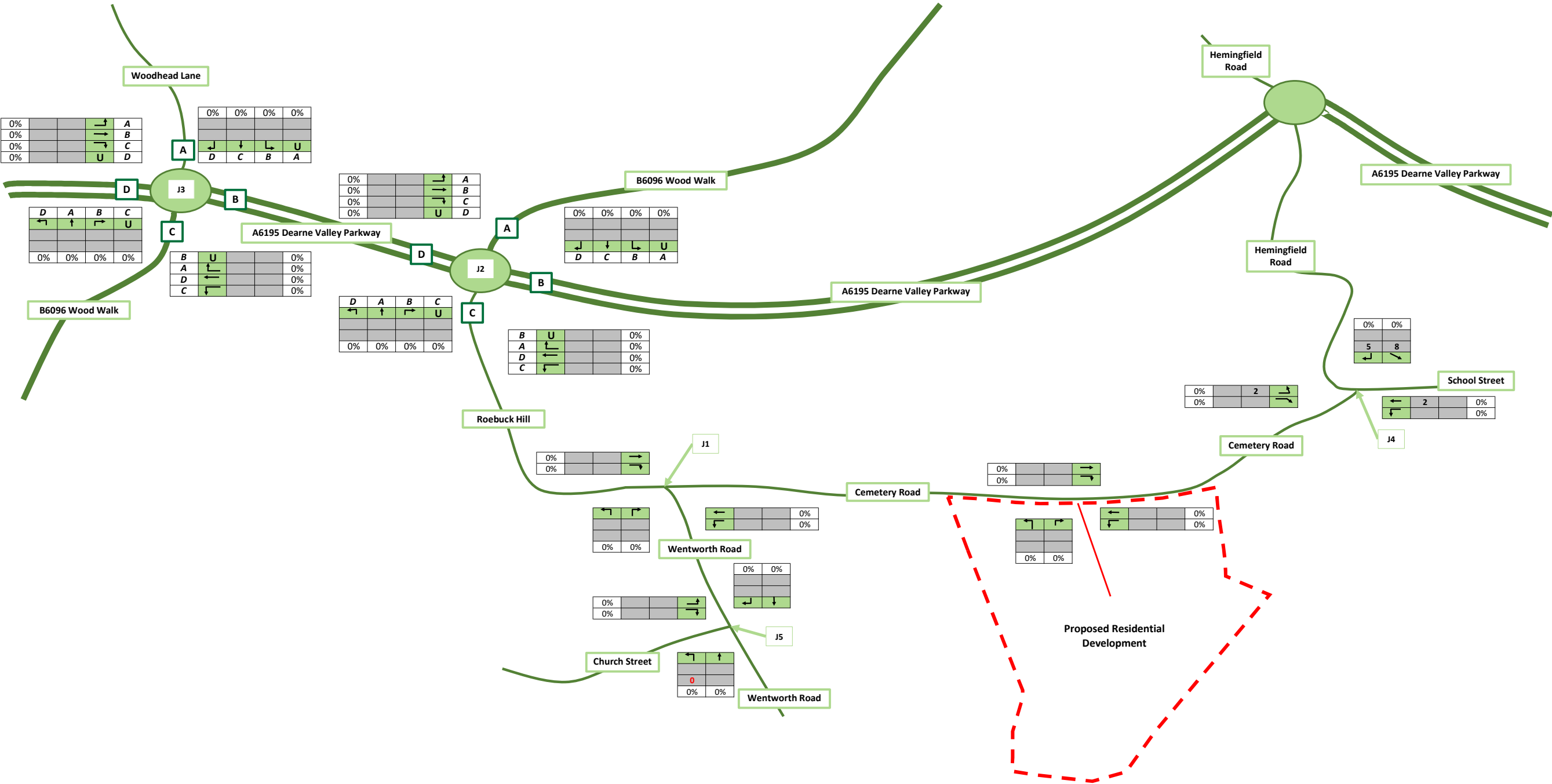
Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 123

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Tel: 0113 245 1679
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Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	0
1	Cemetery Road/Wentworth Road	0
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	0
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	0
4	Cemetery Road/Hemingfield Road/School Street	17
5	Wentworth Road/Church Street	0



Key:

---	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:
CDEV 1: Land North of Hemingfield Road, Hemingfield (ref. 2024/0122) - AM Peak Hour

Project:
Land to the south of Cemetery Road, Jump

Client:
Barratt David Wilson Homes
Yorkshire West

Quality Control:

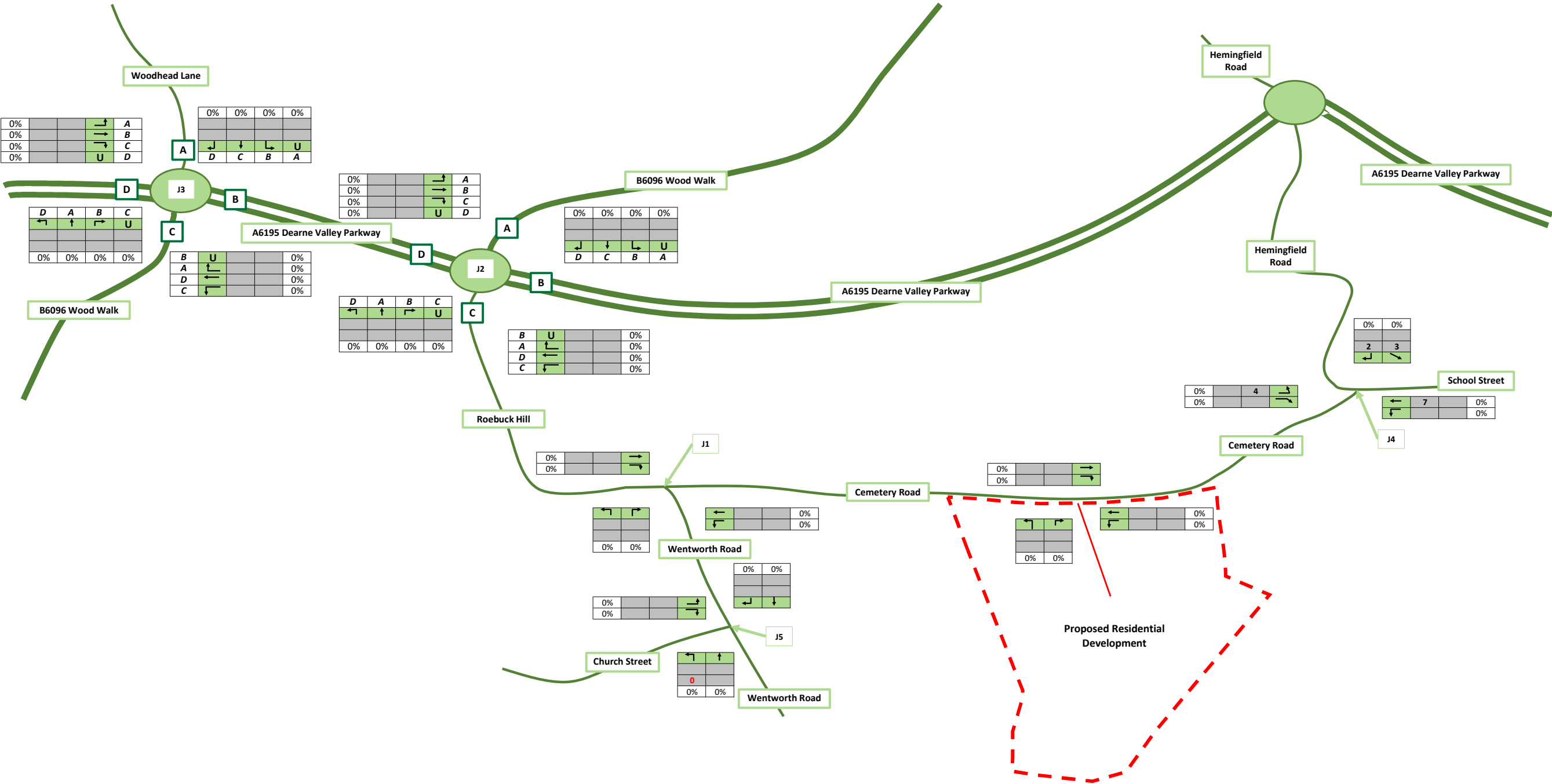
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 124

Optima Highways & Transportation Ltd.
Suite 1, 3rd Floor
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Leeds
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Tel: 0113 245 1679
www.optimahighways.com



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	0
1	Cemetery Road/Wentworth Road	0
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	0
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	0
4	Cemetery Road/Hemingfield Road/School Street	16
5	Wentworth Road/Church Street	0



Key:
Indicative Site Boundary
0 Total PCU
0 Total HGV (PCU)
0% HGV Percentage

Notes:

1)

Title:
CDEV 1: Land North of Hemingfield Road, Hemingfield (ref. 2024/0122) - PM Peak Hour

Project:
Land to the south of Cemetery Road, Jump

Client:
Barratt David Wilson Homes
Yorkshire West

Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

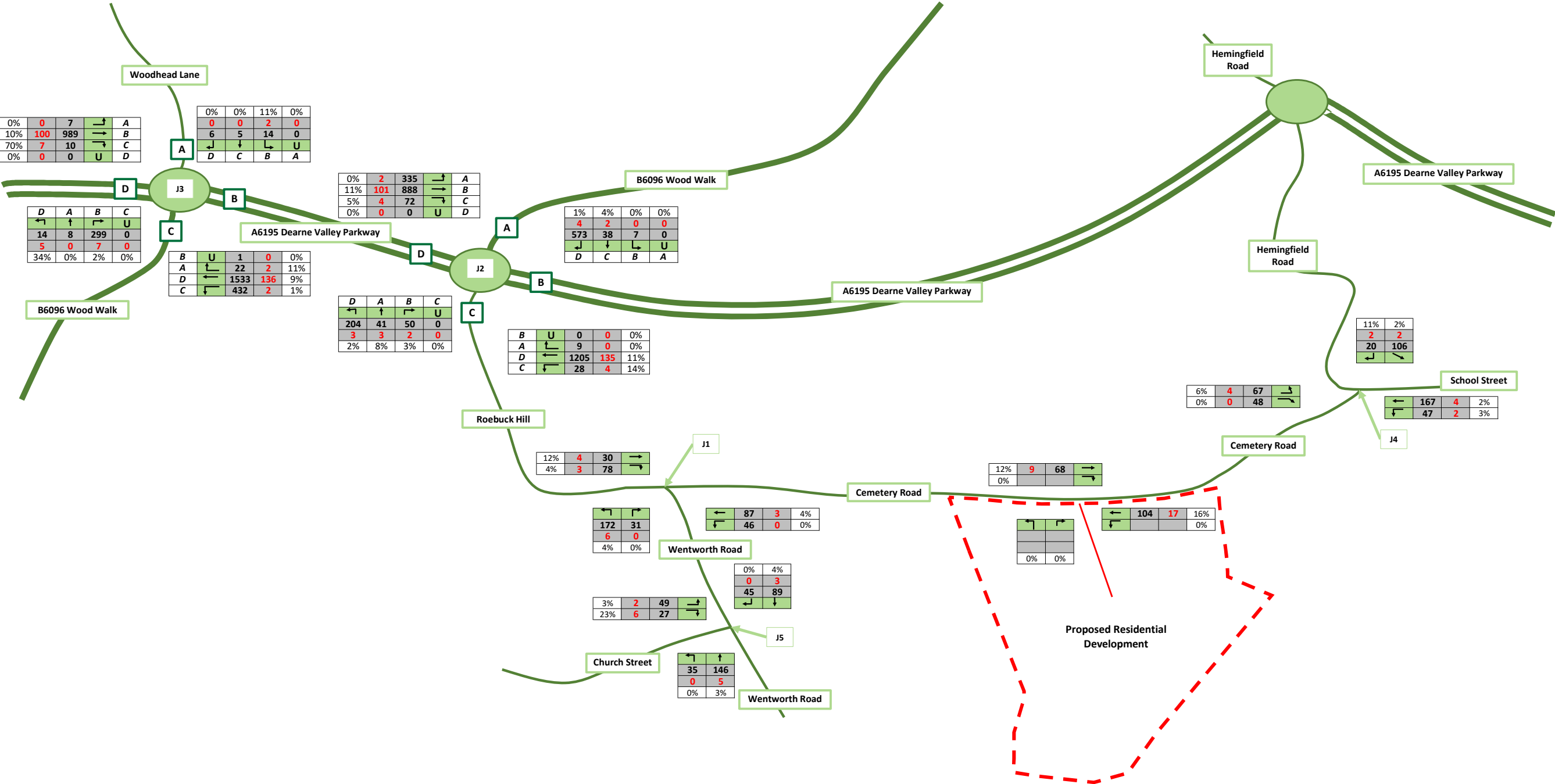
Figure 125

Optima Highways & Transportation Ltd.
Suite 1, 3rd Floor
Goodbard House, Infirmary Street
Leeds
LS1 2JP
Tel: 0113 245 1679
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Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	172
1	Cemetery Road/Wentworth Road	443
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	2,874
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	3,343
4	Cemetery Road/Hemingfield Road/School Street	456
5	Wentworth Road/Church Street	391

Barnsley 029 2026 - 2033 TEMPro Growth Rate - AM 1.052



Key:
Indicative Site Boundary
0 Total PCU
0 Total HGV (PCU)
0% HGV Percentage

Notes:

1)

Title:

2033 Growth - AM Peak Hour

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

Quality Control:

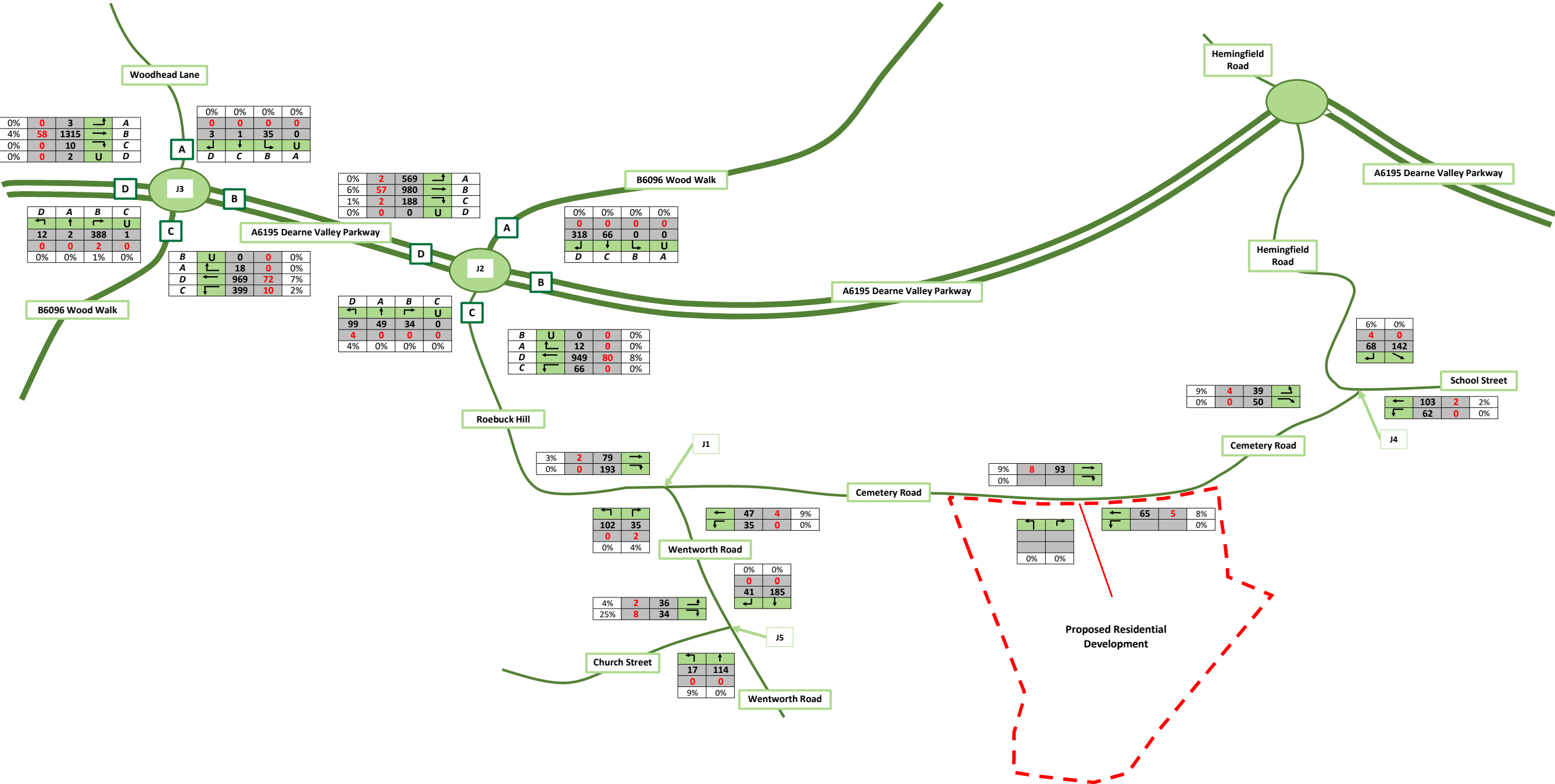
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 126



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	158
1	Cemetery Road/Wentworth Road	490
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	3,011
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	3,159
4	Cemetery Road/Hemingfield Road/School Street	464
5	Wentworth Road/Church Street	427

Barnsley 029 2026 - 2033 TEMPro Growth Rate - PM 1.047



Key:
Indicative Site Boundary
Total PCU
Total HGV (PCU)
HGV Percentage

Notes:

1)

Title:

2033 Growth - PM Peak Hour

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

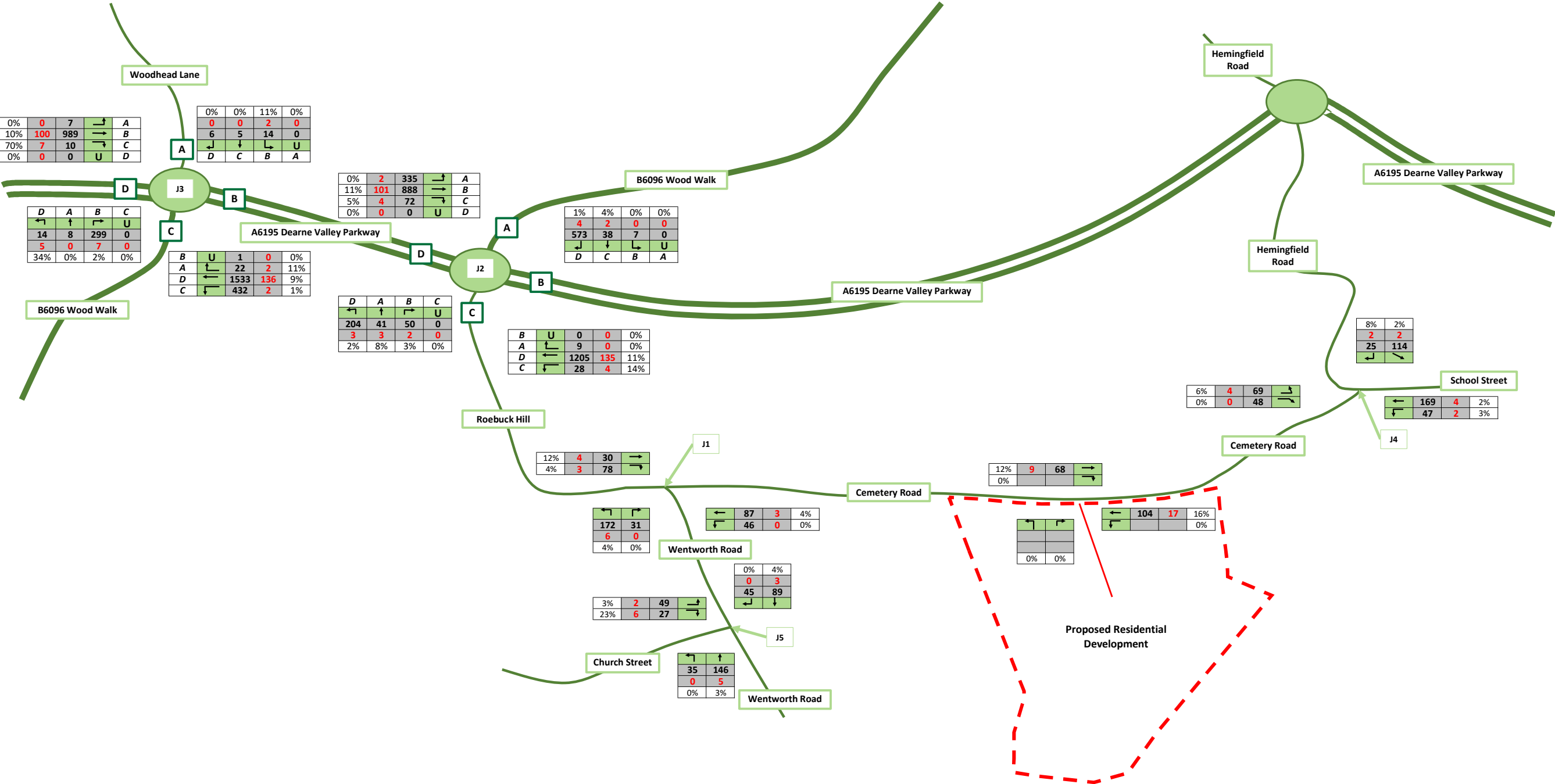
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 127



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	172
1	Cemetery Road/Wentworth Road	443
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	2,874
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	3,343
4	Cemetery Road/Hemingfield Road/School Street	473
5	Wentworth Road/Church Street	391



Key:
Indicative Site Boundary
0 Total PCU
0 Total HGV (PCU)
0% HGV Percentage

Notes:

1)

Title:

2033 Base - AM Peak Hour

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

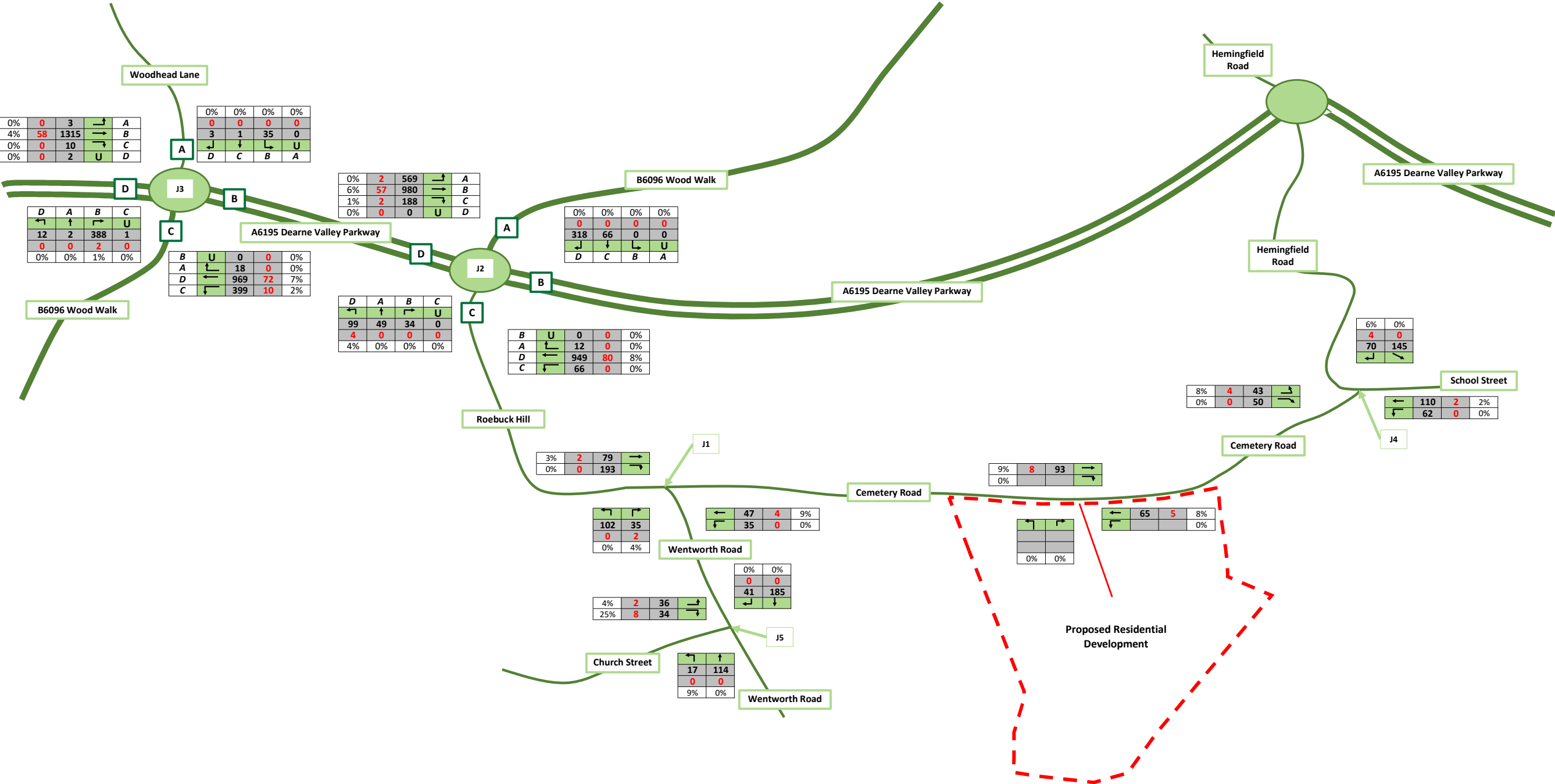
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 128



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	158
1	Cemetery Road/Wentworth Road	490
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	3,011
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	3,159
4	Cemetery Road/Hemingfield Road/School Street	480
5	Wentworth Road/Church Street	427



Key:	
	Indicative Site Boundary
0	Total PCU
0	Total HGV (PCU)
0%	HGV Percentage

Notes:

1)

Title:

2033 Base - PM Peak Hour

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

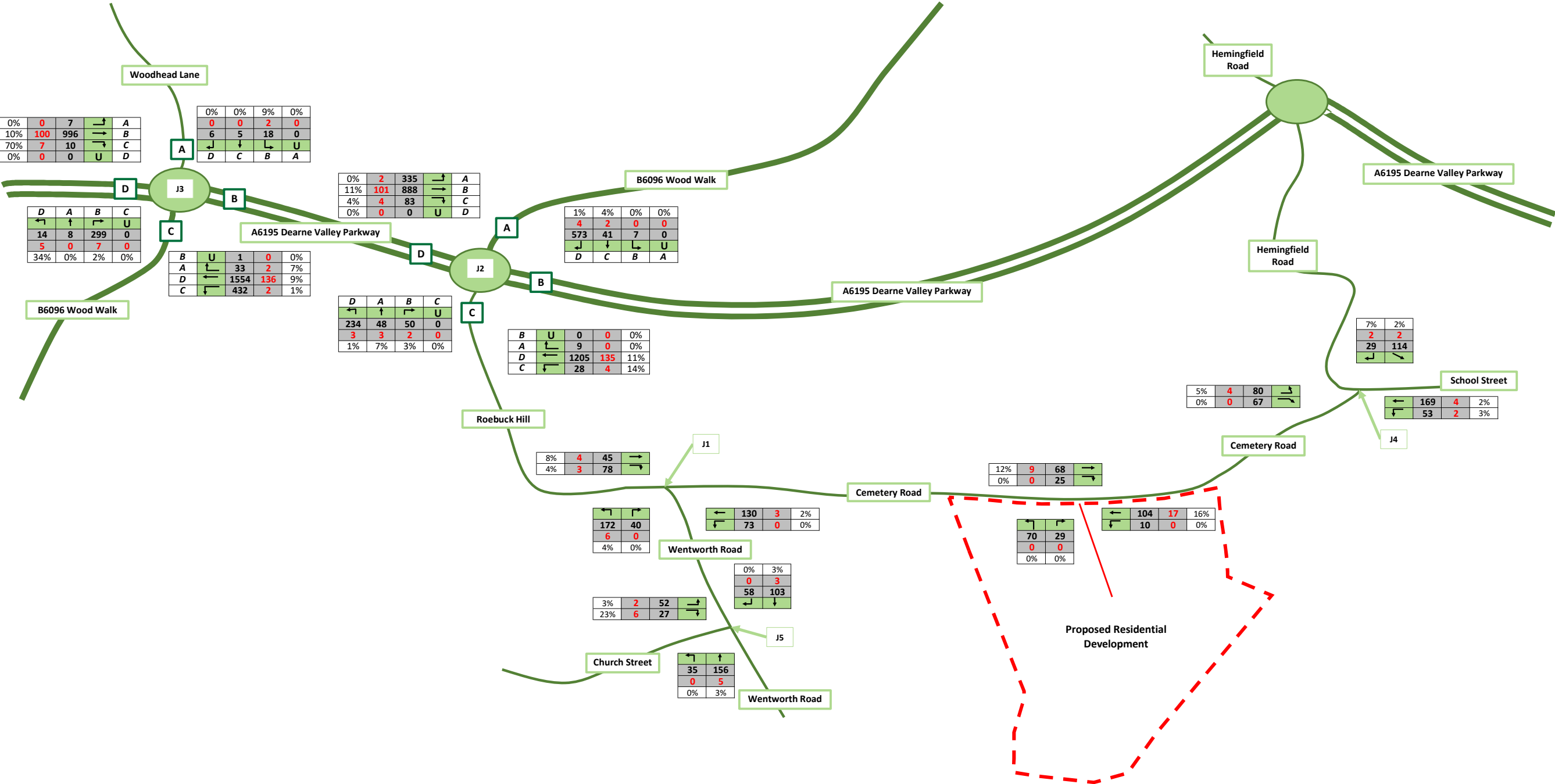
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 129



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	306
1	Cemetery Road/Wentworth Road	538
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	2,924
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	3,385
4	Cemetery Road/Hemingfield Road/School Street	512
5	Wentworth Road/Church Street	432



Key:
— Indicative Site Boundary
0 Total PCU
0 Total HGV (PCU)
0% HGV Percentage

Notes:

1)

Title:
2033 Design - AM Peak Hour

Project:
Land to the south of Cemetery Road, Jump

Client:
Barratt David Wilson Homes
Yorkshire West

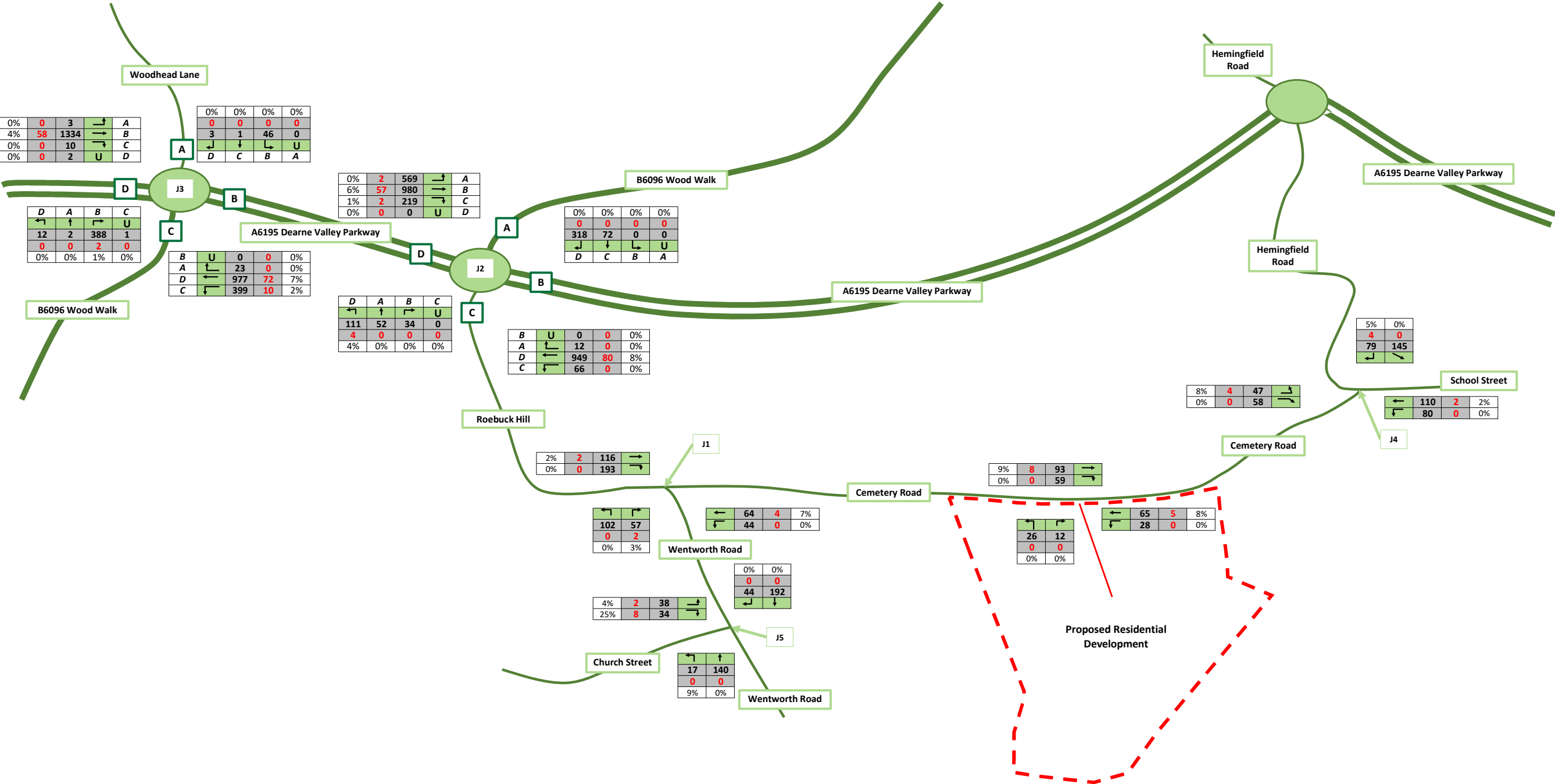
Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 130

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Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	284
1	Cemetery Road/Wentworth Road	575
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	3,062
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	3,202
4	Cemetery Road/Hemingfield Road/School Street	520
5	Wentworth Road/Church Street	465



Key:
Indicative Site Boundary
Total PCU
Total HGV (PCU)
HGV Percentage

Notes:

1)

Title:

2033 Design - PM Peak Hour

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

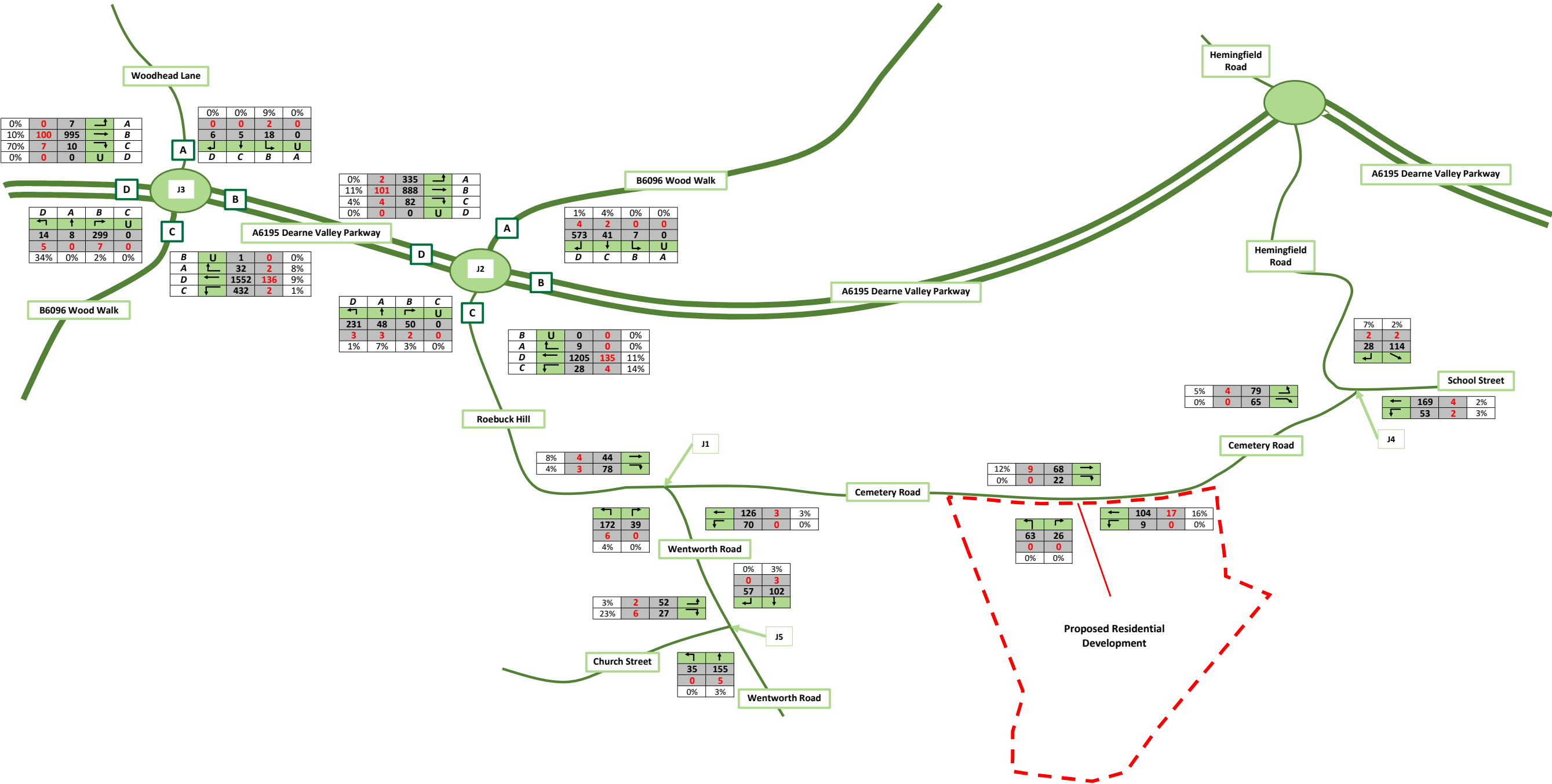
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 131



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	293
1	Cemetery Road/Wentworth Road	528
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	2,919
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	3,381
4	Cemetery Road/Hemingfield Road/School Street	508
5	Wentworth Road/Church Street	428



Key:
Indicative Site Boundary
Total PCU
Total HGV (PCU)
HGV Percentage

Notes:

1)

Title:

2033 Design - AM Peak Hour

Project:

Land to the south of Cemetery Road, Jump

Client:

Barratt David Wilson Homes
Yorkshire West

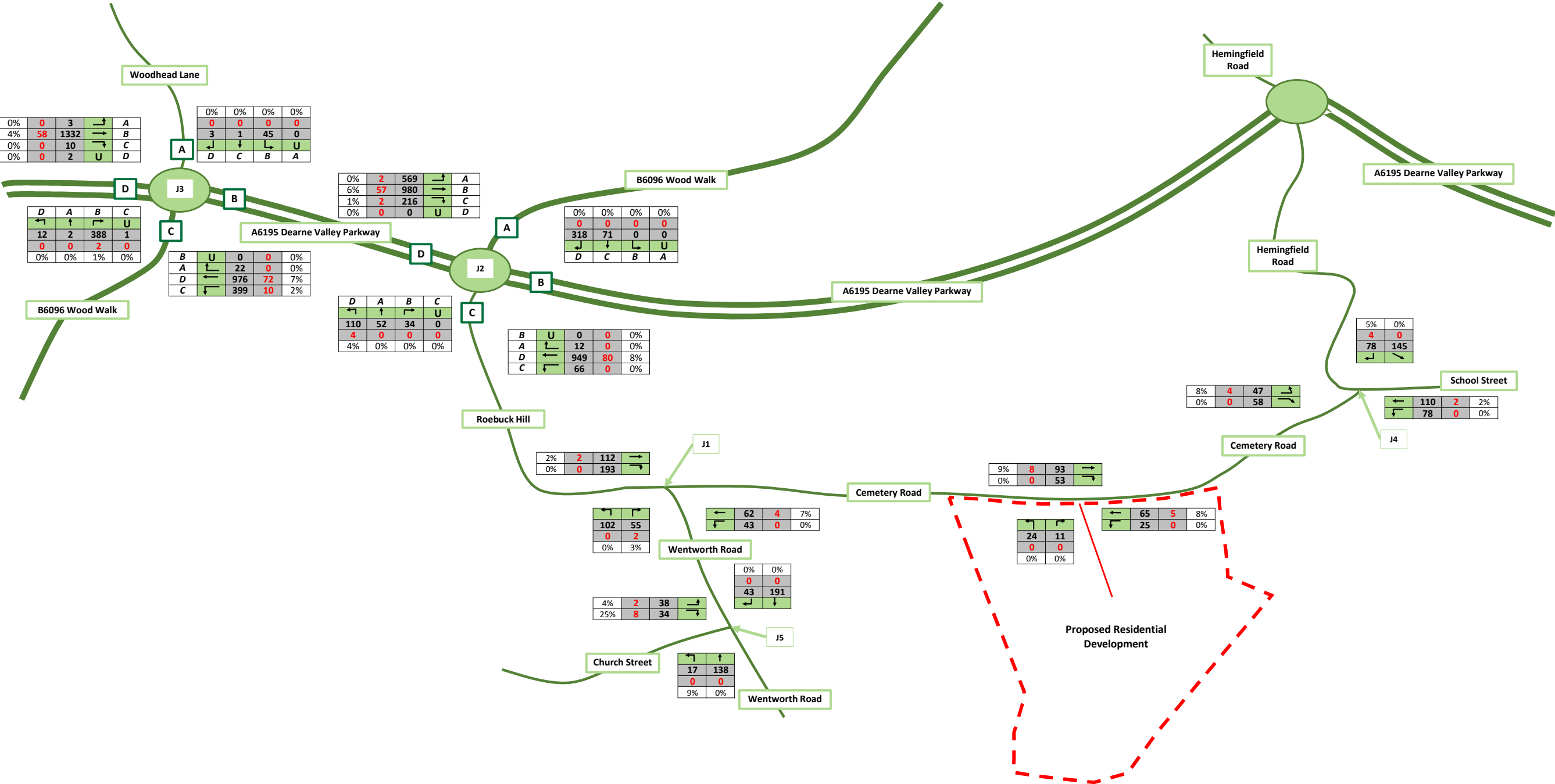
Quality Control:

Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 132



Ref	Junction	Total Flow
SA	Proposed Cemetery Road Site Access	271
1	Cemetery Road/Wentworth Road	567
2	A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk (Roebuck Hill Roundabout)	3,057
3	A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk (Wombwell Roundabout)	3,198
4	Cemetery Road/Hemingfield Road/School Street	516
5	Wentworth Road/Church Street	461



Title:
2033 Design - PM Peak Hour

Project:
Land to the south of Cemetery Road, Jump

Client:
Barratt David Wilson Homes
Yorkshire West

Quality Control:	
Job Number	26001
Date	26/05/2026
Revision	Initial Issue
Drawn	JS
Checked	MEW
Approved	MEW

Figure 133



Appendices



Appendix A Proposed Site Plan



Cemetery Road, JUMP



ISSUE FOR PLANNING

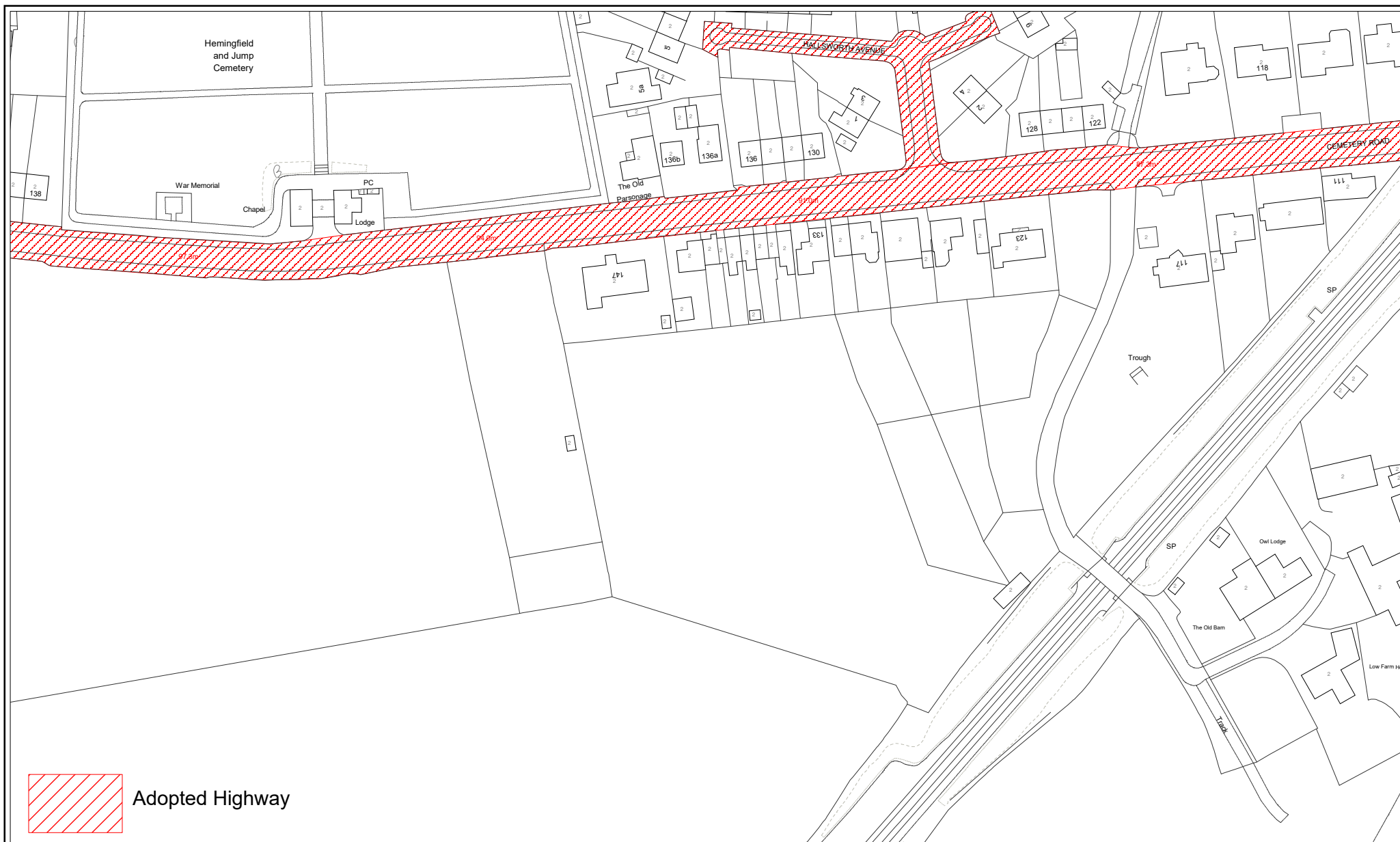
- NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS STATED OTHERWISE.
 2. DO NOT SCALE FROM THIS DRAWING.
 3. ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE CONSTRUCTION COMMENCES.
 4. EXISTING SERVICE RUNS TO BE VERIFIED BY SITE INSPECTION.



CEMETERY ROAD, JUMP SCHEDULE OF ACCOMMODATION									
House Type	Bedrooms	Bathrooms	Garage	Car Space	Plot Area (sqm)	Plot Area (sqft)	Plot Area (sqm)	Plot Area (sqft)	Plot Area (sqm)
1	2	1	1	1	100	1076	100	1076	100
2	2	1	1	1	100	1076	100	1076	100
3	2	1	1	1	100	1076	100	1076	100
4	2	1	1	1	100	1076	100	1076	100
5	2	1	1	1	100	1076	100	1076	100
6	2	1	1	1	100	1076	100	1076	100
7	2	1	1	1	100	1076	100	1076	100
8	2	1	1	1	100	1076	100	1076	100
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27	2	1	1	1	100	1076	100	1076	100
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30	2	1	1	1	100	1076	100	1076	100
31	2	1	1	1	100	1076	100	1076	100
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89	2	1	1	1	100	1076	100	1076	100
90	2	1	1	1	100	1076	100	1076	100
91	2	1	1	1	100	1076	100	1076	100
92	2	1	1	1	100	1076	100	1076	100
93	2	1	1	1	100	1076	100	1076	100
94	2	1	1	1	100	1076	100	1076	100
95	2	1	1	1	100	1076	100	1076	100
96	2	1	1	1	100	1076	100	1076	100
97	2	1	1	1	100	1076	100	1076	100
98	2	1	1	1	100	1076	100	1076	100
99	2	1	1	1	100	1076	100	1076	100
100	2	1	1	1	100	1076	100	1076	100
101	2	1	1	1	100	1076	100	1076	100
102	2	1	1	1	100	1076	100	1076	100
103	2	1	1	1	100	1076	100	1076	100
104	2	1	1	1	100	1076	100	1076	100
105	2	1	1	1	100	1076	100	1076	100
106	2	1	1	1	100	1076	100	1076	100
107	2	1	1	1	100	1076	100	1076	100
108	2	1	1	1	100	1076	100	1076	100
109	2	1	1	1	100	1076	100	1076	100
110	2	1	1	1	100	1076	100	1076	100
111	2	1	1	1	100	1076	100	1076	100
112	2	1	1	1	100	1076	100	1076	100
113	2	1	1	1	100	1076	100	1076	100
114	2	1	1	1	100	1076	100	1076	100
115	2	1	1	1	100	1076	100	1076	100
116	2	1	1	1	100	1076	100	1076	100
117	2	1	1	1	100	1076	100	1076	100
118	2	1	1	1	100	1076	100	1076	100
119	2	1	1	1	100	1076	100	1076	100
120	2	1	1	1	100	1076	100	1076	100
121	2	1	1	1	100	1076	100	1076	100
122	2	1	1	1	100	1076	100	1076	100
123	2	1	1	1	100	1076	100	1076	100
124	2	1	1	1	100	1076	100	1076	100
125	2	1	1	1	100	1076	100	1076	100
126	2	1	1	1	100	1076	100	1076	100
127	2	1	1	1	100	1076	100	1076	100
128	2	1	1	1	100	1076	100	1076	100
129	2	1	1	1	100	1076	100	1076	100
130	2	1	1	1	100	1076	100	1076	100
131	2	1	1	1	100	1076	100	1076	100
132	2	1	1	1	100	1076	100	1076	100
133	2	1	1	1	100	1076	100	1076	100
134	2	1	1	1	100	1076	100	1076	100
135	2	1	1	1	100	1076	100	1076	100
136	2	1	1	1	100	1076	100	1076	100
137	2	1	1	1	100	1076	100	1076	100
138	2	1	1	1	100	1076	100	1076	100
139	2	1	1	1	100	1076	100	1076	100
140	2	1	1	1	100	1076	100	1076	100
141	2	1	1	1	100	1076	100	1076	100
142	2	1	1	1	100	1076	100	1076	100
143	2	1	1	1	100	1076	100	1076	100
144	2	1	1	1	100	1076	100	1076	100
145	2	1	1	1	100	1076	100	1076	100
146	2	1	1	1	100	1076	100	1076	100
147	2	1	1	1	100	1076	100	1076	100
148	2	1	1	1	100	1076	100	1076	100
149	2	1	1	1	100	1076	100	1076	100
150	2	1	1	1	100	1076	100	1076	100
151	2	1	1	1	100	1076	100	1076	10

Appendix B Highway Adoption Records





Scale 1: NTS

Drawn by: J.H.

Project: Cemetery Road, Jump



BARNSELY
Metropolitan Borough Council

Highways, Engineering & Transportation

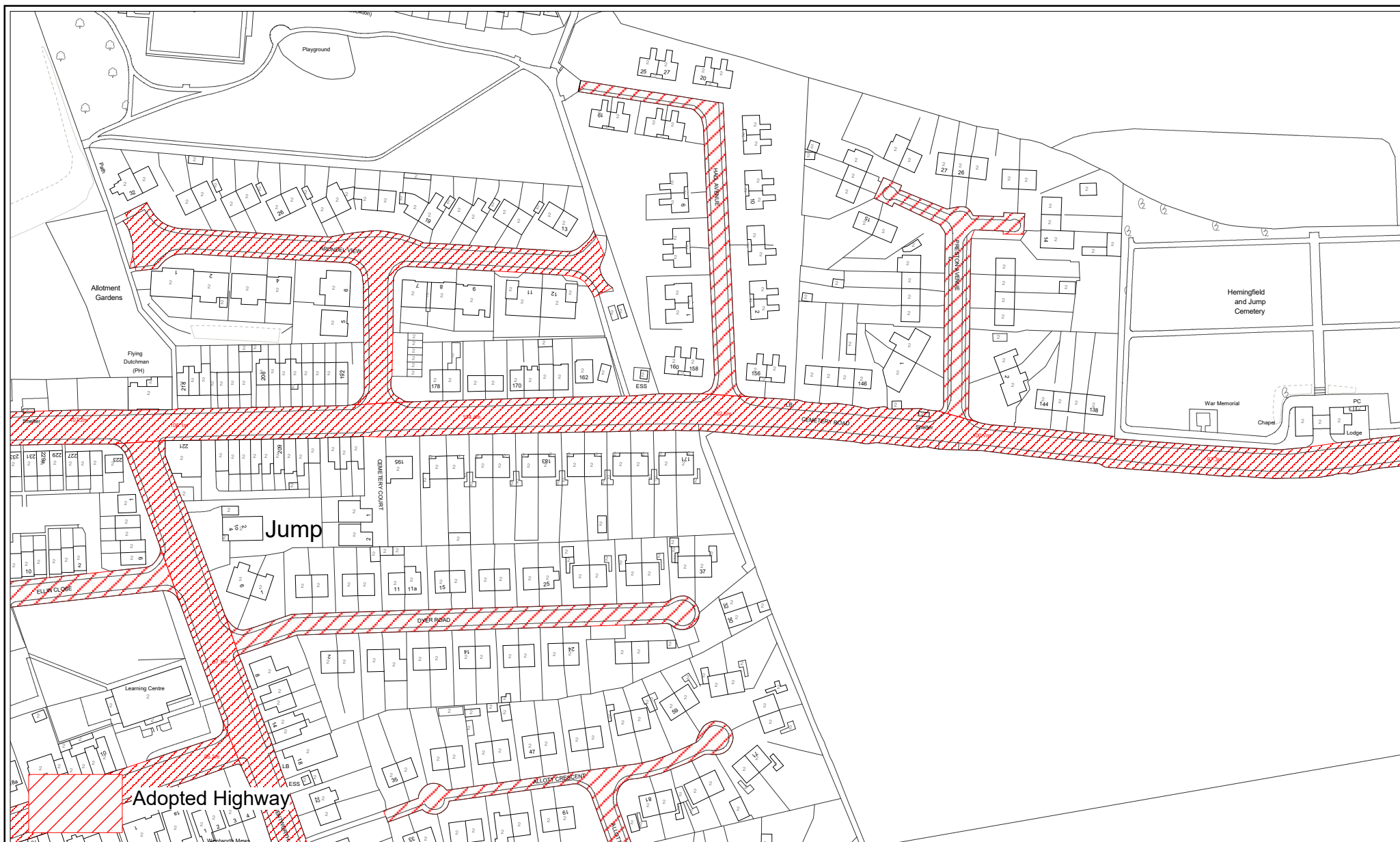
Head of Service: Paul Castle
PO Box 601
Barnsley S70 9FA

OS Sheet: .

Drwg No: .

Drawing: Extent of Adopted Highway

Date: February 2026



Scale 1: NTS

Drawn by: J.H.

Project: Cemetery Road, Jump



BARNLSLEY
Metropolitan Borough Council

Highways, Engineering & Transportation

Head of Service: Paul Castle
PO Box 601
Barnsley S70 9FA

OS Sheet: .

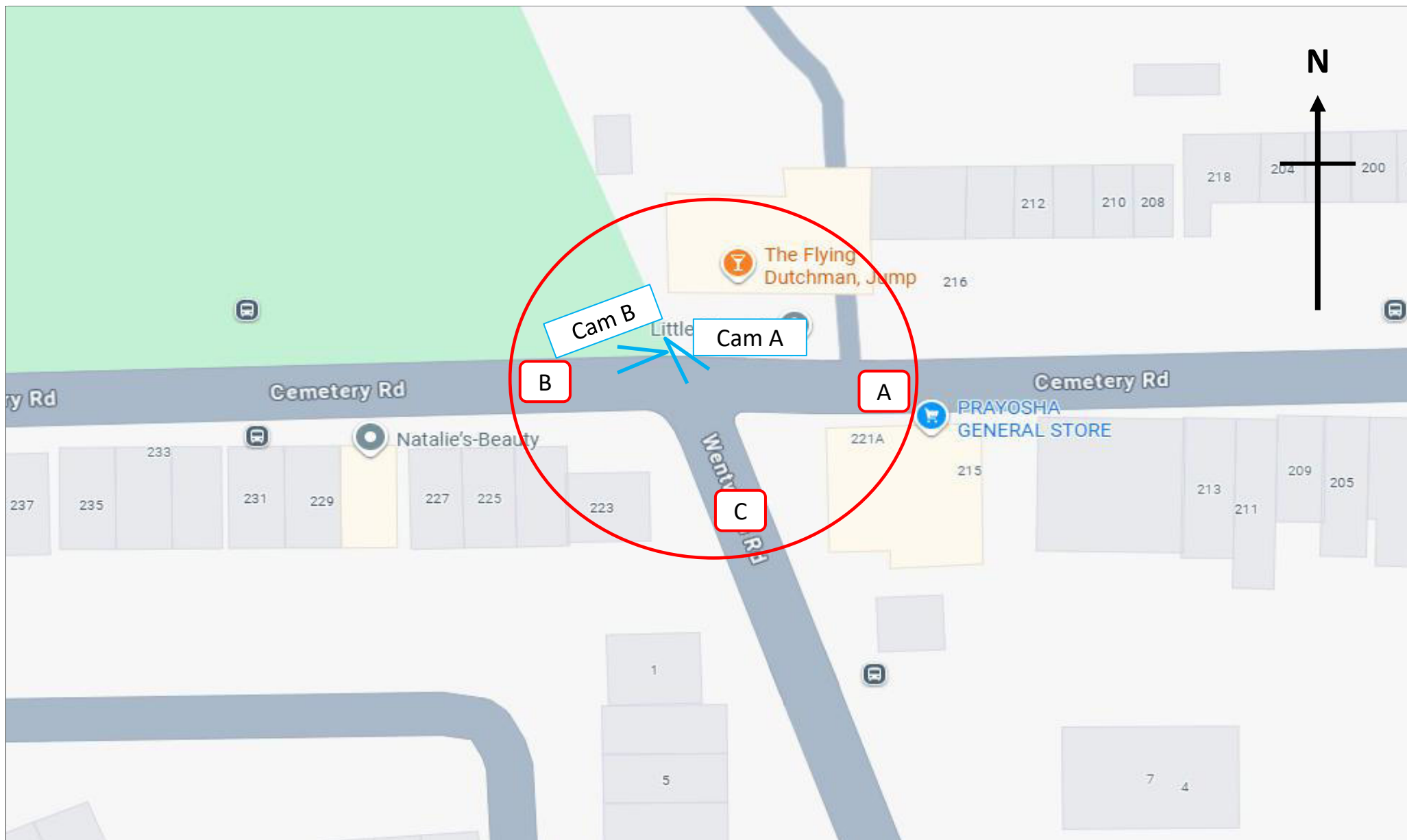
Drwg No: .

Drawing: Extent of Adopted Highway

Date: February 2026

Appendix C MCC Traffic Survey Data





	Site / Location:	Site 1,Cemetery Road/Wentworth Drive	Project No:	17768	Drawing No:	17768 - 01	Drawn By:	RM
	Survey Date:	Thursday 5th February 2026	Project Name:	Cemetery Road				
	Survey Times:	07:00 to 10:00 & 15:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 1

DATE: 05/02/2026

LOCATION: Cemetery Road/Wentworth Drive

DAY: Thursday

TIME	A to C							TOT	PCUs	A to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	0	0	0	0	0	0	1	1	12	2	0	0	0	0	0	14	14
07:15	10	1	0	0	0	0	0	11	11	13	4	0	0	1	0	0	18	19
07:30	7	1	0	0	0	0	0	8	8	15	3	0	0	0	0	0	18	18
07:45	10	1	0	0	0	0	0	11	11	18	1	0	0	0	0	0	19	19
H/TOT	28	3	0	0	0	0	0	31	31	58	10	0	0	1	0	0	69	70
08:00	18	1	0	0	0	0	0	19	19	28	2	0	0	0	0	0	30	30
08:15	6	0	0	0	0	0	0	6	6	12	1	2	0	0	0	0	15	16
08:30	14	1	1	0	0	0	0	16	16.5	15	2	0	0	1	0	0	18	19
08:45	10	0	0	0	0	0	0	10	10	8	2	0	0	0	0	0	10	10
H/TOT	48	2	1	0	0	0	0	51	51.5	63	7	2	0	1	0	0	73	75
09:00	6	2	0	0	0	0	0	8	8	15	1	0	0	0	0	0	16	16
09:15	11	0	0	0	0	0	0	11	11	9	2	0	0	1	0	0	12	13
09:30	7	0	0	0	0	0	0	7	7	10	1	0	0	0	0	0	11	11
09:45	3	1	0	0	0	0	0	4	4	6	0	0	0	0	0	0	6	6
H/TOT	27	3	0	0	0	0	0	30	30	40	4	0	0	1	0	0	45	46
P/TOT	103	8	1	0	0	0	0	112	112.5	161	21	2	0	3	0	0	187	191

TIME	A to C							TOT	PCUs	A to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	15	1	0	0	0	0	0	16	16	15	1	0	0	0	0	0	16	16
15:15	17	1	0	0	0	0	0	18	18	15	1	0	0	1	0	0	17	18
15:30	6	1	0	0	0	0	0	7	7	14	0	0	0	0	0	0	14	14
15:45	4	1	0	0	0	0	0	5	5	15	1	0	0	0	0	0	16	16
H/TOT	42	4	0	0	0	0	0	46	46	59	3	0	0	1	0	0	63	64
16:00	10	1	0	0	0	0	0	11	11	9	2	0	0	0	0	0	11	11
16:15	8	0	0	0	0	0	0	8	8	10	2	0	0	2	0	1	15	16.2
16:30	8	2	0	0	0	0	0	10	10	7	0	0	0	0	0	0	7	7
16:45	8	1	0	0	0	0	0	9	9	11	0	0	0	0	0	0	11	11
H/TOT	34	4	0	0	0	0	0	38	38	37	4	0	0	2	0	1	44	45.2
17:00	6	0	0	0	0	0	0	6	6	9	2	0	0	0	0	0	11	11
17:15	8	0	0	0	0	0	0	8	8	14	1	0	0	0	0	0	15	15
17:30	8	1	0	0	0	0	0	9	9	8	2	0	0	1	0	0	11	12
17:45	6	0	0	0	0	0	0	6	6	6	1	0	0	0	0	0	7	7
H/TOT	28	1	0	0	0	0	0	29	29	37	6	0	0	1	0	0	44	45
18:00	6	0	0	0	0	0	0	6	6	7	1	0	0	0	0	0	8	8
18:15	9	1	0	0	0	0	0	10	10	11	0	0	0	0	0	0	11	11
18:30	10	0	0	0	0	0	0	10	10	4	0	0	0	1	0	0	5	6
18:45	3	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	3	3
H/TOT	28	1	0	0	0	0	0	29	29	25	1	0	0	1	0	0	27	28
P/TOT	132	10	0	0	0	0	0	142	142	158	14	0	0	5	0	1	178	182.2



17768 / CEMETERY ROAD
FEBRUARY 2026
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 05/02/2026

LOCATION: Cemetery Road/Wentworth Drive

DAY: Thursday

TIME	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0

TIME	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 05/02/2026

LOCATION: Cemetery Road/Wentworth Drive

DAY: Thursday

TIME	B to A							TOT	PCUs	B to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	2	1	0	0	0	0	0	3	3	5	2	0	0	0	0	0	7	7
07:15	4	1	0	1	1	0	0	7	9.3	13	3	0	0	1	0	0	17	18
07:30	3	1	0	0	0	0	0	4	4	17	1	1	0	0	0	0	19	19.5
07:45	7	0	0	0	0	0	0	7	7	13	2	1	0	0	0	0	16	16.5
H/TOT	16	3	0	1	1	0	0	21	23.3	48	8	2	0	1	0	0	59	61
08:00	4	1	0	0	0	0	0	5	5	14	3	0	0	0	0	0	17	17
08:15	9	0	1	0	1	0	0	11	12.5	18	3	0	0	0	0	0	21	21
08:30	1	1	2	0	1	0	0	5	7	12	4	1	0	0	0	0	17	17.5
08:45	14	2	1	1	0	0	0	18	19.8	20	3	0	0	0	0	0	23	23
H/TOT	28	4	4	1	2	0	0	39	44.3	64	13	1	0	0	0	0	78	78.5
09:00	10	2	0	0	0	0	0	12	12	26	4	1	0	0	0	0	31	31.5
09:15	4	2	1	0	0	0	0	7	7.5	20	1	1	0	0	0	0	22	22.5
09:30	1	1	1	0	1	0	0	4	5.5	17	5	0	0	0	0	0	22	22
09:45	3	0	0	0	0	0	0	3	3	16	2	1	1	0	0	0	20	21.8
H/TOT	18	5	2	0	1	0	0	26	28	79	12	3	1	0	0	0	95	97.8
P/TOT	62	12	6	2	4	0	0	86	95.6	191	33	6	1	1	0	0	232	237.3

TIME	B to A							TOT	PCUs	B to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	10	2	0	0	0	0	0	12	12	29	3	0	0	0	0	0	32	32
15:15	17	4	0	0	1	0	0	22	23	26	3	0	0	0	0	0	29	29
15:30	11	1	0	0	0	0	0	12	12	29	5	0	0	0	0	0	34	34
15:45	13	3	0	0	0	0	0	16	16	37	8	0	0	0	0	0	45	45
H/TOT	51	10	0	0	1	0	0	62	63	121	19	0	0	0	0	0	140	140
16:00	11	2	0	0	0	0	0	13	13	34	6	0	0	0	0	0	40	40
16:15	15	6	0	0	1	0	0	22	23	38	9	0	0	0	0	0	47	47
16:30	18	1	0	0	0	0	0	19	19	38	6	0	0	0	0	0	44	44
16:45	10	4	0	0	0	0	0	14	14	44	6	0	0	0	0	0	50	50
H/TOT	54	13	0	0	1	0	0	68	69	154	27	0	0	0	0	0	181	181
17:00	17	2	0	0	0	0	0	19	19	39	4	0	0	0	0	0	43	43
17:15	19	3	0	0	0	0	0	22	22	33	4	0	0	0	0	0	37	37
17:30	17	0	0	0	1	0	0	18	19	30	3	0	0	0	0	0	33	33
17:45	11	1	0	0	0	0	0	12	12	27	5	1	0	0	0	0	33	33.5
H/TOT	64	6	0	0	1	0	0	71	72	129	16	1	0	0	0	0	146	146.5
18:00	11	0	0	0	0	0	0	11	11	28	3	0	0	0	0	0	31	31
18:15	5	0	0	0	1	0	0	6	7	24	2	0	0	0	0	0	26	26
18:30	14	1	0	0	0	0	0	15	15	24	0	0	0	0	0	0	24	24
18:45	10	1	0	0	0	0	0	11	11	19	3	0	0	0	0	0	22	22
H/TOT	40	2	0	0	1	0	0	43	44	95	8	0	0	0	0	0	103	103
P/TOT	209	31	0	0	4	0	0	244	248	499	70	1	0	0	0	0	570	570.5



17768 / CEMETERY ROAD
FEBRUARY 2026
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 05/02/2026

LOCATION: Cemetery Road/Wentworth Drive

DAY: Thursday

TIME	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1	1

TIME	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	2	0	0	0	0	0	0	2	2
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
16:00	1	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
P/TOT	5	0	0	0	0	0	0	5	5



SITE: 1

DATE: 05/02/2026

LOCATION: Cemetery Road/Wentworth Drive

DAY: Thursday

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	15	4	0	0	0	0	0	19	19	2	0	0	0	0	0	0	2	2
07:15	21	13	0	0	0	0	0	34	34	3	1	0	0	0	0	0	4	4
07:30	38	8	0	0	0	0	0	46	46	10	0	0	0	0	0	0	10	10
07:45	39	6	1	0	0	0	0	46	46.5	4	1	0	0	0	0	0	5	5
H/TOT	113	31	1	0	0	0	0	145	145.5	19	2	0	0	0	0	0	21	21
08:00	24	4	3	0	0	0	0	31	32.5	7	0	0	0	0	0	0	7	7
08:15	32	6	0	0	0	0	0	38	38	6	1	0	0	0	0	0	7	7
08:30	43	4	0	0	0	0	0	47	47	5	0	0	0	0	0	0	5	5
08:45	26	4	1	0	0	0	0	31	31.5	4	1	0	0	0	0	0	5	5
H/TOT	125	18	4	0	0	0	0	147	149	22	2	0	0	0	0	0	24	24
09:00	28	1	0	0	0	0	0	29	29	5	1	0	0	0	0	0	6	6
09:15	29	1	0	1	0	0	0	31	32.3	9	1	0	0	0	0	0	10	10
09:30	21	4	1	0	0	0	0	26	26.5	7	0	0	0	0	0	0	7	7
09:45	23	4	2	0	0	0	0	29	30	7	0	0	0	0	0	0	7	7
H/TOT	101	10	3	1	0	0	0	115	117.8	28	2	0	0	0	0	0	30	30
P/TOT	339	59	8	1	0	0	0	407	412.3	69	6	0	0	0	0	0	75	75

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	22	3	0	0	0	0	0	25	25	5	1	0	0	0	0	0	6	6
15:15	25	7	0	0	0	0	0	32	32	10	0	1	0	0	0	0	11	11.5
15:30	28	4	0	0	0	0	0	32	32	16	4	0	0	0	0	0	20	20
15:45	23	4	0	0	0	0	0	27	27	6	1	0	0	0	0	0	7	7
H/TOT	98	18	0	0	0	0	0	116	116	37	6	1	0	0	0	0	44	44.5
16:00	34	4	0	0	0	0	0	38	38	10	4	0	0	0	0	0	14	14
16:15	20	2	0	0	0	0	0	22	22	10	0	0	0	0	0	0	10	10
16:30	23	1	0	0	0	0	0	24	24	7	1	0	0	0	0	0	8	8
16:45	27	2	0	0	0	0	0	29	29	6	2	0	0	0	0	0	8	8
H/TOT	104	9	0	0	0	0	0	113	113	33	7	0	0	0	0	0	40	40
17:00	20	2	0	0	0	0	0	22	22	5	1	1	0	0	0	0	7	7.5
17:15	16	3	0	0	0	0	0	19	19	5	2	0	0	0	0	0	7	7
17:30	15	2	0	0	0	0	0	17	17	9	0	0	0	0	0	0	9	9
17:45	25	1	0	0	0	0	0	26	26	7	0	0	0	0	0	0	7	7
H/TOT	76	8	0	0	0	0	0	84	84	26	3	1	0	0	0	0	30	30.5
18:00	29	1	0	0	0	0	0	30	30	10	1	0	0	0	0	0	11	11
18:15	28	1	0	0	0	0	0	29	29	6	0	0	0	0	1	0	7	6.4
18:30	20	1	0	0	0	0	0	21	21	6	1	0	0	0	0	0	7	7
18:45	26	0	0	0	0	0	0	26	26	7	1	0	0	0	0	0	8	8
H/TOT	103	3	0	0	0	0	0	106	106	29	3	0	0	0	1	0	33	32.4
P/TOT	381	38	0	0	0	0	0	419	419	125	19	2	0	0	1	0	147	147.4



17768 / CEMETERY ROAD
FEBRUARY 2026
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 05/02/2026

LOCATION: Cemetery Road/Wentworth Drive

DAY: Thursday

TIME	C to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0

TIME	C to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 05/02/2026

LOCATION: Cemetery Road/Wentworth Drive

DAY: Thursday

TIME	TO ARM A							TOT	PCUs	FROM ARM A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	4	1	0	0	0	0	0	5	5	13	2	0	0	0	0	0	15	15
07:15	7	2	0	1	1	0	0	11	13.3	23	5	0	0	1	0	0	29	30
07:30	13	1	0	0	0	0	0	14	14	22	4	0	0	0	0	0	26	26
07:45	11	1	0	0	0	0	0	12	12	28	2	0	0	0	0	0	30	30
H/TOT	35	5	0	1	1	0	0	42	44.3	86	13	0	0	1	0	0	100	101
08:00	11	1	0	0	0	0	0	12	12	46	3	0	0	0	0	0	49	49
08:15	15	1	1	0	1	0	0	18	19.5	18	1	2	0	0	0	0	21	22
08:30	6	1	2	0	1	0	0	10	12	29	3	1	0	1	0	0	34	35.5
08:45	18	3	1	1	0	0	0	23	24.8	18	2	0	0	0	0	0	20	20
H/TOT	50	6	4	1	2	0	0	63	68.3	111	9	3	0	1	0	0	124	126.5
09:00	15	3	0	0	0	0	0	18	18	21	3	0	0	0	0	0	24	24
09:15	13	3	1	0	0	0	0	17	17.5	20	2	0	0	1	0	0	23	24
09:30	8	1	1	0	1	0	0	11	12.5	17	1	0	0	0	0	0	18	18
09:45	10	0	0	0	0	0	0	10	10	9	1	0	0	0	0	0	10	10
H/TOT	46	7	2	0	1	0	0	56	58	67	7	0	0	1	0	0	75	76
P/TOT	131	18	6	2	4	0	0	161	170.6	264	29	3	0	3	0	0	299	303.5

TIME	TO ARM A							TOT	PCUs	FROM ARM A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	15	3	0	0	0	0	0	18	18	30	2	0	0	0	0	0	32	32
15:15	27	4	1	0	1	0	0	33	34.5	32	2	0	0	1	0	0	35	36
15:30	27	5	0	0	0	0	0	32	32	20	1	0	0	0	0	0	21	21
15:45	19	4	0	0	0	0	0	23	23	19	2	0	0	0	0	0	21	21
H/TOT	88	16	1	0	1	0	0	106	107.5	101	7	0	0	1	0	0	109	110
16:00	21	6	0	0	0	0	0	27	27	19	3	0	0	0	0	0	22	22
16:15	25	6	0	0	1	0	0	32	33	18	2	0	0	2	0	1	23	24.2
16:30	25	2	0	0	0	0	0	27	27	15	2	0	0	0	0	0	17	17
16:45	16	6	0	0	0	0	0	22	22	19	1	0	0	0	0	0	20	20
H/TOT	87	20	0	0	1	0	0	108	109	71	8	0	0	2	0	1	82	83.2
17:00	22	3	1	0	0	0	0	26	26.5	15	2	0	0	0	0	0	17	17
17:15	24	5	0	0	0	0	0	29	29	22	1	0	0	0	0	0	23	23
17:30	26	0	0	0	1	0	0	27	28	16	3	0	0	1	0	0	20	21
17:45	18	1	0	0	0	0	0	19	19	12	1	0	0	0	0	0	13	13
H/TOT	90	9	1	0	1	0	0	101	102.5	65	7	0	0	1	0	0	73	74
18:00	21	1	0	0	0	0	0	22	22	13	1	0	0	0	0	0	14	14
18:15	11	0	0	0	1	1	0	13	13.4	20	1	0	0	0	0	0	21	21
18:30	20	2	0	0	0	0	0	22	22	14	0	0	0	1	0	0	15	16
18:45	17	2	0	0	0	0	0	19	19	6	0	0	0	0	0	0	6	6
H/TOT	69	5	0	0	1	1	0	76	76.4	53	2	0	0	1	0	0	56	57
P/TOT	334	50	2	0	4	1	0	391	395.4	290	24	0	0	5	0	1	320	324.2



SITE: 1

DATE: 05/02/2026

LOCATION: Cemetery Road/Wentworth Drive

DAY: Thursday

TIME	TO ARM B							TOT	PCUs	FROM ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	27	6	0	0	0	0	0	33	33	7	3	0	0	0	0	0	10	10
07:15	34	17	0	0	1	0	0	52	53	17	4	0	1	2	0	0	24	27.3
07:30	53	11	0	0	0	0	0	64	64	20	2	1	0	0	0	0	23	23.5
07:45	57	7	1	0	0	0	0	65	65.5	20	2	1	0	0	0	0	23	23.5
H/TOT	171	41	1	0	1	0	0	214	215.5	64	11	2	1	2	0	0	80	84.3
08:00	52	6	3	0	0	0	0	61	62.5	18	4	0	0	0	0	0	22	22
08:15	44	7	2	0	0	0	0	53	54	27	3	1	0	1	0	0	32	33.5
08:30	58	6	0	0	1	0	0	65	66	13	5	3	0	1	0	0	22	24.5
08:45	35	6	1	0	0	0	0	42	42.5	35	5	1	1	0	0	0	42	43.8
H/TOT	189	25	6	0	1	0	0	221	225	93	17	5	1	2	0	0	118	123.8
09:00	43	2	0	0	0	0	0	45	45	36	6	1	0	0	0	0	43	43.5
09:15	38	3	0	1	1	0	0	43	45.3	24	3	2	0	0	0	0	29	30
09:30	31	5	1	0	0	0	0	37	37.5	18	6	1	0	1	0	0	26	27.5
09:45	29	4	2	0	0	0	0	35	36	19	2	1	1	0	0	0	23	24.8
H/TOT	141	14	3	1	1	0	0	160	163.8	97	17	5	1	1	0	0	121	125.8
P/TOT	501	80	10	1	3	0	0	595	604.3	254	45	12	3	5	0	0	319	333.9

TIME	TO ARM B							TOT	PCUs	FROM ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	39	4	0	0	0	0	0	43	43	41	5	0	0	0	0	0	46	46
15:15	40	8	0	0	1	0	0	49	50	43	7	0	0	1	0	0	51	52
15:30	42	4	0	0	0	0	0	46	46	40	6	0	0	0	0	0	46	46
15:45	38	5	0	0	0	0	0	43	43	50	11	0	0	0	0	0	61	61
H/TOT	159	21	0	0	1	0	0	181	182	174	29	0	0	1	0	0	204	205
16:00	44	6	0	0	0	0	0	50	50	46	8	0	0	0	0	0	54	54
16:15	30	4	0	0	2	0	1	37	38.2	53	15	0	0	1	0	0	69	70
16:30	30	1	0	0	0	0	0	31	31	56	7	0	0	0	0	0	63	63
16:45	39	2	0	0	0	0	0	41	41	55	10	0	0	0	0	0	65	65
H/TOT	143	13	0	0	2	0	1	159	160.2	210	40	0	0	1	0	0	251	252
17:00	29	4	0	0	0	0	0	33	33	56	6	0	0	0	0	0	62	62
17:15	30	4	0	0	0	0	0	34	34	52	7	0	0	0	0	0	59	59
17:30	23	4	0	0	1	0	0	28	29	47	3	0	0	1	0	0	51	52
17:45	31	2	0	0	0	0	0	33	33	38	6	1	0	0	0	0	45	45.5
H/TOT	113	14	0	0	1	0	0	128	129	193	22	1	0	1	0	0	217	218.5
18:00	36	2	0	0	0	0	0	38	38	39	3	0	0	0	0	0	42	42
18:15	39	1	0	0	0	0	0	40	40	29	2	0	0	1	0	0	32	33
18:30	25	1	0	0	1	0	0	27	28	39	1	0	0	0	0	0	40	40
18:45	29	0	0	0	0	0	0	29	29	29	4	0	0	0	0	0	33	33
H/TOT	129	4	0	0	1	0	0	134	135	136	10	0	0	1	0	0	147	148
P/TOT	544	52	0	0	5	0	1	602	606.2	713	101	1	0	4	0	0	819	823.5



SITE: 1

DATE: 05/02/2026

LOCATION: Cemetery Road/Wentworth Drive

DAY: Thursday

TIME	TO ARM C							TOT	PCUs	FROM ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	6	2	0	0	0	0	0	8	8	17	4	0	0	0	0	0	21	21
07:15	23	4	0	0	1	0	0	28	29	24	14	0	0	0	0	0	38	38
07:30	24	2	1	0	0	0	0	27	27.5	48	8	0	0	0	0	0	56	56
07:45	23	3	1	0	0	0	0	27	27.5	43	7	1	0	0	0	0	51	51.5
H/TOT	76	11	2	0	1	0	0	90	92	132	33	1	0	0	0	0	166	166.5
08:00	32	4	0	0	0	0	0	36	36	31	4	3	0	0	0	0	38	39.5
08:15	24	3	0	0	0	0	0	27	27	38	7	0	0	0	0	0	45	45
08:30	26	5	2	0	0	0	0	33	34	48	4	0	0	0	0	0	52	52
08:45	30	3	0	0	0	0	0	33	33	30	5	1	0	0	0	0	36	36.5
H/TOT	112	15	2	0	0	0	0	129	130	147	20	4	0	0	0	0	171	173
09:00	32	6	1	0	0	0	0	39	39.5	33	2	0	0	0	0	0	35	35
09:15	31	1	1	0	0	0	0	33	33.5	38	2	0	1	0	0	0	41	42.3
09:30	24	5	0	0	0	0	0	29	29	28	4	1	0	0	0	0	33	33.5
09:45	19	3	1	1	0	0	0	24	25.8	30	4	2	0	0	0	0	36	37
H/TOT	106	15	3	1	0	0	0	125	127.8	129	12	3	1	0	0	0	145	147.8
P/TOT	294	41	7	1	1	0	0	344	349.8	408	65	8	1	0	0	0	482	487.3

TIME	TO ARM C							TOT	PCUs	FROM ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	44	4	0	0	0	0	0	48	48	27	4	0	0	0	0	0	31	31
15:15	43	4	0	0	0	0	0	47	47	35	7	1	0	0	0	0	43	43.5
15:30	35	6	0	0	0	0	0	41	41	44	8	0	0	0	0	0	52	52
15:45	41	9	0	0	0	0	0	50	50	29	5	0	0	0	0	0	34	34
H/TOT	163	23	0	0	0	0	0	186	186	135	24	1	0	0	0	0	160	160.5
16:00	44	7	0	0	0	0	0	51	51	44	8	0	0	0	0	0	52	52
16:15	46	9	0	0	0	0	0	55	55	30	2	0	0	0	0	0	32	32
16:30	46	8	0	0	0	0	0	54	54	30	2	0	0	0	0	0	32	32
16:45	52	7	0	0	0	0	0	59	59	33	4	0	0	0	0	0	37	37
H/TOT	188	31	0	0	0	0	0	219	219	137	16	0	0	0	0	0	153	153
17:00	45	4	0	0	0	0	0	49	49	25	3	1	0	0	0	0	29	29.5
17:15	41	4	0	0	0	0	0	45	45	21	5	0	0	0	0	0	26	26
17:30	38	4	0	0	0	0	0	42	42	24	2	0	0	0	0	0	26	26
17:45	33	5	1	0	0	0	0	39	39.5	32	1	0	0	0	0	0	33	33
H/TOT	157	17	1	0	0	0	0	175	175.5	102	11	1	0	0	0	0	114	114.5
18:00	34	3	0	0	0	0	0	37	37	39	2	0	0	0	0	0	41	41
18:15	33	3	0	0	0	0	0	36	36	34	1	0	0	0	1	0	36	35.4
18:30	34	0	0	0	0	0	0	34	34	26	2	0	0	0	0	0	28	28
18:45	22	3	0	0	0	0	0	25	25	33	1	0	0	0	0	0	34	34
H/TOT	123	9	0	0	0	0	0	132	132	132	6	0	0	0	1	0	139	138.4
P/TOT	631	80	1	0	0	0	0	712	712.5	506	57	2	0	0	1	0	566	566.4



SITE: 1

DATE: 05/02/2026

LOCATION: Cemetery Road/Wentworth Drive

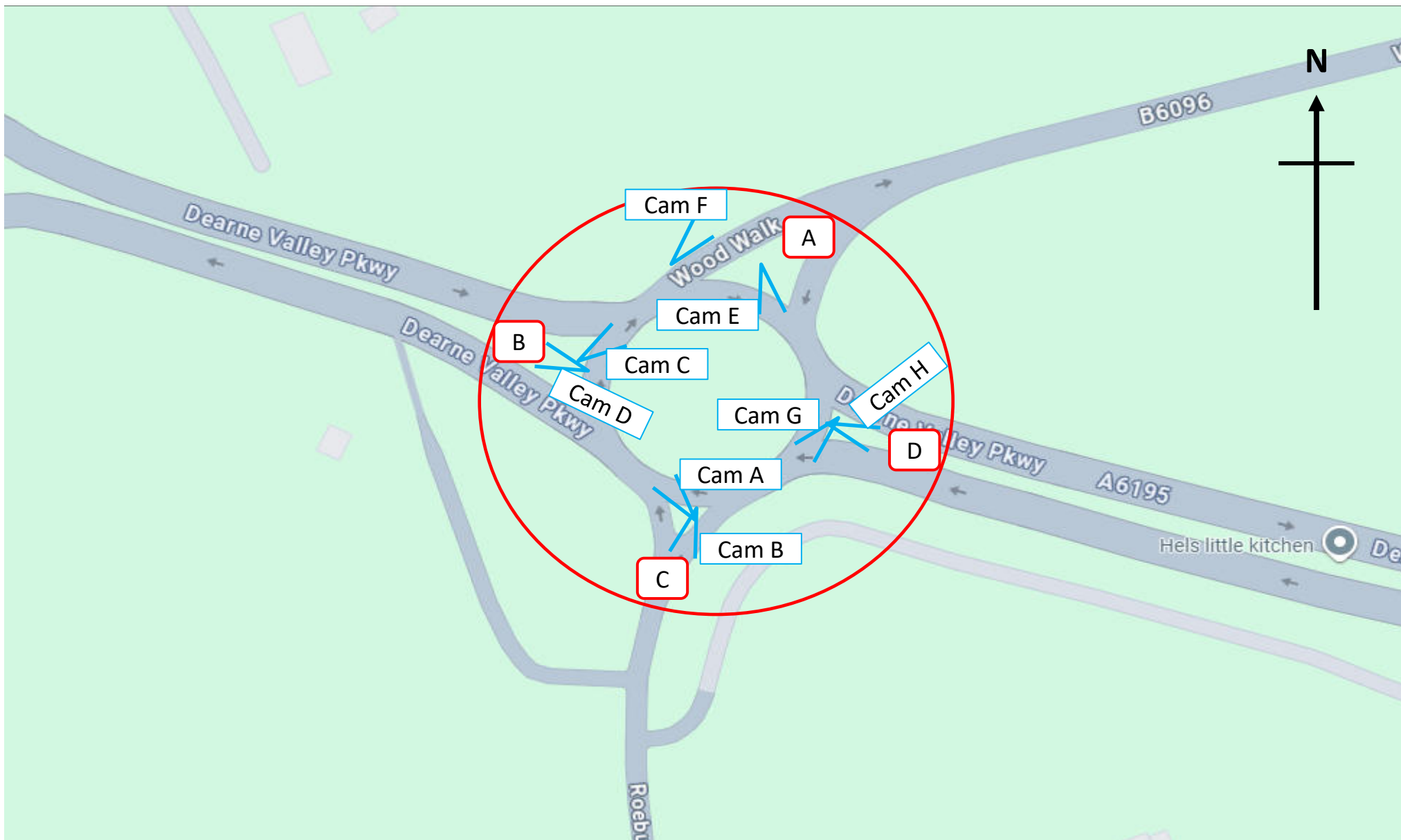
DAY: Thursday

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	37	9	0	0	0	0	0	46	46
07:15	64	23	0	1	3	0	0	91	95.3
07:30	90	14	1	0	0	0	0	105	105.5
07:45	91	11	2	0	0	0	0	104	105
H/TOT	282	57	3	1	3	0	0	346	351.8
08:00	95	11	3	0	0	0	0	109	110.5
08:15	83	11	3	0	1	0	0	98	100.5
08:30	90	12	4	0	2	0	0	108	112
08:45	83	12	2	1	0	0	0	98	100.3
H/TOT	351	46	12	1	3	0	0	413	423.3
09:00	90	11	1	0	0	0	0	102	102.5
09:15	82	7	2	1	1	0	0	93	96.3
09:30	63	11	2	0	1	0	0	77	79
09:45	58	7	3	1	0	0	0	69	71.8
H/TOT	293	36	8	2	2	0	0	341	349.6
P/TOT	926	139	23	4	8	0	0	1100	1125

PEAK HOUR		
CALCULATION	TOT	
	TOT	PCUs
07:00 to 08:00	346	352
07:15 to 08:15	409	416
07:30 to 08:30	416	422
07:45 to 08:45	419	428
08:00 to 09:00	413	423
08:15 to 09:15	406	415
08:30 to 09:30	401	411
08:45 to 09:45	370	378
09:00 to 10:00	341	350
PEAK VALUE	419	428

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	98	11	0	0	0	0	0	109	109
15:15	110	16	1	0	2	0	0	129	131.5
15:30	104	15	0	0	0	0	0	119	119
15:45	98	18	0	0	0	0	0	116	116
H/TOT	410	60	1	0	2	0	0	473	475.5
16:00	109	19	0	0	0	0	0	128	128
16:15	101	19	0	0	3	0	1	124	126.2
16:30	101	11	0	0	0	0	0	112	112
16:45	107	15	0	0	0	0	0	122	122
H/TOT	418	64	0	0	3	0	1	486	488.2
17:00	96	11	1	0	0	0	0	108	108.5
17:15	95	13	0	0	0	0	0	108	108
17:30	87	8	0	0	2	0	0	97	99
17:45	82	8	1	0	0	0	0	91	91.5
H/TOT	360	40	2	0	2	0	0	404	407
18:00	91	6	0	0	0	0	0	97	97
18:15	83	4	0	0	1	1	0	89	89.4
18:30	79	3	0	0	1	0	0	83	84
18:45	68	5	0	0	0	0	0	73	73
H/TOT	321	18	0	0	2	1	0	342	343.4
P/TOT	1509	182	3	0	9	1	1	1705	1714

PEAK HOUR		
CALCULATION	TOT	
	TOT	PCUs
15:00 to 16:00	473	476
15:15 to 16:15	492	495
15:30 to 16:30	487	489
15:45 to 16:45	480	482
16:00 to 17:00	486	488
16:15 to 17:15	466	469
16:30 to 17:30	450	451
16:45 to 17:45	435	438
17:00 to 18:00	404	407
17:15 to 18:15	393	396
17:30 to 18:30	374	377
17:45 to 18:45	360	362
18:00 to 19:00	342	343
PEAK VALUE	492	495



	Site / Location: Site 2, A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout'	Project No: 17768	Drawing No: 17768 - 02	Drawn By: RM
	Survey Date: Thursday 5th February 2026	Project Name: Cemetery Road		
	Survey Times: 07:00 to 10:00 & 15:00 to 19:00	Drawing Title: Site Layout and Observed Movements		



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

	A to D										A to C									
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCUs	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCUs		
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1		
07:15	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8		
07:30	2	0	0	0	0	0	0	2	2	7	0	0	0	0	0	0	7	7		
07:45	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5	5.5		
H/TOT	2	0	0	0	0	0	0	2	2	18	2	1	0	0	0	0	21	21.5		
08:00	2	0	0	0	0	0	0	2	2	3	1	0	0	0	0	0	4	4		
08:15	2	1	0	0	0	0	0	3	3	17	3	0	0	0	0	0	20	20		
08:30	0	0	0	0	0	0	0	0	0	11	3	1	0	0	0	0	15	15.5		
08:45	0	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	13	13.5		
H/TOT	4	1	0	0	0	0	0	5	5	42	8	2	0	0	0	0	52	53		
09:00	1	0	0	0	0	0	0	1	1	7	1	0	0	0	0	0	8	8		
09:15	1	0	0	0	0	0	0	1	1	4	2	0	0	0	0	0	6	6		
09:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3		
09:45	0	0	0	0	0	0	0	0	0	3	2	0	1	0	0	0	6	7.3		
H/TOT	2	0	0	0	0	0	0	2	2	17	5	0	1	0	0	0	23	24.3		
P/TOT	8	1	0	0	0	0	0	9	9	77	15	3	1	0	0	0	96	98.8		

TIME	A to D								TOT	PCUs	A to C								TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
15:00	1	1	0	0	0	0	0	2	2	8	1	0	0	0	0	0	9	9		
15:15	1	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	3	3		
15:30	0	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16	16		
15:45	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6		
H/TOT	2	1	0	0	0	0	0	3	3	28	6	0	0	0	0	0	34	34		
16:00	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	13		
16:15	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	20		
16:30	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	9		
16:45	0	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	15	15		
H/TOT	0	0	0	0	0	0	0	0	0	49	8	0	0	0	0	0	57	57		
17:00	0	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	19		
17:15	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5		
17:30	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8		
17:45	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	9		
H/TOT	0	0	0	0	0	0	0	0	0	37	4	0	0	0	0	0	41	41		
18:00	1	0	0	0	0	0	0	1	1	6	0	0	0	0	0	0	6	6		
18:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3		
18:30	2	0	0	0	0	0	0	2	2	6	0	0	0	0	0	0	6	6		
18:45	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	5		
H/TOT	3	0	0	0	0	0	0	3	3	19	1	0	0	0	0	0	20	20		
P/TOT	5	1	0	0	0	0	0	6	6	133	19	0	0	0	0	0	152	152		



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

TIME	A to B							TOT	PCUs	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	97	23	0	0	0	0	0	120	120	0	0	0	0	0	0	0	0	0
07:15	99	25	2	0	1	0	0	127	129	0	0	0	0	0	0	0	0	0
07:30	121	21	0	0	0	0	0	142	142	0	0	0	0	0	0	0	0	0
07:45	112	23	1	0	0	1	0	137	136.9	0	0	0	0	0	0	0	0	0
H/TOT	429	92	3	0	1	1	0	526	527.9	0	0	0	0	0	0	0	0	0
08:00	124	26	0	0	0	0	0	150	150	0	0	0	0	0	0	0	0	0
08:15	97	16	0	1	0	0	0	114	115.3	0	0	0	0	0	0	0	0	0
08:30	60	10	0	0	0	0	0	70	70	0	0	0	0	0	0	0	0	0
08:45	91	18	2	0	0	1	0	112	112.4	0	0	0	0	0	0	0	0	0
H/TOT	372	70	2	1	0	1	0	446	447.7	0	0	0	0	0	0	0	0	0
09:00	68	11	2	0	0	0	0	81	82	0	0	0	0	0	0	0	0	0
09:15	57	13	0	0	0	0	0	70	70	0	0	0	0	0	0	0	0	0
09:30	46	5	2	0	0	1	0	54	54.4	0	0	0	0	0	0	0	0	0
09:45	35	11	1	0	0	0	0	47	47.5	0	0	0	0	0	0	0	0	0
H/TOT	206	40	5	0	0	1	0	252	253.9	0	0	0	0	0	0	0	0	0
P/TOT	1007	202	10	1	1	3	0	1224	1230	0	0	0	0	0	0	0	0	0

TIME	A to B							TOT	PCUs	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	64	10	0	0	0	0	0	74	74	0	0	0	0	0	0	0	0	0
15:15	66	7	0	0	0	0	0	73	73	0	0	0	0	0	0	0	0	0
15:30	84	16	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0
15:45	56	8	1	0	0	0	0	65	65.5	0	0	0	0	0	0	0	0	0
H/TOT	270	41	1	0	0	0	0	312	312.5	0	0	0	0	0	0	0	0	0
16:00	86	9	0	0	0	0	0	95	95	0	0	0	0	0	0	0	0	0
16:15	56	12	0	0	0	0	0	68	68	0	0	0	0	0	0	0	0	0
16:30	65	14	0	0	0	0	0	79	79	0	0	0	0	0	0	0	0	0
16:45	75	9	0	0	0	0	0	84	84	0	0	0	0	0	0	0	0	0
H/TOT	282	44	0	0	0	0	0	326	326	0	0	0	0	0	0	0	0	0
17:00	67	6	0	0	0	0	0	73	73	0	0	0	0	0	0	0	0	0
17:15	80	10	0	0	0	0	0	90	90	0	0	0	0	0	0	0	0	0
17:30	64	5	0	0	0	0	0	69	69	0	0	0	0	0	0	0	0	0
17:45	81	5	0	0	0	0	0	86	86	0	0	0	0	0	0	0	0	0
H/TOT	292	26	0	0	0	0	0	318	318	0	0	0	0	0	0	0	0	0
18:00	80	8	0	0	0	1	0	89	88.4	0	0	0	0	0	0	0	0	0
18:15	49	4	0	0	0	0	0	53	53	0	0	0	0	0	0	0	0	0
18:30	52	9	0	0	0	0	0	61	61	0	0	0	0	0	0	0	0	0
18:45	62	3	0	0	0	0	0	65	65	0	0	0	0	0	0	0	0	0
H/TOT	243	24	0	0	0	1	0	268	267.4	0	0	0	0	0	0	0	0	0
P/TOT	1087	135	1	0	0	1	0	1224	1224	0	0	0	0	0	0	0	0	0



17768 / CEMETERY ROAD
FEBRUARY 2026
CLASSIFIED TURNING COUNT

SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

TIME	B to A							TOT	PCUs	B to D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	28	9	0	0	0	0	0	37	37	81	21	4	7	0	1	0	114	124.5
07:15	22	5	1	0	0	0	0	28	28.5	91	19	8	13	1	0	0	132	153.9
07:30	52	9	0	0	0	0	0	61	61	157	27	3	5	0	0	0	192	200
07:45	67	15	0	0	0	0	0	82	82	186	34	5	3	0	1	0	229	234.8
H/TOT	169	38	1	0	0	0	0	208	208.5	515	101	20	28	1	2	0	667	713.2
08:00	61	20	1	0	0	0	0	82	82.5	119	35	5	9	0	0	0	168	182.2
08:15	81	12	0	0	0	0	0	93	93	153	37	5	13	0	0	0	208	227.4
08:30	63	18	1	0	0	0	0	82	82.5	150	27	4	11	0	1	0	193	208.7
08:45	73	19	0	1	0	0	0	93	94.3	137	37	2	6	0	0	0	182	190.8
H/TOT	278	69	2	1	0	0	0	350	352.3	559	136	16	39	0	1	0	751	809.1
09:00	51	16	1	0	0	0	0	68	68.5	134	30	11	14	0	1	0	190	213.1
09:15	44	12	1	0	0	0	0	57	57.5	121	41	6	12	0	0	0	180	198.6
09:30	46	12	0	1	0	0	0	59	60.3	119	34	5	11	1	0	0	170	187.8
09:45	40	12	3	0	0	0	0	55	56.5	102	25	9	8	0	0	0	144	158.9
H/TOT	181	52	5	1	0	0	0	239	242.8	476	130	31	45	1	1	0	684	758.4
P/TOT	628	159	8	2	0	0	0	797	803.6	1550	367	67	112	2	4	0	2102	2281

TIME	B to A							TOT	PCUs	B to D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	66	25	1	0	0	0	0	92	92.5	137	32	7	7	0	0	0	183	195.6
15:15	85	24	2	0	0	0	0	111	112	130	47	11	5	0	0	0	193	205
15:30	82	22	1	1	0	0	0	106	107.8	134	41	7	9	0	0	0	191	206.2
15:45	80	21	0	0	0	0	0	101	101	126	36	4	4	0	0	0	170	177.2
H/TOT	313	92	4	1	0	0	0	410	413.3	527	156	29	25	0	0	0	737	784
16:00	85	24	0	0	0	0	0	109	109	163	46	4	11	0	2	0	226	241.1
16:15	98	26	0	0	0	0	0	124	124	185	44	4	4	0	0	0	237	244.2
16:30	128	27	0	0	0	2	0	157	155.8	198	40	1	5	0	1	0	245	251.4
16:45	104	23	1	0	0	0	0	128	128.5	147	35	1	2	0	0	0	185	188.1
H/TOT	415	100	1	0	0	2	0	518	517.3	693	165	10	22	0	3	0	893	924.8
17:00	125	10	0	0	0	0	0	135	135	191	41	1	8	0	1	0	242	252.3
17:15	110	16	1	0	0	0	0	127	127.5	179	31	1	2	0	0	0	213	216.1
17:30	97	19	0	1	0	0	0	117	118.3	197	19	1	4	0	0	0	221	226.7
17:45	101	14	0	0	0	0	0	115	115	165	22	2	5	0	0	0	194	201.5
H/TOT	433	59	1	1	0	0	0	494	495.8	732	113	5	19	0	1	0	870	896.6
18:00	99	4	0	0	0	0	0	103	103	165	22	1	5	0	0	0	193	200
18:15	109	5	0	0	0	0	0	114	114	132	18	1	2	0	0	0	153	156.1
18:30	72	4	0	0	0	0	0	76	76	111	13	0	3	0	0	0	127	130.9
18:45	58	2	0	1	0	0	0	61	62.3	102	9	0	2	0	0	0	113	115.6
H/TOT	338	15	0	1	0	0	0	354	355.3	510	62	2	12	0	0	0	586	602.6
P/TOT	1499	266	6	3	0	2	0	1776	1782	2462	496	46	78	0	4	0	3086	3208



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

TIME	B to C							TOT	PCUs	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
07:15	11	2	0	0	2	0	0	15	17	0	0	0	0	0	0	0	0	0
07:30	11	1	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
07:45	16	1	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0
H/TOT	41	4	0	0	2	0	0	47	49	0	0	0	0	0	0	0	0	0
08:00	14	3	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0
08:15	15	4	1	0	1	0	0	21	22.5	0	0	0	0	0	0	0	0	0
08:30	11	1	0	0	1	0	0	13	14	0	0	0	0	0	0	0	0	0
08:45	17	2	0	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0
H/TOT	57	10	1	0	2	0	0	70	72.5	0	0	0	0	0	0	0	0	0
09:00	23	5	1	0	0	0	0	29	29.5	0	0	0	0	0	0	0	0	0
09:15	15	2	1	0	1	0	0	19	20.5	0	0	0	0	0	0	0	0	0
09:30	9	4	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
09:45	13	6	0	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0
H/TOT	60	17	2	0	1	0	0	80	82	0	0	0	0	0	0	0	0	0
P/TOT	158	31	3	0	5	0	0	197	203.5	0	0	0	0	0	0	0	0	0

TIME	B to C							TOT	PCUs	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	35	2	0	0	0	0	0	37	37	0	0	0	0	0	0	0	0	0
15:15	26	5	0	0	1	0	0	32	33	0	0	0	0	0	0	0	0	0
15:30	40	7	0	0	0	0	0	47	47	0	0	0	0	0	0	0	0	0
15:45	33	6	0	0	0	0	0	39	39	0	0	0	0	0	0	0	0	0
H/TOT	134	20	0	0	1	0	0	155	156	0	0	0	0	0	0	0	0	0
16:00	40	7	0	0	0	0	0	47	47	0	0	0	0	0	0	0	0	0
16:15	36	6	0	0	1	0	0	43	44	0	0	0	0	0	0	0	0	0
16:30	42	4	0	0	0	0	0	46	46	0	0	0	0	0	0	0	0	0
16:45	39	7	0	0	0	0	0	46	46	0	0	0	0	0	0	0	0	0
H/TOT	157	24	0	0	1	0	0	182	183	0	0	0	0	0	0	0	0	0
17:00	39	5	0	0	0	0	0	44	44	0	0	0	0	0	0	0	0	0
17:15	30	7	0	0	0	0	0	37	37	0	0	0	0	0	0	0	0	0
17:30	41	4	0	0	1	0	0	46	47	0	0	0	0	0	0	0	0	0
17:45	27	6	1	0	0	0	0	34	34.5	0	0	0	0	0	0	0	0	0
H/TOT	137	22	1	0	1	0	0	161	162.5	0	0	0	0	0	0	0	0	0
18:00	28	3	0	0	0	0	0	31	31	0	0	0	0	0	0	0	0	0
18:15	18	2	0	0	1	0	0	21	22	0	0	0	0	0	0	0	0	0
18:30	26	2	0	0	0	0	0	28	28	0	0	0	0	0	0	0	0	0
18:45	24	2	0	0	0	0	0	26	26	0	0	0	0	0	0	0	0	0
H/TOT	96	9	0	0	1	0	0	106	107	0	0	0	0	0	0	0	0	0
P/TOT	524	75	1	0	4	0	0	604	608.5	0	0	0	0	0	0	0	0	0



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	25	6	0	0	0	0	0	31	31	2	1	0	0	0	0	0	3	3
07:15	30	14	0	0	1	0	0	45	46	6	1	0	0	0	0	0	7	7
07:30	37	8	0	0	0	0	0	45	45	9	2	0	0	0	0	0	11	11
07:45	46	6	0	0	0	0	0	52	52	8	2	1	0	0	0	0	11	11.5
H/TOT	138	34	0	0	1	0	0	173	174	25	6	1	0	0	0	0	32	32.5
08:00	57	4	1	0	0	0	0	62	62.5	9	2	1	0	0	0	0	12	12.5
08:15	27	6	1	0	0	0	0	34	34.5	3	1	0	0	0	0	0	4	4
08:30	36	6	0	0	1	0	0	43	44	12	2	0	0	0	0	0	14	14
08:45	34	4	0	0	0	0	0	38	38	16	2	1	0	0	0	0	19	19.5
H/TOT	154	20	2	0	1	0	0	177	179	40	7	2	0	0	0	0	49	50
09:00	35	1	0	0	0	0	0	36	36	8	2	0	0	0	0	0	10	10
09:15	32	2	0	0	1	0	0	35	36	6	1	0	1	0	0	0	8	9.3
09:30	24	4	0	0	0	0	0	28	28	3	2	0	0	0	0	0	5	5
09:45	22	5	1	0	0	0	0	28	28.5	6	0	0	0	0	0	0	6	6
H/TOT	113	12	1	0	1	0	0	127	128.5	23	5	0	1	0	0	0	29	30.3
P/TOT	405	66	3	0	3	0	0	477	481.5	88	18	3	1	0	0	0	110	112.8

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	18	1	0	0	0	0	0	19	19	7	1	0	0	0	0	0	8	8
15:15	28	1	0	0	0	0	0	29	29	16	3	0	0	0	0	0	19	19
15:30	34	1	0	0	1	0	0	36	37	17	2	0	0	0	0	0	19	19
15:45	33	3	0	0	0	0	0	36	36	11	2	0	0	0	0	0	13	13
H/TOT	113	6	0	0	1	0	0	120	121	51	8	0	0	0	0	0	59	59
16:00	24	4	0	0	0	0	0	28	28	8	4	0	0	0	0	0	12	12
16:15	21	1	0	0	1	0	0	23	24	13	1	0	0	0	0	0	14	14
16:30	20	1	0	0	1	0	0	22	23	11	1	0	0	0	0	0	12	12
16:45	28	2	0	0	0	0	0	30	30	12	0	0	0	0	0	0	12	12
H/TOT	93	8	0	0	2	0	0	103	105	44	6	0	0	0	0	0	50	50
17:00	15	3	0	0	0	0	0	18	18	7	2	0	0	0	0	0	9	9
17:15	21	2	0	0	0	0	0	23	23	9	1	0	0	0	0	0	10	10
17:30	16	4	0	0	1	0	0	21	22	6	0	0	0	0	0	0	6	6
17:45	19	1	0	0	0	0	0	20	20	10	1	0	0	0	0	0	11	11
H/TOT	71	10	0	0	1	0	0	82	83	32	4	0	0	0	0	0	36	36
18:00	24	2	0	0	0	0	0	26	26	11	1	0	0	0	0	0	12	12
18:15	27	0	0	0	0	0	0	27	27	13	2	0	0	0	0	0	15	15
18:30	19	1	0	0	1	0	0	21	22	5	0	0	0	0	0	0	5	5
18:45	20	0	0	0	0	0	0	20	20	7	1	0	0	0	0	0	8	8
H/TOT	90	3	0	0	1	0	0	94	95	36	4	0	0	0	0	0	40	40
P/TOT	367	27	0	0	5	0	0	399	404	163	22	0	0	0	0	0	185	185



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

TIME	C to D							TOT	PCUs	C to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	6	2	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
07:15	1	4	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:30	13	3	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
07:45	12	3	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
H/TOT	32	12	0	0	0	0	0	44	44	0	0	0	0	0	0	0	0	0
08:00	5	1	1	0	0	0	0	7	7.5	0	0	0	0	0	0	0	0	0
08:15	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
08:30	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
08:45	9	1	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	32	2	1	0	0	0	0	35	35.5	0	0	0	0	0	0	0	0	0
09:00	11	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
09:15	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
09:30	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
09:45	9	1	1	0	0	0	0	11	11.5	0	0	0	0	0	0	0	0	0
H/TOT	34	2	1	0	0	0	0	37	37.5	0	0	0	0	0	0	0	0	0
P/TOT	98	16	2	0	0	0	0	116	117	0	0	0	0	0	0	0	0	0

TIME	C to D							TOT	PCUs	C to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	6	3	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
15:15	10	2	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
15:30	10	1	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
15:45	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	32	6	0	0	0	0	0	38	38	0	0	0	0	0	0	0	0	0
16:00	10	2	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
16:15	5	2	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
16:30	7	2	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
16:45	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H/TOT	28	7	0	0	0	0	0	35	35	0	0	0	0	0	0	0	0	0
17:00	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
17:15	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
17:30	3	2	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
17:45	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
H/TOT	26	3	0	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0
18:00	11	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:30	9	1	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
18:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	26	1	0	0	0	0	0	27	27	0	0	0	0	0	0	0	0	0
P/TOT	112	17	0	0	0	0	0	129	129	0	0	0	0	0	0	0	0	0



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

TIME	D to C							TOT	PCUs	D to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	1	0	0	0	0	0	2	2	146	65	5	6	0	0	0	222	232.3
07:15	6	0	0	0	0	0	0	6	6	196	59	3	6	1	0	0	265	275.3
07:30	5	0	1	1	0	0	0	7	8.8	195	53	4	12	0	0	0	264	281.6
07:45	5	0	0	0	0	0	0	5	5	183	55	3	10	0	0	0	251	265.5
H/TOT	17	1	1	1	0	0	0	20	21.8	720	232	15	34	1	0	0	1002	1055
08:00	7	0	0	0	0	0	0	7	7	203	62	4	10	0	0	0	279	294
08:15	6	0	0	0	0	0	0	6	6	213	53	4	14	0	0	0	284	304.2
08:30	8	1	1	0	0	0	0	10	10.5	180	39	4	10	0	1	0	234	248.4
08:45	7	2	0	0	0	0	0	9	9	146	38	6	11	0	1	0	202	218.7
H/TOT	28	3	1	0	0	0	0	32	32.5	742	192	18	45	0	2	0	999	1065
09:00	5	2	1	0	0	0	0	8	8.5	138	46	5	8	0	0	0	197	209.9
09:15	6	1	0	0	0	0	0	7	7	135	33	10	13	3	0	0	194	218.9
09:30	5	1	1	0	0	0	0	7	7.5	120	26	4	8	0	0	0	158	170.4
09:45	7	0	1	0	0	0	0	8	8.5	111	24	4	11	0	0	0	150	166.3
H/TOT	23	4	3	0	0	0	0	30	31.5	504	129	23	40	3	0	0	699	765.5
P/TOT	68	8	5	1	0	0	0	82	85.8	1966	553	56	119	4	2	0	2700	2886

TIME	D to C							TOT	PCUs	D to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	16	0	0	0	0	0	0	16	16	146	42	4	4	0	0	0	196	203.2
15:15	10	1	0	0	0	0	0	11	11	160	35	3	6	1	0	0	205	215.3
15:30	4	1	0	0	0	0	0	5	5	156	33	3	4	0	0	0	196	202.7
15:45	9	4	0	0	0	0	0	13	13	169	39	4	5	0	0	0	217	225.5
H/TOT	39	6	0	0	0	0	0	45	45	631	149	14	19	1	0	0	814	846.7
16:00	12	3	0	0	0	0	0	15	15	173	28	5	7	0	0	0	213	224.6
16:15	9	2	0	0	0	0	0	11	11	188	39	1	11	0	0	0	239	253.8
16:30	11	4	0	0	0	0	0	15	15	156	20	4	4	1	0	0	185	193.2
16:45	12	3	0	0	0	0	0	15	15	181	30	0	3	1	0	0	215	219.9
H/TOT	44	12	0	0	0	0	0	56	56	698	117	10	25	2	0	0	852	891.5
17:00	20	2	0	0	0	0	0	22	22	186	29	2	9	0	1	0	227	239.1
17:15	16	1	0	0	0	0	0	17	17	169	21	2	4	0	0	0	196	202.2
17:30	7	3	0	0	0	0	0	10	10	141	20	2	3	0	0	0	166	170.9
17:45	10	2	0	0	0	0	0	12	12	154	18	3	7	0	0	0	182	192.6
H/TOT	53	8	0	0	0	0	0	61	61	650	88	9	23	0	1	0	771	804.8
18:00	7	1	0	0	0	0	0	8	8	134	14	0	4	0	0	0	152	157.2
18:15	9	0	0	0	0	0	0	9	9	114	11	1	3	0	1	0	130	133.8
18:30	10	0	0	0	0	0	0	10	10	97	15	0	2	0	0	0	114	116.6
18:45	4	2	0	0	0	0	0	6	6	80	11	1	5	0	0	0	97	104
H/TOT	30	3	0	0	0	0	0	33	33	425	51	2	14	0	1	0	493	511.6
P/TOT	166	29	0	0	0	0	0	195	195	2404	405	35	81	3	2	0	2930	3055



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

TIME	D to A							TOT	PCUs	D to D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
09:00	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0
09:15	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:45	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	5	3	1	0	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0
P/TOT	16	4	1	0	0	0	0	21	21.5	0	0	0	0	0	0	0	0	0

TIME	D to A							TOT	PCUs	D to D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
15:30	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
15:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	12	1	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
16:00	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
17:00	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
17:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	15	1	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
P/TOT	39	2	0	0	0	0	0	41	41	0	0	0	0	0	0	0	0	0



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

	TO ARM A										FROM ARM A									
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCUs	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCUs		
07:00	30	10	0	0	0	0	0	40	40	98	23	0	0	0	0	0	121	121		
07:15	29	6	1	0	0	0	0	36	36.5	106	26	2	0	1	0	0	135	137		
07:30	61	11	0	0	0	0	0	72	72	130	21	0	0	0	0	0	151	151		
07:45	79	18	1	0	0	0	0	98	98.5	115	24	2	0	0	1	0	142	142.4		
H/TOT	199	45	2	0	0	0	0	246	247	449	94	4	0	1	1	0	549	551.4		
08:00	72	22	2	0	0	0	0	96	97	129	27	0	0	0	0	0	156	156		
08:15	86	13	0	0	0	0	0	99	99	116	20	0	1	0	0	0	137	138.3		
08:30	77	20	1	0	0	0	0	98	98.5	71	13	1	0	0	0	0	85	85.5		
08:45	89	21	1	1	0	0	0	112	113.8	102	19	3	0	0	1	0	125	125.9		
H/TOT	324	76	4	1	0	0	0	405	408.3	418	79	4	1	0	1	0	503	505.7		
09:00	59	18	2	0	0	0	0	79	80	76	12	2	0	0	0	0	90	91		
09:15	51	14	1	1	0	0	0	67	68.8	62	15	0	0	0	0	0	77	77		
09:30	51	14	0	1	0	0	0	66	67.3	49	5	2	0	0	1	0	57	57.4		
09:45	48	14	3	0	0	0	0	65	66.5	38	13	1	1	0	0	0	53	54.8		
H/TOT	209	60	6	2	0	0	0	277	282.6	225	45	5	1	0	1	0	277	280.2		
P/TOT	732	181	12	3	0	0	0	928	937.9	1092	218	13	2	1	3	0	1329	1337		

TIME	TO ARM A								TOT	PCUs	FROM ARM A								TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
15:00	75	26	1	0	0	0	0	102	102.5	73	12	0	0	0	0	0	85	85		
15:15	105	27	2	0	0	0	0	134	135	69	8	0	0	0	0	0	77	77		
15:30	101	25	1	1	0	0	0	128	129.8	97	19	0	0	0	0	0	116	116		
15:45	95	23	0	0	0	0	0	118	118	61	9	1	0	0	0	0	71	71.5		
H/TOT	376	101	4	1	0	0	0	482	485.3	300	48	1	0	0	0	0	349	349.5		
16:00	97	28	0	0	0	0	0	125	125	98	10	0	0	0	0	0	108	108		
16:15	113	27	0	0	0	0	0	140	140	74	14	0	0	0	0	0	88	88		
16:30	142	28	0	0	0	2	0	172	170.8	73	15	0	0	0	0	0	88	88		
16:45	116	23	1	0	0	0	0	140	140.5	86	13	0	0	0	0	0	99	99		
H/TOT	468	106	1	0	0	2	0	577	576.3	331	52	0	0	0	0	0	383	383		
17:00	137	13	0	0	0	0	0	150	150	83	9	0	0	0	0	0	92	92		
17:15	122	17	1	0	0	0	0	140	140.5	85	10	0	0	0	0	0	95	95		
17:30	107	19	0	1	0	0	0	127	128.3	71	6	0	0	0	0	0	77	77		
17:45	114	15	0	0	0	0	0	129	129	90	5	0	0	0	0	0	95	95		
H/TOT	480	64	1	1	0	0	0	546	547.8	329	30	0	0	0	0	0	359	359		
18:00	112	5	0	0	0	0	0	117	117	87	8	0	0	0	1	0	96	95.4		
18:15	122	7	0	0	0	0	0	129	129	52	4	0	0	0	0	0	56	56		
18:30	78	4	0	0	0	0	0	82	82	60	9	0	0	0	0	0	69	69		
18:45	65	3	0	1	0	0	0	69	70.3	66	4	0	0	0	0	0	70	70		
H/TOT	377	19	0	1	0	0	0	397	398.3	265	25	0	0	0	1	0	291	290.4		
P/TOT	1701	290	6	3	0	2	0	2002	2008	1225	155	1	0	0	1	0	1382	1382		



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

	TO ARM B									FROM ARM B									
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCUs	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCUs	
07:00	268	94	5	6	0	0	0	373	383.3	112	30	4	7	0	1	0	154	164.5	
07:15	325	98	5	6	3	0	0	437	450.3	124	26	9	13	3	0	0	175	199.4	
07:30	353	82	4	12	0	0	0	451	468.6	220	37	3	5	0	0	0	265	273	
07:45	341	84	4	10	0	1	0	440	454.4	269	50	5	3	0	1	0	328	333.8	
H/TOT	1287	358	18	34	3	1	0	1701	1757	725	143	21	28	3	2	0	922	970.7	
08:00	384	92	5	10	0	0	0	491	506.5	194	58	6	9	0	0	0	267	281.7	
08:15	337	75	5	15	0	0	0	432	454	249	53	6	13	1	0	0	322	342.9	
08:30	276	55	4	10	1	1	0	347	362.4	224	46	5	11	1	1	0	288	305.2	
08:45	271	60	8	11	0	2	0	352	369.1	227	58	2	7	0	0	0	294	304.1	
H/TOT	1268	282	22	46	1	3	0	1622	1692	894	215	19	40	2	1	0	1171	1234	
09:00	241	58	7	8	0	0	0	314	327.9	208	51	13	14	0	1	0	287	311.1	
09:15	224	48	10	13	4	0	0	299	324.9	180	55	8	12	1	0	0	256	276.6	
09:30	190	35	6	8	0	1	0	240	252.8	174	50	5	12	1	0	0	242	261.1	
09:45	168	40	6	11	0	0	0	225	242.3	155	43	12	8	0	0	0	218	234.4	
H/TOT	823	181	29	40	4	1	0	1078	1148	717	199	38	46	2	1	0	1003	1083	
P/TOT	3378	821	69	120	8	5	0	4401	4597	2336	557	78	114	7	4	0	3096	3288	

TIME	TO ARM B								TOT	PCUs	FROM ARM B								TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
15:00	228	53	4	4	0	0	0	289	296.2	238	59	8	7	0	0	0	312	325.1		
15:15	254	43	3	6	1	0	0	307	317.3	241	76	13	5	1	0	0	336	350		
15:30	274	50	3	4	1	0	0	332	339.7	256	70	8	10	0	0	0	344	361		
15:45	258	50	5	5	0	0	0	318	327	239	63	4	4	0	0	0	310	317.2		
H/TOT	1014	196	15	19	2	0	0	1246	1280	974	268	33	26	1	0	0	1302	1353		
16:00	283	41	5	7	0	0	0	336	347.6	288	77	4	11	0	2	0	382	397.1		
16:15	265	52	1	11	1	0	0	330	345.8	319	76	4	4	1	0	0	404	412.2		
16:30	241	35	4	4	2	0	0	286	295.2	368	71	1	5	0	3	0	448	453.2		
16:45	284	41	0	3	1	0	0	329	333.9	290	65	2	2	0	0	0	359	362.6		
H/TOT	1073	169	10	25	4	0	0	1281	1323	1265	289	11	22	1	5	0	1593	1625		
17:00	268	38	2	9	0	1	0	318	330.1	355	56	1	8	0	1	0	421	431.3		
17:15	270	33	2	4	0	0	0	309	315.2	319	54	2	2	0	0	0	377	380.6		
17:30	221	29	2	3	1	0	0	256	261.9	335	42	1	5	1	0	0	384	392		
17:45	254	24	3	7	0	0	0	288	298.6	293	42	3	5	0	0	0	343	351		
H/TOT	1013	124	9	23	1	1	0	1171	1206	1302	194	7	20	1	1	0	1525	1555		
18:00	238	24	0	4	0	1	0	267	271.6	292	29	1	5	0	0	0	327	334		
18:15	190	15	1	3	0	1	0	210	213.8	259	25	1	2	1	0	0	288	292.1		
18:30	168	25	0	2	1	0	0	196	199.6	209	19	0	3	0	0	0	231	234.9		
18:45	162	14	1	5	0	0	0	182	189	184	13	0	3	0	0	0	200	203.9		
H/TOT	758	78	2	14	1	2	0	855	874	944	86	2	13	1	0	0	1046	1065		
P/TOT	3858	567	36	81	8	3	0	4553	4683	4485	837	53	81	4	6	0	5466	5598		



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

	TO ARM C										FROM ARM C									
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCUs	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCUs		
07:00	5	1	0	0	0	0	0	6	6	33	9	0	0	0	0	0	42	42		
07:15	24	3	0	0	2	0	0	29	31	37	19	0	0	1	0	0	57	58		
07:30	23	1	1	1	0	0	0	26	27.8	59	13	0	0	0	0	0	72	72		
07:45	24	2	1	0	0	0	0	27	27.5	66	11	1	0	0	0	0	78	78.5		
H/TOT	76	7	2	1	2	0	0	88	92.3	195	52	1	0	1	0	0	249	250.5		
08:00	24	4	0	0	0	0	0	28	28	71	7	3	0	0	0	0	81	82.5		
08:15	38	7	1	0	1	0	0	47	48.5	39	7	1	0	0	0	0	47	47.5		
08:30	30	5	2	0	1	0	0	38	40	57	8	0	0	1	0	0	66	67		
08:45	35	5	1	0	0	0	0	41	41.5	59	7	1	0	0	0	0	67	67.5		
H/TOT	127	21	4	0	2	0	0	154	158	226	29	5	0	1	0	0	261	264.5		
09:00	35	8	2	0	0	0	0	45	46	54	3	0	0	0	0	0	57	57		
09:15	25	5	1	0	1	0	0	32	33.5	44	3	0	1	1	0	0	49	51.3		
09:30	17	5	1	0	0	0	0	23	23.5	35	7	0	0	0	0	0	42	42		
09:45	23	8	1	1	0	0	0	33	34.8	37	6	2	0	0	0	0	45	46		
H/TOT	100	26	5	1	1	0	0	133	137.8	170	19	2	1	1	0	0	193	196.3		
P/TOT	303	54	11	2	5	0	0	375	388.1	591	100	8	1	3	0	0	703	711.3		

	TO ARM C										FROM ARM C									
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCUs	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCUs		
15:00	59	3	0	0	0	0	0	62	62	31	5	0	0	0	0	0	36	36		
15:15	38	7	0	0	1	0	0	46	47	54	6	0	0	0	0	0	60	60		
15:30	57	11	0	0	0	0	0	68	68	61	4	0	0	1	0	0	66	67		
15:45	47	11	0	0	0	0	0	58	58	50	5	0	0	0	0	0	55	55		
H/TOT	201	32	0	0	1	0	0	234	235	196	20	0	0	1	0	0	217	218		
16:00	64	11	0	0	0	0	0	75	75	42	10	0	0	0	0	0	52	52		
16:15	63	10	0	0	1	0	0	74	75	39	4	0	0	1	0	0	44	45		
16:30	61	9	0	0	0	0	0	70	70	38	4	0	0	1	0	0	43	44		
16:45	62	14	0	0	0	0	0	76	76	46	3	0	0	0	0	0	49	49		
H/TOT	250	44	0	0	1	0	0	295	296	165	21	0	0	2	0	0	188	190		
17:00	75	10	0	0	0	0	0	85	85	30	6	0	0	0	0	0	36	36		
17:15	51	8	0	0	0	0	0	59	59	37	3	0	0	0	0	0	40	40		
17:30	55	8	0	0	1	0	0	64	65	25	6	0	0	1	0	0	32	33		
17:45	46	8	1	0	0	0	0	55	55.5	37	2	0	0	0	0	0	39	39		
H/TOT	227	34	1	0	1	0	0	263	264.5	129	17	0	0	1	0	0	147	148		
18:00	41	4	0	0	0	0	0	45	45	46	3	0	0	0	0	0	49	49		
18:15	30	2	0	0	1	0	0	33	34	42	2	0	0	0	0	0	44	44		
18:30	42	2	0	0	0	0	0	44	44	33	2	0	0	1	0	0	36	37		
18:45	32	5	0	0	0	0	0	37	37	31	1	0	0	0	0	0	32	32		
H/TOT	145	13	0	0	1	0	0	159	160	152	8	0	0	1	0	0	161	162		
P/TOT	823	123	1	0	4	0	0	951	955.5	642	66	0	0	5	0	0	713	718		



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

DAY: Thursday

TIME	TO ARM D							TOT	PCUs	FROM ARM D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	87	23	4	7	0	1	0	122	132.5	147	66	5	6	0	0	0	224	234.3
07:15	92	23	8	13	1	0	0	137	158.9	203	59	3	6	1	0	0	272	282.3
07:30	172	30	3	5	0	0	0	210	218	200	53	5	13	0	0	0	271	290.4
07:45	198	37	5	3	0	1	0	244	249.8	192	56	3	10	0	0	0	261	275.5
H/TOT	549	113	20	28	1	2	0	713	759.2	742	234	16	35	1	0	0	1028	1083
08:00	126	36	6	9	0	0	0	177	191.7	212	62	4	10	0	0	0	288	303
08:15	164	38	5	13	0	0	0	220	239.4	221	53	4	14	0	0	0	292	312.2
08:30	159	27	4	11	0	1	0	202	217.7	190	40	5	10	0	1	0	246	260.9
08:45	146	38	2	6	0	0	0	192	200.8	153	40	6	11	0	1	0	211	227.7
H/TOT	595	139	17	39	0	1	0	791	849.6	776	195	19	45	0	2	0	1037	1104
09:00	146	30	11	14	0	1	0	202	225.1	143	48	7	8	0	0	0	206	219.9
09:15	128	41	6	12	0	0	0	187	205.6	142	35	10	13	3	0	0	203	227.9
09:30	127	35	5	11	1	0	0	179	196.8	127	27	5	8	0	0	0	167	179.9
09:45	111	26	10	8	0	0	0	155	170.4	120	26	5	11	0	0	0	162	178.8
H/TOT	512	132	32	45	1	1	0	723	797.9	532	136	27	40	3	0	0	738	806.5
P/TOT	1656	384	69	112	2	4	0	2227	2407	2050	565	62	120	4	2	0	2803	2993

TIME	TO ARM D							TOT	PCUs	FROM ARM D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	144	36	7	7	0	0	0	194	206.6	164	42	4	4	0	0	0	214	221.2
15:15	141	49	11	5	0	0	0	206	218	174	36	3	6	1	0	0	220	230.3
15:30	144	42	7	9	0	0	0	202	217.2	162	35	3	4	0	0	0	204	210.7
15:45	132	36	4	4	0	0	0	176	183.2	182	43	4	5	0	0	0	234	242.5
H/TOT	561	163	29	25	0	0	0	778	825	682	156	14	19	1	0	0	872	904.7
16:00	173	48	4	11	0	2	0	238	253.1	189	31	5	7	0	0	0	232	243.6
16:15	190	46	4	4	0	0	0	244	251.2	199	41	1	11	0	0	0	252	266.8
16:30	205	42	1	5	0	1	0	254	260.4	170	24	4	4	1	0	0	203	211.2
16:45	153	36	1	2	0	0	0	192	195.1	193	33	0	3	1	0	0	230	234.9
H/TOT	721	172	10	22	0	3	0	928	959.8	751	129	10	25	2	0	0	917	956.5
17:00	199	42	1	8	0	1	0	251	261.3	211	32	2	9	0	1	0	255	267.1
17:15	186	31	1	2	0	0	0	220	223.1	188	22	2	4	0	0	0	216	222.2
17:30	200	21	1	4	0	0	0	226	231.7	152	23	2	3	0	0	0	180	184.9
17:45	173	22	2	5	0	0	0	202	209.5	167	20	3	7	0	0	0	197	207.6
H/TOT	758	116	5	19	0	1	0	899	925.6	718	97	9	23	0	1	0	848	881.8
18:00	177	22	1	5	0	0	0	205	212	143	15	0	4	0	0	0	162	167.2
18:15	134	18	1	2	0	0	0	155	158.1	123	11	1	3	0	1	0	139	142.8
18:30	122	14	0	3	0	0	0	139	142.9	108	15	0	2	0	0	0	125	127.6
18:45	106	9	0	2	0	0	0	117	119.6	84	13	1	5	0	0	0	103	110
H/TOT	539	63	2	12	0	0	0	616	632.6	458	54	2	14	0	1	0	529	547.6
P/TOT	2579	514	46	78	0	4	0	3221	3343	2609	436	35	81	3	2	0	3166	3291



SITE: 2

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Roebuck Hill/B6096 /Wood Walk 'Roebuck Hill Roundabout

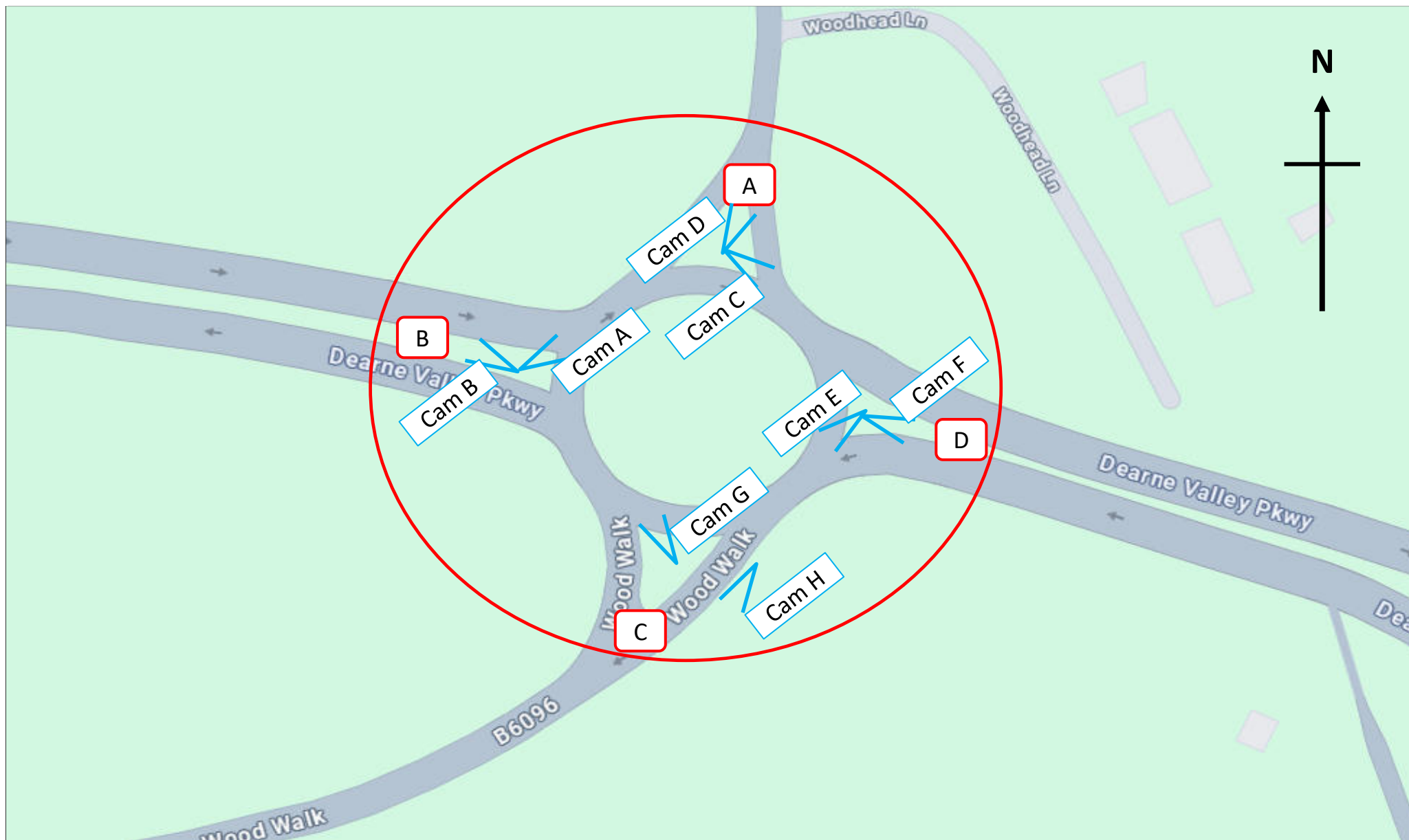
DAY: Thursday

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	390	128	9	13	0	1	0	541	561.8
07:15	470	130	14	19	6	0	0	639	676.7
07:30	609	124	8	18	0	0	0	759	786.4
07:45	642	141	11	13	0	2	0	809	830.2
H/TOT	2111	523	42	63	6	3	0	2748	2855
08:00	606	154	13	19	0	0	0	792	823.2
08:15	625	133	11	28	1	0	0	798	840.9
08:30	542	107	11	21	2	2	0	685	718.6
08:45	541	124	12	18	0	2	0	697	725.2
H/TOT	2314	518	47	86	3	4	0	2972	3108
09:00	481	114	22	22	0	1	0	640	679
09:15	428	108	18	26	5	0	0	585	632.8
09:30	385	89	12	20	1	1	0	508	540.4
09:45	350	88	20	20	0	0	0	478	514
H/TOT	1644	399	72	88	6	2	0	2211	2366
P/TOT	6069	1440	161	237	15	9	0	7931	8329

PEAK HOUR		
CALCULATION	TOT	PCUs
07:00 to 08:00	2748	2855
07:15 to 08:15	2999	3117
07:30 to 08:30	3158	3281
07:45 to 08:45	3084	3213
08:00 to 09:00	2972	3108
08:15 to 09:15	2820	2964
08:30 to 09:30	2607	2756
08:45 to 09:45	2430	2577
09:00 to 10:00	2211	2366
PEAK VALUE	3158	3281

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	506	118	12	11	0	0	0	647	667.3
15:15	538	126	16	11	2	0	0	693	717.3
15:30	576	128	11	14	1	0	0	730	754.7
15:45	532	120	9	9	0	0	0	670	686.2
H/TOT	2152	492	48	45	3	0	0	2740	2826
16:00	617	128	9	18	0	2	0	774	800.7
16:15	631	135	5	15	2	0	0	788	812
16:30	649	114	5	9	2	3	0	782	796.4
16:45	615	114	2	5	1	0	0	737	745.5
H/TOT	2512	491	21	47	5	5	0	3081	3155
17:00	679	103	3	17	0	2	0	804	826.4
17:15	629	89	4	6	0	0	0	728	737.8
17:30	583	77	3	8	2	0	0	673	686.9
17:45	587	69	6	12	0	0	0	674	692.6
H/TOT	2478	338	16	43	2	2	0	2879	2944
18:00	568	55	1	9	0	1	0	634	645.6
18:15	476	42	2	5	1	1	0	527	534.9
18:30	410	45	0	5	1	0	0	461	468.5
18:45	365	31	1	8	0	0	0	405	415.9
H/TOT	1819	173	4	27	2	2	0	2027	2065
P/TOT	8961	1494	89	162	12	9	0	10727	10989

PEAK HOUR		
CALCULATION	TOT	TOT
15:00 to 16:00	2740	2826
15:15 to 16:15	2867	2959
15:30 to 16:30	2962	3054
15:45 to 16:45	3014	3095
16:00 to 17:00	3081	3155
16:15 to 17:15	3111	3180
16:30 to 17:30	3051	3106
16:45 to 17:45	2942	2997
17:00 to 18:00	2879	2944
17:15 to 18:15	2709	2763
17:30 to 18:30	2508	2560
17:45 to 18:45	2296	2342
18:00 to 19:00	2027	2065
PEAK VALUE	3111	3180



	Site / Location:	Site 3, A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout	Project No:	17768	Drawing No:	17768 - 03	Drawn By:	RM
	Survey Date:	Thursday 5th February 2026	Project Name:	Cemetery Road				
	Survey Times:	07:00 to 10:00 & 15:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	A to D							TOT	PCUs	A to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	2
07:30	2	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	3	3
07:45	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1
H/TOT	10	0	0	0	0	0	0	10	10	5	1	0	0	0	0	0	6	6
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:15	3	2	1	0	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0
08:30	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
08:45	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	7	4	1	0	0	0	0	12	12.5	0	1	0	0	0	0	0	1	1
09:00	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	2
H/TOT	7	1	0	0	0	0	0	8	8	2	0	0	0	0	0	0	2	2
P/TOT	24	5	1	0	0	0	0	30	30.5	7	2	0	0	0	0	0	9	9

TIME	A to D							TOT	PCUs	A to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	2	0	0	0	0	0	0	2	2	1	2	0	0	0	0	0	3	3
15:15	4	0	0	0	0	0	0	4	4	2	1	0	0	0	0	0	3	3
15:30	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	2	2
15:45	8	4	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
H/TOT	17	4	0	0	0	0	0	21	21	5	3	0	0	0	0	0	8	8
16:00	6	2	0	0	0	0	0	8	8	2	0	0	0	0	0	0	2	2
16:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
16:30	8	3	0	0	0	0	0	11	11	1	0	0	0	0	0	0	1	1
16:45	10	2	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
H/TOT	28	8	0	0	0	0	0	36	36	3	0	0	0	0	0	0	3	3
17:00	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
17:15	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:30	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	11	2	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:15	6	0	0	0	0	0	0	6	6	2	0	0	0	0	0	0	2	2
18:30	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	1
18:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	13	1	0	0	0	0	0	14	14	3	0	0	0	0	0	0	3	3
P/TOT	69	15	0	0	0	0	0	84	84	11	3	0	0	0	0	0	14	14



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	A to B							TOT	PCUs	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	1	2	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0
09:30	0	2	0	1	0	0	0	3	4.3	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	1	3	0	2	0	0	0	6	8.6	0	0	0	0	0	0	0	0	0
P/TOT	6	5	0	2	0	0	0	13	15.6	0	0	0	0	0	0	0	0	0

TIME	A to B							TOT	PCUs	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	1	2	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:45	0	1	1	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0
H/TOT	3	3	1	0	0	0	0	7	7.5	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
P/TOT	10	3	1	0	0	0	0	14	14.5	0	0	0	0	0	0	0	0	0



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	B to A							TOT	PCUs	B to D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	0	0	0	0	0	0	1	1	70	25	3	7	0	0	0	105	115.6
07:15	0	1	0	0	0	0	0	1	1	93	21	8	13	2	0	0	137	159.9
07:30	1	0	0	0	0	0	0	1	1	179	25	4	5	0	0	0	213	221.5
07:45	1	1	0	0	0	0	0	2	2	193	40	5	3	0	1	0	242	247.8
H/TOT	3	2	0	0	0	0	0	5	5	535	111	20	28	2	1	0	697	744.8
08:00	1	1	0	0	0	0	0	2	2	139	49	5	8	0	0	0	201	213.9
08:15	1	1	0	0	0	0	0	2	2	175	44	5	13	0	0	0	237	256.4
08:30	0	1	0	0	0	0	0	1	1	159	39	5	10	0	1	0	214	228.9
08:45	0	2	0	0	0	0	0	2	2	148	44	1	7	0	0	0	200	209.6
H/TOT	2	5	0	0	0	0	0	7	7	621	176	16	38	0	1	0	852	908.8
09:00	1	1	0	0	0	0	0	2	2	148	49	10	15	0	0	0	222	246.5
09:15	3	0	0	0	0	0	0	3	3	131	41	7	9	0	0	0	188	203.2
09:30	0	0	1	0	0	0	0	1	1.5	126	41	3	12	1	0	0	183	201.1
09:45	2	0	0	0	0	0	0	2	2	119	38	11	7	0	0	0	175	189.6
H/TOT	6	1	1	0	0	0	0	8	8.5	524	169	31	43	1	0	0	768	840.4
P/TOT	11	8	1	0	0	0	0	20	20.5	1680	456	67	109	3	2	0	2317	2494

TIME	B to A							TOT	PCUs	B to D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	0	0	0	0	0	0	0	0	0	153	54	7	7	0	0	0	221	233.6
15:15	1	1	0	0	0	0	0	2	2	183	73	10	5	0	0	0	271	282.5
15:30	0	1	0	0	0	0	0	1	1	166	57	6	9	0	0	0	238	252.7
15:45	3	0	0	0	0	0	0	3	3	163	49	4	4	0	0	0	220	227.2
H/TOT	4	2	0	0	0	0	0	6	6	665	233	27	25	0	0	0	950	996
16:00	1	3	0	0	0	0	0	4	4	206	66	4	11	0	2	0	289	304.1
16:15	0	0	0	0	0	0	0	0	0	243	65	4	4	0	0	0	316	323.2
16:30	0	1	0	0	0	0	0	1	1	256	56	1	5	0	1	0	319	325.4
16:45	1	1	0	0	0	0	0	2	2	221	53	2	2	0	0	0	278	281.6
H/TOT	2	5	0	0	0	0	0	7	7	926	240	11	22	0	3	0	1202	1234
17:00	0	0	0	0	0	0	0	0	0	259	47	1	8	0	1	0	316	326.3
17:15	1	0	0	0	0	0	0	1	1	241	45	2	2	0	0	0	290	293.6
17:30	0	0	0	0	0	0	0	0	0	248	31	1	5	0	0	0	285	292
17:45	1	0	0	0	0	0	0	1	1	230	39	3	5	0	0	0	277	285
H/TOT	2	0	0	0	0	0	0	2	2	978	162	7	20	0	1	0	1168	1197
18:00	0	0	0	0	0	0	0	0	0	219	26	1	5	0	0	0	251	258
18:15	2	0	0	0	0	0	0	2	2	194	22	1	2	0	0	0	219	222.1
18:30	0	0	0	0	0	0	0	0	0	156	17	0	3	0	0	0	176	179.9
18:45	0	0	0	0	0	0	0	0	0	128	14	0	3	0	0	0	145	148.9
H/TOT	2	0	0	0	0	0	0	2	2	697	79	2	13	0	0	0	791	808.9
P/TOT	10	7	0	0	0	0	0	17	17	3266	714	47	80	0	4	0	4111	4236



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	B to C							TOT	PCUs	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0
07:45	1	1	0	2	0	0	0	4	6.6	0	0	0	0	0	0	0	0	0
H/TOT	3	1	0	3	0	0	0	7	10.9	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:45	4	1	1	1	0	0	0	7	8.8	0	0	0	0	0	0	0	0	0
H/TOT	8	1	1	1	0	0	0	11	12.8	0	0	0	0	0	0	0	0	0
09:00	1	0	1	1	0	0	0	3	4.8	1	0	0	0	0	0	0	1	1
09:15	0	0	0	2	0	0	0	2	4.6	0	0	0	0	0	0	0	0	0
09:30	0	0	1	1	0	0	0	2	3.8	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	2	0	2	4	0	0	0	8	14.2	1	0	0	0	0	0	0	1	1
P/TOT	13	2	3	8	0	0	0	26	37.9	1	0	0	0	0	0	0	1	1

TIME	B to C							TOT	PCUs	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	2	0	0	2	0	0	0	4	6.6	1	0	0	0	0	0	0	1	1
15:15	6	0	1	0	0	0	0	7	7.5	0	0	0	0	0	0	0	0	0
15:30	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
H/TOT	12	2	1	2	0	0	0	17	20.1	2	0	0	0	0	0	0	2	2
16:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
16:30	3	1	0	0	0	0	0	4	4	0	1	0	0	0	0	0	1	1
16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	8	1	0	0	0	0	0	9	9	1	1	0	0	0	0	0	2	2
17:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
17:15	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:45	4	0	0	1	0	0	0	5	6.3	0	0	0	0	0	0	0	0	0
H/TOT	9	2	0	1	0	0	0	12	13.3	0	0	0	0	0	0	0	0	0
18:00	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
18:15	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	13	2	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
P/TOT	42	7	1	3	0	0	0	53	57.4	3	1	0	0	0	0	0	4	4



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2
07:30	2	1	0	0	0	0	0	3	3	1	2	0	0	0	0	0	3	3
07:45	2	0	0	1	0	0	0	3	4.3	1	1	0	0	0	0	0	2	2
H/TOT	6	2	0	1	0	0	0	9	10.3	4	3	0	0	0	0	0	7	7
08:00	2	0	0	1	0	0	0	3	4.3	1	0	0	0	0	0	0	1	1
08:15	2	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	2	2
08:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
08:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	6	1	0	1	0	0	0	8	9.3	3	1	0	0	0	0	0	4	4
09:00	2	0	0	1	0	0	0	3	4.3	0	0	0	0	0	0	0	0	0
09:15	1	0	0	1	0	0	0	2	3.3	0	0	0	0	0	0	0	0	0
09:30	1	1	0	2	0	0	0	4	6.6	0	1	0	1	0	0	0	2	3.3
09:45	2	0	1	0	0	0	0	3	3.5	0	1	0	0	0	0	0	1	1
H/TOT	6	1	1	4	0	0	0	12	17.7	0	2	0	1	0	0	0	3	4.3
P/TOT	18	4	1	6	0	0	0	29	37.3	7	6	0	1	0	0	0	14	15.3

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	2	1	0	1	0	0	0	4	5.3	2	0	0	0	0	0	0	2	2
15:15	2	0	0	1	0	0	0	3	4.3	2	0	0	0	0	0	0	2	2
15:30	3	1	1	1	0	0	0	6	7.8	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
H/TOT	8	2	1	3	0	0	0	14	18.4	5	0	0	0	0	0	0	5	5
16:00	3	2	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1
16:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
H/TOT	13	2	0	0	0	0	0	15	15	2	0	0	0	0	0	0	2	2
17:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
17:15	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1
17:30	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2
17:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5	5	3	1	0	0	0	0	0	4	4
18:00	1	2	0	1	0	0	0	4	5.3	1	0	0	0	0	0	0	1	1
18:15	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1
18:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:45	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	6	4	0	1	0	0	0	11	12.3	2	0	0	0	0	0	0	2	2
P/TOT	32	8	1	4	0	0	0	45	50.7	12	1	0	0	0	0	0	13	13



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	C to D							TOT	PCUs	C to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	35	4	1	0	0	1	0	41	40.9	0	0	0	0	0	0	0	0	0
07:15	31	3	1	0	1	0	0	36	37.5	0	0	0	0	0	0	0	0	0
07:30	40	11	0	0	0	0	0	51	51	0	0	0	0	0	0	0	0	0
07:45	68	10	0	0	0	0	0	78	78	0	0	0	0	0	0	0	0	0
H/TOT	174	28	2	0	1	1	0	206	207.4	0	0	0	0	0	0	0	0	0
08:00	58	10	0	2	0	0	0	70	72.6	0	0	0	0	0	0	0	0	0
08:15	74	7	0	0	1	0	0	82	83	0	0	0	0	0	0	0	0	0
08:30	60	9	0	0	1	0	0	70	71	0	0	0	0	0	0	0	0	0
08:45	71	10	2	0	0	0	0	83	84	0	0	0	0	0	0	0	0	0
H/TOT	263	36	2	2	2	0	0	305	310.6	0	0	0	0	0	0	0	0	0
09:00	65	5	2	0	0	1	0	73	73.4	0	0	0	0	0	0	0	0	0
09:15	46	10	1	2	1	0	0	60	64.1	0	0	0	0	0	0	0	0	0
09:30	45	9	2	0	0	0	0	56	57	0	0	0	0	0	0	0	0	0
09:45	35	3	2	1	0	0	0	41	43.3	0	0	0	0	0	0	0	0	0
H/TOT	191	27	7	3	1	1	0	230	237.8	0	0	0	0	0	0	0	0	0
P/TOT	628	91	11	5	4	2	0	741	755.8	0	0	0	0	0	0	0	0	0

TIME	C to D							TOT	PCUs	C to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	73	5	2	0	0	0	0	80	81	1	0	0	0	0	0	0	1	1
15:15	54	5	2	0	1	0	0	62	64	0	0	0	0	0	0	0	0	0
15:30	93	11	2	1	0	0	0	107	109.3	1	0	0	0	0	0	0	1	1
15:45	73	11	0	0	0	0	0	84	84	0	0	0	0	0	0	0	0	0
H/TOT	293	32	6	1	1	0	0	333	338.3	2	0	0	0	0	0	0	2	2
16:00	80	8	0	0	0	0	0	88	88	0	0	0	0	0	0	0	0	0
16:15	75	8	0	0	1	0	0	84	85	0	0	0	0	0	0	0	0	0
16:30	101	11	0	0	0	2	0	114	112.8	1	0	0	0	0	0	0	1	1
16:45	67	10	0	0	0	0	0	77	77	0	0	0	0	0	0	0	0	0
H/TOT	323	37	0	0	1	2	0	363	362.8	1	0	0	0	0	0	0	1	1
17:00	88	8	0	0	0	0	0	96	96	0	0	0	0	0	0	0	0	0
17:15	76	8	0	0	0	0	0	84	84	0	0	0	0	0	0	0	0	0
17:30	73	11	0	0	1	0	0	85	86	0	0	0	0	0	0	0	0	0
17:45	57	3	0	0	0	0	0	60	60	0	0	0	0	0	0	0	0	0
H/TOT	294	30	0	0	1	0	0	325	326	0	0	0	0	0	0	0	0	0
18:00	70	3	0	0	0	0	0	73	73	0	0	0	0	0	0	0	0	0
18:15	55	3	0	0	1	0	0	59	60	0	0	0	0	0	0	0	0	0
18:30	55	2	0	0	0	0	0	57	57	0	0	0	0	0	0	0	0	0
18:45	51	0	0	0	0	0	0	51	51	0	0	0	0	0	0	0	0	0
H/TOT	231	8	0	0	1	0	0	240	241	0	0	0	0	0	0	0	0	0
P/TOT	1141	107	6	1	4	2	0	1261	1268	3	0	0	0	0	0	0	3	3



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	D to C							TOT	PCUs	D to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	53	7	1	0	0	0	0	61	61.5	221	86	4	6	0	0	0	317	326.8
07:15	60	16	0	0	2	0	0	78	80	266	82	4	6	1	0	0	359	369.8
07:30	63	11	0	0	0	0	0	74	74	294	68	5	12	0	0	0	379	397.1
07:45	102	11	0	0	0	0	0	113	113	235	72	4	9	0	1	0	321	334.1
H/TOT	278	45	1	0	2	0	0	326	328.5	1016	308	17	33	1	1	0	1376	1428
08:00	112	17	0	0	0	0	0	129	129	264	75	5	9	0	0	0	353	367.2
08:15	79	13	0	1	0	0	0	93	94.3	259	60	5	14	0	0	0	338	358.7
08:30	73	6	0	1	1	1	0	82	83.7	200	48	4	10	0	0	0	262	277
08:45	86	10	2	0	0	0	0	98	99	174	47	6	10	0	2	0	239	253.8
H/TOT	350	46	2	2	1	1	0	402	406	897	230	20	43	0	2	0	1192	1257
09:00	64	12	2	0	0	0	0	78	79	175	46	5	7	0	0	0	233	244.6
09:15	79	10	0	1	1	0	0	91	93.3	141	37	10	14	3	0	0	205	231.2
09:30	62	3	0	0	0	1	0	66	65.4	120	30	6	8	0	0	0	164	177.4
09:45	59	9	2	0	0	0	0	70	71	108	32	4	10	0	0	0	154	169
H/TOT	264	34	4	1	1	1	0	305	308.7	544	145	25	39	3	0	0	756	822.2
P/TOT	892	125	7	3	4	2	0	1033	1043	2457	683	62	115	4	3	0	3324	3507

TIME	D to C							TOT	PCUs	D to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	73	5	1	0	0	0	0	79	79.5	149	48	4	4	0	0	0	205	212.2
15:15	102	8	0	0	0	0	0	110	110	148	32	3	6	0	0	0	189	198.3
15:30	82	10	1	0	2	0	0	95	97.5	190	42	2	4	0	0	0	238	244.2
15:45	85	14	0	0	0	0	0	99	99	175	34	5	4	0	0	0	218	225.7
H/TOT	342	37	2	0	2	0	0	383	386	662	156	14	18	0	0	0	850	880.4
16:00	89	10	0	0	0	0	0	99	99	190	29	5	8	0	0	0	232	244.9
16:15	73	6	0	1	1	0	0	81	83.3	189	46	1	9	0	0	0	245	257.2
16:30	68	12	2	0	1	0	0	83	85	172	21	2	5	1	0	0	201	209.5
16:45	103	12	0	0	0	0	0	115	115	183	30	0	3	1	0	0	217	221.9
H/TOT	333	40	2	1	2	0	0	378	382.3	734	126	8	25	2	0	0	895	933.5
17:00	86	12	0	0	0	0	0	98	98	187	28	2	8	0	1	0	226	236.8
17:15	73	7	0	0	0	0	0	80	80	188	24	2	4	0	0	0	218	224.2
17:30	67	7	0	0	1	0	0	75	76	150	23	2	4	0	0	0	179	185.2
17:45	93	7	0	0	0	0	0	100	100	153	17	3	6	0	0	0	179	188.3
H/TOT	319	33	0	0	1	0	0	353	354	678	92	9	22	0	1	0	802	834.5
18:00	72	10	0	0	0	1	0	83	82.4	157	13	0	4	0	0	0	174	179.2
18:15	57	1	0	0	0	1	0	59	58.4	129	12	1	4	0	0	0	146	151.7
18:30	60	3	0	0	1	0	0	64	65	102	21	0	2	0	0	0	125	127.6
18:45	61	4	0	0	0	0	0	65	65	91	11	1	5	0	0	0	108	115
H/TOT	250	18	0	0	1	2	0	271	270.8	479	57	2	15	0	0	0	553	573.5
P/TOT	1244	128	4	1	6	2	0	1385	1393	2553	431	33	80	2	1	0	3100	3222



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	D to A							TOT	PCUs	D to D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:30	1	2	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1
07:45	4	2	0	1	0	0	0	7	8.3	0	0	0	0	0	0	0	0	0
H/TOT	14	5	0	1	0	0	0	20	21.3	1	0	0	0	0	0	0	1	1
08:00	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
08:15	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:30	5	1	0	0	0	0	0	6	6	1	0	0	0	0	0	0	1	1
08:45	7	3	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	18	8	0	0	0	0	0	26	26	1	0	0	0	0	0	0	1	1
09:00	6	1	0	0	0	0	0	7	7	1	0	0	0	0	0	0	1	1
09:15	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
09:30	4	0	0	0	0	0	0	4	4	1	2	0	0	0	0	0	3	3
09:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	18	2	0	0	0	0	0	20	20	2	2	0	0	0	0	0	4	4
P/TOT	50	15	0	1	0	0	0	66	67.3	4	2	0	0	0	0	0	6	6

TIME	D to A							TOT	PCUs	D to D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1
15:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:45	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	8	2	0	0	0	0	0	10	10	1	0	0	0	0	0	0	1	1
16:00	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
16:15	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
16:30	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	13	2	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
17:00	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	10	2	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
18:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
18:30	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	11	1	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
P/TOT	42	7	0	0	0	0	0	49	49	1	0	0	0	0	0	0	1	1



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	TO ARM A								TOT	PCUs	FROM ARM A								TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	6	0	0	0	0	0	0	6	6	1	0	0	0	0	0	0	1	1		
07:15	6	2	0	0	0	0	0	8	8	4	0	0	0	0	0	0	4	4		
07:30	3	4	0	0	0	0	0	7	7	5	2	0	0	0	0	0	7	7		
07:45	6	4	0	1	0	0	0	11	12.3	6	1	0	0	0	0	0	7	7		
H/TOT	21	10	0	1	0	0	0	32	33.3	16	3	0	0	0	0	0	19	19		
08:00	8	2	0	0	0	0	0	10	10	2	1	0	0	0	0	0	3	3		
08:15	2	5	0	0	0	0	0	7	7	4	2	1	0	0	0	0	7	7.5		
08:30	6	2	0	0	0	0	0	8	8	4	1	0	0	0	0	0	5	5		
08:45	7	5	0	0	0	0	0	12	12	1	1	0	0	0	0	0	2	2		
H/TOT	23	14	0	0	0	0	0	37	37	11	5	1	0	0	0	0	17	17.5		
09:00	7	2	0	0	0	0	0	9	9	1	1	0	0	0	0	0	2	2		
09:15	8	1	0	0	0	0	0	9	9	2	1	0	1	0	0	0	4	5.3		
09:30	4	1	1	1	0	0	0	7	8.8	2	2	0	1	0	0	0	5	6.3		
09:45	5	1	0	0	0	0	0	6	6	5	0	0	0	0	0	0	5	5		
H/TOT	24	5	1	1	0	0	0	31	32.8	10	4	0	2	0	0	0	16	18.6		
P/TOT	68	29	1	2	0	0	0	100	103.1	37	12	1	2	0	0	0	52	55.1		

TIME	TO ARM A								TOT	PCUs	FROM ARM A								TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
15:00	5	0	0	0	0	0	0	5	5	4	4	0	0	0	0	0	8	8		
15:15	4	1	0	0	0	0	0	5	5	7	1	0	0	0	0	0	8	8		
15:30	2	1	0	0	0	0	0	3	3	6	0	0	0	0	0	0	6	6		
15:45	6	2	0	0	0	0	0	8	8	8	5	1	0	0	0	0	14	14.5		
H/TOT	17	4	0	0	0	0	0	21	21	25	10	1	0	0	0	0	36	36.5		
16:00	4	4	0	0	0	0	0	8	8	9	2	0	0	0	0	0	11	11		
16:15	5	0	0	0	0	0	0	5	5	4	1	0	0	0	0	0	5	5		
16:30	3	2	0	0	0	0	0	5	5	11	3	0	0	0	0	0	14	14		
16:45	5	1	0	0	0	0	0	6	6	11	2	0	0	0	0	0	13	13		
H/TOT	17	7	0	0	0	0	0	24	24	35	8	0	0	0	0	0	43	43		
17:00	5	1	0	0	0	0	0	6	6	4	1	0	0	0	0	0	5	5		
17:15	3	1	0	0	0	0	0	4	4	2	1	0	0	0	0	0	3	3		
17:30	3	1	0	0	0	0	0	4	4	6	0	0	0	0	0	0	6	6		
17:45	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	1		
H/TOT	15	3	0	0	0	0	0	18	18	13	2	0	0	0	0	0	15	15		
18:00	4	0	0	0	0	0	0	4	4	3	0	0	0	0	0	0	3	3		
18:15	7	0	0	0	0	0	0	7	7	8	0	0	0	0	0	0	8	8		
18:30	2	1	0	0	0	0	0	3	3	4	1	0	0	0	0	0	5	5		
18:45	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	2		
H/TOT	15	1	0	0	0	0	0	16	16	17	1	0	0	0	0	0	18	18		
P/TOT	64	15	0	0	0	0	0	79	79	90	21	1	0	0	0	0	112	112.5		



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	TO ARM B							TOT	PCUs	FROM ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	222	87	4	6	0	0	0	319	328.8	72	25	3	7	0	0	0	107	117.6
07:15	267	82	4	6	1	0	0	360	370.8	94	22	8	13	2	0	0	139	161.9
07:30	297	70	5	12	0	0	0	384	402.1	180	25	4	6	0	0	0	215	224.8
07:45	237	73	4	10	0	1	0	325	339.4	195	42	5	5	0	1	0	248	256.4
H/TOT	1023	312	17	34	1	1	0	1388	1441	541	114	20	31	2	1	0	709	760.7
08:00	268	75	5	10	0	0	0	358	373.5	140	50	5	8	0	0	0	203	215.9
08:15	262	60	5	14	0	0	0	341	361.7	177	45	5	13	0	0	0	240	259.4
08:30	203	48	4	10	0	0	0	265	280	162	40	5	10	0	1	0	218	232.9
08:45	174	48	6	10	0	2	0	240	254.8	152	47	2	8	0	0	0	209	220.4
H/TOT	907	231	20	44	0	2	0	1204	1270	631	182	17	39	0	1	0	870	928.6
09:00	178	46	5	8	0	0	0	237	249.9	151	50	11	16	0	0	0	228	254.3
09:15	142	38	10	16	3	0	0	209	237.8	134	41	7	11	0	0	0	193	210.8
09:30	121	33	6	11	0	0	0	171	188.3	126	41	5	13	1	0	0	186	206.4
09:45	111	32	5	10	0	0	0	158	173.5	122	38	11	7	0	0	0	178	192.6
H/TOT	552	149	26	45	3	0	0	775	849.5	533	170	34	47	1	0	0	785	864.1
P/TOT	2482	692	63	123	4	3	0	3367	3561	1705	466	71	117	3	2	0	2364	2553

TIME	TO ARM B							TOT	PCUs	FROM ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	153	51	4	5	0	0	0	213	221.5	156	54	7	9	0	0	0	226	241.2
15:15	151	32	3	7	0	0	0	193	203.6	190	74	11	5	0	0	0	280	292
15:30	194	43	3	5	0	0	0	245	253	170	59	6	9	0	0	0	244	258.7
15:45	177	35	6	4	0	0	0	222	230.2	167	50	4	4	0	0	0	225	232.2
H/TOT	675	161	16	21	0	0	0	873	908.3	683	237	28	27	0	0	0	975	1024
16:00	194	31	5	8	0	0	0	238	250.9	209	69	4	11	0	2	0	295	310.1
16:15	194	46	1	9	0	0	0	250	262.2	246	65	4	4	0	0	0	319	326.2
16:30	178	22	2	5	1	0	0	208	216.5	259	59	1	5	0	1	0	325	331.4
16:45	186	30	0	3	1	0	0	220	224.9	223	54	2	2	0	0	0	281	284.6
H/TOT	752	129	8	25	2	0	0	916	954.5	937	247	11	22	0	3	0	1220	1252
17:00	188	28	2	8	0	1	0	227	237.8	262	47	1	8	0	1	0	319	329.3
17:15	191	24	2	4	0	0	0	221	227.2	243	46	2	2	0	0	0	293	296.6
17:30	152	23	2	4	0	0	0	181	187.2	249	32	1	5	0	0	0	287	294
17:45	154	17	3	6	0	0	0	180	189.3	235	39	3	6	0	0	0	283	292.3
H/TOT	685	92	9	22	0	1	0	809	841.5	989	164	7	21	0	1	0	1182	1212
18:00	159	15	0	5	0	0	0	179	185.5	225	26	1	5	0	0	0	257	264
18:15	132	12	1	4	0	0	0	149	154.7	198	24	1	2	0	0	0	225	228.1
18:30	102	22	0	2	0	0	0	126	128.6	157	17	0	3	0	0	0	177	180.9
18:45	93	12	1	5	0	0	0	111	118	132	14	0	3	0	0	0	149	152.9
H/TOT	486	61	2	16	0	0	0	565	586.8	712	81	2	13	0	0	0	808	825.9
P/TOT	2598	443	35	84	2	1	0	3163	3291	3321	729	48	83	0	4	0	4185	4315



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	TO ARM C							TOT	PCUs	FROM ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	54	7	1	0	0	0	0	62	62.5	36	5	1	0	0	1	0	43	42.9
07:15	63	16	0	0	2	0	0	81	83	34	3	1	0	1	0	0	39	40.5
07:30	65	12	0	1	0	0	0	78	79.3	43	14	0	0	0	0	0	57	57
07:45	104	12	0	2	0	0	0	118	120.6	71	11	0	1	0	0	0	83	84.3
H/TOT	286	47	1	3	2	0	0	339	345.4	184	33	2	1	1	1	0	222	224.7
08:00	112	18	0	0	0	0	0	130	130	61	10	0	3	0	0	0	74	77.9
08:15	80	13	0	1	0	0	0	94	95.3	77	8	0	0	1	0	0	86	87
08:30	76	6	0	1	1	1	0	85	86.7	63	9	0	0	1	0	0	73	74
08:45	90	11	3	1	0	0	0	105	107.8	71	11	2	0	0	0	0	84	85
H/TOT	358	48	3	3	1	1	0	414	419.8	272	38	2	3	2	0	0	317	323.9
09:00	65	12	3	1	0	0	0	81	83.8	67	5	2	1	0	1	0	76	77.7
09:15	79	10	0	3	1	0	0	93	97.9	47	10	1	3	1	0	0	62	67.4
09:30	62	3	1	1	0	1	0	68	69.2	46	11	2	3	0	0	0	62	66.9
09:45	62	9	2	0	0	0	0	73	74	37	4	3	1	0	0	0	45	47.8
H/TOT	268	34	6	5	1	1	0	315	324.9	197	30	8	8	1	1	0	245	259.8
P/TOT	912	129	10	11	4	2	0	1068	1090	653	101	12	12	4	2	0	784	808.4

TIME	TO ARM C							TOT	PCUs	FROM ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	77	7	1	2	0	0	0	87	90.1	78	6	2	1	0	0	0	87	89.3
15:15	110	9	1	0	0	0	0	120	120.5	58	5	2	1	1	0	0	67	70.3
15:30	89	11	1	0	2	0	0	103	105.5	97	12	3	2	0	0	0	114	118.1
15:45	85	15	0	0	0	0	0	100	100	75	11	0	0	0	0	0	86	86
H/TOT	361	42	3	2	2	0	0	410	416.1	308	34	7	4	1	0	0	354	363.7
16:00	93	10	0	0	0	0	0	103	103	84	10	0	0	0	0	0	94	94
16:15	75	6	0	1	1	0	0	83	85.3	79	8	0	0	1	0	0	88	89
16:30	73	13	2	0	1	0	0	89	91	106	11	0	0	0	2	0	119	117.8
16:45	104	12	0	0	0	0	0	116	116	70	10	0	0	0	0	0	80	80
H/TOT	345	41	2	1	2	0	0	391	395.3	339	39	0	0	1	2	0	381	380.8
17:00	89	12	0	0	0	0	0	101	101	90	8	0	0	0	0	0	98	98
17:15	74	8	0	0	0	0	0	82	82	78	9	0	0	0	0	0	87	87
17:30	68	8	0	0	1	0	0	77	78	76	11	0	0	1	0	0	88	89
17:45	97	7	0	1	0	0	0	105	106.3	58	3	0	0	0	0	0	61	61
H/TOT	328	35	0	1	1	0	0	365	367.3	302	31	0	0	1	0	0	334	335
18:00	78	10	0	0	0	1	0	89	88.4	72	5	0	1	0	0	0	78	79.3
18:15	61	3	0	0	0	1	0	65	64.4	59	3	0	0	1	0	0	63	64
18:30	62	3	0	0	1	0	0	66	67	55	3	0	0	0	0	0	58	58
18:45	65	4	0	0	0	0	0	69	69	53	1	0	0	0	0	0	54	54
H/TOT	266	20	0	0	1	2	0	289	288.8	239	12	0	1	1	0	0	253	255.3
P/TOT	1300	138	5	4	6	2	0	1455	1468	1188	116	7	5	4	2	0	1322	1335



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

DAY: Thursday

TIME	TO ARM D							TOT	PCUs	FROM ARM D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	106	29	4	7	0	1	0	147	157.5	279	93	5	6	0	0	0	383	393.3
07:15	126	24	9	13	3	0	0	175	199.4	330	99	4	6	3	0	0	442	454.8
07:30	222	36	4	5	0	0	0	267	275.5	359	81	5	12	0	0	0	457	475.1
07:45	266	50	5	3	0	1	0	325	330.8	341	85	4	10	0	1	0	441	455.4
H/TOT	720	139	22	28	3	2	0	914	963.2	1309	358	18	34	3	1	0	1723	1779
08:00	197	59	5	10	0	0	0	271	286.5	382	93	5	9	0	0	0	489	503.2
08:15	252	53	6	13	1	0	0	325	345.9	338	76	5	15	0	0	0	434	456
08:30	223	49	5	10	1	1	0	289	304.9	279	55	4	11	1	1	0	351	367.7
08:45	220	55	3	7	0	0	0	285	295.6	267	60	8	10	0	2	0	347	362.8
H/TOT	892	216	19	40	2	1	0	1170	1233	1266	284	22	45	1	3	0	1621	1690
09:00	215	55	12	15	0	1	0	298	322.9	246	59	7	7	0	0	0	319	331.6
09:15	179	51	8	11	1	0	0	250	269.3	225	48	10	15	4	0	0	302	330.5
09:30	174	52	5	12	1	0	0	244	263.1	187	35	6	8	0	1	0	237	249.8
09:45	156	41	13	8	0	0	0	218	234.9	170	41	6	10	0	0	0	227	243
H/TOT	724	199	38	46	2	1	0	1010	1090	828	183	29	40	4	1	0	1085	1155
P/TOT	2336	554	79	114	7	4	0	3094	3286	3403	825	69	119	8	5	0	4429	4623

TIME	TO ARM D							TOT	PCUs	FROM ARM D							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	229	59	9	7	0	0	0	304	317.6	226	53	5	4	0	0	0	288	295.7
15:15	241	78	12	5	1	0	0	337	350.5	251	40	3	6	0	0	0	300	309.3
15:30	262	68	8	10	0	0	0	348	365	274	52	3	4	2	0	0	335	343.7
15:45	244	64	4	4	0	0	0	316	323.2	262	50	5	4	0	0	0	321	328.7
H/TOT	976	269	33	26	1	0	0	1305	1356	1013	195	16	18	2	0	0	1244	1277
16:00	292	76	4	11	0	2	0	385	400.1	281	40	5	8	0	0	0	334	346.9
16:15	322	74	4	4	1	0	0	405	413.2	267	52	1	10	1	0	0	331	345.5
16:30	365	70	1	5	0	3	0	444	449.2	243	34	4	5	2	0	0	288	298.5
16:45	298	65	2	2	0	0	0	367	370.6	289	42	0	3	1	0	0	335	339.9
H/TOT	1277	285	11	22	1	5	0	1601	1633	1080	168	10	26	4	0	0	1288	1331
17:00	351	56	1	8	0	1	0	417	427.3	277	41	2	8	0	1	0	329	339.8
17:15	318	54	2	2	0	0	0	376	379.6	263	31	2	4	0	0	0	300	306.2
17:30	326	42	1	5	1	0	0	375	383	218	31	2	4	1	0	0	256	263.2
17:45	288	42	3	5	0	0	0	338	346	249	24	3	6	0	0	0	282	291.3
H/TOT	1283	194	7	20	1	1	0	1506	1536	1007	127	9	22	1	1	0	1167	1201
18:00	291	29	1	5	0	0	0	326	333	232	23	0	4	0	1	0	260	264.6
18:15	255	25	1	2	1	0	0	284	288.1	190	13	1	4	0	1	0	209	214.1
18:30	214	20	0	3	0	0	0	237	240.9	164	25	0	2	1	0	0	192	195.6
18:45	181	14	0	3	0	0	0	198	201.9	154	15	1	5	0	0	0	175	182
H/TOT	941	88	2	13	1	0	0	1045	1064	740	76	2	15	1	2	0	836	856.3
P/TOT	4477	836	53	81	4	6	0	5457	5589	3840	566	37	81	8	3	0	4535	4665



SITE: 3

DATE: 05/02/2026

LOCATION: A6195 Dearne Valley Parkway/Woodhead Lane/B6096 /Wood Walk 'Wombwell Roundabout

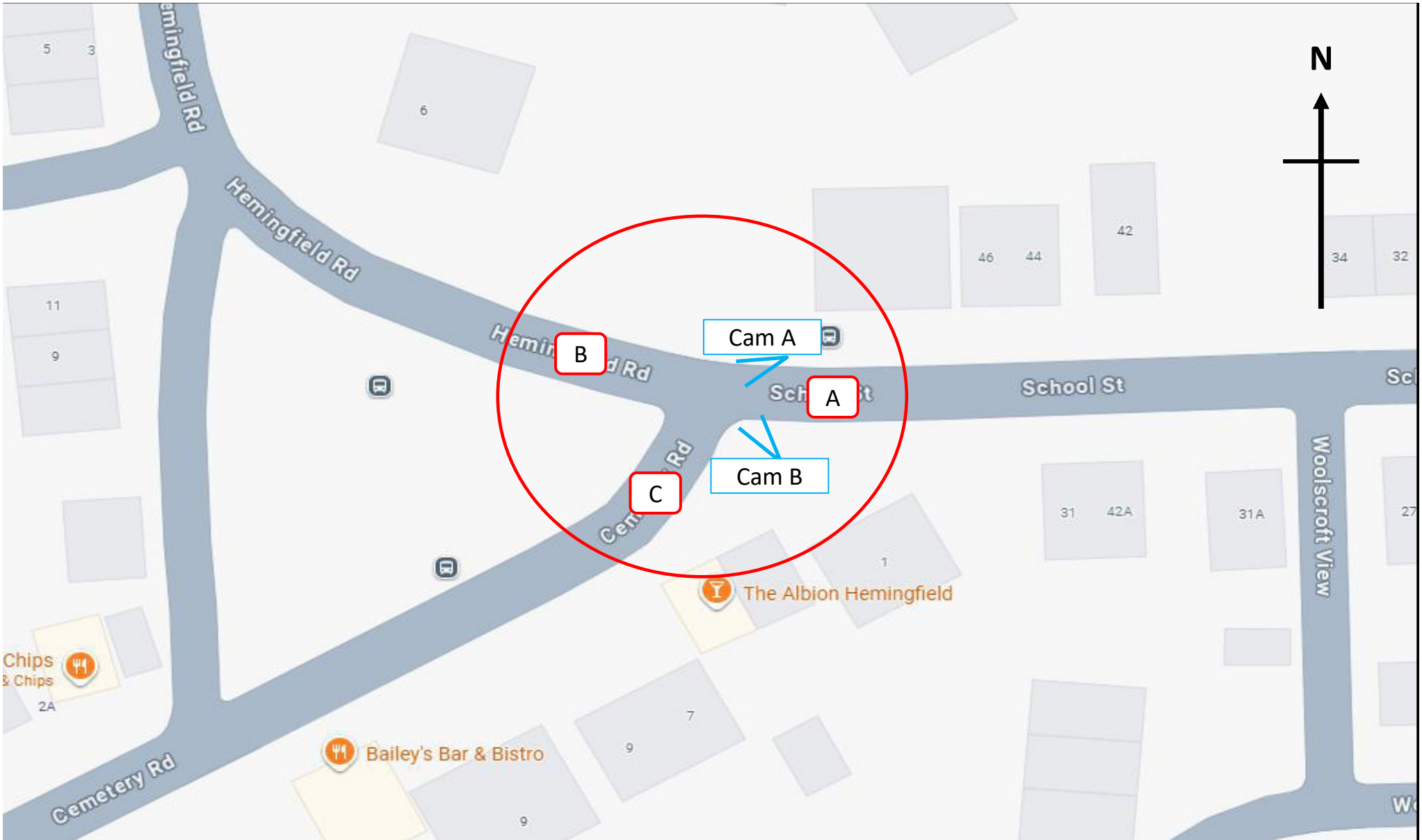
DAY: Thursday

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	388	123	9	13	0	1	0	534	554.8
07:15	462	124	13	19	6	0	0	624	661.2
07:30	587	122	9	18	0	0	0	736	763.9
07:45	613	139	9	16	0	2	0	779	803.1
H/TOT	2050	508	40	66	6	3	0	2673	2783
08:00	585	154	10	20	0	0	0	769	800
08:15	596	131	11	28	1	0	0	767	809.9
08:30	508	105	9	21	2	2	0	647	679.6
08:45	491	119	12	18	0	2	0	642	670.2
H/TOT	2180	509	42	87	3	4	0	2825	2960
09:00	465	115	20	24	0	1	0	625	665.6
09:15	408	100	18	30	5	0	0	561	614
09:30	361	89	13	25	1	1	0	490	529.4
09:45	334	83	20	18	0	0	0	455	488.4
H/TOT	1568	387	71	97	6	2	0	2131	2297
P/TOT	5798	1404	153	250	15	9	0	7629	8040

PEAK HOUR		
CALCULATION	TOT	PCUs
07:00 to 08:00	2673	2783
07:15 to 08:15	2908	3028
07:30 to 08:30	3051	3177
07:45 to 08:45	2962	3093
08:00 to 09:00	2825	2960
08:15 to 09:15	2681	2825
08:30 to 09:30	2475	2629
08:45 to 09:45	2318	2479
09:00 to 10:00	2131	2297
PEAK VALUE	3051	3177

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	464	117	14	14	0	0	0	609	634.2
15:15	506	120	16	12	1	0	0	655	679.6
15:30	547	123	12	15	2	0	0	699	726.5
15:45	512	116	10	8	0	0	0	646	661.4
H/TOT	2029	476	52	49	3	0	0	2609	2702
16:00	583	121	9	19	0	2	0	734	762
16:15	596	126	5	14	2	0	0	743	765.7
16:30	619	107	5	10	2	3	0	746	761.7
16:45	593	108	2	5	1	0	0	709	717.5
H/TOT	2391	462	21	48	5	5	0	2932	3007
17:00	633	97	3	16	0	2	0	751	772.1
17:15	586	87	4	6	0	0	0	683	692.8
17:30	549	74	3	9	2	0	0	637	652.2
17:45	543	66	6	12	0	0	0	627	645.6
H/TOT	2311	324	16	43	2	2	0	2698	2763
18:00	532	54	1	10	0	1	0	598	610.9
18:15	455	40	2	6	1	1	0	505	514.2
18:30	380	46	0	5	1	0	0	432	439.5
18:45	341	30	1	8	0	0	0	380	390.9
H/TOT	1708	170	4	29	2	2	0	1915	1956
P/TOT	8439	1432	93	169	12	9	0	10154	10427

PEAK HOUR		
CALCULATION	TOT	TOT
15:00 to 16:00	2609	2702
15:15 to 16:15	2734	2830
15:30 to 16:30	2822	2916
15:45 to 16:45	2869	2951
16:00 to 17:00	2932	3007
16:15 to 17:15	2949	3017
16:30 to 17:30	2889	2944
16:45 to 17:45	2780	2835
17:00 to 18:00	2698	2763
17:15 to 18:15	2545	2602
17:30 to 18:30	2367	2423
17:45 to 18:45	2162	2210
18:00 to 19:00	1915	1956
PEAK VALUE	3111	3180



	Site / Location:	Site 4 , Cemetery Road/Hemingfield Road/School Street	Project No:	17768	Drawing No:	17768 - 04	Drawn By:	RM
	Survey Date:	Thursday 5th February 2026	Project Name:	Cemetery Road				
	Survey Times:	07:00 to 10:00 & 15:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 4

DATE: 05/02/2026

LOCATION: Cemetery Road/Hemingfield Road/School Street

DAY: Thursday

TIME	A to C							TOT	PCUs	A to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	2	1	0	0	0	0	0	3	3	21	7	0	0	0	0	0	28	28
07:15	2	1	0	0	0	0	0	3	3	21	4	0	0	0	0	0	25	25
07:30	5	2	0	0	0	0	0	7	7	33	5	1	0	0	0	0	39	39.5
07:45	9	1	0	0	0	0	0	10	10	39	3	0	0	1	0	0	43	44
H/TOT	18	5	0	0	0	0	0	23	23	114	19	1	0	1	0	0	135	136.5
08:00	14	4	0	0	0	0	0	18	18	23	10	0	0	0	0	0	33	33
08:15	7	1	1	0	0	0	0	9	9.5	37	5	0	0	0	0	0	42	42
08:30	15	0	0	0	0	0	0	15	15	20	3	0	0	0	0	0	23	23
08:45	13	0	0	0	0	0	0	13	13	52	6	0	0	1	0	0	59	60
H/TOT	49	5	1	0	0	0	0	55	55.5	132	24	0	0	1	0	0	157	158
09:00	6	3	0	0	0	0	0	9	9	14	3	0	0	0	0	0	17	17
09:15	7	0	0	0	0	0	0	7	7	22	1	0	0	0	0	0	23	23
09:30	7	1	0	0	0	0	0	8	8	19	3	0	0	0	0	0	22	22
09:45	11	2	0	0	0	0	1	14	13.2	27	1	0	0	1	0	0	29	30
H/TOT	31	6	0	0	0	0	1	38	37.2	82	8	0	0	1	0	0	91	92
P/TOT	98	16	1	0	0	0	1	116	115.7	328	51	1	0	3	0	0	383	386.5

TIME	A to C							TOT	PCUs	A to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	18	0	0	0	0	0	0	18	18	20	3	0	0	0	0	0	23	23
15:15	19	2	0	0	0	0	0	21	21	45	0	0	0	0	0	0	45	45
15:30	10	3	0	0	0	0	0	13	13	30	4	0	0	0	0	0	34	34
15:45	9	1	0	0	0	0	0	10	10	22	2	1	0	1	0	0	26	27.5
H/TOT	56	6	0	0	0	0	0	62	62	117	9	1	0	1	0	0	128	129.5
16:00	7	0	0	0	0	0	1	8	7.2	22	2	0	0	0	0	0	24	24
16:15	16	1	0	0	0	0	0	17	17	28	2	0	0	0	0	0	30	30
16:30	18	2	0	0	0	0	0	20	20	18	0	0	0	0	0	0	18	18
16:45	9	1	0	0	0	0	0	10	10	15	3	0	0	0	0	0	18	18
H/TOT	50	4	0	0	0	0	1	55	54.2	83	7	0	0	0	0	0	90	90
17:00	11	1	0	0	0	0	0	12	12	25	5	0	0	1	0	0	31	32
17:15	16	1	0	0	0	0	0	17	17	15	2	0	0	0	0	0	17	17
17:30	12	1	0	0	0	0	0	13	13	14	3	0	0	0	0	0	17	17
17:45	11	2	0	0	0	0	0	13	13	17	2	0	0	0	0	0	19	19
H/TOT	50	5	0	0	0	0	0	55	55	71	12	0	0	1	0	0	84	85
18:00	9	0	0	0	0	0	0	9	9	15	1	0	0	1	0	0	17	18
18:15	13	0	0	0	0	0	0	13	13	13	1	0	0	0	0	0	14	14
18:30	7	0	0	0	0	0	0	7	7	24	2	0	0	0	0	0	26	26
18:45	8	0	0	0	0	0	0	8	8	9	0	0	0	0	0	0	9	9
H/TOT	37	0	0	0	0	0	0	37	37	61	4	0	0	1	0	0	66	67
P/TOT	193	15	0	0	0	0	1	209	208.2	332	32	1	0	3	0	0	368	371.5



17768 / CEMETERY ROAD
FEBRUARY 2026
CLASSIFIED TURNING COUNT

SITE: 4

DATE: 05/02/2026

LOCATION: Cemetery Road/Hemingfield Road/School Street

DAY: Thursday

TIME	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0

TIME	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	1	0	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	2	2
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
P/TOT	3	1	0	0	0	0	0	4	4



SITE: 4

DATE: 05/02/2026

LOCATION: Cemetery Road/Hemingfield Road/School Street

DAY: Thursday

TIME	B to A							TOT	PCUs	B to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	9	1	0	0	0	0	1	11	10.2	1	1	0	0	0	0	0	2	2
07:15	6	0	1	1	1	0	0	9	11.8	7	0	0	0	1	0	0	8	9
07:30	14	2	0	0	0	0	0	16	16	1	0	0	0	0	0	0	1	1
07:45	28	6	0	0	0	0	0	34	34	4	0	0	0	0	0	0	4	4
H/TOT	57	9	1	1	1	0	1	70	72	13	1	0	0	1	0	0	15	16
08:00	17	4	0	0	0	0	0	21	21	7	1	0	0	0	0	0	8	8
08:15	25	3	0	0	1	0	0	29	30	3	1	0	0	1	0	0	5	6
08:30	29	7	0	0	1	0	0	37	38	10	0	0	0	0	0	0	10	10
08:45	17	4	0	0	0	0	0	21	21	11	0	0	0	0	0	0	11	11
H/TOT	88	18	0	0	2	0	0	108	110	31	2	0	0	1	0	0	34	35
09:00	15	5	0	0	0	0	0	20	20	4	0	1	0	0	0	0	5	5.5
09:15	17	6	0	0	1	0	0	24	25	10	2	0	0	1	0	0	13	14
09:30	8	1	1	0	0	0	0	10	10.5	5	1	0	0	0	0	0	6	6
09:45	14	5	0	0	0	0	0	19	19	3	1	0	0	0	0	0	4	4
H/TOT	54	17	1	0	1	0	0	73	74.5	22	4	1	0	1	0	0	28	29.5
P/TOT	199	44	2	1	4	0	1	251	256.5	66	7	1	0	3	0	0	77	80.5

TIME	B to A							TOT	PCUs	B to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	43	2	0	0	0	0	0	45	45	15	0	0	0	0	0	0	15	15
15:15	25	2	0	0	0	1	0	28	27.4	22	2	0	0	1	0	0	25	26
15:30	22	5	0	0	0	0	0	27	27	13	1	0	0	0	0	0	14	14
15:45	20	2	0	0	0	0	1	23	22.2	14	3	0	0	0	0	0	17	17
H/TOT	110	11	0	0	0	1	1	123	121.6	64	6	0	0	1	0	0	71	72
16:00	36	8	0	0	0	0	0	44	44	12	3	0	0	0	0	0	15	15
16:15	21	3	0	0	0	1	0	25	24.4	10	4	0	0	2	0	0	16	18
16:30	27	2	0	0	0	0	0	29	29	11	2	0	0	0	0	0	13	13
16:45	33	4	0	0	0	0	0	37	37	17	2	0	0	0	0	0	19	19
H/TOT	117	17	0	0	0	1	0	135	134.4	50	11	0	0	2	0	0	63	65
17:00	41	4	0	0	0	0	0	45	45	15	0	0	0	0	0	0	15	15
17:15	32	6	0	0	0	0	0	38	38	16	0	0	0	1	0	0	17	18
17:30	26	1	0	0	0	1	0	28	27.4	14	2	0	0	0	0	0	16	16
17:45	17	1	0	0	0	0	0	18	18	24	0	0	0	0	0	0	24	24
H/TOT	116	12	0	0	0	1	0	129	128.4	69	2	0	0	1	0	0	72	73
18:00	22	2	1	0	0	0	0	25	25.5	15	1	0	0	0	0	0	16	16
18:15	20	2	0	0	0	1	0	23	22.4	12	1	0	0	1	0	0	14	15
18:30	26	2	0	0	0	0	0	28	28	2	1	0	0	0	0	0	3	3
18:45	19	0	0	0	0	0	0	19	19	9	1	0	0	0	0	0	10	10
H/TOT	87	6	1	0	0	1	0	95	94.9	38	4	0	0	1	0	0	43	44
P/TOT	430	46	1	0	0	4	1	482	479.3	221	23	0	0	5	0	0	249	254



17768 / CEMETERY ROAD
FEBRUARY 2026
CLASSIFIED TURNING COUNT

SITE: 4

DATE: 05/02/2026

LOCATION: Cemetery Road/Hemingfield Road/School Street

DAY: Thursday

TIME	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0

TIME	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0



SITE: 4

DATE: 05/02/2026

LOCATION: Cemetery Road/Hemingfield Road/School Street

DAY: Thursday

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	5	3	0	0	0	0	0	8	8	11	1	0	0	0	0	0	12	12
07:15	18	0	0	1	0	0	0	19	20.3	8	0	0	0	0	0	0	8	8
07:30	14	2	0	0	1	0	0	17	18	14	1	0	0	0	0	0	15	15
07:45	12	3	0	0	0	0	0	15	15	14	1	0	0	0	0	0	15	15
H/TOT	49	8	0	1	1	0	0	59	61.3	47	3	0	0	0	0	0	50	50
08:00	14	1	0	0	0	0	0	15	15	10	1	0	0	0	0	0	11	11
08:15	11	3	0	0	1	0	0	15	16	4	1	0	0	0	0	0	5	5
08:30	10	1	0	0	1	0	0	12	13	17	1	1	0	0	0	0	19	19.5
08:45	19	2	0	1	0	0	0	22	23.3	6	0	1	0	0	0	0	7	7.5
H/TOT	54	7	0	1	2	0	0	64	67.3	37	3	2	0	0	0	0	42	43
09:00	7	0	0	0	0	0	0	7	7	7	2	0	0	0	0	0	9	9
09:15	12	1	2	0	0	0	0	15	16	7	1	0	0	0	0	0	8	8
09:30	15	0	0	0	1	0	0	16	17	3	3	1	0	0	0	0	7	7.5
09:45	10	1	0	0	0	0	0	11	11	6	1	0	0	0	0	0	7	7
H/TOT	44	2	2	0	1	0	0	49	51	23	7	1	0	0	0	0	31	31.5
P/TOT	147	17	2	2	4	0	0	172	179.6	107	13	3	0	0	0	0	123	124.5

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	8	2	0	0	0	0	0	10	10	10	0	0	0	0	0	0	10	10
15:15	7	3	1	0	1	0	0	12	13.5	6	2	0	0	0	0	0	8	8
15:30	6	1	0	0	0	0	0	7	7	7	1	0	0	0	0	0	8	8
15:45	6	0	0	0	0	0	0	6	6	13	0	0	0	0	0	0	13	13
H/TOT	27	6	1	0	1	0	0	35	36.5	36	3	0	0	0	0	0	39	39
16:00	9	0	0	0	0	0	0	9	9	7	1	0	0	0	0	0	8	8
16:15	8	1	0	0	0	0	0	9	9	8	4	0	0	0	0	0	12	12
16:30	5	1	0	0	1	0	0	7	8	12	3	0	0	0	0	0	15	15
16:45	8	1	0	0	0	0	0	9	9	8	3	0	0	0	0	0	11	11
H/TOT	30	3	0	0	1	0	0	34	35	35	11	0	0	0	0	0	46	46
17:00	9	1	1	0	0	0	0	11	11.5	8	2	0	0	0	0	0	10	10
17:15	3	1	0	0	0	0	0	4	4	12	2	0	0	0	0	0	14	14
17:30	6	2	0	0	1	0	0	9	10	7	0	0	0	0	0	0	7	7
17:45	7	0	0	0	0	0	0	7	7	7	0	0	0	0	0	0	7	7
H/TOT	25	4	1	0	1	0	0	31	32.5	34	4	0	0	0	0	0	38	38
18:00	5	4	0	0	0	0	0	9	9	2	2	0	0	0	0	0	4	4
18:15	12	1	0	0	1	0	0	14	15	10	1	0	0	0	1	0	12	11.4
18:30	10	0	0	0	0	0	0	10	10	6	3	0	0	0	0	0	9	9
18:45	7	0	0	0	0	0	0	7	7	15	0	0	0	0	0	0	15	15
H/TOT	34	5	0	0	1	0	0	40	41	33	6	0	0	0	1	0	40	39.4
P/TOT	116	18	2	0	4	0	0	140	145	138	24	0	0	0	1	0	163	162.4



17768 / CEMETERY ROAD
FEBRUARY 2026
CLASSIFIED TURNING COUNT

SITE: 4

DATE: 05/02/2026

LOCATION: Cemetery Road/Hemingfield Road/School Street

DAY: Thursday

TIME	C to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	1	1
H/TOT	0	1	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	2	0	0	0	0	0	2	2

TIME	C to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
16:00	1	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
17:00	1	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
P/TOT	5	0	0	0	0	0	0	5	5



SITE: 4

DATE: 05/02/2026

LOCATION: Cemetery Road/Hemingfield Road/School Street

DAY: Thursday

TIME	TO ARM A							TOT	PCUs	FROM ARM A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	20	2	0	0	0	0	1	23	22.2	23	8	0	0	0	0	0	31	31
07:15	14	0	1	1	1	0	0	17	19.8	23	5	0	0	0	0	0	28	28
07:30	28	3	0	0	0	0	0	31	31	38	7	1	0	0	0	0	46	46.5
07:45	42	7	0	0	0	0	0	49	49	48	4	0	0	1	0	0	53	54
H/TOT	104	12	1	1	1	0	1	120	122	132	24	1	0	1	0	0	158	159.5
08:00	27	5	0	0	0	0	0	32	32	37	14	0	0	0	0	0	51	51
08:15	29	4	0	0	1	0	0	34	35	44	6	1	0	0	0	0	51	51.5
08:30	46	8	1	0	1	0	0	56	57.5	35	3	0	0	0	0	0	38	38
08:45	23	4	1	0	0	0	0	28	28.5	65	6	0	0	1	0	0	72	73
H/TOT	125	21	2	0	2	0	0	150	153	181	29	1	0	1	0	0	212	213.5
09:00	22	7	0	0	0	0	0	29	29	20	6	0	0	0	0	0	26	26
09:15	24	7	0	0	1	0	0	32	33	29	1	0	0	0	0	0	30	30
09:30	11	4	2	0	0	0	0	17	18	26	4	0	0	0	0	0	30	30
09:45	20	6	0	0	0	0	0	26	26	38	3	0	0	1	0	1	43	43.2
H/TOT	77	24	2	0	1	0	0	104	106	113	14	0	0	1	0	1	129	129.2
P/TOT	306	57	5	1	4	0	1	374	381	426	67	2	0	3	0	1	499	502.2

TIME	TO ARM A							TOT	PCUs	FROM ARM A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	54	2	0	0	0	0	0	56	56	39	3	0	0	0	0	0	42	42
15:15	31	4	0	0	0	1	0	36	35.4	64	2	0	0	0	0	0	66	66
15:30	29	6	0	0	0	0	0	35	35	40	7	0	0	0	0	0	47	47
15:45	33	2	0	0	0	0	1	36	35.2	31	3	1	0	1	0	0	36	37.5
H/TOT	147	14	0	0	0	1	1	163	161.6	174	15	1	0	1	0	0	191	192.5
16:00	43	9	0	0	0	0	0	52	52	29	2	0	0	0	0	1	32	31.2
16:15	30	7	0	0	0	1	0	38	37.4	45	3	0	0	0	0	0	48	48
16:30	39	5	0	0	0	0	0	44	44	36	2	0	0	0	0	0	38	38
16:45	42	7	0	0	0	0	0	49	49	25	4	0	0	0	0	0	29	29
H/TOT	154	28	0	0	0	1	0	183	182.4	135	11	0	0	0	0	1	147	146.2
17:00	49	6	0	0	0	0	0	55	55	36	6	0	0	1	0	0	43	44
17:15	44	8	0	0	0	0	0	52	52	31	3	0	0	0	0	0	34	34
17:30	33	1	0	0	0	1	0	35	34.4	26	4	0	0	0	0	0	30	30
17:45	24	1	0	0	0	0	0	25	25	28	4	0	0	0	0	0	32	32
H/TOT	150	16	0	0	0	1	0	167	166.4	121	17	0	0	1	0	0	139	140
18:00	24	5	1	0	0	0	0	30	30.5	24	2	0	0	1	0	0	27	28
18:15	30	3	0	0	0	2	0	35	33.8	26	1	0	0	0	0	0	27	27
18:30	32	5	0	0	0	0	0	37	37	31	2	0	0	0	0	0	33	33
18:45	34	0	0	0	0	0	0	34	34	17	0	0	0	0	0	0	17	17
H/TOT	120	13	1	0	0	2	0	136	135.3	98	5	0	0	1	0	0	104	105
P/TOT	571	71	1	0	0	5	1	649	645.7	528	48	1	0	3	0	1	581	583.7



SITE: 4

DATE: 05/02/2026

LOCATION: Cemetery Road/Hemingfield Road/School Street

DAY: Thursday

TIME	TO ARM B							TOT	PCUs	FROM ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	26	10	0	0	0	0	0	36	36	10	2	0	0	0	0	1	13	12.2
07:15	39	4	0	1	0	0	0	44	45.3	13	0	1	1	2	0	0	17	20.8
07:30	47	7	1	0	1	0	0	56	57.5	15	2	0	0	0	0	0	17	17
07:45	51	6	0	0	1	0	0	58	59	32	6	0	0	0	0	0	38	38
H/TOT	163	27	1	1	2	0	0	194	197.8	70	10	1	1	2	0	1	85	88
08:00	37	11	0	0	0	0	0	48	48	24	5	0	0	0	0	0	29	29
08:15	48	8	0	0	1	0	0	57	58	28	4	0	0	2	0	0	34	36
08:30	30	4	0	0	1	0	0	35	36	39	7	0	0	1	0	0	47	48
08:45	71	8	0	1	1	0	0	81	83.3	28	4	0	0	0	0	0	32	32
H/TOT	186	31	0	1	3	0	0	221	225.3	119	20	0	0	3	0	0	142	145
09:00	21	3	0	0	0	0	0	24	24	19	5	1	0	0	0	0	25	25.5
09:15	34	2	2	0	0	0	0	38	39	27	8	0	0	2	0	0	37	39
09:30	34	3	0	0	1	0	0	38	39	13	2	1	0	0	0	0	16	16.5
09:45	37	2	0	0	1	0	0	40	41	17	6	0	0	0	0	0	23	23
H/TOT	126	10	2	0	2	0	0	140	143	76	21	2	0	2	0	0	101	104
P/TOT	475	68	3	2	7	0	0	555	566.1	265	51	3	1	7	0	1	328	337

TIME	TO ARM B							TOT	PCUs	FROM ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	28	5	0	0	0	0	0	33	33	58	2	0	0	0	0	0	60	60
15:15	52	3	1	0	1	0	0	57	58.5	47	4	0	0	1	1	0	53	53.4
15:30	36	5	0	0	0	0	0	41	41	35	6	0	0	0	0	0	41	41
15:45	28	2	1	0	1	0	0	32	33.5	34	5	0	0	0	0	1	40	39.2
H/TOT	144	15	2	0	2	0	0	163	166	174	17	0	0	1	1	1	194	193.6
16:00	31	2	0	0	0	0	0	33	33	48	11	0	0	0	0	0	59	59
16:15	36	3	0	0	0	0	0	39	39	31	7	0	0	2	1	0	41	42.4
16:30	23	1	0	0	1	0	0	25	26	38	4	0	0	0	0	0	42	42
16:45	23	4	0	0	0	0	0	27	27	50	6	0	0	0	0	0	56	56
H/TOT	113	10	0	0	1	0	0	124	125	167	28	0	0	2	1	0	198	199.4
17:00	34	6	1	0	1	0	0	42	43.5	56	4	0	0	0	0	0	60	60
17:15	18	3	0	0	0	0	0	21	21	48	6	0	0	1	0	0	55	56
17:30	20	5	0	0	1	0	0	26	27	40	3	0	0	0	1	0	44	43.4
17:45	24	2	0	0	0	0	0	26	26	41	1	0	0	0	0	0	42	42
H/TOT	96	16	1	0	2	0	0	115	117.5	185	14	0	0	1	1	0	201	201.4
18:00	20	5	0	0	1	0	0	26	27	37	3	1	0	0	0	0	41	41.5
18:15	25	2	0	0	1	0	0	28	29	32	3	0	0	1	1	0	37	37.4
18:30	34	2	0	0	0	0	0	36	36	28	3	0	0	0	0	0	31	31
18:45	16	0	0	0	0	0	0	16	16	28	1	0	0	0	0	0	29	29
H/TOT	95	9	0	0	2	0	0	106	108	125	10	1	0	1	1	0	138	138.9
P/TOT	448	50	3	0	7	0	0	508	516.5	651	69	1	0	5	4	1	731	733.3



SITE: 4

DATE: 05/02/2026

LOCATION: Cemetery Road/Hemingfield Road/School Street

DAY: Thursday

TIME	TO ARM C							TOT	PCUs	FROM ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	3	3	0	0	0	0	0	6	6	16	5	0	0	0	0	0	21	21
07:15	9	1	0	0	1	0	0	11	12	26	0	0	1	0	0	0	27	28.3
07:30	6	2	0	0	0	0	0	8	8	28	3	0	0	1	0	0	32	33
07:45	13	1	0	0	0	0	0	14	14	26	4	0	0	0	0	0	30	30
H/TOT	31	7	0	0	1	0	0	39	40	96	12	0	1	1	0	0	110	112.3
08:00	21	5	0	0	0	0	0	26	26	24	2	0	0	0	0	0	26	26
08:15	10	2	1	0	1	0	0	14	15.5	15	4	0	0	1	0	0	20	21
08:30	25	0	0	0	0	0	0	25	25	27	2	1	0	1	0	0	31	32.5
08:45	24	1	0	0	0	0	0	25	25	25	3	1	1	0	0	0	30	31.8
H/TOT	80	8	1	0	1	0	0	90	91.5	91	11	2	1	2	0	0	107	111.3
09:00	10	3	1	0	0	0	0	14	14.5	14	2	0	0	0	0	0	16	16
09:15	17	2	0	0	1	0	0	20	21	19	2	2	0	0	0	0	23	24
09:30	12	2	0	0	0	0	0	14	14	18	3	1	0	1	0	0	23	24.5
09:45	14	3	0	0	0	0	1	18	17.2	16	2	0	0	0	0	0	18	18
H/TOT	53	10	1	0	1	0	1	66	66.7	67	9	3	0	1	0	0	80	82.5
P/TOT	164	25	2	0	3	0	1	195	198.2	254	32	5	2	4	0	0	297	306.1

TIME	TO ARM C							TOT	PCUs	FROM ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	33	0	0	0	0	0	0	33	33	18	2	0	0	0	0	0	20	20
15:15	42	4	0	0	1	0	0	47	48	14	5	1	0	1	0	0	21	22.5
15:30	23	4	0	0	0	0	0	27	27	13	2	0	0	0	0	0	15	15
15:45	23	4	0	0	0	0	0	27	27	19	0	0	0	0	0	0	19	19
H/TOT	121	12	0	0	1	0	0	134	135	64	9	1	0	1	0	0	75	76.5
16:00	20	3	0	0	0	0	1	24	23.2	17	1	0	0	0	0	0	18	18
16:15	26	5	0	0	2	0	0	33	35	16	5	0	0	0	0	0	21	21
16:30	29	4	0	0	0	0	0	33	33	17	4	0	0	1	0	0	22	23
16:45	26	3	0	0	0	0	0	29	29	16	4	0	0	0	0	0	20	20
H/TOT	101	15	0	0	2	0	1	119	120.2	66	14	0	0	1	0	0	81	82
17:00	27	1	0	0	0	0	0	28	28	18	3	1	0	0	0	0	22	22.5
17:15	32	1	0	0	1	0	0	34	35	15	3	0	0	0	0	0	18	18
17:30	27	3	0	0	0	0	0	30	30	14	2	0	0	1	0	0	17	18
17:45	35	2	0	0	0	0	0	37	37	14	0	0	0	0	0	0	14	14
H/TOT	121	7	0	0	1	0	0	129	130	61	8	1	0	1	0	0	71	72.5
18:00	24	1	0	0	0	0	0	25	25	7	6	0	0	0	0	0	13	13
18:15	25	1	0	0	1	0	0	27	28	22	2	0	0	1	1	0	26	26.4
18:30	9	1	0	0	0	0	0	10	10	16	3	0	0	0	0	0	19	19
18:45	18	1	0	0	0	0	0	19	19	23	0	0	0	0	0	0	23	23
H/TOT	76	4	0	0	1	0	0	81	82	68	11	0	0	1	1	0	81	81.4
P/TOT	419	38	0	0	5	0	1	463	467.2	259	42	2	0	4	1	0	308	312.4



SITE: 4

DATE: 05/02/2026

LOCATION: Cemetery Road/Hemingfield Road/School Street

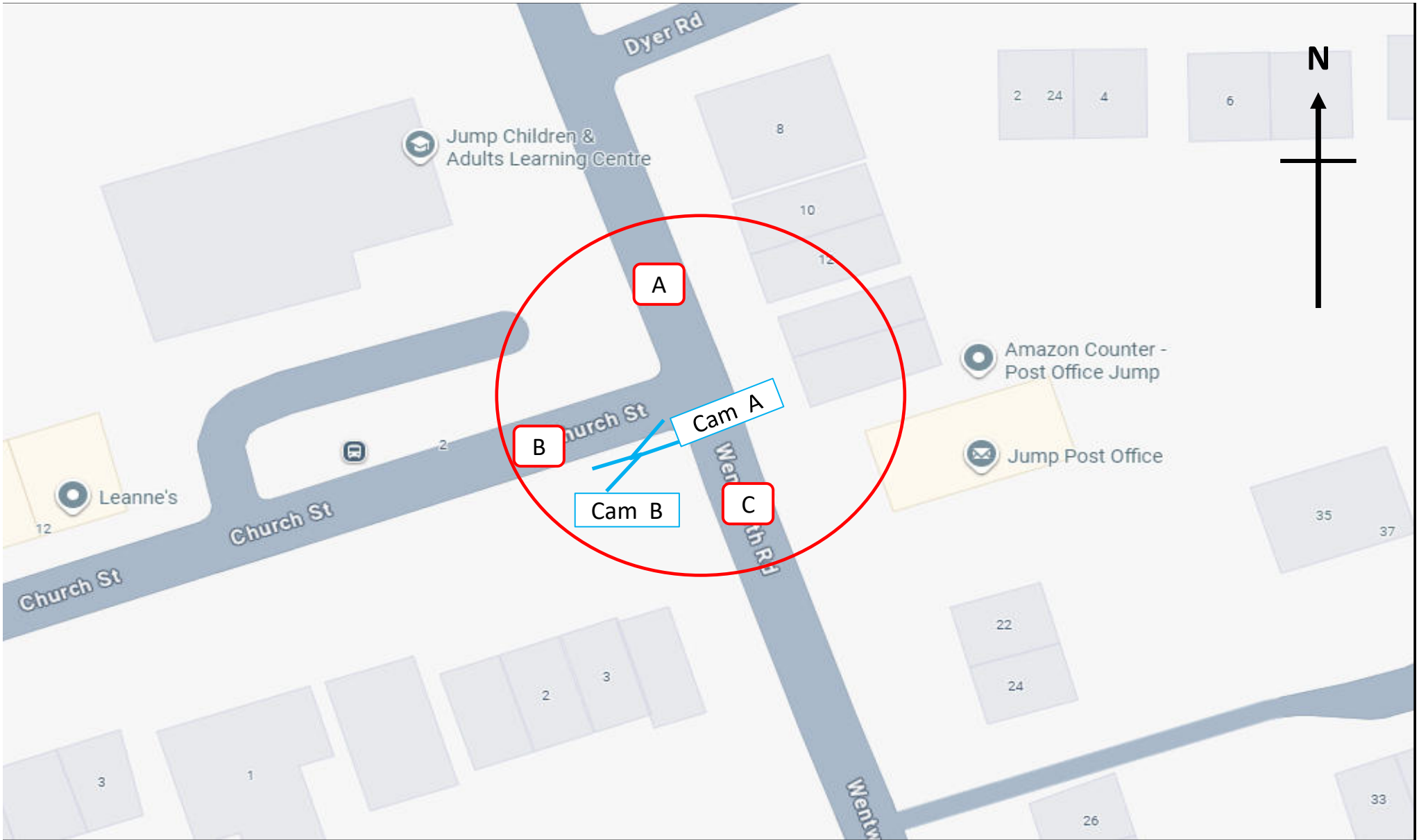
DAY: Thursday

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	49	15	0	0	0	0	1	65	64.2
07:15	62	5	1	2	2	0	0	72	77.1
07:30	81	12	1	0	1	0	0	95	96.5
07:45	106	14	0	0	1	0	0	121	122
H/TOT	298	46	2	2	4	0	1	353	359.8
08:00	85	21	0	0	0	0	0	106	106
08:15	87	14	1	0	3	0	0	105	108.5
08:30	101	12	1	0	2	0	0	116	118.5
08:45	118	13	1	1	1	0	0	134	136.8
H/TOT	391	60	3	1	6	0	0	461	469.8
09:00	53	13	1	0	0	0	0	67	67.5
09:15	75	11	2	0	2	0	0	90	93
09:30	57	9	2	0	1	0	0	69	71
09:45	71	11	0	0	1	0	1	84	84.2
H/TOT	256	44	5	0	4	0	1	310	315.7
P/TOT	945	150	10	3	14	0	2	1124	1145

PEAK HOUR		
CALCULATION	TOT	
	TOT	PCUs
07:00 to 08:00	353	360
07:15 to 08:15	394	402
07:30 to 08:30	427	433
07:45 to 08:45	448	455
08:00 to 09:00	461	470
08:15 to 09:15	422	431
08:30 to 09:30	407	416
08:45 to 09:45	360	368
09:00 to 10:00	310	316
PEAK VALUE	461	470

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	115	7	0	0	0	0	0	122	122
15:15	125	11	1	0	2	1	0	140	141.9
15:30	88	15	0	0	0	0	0	103	103
15:45	84	8	1	0	1	0	1	95	95.7
H/TOT	412	41	2	0	3	1	1	460	462.6
16:00	94	14	0	0	0	0	1	109	108.2
16:15	92	15	0	0	2	1	0	110	111.4
16:30	91	10	0	0	1	0	0	102	103
16:45	91	14	0	0	0	0	0	105	105
H/TOT	368	53	0	0	3	1	1	426	427.6
17:00	110	13	1	0	1	0	0	125	126.5
17:15	94	12	0	0	1	0	0	107	108
17:30	80	9	0	0	1	1	0	91	91.4
17:45	83	5	0	0	0	0	0	88	88
H/TOT	367	39	1	0	3	1	0	411	413.9
18:00	68	11	1	0	1	0	0	81	82.5
18:15	80	6	0	0	2	2	0	90	90.8
18:30	75	8	0	0	0	0	0	83	83
18:45	68	1	0	0	0	0	0	69	69
H/TOT	291	26	1	0	3	2	0	323	325.3
P/TOT	1438	159	4	0	12	5	2	1620	1629

PEAK HOUR		
CALCULATION	TOT	
	TOT	PCUs
15:00 to 16:00	460	463
15:15 to 16:15	447	449
15:30 to 16:30	417	418
15:45 to 16:45	416	418
16:00 to 17:00	426	428
16:15 to 17:15	442	446
16:30 to 17:30	439	443
16:45 to 17:45	428	431
17:00 to 18:00	411	414
17:15 to 18:15	367	370
17:30 to 18:30	350	353
17:45 to 18:45	342	344
18:00 to 19:00	323	325
PEAK VALUE	460	463



	Site / Location:	Site 5, Wentworth Road/Church Street	Project No:	17768	Drawing No:	17768 - 05	Drawn By:	RM
	Survey Date:	Thursday 5th February 2026	Project Name:	Cemetery Road				
	Survey Times:	07:00 to 10:00 & 15:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 5

DATE: 05/02/2026

LOCATION: Wentworth Road/Church Street

DAY: Thursday

TIME	A to C							TOT	PCUs	A to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	4	3	0	0	0	0	0	7	7	3	0	0	0	0	0	0	3	3
07:15	17	3	0	0	1	0	0	21	22	9	0	0	0	0	0	0	9	9
07:30	17	1	1	0	0	0	0	19	19.5	8	1	0	0	0	0	0	9	9
07:45	18	3	1	0	0	0	0	22	22.5	7	1	0	0	0	0	0	8	8
H/TOT	56	10	2	0	1	0	0	69	71	27	2	0	0	0	0	0	29	29
08:00	20	2	0	0	0	0	0	22	22	16	2	0	0	0	0	0	18	18
08:15	19	2	0	0	0	0	0	21	21	5	3	0	0	0	0	0	8	8
08:30	19	4	0	0	0	0	0	23	23	13	0	2	0	0	0	0	15	16
08:45	24	2	0	0	0	0	0	26	26	15	0	1	0	0	0	0	16	16.5
H/TOT	82	10	0	0	0	0	0	92	92	49	5	3	0	0	0	0	57	58.5
09:00	25	3	1	0	0	0	0	29	29.5	7	1	0	0	0	0	0	8	8
09:15	23	1	0	0	0	0	0	24	24	8	2	0	0	0	0	0	10	10
09:30	19	2	0	0	0	0	0	21	21	7	1	1	0	0	0	0	9	9.5
09:45	15	1	1	1	0	0	0	18	19.8	5	2	0	0	0	0	0	7	7
H/TOT	82	7	2	1	0	0	0	92	94.3	27	6	1	0	0	0	0	34	34.5
P/TOT	220	27	4	1	1	0	0	253	257.3	103	13	4	0	0	0	0	120	122

TIME	A to C							TOT	PCUs	A to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	32	1	0	0	0	0	0	33	33	8	3	0	0	0	0	0	11	11
15:15	32	1	0	0	0	0	0	33	33	18	1	0	0	0	0	0	19	19
15:30	31	2	0	0	0	0	0	33	33	4	1	0	0	0	0	0	5	5
15:45	34	8	0	0	0	0	0	42	42	3	0	0	0	0	0	0	3	3
H/TOT	129	12	0	0	0	0	0	141	141	33	5	0	0	0	0	0	38	38
16:00	37	8	0	0	0	0	0	45	45	5	0	0	0	0	0	0	5	5
16:15	35	6	0	0	0	1	0	42	41.4	12	4	0	0	0	0	0	16	16
16:30	34	9	0	0	0	0	0	43	43	11	0	0	0	0	0	0	11	11
16:45	44	5	0	0	0	0	0	49	49	5	3	0	0	0	0	0	8	8
H/TOT	150	28	0	0	0	1	0	179	178.4	33	7	0	0	0	0	0	40	40
17:00	38	5	0	0	0	0	0	43	43	4	0	0	0	0	0	0	4	4
17:15	26	5	0	0	0	0	0	31	31	8	1	0	0	0	0	0	9	9
17:30	30	4	0	0	0	0	0	34	34	7	2	0	0	0	0	0	9	9
17:45	25	5	1	0	0	0	0	31	31.5	8	0	0	0	0	0	0	8	8
H/TOT	119	19	1	0	0	0	0	139	139.5	27	3	0	0	0	0	0	30	30
18:00	27	2	0	0	0	0	0	29	29	3	0	0	0	0	0	0	3	3
18:15	24	1	0	0	0	0	0	25	25	6	1	0	0	0	0	0	7	7
18:30	23	2	0	0	0	0	0	25	25	5	1	0	0	0	0	0	6	6
18:45	19	3	0	0	0	0	0	22	22	6	0	0	0	0	0	0	6	6
H/TOT	93	8	0	0	0	0	0	101	101	20	2	0	0	0	0	0	22	22
P/TOT	491	67	1	0	0	1	0	560	559.9	113	17	0	0	0	0	0	130	130



17768 / CEMETERY ROAD
FEBRUARY 2026
CLASSIFIED TURNING COUNT

SITE: 5

DATE: 05/02/2026

LOCATION: Wentworth Road/Church Street

DAY: Thursday

TIME	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1	1

TIME	A to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	2



SITE: 5

DATE: 05/02/2026

LOCATION: Wentworth Road/Church Street

DAY: Thursday

TIME	B to A							TOT	PCUs	B to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	4	0	0	0	0	0	0	4	4	0	1	0	0	1	0	0	2	3
07:15	7	1	0	0	0	0	0	8	8	2	0	0	0	1	0	0	3	4
07:30	11	3	1	0	0	0	0	15	15.5	9	3	0	0	0	0	0	12	12
07:45	9	1	0	0	0	0	0	10	10	2	0	0	0	2	0	0	4	6
H/TOT	31	5	1	0	0	0	0	37	37.5	13	4	0	0	4	0	0	21	25
08:00	9	0	0	0	0	0	0	9	9	3	0	0	0	0	0	0	3	3
08:15	11	1	0	0	0	0	0	12	12	3	0	0	0	1	0	0	4	5
08:30	9	0	0	0	0	0	0	9	9	4	0	0	0	0	0	0	4	4
08:45	8	0	2	0	0	0	0	10	11	5	1	0	0	1	0	0	7	8
H/TOT	37	1	2	0	0	0	0	40	41	15	1	0	0	2	0	0	18	20
09:00	14	1	0	0	0	0	0	15	15	5	0	0	0	0	0	0	5	5
09:15	9	1	0	0	0	0	0	10	10	3	1	0	0	1	0	0	5	6
09:30	8	0	1	0	0	0	0	9	9.5	5	0	0	0	1	0	0	6	7
09:45	8	1	0	0	0	0	0	9	9	1	1	1	0	1	0	0	4	5.5
H/TOT	39	3	1	0	0	0	0	43	43.5	14	2	1	0	3	0	0	20	23.5
P/TOT	107	9	4	0	0	0	0	120	122	42	7	1	0	9	0	0	59	68.5

TIME	B to A							TOT	PCUs	B to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	13	0	0	0	0	0	0	13	13	10	0	0	0	1	0	0	11	12
15:15	11	2	0	0	0	0	0	13	13	7	0	0	0	0	0	0	7	7
15:30	17	2	0	0	0	0	0	19	19	7	2	0	0	1	0	0	10	11
15:45	9	1	0	0	0	0	0	10	10	5	0	0	0	1	0	0	6	7
H/TOT	50	5	0	0	0	0	0	55	55	29	2	0	0	3	0	0	34	37
16:00	14	3	0	0	0	0	0	17	17	8	0	0	0	0	0	0	8	8
16:15	9	2	0	0	0	0	0	11	11	7	0	0	0	1	0	0	8	9
16:30	8	2	0	0	0	0	0	10	10	5	0	0	0	1	0	0	6	7
16:45	5	1	0	0	0	0	0	6	6	5	2	0	0	0	0	0	7	7
H/TOT	36	8	0	0	0	0	0	44	44	25	2	0	0	2	0	0	29	31
17:00	6	0	1	0	0	0	0	7	7.5	5	0	0	0	2	0	0	7	9
17:15	8	3	0	0	0	0	0	11	11	2	1	0	0	0	0	0	3	3
17:30	4	0	0	0	0	0	0	4	4	5	2	0	0	1	0	0	8	9
17:45	9	0	0	0	0	0	0	9	9	3	0	0	0	0	0	0	3	3
H/TOT	27	3	1	0	0	0	0	31	31.5	15	3	0	0	3	0	0	21	24
18:00	9	1	0	0	0	0	0	10	10	5	0	0	0	1	0	0	6	7
18:15	10	1	0	0	0	1	0	12	11.4	3	1	0	0	0	0	0	4	4
18:30	6	0	0	0	0	0	0	6	6	6	2	0	0	1	0	0	9	10
18:45	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1
H/TOT	28	2	0	0	0	1	0	31	30.4	15	3	0	0	2	0	0	20	22
P/TOT	141	18	1	0	0	1	0	161	160.9	84	10	0	0	10	0	0	104	114



17768 / CEMETERY ROAD
FEBRUARY 2026
CLASSIFIED TURNING COUNT

SITE: 5

DATE: 05/02/2026

LOCATION: Wentworth Road/Church Street

DAY: Thursday

TIME	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0

TIME	B to B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0



SITE: 5

DATE: 05/02/2026

LOCATION: Wentworth Road/Church Street

DAY: Thursday

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16	16
07:15	2	0	0	0	0	0	0	2	2	18	10	0	0	0	0	0	28	28
07:30	3	1	0	0	0	0	0	4	4	33	6	0	0	0	0	0	39	39
07:45	14	0	0	0	0	0	0	14	14	31	6	0	0	0	0	0	37	37
H/TOT	19	1	0	0	0	0	0	20	20	95	25	0	0	0	0	0	120	120
08:00	7	0	0	0	0	0	0	7	7	20	4	3	0	0	0	0	27	28.5
08:15	7	1	0	0	0	0	0	8	8	28	6	0	0	0	0	0	34	34
08:30	5	1	0	0	0	0	0	6	6	39	4	0	0	0	0	0	43	43
08:45	10	0	0	0	0	0	0	10	10	30	5	0	0	0	0	0	35	35
H/TOT	29	2	0	0	0	0	0	31	31	117	19	3	0	0	0	0	139	140.5
09:00	5	0	0	0	0	0	0	5	5	18	1	0	0	0	0	0	19	19
09:15	6	0	0	0	0	0	0	6	6	29	2	0	1	0	0	0	32	33.3
09:30	2	1	0	0	0	0	0	3	3	17	1	0	0	0	0	0	18	18
09:45	1	0	0	0	0	0	0	1	1	18	3	2	0	0	0	0	23	24
H/TOT	14	1	0	0	0	0	0	15	15	82	7	2	1	0	0	0	92	94.3
P/TOT	62	4	0	0	0	0	0	66	66	294	51	5	1	0	0	0	351	354.8

TIME	C to B							TOT	PCUs	C to A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	3	0	0	0	0	0	0	3	3	24	5	0	0	0	0	0	29	29
15:15	7	0	0	0	0	0	0	7	7	22	6	1	0	0	1	0	30	29.9
15:30	7	0	0	0	0	0	0	7	7	35	8	0	0	0	0	0	43	43
15:45	3	2	0	0	0	0	0	5	5	20	3	0	0	0	0	0	23	23
H/TOT	20	2	0	0	0	0	0	22	22	101	22	1	0	0	1	0	125	124.9
16:00	4	0	0	0	0	0	0	4	4	32	5	0	0	0	0	0	37	37
16:15	2	1	0	0	0	0	0	3	3	25	2	0	0	0	0	0	27	27
16:30	3	2	0	0	0	0	0	5	5	21	1	0	0	0	0	0	22	22
16:45	3	0	1	0	0	0	0	4	4.5	30	2	0	0	0	0	0	32	32
H/TOT	12	3	1	0	0	0	0	16	16.5	108	10	0	0	0	0	0	118	118
17:00	2	2	0	0	0	0	0	4	4	24	4	0	0	0	0	0	28	28
17:15	5	0	0	0	0	0	0	5	5	16	3	0	0	0	0	0	19	19
17:30	5	0	0	0	0	0	0	5	5	21	1	0	0	0	0	0	22	22
17:45	4	0	0	0	0	0	0	4	4	21	2	0	0	0	0	0	23	23
H/TOT	16	2	0	0	0	0	0	18	18	82	10	0	0	0	0	0	92	92
18:00	1	0	0	0	0	0	0	1	1	31	2	0	0	0	0	0	33	33
18:15	2	0	0	0	0	0	0	2	2	20	1	0	0	0	0	0	21	21
18:30	2	0	0	0	0	0	0	2	2	18	2	0	0	0	0	0	20	20
18:45	2	1	0	0	0	0	0	3	3	24	4	0	0	0	0	0	28	28
H/TOT	7	1	0	0	0	0	0	8	8	93	9	0	0	0	0	0	102	102
P/TOT	55	8	1	0	0	0	0	64	64.5	384	51	1	0	0	1	0	437	436.9



17768 / CEMETERY ROAD
FEBRUARY 2026
CLASSIFIED TURNING COUNT

SITE: 5

DATE: 05/02/2026

LOCATION: Wentworth Road/Church Street

DAY: Thursday

TIME	C to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
P/TOT	2	0	0	0	0	0	0	2	2

TIME	C to C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1	1



SITE: 5

DATE: 05/02/2026

LOCATION: Wentworth Road/Church Street

DAY: Thursday

TIME	TO ARM A							TOT	PCUs	FROM ARM A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	17	3	0	0	0	0	0	20	20	7	3	0	0	0	0	0	10	10
07:15	26	11	0	0	0	0	0	37	37	27	3	0	0	1	0	0	31	32
07:30	44	9	1	0	0	0	0	54	54.5	25	2	1	0	0	0	0	28	28.5
07:45	40	7	0	0	0	0	0	47	47	25	4	1	0	0	0	0	30	30.5
H/TOT	127	30	1	0	0	0	0	158	158.5	84	12	2	0	1	0	0	99	101
08:00	29	4	3	0	0	0	0	36	37.5	36	4	0	0	0	0	0	40	40
08:15	39	7	0	0	0	0	0	46	46	24	5	0	0	0	0	0	29	29
08:30	48	4	0	0	0	0	0	52	52	32	4	2	0	0	0	0	38	39
08:45	38	5	2	0	0	0	0	45	46	39	2	1	0	0	0	0	42	42.5
H/TOT	154	20	5	0	0	0	0	179	181.5	131	15	3	0	0	0	0	149	150.5
09:00	32	2	0	0	0	0	0	34	34	32	4	1	0	0	0	0	37	37.5
09:15	38	3	0	1	0	0	0	42	43.3	31	3	0	0	0	0	0	34	34
09:30	25	1	1	0	0	0	0	27	27.5	26	3	1	0	0	0	0	30	30.5
09:45	26	4	2	0	0	0	0	32	33	20	3	1	1	0	0	0	25	26.8
H/TOT	121	10	3	1	0	0	0	135	137.8	109	13	3	1	0	0	0	126	128.8
P/TOT	402	60	9	1	0	0	0	472	477.8	324	40	8	1	1	0	0	374	380.3

TIME	TO ARM A							TOT	PCUs	FROM ARM A							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	37	5	0	0	0	0	0	42	42	40	4	0	0	0	0	0	44	44
15:15	34	8	1	0	0	1	0	44	43.9	51	2	0	0	0	0	0	53	53
15:30	52	10	0	0	0	0	0	62	62	35	3	0	0	0	0	0	38	38
15:45	29	4	0	0	0	0	0	33	33	37	8	0	0	0	0	0	45	45
H/TOT	152	27	1	0	0	1	0	181	180.9	163	17	0	0	0	0	0	180	180
16:00	46	8	0	0	0	0	0	54	54	42	8	0	0	0	0	0	50	50
16:15	34	4	0	0	0	0	0	38	38	47	10	0	0	0	1	0	58	57.4
16:30	29	3	0	0	0	0	0	32	32	45	9	0	0	0	0	0	54	54
16:45	35	3	0	0	0	0	0	38	38	49	8	0	0	0	0	0	57	57
H/TOT	144	18	0	0	0	0	0	162	162	183	35	0	0	0	1	0	219	218.4
17:00	31	4	1	0	0	0	0	36	36.5	43	5	0	0	0	0	0	48	48
17:15	24	6	0	0	0	0	0	30	30	34	6	0	0	0	0	0	40	40
17:30	25	1	0	0	0	0	0	26	26	37	6	0	0	0	0	0	43	43
17:45	30	2	0	0	0	0	0	32	32	33	5	1	0	0	0	0	39	39.5
H/TOT	110	13	1	0	0	0	0	124	124.5	147	22	1	0	0	0	0	170	170.5
18:00	40	3	0	0	0	0	0	43	43	30	2	0	0	0	0	0	32	32
18:15	30	2	0	0	0	1	0	33	32.4	30	2	0	0	0	0	0	32	32
18:30	24	2	0	0	0	0	0	26	26	28	3	0	0	0	0	0	31	31
18:45	27	4	0	0	0	0	0	31	31	25	3	0	0	0	0	0	28	28
H/TOT	121	11	0	0	0	1	0	133	132.4	113	10	0	0	0	0	0	123	123
P/TOT	527	69	2	0	0	2	0	600	599.8	606	84	1	0	0	1	0	692	691.9



SITE: 5

DATE: 05/02/2026

LOCATION: Wentworth Road/Church Street

DAY: Thursday

TIME	TO ARM B							TOT	PCUs	FROM ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	3	0	0	0	0	0	0	3	3	4	1	0	0	1	0	0	6	7
07:15	11	0	0	0	0	0	0	11	11	9	1	0	0	1	0	0	11	12
07:30	11	2	0	0	0	0	0	13	13	20	6	1	0	0	0	0	27	27.5
07:45	21	1	0	0	0	0	0	22	22	11	1	0	0	2	0	0	14	16
H/TOT	46	3	0	0	0	0	0	49	49	44	9	1	0	4	0	0	58	62.5
08:00	23	2	0	0	0	0	0	25	25	12	0	0	0	0	0	0	12	12
08:15	12	4	0	0	0	0	0	16	16	14	1	0	0	1	0	0	16	17
08:30	18	1	2	0	0	0	0	21	22	13	0	0	0	0	0	0	13	13
08:45	25	0	1	0	0	0	0	26	26.5	13	1	2	0	1	0	0	17	19
H/TOT	78	7	3	0	0	0	0	88	89.5	52	2	2	0	2	0	0	58	61
09:00	12	1	0	0	0	0	0	13	13	19	1	0	0	0	0	0	20	20
09:15	14	2	0	0	0	0	0	16	16	12	2	0	0	1	0	0	15	16
09:30	9	2	1	0	0	0	0	12	12.5	13	0	1	0	1	0	0	15	16.5
09:45	6	2	0	0	0	0	0	8	8	9	2	1	0	1	0	0	13	14.5
H/TOT	41	7	1	0	0	0	0	49	49.5	53	5	2	0	3	0	0	63	67
P/TOT	165	17	4	0	0	0	0	186	188	149	16	5	0	9	0	0	179	190.5

TIME	TO ARM B							TOT	PCUs	FROM ARM B							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	11	3	0	0	0	0	0	14	14	23	0	0	0	1	0	0	24	25
15:15	25	1	0	0	0	0	0	26	26	18	2	0	0	0	0	0	20	20
15:30	11	1	0	0	0	0	0	12	12	24	4	0	0	1	0	0	29	30
15:45	6	2	0	0	0	0	0	8	8	14	1	0	0	1	0	0	16	17
H/TOT	53	7	0	0	0	0	0	60	60	79	7	0	0	3	0	0	89	92
16:00	9	0	0	0	0	0	0	9	9	22	3	0	0	0	0	0	25	25
16:15	14	5	0	0	0	0	0	19	19	16	2	0	0	1	0	0	19	20
16:30	14	2	0	0	0	0	0	16	16	13	2	0	0	1	0	0	16	17
16:45	8	3	1	0	0	0	0	12	12.5	10	3	0	0	0	0	0	13	13
H/TOT	45	10	1	0	0	0	0	56	56.5	61	10	0	0	2	0	0	73	75
17:00	6	2	0	0	0	0	0	8	8	11	0	1	0	2	0	0	14	16.5
17:15	13	1	0	0	0	0	0	14	14	10	4	0	0	0	0	0	14	14
17:30	12	2	0	0	0	0	0	14	14	9	2	0	0	1	0	0	12	13
17:45	12	0	0	0	0	0	0	12	12	12	0	0	0	0	0	0	12	12
H/TOT	43	5	0	0	0	0	0	48	48	42	6	1	0	3	0	0	52	55.5
18:00	4	0	0	0	0	0	0	4	4	14	1	0	0	1	0	0	16	17
18:15	8	1	0	0	0	0	0	9	9	13	2	0	0	0	1	0	16	15.4
18:30	7	1	0	0	0	0	0	8	8	12	2	0	0	1	0	0	15	16
18:45	8	1	0	0	0	0	0	9	9	4	0	0	0	0	0	0	4	4
H/TOT	27	3	0	0	0	0	0	30	30	43	5	0	0	2	1	0	51	52.4
P/TOT	168	25	1	0	0	0	0	194	194.5	225	28	1	0	10	1	0	265	274.9



SITE: 5

DATE: 05/02/2026

LOCATION: Wentworth Road/Church Street

DAY: Thursday

TIME	TO ARM C							TOT	PCUs	FROM ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	5	4	0	0	1	0	0	10	11	14	3	0	0	0	0	0	17	17
07:15	19	3	0	0	2	0	0	24	26	20	10	0	0	0	0	0	30	30
07:30	26	4	1	0	0	0	0	31	31.5	36	7	0	0	0	0	0	43	43
07:45	20	3	1	0	2	0	0	26	28.5	45	6	0	0	0	0	0	51	51
H/TOT	70	14	2	0	5	0	0	91	97	115	26	0	0	0	0	0	141	141
08:00	23	2	0	0	0	0	0	25	25	27	4	3	0	0	0	0	34	35.5
08:15	22	2	0	0	1	0	0	25	26	35	7	0	0	0	0	0	42	42
08:30	23	4	0	0	0	0	0	27	27	44	5	0	0	0	0	0	49	49
08:45	29	3	0	0	1	0	0	33	34	40	5	0	0	0	0	0	45	45
H/TOT	97	11	0	0	2	0	0	110	112	146	21	3	0	0	0	0	170	171.5
09:00	30	3	1	0	0	0	0	34	34.5	23	1	0	0	0	0	0	24	24
09:15	27	2	0	0	1	0	0	30	31	36	2	0	1	0	0	0	39	40.3
09:30	24	2	0	0	1	0	0	27	28	19	2	0	0	0	0	0	21	21
09:45	16	2	2	1	1	0	0	22	25.3	19	3	2	0	0	0	0	24	25
H/TOT	97	9	3	1	3	0	0	113	118.8	97	8	2	1	0	0	0	108	110.3
P/TOT	264	34	5	1	10	0	0	314	327.8	358	55	5	1	0	0	0	419	422.8

TIME	TO ARM C							TOT	PCUs	FROM ARM C							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	42	1	0	0	1	0	0	44	45	27	5	0	0	0	0	0	32	32
15:15	39	1	0	0	0	0	0	40	40	29	6	1	0	0	1	0	37	36.9
15:30	38	4	0	0	1	0	0	43	44	42	8	0	0	0	0	0	50	50
15:45	39	8	0	0	1	0	0	48	49	23	5	0	0	0	0	0	28	28
H/TOT	158	14	0	0	3	0	0	175	178	121	24	1	0	0	1	0	147	146.9
16:00	45	8	0	0	0	0	0	53	53	36	5	0	0	0	0	0	41	41
16:15	42	6	0	0	1	1	0	50	50.4	27	3	0	0	0	0	0	30	30
16:30	39	9	0	0	1	0	0	49	50	24	3	0	0	0	0	0	27	27
16:45	49	7	0	0	0	0	0	56	56	33	2	1	0	0	0	0	36	36.5
H/TOT	175	30	0	0	2	1	0	208	209.4	120	13	1	0	0	0	0	134	134.5
17:00	43	5	0	0	2	0	0	50	52	26	6	0	0	0	0	0	32	32
17:15	29	6	0	0	0	0	0	35	35	22	3	0	0	0	0	0	25	25
17:30	35	6	0	0	1	0	0	42	43	26	1	0	0	0	0	0	27	27
17:45	28	5	1	0	0	0	0	34	34.5	25	2	0	0	0	0	0	27	27
H/TOT	135	22	1	0	3	0	0	161	164.5	99	12	0	0	0	0	0	111	111
18:00	32	2	0	0	1	0	0	35	36	32	2	0	0	0	0	0	34	34
18:15	27	2	0	0	0	0	0	29	29	22	1	0	0	0	0	0	23	23
18:30	29	4	0	0	1	0	0	34	35	20	2	0	0	0	0	0	22	22
18:45	20	3	0	0	0	0	0	23	23	26	5	0	0	0	0	0	31	31
H/TOT	108	11	0	0	2	0	0	121	123	100	10	0	0	0	0	0	110	110
P/TOT	576	77	1	0	10	1	0	665	674.9	440	59	2	0	0	1	0	502	502.4



SITE: 5

DATE: 05/02/2026

LOCATION: Wentworth Road/Church Street

DAY: Thursday

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	25	7	0	0	1	0	0	33	34
07:15	56	14	0	0	2	0	0	72	74
07:30	81	15	2	0	0	0	0	98	99
07:45	81	11	1	0	2	0	0	95	97.5
H/TOT	243	47	3	0	5	0	0	298	304.5
08:00	75	8	3	0	0	0	0	86	87.5
08:15	73	13	0	0	1	0	0	87	88
08:30	89	9	2	0	0	0	0	100	101
08:45	92	8	3	0	1	0	0	104	106.5
H/TOT	329	38	8	0	2	0	0	377	383
09:00	74	6	1	0	0	0	0	81	81.5
09:15	79	7	0	1	1	0	0	88	90.3
09:30	58	5	2	0	1	0	0	66	68
09:45	48	8	4	1	1	0	0	62	66.3
H/TOT	259	26	7	2	3	0	0	297	306.1
P/TOT	831	111	18	2	10	0	0	972	993.6

PEAK HOUR		
CALCULATION	TOT	
	TOT	PCUs
07:00 to 08:00	298	305
07:15 to 08:15	351	358
07:30 to 08:30	366	372
07:45 to 08:45	368	374
08:00 to 09:00	377	383
08:15 to 09:15	372	377
08:30 to 09:30	373	379
08:45 to 09:45	339	346
09:00 to 10:00	297	306
PEAK VALUE	377	383

TIME	JUNCTION TOTAL							TOT	PCUs
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
15:00	90	9	0	0	1	0	0	100	101
15:15	98	10	1	0	0	1	0	110	109.9
15:30	101	15	0	0	1	0	0	117	118
15:45	74	14	0	0	1	0	0	89	90
H/TOT	363	48	1	0	3	1	0	416	418.9
16:00	100	16	0	0	0	0	0	116	116
16:15	90	15	0	0	1	1	0	107	107.4
16:30	82	14	0	0	1	0	0	97	98
16:45	92	13	1	0	0	0	0	106	106.5
H/TOT	364	58	1	0	2	1	0	426	427.9
17:00	80	11	1	0	2	0	0	94	96.5
17:15	66	13	0	0	0	0	0	79	79
17:30	72	9	0	0	1	0	0	82	83
17:45	70	7	1	0	0	0	0	78	78.5
H/TOT	288	40	2	0	3	0	0	333	337
18:00	76	5	0	0	1	0	0	82	83
18:15	65	5	0	0	0	1	0	71	70.4
18:30	60	7	0	0	1	0	0	68	69
18:45	55	8	0	0	0	0	0	63	63
H/TOT	256	25	0	0	2	1	0	284	285.4
P/TOT	1271	171	4	0	10	3	0	1459	1469

PEAK HOUR		
CALCULATION	TOT	
	TOT	PCUs
15:00 to 16:00	416	419
15:15 to 16:15	432	434
15:30 to 16:30	429	431
15:45 to 16:45	409	411
16:00 to 17:00	426	428
16:15 to 17:15	404	408
16:30 to 17:30	376	380
16:45 to 17:45	361	365
17:00 to 18:00	333	337
17:15 to 18:15	321	324
17:30 to 18:30	313	315
17:45 to 18:45	299	301
18:00 to 19:00	284	285
PEAK VALUE	432	434

Appendix D ATC Traffic Survey Data



Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February : Wednesday, 04 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	28	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.3	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	32.1	-
0500	13	0	13	0	0	0	0	0	0	0	0	0	0	12	92.3	0	0.0	0	0.0	31.7	32.8
0600	16.4	0.4	16	0	0	0	0	0	0	0	0	0	0	10	58.8	2	11.8	0	0.0	29.1	34.4
0700	48.9	0.4	39	0	1.5	8	0	0	0	0	0	0	0	18	40.0	6	13.3	1	2.2	29.5	33.9
0800	64.9	0.4	55	3	4.5	2	0	0	0	0	0	0	0	34	54.0	7	11.1	0	0.0	31.1	34.4
0900	64.5	0	51	0	1.5	12	0	0	0	0	0	0	0	40	69.0	7	12.1	1	1.7	31.2	34.3
1000	65	0	56	0	3	6	0	0	0	0	0	0	0	35	57.4	6	9.8	0	0.0	31.1	33.9
1100	55	0	40	0	3	12	0	0	0	0	0	0	0	28	58.3	8	16.7	2	4.2	31.3	35.8
1200	66	0	54	0	6	6	0	0	0	0	0	0	0	42	68.9	13	21.3	1	1.6	32.2	35.8
1300	59.5	0	51	0	0	6	0	0	0	0	2.5	0	0	39	70.9	2	3.6	0	0.0	30.9	33
1400	83.4	0.4	76	0	3	4	0	0	0	0	0	0	0	47	58.0	7	8.6	2	2.5	30.4	34.3
1500	139.3	0.8	112	0	4.5	20	0	2	0	0	0	0	0	66	51.6	10	7.8	0	0.0	30.4	34.1
1600	123	0	102	0	9	12	0	0	0	0	0	0	0	89	78.1	14	12.3	1	0.9	31.9	34.9
1700	88.5	0	80	0	4.5	4	0	0	0	0	0	0	0	51	60.0	5	5.9	0	0.0	30.5	32.7
1800	82	0	75	0	3	4	0	0	0	0	0	0	0	58	73.4	12	15.2	2	2.5	32.4	35.1
1900	49.5	0	42	0	1.5	6	0	0	0	0	0	0	0	25	54.4	3	6.5	2	4.3	30.8	34.8
2000	38.5	0	33	0	1.5	4	0	0	0	0	0	0	0	20	55.6	12	33.3	5	13.9	33.1	40.8
2100	18	0	18	0	0	0	0	0	0	0	0	0	0	18	100.0	6	33.3	3	16.7	35.5	41.8
2200	14	0	12	0	0	2	0	0	0	0	0	0	0	11	84.6	3	23.1	2	15.4	33	39.6
2300	4.5	0	3	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.9	-
07-19	940	2	791	3	43.5	96	0	2	0	0	2.5	0	0	547	62.3	97	11.1	10	1.1	31.1	34.4
06-22	1062.4	2.4	900	3	46.5	106	0	2	0	0	2.5	0	0	620	62.3	120	12.1	20	2.0	31.2	34.7
06-00	1080.9	2.4	915	3	48	108	0	2	0	0	2.5	0	0	631	62.4	123	12.2	22	2.2	31.2	34.7
00-00	1103.9	2.4	938	3	48	108	0	2	0	0	2.5	0	0	646	62.4	123	11.9	22	2.1	31.2	34.6

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Thursday, 05 February 202 Thursday, 05 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	35.6	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	30.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	0	0.0	0	0.0	32.1	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	32.7	-
0500	9	0	5	0	0	4	0	0	0	0	0	0	0	4	57.1	0	0.0	0	0.0	29.8	-
0600	29.5	0	22	0	1.5	6	0	0	0	0	0	0	0	12	46.2	1	3.8	0	0.0	30	33.1
0700	48	0	46	0	0	2	0	0	0	0	0	0	0	24	51.1	4	8.5	1	2.1	29.7	32.4
0800	60	0	52	0	1.5	4	0	0	0	0	2.5	0	0	28	50.0	1	1.8	0	0.0	30.1	32.9
0900	54	0	44	1	3	2	2	2	0	0	0	0	0	24	48.0	4	8.0	1	2.0	29.7	34.3
1000	66.5	0	61	0	1.5	4	0	0	0	0	0	0	0	43	67.2	4	6.3	0	0.0	31.1	33.6
1100	53.5	0	44	0	1.5	8	0	0	0	0	0	0	0	37	75.5	7	14.3	5	10.2	32.5	35.1
1200	67.9	0.4	56	0	1.5	10	0	0	0	0	0	0	0	34	54.0	8	12.7	0	0.0	29.8	34.4
1300	56.5	0	47	0	1.5	8	0	0	0	0	0	0	0	26	50.0	2	3.8	0	0.0	29.7	33.6
1400	85.9	0.4	65	1	7.5	12	0	0	0	0	0	0	0	33	42.3	4	5.1	2	2.6	30.1	33.5
1500	112	0	90	3	3	16	0	0	0	0	0	0	0	59	57.3	9	8.7	2	1.9	30.3	33.7
1600	97.9	0.4	85	1	1.5	8	0	2	0	0	0	0	0	63	67.7	16	17.2	1	1.1	31.5	35.6
1700	90	0	76	1	3	10	0	0	0	0	0	0	0	56	66.7	13	15.5	5	6.0	31.7	35.6
1800	69.4	0.4	48	0	3	16	0	2	0	0	0	0	0	28	46.7	4	6.7	1	1.7	30	33.3
1900	50.5	0	33	4	1.5	8	0	4	0	0	0	0	0	18	40.9	5	11.4	2	4.5	30.1	34.1
2000	30.5	0	26	1	1.5	2	0	0	0	0	0	0	0	16	55.2	3	10.3	0	0.0	30	34.3
2100	19	0	17	0	0	2	0	0	0	0	0	0	0	11	61.1	5	27.8	1	5.6	33.1	36.5
2200	17	0	15	0	0	0	0	2	0	0	0	0	0	7	43.8	2	12.5	1	6.3	30.4	34.9
2300	9	0	5	0	0	4	0	0	0	0	0	0	0	3	42.9	1	14.3	1	14.3	31.7	-
07-19	861.6	1.6	714	7	28.5	100	2	6	0	0	2.5	0	0	455	57.0	76	9.5	18	2.3	30.6	34
06-22	991.1	1.6	812	12	33	118	2	10	0	0	2.5	0	0	512	55.9	90	9.8	21	2.3	30.6	34.1
06-00	1017.1	1.6	832	12	33	122	2	12	0	0	2.5	0	0	522	55.6	93	9.9	23	2.4	30.6	34
00-00	1036.1	1.6	847	12	33	126	2	12	0	0	2.5	0	0	535	56.0	95	9.9	23	2.4	30.6	34

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Friday, 06 February 2026 Friday, 06 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0.4	0.4	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	41.6	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	35.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	37.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	1	33.3	35.8	-
0500	17	0	10	0	3	2	0	2	0	0	0	0	0	6	42.9	1	7.1	1	7.1	29.4	34.4
0600	22	0	17	0	3	2	0	0	0	0	0	0	0	14	70.0	2	10.0	0	0.0	31.7	34.6
0700	48	0	42	0	0	6	0	0	0	0	0	0	0	18	40.0	5	11.1	1	2.2	29.4	32
0800	66.5	0	59	0	1.5	4	0	2	0	0	0	0	0	35	55.6	4	6.3	0	0.0	29.4	33.8
0900	57	0	48	0	3	4	2	0	0	0	0	0	0	21	39.6	5	9.4	0	0.0	28.3	34.3
1000	61.5	0	50	0	7.5	2	2	0	0	0	0	0	0	24	42.1	3	5.3	0	0.0	28.7	33.6
1100	54.5	0	53	0	1.5	0	0	0	0	0	0	0	0	26	48.2	6	11.1	1	1.9	30.3	33.6
1200	73.5	0	61	0	4.5	8	0	0	0	0	0	0	0	37	54.4	3	4.4	0	0.0	29.9	33.4
1300	67.4	0.4	58	0	3	6	0	0	0	0	0	0	0	44	68.8	12	18.8	2	3.1	31.3	37.4
1400	119.4	0.4	106	1	6	6	0	0	0	0	0	0	0	65	56.5	12	10.4	4	3.5	30.3	33.2
1500	129.9	0.4	118	0	7.5	4	0	0	0	0	0	0	0	70	55.6	13	10.3	3	2.4	30.6	33.8
1600	93	0	79	0	6	8	0	0	0	0	0	0	0	61	70.1	17	19.5	3	3.4	31.7	35.6
1700	85.5	0	77	0	4.5	4	0	0	0	0	0	0	0	58	70.7	14	17.1	1	1.2	31.9	35.1
1800	70.5	0	61	0	1.5	8	0	0	0	0	0	0	0	45	68.2	13	19.7	1	1.5	31.9	36
1900	45	0	41	0	0	4	0	0	0	0	0	0	0	32	74.4	7	16.3	2	4.7	32.4	35.5
2000	37.5	0	32	0	1.5	4	0	0	0	0	0	0	0	19	54.3	9	25.7	3	8.6	32.2	37.7
2100	24.5	0	21	0	1.5	2	0	0	0	0	0	0	0	19	82.6	4	17.4	0	0.0	31.8	35.3
2200	17	0	17	0	0	0	0	0	0	0	0	0	0	10	58.8	3	17.7	2	11.8	31.6	37.8
2300	15	0	13	0	0	2	0	0	0	0	0	0	0	4	28.6	0	0.0	0	0.0	28	31
07-19	926.7	1.2	812	1	46.5	60	4	2	0	0	0	0	0	504	57.3	107	12.2	16	1.8	30.5	34.6
06-22	1055.7	1.2	923	1	52.5	72	4	2	0	0	0	0	0	588	58.7	129	12.9	21	2.1	30.7	34.7
06-00	1087.7	1.2	953	1	52.5	74	4	2	0	0	0	0	0	602	58.3	132	12.8	23	2.2	30.6	34.7
00-00	1111.1	1.6	969	1	55.5	76	4	4	0	0	0	0	0	613	58.2	137	13.0	27	2.6	30.7	34.7

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Saturday, 07 February 202 Saturday, 07 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	4	50.0	3	37.5	1	12.5	34.3	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	35.1	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.3	-
0300	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.9	-
0400	5	0	3	0	0	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.1	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	26.4	-
0600	9.5	0	4	0	1.5	4	0	0	0	0	0	0	0	4	57.1	0	0.0	0	0.0	30.4	-
0700	19	0	17	0	0	2	0	0	0	0	0	0	0	12	66.7	2	11.1	0	0.0	31.1	34.5
0800	27.9	0.4	24	0	1.5	2	0	0	0	0	0	0	0	10	37.0	3	11.1	2	7.4	30.1	33.5
0900	33.8	0.8	30	0	3	0	0	0	0	0	0	0	0	17	50.0	4	11.8	1	2.9	29.4	34.8
1000	56.5	0	55	0	1.5	0	0	0	0	0	0	0	0	31	55.4	12	21.4	2	3.6	31.6	36.7
1100	86.4	0.4	72	0	0	12	0	2	0	0	0	0	0	54	67.5	18	22.5	7	8.8	31.9	36.6
1200	93.4	0.4	83	0	6	4	0	0	0	0	0	0	0	63	70.0	18	20.0	2	2.2	31.7	35.3
1300	69.5	0	60	0	1.5	8	0	0	0	0	0	0	0	31	47.7	4	6.2	1	1.5	30.1	33.6
1400	55.4	0.4	50	0	3	2	0	0	0	0	0	0	0	36	66.7	9	16.7	2	3.7	31.5	35.8
1500	59	0	54	0	3	2	0	0	0	0	0	0	0	32	56.1	3	5.3	1	1.8	29.8	32.2
1600	48.4	0.4	48	0	0	0	0	0	0	0	0	0	0	26	53.1	9	18.4	5	10.2	31.6	37.1
1700	58.4	0.4	54	0	0	4	0	0	0	0	0	0	0	29	50.9	6	10.5	1	1.8	30.3	33.8
1800	57.9	0.4	52	0	1.5	4	0	0	0	0	0	0	0	32	57.1	6	10.7	1	1.8	30.7	34.4
1900	43	0	43	0	0	0	0	0	0	0	0	0	0	27	62.8	1	2.3	1	2.3	30.6	32.9
2000	26	0	19	0	3	4	0	0	0	0	0	0	0	13	56.5	2	8.7	0	0.0	30.3	34.5
2100	19.4	0.4	19	0	0	0	0	0	0	0	0	0	0	6	30.0	1	5.0	0	0.0	28.5	33.4
2200	20.5	0	19	0	1.5	0	0	0	0	0	0	0	0	13	65.0	4	20.0	4	20.0	33.9	49.5
2300	10.4	0.4	10	0	0	0	0	0	0	0	0	0	0	7	63.6	5	45.5	2	18.2	36.3	46.5
07-19	665.6	3.6	599	0	21	40	0	2	0	0	0	0	0	373	58.0	94	14.6	25	3.9	30.9	34.9
06-22	763.5	4	684	0	25.5	48	0	2	0	0	0	0	0	423	57.5	98	13.3	26	3.5	30.8	34.6
06-00	794.4	4.4	713	0	27	48	0	2	0	0	0	0	0	443	57.8	107	14.0	32	4.2	31	34.8
00-00	818.4	4.4	733	0	27	52	0	2	0	0	0	0	0	449	56.9	111	14.1	34	4.3	31	34.8

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Sunday, 08 February 2026 Sunday, 08 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	10	90.9	3	27.3	1	9.1	34.6	38.8
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	0	0.0	0	0.0	29.7	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	41.4	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	3	100.0	0	0.0	35.7	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	37.7	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0	32.3	-
0600	6	0	4	0	0	2	0	0	0	0	0	0	0	3	60.0	1	20.0	0	0.0	30.6	-
0700	12	0	9	0	3	0	0	0	0	0	0	0	0	6	54.6	1	9.1	0	0.0	30.5	34.5
0800	11.5	0	10	0	1.5	0	0	0	0	0	0	0	0	8	72.7	2	18.2	2	18.2	32.6	41.3
0900	25.9	0.4	24	0	1.5	0	0	0	0	0	0	0	0	20	76.9	3	11.5	0	0.0	31.3	34.7
1000	53.4	0.4	44	0	3	4	2	0	0	0	0	0	0	24	48.0	5	10.0	0	0.0	30.1	33.7
1100	49.9	0.4	44	0	1.5	4	0	0	0	0	0	0	0	30	62.5	8	16.7	0	0.0	30.7	35.5
1200	54.5	0	50	0	4.5	0	0	0	0	0	0	0	0	27	50.9	6	11.3	1	1.9	30.5	34.4
1300	45	0	39	0	6	0	0	0	0	0	0	0	0	32	74.4	10	23.3	2	4.7	32.8	36
1400	40	0	38	0	0	2	0	0	0	0	0	0	0	25	64.1	9	23.1	1	2.6	30.7	37.2
1500	66.5	0	59	0	1.5	6	0	0	0	0	0	0	0	33	52.4	13	20.6	1	1.6	30.7	36.4
1600	51	0	48	0	3	0	0	0	0	0	0	0	0	37	74.0	17	34.0	2	4.0	32.3	36.8
1700	39	0	34	0	3	2	0	0	0	0	0	0	0	28	75.7	7	18.9	1	2.7	31.8	35.6
1800	40	0	35	0	3	2	0	0	0	0	0	0	0	29	76.3	6	15.8	0	0.0	31.7	35.5
1900	36.8	0.8	30	0	0	6	0	0	0	0	0	0	0	17	48.6	3	8.6	3	8.6	29.9	32.6
2000	22	0	22	0	0	0	0	0	0	0	0	0	0	12	54.6	2	9.1	1	4.5	31.1	34.3
2100	14.5	0	13	0	1.5	0	0	0	0	0	0	0	0	10	71.4	5	35.7	2	14.3	34.3	40.9
2200	14	0	14	0	0	0	0	0	0	0	0	0	0	7	50.0	3	21.4	2	14.3	30	39.1
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	39.3	-
07-19	488.7	1.2	434	0	31.5	20	2	0	0	0	0	0	0	299	63.8	87	18.6	10	2.1	31.2	35.7
06-22	568	2	503	0	33	28	2	0	0	0	0	0	0	341	62.6	98	18.0	16	2.9	31.2	35.7
06-00	583	2	518	0	33	28	2	0	0	0	0	0	0	349	62.3	102	18.2	18	3.2	31.2	35.7
00-00	610	2	545	0	33	28	2	0	0	0	0	0	0	370	63.0	111	18.9	21	3.6	31.3	35.8

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Monday, 09 February 2026 Monday, 09 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	42.8	-
0100	4	0	1	0	3	0	0	0	0	0	0	0	0	2	66.7	2	66.7	1	33.3	35.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.7	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	29.7	-
0500	9	0	6	0	3	0	0	0	0	0	0	0	0	4	50.0	1	12.5	0	0.0	29.6	-
0600	18	0	9	0	3	6	0	0	0	0	0	0	0	4	28.6	2	14.3	0	0.0	29.8	35.3
0700	33.4	0.4	33	0	0	0	0	0	0	0	0	0	0	18	52.9	6	17.7	0	0.0	30	36
0800	66.9	0.4	50	1	7.5	8	0	0	0	0	0	0	0	46	75.4	10	16.4	1	1.6	31.5	35.2
0900	49	0	42	0	3	4	0	0	0	0	0	0	0	28	60.9	4	8.7	0	0.0	30.5	33.9
1000	118.5	0	87	0	19.5	12	0	0	0	0	0	0	0	72	67.9	24	22.6	4	3.8	31.8	36.9
1100	51.9	0.4	47	0	4.5	0	0	0	0	0	0	0	0	27	52.9	6	11.8	2	3.9	29.4	34.6
1200	57	0	49	0	6	2	0	0	0	0	0	0	0	37	68.5	8	14.8	1	1.9	31.3	35
1300	61.5	0	51	0	10.5	0	0	0	0	0	0	0	0	33	56.9	8	13.8	1	1.7	31.2	34.8
1400	73.4	0.4	66	0	3	4	0	0	0	0	0	0	0	40	56.3	11	15.5	2	2.8	30.7	35.3
1500	108	0	95	1	12	0	0	0	0	0	0	0	0	62	59.6	12	11.5	0	0.0	30.8	34.3
1600	98.4	0.4	87	0	9	2	0	0	0	0	0	0	0	44	46.3	8	8.4	3	3.2	30	34.5
1700	82.3	0.8	68	0	7.5	6	0	0	0	0	0	0	0	42	53.9	13	16.7	2	2.6	30.6	35.4
1800	59.9	0.4	56	0	1.5	2	0	0	0	0	0	0	0	34	57.6	12	20.3	5	8.5	31	37.9
1900	42	0	40	0	0	2	0	0	0	0	0	0	0	29	70.7	7	17.1	2	4.9	31.7	35.8
2000	22.5	0	21	0	1.5	0	0	0	0	0	0	0	0	13	59.1	0	0.0	0	0.0	30	32.6
2100	20.5	0	19	0	1.5	0	0	0	0	0	0	0	0	12	60.0	6	30.0	2	10.0	32.3	39.3
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	6	85.7	2	28.6	2	28.6	36.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	860.2	3.2	731	2	84	40	0	0	0	0	0	0	0	483	59.1	122	14.9	21	2.6	30.8	35
06-22	963.2	3.2	820	2	90	48	0	0	0	0	0	0	0	541	59.2	137	15.0	25	2.7	30.8	35
06-00	970.2	3.2	827	2	90	48	0	0	0	0	0	0	0	547	59.4	139	15.1	27	2.9	30.9	35
00-00	990.7	3.2	838	2	97.5	50	0	0	0	0	0	0	0	555	59.2	143	15.3	29	3.1	30.9	35.1

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 2026 Tuesday, 10 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	7	0	5	0	0	2	0	0	0	0	0	0	0	5	83.3	4	66.7	1	16.7	35.3	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100.0	2	33.3	0	0.0	34.1	-
0600	19	0	15	0	0	4	0	0	0	0	0	0	0	8	47.1	0	0.0	0	0.0	29.6	32.1
0700	39.9	0.4	33	0	4.5	2	0	0	0	0	0	0	0	20	52.6	4	10.5	0	0.0	30.1	33.2
0800	67	0	64	0	3	0	0	0	0	0	0	0	0	40	60.6	7	10.6	0	0.0	30.9	33.6
0900	49.5	0	40	0	7.5	2	0	0	0	0	0	0	0	35	76.1	6	13.0	0	0.0	31.6	33.9
1000	56	0	41	0	9	6	0	0	0	0	0	0	0	25	50.0	8	16.0	1	2.0	30.2	35.4
1100	44.5	0	38	0	4.5	2	0	0	0	0	0	0	0	21	50.0	6	14.3	0	0.0	30.9	35.7
1200	54.5	0	47	0	7.5	0	0	0	0	0	0	0	0	19	36.5	2	3.8	1	1.9	27.7	32.9
1300	57	0	48	0	3	6	0	0	0	0	0	0	0	22	41.5	7	13.2	2	3.8	29.8	34.5
1400	64.9	0.4	52	0	4.5	8	0	0	0	0	0	0	0	32	53.3	8	13.3	1	1.7	30.5	34.7
1500	96	0	78	0	12	6	0	0	0	0	0	0	0	52	58.4	10	11.2	2	2.2	30.8	33.4
1600	88	0	71	0	9	8	0	0	0	0	0	0	0	54	66.7	17	21.0	5	6.2	31.9	36.7
1700	97.3	0.8	85	0	7.5	4	0	0	0	0	0	0	0	36	38.3	9	9.6	2	2.1	29.7	33.1
1800	62	0	57	0	3	2	0	0	0	0	0	0	0	31	51.7	4	6.7	1	1.7	30.2	33.3
1900	43.8	0.8	29	1	9	4	0	0	0	0	0	0	0	16	40.0	2	5.0	1	2.5	29.3	33.6
2000	27.9	0.4	26	0	1.5	0	0	0	0	0	0	0	0	13	46.4	4	14.3	1	3.6	30.2	34.5
2100	13.5	0	12	0	1.5	0	0	0	0	0	0	0	0	10	76.9	7	53.9	1	7.7	33.8	37
2200	8.5	0	7	0	1.5	0	0	0	0	0	0	0	0	5	62.5	0	0.0	0	0.0	30.1	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.1	-
07-19	776.6	1.6	654	0	75	46	0	0	0	0	0	0	0	387	52.9	88	12.0	15	2.1	30.4	34.1
06-22	880.8	2.8	736	1	87	54	0	0	0	0	0	0	0	434	52.4	101	12.2	18	2.2	30.4	34.1
06-00	891.3	2.8	745	1	88.5	54	0	0	0	0	0	0	0	439	52.3	101	12.0	18	2.1	30.4	34.1
00-00	905.3	2.8	757	1	88.5	56	0	0	0	0	0	0	0	451	52.9	107	12.6	19	2.2	30.4	34.2

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	3	78.3	1	39.1	1	17.4	35.2	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	44.4	1	22.2	0	16.7	31.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	75.0	0	50.0	0	25.0	33.8	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	21.4	0	0.0	30.2	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	56.0	1	32.0	0	12.0	32.5	-
0500	8.5	0	7	0	1.5	0	0	0	0	0	0	0	0	5	64.3	1	7.1	0	1.8	30.5	-
0600	17.5	0	12	0	1.5	4	0	0	0	0	0	0	0	8	51.9	1	7.5	0	0.0	30.1	33.1
0700	34.5	0	31	0	1.5	2	0	0	0	0	0	0	0	17	48.7	4	11.8	0	1.3	29.8	33.7
0800	51	0	45	1	3	2	0	0	0	0	0	0	0	29	57.9	5	9.8	1	1.4	30.6	34.1
0900	47	0	40	0	3	4	0	0	0	0	0	0	0	26	59.1	5	10.5	0	1.0	30.2	34.2
1000	66	0	56	0	6	4	0	0	0	0	0	0	0	36	57.2	9	14.0	1	1.6	30.8	34.5
1100	57	0	48	0	3	6	0	0	0	0	0	0	0	32	60.0	8	15.9	2	4.6	31.1	35.1
1200	65.5	0	57	0	4.5	4	0	0	0	0	0	0	0	37	58.7	8	13.2	1	1.4	30.6	34.8
1300	58	0	51	0	3	4	0	0	0	0	0	0	0	32	58.2	6	11.5	1	2.1	30.8	34.5
1400	75.9	0.4	65	0	4.5	6	0	0	0	0	0	0	0	40	55.8	9	12.1	2	2.8	30.5	34.6
1500	102	0	87	1	6	8	0	0	0	0	0	0	0	53	55.8	10	10.5	1	1.3	30.5	34.1
1600	86	0	74	0	6	6	0	0	0	0	0	0	0	53	65.7	14	17.2	3	3.5	31.5	35.6
1700	76.9	0.4	68	0	4.5	4	0	0	0	0	0	0	0	43	58.0	10	13.0	2	2.3	30.9	34.6
1800	64	0	55	0	3	6	0	0	0	0	0	0	0	37	61.5	8	13.6	2	2.6	31.2	34.6
1900	43.9	0.4	37	1	1.5	4	0	0	0	0	0	0	0	23	56.2	4	9.6	2	4.5	30.7	34.1
2000	29.5	0	26	0	1.5	2	0	0	0	0	0	0	0	15	54.4	5	16.4	1	5.1	31.2	35.3
2100	18.5	0	17	0	1.5	0	0	0	0	0	0	0	0	12	68.3	5	27.0	1	7.1	32.6	37
2200	13	0	13	0	0	0	0	0	0	0	0	0	0	8	62.1	2	17.9	2	13.7	32	36.9
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	2	38.5	1	18.0	0	7.7	31.4	-
07-19	788.5	2	676	2	46.5	58	2	2	0	0	0	0	0	435	58.4	96	12.9	16	2.2	30.8	34.6
06-22	897.9	2.4	768	3	52.5	68	2	2	0	0	0	0	0	494	58.3	110	13.0	21	2.5	30.8	34.7
06-00	915.9	2.4	786	3	52.5	68	2	2	0	0	0	0	0	505	58.2	114	13.1	23	2.7	30.8	34.7
00-00	937.4	2.4	804	3	54	70	2	2	0	0	0	0	0	517	58.3	118	13.3	25	2.8	30.8	34.7

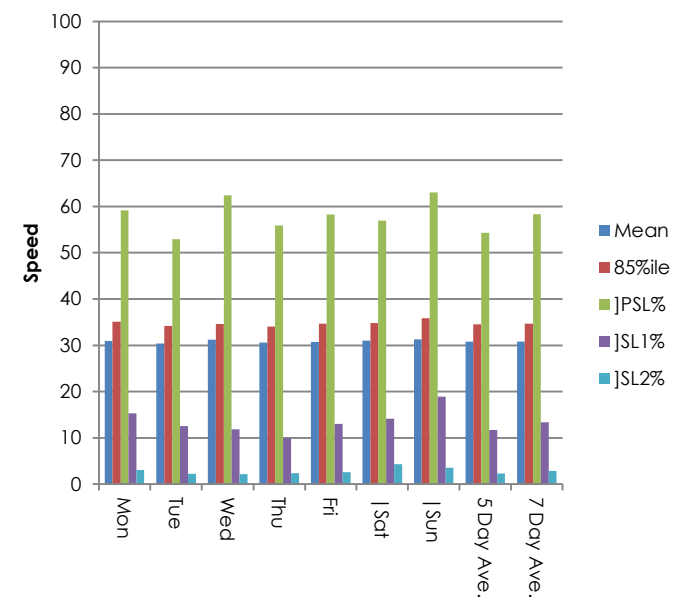
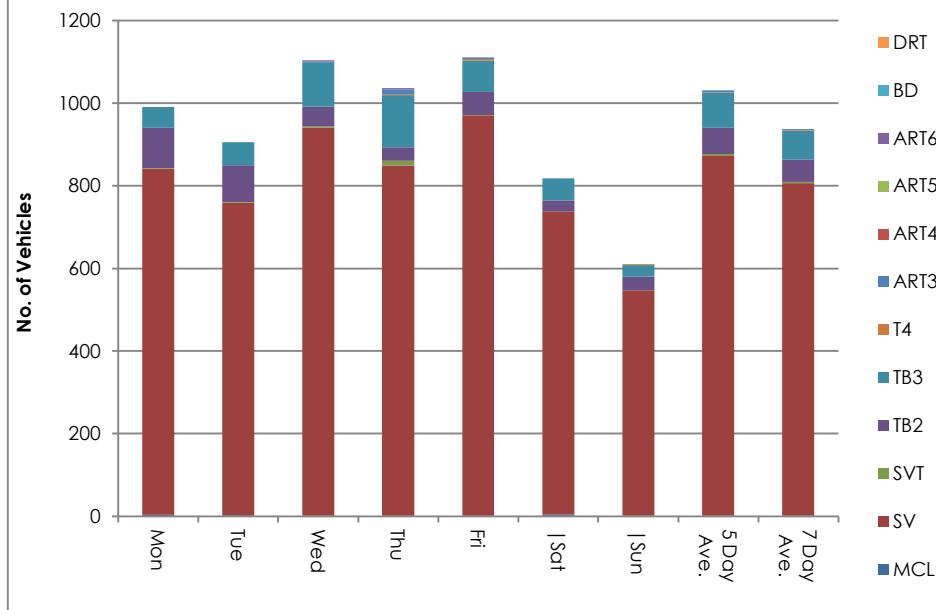
Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	990.7	3.2	838	2	97.5	50	0	0	0	0	0	0	0	555	59.2	143	15.3	29	3.1	30.9	35.1
Tue	905.3	2.8	757	1	88.5	56	0	0	0	0	0	0	0	451	52.9	107	12.6	19	2.2	30.4	34.2
Wed	1103.9	2.4	938	3	48	108	0	2	0	0	2.5	0	0	646	62.4	123	11.9	22	2.1	31.2	34.6
Thu	1036.1	1.6	847	12	33	126	2	12	0	0	2.5	0	0	535	56.0	95	9.9	23	2.4	30.6	34
Fri	1111.1	1.6	969	1	55.5	76	4	4	0	0	0	0	0	613	58.2	137	13.0	27	2.6	30.7	34.7
Sat	818.4	4.4	733	0	27	52	0	2	0	0	0	0	0	449	56.9	111	14.1	34	4.3	31	34.8
Sun	610	2	545	0	33	28	2	0	0	0	0	0	0	370	63.0	111	18.9	21	3.6	31.3	35.8
5 Day Ave.	1030.9	2.4	870	4	64.5	84	2	4	0	0	0	0	0	560	54.3	121	11.7	24	2.3	30.8	34.5
7 Day Ave.	937.4	2.4	804	3	54	70	2	2	0	0	0	0	0	517	58.3	118	13.3	25	2.8	30.8	34.7
--	6575.5	18	5627	19	382.5	496	8	20	0	0	5	0	0	3619	58.3	827	13.3	175	2.8	30.8	34.7

Summary Graphs



Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February Wednesday, 04 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	13	0	0	0	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	16.4	0	0	1	0	2	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	48.9	0	0	0	0	4	23	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	64.9	0	0	0	0	0	29	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	64.5	0	0	0	0	4	14	33	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	65	0	0	0	0	1	25	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	55	0	0	0	1	2	17	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	66	0	0	0	0	1	18	29	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	59.5	0	0	0	0	1	15	37	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	83.4	0	1	0	1	3	29	40	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	139.3	0	0	0	2	3	57	56	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	123	0	0	0	0	4	21	75	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	88.5	0	0	0	0	2	32	46	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	82	0	0	0	0	1	20	46	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	49.5	0	0	0	0	2	19	22	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	38.5	0	0	0	0	0	16	8	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	18	0	0	0	0	0	0	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	14	0	0	0	0	0	2	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	4.5	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	940	0	1	0	4	26	300	450	87	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	1062.4	0	1	1	4	30	339	500	100	16	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	1080.9	0	1	1	4	31	344	508	101	18	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	1103.9	0	1	1	4	32	351	523	101	18	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Thursday, 05 February 2026 Thursday, 05 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	9	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	29.5	0	0	0	0	1	13	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	48	0	0	0	0	5	18	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	60	0	0	0	0	3	25	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	54	0	0	0	0	5	21	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	66.5	0	0	0	1	0	20	39	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	53.5	0	0	0	0	0	12	30	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	67.9	0	0	1	2	9	17	26	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	56.5	0	0	0	0	3	23	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	85.9	0	0	0	0	4	41	29	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	112	0	0	0	0	7	37	50	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	97.9	0	0	0	1	3	26	47	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	90	0	0	0	0	3	25	43	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	69.4	0	0	0	0	3	29	24	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	50.5	0	0	0	0	3	23	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	30.5	0	0	0	1	2	10	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	19	0	0	0	0	0	7	6	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	17	0	0	0	0	1	8	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	9	0	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	861.6	0	0	1	4	45	294	379	58	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	991.1	0	0	1	5	51	347	422	69	18	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	1017.1	0	0	1	5	52	359	429	70	19	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	1036.1	0	0	1	5	53	362	440	72	19	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Friday, 06 February 202 Friday, 06 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0.4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	17	0	0	0	1	0	7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	22	0	0	0	0	0	6	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	48	0	0	0	1	6	20	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	66.5	0	0	0	2	8	18	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	57	0	1	0	6	4	21	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	61.5	0	1	0	1	7	24	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	54.5	0	0	0	1	4	23	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	73.5	0	0	0	0	9	22	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	67.4	0	0	0	1	4	15	32	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	119.4	0	0	0	2	7	41	53	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	129.9	0	0	0	1	7	48	57	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	93	0	1	0	0	5	20	44	14	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	85.5	0	0	0	0	4	20	44	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	70.5	0	0	0	0	2	19	32	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	45	0	0	0	0	1	10	25	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	37.5	0	0	0	0	1	15	10	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	24.5	0	0	0	0	0	4	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	17	0	0	0	0	1	6	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	926.7	0	3	0	15	67	291	397	91	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1055.7	0	3	0	15	69	326	459	108	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1087.7	0	3	0	15	72	340	470	109	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1111.1	0	3	0	16	72	349	476	110	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Saturday, 07 February 2 **Saturday, 07 February 2026**

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	8	0	0	0	0	0	4	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	9.5	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	19	0	0	0	0	1	5	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	27.9	0	0	0	0	1	16	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	33.8	0	0	0	2	5	10	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	56.5	0	0	0	0	0	25	19	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	86.4	0	0	0	0	4	22	36	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	93.4	0	0	1	0	4	22	45	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	69.5	0	0	1	0	1	32	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	55.4	0	0	1	0	2	15	27	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	59	0	0	0	0	5	20	29	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	48.4	0	0	0	0	0	23	17	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	58.4	0	0	1	0	1	26	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	57.9	0	0	0	0	7	17	26	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	43	0	0	0	0	1	15	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	26	0	0	0	0	3	7	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	19.4	0	0	0	1	2	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	20.5	0	0	0	0	2	5	9	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10.4	0	0	0	0	0	4	2	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	665.6	0	0	4	2	31	233	279	69	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	763.5	0	0	4	3	37	269	325	72	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	794.4	0	0	4	3	39	278	336	75	24	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	818.4	0	0	4	3	45	288	338	77	25	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Sunday, 08 February 20 Sunday, 08 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	1	7	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	12	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	11.5	0	0	0	0	0	3	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	25.9	0	0	0	0	1	5	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	53.4	0	0	0	1	5	20	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	49.9	0	1	0	0	3	14	22	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	54.5	0	0	0	0	5	21	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	45	0	0	0	0	0	11	22	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	40	0	0	1	0	4	9	16	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	66.5	0	0	0	0	7	23	20	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	51	0	0	0	0	4	9	20	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	39	0	0	0	0	1	8	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	40	0	0	0	0	1	8	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	36.8	0	0	1	1	2	14	14	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	22	0	0	0	0	0	10	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	14.5	0	0	0	0	1	3	5	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	1	1	5	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	488.7	0	1	1	1	31	136	212	77	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	568	0	1	2	2	34	165	243	82	13	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	583	0	1	2	3	35	170	247	84	15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	610	0	1	2	3	35	176	259	90	17	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Monday, 09 February 21 Monday, 09 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1.5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	18	0	0	0	0	1	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	33.4	0	0	0	0	3	13	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	66.9	0	0	0	1	2	12	36	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	49	0	0	0	0	2	16	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	118.5	0	0	0	2	9	23	48	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	51.9	1	0	0	2	5	16	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	57	0	0	0	0	2	15	29	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	61.5	0	0	0	1	2	22	25	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	73.4	0	0	0	0	9	22	29	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	108	0	0	0	0	6	36	50	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	98.4	0	0	0	0	9	42	36	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	82.3	0	0	0	2	5	29	29	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	59.9	0	0	1	0	6	18	22	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	42	0	0	0	0	2	10	22	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	22.5	0	0	0	0	0	9	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	20.5	0	0	0	0	0	8	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	0	0	0	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	860.2	1	0	1	8	60	264	361	101	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	963.2	1	0	1	8	63	300	404	112	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	970.2	1	0	1	8	64	300	408	112	22	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	990.7	1	0	1	8	66	307	412	114	24	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 21 Tuesday, 10 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	7	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	6	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	19	0	0	0	0	0	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	39.9	0	0	0	0	2	16	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	67	0	0	0	0	3	23	33	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	49.5	0	0	0	0	2	9	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	56	0	0	0	0	7	18	17	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	44.5	0	0	0	0	1	20	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	54.5	0	0	0	3	13	17	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	57	0	0	0	1	6	24	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	64.9	0	0	0	0	5	23	24	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	96	0	0	0	0	2	35	42	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	88	0	0	0	0	8	19	37	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	97.3	0	0	0	2	5	51	27	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	62	0	0	0	1	1	27	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	43.8	0	0	1	0	4	19	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	27.9	0	0	0	0	1	14	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	13.5	0	0	0	0	0	3	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	8.5	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	776.6	0	0	0	7	55	282	299	73	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	880.8	0	0	1	7	60	327	333	83	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	891.3	0	0	1	7	61	331	338	83	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	905.3	0	0	1	7	61	332	344	88	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	8.5	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	17.5	0	0	0	0	1	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	34.5	0	0	0	0	3	14	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	51	0	0	0	0	2	18	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	47	0	0	0	1	3	14	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	66	0	0	0	1	4	22	27	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	57	0	0	0	1	3	18	23	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	65.5	0	0	0	1	6	19	29	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	58	0	0	0	0	2	20	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	75.9	0	0	0	0	5	26	31	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	102	0	0	0	0	5	37	43	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	86	0	0	0	0	5	23	39	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	76.9	0	0	0	1	3	27	33	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	64	0	0	0	0	3	20	29	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	43.9	0	0	0	0	2	16	19	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	29.5	0	0	0	0	1	12	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	18.5	0	0	0	0	0	5	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	13	0	0	0	0	1	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	788.5	0	1	1	6	45	257	340	79	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	897.9	0	1	1	6	49	296	384	89	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	915.9	0	1	1	6	51	303	391	91	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	937.4	0	1	1	7	52	309	399	93	20	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

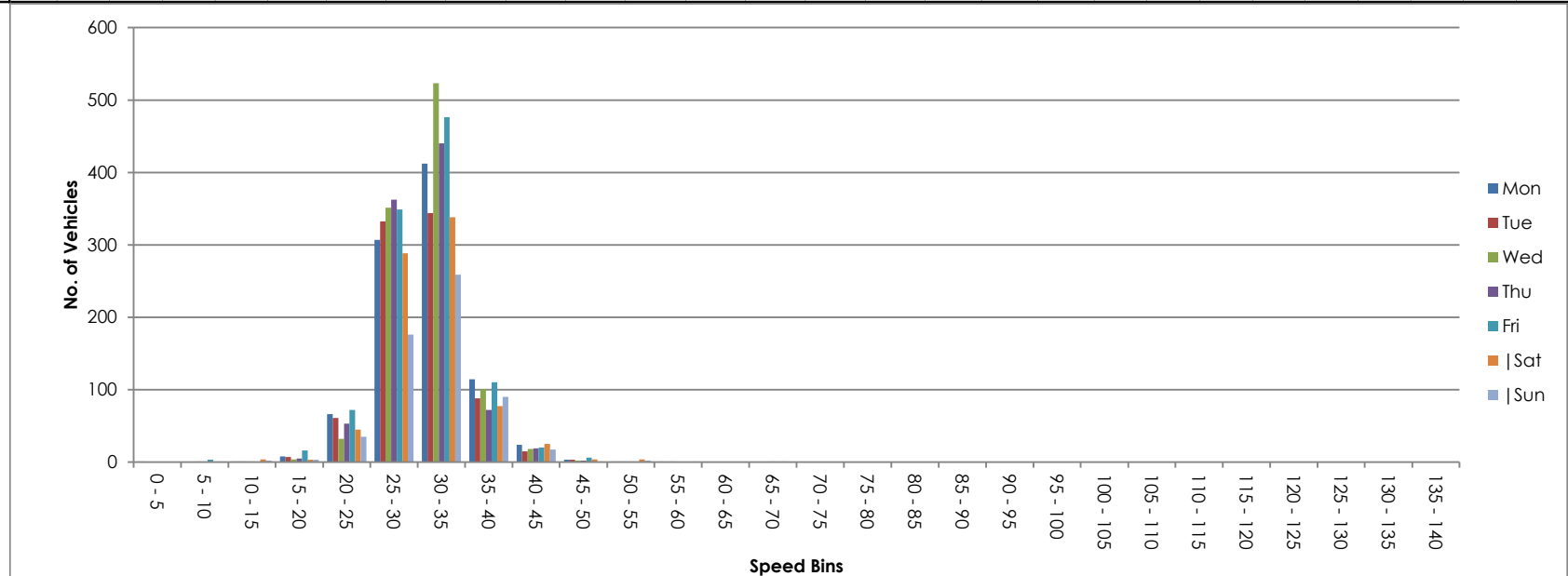
Site 17768-01-
Location Cemetery Road [30mph]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	990.7	1	0	1	8	66	307	412	114	24	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	905.3	0	0	1	7	61	332	344	88	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	1103.9	0	1	1	4	32	351	523	101	18	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	1036.1	0	0	1	5	53	362	440	72	19	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	1111.1	0	3	0	16	72	349	476	110	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	818.4	0	0	4	3	45	288	338	77	25	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	610	0	1	2	3	35	176	259	90	17	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	1030.9	0	1	1	8	57	340	439	97	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	937.4	0	1	1	7	52	309	399	93	20	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	6575.5	1	5	10	46	364	2165	2792	652	138	21	11	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February : Wednesday, 04 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	31.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	34	-
0400	3.5	0	2	0	1.5	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0.0	35.3	-
0500	23	0	17	0	6	0	0	0	0	0	0	0	0	15	71.4	10	47.6	5	23.8	34.5	43.8
0600	41.8	0.8	30	0	9	2	0	0	0	0	0	0	0	34	87.2	18	46.2	6	15.4	35	40.9
0700	79.5	0	72	0	7.5	0	0	0	0	0	0	0	0	53	68.8	24	31.2	7	9.1	32.7	37.7
0800	97	0	84	0	9	4	0	0	0	0	0	0	0	66	71.7	28	30.4	4	4.3	32.3	36.9
0900	68.5	0	55	1	10.5	2	0	0	0	0	0	0	0	38	59.4	11	17.2	2	3.1	31.2	35.8
1000	52	0	45	0	3	4	0	0	0	0	0	0	0	29	59.2	12	24.5	0	0.0	31.5	35.6
1100	69	0	54	0	15	0	0	0	0	0	0	0	0	49	76.6	23	35.9	3	4.7	32.9	37.1
1200	58.5	0	47	0	9	0	0	0	2.5	0	0	0	0	40	74.1	15	27.8	7	13.0	33.1	37.8
1300	57	0	44	0	10.5	0	0	0	2.5	0	0	0	0	29	55.8	13	25.0	3	5.8	31.3	36.6
1400	70.4	0.4	59	0	4.5	2	2	0	2.5	0	0	0	0	39	59.1	14	21.2	2	3.0	30.7	35.8
1500	80.5	0	76	0	4.5	0	0	0	0	0	0	0	0	48	60.8	18	22.8	4	5.1	31.6	36.8
1600	92	0	84	0	6	2	0	0	0	0	0	0	0	60	67.4	22	24.7	4	4.5	31.9	37
1700	57.9	0.4	53	0	4.5	0	0	0	0	0	0	0	0	38	66.7	16	28.1	3	5.3	31.9	36.9
1800	48.5	0	45	0	1.5	2	0	0	0	0	0	0	0	34	72.3	17	36.2	6	12.8	33.9	39.2
1900	36	0	34	0	0	2	0	0	0	0	0	0	0	26	74.3	11	31.4	3	8.6	33	38.1
2000	30	0	27	0	3	0	0	0	0	0	0	0	0	21	72.4	12	41.4	5	17.2	33.5	41.2
2100	14.5	0	13	0	1.5	0	0	0	0	0	0	0	0	10	71.4	5	35.7	3	21.4	35	44.8
2200	8.5	0	7	0	1.5	0	0	0	0	0	0	0	0	4	50.0	1	12.5	0	0.0	30.5	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	47.1	-
07-19	830.8	0.8	718	1	85.5	16	2	0	7.5	0	0	0	0	523	66.2	213	27.0	45	5.7	32.1	37
06-22	953.1	1.6	822	1	99	20	2	0	7.5	0	0	0	0	614	67.7	259	28.6	62	6.8	32.3	37.2
06-00	963.6	1.6	831	1	100.5	20	2	0	7.5	0	0	0	0	620	67.6	262	28.6	63	6.9	32.3	37.3
00-00	994.1	1.6	854	1	108	20	2	0	7.5	0	0	0	0	640	67.7	276	29.2	68	7.2	32.4	37.5

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Thursday, 05 February 202 Thursday, 05 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.9	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	34.3	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	54.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	3.5	0	2	0	1.5	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	33.9	-
0500	23.5	0	19	0	4.5	0	0	0	0	0	0	0	0	15	68.2	5	22.7	4	18.2	33.6	44.5
0600	34.9	0.4	28	0	4.5	2	0	0	0	0	0	0	0	29	87.9	15	45.5	5	15.2	35.2	40.1
0700	82	0	73	0	9	0	0	0	0	0	0	0	0	51	64.6	18	22.8	3	3.8	31.5	37
0800	96.5	0	78	0	16.5	2	0	0	0	0	0	0	0	57	63.3	23	25.6	9	10.0	32.6	38
0900	64.9	0.4	60	0	4.5	0	0	0	0	0	0	0	0	42	65.6	15	23.4	7	10.9	32	38.7
1000	43.9	0.4	36	0	7.5	0	0	0	0	0	0	0	0	25	59.5	8	19.1	2	4.8	30.8	35.7
1100	37.5	0	33	0	4.5	0	0	0	0	0	0	0	0	19	52.8	7	19.4	0	0.0	30.9	35.9
1200	59.5	0	55	0	4.5	0	0	0	0	0	0	0	0	41	70.7	18	31.0	5	8.6	32.5	37
1300	49	0	43	1	3	2	0	0	0	0	0	0	0	25	53.2	9	19.2	3	6.4	31.3	37.3
1400	63.5	0	55	1	7.5	0	0	0	0	0	0	0	0	36	59.0	17	27.9	3	4.9	31.3	37.3
1500	93	0	87	0	6	0	0	0	0	0	0	0	0	51	56.0	14	15.4	2	2.2	30.5	35.2
1600	62.9	0.4	53	0	7.5	2	0	0	0	0	0	0	0	39	65.0	12	20.0	1	1.7	31.5	36.8
1700	58.5	0	52	0	4.5	2	0	0	0	0	0	0	0	34	60.7	9	16.1	1	1.8	30.8	35.6
1800	57	0	51	0	1.5	2	0	0	2.5	0	0	0	0	35	64.8	14	25.9	5	9.3	32	38.2
1900	36.5	0	32	0	4.5	0	0	0	0	0	0	0	0	25	71.4	10	28.6	2	5.7	32.9	38
2000	27	0	27	0	0	0	0	0	0	0	0	0	0	20	74.1	13	48.2	2	7.4	33.9	37.6
2100	14.9	0.4	13	0	1.5	0	0	0	0	0	0	0	0	11	73.3	5	33.3	2	13.3	34	40.5
2200	11.5	0	10	0	1.5	0	0	0	0	0	0	0	0	9	81.8	4	36.4	1	9.1	32.8	37.6
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	0	0.0	34.3	-
07-19	768.2	1.2	676	2	76.5	10	0	0	2.5	0	0	0	0	455	61.7	164	22.2	41	5.6	31.5	36.7
06-22	881.5	2	776	2	87	12	0	0	2.5	0	0	0	0	540	63.7	207	24.4	52	6.1	31.9	37
06-00	897	2	790	2	88.5	12	0	0	2.5	0	0	0	0	552	64.0	213	24.7	53	6.1	31.9	37
00-00	928	2	815	2	94.5	12	0	0	2.5	0	0	0	0	573	64.2	221	24.8	58	6.5	31.9	37

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Friday, 06 February 2026 Friday, 06 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0.8	0.8	0	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	30	-
0100	2.5	0	1	0	1.5	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	31.5	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.2	-
0300	1.9	0.4	0	0	1.5	0	0	0	0	0	0	0	0	2	100.0	2	100.0	2	100.0	42.2	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	3	100.0	2	66.7	46.8	-
0500	18	0	13	0	3	2	0	0	0	0	0	0	0	14	87.5	8	50.0	4	25.0	35.2	44
0600	28.4	0.4	25	0	3	0	0	0	0	0	0	0	0	22	78.6	17	60.7	2	7.1	34.3	39.4
0700	90.5	0	71	0	19.5	0	0	0	0	0	0	0	0	46	54.8	26	31.0	11	13.1	32.1	39.1
0800	80	0	74	0	6	0	0	0	0	0	0	0	0	53	68.0	22	28.2	4	5.1	32.3	37
0900	67	0	58	0	9	0	0	0	0	0	0	0	0	36	56.3	11	17.2	1	1.6	31.1	35.3
1000	52	0	43	0	9	0	0	0	0	0	0	0	0	30	61.2	11	22.5	1	2.0	31.2	36.1
1100	65.5	0	55	0	10.5	0	0	0	0	0	0	0	0	41	66.1	14	22.6	2	3.2	31.9	36.8
1200	80.5	0	67	0	13.5	0	0	0	0	0	0	0	0	54	71.1	25	32.9	6	7.9	32.5	37.2
1300	78.4	0.4	70	0	1.5	4	0	0	2.5	0	0	0	0	47	62.7	19	25.3	5	6.7	31.8	38.3
1400	85	0	71	0	12	2	0	0	0	0	0	0	0	34	42.5	8	10.0	3	3.8	29.9	34.4
1500	86.5	0	73	0	13.5	0	0	0	0	0	0	0	0	56	68.3	19	23.2	3	3.7	32	36.7
1600	92	0	79	0	9	4	0	0	0	0	0	0	0	49	56.3	18	20.7	7	8.0	31.2	36.3
1700	67	0	65	0	0	2	0	0	0	0	0	0	0	37	56.1	17	25.8	4	6.1	31.3	37
1800	61	0	58	0	3	0	0	0	0	0	0	0	0	45	75.0	7	11.7	1	1.7	31.6	34.7
1900	40.5	0	37	0	1.5	2	0	0	0	0	0	0	0	29	74.4	11	28.2	4	10.3	32.9	39
2000	29	0	29	0	0	0	0	0	0	0	0	0	0	21	72.4	11	37.9	6	20.7	34.1	41.1
2100	15.5	0	14	0	1.5	0	0	0	0	0	0	0	0	11	73.3	3	20.0	0	0.0	31.8	36.8
2200	9	0	9	0	0	0	0	0	0	0	0	0	0	7	77.8	2	22.2	0	0.0	32.5	-
2300	7	0	5	0	0	2	0	0	0	0	0	0	0	4	66.7	3	50.0	1	16.7	33.9	-
07-19	905.4	0.4	784	0	106.5	12	0	0	2.5	0	0	0	0	528	61.2	197	22.8	48	5.6	31.6	36.5
06-22	1018.8	0.8	889	0	112.5	14	0	0	2.5	0	0	0	0	611	62.7	239	24.5	60	6.2	31.8	36.8
06-00	1034.8	0.8	903	0	112.5	16	0	0	2.5	0	0	0	0	622	62.9	244	24.7	61	6.2	31.8	36.8
00-00	1062	2	921	0	118.5	18	0	0	2.5	0	0	0	0	643	63.4	258	25.4	70	6.9	31.9	36.9

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Saturday, 07 February 202 Saturday, 07 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5.4	0.4	5	0	0	0	0	0	0	0	0	0	0	5	83.3	2	33.3	2	33.3	32.6	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	44.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	30.3	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	2	100.0	48.6	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	30.8	-
0500	11	0	8	0	3	0	0	0	0	0	0	0	0	9	90.0	5	50.0	2	20.0	36.1	-
0600	15.5	0	12	0	1.5	2	0	0	0	0	0	0	0	11	78.6	8	57.1	1	7.1	34	39.2
0700	17	0	14	0	3	0	0	0	0	0	0	0	0	8	50.0	4	25.0	1	6.3	31.6	39.3
0800	55	0	49	0	6	0	0	0	0	0	0	0	0	32	60.4	11	20.8	2	3.8	31.8	36.2
0900	65.9	0.4	58	0	7.5	0	0	0	0	0	0	0	0	43	67.2	27	42.2	6	9.4	33.4	38.5
1000	81.9	0.4	74	0	7.5	0	0	0	0	0	0	0	0	49	61.3	19	23.8	2	2.5	31.3	36.6
1100	82.5	0	73	0	7.5	2	0	0	0	0	0	0	0	53	67.1	23	29.1	3	3.8	32.2	36.7
1200	76.5	0	69	0	7.5	0	0	0	0	0	0	0	0	54	73.0	21	28.4	5	6.8	32.3	37
1300	76.8	0.8	73	0	3	0	0	0	0	0	0	0	0	57	74.0	25	32.5	6	7.8	32.3	38.6
1400	58	0	52	0	6	0	0	0	0	0	0	0	0	43	76.8	27	48.2	11	19.6	34.9	41
1500	56.5	0	52	0	4.5	0	0	0	0	0	0	0	0	38	69.1	15	27.3	5	9.1	32.4	36.9
1600	41.9	0.4	38	0	1.5	0	2	0	0	0	0	0	0	30	73.2	14	34.2	6	14.6	33.4	41
1700	63.5	0	60	0	1.5	2	0	0	0	0	0	0	0	34	54.8	17	27.4	3	4.8	31	36.7
1800	60.9	0.4	56	0	4.5	0	0	0	0	0	0	0	0	35	58.3	14	23.3	5	8.3	31.8	35.6
1900	35.3	0.8	30	0	4.5	0	0	0	0	0	0	0	0	25	71.4	11	31.4	4	11.4	33	39.3
2000	22.5	0	21	0	1.5	0	0	0	0	0	0	0	0	17	77.3	9	40.9	2	9.1	34.1	39.5
2100	14.5	0	13	0	1.5	0	0	0	0	0	0	0	0	6	42.9	1	7.1	0	0.0	29.5	34.4
2200	14.5	0	13	0	1.5	0	0	0	0	0	0	0	0	10	71.4	1	7.1	0	0.0	30.5	34.1
2300	14.4	0.4	14	0	0	0	0	0	0	0	0	0	0	13	86.7	9	60.0	4	26.7	36.8	44.8
07-19	736.4	2.4	668	0	60	4	2	0	0	0	0	0	0	476	66.4	217	30.3	55	7.7	32.3	37.6
06-22	824.2	3.2	744	0	69	6	2	0	0	0	0	0	0	535	66.7	246	30.7	62	7.7	32.4	37.7
06-00	853.1	3.6	771	0	70.5	6	2	0	0	0	0	0	0	558	67.2	256	30.8	66	7.9	32.5	37.7
00-00	875.5	4	790	0	73.5	6	2	0	0	0	0	0	0	577	67.6	267	31.3	73	8.6	32.5	38

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Sunday, 08 February 2026 Sunday, 08 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	6	75.0	3	37.5	1	12.5	34	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	29.1	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	34.9	-
0300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32.1	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	25.9	-
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80.0	2	40.0	1	20.0	34.4	-
0600	12.5	0	11	0	1.5	0	0	0	0	0	0	0	0	9	75.0	5	41.7	2	16.7	34.1	40.5
0700	15.8	0.8	12	0	3	0	0	0	0	0	0	0	0	9	56.3	4	25.0	2	12.5	30.8	38.9
0800	17	0	17	0	0	0	0	0	0	0	0	0	0	13	76.5	10	58.8	2	11.8	34	39.6
0900	44.9	0.4	43	0	1.5	0	0	0	0	0	0	0	0	26	57.8	11	24.4	5	11.1	32	37.2
1000	73.4	0.4	67	0	6	0	0	0	0	0	0	0	0	43	59.7	16	22.2	4	5.6	31.3	38.6
1100	70.5	0	60	0	10.5	0	0	0	0	0	0	0	0	45	67.2	22	32.8	6	9.0	32.9	38.2
1200	65.8	0.8	62	0	3	0	0	0	0	0	0	0	0	44	66.7	21	31.8	10	15.2	32.4	40.2
1300	56.5	0	49	0	7.5	0	0	0	0	0	0	0	0	33	61.1	12	22.2	2	3.7	31.6	35.4
1400	57.4	0.4	54	0	3	0	0	0	0	0	0	0	0	43	75.4	17	29.8	5	8.8	32.9	38.3
1500	60	0	57	0	3	0	0	0	0	0	0	0	0	35	59.3	13	22.0	1	1.7	31.2	36.6
1600	44	0	41	0	3	0	0	0	0	0	0	0	0	28	65.1	10	23.3	1	2.3	31.4	36.8
1700	36.5	0	32	0	4.5	0	0	0	0	0	0	0	0	24	68.6	11	31.4	1	2.9	32.5	37.4
1800	31.5	0	30	0	1.5	0	0	0	0	0	0	0	0	22	71.0	15	48.4	6	19.4	33.4	41
1900	25.9	0.4	24	0	1.5	0	0	0	0	0	0	0	0	18	69.2	9	34.6	4	15.4	33.5	40.1
2000	15.5	0	14	0	1.5	0	0	0	0	0	0	0	0	10	66.7	3	20.0	1	6.7	32.2	36.4
2100	14.2	1.2	11	0	0	2	0	0	0	0	0	0	0	10	66.7	6	40.0	4	26.7	33.5	44.7
2200	10.9	0.4	9	0	1.5	0	0	0	0	0	0	0	0	7	63.6	2	18.2	1	9.1	30	37.4
2300	0.4	0.4	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	46.6	-
07-19	573.3	2.8	524	0	46.5	0	0	0	0	0	0	0	0	365	65.0	162	28.8	45	8.0	32.1	37.6
06-22	641.4	4.4	584	0	51	2	0	0	0	0	0	0	0	412	65.4	185	29.4	56	8.9	32.3	37.7
06-00	652.7	5.2	593	0	52.5	2	0	0	0	0	0	0	0	420	65.4	188	29.3	58	9.0	32.2	37.8
00-00	673.2	5.2	612	0	54	2	0	0	0	0	0	0	0	434	65.6	194	29.3	60	9.1	32.3	37.8

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Monday, 09 February 2026 Monday, 09 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	2	100.0	53.8	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	27.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	39.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	2	50.0	1	25.0	36.6	-
0500	19	0	14	0	3	2	0	0	0	0	0	0	0	13	76.5	6	35.3	2	11.8	33.6	41
0600	38.4	0.4	30	0	6	2	0	0	0	0	0	0	0	30	83.3	21	58.3	7	19.4	35.3	40.7
0700	84	0	75	0	9	0	0	0	0	0	0	0	0	58	71.6	25	30.9	5	6.2	32.7	36.9
0800	104.4	0.4	83	0	21	0	0	0	0	0	0	0	0	63	64.3	27	27.6	6	6.1	32	37.2
0900	66.5	0	53	0	13.5	0	0	0	0	0	0	0	0	41	66.1	17	27.4	6	9.7	32.4	38.1
1000	57	0	48	0	9	0	0	0	0	0	0	0	0	31	57.4	12	22.2	4	7.4	31.2	36.7
1100	66.5	0	54	0	10.5	2	0	0	0	0	0	0	0	36	58.1	10	16.1	0	0.0	30.7	35.6
1200	72.9	0.4	59	0	13.5	0	0	0	0	0	0	0	0	40	58.0	19	27.5	5	7.2	31.6	38
1300	48.5	0	41	0	7.5	0	0	0	0	0	0	0	0	33	71.7	11	23.9	1	2.2	32	37.5
1400	80	0	61	1	18	0	0	0	0	0	0	0	0	49	66.2	22	29.7	6	8.1	32.3	37.7
1500	78.5	0	68	0	10.5	0	0	0	0	0	0	0	0	40	53.3	19	25.3	5	6.7	30.5	36.6
1600	72.9	0.4	65	0	7.5	0	0	0	0	0	0	0	0	48	67.6	19	26.8	6	8.5	32.3	37.2
1700	55.5	0	51	0	4.5	0	0	0	0	0	0	0	0	31	57.4	13	24.1	5	9.3	31.7	36.5
1800	44.5	0	43	0	1.5	0	0	0	0	0	0	0	0	34	77.3	17	38.6	7	15.9	33.8	40.4
1900	46	0	43	0	3	0	0	0	0	0	0	0	0	37	82.2	13	28.9	2	4.4	33.2	38.6
2000	24	0	21	0	3	0	0	0	0	0	0	0	0	18	78.3	11	47.8	1	4.3	34.1	39.3
2100	10.4	0.4	10	0	0	0	0	0	0	0	0	0	0	4	36.4	3	27.3	1	9.1	27.8	40.4
2200	10.4	0.4	10	0	0	0	0	0	0	0	0	0	0	4	36.4	1	9.1	0	0.0	27.8	35
2300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.1	-
07-19	831.2	1.2	701	1	126	2	0	0	0	0	0	0	0	504	63.8	211	26.7	56	7.1	31.9	37.1
06-22	950	2	805	1	138	4	0	0	0	0	0	0	0	593	65.5	259	28.6	67	7.4	32.1	37.6
06-00	961.9	2.4	815	1	139.5	4	0	0	0	0	0	0	0	597	65.1	260	28.4	67	7.3	32.1	37.6
00-00	989.9	2.4	838	1	142.5	6	0	0	0	0	0	0	0	616	65.3	271	28.7	72	7.6	32.1	37.7

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 2026 Tuesday, 10 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	1	50.0	41.4	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	31.8	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	0	0.0	0	0.0	31.7	-
0300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	40.6	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	0	0.0	0	0.0	32.2	-
0500	16	0	10	0	6	0	0	0	0	0	0	0	0	10	71.4	6	42.9	2	14.3	33.8	42.3
0600	34.9	0.4	27	0	7.5	0	0	0	0	0	0	0	0	30	90.9	17	51.5	5	15.2	35	40.4
0700	88.9	0.4	75	0	13.5	0	0	0	0	0	0	0	0	59	69.4	28	32.9	6	7.1	33.2	38.6
0800	116.5	0	94	0	22.5	0	0	0	0	0	0	0	0	86	78.9	35	32.1	12	11.0	33.4	38.8
0900	60	0	47	1	12	0	0	0	0	0	0	0	0	42	75.0	16	28.6	4	7.1	32.8	38.4
1000	66.5	0	55	0	7.5	4	0	0	0	0	0	0	0	42	67.7	24	38.7	8	12.9	33.2	39.4
1100	40.5	0	39	0	1.5	0	0	0	0	0	0	0	0	25	62.5	12	30.0	3	7.5	31.7	38.1
1200	49.5	0	45	0	4.5	0	0	0	0	0	0	0	0	33	68.8	14	29.2	6	12.5	32.7	38.5
1300	54	0	45	0	9	0	0	0	0	0	0	0	0	27	52.9	11	21.6	3	5.9	31.3	37.8
1400	68.5	0	59	0	7.5	2	0	0	0	0	0	0	0	42	64.6	16	24.6	3	4.6	31.9	37.3
1500	80.5	0	70	0	10.5	0	0	0	0	0	0	0	0	44	57.1	14	18.2	1	1.3	31.2	36
1600	83.5	0	73	0	10.5	0	0	0	0	0	0	0	0	55	68.8	21	26.3	6	7.5	32.9	37.1
1700	71.9	0.4	64	0	7.5	0	0	0	0	0	0	0	0	42	60.0	18	25.7	5	7.1	31.6	38
1800	41.9	0.4	37	0	4.5	0	0	0	0	0	0	0	0	24	58.5	7	17.1	1	2.4	30.9	35.6
1900	37.5	0	33	0	4.5	0	0	0	0	0	0	0	0	24	66.7	10	27.8	3	8.3	32.6	37
2000	22.4	0.4	22	0	0	0	0	0	0	0	0	0	0	15	65.2	5	21.7	1	4.3	32	35.7
2100	10.5	0	9	0	1.5	0	0	0	0	0	0	0	0	8	80.0	4	40.0	2	20.0	35.1	-
2200	10.9	0.4	9	0	1.5	0	0	0	0	0	0	0	0	10	90.9	5	45.5	1	9.1	34.5	39.7
2300	4.5	0	3	0	1.5	0	0	0	0	0	0	0	0	1	25.0	1	25.0	0	0.0	29.9	-
07-19	822.2	1.2	703	1	111	6	0	0	0	0	0	0	0	521	66.5	216	27.6	58	7.4	32.4	38
06-22	927.5	2	794	1	124.5	6	0	0	0	0	0	0	0	598	67.5	252	28.4	69	7.8	32.5	38
06-00	942.9	2.4	806	1	127.5	6	0	0	0	0	0	0	0	609	67.6	258	28.6	70	7.8	32.5	38
00-00	969.4	2.4	825	1	135	6	0	0	0	0	0	0	0	629	68.0	266	28.8	74	8.0	32.6	38.1

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	2	76.2	1	42.9	1	33.3	34.9	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	61.5	1	30.8	0	7.7	31.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	87.5	0	25.0	0	12.5	35.5	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	75.0	1	62.5	40.3	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	75.0	1	45.0	0	15.0	35.2	-
0500	15	0	12	0	3	0	0	0	0	0	0	0	0	11	76.2	6	40.0	3	19.1	34.3	43
0600	29.9	0.4	23	0	4.5	2	0	0	0	0	0	0	0	24	84.6	14	51.8	4	14.4	34.9	39.9
0700	65	0	56	0	9	0	0	0	0	0	0	0	0	41	64.8	18	29.5	5	8.0	32.3	37.8
0800	80	0	68	0	12	0	0	0	0	0	0	0	0	53	68.9	22	29.1	6	7.3	32.5	37.5
0900	62	0	53	0	9	0	0	0	0	0	0	0	0	38	64.0	15	25.8	4	7.4	32.1	37.1
1000	62.5	0	53	0	7.5	2	0	0	0	0	0	0	0	36	61.0	15	25.0	3	5.1	31.6	36.9
1100	62	0	53	0	9	0	0	0	0	0	0	0	0	38	65.4	16	27.1	2	4.1	32	36.8
1200	65.5	0	58	0	7.5	0	0	0	0	0	0	0	0	44	68.8	19	29.9	6	9.9	32.4	37.6
1300	58	0	52	0	6	0	0	0	0	0	0	0	0	36	62.4	14	24.9	3	5.7	31.7	37.5
1400	68	0	59	0	9	0	0	0	0	0	0	0	0	41	62.3	17	26.4	5	7.2	31.9	37.4
1500	76.5	0	69	0	7.5	0	0	0	0	0	0	0	0	45	60.2	16	21.6	3	4.1	31.3	36.5
1600	70	0	62	0	6	2	0	0	0	0	0	0	0	44	65.6	17	24.6	4	6.6	32	36.8
1700	58.5	0	54	0	4.5	0	0	0	0	0	0	0	0	34	60.0	14	25.3	3	5.5	31.5	36.6
1800	49	0	46	0	3	0	0	0	0	0	0	0	0	33	68.0	13	27.0	4	9.2	32.4	37.9
1900	36	0	33	0	3	0	0	0	0	0	0	0	0	26	73.3	11	29.9	3	8.8	33	38.5
2000	24.5	0	23	0	1.5	0	0	0	0	0	0	0	0	17	72.6	9	38.1	3	10.7	33.5	38.9
2100	13.9	0.4	12	0	1.5	0	0	0	0	0	0	0	0	9	63.8	4	28.7	2	12.8	32.4	39.6
2200	11.5	0	10	0	1.5	0	0	0	0	0	0	0	0	7	68.0	2	21.3	0	4.0	31.2	35.9
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	3	72.7	3	54.6	1	21.2	35.8	-
07-19	782.1	1.6	682	1	87	8	0	0	2.5	0	0	0	0	482	64.3	197	26.3	50	6.6	32	37.1
06-22	886.4	2.4	773	1	97.5	10	0	0	2.5	0	0	0	0	558	65.6	235	27.7	61	7.2	32.2	37.5
06-00	901.9	2.4	787	1	99	10	0	0	2.5	0	0	0	0	568	65.6	240	27.7	63	7.2	32.2	37.5
00-00	927.8	2.8	808	1	103.5	10	0	0	2.5	0	0	0	0	587	66.0	250	28.1	68	7.6	32.2	37.6

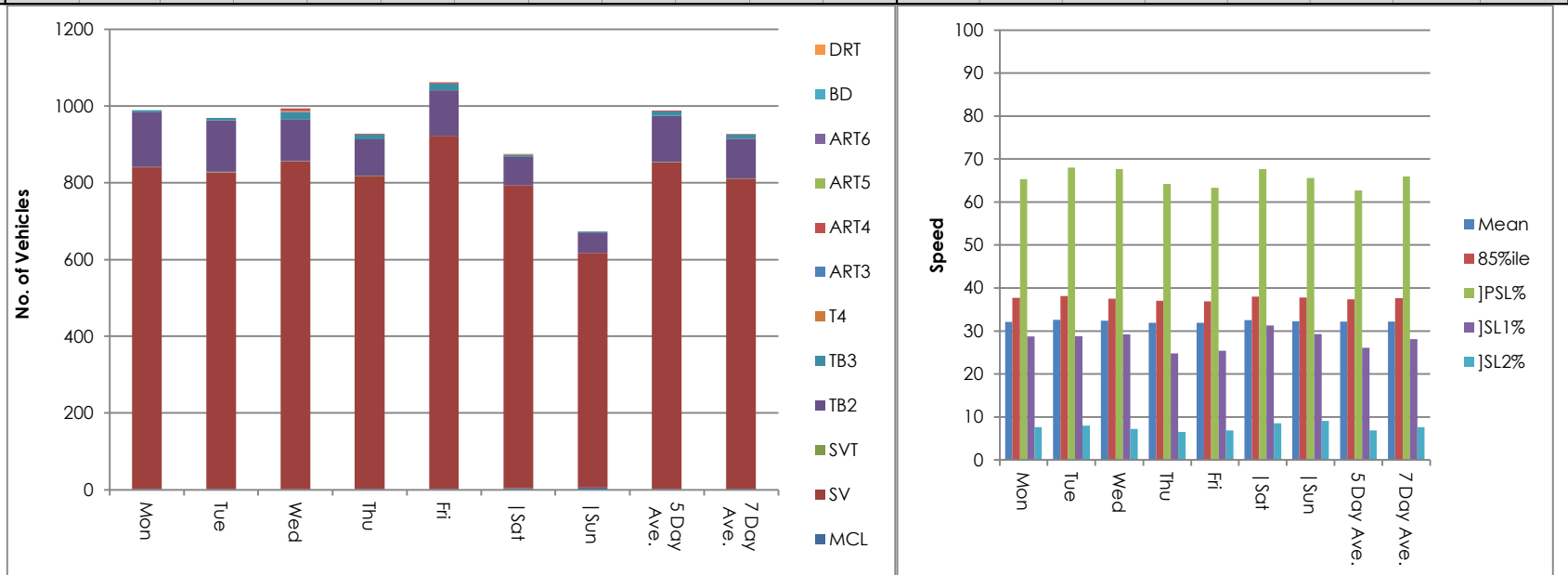
Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	989.9	2.4	838	1	142.5	6	0	0	0	0	0	0	0	616	65.3	271	28.7	72	7.6	32.1	37.7
Tue	969.4	2.4	825	1	135	6	0	0	0	0	0	0	0	629	68.0	266	28.8	74	8.0	32.6	38.1
Wed	994.1	1.6	854	1	108	20	2	0	7.5	0	0	0	0	640	67.7	276	29.2	68	7.2	32.4	37.5
Thu	928	2	815	2	94.5	12	0	0	2.5	0	0	0	0	573	64.2	221	24.8	58	6.5	31.9	37
Fri	1062	2	921	0	118.5	18	0	0	2.5	0	0	0	0	643	63.4	258	25.4	70	6.9	31.9	36.9
Sat	875.5	4	790	0	73.5	6	2	0	0	0	0	0	0	577	67.6	267	31.3	73	8.6	32.5	38
Sun	673.2	5.2	612	0	54	2	0	0	0	0	0	0	0	434	65.6	194	29.3	60	9.1	32.3	37.8
5 Day Ave.	988.5	2	851	1	120	12	0	0	2.5	0	0	0	0	620	62.7	258	26.1	68	6.9	32.2	37.4
7 Day Ave.	927.8	2.8	808	1	103.5	10	0	0	2.5	0	0	0	0	587	66.0	250	28.1	68	7.6	32.2	37.6
--	6492.1	19.6	5655	5	726	70	4	0	12.5	0	0	0	0	4112	66.0	1753	28.1	475	7.6	32.2	37.6

Summary Graphs



Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February Wednesday, 04 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	3.5	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	23	0	0	0	0	2	4	5	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	41.8	0	0	0	0	0	5	16	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	79.5	0	0	0	0	7	17	29	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	97	0	0	0	2	3	21	38	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	68.5	0	0	0	0	6	20	27	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	52	0	0	0	1	1	18	17	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	69	0	0	1	1	2	11	26	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	58.5	0	0	0	1	3	10	25	8	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	57	0	0	0	1	5	17	16	10	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	70.4	0	1	1	1	4	20	25	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	80.5	0	0	0	2	2	27	30	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	92	0	0	0	1	7	21	38	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	57.9	0	0	1	1	1	16	22	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	48.5	0	0	0	0	3	10	17	11	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	36	0	0	0	0	0	9	15	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	30	0	0	0	0	1	7	9	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	14.5	0	0	0	0	0	4	5	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	8.5	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	830.8	0	1	3	11	44	208	310	168	35	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	953.1	0	1	3	11	45	233	355	197	48	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	963.6	0	1	3	11	45	237	358	199	48	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	994.1	0	1	3	11	47	243	364	208	51	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Thursday, 05 February 2 Thursday, 05 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3.5	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23.5	0	0	0	1	2	4	10	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	34.9	0	0	0	0	1	3	14	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	82	0	0	0	0	7	21	33	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	96.5	0	0	0	1	0	32	34	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	64.9	0	0	1	0	5	16	27	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	43.9	0	0	0	1	2	14	17	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	37.5	0	0	0	0	2	15	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	59.5	0	0	0	0	3	14	23	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	49	0	0	0	1	4	17	16	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	63.5	0	0	0	0	9	16	19	14	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	93	0	0	1	1	9	29	37	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	62.9	0	0	1	0	3	17	27	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	58.5	0	1	0	0	2	19	25	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	57	0	0	1	0	2	16	21	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	36.5	0	0	0	0	0	10	15	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	27	0	0	0	0	0	7	7	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	14.9	0	0	0	0	0	4	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11.5	0	0	0	0	1	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	768.2	0	1	4	4	48	226	291	123	30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	881.5	0	1	4	4	49	250	333	155	38	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	897	0	1	4	4	50	252	339	160	39	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	928	0	1	4	6	52	256	352	163	40	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Friday, 06 February 202 Friday, 06 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0.8	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2.5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.9	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	18	0	0	0	0	2	0	6	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	28.4	0	0	0	0	2	4	5	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	90.5	0	0	0	1	7	30	20	15	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	80	0	0	0	2	3	20	31	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	67	0	0	0	1	3	24	25	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	52	0	0	0	1	2	16	19	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	65.5	0	0	0	0	1	20	27	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	80.5	0	0	0	0	4	18	29	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	78.4	0	0	1	0	4	23	28	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	85	0	1	0	1	8	36	26	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	86.5	0	0	1	0	8	17	37	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	92	1	0	0	0	8	29	31	11	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	67	0	0	0	2	5	22	20	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	61	0	0	0	1	1	13	38	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	40.5	0	0	0	0	4	6	18	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	29	0	0	0	0	3	5	10	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	15.5	0	0	0	0	2	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	1	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	905.4	1	1	2	9	54	268	331	149	40	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1018.8	1	1	2	9	65	285	372	179	49	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1034.8	1	1	2	9	66	288	378	183	49	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1062	1	1	2	10	68	290	385	188	54	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Saturday, 07 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5.4	0	0	1	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	0	0	0	1	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	15.5	0	0	0	0	1	2	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	0	0	0	2	6	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	55	0	0	0	0	1	20	21	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	65.9	0	0	1	0	2	18	16	21	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	81.9	0	0	1	0	5	25	30	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	82.5	0	0	0	1	1	24	30	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	76.5	0	0	1	0	2	17	33	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	76.8	0	1	3	1	2	13	32	19	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	58	0	0	0	0	1	12	16	16	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	56.5	0	0	0	0	6	11	23	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	41.9	0	0	0	2	1	8	16	8	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	63.5	0	0	0	2	5	21	17	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	60.9	0	0	1	1	4	19	21	9	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	35.3	0	0	2	0	1	7	14	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	22.5	0	0	0	0	1	4	8	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	14.5	0	0	0	1	0	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14.5	0	0	0	0	1	3	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	14.4	0	0	0	0	0	2	4	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	736.4	0	1	7	7	32	194	259	162	39	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	824.2	0	1	9	8	35	214	289	184	43	12	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	853.1	0	1	9	8	36	219	302	190	45	14	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	875.5	0	1	10	8	36	221	310	194	49	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Sunday, 08 February 20 Sunday, 08 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	8	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	12.5	0	0	0	0	0	3	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	15.8	0	0	1	1	0	5	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	17	0	0	0	0	2	2	3	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	44.9	0	1	0	0	1	17	15	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	73.4	0	1	0	2	4	22	27	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	70.5	0	0	0	0	1	21	23	16	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	65.8	0	1	1	0	7	13	23	11	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	56.5	0	0	0	0	3	18	21	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	57.4	0	1	0	0	2	11	26	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	60	0	0	0	1	3	20	22	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	44	0	0	0	0	5	10	18	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	36.5	0	0	0	0	1	10	13	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	31.5	1	0	0	1	1	6	7	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	25.9	0	0	0	0	3	5	9	5	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	15.5	0	0	0	0	1	4	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	14.2	0	0	1	0	1	3	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10.9	0	1	0	0	1	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0.4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	573.3	1	4	2	5	30	155	203	117	34	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	641.4	1	4	3	5	35	170	227	129	41	12	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	652.7	1	5	3	5	36	172	232	130	42	13	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	673.2	1	5	3	5	38	176	240	134	44	13	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Monday, 09 February 2026 / Monday, 09 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	19	0	0	0	0	3	1	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	38.4	0	0	0	0	1	5	9	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	84	0	0	0	0	1	22	33	20	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	104.4	0	0	0	1	8	26	36	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	66.5	0	0	0	0	3	18	24	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	57	0	0	0	1	3	19	19	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	66.5	0	0	0	1	7	18	26	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	72.9	1	0	0	0	3	25	21	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	48.5	0	0	2	0	3	8	22	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	80	0	0	0	2	2	21	27	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	78.5	0	1	2	2	5	25	21	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	72.9	0	0	0	1	2	20	29	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	55.5	0	0	0	1	3	19	18	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	44.5	0	0	0	0	2	8	17	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	46	0	0	0	0	2	6	24	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	24	0	0	0	0	0	5	7	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	10.4	0	0	0	2	3	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10.4	0	0	1	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	831.2	1	1	4	9	42	229	293	155	45	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	950	1	1	4	11	48	247	334	192	54	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	961.9	1	1	5	11	49	253	337	193	54	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	989.9	1	1	5	11	53	256	345	199	56	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 2026 Tuesday, 10 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	0	0	0	2	2	4	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	34.9	0	0	0	0	0	3	13	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	88.9	0	0	0	0	2	24	31	22	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	116.5	0	0	0	1	4	18	51	23	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	60	0	0	0	0	4	10	26	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	66.5	0	0	0	0	3	17	18	16	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	40.5	0	0	1	0	3	11	13	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	49.5	0	0	1	0	1	13	19	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	54	0	0	0	0	4	20	16	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	68.5	0	0	0	2	1	20	26	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	80.5	0	0	1	1	6	25	30	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	83.5	0	0	0	2	1	22	34	15	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	71.9	0	0	0	1	7	20	24	13	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	41.9	0	0	0	1	1	15	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	37.5	0	0	0	0	0	12	14	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	22.4	0	0	0	0	0	8	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	10.5	0	0	0	0	0	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10.9	0	0	0	0	1	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4.5	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	822.2	0	0	3	8	37	215	305	158	41	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	927.5	0	0	3	8	37	240	346	183	52	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	942.9	0	0	3	8	38	243	351	188	53	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	969.4	0	0	3	8	40	245	363	192	55	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

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Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	15	0	0	0	0	2	2	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	29.9	0	0	0	0	1	4	9	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	65	0	0	0	0	4	18	22	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	80	0	0	0	1	3	20	31	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	62	0	0	0	0	3	18	23	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	62.5	0	0	0	1	3	19	21	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	62	0	0	0	0	2	17	22	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	65.5	0	0	0	0	3	16	25	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	58	0	0	1	0	4	17	22	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	68	0	0	0	1	4	19	24	13	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	76.5	0	0	1	1	6	22	29	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	70	0	0	0	1	4	18	28	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	58.5	0	0	0	1	3	18	20	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	49	0	0	0	1	2	12	20	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	36	0	0	0	0	1	8	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	24.5	0	0	0	0	1	6	8	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	13.9	0	0	0	0	1	3	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11.5	0	0	0	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	782.1	0	1	4	8	41	214	285	147	38	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	886.4	0	1	4	8	45	234	322	174	46	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	901.9	0	1	4	8	46	238	328	178	47	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	927.8	0	1	4	8	48	241	337	183	50	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

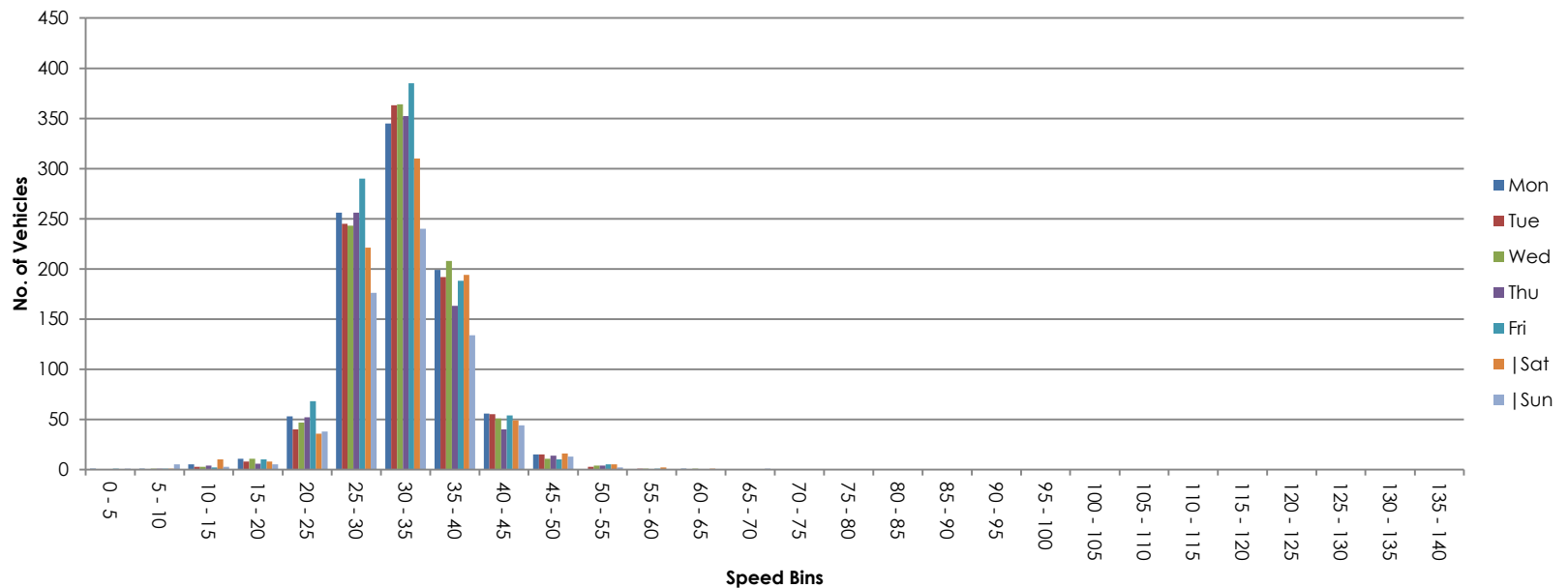
Site 17768-01-
Location Cemetery Road [30mph]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	989.9	1	1	5	11	53	256	345	199	56	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	969.4	0	0	3	8	40	245	363	192	55	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	994.1	0	1	3	11	47	243	364	208	51	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	928	0	1	4	6	52	256	352	163	40	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	1062	1	1	2	10	68	290	385	188	54	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	875.5	0	1	10	8	36	221	310	194	49	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	673.2	1	5	3	5	38	176	240	134	44	13	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	988.5	0	1	3	9	52	258	362	190	51	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	927.8	0	1	4	8	48	241	337	183	50	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	6492.1	3	10	30	59	334	1687	2359	1278	349	94	23	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February : Wednesday, 04 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	1	16.7	0	0.0	29.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40.0	1	20.0	0	0.0	30.6	-
0400	6.5	0	5	0	1.5	0	0	0	0	0	0	0	0	4	66.7	2	33.3	0	0.0	33.7	-
0500	36	0	30	0	6	0	0	0	0	0	0	0	0	27	79.4	10	29.4	5	14.7	33.4	39.9
0600	58.2	1.2	46	0	9	2	0	0	0	0	0	0	0	44	78.6	20	35.7	6	10.7	33.2	38.6
0700	128.4	0.4	111	0	9	8	0	0	0	0	0	0	0	71	58.2	30	24.6	8	6.6	31.5	37
0800	161.9	0.4	139	3	13.5	6	0	0	0	0	0	0	0	100	64.5	35	22.6	4	2.6	31.8	36
0900	133	0	106	1	12	14	0	0	0	0	0	0	0	78	63.9	18	14.8	3	2.5	31.2	35.1
1000	117	0	101	0	6	10	0	0	0	0	0	0	0	64	58.2	18	16.4	0	0.0	31.2	35.2
1100	124	0	94	0	18	12	0	0	0	0	0	0	0	77	68.8	31	27.7	5	4.5	32.3	36.8
1200	124.5	0	101	0	15	6	0	0	2.5	0	0	0	0	82	71.3	28	24.4	8	7.0	32.6	36.6
1300	116.5	0	95	0	10.5	6	0	0	2.5	0	2.5	0	0	68	63.6	15	14.0	3	2.8	31.1	34.7
1400	153.8	0.8	135	0	7.5	6	2	0	2.5	0	0	0	0	86	58.5	21	14.3	4	2.7	30.5	34.8
1500	219.8	0.8	188	0	9	20	0	2	0	0	0	0	0	114	55.1	28	13.5	4	1.9	30.9	34.7
1600	215	0	186	0	15	14	0	0	0	0	0	0	0	149	73.4	36	17.7	5	2.5	31.9	35.5
1700	146.4	0.4	133	0	9	4	0	0	0	0	0	0	0	89	62.7	21	14.8	3	2.1	31.1	35
1800	130.5	0	120	0	4.5	6	0	0	0	0	0	0	0	92	73.0	29	23.0	8	6.3	33	37.4
1900	85.5	0	76	0	1.5	8	0	0	0	0	0	0	0	51	63.0	14	17.3	5	6.2	31.7	36.5
2000	68.5	0	60	0	4.5	4	0	0	0	0	0	0	0	41	63.1	24	36.9	10	15.4	33.3	40.6
2100	32.5	0	31	0	1.5	0	0	0	0	0	0	0	0	28	87.5	11	34.4	6	18.8	35.3	41.8
2200	22.5	0	19	0	1.5	2	0	0	0	0	0	0	0	15	71.4	4	19.1	2	9.5	32	36.7
2300	6.5	0	5	0	1.5	0	0	0	0	0	0	0	0	2	33.3	2	33.3	1	16.7	34.3	-
07-19	1770.8	2.8	1509	4	129	112	2	2	7.5	0	2.5	0	0	1070	64.2	310	18.6	55	3.3	31.5	35.8
06-22	2015.5	4	1722	4	145.5	126	2	2	7.5	0	2.5	0	0	1234	64.9	379	19.9	82	4.3	31.7	36
06-00	2044.5	4	1746	4	148.5	128	2	2	7.5	0	2.5	0	0	1251	64.9	385	20.0	85	4.4	31.7	36
00-00	2098	4	1792	4	156	128	2	2	7.5	0	2.5	0	0	1286	65.0	399	20.2	90	4.5	31.8	36

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Thursday, 05 February 202 Thursday, 05 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	29	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	33	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	54.3	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	0	0.0	0	0.0	32.1	-
0400	6.5	0	5	0	1.5	0	0	0	0	0	0	0	0	5	83.3	2	33.3	0	0.0	33.3	-
0500	32.5	0	24	0	4.5	4	0	0	0	0	0	0	0	19	65.5	5	17.2	4	13.8	32.7	39.5
0600	64.4	0.4	50	0	6	8	0	0	0	0	0	0	0	41	69.5	16	27.1	5	8.5	32.9	38.9
0700	130	0	119	0	9	2	0	0	0	0	0	0	0	75	59.5	22	17.5	4	3.2	30.8	35.2
0800	156.5	0	130	0	18	6	0	0	0	0	2.5	0	0	85	58.2	24	16.4	9	6.2	31.7	35.3
0900	118.9	0.4	104	1	7.5	2	2	2	0	0	0	0	0	66	57.9	19	16.7	8	7.0	31	36
1000	110.4	0.4	97	0	9	4	0	0	0	0	0	0	0	68	64.2	12	11.3	2	1.9	31	34.3
1100	91	0	77	0	6	8	0	0	0	0	0	0	0	56	65.9	14	16.5	5	5.9	31.9	35.5
1200	127.4	0.4	111	0	6	10	0	0	0	0	0	0	0	75	62.0	26	21.5	5	4.1	31.1	35.9
1300	105.5	0	90	1	4.5	10	0	0	0	0	0	0	0	51	51.5	11	11.1	3	3.0	30.5	34.3
1400	149.4	0.4	120	2	15	12	0	0	0	0	0	0	0	69	49.6	21	15.1	5	3.6	30.7	35.2
1500	205	0	177	3	9	16	0	0	0	0	0	0	0	110	56.7	23	11.9	4	2.1	30.4	34.6
1600	160.8	0.8	138	1	9	10	0	2	0	0	0	0	0	102	66.7	28	18.3	2	1.3	31.5	35.6
1700	148.5	0	128	1	7.5	12	0	0	0	0	0	0	0	90	64.3	22	15.7	6	4.3	31.4	35.6
1800	126.4	0.4	99	0	4.5	18	0	2	2.5	0	0	0	0	63	55.3	18	15.8	6	5.3	31	35.1
1900	87	0	65	4	6	8	0	4	0	0	0	0	0	43	54.4	15	19.0	4	5.1	31.3	36.9
2000	57.5	0	53	1	1.5	2	0	0	0	0	0	0	0	36	64.3	16	28.6	2	3.6	31.9	36.4
2100	33.9	0.4	30	0	1.5	2	0	0	0	0	0	0	0	22	66.7	10	30.3	3	9.1	33.5	37.8
2200	28.5	0	25	0	1.5	0	0	2	0	0	0	0	0	16	59.3	6	22.2	2	7.4	31.4	36
2300	13	0	9	0	0	4	0	0	0	0	0	0	0	6	54.6	3	27.3	1	9.1	32.6	40.5
07-19	1629.8	2.8	1390	9	105	110	2	6	2.5	0	2.5	0	0	910	59.2	240	15.6	59	3.8	31	35.1
06-22	1872.6	3.6	1588	14	120	130	2	10	2.5	0	2.5	0	0	1052	59.6	297	16.8	73	4.1	31.2	35.5
06-00	1914.1	3.6	1622	14	121.5	134	2	12	2.5	0	2.5	0	0	1074	59.6	306	17.0	76	4.2	31.2	35.5
00-00	1964.1	3.6	1662	14	127.5	138	2	12	2.5	0	2.5	0	0	1108	60.0	316	17.1	81	4.4	31.2	35.6

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Friday, 06 February 2026 Friday, 06 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1.2	1.2	0	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	2	66.7	33.8	-
0100	4.5	0	3	0	1.5	0	0	0	0	0	0	0	0	2	50.0	1	25.0	1	25.0	33.6	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	33.2	-
0300	1.9	0.4	0	0	1.5	0	0	0	0	0	0	0	0	2	100.0	2	100.0	2	100.0	42.2	-
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	5	83.3	4	66.7	3	50.0	41.3	-
0500	35	0	23	0	6	4	0	2	0	0	0	0	0	20	66.7	9	30.0	5	16.7	32.5	40.9
0600	50.4	0.4	42	0	6	2	0	0	0	0	0	0	0	36	75.0	19	39.6	2	4.2	33.2	37.8
0700	138.5	0	113	0	19.5	6	0	0	0	0	0	0	0	64	49.6	31	24.0	12	9.3	31.2	36.7
0800	146.5	0	133	0	7.5	4	0	2	0	0	0	0	0	88	62.4	26	18.4	4	2.8	31	35.7
0900	124	0	106	0	12	4	2	0	0	0	0	0	0	57	48.7	16	13.7	1	0.9	29.9	34.7
1000	113.5	0	93	0	16.5	2	2	0	0	0	0	0	0	54	50.9	14	13.2	1	0.9	29.8	34.4
1100	120	0	108	0	12	0	0	0	0	0	0	0	0	67	57.8	20	17.2	3	2.6	31.1	36
1200	154	0	128	0	18	8	0	0	0	0	0	0	0	91	63.2	28	19.4	6	4.2	31.3	36
1300	145.8	0.8	128	0	4.5	10	0	0	2.5	0	0	0	0	91	65.5	31	22.3	7	5.0	31.6	37.8
1400	204.4	0.4	177	1	18	8	0	0	0	0	0	0	0	99	50.8	20	10.3	7	3.6	30.1	34.1
1500	216.4	0.4	191	0	21	4	0	0	0	0	0	0	0	126	60.6	32	15.4	6	2.9	31.2	35.2
1600	185	0	158	0	15	12	0	0	0	0	0	0	0	110	63.2	35	20.1	10	5.7	31.5	36
1700	152.5	0	142	0	4.5	6	0	0	0	0	0	0	0	95	64.2	31	21.0	5	3.4	31.6	36.5
1800	131.5	0	119	0	4.5	8	0	0	0	0	0	0	0	90	71.4	20	15.9	2	1.6	31.8	35.3
1900	85.5	0	78	0	1.5	6	0	0	0	0	0	0	0	61	74.4	18	22.0	6	7.3	32.6	36.7
2000	66.5	0	61	0	1.5	4	0	0	0	0	0	0	0	40	62.5	20	31.3	9	14.1	33	39
2100	40	0	35	0	3	2	0	0	0	0	0	0	0	30	79.0	7	18.4	0	0.0	31.8	35.3
2200	26	0	26	0	0	0	0	0	0	0	0	0	0	17	65.4	5	19.2	2	7.7	31.9	35.2
2300	22	0	18	0	0	4	0	0	0	0	0	0	0	8	40.0	3	15.0	1	5.0	29.8	36.4
07-19	1832.1	1.6	1596	1	153	72	4	2	2.5	0	0	0	0	1032	59.2	304	17.4	64	3.7	31	35.7
06-22	2074.5	2	1812	1	165	86	4	2	2.5	0	0	0	0	1199	60.7	368	18.6	81	4.1	31.2	35.9
06-00	2122.5	2	1856	1	165	90	4	2	2.5	0	0	0	0	1224	60.6	376	18.6	84	4.2	31.2	35.9
00-00	2173.1	3.6	1890	1	174	94	4	4	2.5	0	0	0	0	1256	60.7	395	19.1	97	4.7	31.3	36

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Saturday, 07 February 202 Saturday, 07 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13.4	0.4	13	0	0	0	0	0	0	0	0	0	0	9	64.3	5	35.7	3	21.4	33.5	44.6
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	2	66.7	38.2	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	27.3	-
0300	6	0	4	0	0	2	0	0	0	0	0	0	0	2	40.0	2	40.0	2	40.0	35	-
0400	7	0	5	0	0	2	0	0	0	0	0	0	0	1	16.7	1	16.7	0	0.0	27.7	-
0500	15	0	12	0	3	0	0	0	0	0	0	0	0	10	71.4	5	35.7	2	14.3	33.3	41.7
0600	25	0	16	0	3	6	0	0	0	0	0	0	0	15	71.4	8	38.1	1	4.8	32.8	37
0700	36	0	31	0	3	2	0	0	0	0	0	0	0	20	58.8	6	17.7	1	2.9	31.3	37
0800	82.9	0.4	73	0	7.5	2	0	0	0	0	0	0	0	42	52.5	14	17.5	4	5.0	31.2	36
0900	99.7	1.2	88	0	10.5	0	0	0	0	0	0	0	0	60	61.2	31	31.6	7	7.1	32	37.4
1000	138.4	0.4	129	0	9	0	0	0	0	0	0	0	0	80	58.8	31	22.8	4	2.9	31.5	36.6
1100	168.9	0.4	145	0	7.5	14	0	2	0	0	0	0	0	107	67.3	41	25.8	10	6.3	32.1	36.7
1200	169.9	0.4	152	0	13.5	4	0	0	0	0	0	0	0	117	71.3	39	23.8	7	4.3	32	36
1300	146.3	0.8	133	0	4.5	8	0	0	0	0	0	0	0	88	62.0	29	20.4	7	4.9	31.3	37.1
1400	113.4	0.4	102	0	9	2	0	0	0	0	0	0	0	79	71.8	36	32.7	13	11.8	33.2	38.2
1500	115.5	0	106	0	7.5	2	0	0	0	0	0	0	0	70	62.5	18	16.1	6	5.4	31.1	35.1
1600	90.3	0.8	86	0	1.5	0	2	0	0	0	0	0	0	56	62.2	23	25.6	11	12.2	32.4	37.8
1700	121.9	0.4	114	0	1.5	6	0	0	0	0	0	0	0	63	52.9	23	19.3	4	3.4	30.7	35.8
1800	118.8	0.8	108	0	6	4	0	0	0	0	0	0	0	67	57.8	20	17.2	6	5.2	31.2	35.1
1900	78.3	0.8	73	0	4.5	0	0	0	0	0	0	0	0	52	66.7	12	15.4	5	6.4	31.7	35.5
2000	48.5	0	40	0	4.5	4	0	0	0	0	0	0	0	30	66.7	11	24.4	2	4.4	32.2	37.7
2100	33.9	0.4	32	0	1.5	0	0	0	0	0	0	0	0	12	35.3	2	5.9	0	0.0	28.9	33.8
2200	35	0	32	0	3	0	0	0	0	0	0	0	0	23	67.7	5	14.7	4	11.8	32.5	36.4
2300	24.8	0.8	24	0	0	0	0	0	0	0	0	0	0	20	76.9	14	53.9	6	23.1	36.6	42.9
07-19	1402	6	1267	0	81	44	2	2	0	0	0	0	0	849	62.4	311	22.9	80	5.9	31.7	36.6
06-22	1587.7	7.2	1428	0	94.5	54	2	2	0	0	0	0	0	958	62.3	344	22.4	88	5.7	31.7	36.5
06-00	1647.5	8	1484	0	97.5	54	2	2	0	0	0	0	0	1001	62.6	363	22.7	98	6.1	31.8	36.6
00-00	1693.9	8.4	1523	0	100.5	58	2	2	0	0	0	0	0	1026	62.5	378	23.0	107	6.5	31.8	36.7

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Sunday, 08 February 2026 Sunday, 08 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	0	19	0	0	0	0	0	0	0	0	0	0	16	84.2	6	31.6	2	10.5	34.4	38.5
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	3	33.3	1	11.1	0	0.0	29.5	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	1	50.0	38.1	-
0300	4.5	0	3	0	1.5	0	0	0	0	0	0	0	0	4	100.0	3	75.0	0	0.0	34.8	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	1	25.0	31.8	-
0500	9	0	9	0	0	0	0	0	0	0	0	0	0	7	77.8	2	22.2	1	11.1	33.5	-
0600	18.5	0	15	0	1.5	2	0	0	0	0	0	0	0	12	70.6	6	35.3	2	11.8	33.1	39.3
0700	27.8	0.8	21	0	6	0	0	0	0	0	0	0	0	15	55.6	5	18.5	2	7.4	30.7	36.6
0800	28.5	0	27	0	1.5	0	0	0	0	0	0	0	0	21	75.0	12	42.9	4	14.3	33.4	40.3
0900	70.8	0.8	67	0	3	0	0	0	0	0	0	0	0	46	64.8	14	19.7	5	7.0	31.8	36.3
1000	126.8	0.8	111	0	9	4	2	0	0	0	0	0	0	67	54.9	21	17.2	4	3.3	30.8	35.9
1100	120.4	0.4	104	0	12	4	0	0	0	0	0	0	0	75	65.2	30	26.1	6	5.2	32	37.1
1200	120.3	0.8	112	0	7.5	0	0	0	0	0	0	0	0	71	59.7	27	22.7	11	9.2	31.5	36.9
1300	101.5	0	88	0	13.5	0	0	0	0	0	0	0	0	65	67.0	22	22.7	4	4.1	32.1	35.5
1400	97.4	0.4	92	0	3	2	0	0	0	0	0	0	0	68	70.8	26	27.1	6	6.3	32	37.7
1500	126.5	0	116	0	4.5	6	0	0	0	0	0	0	0	68	55.7	26	21.3	2	1.6	30.9	36.4
1600	95	0	89	0	6	0	0	0	0	0	0	0	0	65	69.9	27	29.0	3	3.2	31.9	36.7
1700	75.5	0	66	0	7.5	2	0	0	0	0	0	0	0	52	72.2	18	25.0	2	2.8	32.1	36.3
1800	71.5	0	65	0	4.5	2	0	0	0	0	0	0	0	51	73.9	21	30.4	6	8.7	32.5	38.1
1900	62.7	1.2	54	0	1.5	6	0	0	0	0	0	0	0	35	57.4	12	19.7	7	11.5	31.5	36.2
2000	37.5	0	36	0	1.5	0	0	0	0	0	0	0	0	22	59.5	5	13.5	2	5.4	31.6	35.1
2100	28.7	1.2	24	0	1.5	2	0	0	0	0	0	0	0	20	69.0	11	37.9	6	20.7	33.9	42.4
2200	24.9	0.4	23	0	1.5	0	0	0	0	0	0	0	0	14	56.0	5	20.0	3	12.0	30	37
2300	1.4	0.4	1	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	42.9	-
07-19	1062	4	958	0	78	20	2	0	0	0	0	0	0	664	64.4	249	24.2	55	5.3	31.7	36.7
06-22	1209.4	6.4	1087	0	84	30	2	0	0	0	0	0	0	753	64.1	283	24.1	72	6.1	31.8	36.8
06-00	1235.7	7.2	1111	0	85.5	30	2	0	0	0	0	0	0	769	64.0	290	24.1	76	6.3	31.8	36.9
00-00	1283.2	7.2	1157	0	87	30	2	0	0	0	0	0	0	804	64.4	305	24.4	81	6.5	31.8	36.9

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Monday, 09 February 2026 Monday, 09 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3.5	0	2	0	1.5	0	0	0	0	0	0	0	0	3	100.0	3	100.0	3	100.0	50.1	-
0100	6	0	3	0	3	0	0	0	0	0	0	0	0	3	60.0	2	40.0	1	20.0	32.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	39.9	-
0300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.7	-
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	3	37.5	2	25.0	1	12.5	33.1	-
0500	28	0	20	0	6	2	0	0	0	0	0	0	0	17	68.0	7	28.0	2	8.0	32.3	38.1
0600	56.4	0.4	39	0	9	8	0	0	0	0	0	0	0	34	68.0	23	46.0	7	14.0	33.8	39.9
0700	117.4	0.4	108	0	9	0	0	0	0	0	0	0	0	76	66.1	31	27.0	5	4.3	31.9	36.6
0800	171.3	0.8	133	1	28.5	8	0	0	0	0	0	0	0	109	68.6	37	23.3	7	4.4	31.8	36.2
0900	115.5	0	95	0	16.5	4	0	0	0	0	0	0	0	69	63.9	21	19.4	6	5.6	31.6	36.6
1000	175.5	0	135	0	28.5	12	0	0	0	0	0	0	0	103	64.4	36	22.5	8	5.0	31.6	36.8
1100	118.4	0.4	101	0	15	2	0	0	0	0	0	0	0	63	55.8	16	14.2	2	1.8	30.1	34.7
1200	129.9	0.4	108	0	19.5	2	0	0	0	0	0	0	0	77	62.6	27	22.0	6	4.9	31.5	37.2
1300	110	0	92	0	18	0	0	0	0	0	0	0	0	66	63.5	19	18.3	2	1.9	31.6	35.9
1400	153.4	0.4	127	1	21	4	0	0	0	0	0	0	0	89	61.4	33	22.8	8	5.5	31.5	36.4
1500	186.5	0	163	1	22.5	0	0	0	0	0	0	0	0	102	57.0	31	17.3	5	2.8	30.7	35.5
1600	171.3	0.8	152	0	16.5	2	0	0	0	0	0	0	0	92	55.4	27	16.3	9	5.4	31	35.1
1700	137.8	0.8	119	0	12	6	0	0	0	0	0	0	0	73	55.3	26	19.7	7	5.3	31.1	35.8
1800	104.4	0.4	99	0	3	2	0	0	0	0	0	0	0	68	66.0	29	28.2	12	11.7	32.2	39.2
1900	88	0	83	0	3	2	0	0	0	0	0	0	0	66	76.7	20	23.3	4	4.7	32.5	37.5
2000	46.5	0	42	0	4.5	0	0	0	0	0	0	0	0	31	68.9	11	24.4	1	2.2	32.1	37.3
2100	30.9	0.4	29	0	1.5	0	0	0	0	0	0	0	0	16	51.6	9	29.0	3	9.7	30.7	39
2200	17.4	0.4	17	0	0	0	0	0	0	0	0	0	0	10	55.6	3	16.7	2	11.1	31.1	39.7
2300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.1	-
07-19	1691.4	4.4	1432	3	210	42	0	0	0	0	0	0	0	987	61.4	333	20.7	77	4.8	31.3	36
06-22	1913.2	5.2	1625	3	228	52	0	0	0	0	0	0	0	1134	62.3	396	21.8	92	5.1	31.5	36.2
06-00	1932.1	5.6	1642	3	229.5	52	0	0	0	0	0	0	0	1144	62.2	399	21.7	94	5.1	31.5	36.2
00-00	1980.6	5.6	1676	3	240	56	0	0	0	0	0	0	0	1171	62.3	414	22.0	101	5.4	31.5	36.5

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 2026 Tuesday, 10 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	1	50.0	41.4	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	31.8	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	0	0.0	0	0.0	31.8	-
0300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	40.6	-
0400	10	0	8	0	0	2	0	0	0	0	0	0	0	8	88.9	4	44.4	1	11.1	34.2	-
0500	22	0	16	0	6	0	0	0	0	0	0	0	0	16	80.0	8	40.0	2	10.0	33.9	39.8
0600	53.9	0.4	42	0	7.5	4	0	0	0	0	0	0	0	38	76.0	17	34.0	5	10.0	33.2	38.9
0700	128.8	0.8	108	0	18	2	0	0	0	0	0	0	0	79	64.2	32	26.0	6	4.9	32.2	38
0800	183.5	0	158	0	25.5	0	0	0	0	0	0	0	0	126	72.0	42	24.0	12	6.9	32.4	37.1
0900	109.5	0	87	1	19.5	2	0	0	0	0	0	0	0	77	75.5	22	21.6	4	3.9	32.3	36.3
1000	122.5	0	96	0	16.5	10	0	0	0	0	0	0	0	67	59.8	32	28.6	9	8.0	31.9	37.9
1100	85	0	77	0	6	2	0	0	0	0	0	0	0	46	56.1	18	22.0	3	3.7	31.3	37
1200	104	0	92	0	12	0	0	0	0	0	0	0	0	52	52.0	16	16.0	7	7.0	30.1	35.5
1300	111	0	93	0	12	6	0	0	0	0	0	0	0	49	47.1	18	17.3	5	4.8	30.5	35.6
1400	133.4	0.4	111	0	12	10	0	0	0	0	0	0	0	74	59.2	24	19.2	4	3.2	31.2	35.9
1500	176.5	0	148	0	22.5	6	0	0	0	0	0	0	0	96	57.8	24	14.5	3	1.8	31	34.9
1600	171.5	0	144	0	19.5	8	0	0	0	0	0	0	0	109	67.7	38	23.6	11	6.8	32.4	36.8
1700	169.2	1.2	149	0	15	4	0	0	0	0	0	0	0	78	47.6	27	16.5	7	4.3	30.5	35.1
1800	103.9	0.4	94	0	7.5	2	0	0	0	0	0	0	0	55	54.5	11	10.9	2	2.0	30.5	34
1900	81.3	0.8	62	1	13.5	4	0	0	0	0	0	0	0	40	52.6	12	15.8	4	5.3	30.9	35.3
2000	50.3	0.8	48	0	1.5	0	0	0	0	0	0	0	0	28	54.9	9	17.7	2	3.9	31	35.3
2100	24	0	21	0	3	0	0	0	0	0	0	0	0	18	78.3	11	47.8	3	13.0	34.4	39.9
2200	19.4	0.4	16	0	3	0	0	0	0	0	0	0	0	15	79.0	5	26.3	1	5.3	32.6	36.6
2300	6.5	0	5	0	1.5	0	0	0	0	0	0	0	0	1	16.7	1	16.7	0	0.0	29.6	-
07-19	1598.8	2.8	1357	1	186	52	0	0	0	0	0	0	0	908	59.9	304	20.1	73	4.8	31.4	36.1
06-22	1808.3	4.8	1530	2	211.5	60	0	0	0	0	0	0	0	1032	60.2	353	20.6	87	5.1	31.5	36.2
06-00	1834.2	5.2	1551	2	216	60	0	0	0	0	0	0	0	1048	60.2	359	20.6	88	5.1	31.5	36.2
00-00	1874.7	5.2	1582	2	223.5	62	0	0	0	0	0	0	0	1080	60.8	373	21.0	93	5.2	31.5	36.4

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6.4	0.4	6	0	0	0	0	0	0	0	0	0	0	5	77.3	3	40.9	2	25.0	35.1	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	2	51.6	1	25.8	1	12.9	31.7	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	83.3	1	33.3	0	16.7	34.9	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	68.2	1	40.9	1	22.7	33.9	-
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	4	64.4	2	37.8	1	13.3	33.7	-
0500	25.5	0	19	0	4.5	2	0	0	0	0	0	0	0	17	72.1	7	28.6	3	13.0	33	39.2
0600	46.4	0.4	36	0	6	4	0	0	0	0	0	0	0	31	73.1	16	36.2	4	9.3	33.2	38.8
0700	99.9	0.4	87	0	10.5	2	0	0	0	0	0	0	0	57	59.2	22	23.2	5	5.6	31.5	36.7
0800	133.4	0.4	113	1	15	4	0	0	0	0	0	0	0	82	64.6	27	21.5	6	5.0	31.8	36.2
0900	109.4	0.4	93	0	12	4	0	0	0	0	0	0	0	65	61.9	20	19.3	5	4.6	31.3	35.8
1000	128.9	0.4	109	0	13.5	6	0	0	0	0	0	0	0	72	59.0	23	19.3	4	3.3	31.2	35.8
1100	117.5	0	101	0	10.5	6	0	0	0	0	0	0	0	70	62.8	24	21.7	5	4.3	31.6	36.4
1200	132.9	0.4	115	0	13.5	4	0	0	0	0	0	0	0	81	63.8	27	21.6	7	5.6	31.5	36
1300	118.4	0.4	103	0	9	6	0	0	0	0	0	0	0	68	60.4	21	18.3	4	3.9	31.3	35.8
1400	142.4	0.4	123	1	12	6	0	0	0	0	0	0	0	81	58.9	26	18.9	7	4.9	31.2	36
1500	178.5	0	156	1	13.5	8	0	0	0	0	0	0	0	98	57.7	26	15.3	4	2.5	30.8	35
1600	154.4	0.4	136	0	12	6	0	0	0	0	0	0	0	98	65.7	31	20.6	7	4.9	31.7	35.9
1700	135.9	0.4	122	0	7.5	6	0	0	0	0	0	0	0	77	58.9	24	18.3	5	3.7	31.1	35.8
1800	111.9	0.4	101	0	4.5	6	0	0	0	0	0	0	0	69	64.4	21	19.6	6	5.6	31.7	36
1900	79.9	0.4	70	1	4.5	4	0	0	0	0	0	0	0	50	64.1	15	19.0	5	6.4	31.8	36.5
2000	54	0	49	0	3	2	0	0	0	0	0	0	0	33	62.8	14	26.5	4	7.7	32.3	37.3
2100	30.9	0.4	29	0	1.5	0	0	0	0	0	0	0	0	21	66.4	9	27.7	3	9.5	32.5	37.9
2200	24.5	0	23	0	1.5	0	0	0	0	0	0	0	0	16	64.7	5	19.4	2	9.4	31.7	35.9
2300	11	0	9	0	0	2	0	0	0	0	0	0	0	6	54.2	4	34.7	1	13.9	33.4	39.9
07-19	1570.1	3.6	1358	3	135	64	2	2	2.5	0	0	0	0	917	61.4	293	19.6	66	4.4	31.4	35.9
06-22	1782.3	4.8	1542	3	150	76	2	2	2.5	0	0	0	0	1052	61.9	346	20.4	82	4.8	31.5	36.1
06-00	1817.2	5.2	1573	3	151.5	78	2	2	2.5	0	0	0	0	1073	61.9	354	20.4	86	5.0	31.5	36.1
00-00	1865.7	5.2	1612	3	159	80	2	2	2.5	0	0	0	0	1104	62.1	369	20.7	93	5.2	31.5	36.2

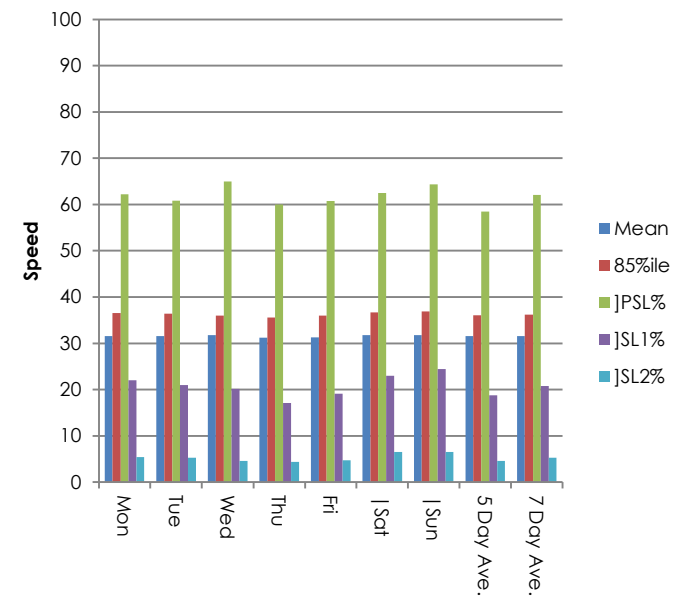
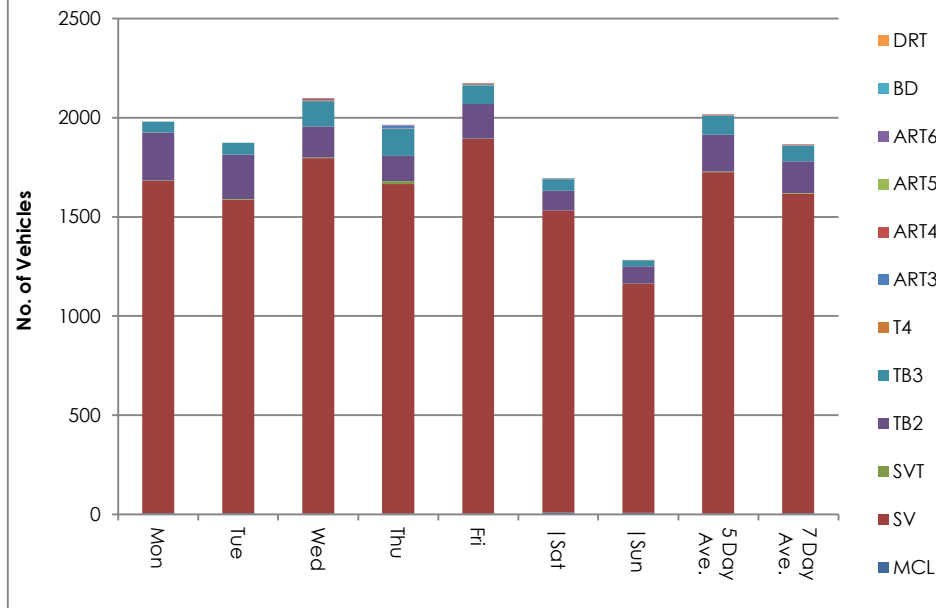
Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	1980.6	5.6	1676	3	240	56	0	0	0	0	0	0	0	1171	62.3	414	22.0	101	5.4	31.5	36.5
Tue	1874.7	5.2	1582	2	223.5	62	0	0	0	0	0	0	0	1080	60.8	373	21.0	93	5.2	31.5	36.4
Wed	2098	4	1792	4	156	128	2	2	7.5	0	2.5	0	0	1286	65.0	399	20.2	90	4.5	31.8	36
Thu	1964.1	3.6	1662	14	127.5	138	2	12	2.5	0	2.5	0	0	1108	60.0	316	17.1	81	4.4	31.2	35.6
Fri	2173.1	3.6	1890	1	174	94	4	4	2.5	0	0	0	0	1256	60.7	395	19.1	97	4.7	31.3	36
Sat	1693.9	8.4	1523	0	100.5	58	2	2	0	0	0	0	0	1026	62.5	378	23.0	107	6.5	31.8	36.7
Sun	1283.2	7.2	1157	0	87	30	2	0	0	0	0	0	0	804	64.4	305	24.4	81	6.5	31.8	36.9
5 Day Ave.	2018.4	4.4	1720	5	184.5	96	2	4	2.5	0	0	0	0	1180	58.5	379	18.8	92	4.6	31.5	36.1
7 Day Ave.	1865.7	5.2	1612	3	159	80	2	2	2.5	0	0	0	0	1104	62.1	369	20.7	93	5.2	31.5	36.2
--	13068	37.6	11282	24	1108.5	566	12	20	12.5	0	5	0	0	7731	62.1	2580	20.7	650	5.2	31.5	36.2

Summary Graphs



Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February Wednesday, 04 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6.5	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	36	0	0	0	0	2	5	17	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	58.2	0	0	1	0	2	9	24	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	128.4	0	0	0	0	11	40	41	22	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	161.9	0	0	0	2	3	50	65	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	133	0	0	0	0	10	34	60	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	117	0	0	0	1	2	43	46	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	124	0	0	1	2	4	28	46	26	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	124.5	0	0	0	1	4	28	54	20	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	116.5	0	0	0	1	6	32	53	12	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	153.8	0	2	1	2	7	49	65	17	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	219.8	0	0	0	4	5	84	86	24	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	215	0	0	0	1	11	42	113	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	146.4	0	0	1	1	3	48	68	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	130.5	0	0	0	0	4	30	63	21	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	85.5	0	0	0	0	2	28	37	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	68.5	0	0	0	0	1	23	17	14	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	32.5	0	0	0	0	0	4	17	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	22.5	0	0	0	0	0	6	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6.5	0	0	0	0	1	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1770.8	0	2	3	15	70	508	760	255	43	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2015.5	0	2	4	15	75	572	855	297	64	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2044.5	0	2	4	15	76	581	866	300	66	11	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2098	0	2	4	15	79	594	887	309	69	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Thursday, 05 February 2 Thursday, 05 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6.5	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	32.5	0	0	0	1	3	6	14	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	64.4	0	0	0	0	2	16	25	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	130	0	0	0	0	12	39	53	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	156.5	0	0	0	1	3	57	61	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	118.9	0	0	1	0	10	37	47	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	110.4	0	0	0	2	2	34	56	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	91	0	0	0	0	2	27	42	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	127.4	0	0	1	2	12	31	49	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	105.5	0	0	0	1	7	40	40	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	149.4	0	0	0	0	13	57	48	16	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	205	0	0	1	1	16	66	87	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	160.8	0	0	1	1	6	43	74	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	148.5	0	1	0	0	5	44	68	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	126.4	0	0	1	0	5	45	45	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	87	0	0	0	0	3	33	28	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	57.5	0	0	0	1	2	17	20	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	33.9	0	0	0	0	0	11	12	7	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	28.5	0	0	0	0	2	9	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	0	0	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1629.8	0	1	5	8	93	520	670	181	46	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1872.6	0	1	5	9	100	597	755	224	56	13	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1914.1	0	1	5	9	102	611	768	230	58	14	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1964.1	0	1	5	11	105	618	792	235	59	16	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Friday, 06 February 202 Friday, 06 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1.2	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4.5	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.9	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	1	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	35	0	0	0	1	2	7	11	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	50.4	0	0	0	0	2	10	17	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	138.5	0	0	0	2	13	50	33	19	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	146.5	0	0	0	4	11	38	62	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	124	0	1	0	7	7	45	41	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	113.5	0	1	0	2	9	40	40	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	120	0	0	0	1	5	43	47	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	154	0	0	0	0	13	40	63	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	145.8	0	0	1	1	8	38	60	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	204.4	0	1	0	3	15	77	79	13	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	216.4	0	0	1	1	15	65	94	26	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	185	1	1	0	0	13	49	75	25	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	152.5	0	0	0	2	9	42	64	26	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	131.5	0	0	0	1	3	32	70	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	85.5	0	0	0	0	5	16	43	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	66.5	0	0	0	0	4	20	20	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	40	0	0	0	0	2	6	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	26	0	0	0	0	1	8	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	0	3	9	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1832.1	1	4	2	24	121	559	728	240	51	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2074.5	1	4	2	24	134	611	831	287	64	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2122.5	1	4	2	24	138	628	848	292	65	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2173.1	1	4	2	26	140	639	861	298	74	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Saturday, 07 February 2026 Saturday, 07 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13.4	0	0	1	0	0	4	4	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	1	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	15	0	0	0	0	3	1	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	25	0	0	0	0	1	5	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	36	0	0	0	0	3	11	14	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	82.9	0	0	0	0	2	36	28	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	99.7	0	0	1	2	7	28	29	24	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	138.4	0	0	1	0	5	50	49	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	168.9	0	0	0	1	5	46	66	31	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	169.9	0	0	2	0	6	39	78	32	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	146.3	0	1	4	1	3	45	59	22	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	113.4	0	0	1	0	3	27	43	23	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	115.5	0	0	0	0	11	31	52	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	90.3	0	0	0	2	1	31	33	12	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	121.9	0	0	1	2	6	47	40	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	118.8	0	0	1	1	11	36	47	14	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	78.3	0	0	2	0	2	22	40	7	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	48.5	0	0	0	0	4	11	19	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	33.9	0	0	0	2	2	18	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	35	0	0	0	0	3	8	18	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	24.8	0	0	0	0	0	6	6	8	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1402	0	1	11	9	63	427	538	231	61	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1587.7	0	1	13	11	72	483	614	256	66	15	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1647.5	0	1	13	11	75	497	638	265	69	18	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1693.9	0	1	14	11	81	509	648	271	74	20	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Sunday, 08 February 20 Sunday, 08 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	0	0	0	3	10	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4.5	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	0	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	18.5	0	0	0	0	0	5	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	27.8	0	0	1	1	0	10	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	28.5	0	0	0	0	2	5	9	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	70.8	0	1	0	0	2	22	32	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	126.8	0	1	0	3	9	42	46	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	120.4	0	1	0	0	4	35	45	24	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	120.3	0	1	1	0	12	34	44	16	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	101.5	0	0	0	0	3	29	43	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	97.4	0	1	1	0	6	20	42	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	126.5	0	0	0	1	10	43	42	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	95	0	0	0	0	9	19	38	24	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	75.5	0	0	0	0	2	18	34	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	71.5	1	0	0	1	2	14	30	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	62.7	0	0	1	1	5	19	23	5	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	37.5	0	0	0	0	1	14	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	28.7	0	0	1	0	2	6	9	5	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	24.9	0	1	0	1	2	7	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1.4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1062	1	5	3	6	61	291	415	194	43	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1209.4	1	5	5	7	69	335	470	211	54	13	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1235.7	1	6	5	8	71	342	479	214	57	14	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1283.2	1	6	5	8	73	352	499	224	61	14	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Monday, 09 February 21 Monday, 09 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3.5	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	28	0	0	0	0	4	4	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	56.4	0	0	0	0	2	14	11	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	117.4	0	0	0	0	4	35	45	26	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	171.3	0	0	0	2	10	38	72	30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	115.5	0	0	0	0	5	34	48	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	175.5	0	0	0	3	12	42	67	28	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	118.4	1	0	0	3	12	34	47	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	129.9	1	0	0	0	5	40	50	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	110	0	0	2	1	5	30	47	17	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	153.4	0	0	0	2	11	43	56	25	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	186.5	0	1	2	2	11	61	71	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	171.3	0	0	0	1	11	62	65	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	137.8	0	0	0	3	8	48	47	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	104.4	0	0	1	0	8	26	39	17	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	88	0	0	0	0	4	16	46	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	46.5	0	0	0	0	0	14	20	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	30.9	0	0	0	2	3	10	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	17.4	0	0	1	0	2	5	7	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1691.4	2	1	5	17	102	493	654	256	63	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1913.2	2	1	5	19	111	547	738	304	75	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1932.1	2	1	6	19	113	553	745	305	76	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1980.6	2	1	6	19	119	563	757	313	80	18	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 21 Tuesday, 10 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	22	0	0	0	0	2	2	8	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	53.9	0	0	0	0	0	12	21	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	128.8	0	0	0	0	4	40	47	26	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	183.5	0	0	0	1	7	41	84	30	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	109.5	0	0	0	0	6	19	55	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	122.5	0	0	0	0	10	35	35	23	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	85	0	0	1	0	4	31	28	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	104	0	0	1	3	14	30	36	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	111	0	0	0	1	10	44	31	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	133.4	0	0	0	2	6	43	50	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	176.5	0	0	1	1	8	60	72	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	171.5	0	0	0	2	9	41	71	27	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	169.2	0	0	0	3	12	71	51	20	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	103.9	0	0	0	2	2	42	44	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	81.3	0	0	1	0	4	31	28	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	50.3	0	0	0	0	1	22	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	24	0	0	0	0	0	5	7	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	19.4	0	0	0	0	2	2	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6.5	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1598.8	0	0	3	15	92	497	604	231	52	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1808.3	0	0	4	15	97	567	679	266	66	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1834.2	0	0	4	15	99	574	689	271	67	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1874.7	0	0	4	15	101	577	707	280	70	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6.4	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	25.5	0	0	0	0	2	4	10	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	46.4	0	0	0	0	1	10	16	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	99.9	0	0	0	0	7	32	35	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	133.4	0	0	0	1	5	38	54	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	109.4	0	0	0	1	7	31	45	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	128.9	0	0	0	2	7	41	48	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	117.5	0	0	0	1	5	35	46	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	132.9	0	0	1	1	9	35	53	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	118.4	0	0	1	1	6	37	48	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	142.4	0	1	0	1	9	45	55	19	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	178.5	0	0	1	1	11	59	72	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	154.4	0	0	0	1	9	41	67	23	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	135.9	0	0	0	2	6	45	53	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	111.9	0	0	0	1	5	32	48	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	79.9	0	0	1	0	4	24	35	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	54	0	0	0	0	2	17	19	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	30.9	0	0	0	1	1	9	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	24.5	0	0	0	0	2	6	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	1	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1570.1	1	2	5	13	86	471	624	227	51	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1782.3	1	2	5	14	94	530	706	264	64	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1817.2	1	2	6	14	96	541	719	268	65	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1865.7	1	2	6	15	100	550	736	276	70	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

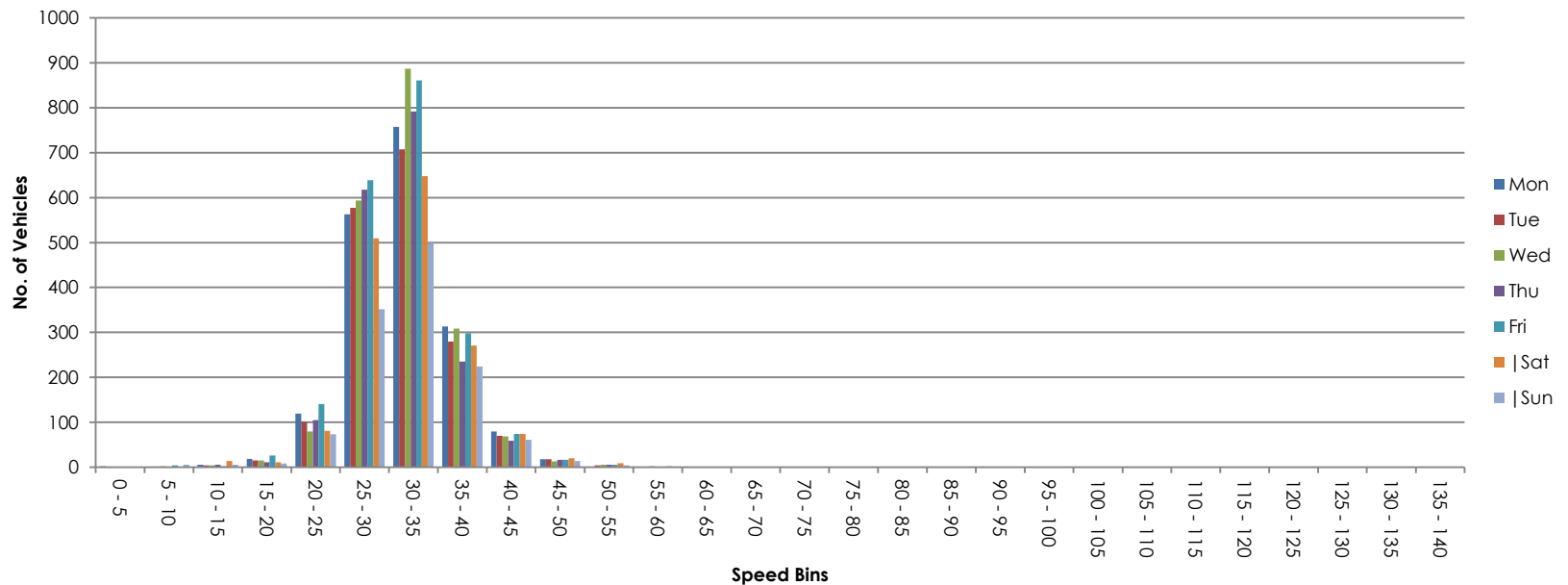
Site 17768-01-
Location Cemetery Road [30mph]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	1980.6	2	1	6	19	119	563	757	313	80	18	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	1874.7	0	0	4	15	101	577	707	280	70	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	2098	0	2	4	15	79	594	887	309	69	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	1964.1	0	1	5	11	105	618	792	235	59	16	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	2173.1	1	4	2	26	140	639	861	298	74	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	1693.9	0	1	14	11	81	509	648	271	74	20	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	1283.2	1	6	5	8	73	352	499	224	61	14	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	2018.4	1	2	4	17	109	598	801	287	70	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	1865.7	1	2	6	15	100	550	736	276	70	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	13068	4	15	40	105	698	3852	5151	1930	487	115	34	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February : Wednesday, 04 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
1	2	3	4	5	6	7	8	9	10	11	12										
MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT										
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	27.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	2.5	0	1	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.9	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	31.6	-
0500	9.5	0	5	0	4.5	0	0	0	0	0	0	0	0	4	50.0	0	0.0	0	0.0	29.1	-
0600	17.9	0.4	15	0	0	0	0	0	2.5	0	0	0	0	6	35.3	1	5.9	1	5.9	25.4	33.3
0700	38.4	0.4	34	1	3	0	0	0	0	0	0	0	0	10	26.3	5	13.2	0	0.0	28.2	34.4
0800	55.4	0.4	47	0	6	0	2	0	0	0	0	0	0	20	37.7	2	3.8	0	0.0	28.2	33.2
0900	48.5	0	42	0	4.5	0	0	2	0	0	0	0	0	17	37.0	3	6.5	0	0.0	27.7	33.1
1000	58.5	0	46	0	10.5	2	0	0	0	0	0	0	0	21	38.9	5	9.3	0	0.0	28.5	34.3
1100	47	0	44	0	3	0	0	0	0	0	0	0	0	18	39.1	6	13.0	1	2.2	30	33.5
1200	55	0	46	0	9	0	0	0	0	0	0	0	0	22	42.3	6	11.5	1	1.9	29.1	33.9
1300	47.5	0	43	0	4.5	0	0	0	0	0	0	0	0	10	21.7	1	2.2	1	2.2	27.9	31.7
1400	73.5	0	63	0	10.5	0	0	0	0	0	0	0	0	25	35.7	5	7.1	3	4.3	29.1	33
1500	108.3	0.8	97	0	10.5	0	0	0	0	0	0	0	0	42	39.6	5	4.7	1	0.9	29.3	33
1600	101.9	0.4	88	0	13.5	0	0	0	0	0	0	0	0	34	34.7	9	9.2	0	0.0	28.3	33.4
1700	80	0	71	0	9	0	0	0	0	0	0	0	0	19	24.7	2	2.6	0	0.0	27.6	31.5
1800	73	0	62	0	9	2	0	0	0	0	0	0	0	34	49.3	7	10.1	1	1.4	29.3	34.4
1900	41.5	0	37	0	4.5	0	0	0	0	0	0	0	0	15	37.5	4	10.0	2	5.0	28.2	33.3
2000	36.5	0	32	0	4.5	0	0	0	0	0	0	0	0	15	42.9	10	28.6	3	8.6	31.3	37
2100	16	0	16	0	0	0	0	0	0	0	0	0	0	11	68.8	2	12.5	1	6.3	31.4	34.6
2200	12.5	0	11	0	1.5	0	0	0	0	0	0	0	0	7	58.3	3	25.0	1	8.3	31.7	39.1
2300	3.5	0	2	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.6	-
07-19	787	2	683	1	93	4	2	2	0	0	0	0	0	272	36.0	56	7.4	8	1.1	28.6	33.1
06-22	898.9	2.4	783	1	102	4	2	2	2.5	0	0	0	0	319	37.0	73	8.5	15	1.7	28.7	33.3
06-00	914.9	2.4	796	1	105	4	2	2	2.5	0	0	0	0	326	37.1	76	8.7	16	1.8	28.7	33.3
00-00	932.9	2.4	808	1	111	4	2	2	2.5	0	0	0	0	333	37.3	77	8.6	16	1.8	28.7	33.3

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Thursday, 05 February 202 Thursday, 05 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	35.7	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	31	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	3	0	0	0	3	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	29.5	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	33.3	-
0500	6	0	3	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.7	-
0600	23.5	0	19	0	4.5	0	0	0	0	0	0	0	0	9	40.9	1	4.5	1	4.5	28.3	33.4
0700	37.5	0	35	0	0	0	0	0	0	0	2.5	0	0	15	41.7	2	5.6	1	2.8	27.3	32.7
0800	50.5	0	42	0	6	0	0	0	0	0	2.5	0	0	20	42.6	0	0.0	0	0.0	28.9	33.4
0900	46	0	37	1	6	2	0	0	0	0	0	0	0	17	39.5	3	7.0	1	2.3	28.7	33.9
1000	57	0	54	0	3	0	0	0	0	0	0	0	0	29	51.8	4	7.1	0	0.0	29.8	33.4
1100	41	0	35	0	6	0	0	0	0	0	0	0	0	16	41.0	4	10.3	2	5.1	30.2	33.9
1200	55.9	0.4	51	0	4.5	0	0	0	0	0	0	0	0	19	34.6	4	7.3	0	0.0	28.6	32.7
1300	48	0	40	0	6	2	0	0	0	0	0	0	0	14	31.1	2	4.4	0	0.0	28.5	32.2
1400	69.9	0.4	59	0	10.5	0	0	0	0	0	0	0	0	28	41.8	5	7.5	1	1.5	29	33.8
1500	92.5	0	79	0	13.5	0	0	0	0	0	0	0	0	33	37.5	8	9.1	1	1.1	29.2	33.6
1600	84.4	0.4	78	0	6	0	0	0	0	0	0	0	0	35	42.2	6	7.2	2	2.4	29.3	33
1700	77	0	68	0	9	0	0	0	0	0	0	0	0	30	40.5	9	12.2	5	6.8	29.2	34.1
1800	59.5	0	50	0	7.5	0	2	0	0	0	0	0	0	25	44.6	4	7.1	1	1.8	29.3	34.1
1900	43	0	37	0	6	0	0	0	0	0	0	0	0	18	43.9	6	14.6	1	2.4	29.2	35.3
2000	28	0	25	0	3	0	0	0	0	0	0	0	0	9	33.3	2	7.4	0	0.0	28.7	33.6
2100	16	0	16	0	0	0	0	0	0	0	0	0	0	6	37.5	4	25.0	1	6.3	31	35.9
2200	14.5	0	13	0	1.5	0	0	0	0	0	0	0	0	4	28.6	1	7.1	0	0.0	28.7	32.8
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	1	14.3	1	14.3	31.2	-
07-19	719.2	1.2	628	1	78	4	2	0	0	0	5	0	0	281	40.8	51	7.4	14	2.0	29	33.4
06-22	829.7	1.2	725	1	91.5	4	2	0	0	0	5	0	0	323	40.6	64	8.1	17	2.1	29.1	33.4
06-00	851.2	1.2	745	1	93	4	2	0	0	0	5	0	0	332	40.7	66	8.1	18	2.2	29.1	33.4
00-00	866.2	1.2	754	1	99	4	2	0	0	0	5	0	0	339	40.9	68	8.2	18	2.2	29.1	33.4

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Friday, 06 February 2026 Friday, 06 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
0000	0.4	0.4	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	45.6	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	32.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	35.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	1	33.3	34	-
0500	12.5	0	5	0	7.5	0	0	0	0	0	0	0	0	6	60.0	2	20.0	1	10.0	31.2	-
0600	17.5	0	13	0	4.5	0	0	0	0	0	0	0	0	4	25.0	3	18.8	0	0.0	28.7	35.6
0700	38.5	0	32	0	4.5	2	0	0	0	0	0	0	0	9	25.0	4	11.1	2	5.6	29.6	34.5
0800	59	0	51	0	6	2	0	0	0	0	0	0	0	18	32.1	6	10.7	0	0.0	28.3	33.6
0900	50	0	44	0	6	0	0	0	0	0	0	0	0	17	35.4	5	10.4	1	2.1	28.9	34.2
1000	51	0	39	0	12	0	0	0	0	0	0	0	0	9	19.2	2	4.3	0	0.0	26.3	31
1100	48	0	42	0	6	0	0	0	0	0	0	0	0	18	39.1	5	10.9	1	2.2	28.9	34.1
1200	64.5	0	57	0	7.5	0	0	0	0	0	0	0	0	26	41.9	4	6.5	0	0.0	29.3	33.3
1300	59.5	0	53	0	4.5	0	2	0	0	0	0	0	0	26	45.6	9	15.8	1	1.8	29.9	35.3
1400	100.4	0.4	88	0	12	0	0	0	0	0	0	0	0	36	37.1	8	8.2	3	3.1	29.3	32.5
1500	117.9	0.4	107	0	10.5	0	0	0	0	0	0	0	0	52	45.2	9	7.8	1	0.9	29.4	33
1600	76	0	66	1	9	0	0	0	0	0	0	0	0	33	45.2	9	12.3	1	1.4	29.6	34.3
1700	75	0	66	0	9	0	0	0	0	0	0	0	0	32	44.4	8	11.1	2	2.8	29.1	34
1800	59.5	0	56	0	1.5	2	0	0	0	0	0	0	0	24	41.4	6	10.3	0	0.0	29.2	34.1
1900	41.5	0	38	0	1.5	2	0	0	0	0	0	0	0	21	52.5	6	15.0	2	5.0	29.5	35.3
2000	31.5	0	27	0	4.5	0	0	0	0	0	0	0	0	11	36.7	7	23.3	3	10.0	29.1	38.5
2100	22	0	19	0	3	0	0	0	0	0	0	0	0	10	47.6	1	4.8	0	0.0	29.7	34.4
2200	16.5	0	15	0	1.5	0	0	0	0	0	0	0	0	8	50.0	7	43.8	1	6.3	31.4	37.9
2300	12.5	0	11	0	1.5	0	0	0	0	0	0	0	0	4	33.3	0	0.0	0	0.0	26.9	31.5
07-19	799.3	0.8	701	1	88.5	6	2	0	0	0	0	0	0	300	39.1	75	9.8	12	1.6	29.1	33.6
06-22	911.8	0.8	798	1	102	8	2	0	0	0	0	0	0	346	39.6	92	10.5	17	1.9	29.1	33.7
06-00	940.8	0.8	824	1	105	8	2	0	0	0	0	0	0	358	39.7	99	11.0	18	2.0	29.1	33.8
00-00	959.7	1.2	835	1	112.5	8	2	0	0	0	0	0	0	369	40.2	105	11.4	21	2.3	29.2	33.9

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Saturday, 07 February 202 Saturday, 07 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	4	57.1	3	42.9	1	14.3	33	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	34.7	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.6	-
0300	3.5	0	2	0	1.5	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	27.7	-
0400	4.5	0	3	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.4	-
0500	3.5	0	2	0	1.5	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	27.7	-
0600	10	0	4	0	6	0	0	0	0	0	0	0	0	5	62.5	0	0.0	0	0.0	29.7	-
0700	14.5	0	13	0	1.5	0	0	0	0	0	0	0	0	8	57.1	3	21.4	0	0.0	31.7	38.4
0800	24.4	0.4	19	0	3	2	0	0	0	0	0	0	0	5	21.7	2	8.7	0	0.0	26.1	34.5
0900	29.3	0.8	27	0	1.5	0	0	0	0	0	0	0	0	9	30.0	1	3.3	0	0.0	26.3	32
1000	53.5	0	51	1	1.5	0	0	0	0	0	0	0	0	17	32.1	6	11.3	0	0.0	28.2	34.8
1100	74.9	0.4	69	1	4.5	0	0	0	0	0	0	0	0	25	33.8	9	12.2	3	4.1	28.7	34.9
1200	86.4	0.4	80	0	6	0	0	0	0	0	0	0	0	36	42.4	8	9.4	2	2.4	28.9	33.7
1300	62	0	55	1	6	0	0	0	0	0	0	0	0	22	36.7	2	3.3	0	0.0	28.3	31.5
1400	52.9	0.4	45	0	7.5	0	0	0	0	0	0	0	0	26	51.0	6	11.8	0	0.0	29.4	34.9
1500	58	0	51	0	3	2	2	0	0	0	0	0	0	17	30.9	2	3.6	0	0.0	27.8	31.3
1600	47.4	0.4	47	0	0	0	0	0	0	0	0	0	0	21	43.8	8	16.7	3	6.3	30.3	36.1
1700	56.9	0.4	50	0	4.5	2	0	0	0	0	0	0	0	17	30.9	4	7.3	1	1.8	27.8	33.7
1800	51.9	0.4	47	0	4.5	0	0	0	0	0	0	0	0	29	56.9	5	9.8	3	5.9	30.3	33.7
1900	38	0	35	0	3	0	0	0	0	0	0	0	0	15	40.5	2	5.4	0	0.0	29.2	33.3
2000	23.5	0	19	0	4.5	0	0	0	0	0	0	0	0	10	45.5	1	4.5	0	0.0	28	34.3
2100	19	0	19	0	0	0	0	0	0	0	0	0	0	6	31.6	1	5.3	0	0.0	29.2	34.3
2200	19.5	0	18	0	1.5	0	0	0	0	0	0	0	0	8	42.1	4	21.1	4	21.1	32.9	50.1
2300	9.9	0.4	8	0	1.5	0	0	0	0	0	0	0	0	6	60.0	4	40.0	2	20.0	34.7	-
07-19	612.1	3.6	554	3	43.5	6	2	0	0	0	0	0	0	232	38.7	56	9.3	12	2.0	28.7	33.7
06-22	702.6	3.6	631	3	57	6	2	0	0	0	0	0	0	268	39.1	60	8.8	12	1.8	28.7	33.7
06-00	732	4	657	3	60	6	2	0	0	0	0	0	0	282	39.5	68	9.5	18	2.5	28.9	33.7
00-00	753.5	4	674	3	64.5	6	2	0	0	0	0	0	0	289	39.4	72	9.8	20	2.7	28.9	33.7

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Sunday, 08 February 2026 Sunday, 08 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	9	81.8	2	18.2	1	9.1	33.2	38.8
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	1	16.7	0	0.0	29.8	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	25.5	-
0300	2.5	0	1	0	1.5	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	29.1	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	1	50.0	36.7	-
0500	3.5	0	2	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.7	-
0600	5.5	0	4	0	1.5	0	0	0	0	0	0	0	0	1	20.0	1	20.0	1	20.0	29.1	-
0700	10.5	0	9	0	1.5	0	0	0	0	0	0	0	0	5	50.0	1	10.0	0	0.0	30.6	-
0800	12.5	0	11	0	1.5	0	0	0	0	0	0	0	0	9	75.0	1	8.3	1	8.3	32	34.3
0900	25.9	0.4	24	0	1.5	0	0	0	0	0	0	0	0	15	57.7	2	7.7	0	0.0	30.3	34.3
1000	49.9	0.4	42	1	4.5	0	2	0	0	0	0	0	0	16	33.3	5	10.4	0	0.0	27.3	32.1
1100	46.9	0.4	45	0	1.5	0	0	0	0	0	0	0	0	20	42.6	2	4.3	0	0.0	28.4	34.1
1200	53.5	0	49	0	4.5	0	0	0	0	0	0	0	0	21	40.4	7	13.5	0	0.0	28.7	34.4
1300	44.5	0	40	0	4.5	0	0	0	0	0	0	0	0	24	55.8	7	16.3	0	0.0	29.2	35.8
1400	36.5	0	35	0	1.5	0	0	0	0	0	0	0	0	17	47.2	5	13.9	1	2.8	28.9	35
1500	63	0	58	0	3	2	0	0	0	0	0	0	0	25	41.0	5	8.2	0	0.0	28.5	33.6
1600	48.5	0	47	0	1.5	0	0	0	0	0	0	0	0	25	52.1	10	20.8	2	4.2	30.3	36.3
1700	38.5	0	34	0	4.5	0	0	0	0	0	0	0	0	23	62.2	4	10.8	1	2.7	30.3	34.9
1800	36.5	0	32	0	4.5	0	0	0	0	0	0	0	0	19	54.3	5	14.3	0	0.0	30.5	35.2
1900	32.4	0.4	32	0	0	0	0	0	0	0	0	0	0	13	39.4	4	12.1	3	9.1	30.1	32.6
2000	17.5	0	16	0	1.5	0	0	0	0	0	0	0	0	9	52.9	2	11.8	1	5.9	30.5	34.2
2100	16	0	13	0	3	0	0	0	0	0	0	0	0	9	60.0	5	33.3	3	20.0	31.7	40.3
2200	13.5	0	12	0	1.5	0	0	0	0	0	0	0	0	6	46.2	3	23.1	1	7.7	28.7	39.4
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	38.5	-
07-19	466.7	1.2	426	1	34.5	2	2	0	0	0	0	0	0	219	48.1	54	11.9	5	1.1	29.2	34.4
06-22	538.1	1.6	491	1	40.5	2	2	0	0	0	0	0	0	251	47.8	66	12.6	13	2.5	29.4	34.6
06-00	552.6	1.6	504	1	42	2	2	0	0	0	0	0	0	258	47.9	70	13.0	14	2.6	29.4	34.6
00-00	579.6	1.6	528	1	45	2	2	0	0	0	0	0	0	273	48.3	75	13.3	17	3.0	29.5	34.7

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Monday, 09 February 2026 Monday, 09 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	41.1	-
0100	4	0	1	0	3	0	0	0	0	0	0	0	0	2	66.7	2	66.7	1	33.3	34.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	29.8	-
0500	9	0	6	0	3	0	0	0	0	0	0	0	0	3	37.5	0	0.0	0	0.0	28.4	-
0600	14.5	0	10	0	4.5	0	0	0	0	0	0	0	0	5	38.5	2	15.4	0	0.0	28.6	35.8
0700	33.5	0	32	0	1.5	0	0	0	0	0	0	0	0	9	27.3	2	6.1	0	0.0	27.7	32.4
0800	64.3	0.8	50	1	10.5	0	0	2	0	0	0	0	0	25	41.0	7	11.5	1	1.6	29.1	34.3
0900	44	0	39	0	3	2	0	0	0	0	0	0	0	16	38.1	6	14.3	1	2.4	29.3	35
1000	106.5	0	90	0	16.5	0	0	0	0	0	0	0	0	54	53.5	21	20.8	2	2.0	31	36.1
1100	47.5	0	40	0	7.5	0	0	0	0	0	0	0	0	14	31.1	5	11.1	1	2.2	28.4	33.8
1200	53	0	44	0	9	0	0	0	0	0	0	0	0	20	40.0	6	12.0	1	2.0	29.5	34.2
1300	57.9	0.4	47	0	10.5	0	0	0	0	0	0	0	0	25	45.5	6	10.9	1	1.8	29.4	34.2
1400	68.4	0.4	62	0	6	0	0	0	0	0	0	0	0	26	38.8	10	14.9	2	3.0	29.4	35.3
1500	104	0	92	0	12	0	0	0	0	0	0	0	0	35	35.0	6	6.0	0	0.0	28.4	32.2
1600	90.4	0.4	81	0	9	0	0	0	0	0	0	0	0	37	42.1	6	6.8	1	1.1	29.1	33.6
1700	80.3	0.8	72	0	7.5	0	0	0	0	0	0	0	0	30	38.0	12	15.2	3	3.8	28.7	35.3
1800	57	0	52	0	3	2	0	0	0	0	0	0	0	22	40.0	3	5.5	0	0.0	28.7	33.3
1900	36.5	0	35	0	1.5	0	0	0	0	0	0	0	0	20	55.6	5	13.9	3	8.3	30.4	34.8
2000	22.5	0	18	0	4.5	0	0	0	0	0	0	0	0	9	42.9	1	4.8	0	0.0	29.1	33.2
2100	20.5	0	19	0	1.5	0	0	0	0	0	0	0	0	9	45.0	5	25.0	1	5.0	30.4	39
2200	8.5	0	7	0	1.5	0	0	0	0	0	0	0	0	5	62.5	2	25.0	2	25.0	32.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	806.8	2.8	701	1	96	4	0	2	0	0	0	0	0	313	40.3	90	11.6	13	1.7	29.2	34
06-22	900.8	2.8	783	1	108	4	0	2	0	0	0	0	0	356	41.1	103	11.9	17	2.0	29.2	34.1
06-00	909.3	2.8	790	1	109.5	4	0	2	0	0	0	0	0	361	41.3	105	12.0	19	2.2	29.3	34.1
00-00	928.3	2.8	800	1	118.5	4	0	2	0	0	0	0	0	369	41.5	108	12.1	21	2.4	29.3	34.2

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 2026 Tuesday, 10 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	5.5	0	4	0	1.5	0	0	0	0	0	0	0	0	2	40.0	1	20.0	1	20.0	31.7	-
0500	3.5	0	2	0	1.5	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	27.2	-
0600	15.5	0	14	0	1.5	0	0	0	0	0	0	0	0	7	46.7	0	0.0	0	0.0	29.6	33.3
0700	32.4	0.4	29	0	3	0	0	0	0	0	0	0	0	11	34.4	2	6.3	0	0.0	27.8	34
0800	66	0	57	0	9	0	0	0	0	0	0	0	0	24	38.1	2	3.2	0	0.0	27.8	32.1
0900	43	0	35	0	6	2	0	0	0	0	0	0	0	17	42.5	4	10.0	0	0.0	29.5	34.1
1000	53.5	0	46	0	7.5	0	0	0	0	0	0	0	0	21	41.2	6	11.8	1	2.0	29.4	33.9
1100	40.5	0	39	0	1.5	0	0	0	0	0	0	0	0	16	40.0	7	17.5	0	0.0	29.8	35.9
1200	51	0	42	0	9	0	0	0	0	0	0	0	0	18	37.5	2	4.2	1	2.1	28.5	32.3
1300	55	0	49	0	6	0	0	0	0	0	0	0	0	20	37.7	8	15.1	1	1.9	29.2	35.1
1400	60.4	0.4	53	1	6	0	0	0	0	0	0	0	0	28	47.5	6	10.2	1	1.7	30	34.4
1500	85	0	72	1	12	0	0	0	0	0	0	0	0	26	32.1	5	6.2	1	1.2	28.9	33.1
1600	81.5	0	65	0	16.5	0	0	0	0	0	0	0	0	38	50.0	14	18.4	6	7.9	30.3	35.4
1700	89.8	0.8	77	0	12	0	0	0	0	0	0	0	0	27	31.0	4	4.6	1	1.1	28.1	31.9
1800	54.5	0	50	0	4.5	0	0	0	0	0	0	0	0	22	41.5	4	7.5	1	1.9	29.4	34.3
1900	42.3	0.8	31	0	10.5	0	0	0	0	0	0	0	0	19	47.5	2	5.0	1	2.5	28.7	32.6
2000	29.4	0.4	26	0	3	0	0	0	0	0	0	0	0	13	44.8	2	6.9	1	3.4	29.1	33.1
2100	13.5	0	12	0	1.5	0	0	0	0	0	0	0	0	7	53.9	3	23.1	0	0.0	31.2	35.1
2200	7.5	0	6	0	1.5	0	0	0	0	0	0	0	0	3	42.9	1	14.3	0	0.0	29.2	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	29.4	-
07-19	712.6	1.6	614	2	93	2	0	0	0	0	0	0	0	268	39.2	64	9.4	13	1.9	29.1	33.9
06-22	813.3	2.8	697	2	109.5	2	0	0	0	0	0	0	0	314	40.3	71	9.1	15	1.9	29.1	33.7
06-00	822.8	2.8	705	2	111	2	0	0	0	0	0	0	0	318	40.3	72	9.1	15	1.9	29.1	33.7
00-00	832.8	2.8	712	2	114	2	0	0	0	0	0	0	0	322	40.4	73	9.1	16	2.0	29.1	33.7

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	2	77.3	1	36.4	1	18.2	34.3	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	47.1	1	35.3	0	11.8	31.1	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	60.0	0	40.0	0	20.0	28.1	-
0300	2.5	0	1	0	1.5	0	0	0	0	0	0	0	0	0	30.0	0	0.0	0	0.0	28	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	56.5	1	17.4	0	13.0	31.3	-
0500	7	0	4	0	3	0	0	0	0	0	0	0	0	2	37.5	0	5.0	0	2.5	28.6	-
0600	14	0	11	0	3	0	0	0	0	0	0	0	0	5	38.5	1	8.3	0	3.1	28.2	33.3
0700	27.5	0	26	0	1.5	0	0	0	0	0	0	0	0	10	33.7	3	9.5	0	1.5	28.5	33.9
0800	46.4	0.4	40	0	6	0	0	0	0	0	0	0	0	17	38.4	3	6.3	0	0.6	28.4	33.4
0900	39.5	0	35	0	4.5	0	0	0	0	0	0	0	0	15	39.3	3	8.7	0	1.1	28.7	33.7
1000	60.5	0	53	0	7.5	0	0	0	0	0	0	0	0	24	40.7	7	12.0	0	0.7	29	34.3
1100	49.5	0	45	0	4.5	0	0	0	0	0	0	0	0	18	37.7	5	11.3	1	2.4	29.1	34.2
1200	60.5	0	53	0	7.5	0	0	0	0	0	0	0	0	23	40.1	5	9.2	1	1.2	28.9	33.5
1300	53	0	47	0	6	0	0	0	0	0	0	0	0	20	39.3	5	9.7	1	1.1	28.9	33.2
1400	65.9	0.4	58	0	7.5	0	0	0	0	0	0	0	0	27	41.6	6	10.1	2	2.5	29.3	33.8
1500	88	0	79	0	9	0	0	0	0	0	0	0	0	33	38.0	6	6.6	1	0.7	28.9	32.8
1600	74.9	0.4	67	0	7.5	0	0	0	0	0	0	0	0	32	43.4	9	12.1	2	2.9	29.4	34.2
1700	70.9	0.4	63	0	7.5	0	0	0	0	0	0	0	0	25	37.0	6	8.9	2	2.7	28.6	33.6
1800	54.5	0	50	0	4.5	0	0	0	0	0	0	0	0	25	46.4	5	9.0	1	1.6	29.5	34
1900	39.5	0	35	0	4.5	0	0	0	0	0	0	0	0	17	45.3	4	10.9	2	4.5	29.3	33.7
2000	26	0	23	0	3	0	0	0	0	0	0	0	0	11	42.0	4	13.8	1	4.4	29.5	34.6
2100	17.5	0	16	0	1.5	0	0	0	0	0	0	0	0	8	48.3	3	17.5	1	5.0	30.6	35.4
2200	13.5	0	12	0	1.5	0	0	0	0	0	0	0	0	6	46.1	3	23.6	1	10.1	30.8	38
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	48.6	1	17.1	0	8.6	30.4	-
07-19	699	2	615	1	75	4	2	0	0	0	0	0	0	269	39.9	64	9.4	11	1.6	29	33.7
06-22	797	2	701	1	87	4	2	0	0	0	0	0	0	311	40.4	76	9.8	15	2.0	29	33.7
06-00	816.4	2.4	717	1	90	4	2	0	0	0	0	0	0	319	40.6	79	10.1	17	2.1	29.1	33.7
00-00	833.9	2.4	730	1	94.5	4	2	0	0	0	0	0	0	328	40.8	83	10.3	18	2.3	29.1	33.7

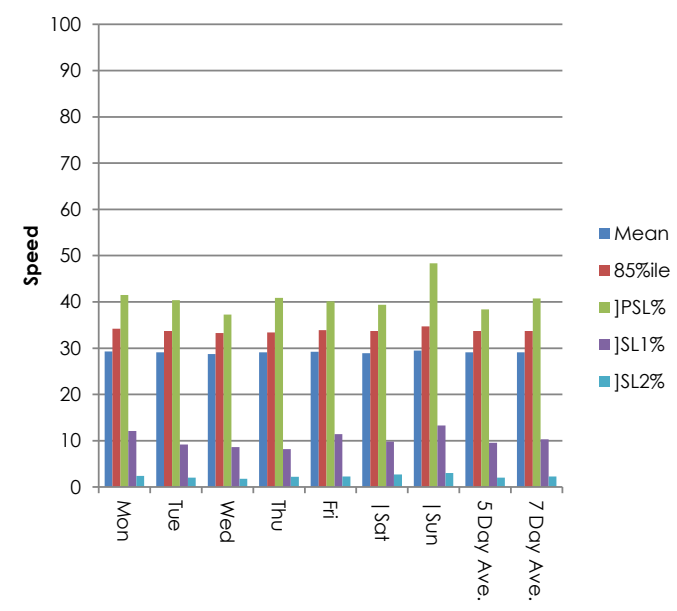
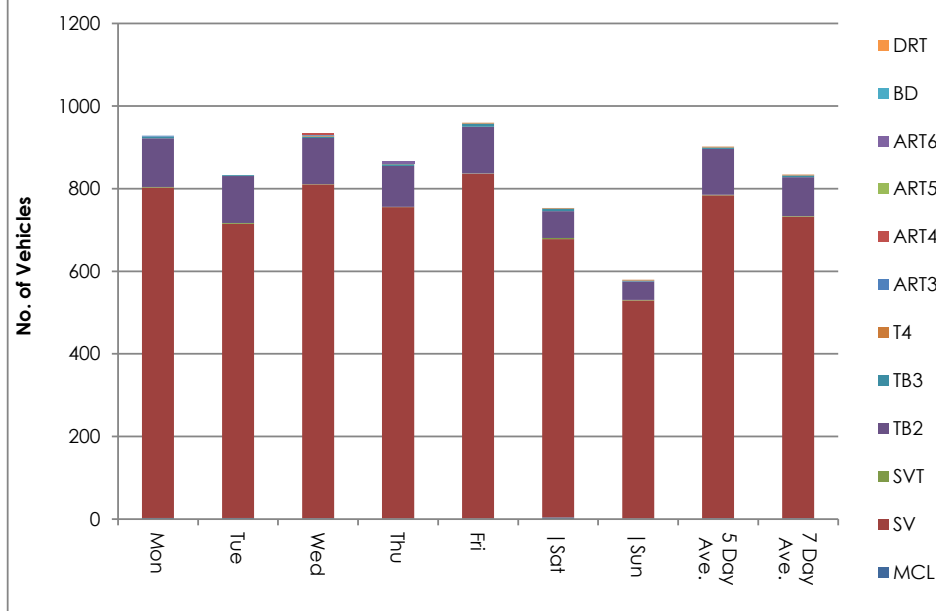
Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	928.3	2.8	800	1	118.5	4	0	2	0	0	0	0	0	369	41.5	108	12.1	21	2.4	29.3	34.2
Tue	832.8	2.8	712	2	114	2	0	0	0	0	0	0	0	322	40.4	73	9.1	16	2.0	29.1	33.7
Wed	932.9	2.4	808	1	111	4	2	2	2.5	0	0	0	0	333	37.3	77	8.6	16	1.8	28.7	33.3
Thu	866.2	1.2	754	1	99	4	2	0	0	0	5	0	0	339	40.9	68	8.2	18	2.2	29.1	33.4
Fri	959.7	1.2	835	1	112.5	8	2	0	0	0	0	0	0	369	40.2	105	11.4	21	2.3	29.2	33.9
Sat	753.5	4	674	3	64.5	6	2	0	0	0	0	0	0	289	39.4	72	9.8	20	2.7	28.9	33.7
Sun	579.6	1.6	528	1	45	2	2	0	0	0	0	0	0	273	48.3	75	13.3	17	3.0	29.5	34.7
5 Day Ave.	902	2	782	1	111	4	2	0	0	0	0	0	0	346	38.4	86	9.5	18	2.0	29.1	33.7
7 Day Ave.	833.9	2.4	730	1	94.5	4	2	0	0	0	0	0	0	328	40.8	83	10.3	18	2.3	29.1	33.7
--	5853	16	5111	10	664.5	30	10	4	2.5	0	5	0	0	2294	40.8	578	10.3	129	2.3	29.1	33.7

Summary Graphs



Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February Wednesday, 04 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2.5	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9.5	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	17.9	0	0	2	2	5	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	38.4	0	0	0	3	5	20	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	55.4	0	0	1	1	12	19	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	48.5	0	1	1	1	13	13	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	58.5	0	0	2	1	10	20	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	47	0	0	0	0	8	20	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	55	0	1	0	0	6	23	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	47.5	0	0	0	0	9	27	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	73.5	0	0	0	2	5	38	20	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	108.3	0	0	0	1	6	57	37	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	101.9	0	1	2	3	16	42	25	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	80	0	1	0	3	14	40	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	73	0	0	1	0	15	19	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	41.5	0	0	1	3	7	14	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	36.5	0	0	0	0	1	19	5	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	0	0	0	2	3	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	12.5	0	0	0	0	0	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3.5	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	787	0	4	7	15	119	338	216	48	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	898.9	0	4	10	20	134	376	246	58	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	914.9	0	4	10	20	135	383	250	60	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	932.9	0	4	10	20	138	389	256	61	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound
Thursday, 05 February 2 Thursday, 05 February 2026

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23.5	0	0	0	1	4	8	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	37.5	0	1	2	1	5	12	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	50.5	0	0	0	0	9	18	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	46	0	0	0	3	6	17	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	57	0	0	0	0	7	20	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	41	0	0	0	0	2	21	12	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	55.9	0	0	0	2	7	27	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	48	0	0	0	0	7	24	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	69.9	0	0	0	1	9	29	23	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	92.5	0	0	0	1	8	46	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	84.4	0	0	1	2	9	36	29	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	77	0	0	1	2	12	29	21	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	59.5	0	0	0	2	5	24	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	43	0	0	1	1	5	16	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	28	0	0	0	0	4	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	1	0	0	1	8	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14.5	0	0	0	0	3	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	719.2	0	1	4	14	86	303	230	37	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	829.7	0	2	5	16	100	349	259	47	14	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	851.2	0	2	5	16	103	358	266	48	15	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	866.2	0	2	5	17	104	362	271	50	15	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound
Friday, 06 February 202 Friday, 06 February 2026

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	0.4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	12.5	0	0	0	1	0	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	17.5	0	0	0	0	3	9	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	38.5	0	0	0	1	5	21	5	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	59	0	0	0	2	10	26	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	50	0	0	0	1	9	21	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	51	0	0	1	1	19	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	48	0	0	1	1	5	21	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	64.5	0	0	0	0	8	28	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	59.5	0	0	0	0	6	25	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	100.4	0	0	0	3	7	51	28	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	117.9	0	0	0	0	19	44	43	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	76	0	0	0	2	12	26	24	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	75	0	0	2	3	9	26	24	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	59.5	0	0	0	3	5	26	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	41.5	0	1	1	0	7	10	15	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	31.5	0	0	0	3	4	12	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	22	0	0	0	0	3	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16.5	0	0	0	0	4	4	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	12.5	0	0	1	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	799.3	0	0	4	17	114	332	225	63	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	911.8	0	1	5	20	131	371	254	75	10	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	940.8	0	1	6	20	136	381	259	81	10	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	959.7	0	1	6	21	136	386	264	84	12	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Saturday, 07 February 2 **Saturday, 07 February 2026**

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	7	0	0	0	0	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3.5	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4.5	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3.5	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	14.5	0	0	0	0	0	6	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	24.4	0	1	1	1	5	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	29.3	0	0	2	4	6	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	53.5	0	0	1	4	6	25	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	74.9	0	0	1	6	10	32	16	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	86.4	0	0	3	1	15	30	28	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	62	0	0	0	4	6	28	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	52.9	0	0	2	2	5	16	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	58	0	0	2	0	9	27	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	47.4	0	0	0	0	8	19	13	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	56.9	0	0	2	4	5	27	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	51.9	0	0	1	0	7	14	24	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	38	0	0	0	0	4	18	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	23.5	0	0	0	3	3	6	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	19	0	0	0	0	4	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	19.5	0	0	0	0	3	8	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9.9	0	0	1	0	1	2	2	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	612.1	0	1	15	26	82	243	176	44	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	702.6	0	1	15	29	94	278	208	48	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	732	0	1	16	29	98	288	214	50	8	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	753.5	0	1	16	29	104	295	217	52	10	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound
Sunday, 08 February 20 Sunday, 08 February 2026

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	2	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2.5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3.5	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5.5	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	10.5	0	0	0	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	12.5	0	0	0	0	0	3	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	25.9	0	0	0	0	4	7	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	49.9	0	0	2	4	7	19	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	46.9	0	1	1	1	5	19	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	53.5	0	0	0	3	7	21	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	44.5	0	1	1	1	6	10	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	36.5	0	0	1	1	4	13	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	63	0	0	0	3	12	21	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	48.5	0	0	0	1	4	18	15	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	38.5	0	0	1	0	4	9	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	36.5	0	0	0	0	3	13	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	32.4	0	0	1	0	4	15	9	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	17.5	0	0	0	0	1	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	0	1	0	2	3	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	13.5	0	0	0	1	4	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	466.7	0	2	6	14	56	158	165	49	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	538.1	0	2	8	14	65	185	185	53	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	552.6	0	2	8	15	69	187	188	56	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	579.6	0	2	9	15	69	197	198	58	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound
Monday, 09 February 21/Monday, 09 February 2026

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1.5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14.5	0	0	1	0	2	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	33.5	0	0	0	1	9	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	64.3	0	0	1	2	8	25	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	44	0	0	1	0	8	17	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	106.5	0	0	0	0	5	42	33	19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	47.5	0	0	0	1	10	20	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	53	0	0	0	0	8	22	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	57.9	0	0	2	0	4	24	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	68.4	0	0	0	3	8	30	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	104	0	0	1	3	16	45	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	90.4	0	0	1	1	11	38	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	80.3	0	1	2	5	8	33	18	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	57	0	0	1	2	7	23	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	36.5	0	0	0	0	9	7	15	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	22.5	0	0	0	0	3	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	20.5	0	0	0	0	4	7	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8.5	0	0	0	0	2	1	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	806.8	0	1	9	18	102	333	223	77	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	900.8	0	1	10	18	120	361	253	86	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	909.3	0	1	10	18	122	362	256	86	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	928.3	0	1	10	18	123	369	261	87	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 21 Tuesday, 10 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5.5	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3.5	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	15.5	0	0	0	0	2	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	32.4	0	0	0	3	6	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	66	0	0	1	5	8	25	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	43	0	0	0	0	6	17	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	53.5	0	0	0	1	4	25	15	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	40.5	0	0	1	0	4	19	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	51	0	0	0	0	9	21	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	55	0	0	0	0	11	22	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	60.4	0	0	0	0	7	24	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	85	0	0	0	1	10	44	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	81.5	0	0	1	1	11	25	24	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	89.8	0	0	2	1	12	45	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	54.5	0	0	0	2	6	23	18	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	42.3	0	0	1	2	4	14	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	29.4	0	0	0	0	7	9	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	13.5	0	0	0	0	0	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	7.5	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	712.6	0	0	5	14	94	302	204	51	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	813.3	0	0	6	16	107	337	243	56	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	822.8	0	0	6	16	108	341	246	57	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	832.8	0	0	6	16	109	345	249	57	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	0	0	3	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	27.5	0	0	0	1	4	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	46.4	0	0	1	2	7	18	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	39.5	0	0	1	1	7	14	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	60.5	0	0	1	2	8	24	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	49.5	0	0	1	1	6	22	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	60.5	0	0	0	1	9	25	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	53	0	0	0	1	7	23	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	65.9	0	0	0	2	6	29	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	88	0	0	0	1	11	41	27	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	74.9	0	0	1	1	10	29	23	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	70.9	0	0	1	3	9	30	19	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	54.5	0	0	0	1	7	20	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	39.5	0	0	1	1	6	13	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	26	0	0	0	1	3	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	17.5	0	0	0	0	2	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	13.5	0	0	0	0	2	4	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	699	0	1	7	17	93	287	206	53	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	797	0	2	8	19	107	322	235	60	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	816.4	0	2	9	19	110	329	240	63	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	833.9	0	2	9	19	112	335	245	64	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

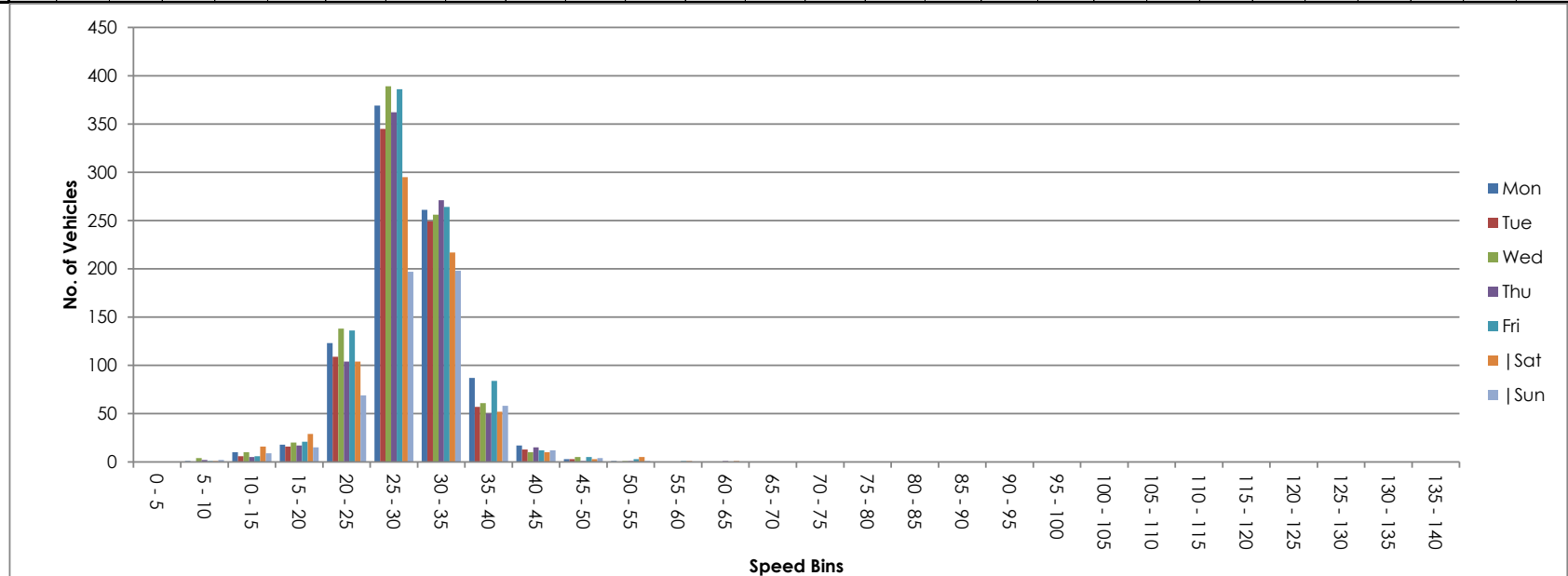
Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Eastbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	928.3	0	1	10	18	123	369	261	87	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	832.8	0	0	6	16	109	345	249	57	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	932.9	0	4	10	20	138	389	256	61	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	866.2	0	2	5	17	104	362	271	50	15	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	959.7	0	1	6	21	136	386	264	84	12	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	753.5	0	1	16	29	104	295	217	52	10	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	579.6	0	2	9	15	69	197	198	58	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	902	0	2	7	18	122	370	260	68	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	833.9	0	2	9	19	112	335	245	64	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	5853	0	11	62	136	783	2343	1716	449	89	24	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February : Wednesday, 04 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	33.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	2.5	0	1	0	1.5	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	30.8	-
0400	3.5	0	2	0	1.5	0	0	0	0	0	0	0	0	2	66.7	1	33.3	1	33.3	34.8	-
0500	21	0	15	0	6	0	0	0	0	0	0	0	0	16	84.2	9	47.4	5	26.3	35.3	44
0600	42.3	0.8	31	0	10.5	0	0	0	0	0	0	0	0	31	77.5	12	30.0	4	10.0	33.4	39.1
0700	79.5	0	72	0	7.5	0	0	0	0	0	0	0	0	54	70.1	27	35.1	9	11.7	33.1	38.6
0800	94.5	0	84	0	10.5	0	0	0	0	0	0	0	0	65	71.4	23	25.3	8	8.8	32.5	37.4
0900	68	0	55	1	12	0	0	0	0	0	0	0	0	38	59.4	12	18.8	2	3.1	31.5	36.2
1000	51.5	0	45	0	4.5	2	0	0	0	0	0	0	0	31	63.3	6	12.2	4	8.2	31.6	34.9
1100	69	0	54	0	15	0	0	0	0	0	0	0	0	53	82.8	25	39.1	4	6.3	34	37.8
1200	58.5	0	47	0	9	0	0	0	2.5	0	0	0	0	43	79.6	19	35.2	4	7.4	33.9	38.7
1300	57	0	44	0	10.5	0	0	0	2.5	0	0	0	0	31	59.6	13	25.0	5	9.6	32	37.5
1400	69.9	0.4	59	0	6	2	0	0	2.5	0	0	0	0	44	66.7	17	25.8	3	4.5	32.1	36.2
1500	83.5	0	79	0	4.5	0	0	0	0	0	0	0	0	61	74.4	27	32.9	8	9.8	33.3	38.8
1600	92	0	83	0	9	0	0	0	0	0	0	0	0	66	74.2	28	31.5	6	6.7	32.5	37.1
1700	58.9	0.4	54	0	4.5	0	0	0	0	0	0	0	0	38	65.5	17	29.3	4	6.9	32.5	37.5
1800	47	0	44	0	3	0	0	0	0	0	0	0	0	31	67.4	14	30.4	6	13.0	32.5	39.9
1900	36	0	33	0	3	0	0	0	0	0	0	0	0	21	60.0	10	28.6	3	8.6	32	38
2000	30	0	27	0	3	0	0	0	0	0	0	0	0	22	75.9	10	34.5	4	13.8	33.5	40.2
2100	14.5	0	13	0	1.5	0	0	0	0	0	0	0	0	11	78.6	5	35.7	3	21.4	34.9	41.7
2200	8.5	0	7	0	1.5	0	0	0	0	0	0	0	0	4	50.0	1	12.5	0	0.0	30.6	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	50.2	-
07-19	829.3	0.8	720	1	96	4	0	0	7.5	0	0	0	0	555	70.1	228	28.8	63	8.0	32.7	37.5
06-22	952.1	1.6	824	1	114	4	0	0	7.5	0	0	0	0	640	70.3	265	29.1	77	8.5	32.7	37.7
06-00	962.6	1.6	833	1	115.5	4	0	0	7.5	0	0	0	0	646	70.2	268	29.1	78	8.5	32.7	37.7
00-00	991.6	1.6	853	1	124.5	4	0	0	7.5	0	0	0	0	667	70.5	279	29.5	84	8.9	32.8	37.8

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Thursday, 05 February 202 Thursday, 05 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	33.8	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	34.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	53	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	3.5	0	2	0	1.5	0	0	0	0	0	0	0	0	3	100.0	0	0.0	0	0.0	33.6	-
0500	21.5	0	17	0	4.5	0	0	0	0	0	0	0	0	14	70.0	6	30.0	4	20.0	34.5	46.3
0600	35.9	0.4	28	0	7.5	0	0	0	0	0	0	0	0	25	73.5	11	32.4	5	14.7	33.3	39.7
0700	83.5	0	73	0	10.5	0	0	0	0	0	0	0	0	58	72.5	23	28.8	6	7.5	32.8	38
0800	97.5	0	78	0	19.5	0	0	0	0	0	0	0	0	64	70.3	26	28.6	9	9.9	33.1	38.7
0900	61.9	0.4	57	0	4.5	0	0	0	0	0	0	0	0	42	68.9	13	21.3	6	9.8	32.1	37.9
1000	41.9	0.4	34	0	7.5	0	0	0	0	0	0	0	0	26	65.0	9	22.5	3	7.5	31.5	35.9
1100	35.5	0	28	0	7.5	0	0	0	0	0	0	0	0	19	57.6	6	18.2	0	0.0	31.2	36.8
1200	62.5	0	55	0	7.5	0	0	0	0	0	0	0	0	41	68.3	17	28.3	5	8.3	32.5	37.5
1300	48.5	0	44	1	1.5	2	0	0	0	0	0	0	0	35	74.5	12	25.5	5	10.6	32.9	39.5
1400	62	0	52	1	9	0	0	0	0	0	0	0	0	39	66.1	21	35.6	5	8.5	32.6	38.9
1500	93	0	87	0	6	0	0	0	0	0	0	0	0	63	69.2	21	23.1	4	4.4	32.2	36.9
1600	63.4	0.4	54	0	9	0	0	0	0	0	0	0	0	42	68.9	20	32.8	5	8.2	32.7	37.2
1700	59.5	0	52	0	7.5	0	0	0	0	0	0	0	0	36	63.2	12	21.1	3	5.3	31.4	37.3
1800	53	0	46	0	4.5	0	0	0	2.5	0	0	0	0	27	54.0	13	26.0	5	10.0	31.7	36.2
1900	36.5	0	32	0	4.5	0	0	0	0	0	0	0	0	26	74.3	6	17.1	2	5.7	32.1	35.3
2000	28.5	0	27	0	1.5	0	0	0	0	0	0	0	0	20	71.4	11	39.3	2	7.1	33	37.9
2100	13.4	0.4	13	0	0	0	0	0	0	0	0	0	0	12	85.7	4	28.6	1	7.1	33.7	39
2200	11.5	0	10	0	1.5	0	0	0	0	0	0	0	0	7	63.6	3	27.3	1	9.1	32.6	38.2
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	0	0.0	33.1	-
07-19	762.2	1.2	660	2	94.5	2	0	0	2.5	0	0	0	0	492	67.4	193	26.4	56	7.7	32.3	37.5
06-22	876.5	2	760	2	108	2	0	0	2.5	0	0	0	0	575	68.4	225	26.8	66	7.8	32.4	37.6
06-00	892	2	774	2	109.5	2	0	0	2.5	0	0	0	0	585	68.3	230	26.9	67	7.8	32.4	37.6
00-00	921	2	797	2	115.5	2	0	0	2.5	0	0	0	0	606	68.6	238	27.0	72	8.2	32.5	37.6

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Friday, 06 February 2026 Friday, 06 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
1	2	3	4	5	6	7	8	9	10	11	12										
MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT										
0000	0.8	0.8	0	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	32.2	-
0100	2.5	0	1	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.3	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.6	-
0300	1.9	0.4	0	0	1.5	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	39.1	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	3	100.0	2	66.7	43.4	-
0500	16.5	0	12	0	4.5	0	0	0	0	0	0	0	0	14	93.3	7	46.7	4	26.7	36.3	45.8
0600	28.9	0.4	24	0	4.5	0	0	0	0	0	0	0	0	19	67.9	15	53.6	5	17.9	34.2	40.6
0700	90.5	0	67	1	22.5	0	0	0	0	0	0	0	0	62	74.7	29	34.9	11	13.3	33.9	39.7
0800	79.5	0	72	0	7.5	0	0	0	0	0	0	0	0	59	76.6	28	36.4	8	10.4	33.6	39.5
0900	67.5	0	60	0	7.5	0	0	0	0	0	0	0	0	44	67.7	13	20.0	2	3.1	31.8	35.7
1000	54.5	0	47	0	7.5	0	0	0	0	0	0	0	0	33	63.5	13	25.0	1	1.9	32	36.1
1100	66.5	0	56	0	10.5	0	0	0	0	0	0	0	0	42	66.7	18	28.6	3	4.8	32.5	38.1
1200	80	0	68	0	12	0	0	0	0	0	0	0	0	57	75.0	25	32.9	8	10.5	33.5	38.2
1300	74	0	67	0	4.5	0	0	0	2.5	0	0	0	0	53	74.7	24	33.8	4	5.6	33.1	38.1
1400	84.5	0	74	0	10.5	0	0	0	0	0	0	0	0	52	64.2	21	25.9	4	4.9	32	36.1
1500	87.5	0	71	0	16.5	0	0	0	0	0	0	0	0	65	79.3	27	32.9	7	8.5	33.5	38.8
1600	86.5	0	76	0	10.5	0	0	0	0	0	0	0	0	57	68.7	23	27.7	6	7.2	33	38.5
1700	66.5	0	65	0	1.5	0	0	0	0	0	0	0	0	40	60.6	17	25.8	5	7.6	31.9	36.3
1800	62.5	0	58	0	4.5	0	0	0	0	0	0	0	0	34	55.7	10	16.4	1	1.6	31	35.8
1900	40	0	37	0	3	0	0	0	0	0	0	0	0	28	71.8	9	23.1	4	10.3	32.6	37.1
2000	29.5	0	28	0	1.5	0	0	0	0	0	0	0	0	23	79.3	10	34.5	3	10.3	33.2	38.6
2100	15.5	0	14	0	1.5	0	0	0	0	0	0	0	0	8	53.3	4	26.7	0	0.0	31.5	36
2200	9	0	9	0	0	0	0	0	0	0	0	0	0	7	77.8	0	0.0	0	0.0	31.3	-
2300	6.5	0	5	0	1.5	0	0	0	0	0	0	0	0	4	66.7	2	33.3	1	16.7	32.9	-
07-19	900	0	781	1	115.5	0	0	0	2.5	0	0	0	0	598	69.5	248	28.8	60	7.0	32.7	37.7
06-22	1013.9	0.4	884	1	126	0	0	0	2.5	0	0	0	0	676	69.6	286	29.5	72	7.4	32.8	37.7
06-00	1029.4	0.4	898	1	127.5	0	0	0	2.5	0	0	0	0	687	69.7	288	29.2	73	7.4	32.8	37.7
00-00	1055.1	1.6	915	1	135	0	0	0	2.5	0	0	0	0	706	69.8	300	29.7	81	8.0	32.8	37.8

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Saturday, 07 February 202 Saturday, 07 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5.4	0.4	5	0	0	0	0	0	0	0	0	0	0	4	66.7	2	33.3	2	33.3	32.4	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	45.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	30.1	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	44	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	25.5	-
0500	10.5	0	6	0	4.5	0	0	0	0	0	0	0	0	7	77.8	4	44.4	2	22.2	35.1	-
0600	15	0	12	0	3	0	0	0	0	0	0	0	0	11	78.6	7	50.0	2	14.3	34.5	39.8
0700	17	0	14	0	3	0	0	0	0	0	0	0	0	7	43.8	5	31.3	3	18.8	31.5	40.8
0800	57	0	51	0	6	0	0	0	0	0	0	0	0	33	60.0	11	20.0	3	5.5	31.5	36.6
0900	64.9	0.4	57	0	7.5	0	0	0	0	0	0	0	0	44	69.8	27	42.9	9	14.3	34.2	39.5
1000	80.9	0.4	70	0	10.5	0	0	0	0	0	0	0	0	53	68.0	20	25.6	4	5.1	31.6	36.1
1100	81.5	0	71	0	10.5	0	0	0	0	0	0	0	0	61	78.2	29	37.2	3	3.8	33.5	37.7
1200	77	0	71	0	6	0	0	0	0	0	0	0	0	60	80.0	24	32.0	6	8.0	33.4	37.5
1300	77.3	0.8	72	0	4.5	0	0	0	0	0	0	0	0	60	77.9	28	36.4	11	14.3	33.7	39.6
1400	56	0	50	0	6	0	0	0	0	0	0	0	0	45	83.3	28	51.9	8	14.8	35.2	40.3
1500	56.5	0	52	0	4.5	0	0	0	0	0	0	0	0	37	67.3	18	32.7	7	12.7	33.2	38.3
1600	39.9	0.4	38	0	1.5	0	0	0	0	0	0	0	0	31	77.5	16	40.0	7	17.5	34.6	43.3
1700	63.5	0	59	0	4.5	0	0	0	0	0	0	0	0	36	58.1	13	21.0	1	1.6	31.1	36.4
1800	62.9	0.4	58	0	4.5	0	0	0	0	0	0	0	0	32	51.6	15	24.2	5	8.1	31.5	37.4
1900	35.3	0.8	30	0	4.5	0	0	0	0	0	0	0	0	21	60.0	11	31.4	6	17.1	33.1	41.5
2000	22.5	0	21	0	1.5	0	0	0	0	0	0	0	0	15	68.2	6	27.3	2	9.1	33	39.9
2100	14.5	0	13	0	1.5	0	0	0	0	0	0	0	0	5	35.7	1	7.1	0	0.0	29.1	32.8
2200	15.5	0	14	0	1.5	0	0	0	0	0	0	0	0	9	60.0	2	13.3	0	0.0	30.8	35
2300	13.4	0.4	13	0	0	0	0	0	0	0	0	0	0	12	85.7	6	42.9	3	21.4	35.3	43.7
07-19	734.4	2.4	663	0	69	0	0	0	0	0	0	0	0	499	69.8	234	32.7	67	9.4	32.9	38.3
06-22	821.7	3.2	739	0	79.5	0	0	0	0	0	0	0	0	551	68.9	259	32.4	77	9.6	32.9	38.4
06-00	850.6	3.6	766	0	81	0	0	0	0	0	0	0	0	572	69.0	267	32.2	80	9.7	32.9	38.4
00-00	872.5	4	783	0	85.5	0	0	0	0	0	0	0	0	588	69.2	276	32.5	86	10.1	33	38.5

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Sunday, 08 February 2026 Sunday, 08 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	6	75.0	1	12.5	0	0.0	31.9	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	27.2	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	26.7	-
0300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.9	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.4	-
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80.0	3	60.0	1	20.0	34.4	-
0600	12.5	0	11	0	1.5	0	0	0	0	0	0	0	0	9	75.0	6	50.0	1	8.3	34.7	40.2
0700	14.8	0.8	11	0	3	0	0	0	0	0	0	0	0	9	60.0	4	26.7	1	6.7	31.2	38.8
0800	16.5	0	15	0	1.5	0	0	0	0	0	0	0	0	13	81.3	7	43.8	1	6.3	34.2	38.1
0900	44.9	0.4	43	0	1.5	0	0	0	0	0	0	0	0	32	71.1	11	24.4	6	13.3	32.5	38.1
1000	74.9	0.4	67	0	7.5	0	0	0	0	0	0	0	0	48	65.8	24	32.9	8	11.0	32.4	38.6
1100	68	0	59	0	9	0	0	0	0	0	0	0	0	49	75.4	22	33.9	6	9.2	33.7	38.5
1200	65.3	0.8	60	0	4.5	0	0	0	0	0	0	0	0	44	67.7	28	43.1	11	16.9	33.1	40.9
1300	53.5	0	46	0	7.5	0	0	0	0	0	0	0	0	34	66.7	10	19.6	1	2.0	31.6	36.1
1400	55.4	0.4	50	0	3	0	2	0	0	0	0	0	0	43	79.6	19	35.2	6	11.1	33.6	39.7
1500	58	0	55	0	3	0	0	0	0	0	0	0	0	34	59.7	17	29.8	2	3.5	31.8	37.5
1600	44	0	41	0	3	0	0	0	0	0	0	0	0	31	72.1	11	25.6	3	7.0	32.3	37.4
1700	36.5	0	32	0	4.5	0	0	0	0	0	0	0	0	26	74.3	10	28.6	3	8.6	33.1	38.4
1800	32	0	29	0	3	0	0	0	0	0	0	0	0	22	71.0	14	45.2	3	9.7	33.9	39.9
1900	24.4	0.4	24	0	0	0	0	0	0	0	0	0	0	18	72.0	9	36.0	4	16.0	33.9	43.5
2000	18	0	15	0	3	0	0	0	0	0	0	0	0	11	64.7	2	11.8	1	5.9	31.8	35.3
2100	12.2	1.2	11	0	0	0	0	0	0	0	0	0	0	8	57.1	6	42.9	4	28.6	33.4	45
2200	10.9	0.4	9	0	1.5	0	0	0	0	0	0	0	0	7	63.6	2	18.2	0	0.0	29.5	36.3
2300	0.4	0.4	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	48	-
07-19	563.8	2.8	508	0	51	0	2	0	0	0	0	0	0	385	70.0	177	32.2	51	9.3	32.8	38.4
06-22	630.9	4.4	569	0	55.5	0	2	0	0	0	0	0	0	431	69.7	200	32.4	61	9.9	32.8	38.4
06-00	642.2	5.2	578	0	57	0	2	0	0	0	0	0	0	439	69.7	203	32.2	62	9.8	32.8	38.4
00-00	663.7	5.2	598	0	58.5	0	2	0	0	0	0	0	0	451	69.3	208	32.0	63	9.7	32.7	38.4

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Monday, 09 February 2026 Monday, 09 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	2	100.0	53.6	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	32.7	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	41.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	1	25.0	35.8	-
0500	17	0	14	0	3	0	0	0	0	0	0	0	0	13	81.3	4	25.0	3	18.8	33.7	41.2
0600	37.9	0.4	30	0	7.5	0	0	0	0	0	0	0	0	30	83.3	18	50.0	7	19.4	34.9	40.8
0700	84	0	72	0	12	0	0	0	0	0	0	0	0	50	62.5	29	36.3	5	6.3	32.7	38.6
0800	102.9	0.4	83	0	19.5	0	0	0	0	0	0	0	0	75	77.3	27	27.8	7	7.2	33.1	37.7
0900	66.5	0	53	0	13.5	0	0	0	0	0	0	0	0	47	75.8	25	40.3	8	12.9	33.6	39.5
1000	57	0	48	0	9	0	0	0	0	0	0	0	0	41	75.9	18	33.3	4	7.4	33.1	37.9
1100	65.5	0	53	0	10.5	2	0	0	0	0	0	0	0	42	68.9	15	24.6	1	1.6	32.2	36.5
1200	76	0	60	1	15	0	0	0	0	0	0	0	0	45	63.4	25	35.2	7	9.9	33	39.3
1300	49.5	0	41	1	7.5	0	0	0	0	0	0	0	0	35	74.5	17	36.2	3	6.4	33.1	37.6
1400	81	0	62	1	18	0	0	0	0	0	0	0	0	54	72.0	25	33.3	9	12.0	33.2	38.1
1500	79.5	0	69	0	10.5	0	0	0	0	0	0	0	0	49	64.5	21	27.6	7	9.2	32.5	38.4
1600	73.9	0.4	66	0	7.5	0	0	0	0	0	0	0	0	55	76.4	21	29.2	9	12.5	33.6	39.8
1700	54	0	48	0	6	0	0	0	0	0	0	0	0	31	59.6	13	25.0	4	7.7	31.9	37.5
1800	45	0	42	0	3	0	0	0	0	0	0	0	0	32	72.7	15	34.1	7	15.9	33.7	41.2
1900	45	0	42	0	3	0	0	0	0	0	0	0	0	34	77.3	16	36.4	3	6.8	33.4	39.2
2000	24.5	0	20	0	4.5	0	0	0	0	0	0	0	0	17	73.9	7	30.4	1	4.3	32.6	39.2
2100	10.4	0.4	10	0	0	0	0	0	0	0	0	0	0	5	45.5	2	18.2	2	18.2	28.4	42.2
2200	10.9	0.4	9	0	1.5	0	0	0	0	0	0	0	0	6	54.6	2	18.2	2	18.2	29.5	41.7
2300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.8	-
07-19	834.8	0.8	697	3	132	2	0	0	0	0	0	0	0	556	70.3	251	31.7	71	9.0	33	38.3
06-22	952.6	1.6	799	3	147	2	0	0	0	0	0	0	0	642	70.9	294	32.5	84	9.3	33	38.5
06-00	965	2	808	3	150	2	0	0	0	0	0	0	0	648	70.7	296	32.3	86	9.4	33	38.5
00-00	991	2	831	3	153	2	0	0	0	0	0	0	0	668	70.9	306	32.5	93	9.9	33	38.6

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 2026 Tuesday, 10 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	1	50.0	44.3	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	36.8	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	31.8	-
0300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.3	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	30.7	-
0500	13.5	0	9	0	4.5	0	0	0	0	0	0	0	0	8	66.7	4	33.3	3	25.0	34.6	44.3
0600	34.9	0.4	27	0	7.5	0	0	0	0	0	0	0	0	27	81.8	13	39.4	1	3.0	33.7	38.2
0700	89.4	0.4	74	0	15	0	0	0	0	0	0	0	0	58	68.2	29	34.1	9	10.6	33.3	38.6
0800	115	0	88	0	27	0	0	0	0	0	0	0	0	86	81.1	37	34.9	13	12.3	33.8	39
0900	61.5	0	47	1	13.5	0	0	0	0	0	0	0	0	43	75.4	20	35.1	7	12.3	33.2	38.2
1000	63	0	55	0	6	2	0	0	0	0	0	0	0	44	73.3	25	41.7	10	16.7	33.5	40.9
1100	42	0	39	0	3	0	0	0	0	0	0	0	0	28	68.3	12	29.3	4	9.8	32.6	38
1200	47.9	0.4	43	0	4.5	0	0	0	0	0	0	0	0	35	74.5	18	38.3	4	8.5	33.8	39.2
1300	56.5	0	46	0	10.5	0	0	0	0	0	0	0	0	31	58.5	15	28.3	4	7.5	32	37.5
1400	66	0	57	0	9	0	0	0	0	0	0	0	0	44	69.8	24	38.1	5	7.9	32.9	38.1
1500	80.5	0	70	0	10.5	0	0	0	0	0	0	0	0	53	68.8	25	32.5	4	5.2	32.3	36.7
1600	84	0	72	0	12	0	0	0	0	0	0	0	0	64	80.0	27	33.8	11	13.8	33.9	38.6
1700	73.9	0.4	63	0	10.5	0	0	0	0	0	0	0	0	46	64.8	23	32.4	7	9.9	33	38.1
1800	40.4	0.4	37	0	3	0	0	0	0	0	0	0	0	28	70.0	11	27.5	3	7.5	32.1	36.3
1900	39.4	0.4	33	0	6	0	0	0	0	0	0	0	0	25	65.8	8	21.1	3	7.9	31.4	36.1
2000	21.9	0.4	20	0	1.5	0	0	0	0	0	0	0	0	13	59.1	4	18.2	1	4.5	31.2	36
2100	10.5	0	9	0	1.5	0	0	0	0	0	0	0	0	6	60.0	4	40.0	2	20.0	33.8	-
2200	10.9	0.4	9	0	1.5	0	0	0	0	0	0	0	0	9	81.8	3	27.3	1	9.1	33.9	38.1
2300	4.5	0	3	0	1.5	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	30	-
07-19	820.1	1.6	691	1	124.5	2	0	0	0	0	0	0	0	560	71.8	266	34.1	81	10.4	33.1	38.5
06-22	926.8	2.8	780	1	141	2	0	0	0	0	0	0	0	631	71.5	295	33.4	88	10.0	33	38.3
06-00	942.2	3.2	792	1	144	2	0	0	0	0	0	0	0	641	71.4	298	33.2	89	9.9	33	38.2
00-00	966.2	3.2	810	1	150	2	0	0	0	0	0	0	0	656	71.3	304	33.0	93	10.1	33.1	38.2

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	2	76.2	1	33.3	1	28.6	35.4	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	61.5	1	38.5	0	7.7	32.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	66.7	0	33.3	0	22.2	33.4	-
0300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	1	50.0	0	37.5	0	25.0	35.4	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	70.0	1	30.0	1	20.0	33.4	-
0500	15.5	0	11	0	4.5	0	0	0	0	0	0	0	0	11	79.2	5	38.5	3	22.9	34.9	42.3
0600	29.4	0.4	23	0	6	0	0	0	0	0	0	0	0	22	77.2	12	41.6	4	12.7	34	39.1
0700	65.5	0	55	0	10.5	0	0	0	0	0	0	0	0	43	68.4	21	33.5	6	10.1	33	38.6
0800	80.5	0	67	0	13.5	0	0	0	0	0	0	0	0	56	74.1	23	29.8	7	9.2	33.1	38
0900	62	0	53	0	9	0	0	0	0	0	0	0	0	41	69.5	17	29.0	6	9.6	32.7	37.9
1000	59.5	0	52	0	7.5	0	0	0	0	0	0	0	0	39	68.0	16	28.3	5	8.4	32.3	37.7
1100	60	0	51	0	9	0	0	0	0	0	0	0	0	42	72.6	18	31.4	3	5.2	32.9	37.7
1200	67	0	58	0	9	0	0	0	0	0	0	0	0	46	72.5	22	34.8	6	10.0	33.3	38.5
1300	57	0	51	0	6	0	0	0	0	0	0	0	0	40	70.1	17	29.9	5	8.3	32.7	37.8
1400	67	0	58	0	9	0	0	0	0	0	0	0	0	46	71.0	22	34.3	6	8.9	33	38.6
1500	76.5	0	69	0	7.5	0	0	0	0	0	0	0	0	52	69.6	22	30.0	6	7.5	32.7	37.7
1600	68.5	0	61	0	7.5	0	0	0	0	0	0	0	0	49	73.9	21	31.2	7	10.0	33.2	38.3
1700	59	0	53	0	6	0	0	0	0	0	0	0	0	36	63.1	15	26.2	4	6.7	32.1	37.4
1800	48	0	45	0	3	0	0	0	0	0	0	0	0	29	61.7	13	27.5	4	9.0	32.2	38.2
1900	36.4	0.4	33	0	3	0	0	0	0	0	0	0	0	25	68.9	10	27.5	4	10.0	32.6	38.4
2000	26	0	23	0	3	0	0	0	0	0	0	0	0	17	71.2	7	29.4	2	8.2	32.7	37.8
2100	13.9	0.4	12	0	1.5	0	0	0	0	0	0	0	0	8	59.8	4	28.3	2	13.0	32.2	39
2200	11.5	0	10	0	1.5	0	0	0	0	0	0	0	0	7	64.5	2	17.1	1	5.3	31.2	35.6
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	3	71.9	2	40.6	1	18.8	35	-
07-19	778.2	1.2	674	1	97.5	2	0	0	2.5	0	0	0	0	521	69.9	228	30.6	64	8.6	32.8	37.9
06-22	882.4	2.4	765	1	109.5	2	0	0	2.5	0	0	0	0	592	69.9	261	30.8	75	8.9	32.8	38
06-00	898.4	2.4	778	1	112.5	2	0	0	2.5	0	0	0	0	603	69.9	264	30.7	76	8.9	32.8	38
00-00	923.3	2.8	798	1	117	2	0	0	2.5	0	0	0	0	620	70.0	273	30.8	82	9.2	32.8	38

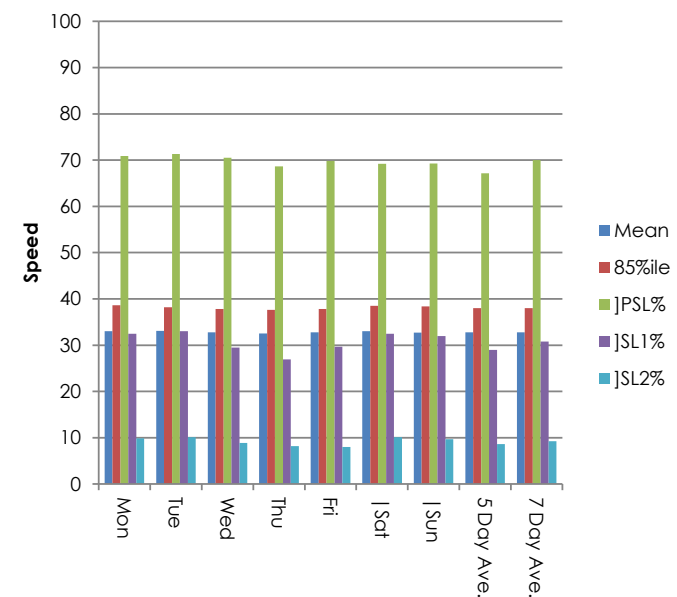
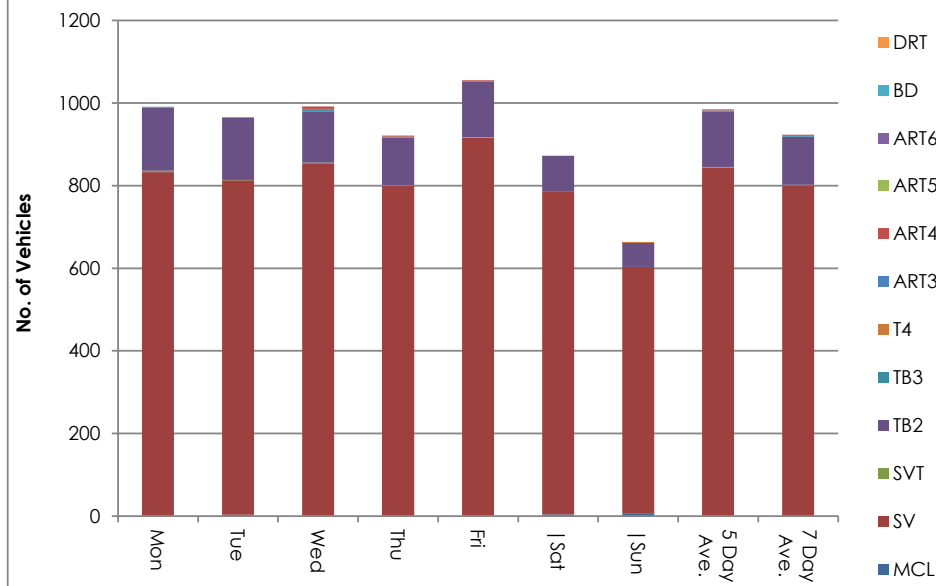
Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	991	2	831	3	153	2	0	0	0	0	0	0	0	668	70.9	306	32.5	93	9.9	33	38.6
Tue	966.2	3.2	810	1	150	2	0	0	0	0	0	0	0	656	71.3	304	33.0	93	10.1	33.1	38.2
Wed	991.6	1.6	853	1	124.5	4	0	0	7.5	0	0	0	0	667	70.5	279	29.5	84	8.9	32.8	37.8
Thu	921	2	797	2	115.5	2	0	0	2.5	0	0	0	0	606	68.6	238	27.0	72	8.2	32.5	37.6
Fri	1055.1	1.6	915	1	135	0	0	0	2.5	0	0	0	0	706	69.8	300	29.7	81	8.0	32.8	37.8
Sat	872.5	4	783	0	85.5	0	0	0	0	0	0	0	0	588	69.2	276	32.5	86	10.1	33	38.5
Sun	663.7	5.2	598	0	58.5	0	2	0	0	0	0	0	0	451	69.3	208	32.0	63	9.7	32.7	38.4
5 Day Ave.	984.5	2	841	2	135	2	0	0	2.5	0	0	0	0	661	67.1	285	28.9	85	8.6	32.8	38.0
7 Day Ave.	923.3	2.8	798	1	117	2	0	0	2.5	0	0	0	0	620	70.0	273	30.8	82	9.2	32.8	38.0
--	6461.1	19.6	5587	8	822	10	2	0	12.5	0	0	0	0	4342	70.0	1911	30.8	572	9.2	32.8	38.0

Summary Graphs



Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February Wednesday, 04 February 2026

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2.5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3.5	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	21	0	0	0	0	1	2	7	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	42.3	0	0	0	1	1	7	19	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	79.5	0	0	0	0	5	18	27	18	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	94.5	0	0	1	0	2	23	42	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	68	0	0	1	1	1	23	26	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	51.5	0	0	0	1	1	16	25	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	69	0	0	0	0	2	9	28	21	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	58.5	0	0	0	0	1	10	24	15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	57	0	0	0	0	2	19	18	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	69.9	0	1	0	1	1	19	27	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	83.5	0	0	0	0	1	20	34	19	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	92	0	0	0	1	4	18	38	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	58.9	0	0	0	0	3	17	21	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	47	0	0	0	0	7	8	17	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	36	0	0	0	0	4	10	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	30	0	0	0	0	3	4	12	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	14.5	0	0	0	0	0	3	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8.5	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	829.3	0	1	2	4	30	200	327	165	52	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	952.1	0	1	2	5	38	224	375	188	61	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	962.6	0	1	2	5	38	228	378	190	61	11	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	991.6	0	1	2	5	39	232	388	195	66	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound
Thursday, 05 February 2 Thursday, 05 February 2026

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3.5	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	21.5	0	0	0	0	1	5	8	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	35.9	0	0	0	0	3	6	14	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	83.5	0	0	0	0	2	20	35	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	97.5	0	0	1	0	2	24	38	17	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	61.9	0	0	1	1	6	11	29	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	41.9	0	0	0	0	3	11	17	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	35.5	0	0	1	0	0	13	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	62.5	0	0	0	1	4	14	24	12	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	48.5	0	0	0	1	1	10	23	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	62	0	0	0	1	5	14	18	16	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	93	0	0	0	0	4	24	42	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	63.4	0	0	1	0	0	18	22	15	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	59.5	0	0	1	0	2	18	24	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	53	0	0	0	1	2	20	14	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	36.5	0	0	0	0	1	8	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	28.5	0	0	0	0	1	7	9	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	13.4	0	0	0	0	0	2	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11.5	0	0	0	1	0	3	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	762.2	0	0	5	5	31	197	299	137	44	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	876.5	0	0	5	5	36	220	350	159	52	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	892	0	0	5	6	36	224	355	163	52	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	921	0	0	5	6	37	229	368	166	53	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound
Friday, 06 February 202 Friday, 06 February 2026

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0.8	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2.5	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.9	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	16.5	0	0	0	0	1	0	7	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	28.9	0	0	0	0	2	7	4	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	90.5	0	0	0	0	2	19	33	18	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	79.5	0	0	0	0	3	15	31	20	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	67.5	0	0	0	0	3	18	31	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	54.5	0	0	0	0	2	17	20	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	66.5	0	0	0	1	0	20	24	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	80	0	0	0	0	3	16	32	17	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	74	0	0	0	0	2	16	29	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	84.5	0	0	0	0	5	24	31	17	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	87.5	0	0	0	1	2	14	38	20	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	86.5	0	0	0	0	3	23	34	17	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	66.5	0	0	0	1	5	20	23	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	62.5	0	0	0	0	2	25	24	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	40	0	0	0	1	2	8	19	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	29.5	0	0	0	0	2	4	13	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	15.5	0	0	0	0	0	7	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	0	0	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6.5	0	0	0	0	1	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	900	0	0	0	3	32	227	350	188	48	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1013.9	0	0	0	4	38	253	390	214	59	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1029.4	0	0	0	4	40	255	399	215	59	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1055.1	0	0	0	5	41	259	406	219	61	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Saturday, 07 February 2 Saturday, 07 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5.4	0	0	1	0	0	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10.5	0	0	0	0	0	2	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	15	0	0	0	0	0	3	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	0	0	0	3	6	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	57	0	0	0	1	2	19	22	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	64.9	0	0	1	0	1	17	17	18	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	80.9	0	0	2	0	6	17	33	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	81.5	0	0	0	0	1	16	32	26	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	77	0	0	0	0	1	14	36	18	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	77.3	0	0	1	0	2	14	32	17	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	56	0	0	0	0	1	8	17	20	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	56.5	0	0	0	1	1	16	19	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	39.9	0	0	0	0	1	8	15	9	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	63.5	0	0	0	2	4	20	23	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	62.9	0	0	0	0	8	22	17	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	35.3	0	0	1	1	0	12	10	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	22.5	0	0	0	1	0	6	9	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	14.5	0	0	0	1	1	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	15.5	0	0	0	0	1	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13.4	0	0	0	0	0	2	6	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	734.4	0	0	4	4	31	177	265	167	43	19	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	821.7	0	0	5	7	32	205	292	182	48	23	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	850.6	0	0	5	7	33	212	305	187	50	23	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	872.5	0	0	6	8	33	215	312	190	52	27	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Sunday, 08 February 20 **Sunday, 08 February 2026**

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	8	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	12.5	0	0	0	0	0	3	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	14.8	0	0	1	0	0	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	16.5	0	0	0	0	0	3	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	44.9	0	1	0	0	2	10	21	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	74.9	0	1	1	1	2	20	24	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	68	0	0	0	0	2	14	27	16	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	65.3	0	0	2	1	5	13	16	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	53.5	0	0	0	1	2	14	24	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	55.4	0	0	0	2	2	7	24	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	58	0	0	0	0	3	20	17	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	44	0	0	0	0	4	8	20	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	36.5	0	0	0	0	1	8	16	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	32	0	0	0	0	0	9	8	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	24.4	0	0	1	0	1	5	9	5	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	18	0	0	0	0	1	5	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	12.2	0	0	1	0	1	4	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10.9	0	0	1	0	2	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0.4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	563.8	0	2	4	5	23	131	208	126	39	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	630.9	0	2	6	5	26	148	231	139	44	15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	642.2	0	2	7	5	28	149	236	141	44	16	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	663.7	0	2	7	7	29	155	243	145	45	16	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Monday, 09 February 21/Monday, 09 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	17	0	0	0	0	1	2	9	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	37.9	0	0	0	0	2	4	12	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	84	0	0	0	0	7	23	21	24	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	102.9	0	0	0	0	3	19	48	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	66.5	0	0	0	0	2	13	22	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	57	0	0	0	1	1	11	23	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	65.5	0	0	0	0	2	17	27	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	76	0	0	0	0	5	21	20	18	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	49.5	0	0	0	0	2	10	18	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	81	0	0	0	0	5	16	29	16	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	79.5	0	0	0	0	4	23	28	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	73.9	0	0	0	0	0	17	34	12	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	54	0	0	0	0	4	17	18	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	45	0	0	0	0	1	11	17	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	45	0	0	0	0	1	9	18	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	24.5	0	0	0	0	2	4	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	10.4	0	0	1	2	1	2	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10.9	0	0	1	1	1	2	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	834.8	0	0	0	1	36	198	305	180	57	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	952.6	0	0	1	3	42	217	348	210	68	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	965	0	0	2	4	43	220	352	210	69	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	991	0	0	2	4	44	224	362	213	72	18	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 21 Tuesday, 10 February 2026

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	13.5	0	0	0	1	0	3	4	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	34.9	0	0	0	0	2	4	14	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	89.4	0	0	0	0	3	24	29	20	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	115	0	0	0	0	4	16	49	24	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	61.5	0	0	0	1	3	10	23	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	63	0	0	0	1	3	12	19	15	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	42	0	0	0	0	3	10	16	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	47.9	0	1	0	0	1	10	17	14	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	56.5	0	0	0	0	5	17	16	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	66	0	0	0	0	0	19	20	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	80.5	0	0	0	1	3	20	28	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	84	0	0	0	0	1	15	37	16	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	73.9	0	0	0	0	3	22	23	16	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	40.4	0	0	0	0	2	10	17	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	39.4	0	1	0	0	2	10	17	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	21.9	0	0	0	0	2	7	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	10.5	0	0	0	0	0	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10.9	0	0	0	0	0	2	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4.5	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	820.1	0	1	0	3	31	185	294	185	64	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	926.8	0	2	0	3	37	210	336	207	70	12	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	942.2	0	2	0	3	37	215	343	209	70	13	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	966.2	0	2	0	4	37	221	352	211	72	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	15.5	0	0	0	0	1	2	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	29.4	0	0	0	0	1	5	10	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	65.5	0	0	0	0	3	16	22	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	80.5	0	0	0	0	2	17	34	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	62	0	0	0	0	3	15	24	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	59.5	0	0	0	1	3	15	23	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	60	0	0	0	0	1	14	24	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	67	0	0	0	0	3	14	24	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	57	0	0	0	0	2	14	23	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	67	0	0	0	1	3	15	24	16	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	76.5	0	0	0	0	3	20	29	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	68.5	0	0	0	0	2	15	29	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	59	0	0	0	0	3	17	21	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	48	0	0	0	0	3	15	16	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	36.4	0	0	0	0	2	9	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	26	0	0	0	0	2	5	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	13.9	0	0	0	0	0	4	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11.5	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	778.2	0	1	2	4	31	188	293	164	50	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	882.4	0	1	3	5	36	211	332	186	57	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	898.4	0	1	3	5	36	215	338	188	58	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	923.3	0	1	3	6	37	219	347	191	60	16	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

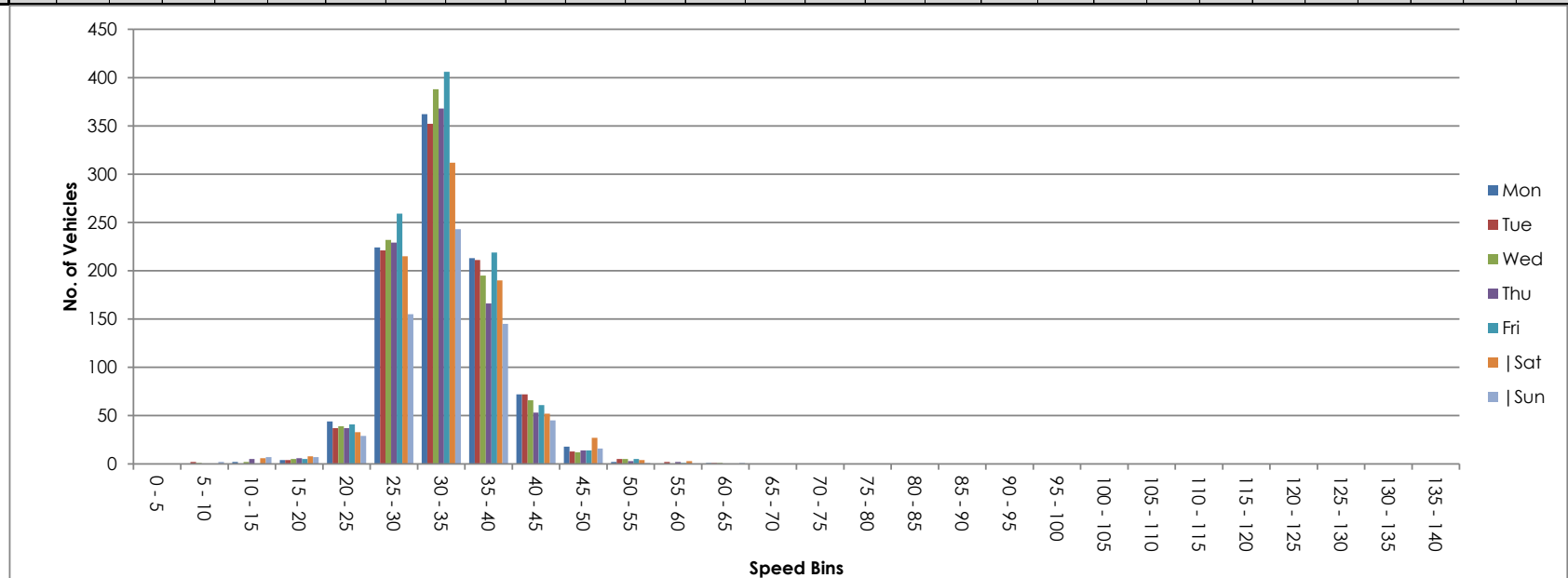
Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Westbound

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	991	0	0	2	4	44	224	362	213	72	18	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	966.2	0	2	0	4	37	221	352	211	72	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	991.6	0	1	2	5	39	232	388	195	66	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	921	0	0	5	6	37	229	368	166	53	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	1055.1	0	0	0	5	41	259	406	219	61	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	872.5	0	0	6	8	33	215	312	190	52	27	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	663.7	0	2	7	7	29	155	243	145	45	16	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	984.5	0	1	2	5	40	233	375	201	65	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	923.3	0	1	3	6	37	219	347	191	60	16	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	6461.1	0	5	22	39	260	1535	2431	1339	421	114	25	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February : Wednesday, 04 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	2	40.0	0	0.0	30	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	5	0	2	0	3	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	28.9	-
0400	6.5	0	5	0	1.5	0	0	0	0	0	0	0	0	4	66.7	1	16.7	1	16.7	33.2	-
0500	30.5	0	20	0	10.5	0	0	0	0	0	0	0	0	20	74.1	9	33.3	5	18.5	33.4	42
0600	60.2	1.2	46	0	10.5	0	0	0	2.5	0	0	0	0	37	64.9	13	22.8	5	8.8	31	38.5
0700	117.9	0.4	106	1	10.5	0	0	0	0	0	0	0	0	64	55.7	32	27.8	9	7.8	31.5	37.6
0800	149.9	0.4	131	0	16.5	0	2	0	0	0	0	0	0	85	59.0	25	17.4	8	5.6	30.9	35.4
0900	116.5	0	97	1	16.5	0	0	2	0	0	0	0	0	55	50.0	15	13.6	2	1.8	29.9	34.8
1000	110	0	91	0	15	4	0	0	0	0	0	0	0	52	50.5	11	10.7	4	3.9	30	34.6
1100	116	0	98	0	18	0	0	0	0	0	0	0	0	71	64.6	31	28.2	5	4.5	32.3	37.2
1200	113.5	0	93	0	18	0	0	0	2.5	0	0	0	0	65	61.3	25	23.6	5	4.7	31.5	37.2
1300	104.5	0	87	0	15	0	0	0	2.5	0	0	0	0	41	41.8	14	14.3	6	6.1	30.1	34.6
1400	143.4	0.4	122	0	16.5	2	0	0	2.5	0	0	0	0	69	50.7	22	16.2	6	4.4	30.5	35.4
1500	191.8	0.8	176	0	15	0	0	0	0	0	0	0	0	103	54.8	32	17.0	9	4.8	31.1	36.1
1600	193.9	0.4	171	0	22.5	0	0	0	0	0	0	0	0	100	53.5	37	19.8	6	3.2	30.3	35.7
1700	138.9	0.4	125	0	13.5	0	0	0	0	0	0	0	0	57	42.2	19	14.1	4	3.0	29.7	34.8
1800	120	0	106	0	12	2	0	0	0	0	0	0	0	65	56.5	21	18.3	7	6.1	30.6	36.1
1900	77.5	0	70	0	7.5	0	0	0	0	0	0	0	0	36	48.0	14	18.7	5	6.7	30	36.1
2000	66.5	0	59	0	7.5	0	0	0	0	0	0	0	0	37	57.8	20	31.3	7	10.9	32.3	39.7
2100	30.5	0	29	0	1.5	0	0	0	0	0	0	0	0	22	73.3	7	23.3	4	13.3	33.1	39.8
2200	21	0	18	0	3	0	0	0	0	0	0	0	0	11	55.0	4	20.0	1	5.0	31.3	36.2
2300	5.5	0	4	0	1.5	0	0	0	0	0	0	0	0	2	40.0	2	40.0	1	20.0	35.5	-
07-19	1616.3	2.8	1403	2	189	8	2	2	7.5	0	0	0	0	827	53.5	284	18.4	71	4.6	30.7	35.8
06-22	1851	4	1607	2	216	8	2	2	10	0	0	0	0	959	54.1	338	19.1	92	5.2	30.8	36
06-00	1877.5	4	1629	2	220.5	8	2	2	10	0	0	0	0	972	54.1	344	19.1	94	5.2	30.8	36
00-00	1924.5	4	1661	2	235.5	8	2	2	10	0	0	0	0	1000	54.4	356	19.4	100	5.4	30.8	36

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Thursday, 05 February 202 Thursday, 05 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	35.1	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	33.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	53	-
0300	3	0	0	0	3	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	29.5	-
0400	6.5	0	5	0	1.5	0	0	0	0	0	0	0	0	6	100.0	1	16.7	0	0.0	33.5	-
0500	27.5	0	20	0	7.5	0	0	0	0	0	0	0	0	14	56.0	6	24.0	4	16.0	32.6	41.7
0600	59.4	0.4	47	0	12	0	0	0	0	0	0	0	0	34	60.7	12	21.4	6	10.7	31.3	38.1
0700	121	0	108	0	10.5	0	0	0	0	0	2.5	0	0	73	62.9	25	21.6	7	6.0	31.1	36.9
0800	148	0	120	0	25.5	0	0	0	0	0	2.5	0	0	84	60.9	26	18.8	9	6.5	31.6	36
0900	107.9	0.4	94	1	10.5	2	0	0	0	0	0	0	0	59	56.7	16	15.4	7	6.7	30.7	35.5
1000	98.9	0.4	88	0	10.5	0	0	0	0	0	0	0	0	55	57.3	13	13.5	3	3.1	30.5	35
1100	76.5	0	63	0	13.5	0	0	0	0	0	0	0	0	35	48.6	10	13.9	2	2.8	30.6	35
1200	118.4	0.4	106	0	12	0	0	0	0	0	0	0	0	60	52.2	21	18.3	5	4.3	30.6	36.1
1300	96.5	0	84	1	7.5	4	0	0	0	0	0	0	0	49	53.3	14	15.2	5	5.4	30.7	35.4
1400	131.9	0.4	111	1	19.5	0	0	0	0	0	0	0	0	67	53.2	26	20.6	6	4.8	30.7	36.3
1500	185.5	0	166	0	19.5	0	0	0	0	0	0	0	0	96	53.6	29	16.2	5	2.8	30.7	35.2
1600	147.8	0.8	132	0	15	0	0	0	0	0	0	0	0	77	53.5	26	18.1	7	4.9	30.7	35.5
1700	136.5	0	120	0	16.5	0	0	0	0	0	0	0	0	66	50.4	21	16.0	8	6.1	30.2	35.6
1800	112.5	0	96	0	12	0	2	0	2.5	0	0	0	0	52	49.1	17	16.0	6	5.7	30.4	35.2
1900	79.5	0	69	0	10.5	0	0	0	0	0	0	0	0	44	57.9	12	15.8	3	3.9	30.6	35.3
2000	56.5	0	52	0	4.5	0	0	0	0	0	0	0	0	29	52.7	13	23.6	2	3.6	30.9	36.7
2100	29.4	0.4	29	0	0	0	0	0	0	0	0	0	0	18	60.0	8	26.7	2	6.7	32.3	37.1
2200	26	0	23	0	3	0	0	0	0	0	0	0	0	11	44.0	4	16.0	1	4.0	30.4	35.7
2300	11	0	11	0	0	0	0	0	0	0	0	0	0	8	72.7	3	27.3	1	9.1	31.9	39.3
07-19	1481.4	2.4	1288	3	172.5	6	2	0	2.5	0	5	0	0	773	54.5	244	17.2	70	4.9	30.7	35.7
06-22	1706.2	3.2	1485	3	199.5	6	2	0	2.5	0	5	0	0	898	54.9	289	17.7	83	5.1	30.8	35.7
06-00	1743.2	3.2	1519	3	202.5	6	2	0	2.5	0	5	0	0	917	54.8	296	17.7	85	5.1	30.8	35.7
00-00	1787.2	3.2	1551	3	214.5	6	2	0	2.5	0	5	0	0	945	55.2	306	17.9	90	5.3	30.8	35.8

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Friday, 06 February 2026 Friday, 06 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
0000	1.2	1.2	0	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	2	66.7	36.7	-
0100	4.5	0	3	0	1.5	0	0	0	0	0	0	0	0	1	25.0	1	25.0	0	0.0	30.3	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	31.4	-
0300	1.9	0.4	0	0	1.5	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	39.1	-
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	5	83.3	4	66.7	3	50.0	38.7	-
0500	29	0	17	0	12	0	0	0	0	0	0	0	0	20	80.0	9	36.0	5	20.0	34.3	41.9
0600	46.4	0.4	37	0	9	0	0	0	0	0	0	0	0	23	52.3	18	40.9	5	11.4	32.2	38.2
0700	129	0	99	1	27	2	0	0	0	0	0	0	0	71	59.7	33	27.7	13	10.9	32.6	38.1
0800	138.5	0	123	0	13.5	2	0	0	0	0	0	0	0	77	57.9	34	25.6	8	6.0	31.4	37
0900	117.5	0	104	0	13.5	0	0	0	0	0	0	0	0	61	54.0	18	15.9	3	2.7	30.6	35.4
1000	105.5	0	86	0	19.5	0	0	0	0	0	0	0	0	42	42.4	15	15.2	1	1.0	29.3	35
1100	114.5	0	98	0	16.5	0	0	0	0	0	0	0	0	60	55.1	23	21.1	4	3.7	31	36.6
1200	144.5	0	125	0	19.5	0	0	0	0	0	0	0	0	83	60.1	29	21.0	8	5.8	31.6	36.6
1300	133.5	0	120	0	9	0	2	0	2.5	0	0	0	0	79	61.7	33	25.8	5	3.9	31.7	37.1
1400	184.9	0.4	162	0	22.5	0	0	0	0	0	0	0	0	88	49.4	29	16.3	7	3.9	30.5	35.3
1500	205.4	0.4	178	0	27	0	0	0	0	0	0	0	0	117	59.4	36	18.3	8	4.1	31.1	36.1
1600	162.5	0	142	1	19.5	0	0	0	0	0	0	0	0	90	57.7	32	20.5	7	4.5	31.4	36.6
1700	141.5	0	131	0	10.5	0	0	0	0	0	0	0	0	72	52.2	25	18.1	7	5.1	30.4	35.8
1800	122	0	114	0	6	2	0	0	0	0	0	0	0	58	48.7	16	13.5	1	0.8	30.1	34.2
1900	81.5	0	75	0	4.5	2	0	0	0	0	0	0	0	49	62.0	15	19.0	6	7.6	31	36.7
2000	61	0	55	0	6	0	0	0	0	0	0	0	0	34	57.6	17	28.8	6	10.2	31.1	38.4
2100	37.5	0	33	0	4.5	0	0	0	0	0	0	0	0	18	50.0	5	13.9	0	0.0	30.4	35.1
2200	25.5	0	24	0	1.5	0	0	0	0	0	0	0	0	15	60.0	7	28.0	1	4.0	31.4	36.9
2300	19	0	16	0	3	0	0	0	0	0	0	0	0	8	44.4	2	11.1	1	5.6	28.9	34
07-19	1699.3	0.8	1482	2	204	6	2	0	2.5	0	0	0	0	898	55.2	323	19.9	72	4.4	31	36.1
06-22	1925.7	1.2	1682	2	228	8	2	0	2.5	0	0	0	0	1022	55.4	378	20.5	89	4.8	31	36.2
06-00	1970.2	1.2	1722	2	232.5	8	2	0	2.5	0	0	0	0	1045	55.4	387	20.5	91	4.8	31	36.2
00-00	2014.8	2.8	1750	2	247.5	8	2	0	2.5	0	0	0	0	1075	55.7	405	21.0	102	5.3	31.1	36.3

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Saturday, 07 February 202 Saturday, 07 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	12.4	0.4	12	0	0	0	0	0	0	0	0	0	0	8	61.5	5	38.5	3	23.1	32.7	42.6
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	2	66.7	38.4	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	25.8	-
0300	5.5	0	4	0	1.5	0	0	0	0	0	0	0	0	3	60.0	2	40.0	1	20.0	34.2	-
0400	6.5	0	5	0	1.5	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	25.4	-
0500	14	0	8	0	6	0	0	0	0	0	0	0	0	8	66.7	4	33.3	2	16.7	33.3	42.5
0600	25	0	16	0	9	0	0	0	0	0	0	0	0	16	72.7	7	31.8	2	9.1	32.8	38
0700	31.5	0	27	0	4.5	0	0	0	0	0	0	0	0	15	50.0	8	26.7	3	10.0	31.6	38.9
0800	81.4	0.4	70	0	9	2	0	0	0	0	0	0	0	38	48.7	13	16.7	3	3.8	29.9	35.7
0900	94.2	1.2	84	0	9	0	0	0	0	0	0	0	0	53	57.0	28	30.1	9	9.7	31.7	38.5
1000	134.4	0.4	121	1	12	0	0	0	0	0	0	0	0	70	53.4	26	19.9	4	3.1	30.2	35.6
1100	156.4	0.4	140	1	15	0	0	0	0	0	0	0	0	86	56.6	38	25.0	6	3.9	31.1	37
1200	163.4	0.4	151	0	12	0	0	0	0	0	0	0	0	96	60.0	32	20.0	8	5.0	31	36.4
1300	139.3	0.8	127	1	10.5	0	0	0	0	0	0	0	0	82	59.9	30	21.9	11	8.0	31.3	36.9
1400	108.9	0.4	95	0	13.5	0	0	0	0	0	0	0	0	71	67.6	34	32.4	8	7.6	32.3	38.9
1500	114.5	0	103	0	7.5	2	2	0	0	0	0	0	0	54	49.1	20	18.2	7	6.4	30.5	35.8
1600	87.3	0.8	85	0	1.5	0	0	0	0	0	0	0	0	52	59.1	24	27.3	10	11.4	32.3	38.5
1700	120.4	0.4	109	0	9	2	0	0	0	0	0	0	0	53	45.3	17	14.5	2	1.7	29.5	35.1
1800	114.8	0.8	105	0	9	0	0	0	0	0	0	0	0	61	54.0	20	17.7	8	7.1	31	36.2
1900	73.3	0.8	65	0	7.5	0	0	0	0	0	0	0	0	36	50.0	13	18.1	6	8.3	31.1	37.8
2000	46	0	40	0	6	0	0	0	0	0	0	0	0	25	56.8	7	15.9	2	4.5	30.5	35.3
2100	33.5	0	32	0	1.5	0	0	0	0	0	0	0	0	11	33.3	2	6.1	0	0.0	29.2	32.8
2200	35	0	32	0	3	0	0	0	0	0	0	0	0	17	50.0	6	17.7	4	11.8	32	37.1
2300	23.3	0.8	21	0	1.5	0	0	0	0	0	0	0	0	18	75.0	10	41.7	5	20.8	35	46.1
07-19	1346.5	6	1217	3	112.5	6	2	0	0	0	0	0	0	731	55.6	290	22.1	79	6.0	31	36.7
06-22	1524.3	6.8	1370	3	136.5	6	2	0	0	0	0	0	0	819	55.2	319	21.5	89	6.0	31	36.7
06-00	1582.6	7.6	1423	3	141	6	2	0	0	0	0	0	0	854	55.4	335	21.7	98	6.4	31	36.7
00-00	1626	8	1457	3	150	6	2	0	0	0	0	0	0	877	55.4	348	22.0	106	6.7	31.1	36.8

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Sunday, 08 February 2026 Sunday, 08 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	0	19	0	0	0	0	0	0	0	0	0	0	15	79.0	3	15.8	1	5.3	32.7	36.2
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	3	33.3	1	11.1	0	0.0	28.9	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	2	50.0	1	25.0	26.1	-
0300	4	0	1	0	3	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	28.4	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	1	25.0	1	25.0	30.1	-
0500	8.5	0	7	0	1.5	0	0	0	0	0	0	0	0	4	50.0	3	37.5	1	12.5	32.3	-
0600	18	0	15	0	3	0	0	0	0	0	0	0	0	10	58.8	7	41.2	2	11.8	33.1	40.1
0700	25.3	0.8	20	0	4.5	0	0	0	0	0	0	0	0	14	56.0	5	20.0	1	4.0	30.9	38
0800	29	0	26	0	3	0	0	0	0	0	0	0	0	22	78.6	8	28.6	2	7.1	33.2	37.5
0900	70.8	0.8	67	0	3	0	0	0	0	0	0	0	0	47	66.2	13	18.3	6	8.5	31.7	36.5
1000	124.8	0.8	109	1	12	0	2	0	0	0	0	0	0	64	52.9	29	24.0	8	6.6	30.4	37.8
1100	114.9	0.4	104	0	10.5	0	0	0	0	0	0	0	0	69	61.6	24	21.4	6	5.4	31.4	35.8
1200	118.8	0.8	109	0	9	0	0	0	0	0	0	0	0	65	55.6	35	29.9	11	9.4	31.1	37.1
1300	98	0	86	0	12	0	0	0	0	0	0	0	0	58	61.7	17	18.1	1	1.1	30.5	36
1400	91.9	0.4	85	0	4.5	0	2	0	0	0	0	0	0	60	66.7	24	26.7	7	7.8	31.7	38.6
1500	121	0	113	0	6	2	0	0	0	0	0	0	0	59	50.0	22	18.6	2	1.7	30.1	36
1600	92.5	0	88	0	4.5	0	0	0	0	0	0	0	0	56	61.5	21	23.1	5	5.5	31.2	36.6
1700	75	0	66	0	9	0	0	0	0	0	0	0	0	49	68.1	14	19.4	4	5.6	31.7	36.5
1800	68.5	0	61	0	7.5	0	0	0	0	0	0	0	0	41	62.1	19	28.8	3	4.5	32.1	37.9
1900	56.8	0.8	56	0	0	0	0	0	0	0	0	0	0	31	53.5	13	22.4	7	12.1	31.7	37.3
2000	35.5	0	31	0	4.5	0	0	0	0	0	0	0	0	20	58.8	4	11.8	2	5.9	31.2	34.4
2100	28.2	1.2	24	0	3	0	0	0	0	0	0	0	0	17	58.6	11	37.9	7	24.1	32.5	41.3
2200	24.4	0.4	21	0	3	0	0	0	0	0	0	0	0	13	54.2	5	20.8	1	4.2	29.1	36.9
2300	1.4	0.4	1	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	43.3	-
07-19	1030.5	4	934	1	85.5	2	4	0	0	0	0	0	0	604	60.1	231	23.0	56	5.6	31.1	36.7
06-22	1169	6	1060	1	96	2	4	0	0	0	0	0	0	682	59.7	266	23.3	74	6.5	31.2	36.9
06-00	1194.8	6.8	1082	1	99	2	4	0	0	0	0	0	0	697	59.6	273	23.4	76	6.5	31.2	36.9
00-00	1243.3	6.8	1126	1	103.5	2	4	0	0	0	0	0	0	724	59.5	283	23.3	80	6.6	31.2	36.9

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Monday, 09 February 2026 Monday, 09 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3.5	0	2	0	1.5	0	0	0	0	0	0	0	0	3	100.0	3	100.0	3	100.0	49.4	-
0100	6	0	3	0	3	0	0	0	0	0	0	0	0	3	60.0	3	60.0	1	20.0	33.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	41.1	-
0300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26	-
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	2	28.6	1	14.3	33.2	-
0500	26	0	20	0	6	0	0	0	0	0	0	0	0	16	66.7	4	16.7	3	12.5	31.9	39.1
0600	52.4	0.4	40	0	12	0	0	0	0	0	0	0	0	35	71.4	20	40.8	7	14.3	33.3	39.8
0700	117.5	0	104	0	13.5	0	0	0	0	0	0	0	0	59	52.2	31	27.4	5	4.4	31.3	37.7
0800	167.2	1.2	133	1	30	0	0	2	0	0	0	0	0	100	63.3	34	21.5	8	5.1	31.5	37
0900	110.5	0	92	0	16.5	2	0	0	0	0	0	0	0	63	60.6	31	29.8	9	8.7	31.9	37.4
1000	163.5	0	138	0	25.5	0	0	0	0	0	0	0	0	95	61.3	39	25.2	6	3.9	31.7	37.2
1100	113	0	93	0	18	2	0	0	0	0	0	0	0	56	52.8	20	18.9	2	1.9	30.6	36.1
1200	129	0	104	1	24	0	0	0	0	0	0	0	0	65	53.7	31	25.6	8	6.6	31.5	37.3
1300	107.4	0.4	88	1	18	0	0	0	0	0	0	0	0	60	58.8	23	22.6	4	3.9	31.1	36.5
1400	149.4	0.4	124	1	24	0	0	0	0	0	0	0	0	80	56.3	35	24.7	11	7.7	31.4	37.1
1500	183.5	0	161	0	22.5	0	0	0	0	0	0	0	0	84	47.7	27	15.3	7	4.0	30.2	35
1600	164.3	0.8	147	0	16.5	0	0	0	0	0	0	0	0	92	57.5	27	16.9	10	6.3	31.1	35.6
1700	134.3	0.8	120	0	13.5	0	0	0	0	0	0	0	0	61	46.6	25	19.1	7	5.3	30	35.8
1800	102	0	94	0	6	2	0	0	0	0	0	0	0	54	54.6	18	18.2	7	7.1	30.9	37
1900	81.5	0	77	0	4.5	0	0	0	0	0	0	0	0	54	67.5	21	26.3	6	7.5	32	38.1
2000	47	0	38	0	9	0	0	0	0	0	0	0	0	26	59.1	8	18.2	1	2.3	30.9	35.8
2100	30.9	0.4	29	0	1.5	0	0	0	0	0	0	0	0	14	45.2	7	22.6	3	9.7	29.7	39.5
2200	19.4	0.4	16	0	3	0	0	0	0	0	0	0	0	11	57.9	4	21.1	4	21.1	30.7	40.5
2300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.8	-
07-19	1641.6	3.6	1398	4	228	6	0	2	0	0	0	0	0	869	55.5	341	21.8	84	5.4	31.1	36.8
06-22	1853.4	4.4	1582	4	255	6	0	2	0	0	0	0	0	998	56.4	397	22.4	101	5.7	31.2	37
06-00	1874.3	4.8	1598	4	259.5	6	0	2	0	0	0	0	0	1009	56.3	401	22.4	105	5.9	31.2	37
00-00	1919.3	4.8	1631	4	271.5	6	0	2	0	0	0	0	0	1037	56.6	414	22.6	114	6.2	31.2	37

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 2026 Tuesday, 10 February 2026

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	1	50.0	44.3	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	36.8	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0	32	-
0300	1.5	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.3	-
0400	8.5	0	7	0	1.5	0	0	0	0	0	0	0	0	4	50.0	1	12.5	1	12.5	31.3	-
0500	17	0	11	0	6	0	0	0	0	0	0	0	0	9	60.0	4	26.7	3	20.0	33.1	42.8
0600	50.4	0.4	41	0	9	0	0	0	0	0	0	0	0	34	70.8	13	27.1	1	2.1	32.4	37.2
0700	121.8	0.8	103	0	18	0	0	0	0	0	0	0	0	69	59.0	31	26.5	9	7.7	31.8	38.1
0800	181	0	145	0	36	0	0	0	0	0	0	0	0	110	65.1	39	23.1	13	7.7	31.6	36.9
0900	104.5	0	82	1	19.5	2	0	0	0	0	0	0	0	60	61.9	24	24.7	7	7.2	31.7	37.1
1000	116.5	0	101	0	13.5	2	0	0	0	0	0	0	0	65	58.6	31	27.9	11	9.9	31.7	38.1
1100	82.5	0	78	0	4.5	0	0	0	0	0	0	0	0	44	54.3	19	23.5	4	4.9	31.2	36.8
1200	98.9	0.4	85	0	13.5	0	0	0	0	0	0	0	0	53	55.8	20	21.1	5	5.3	31.1	37.2
1300	111.5	0	95	0	16.5	0	0	0	0	0	0	0	0	51	48.1	23	21.7	5	4.7	30.6	36.1
1400	126.4	0.4	110	1	15	0	0	0	0	0	0	0	0	72	59.0	30	24.6	6	4.9	31.5	36
1500	165.5	0	142	1	22.5	0	0	0	0	0	0	0	0	79	50.0	30	19.0	5	3.2	30.6	35.6
1600	165.5	0	137	0	28.5	0	0	0	0	0	0	0	0	102	65.4	41	26.3	17	10.9	32.2	37
1700	163.7	1.2	140	0	22.5	0	0	0	0	0	0	0	0	73	46.2	27	17.1	8	5.1	30.3	35.5
1800	94.9	0.4	87	0	7.5	0	0	0	0	0	0	0	0	50	53.8	15	16.1	4	4.3	30.5	35.3
1900	81.7	1.2	64	0	16.5	0	0	0	0	0	0	0	0	44	56.4	10	12.8	4	5.1	30	34.5
2000	51.3	0.8	46	0	4.5	0	0	0	0	0	0	0	0	26	51.0	6	11.8	2	3.9	30	33.9
2100	24	0	21	0	3	0	0	0	0	0	0	0	0	13	56.5	7	30.4	2	8.7	32.3	36.7
2200	18.4	0.4	15	0	3	0	0	0	0	0	0	0	0	12	66.7	4	22.2	1	5.6	32.1	35.8
2300	6.5	0	5	0	1.5	0	0	0	0	0	0	0	0	2	33.3	0	0.0	0	0.0	29.8	-
07-19	1532.7	3.2	1305	3	217.5	4	0	0	0	0	0	0	0	828	56.6	330	22.6	94	6.4	31.2	36.5
06-22	1740.1	5.6	1477	3	250.5	4	0	0	0	0	0	0	0	945	56.8	366	22.0	103	6.2	31.2	36.5
06-00	1765	6	1497	3	255	4	0	0	0	0	0	0	0	959	56.9	370	21.9	104	6.2	31.2	36.5
00-00	1799	6	1522	3	264	4	0	0	0	0	0	0	0	978	56.9	377	21.9	109	6.3	31.2	36.5

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5.4	0.4	5	0	0	0	0	0	0	0	0	0	0	5	76.7	2	34.9	1	23.3	34.8	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	2	53.3	2	36.7	0	10.0	31.7	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	64.3	1	35.7	0	21.4	31.5	-
0300	2.5	0	1	0	1.5	0	0	0	0	0	0	0	0	1	38.9	0	16.7	0	11.1	31.3	-
0400	7.5	0	6	0	1.5	0	0	0	0	0	0	0	0	4	62.8	1	23.3	1	16.3	32.3	-
0500	22.5	0	15	0	7.5	0	0	0	0	0	0	0	0	13	66.9	6	28.7	3	16.9	33	41.1
0600	44.4	0.4	35	0	9	0	0	0	0	0	0	0	0	27	64.5	13	30.7	4	9.6	32.1	38
0700	93.4	0.4	81	0	12	0	0	0	0	0	0	0	0	52	57.5	24	26.0	7	7.4	31.6	37.8
0800	126.9	0.4	107	0	19.5	0	0	0	0	0	0	0	0	74	60.9	26	21.1	7	6.0	31.3	36.7
0900	101.4	0.4	89	0	12	0	0	0	0	0	0	0	0	57	57.5	21	21.0	6	6.2	31.1	36.2
1000	120.4	0.4	105	0	15	0	0	0	0	0	0	0	0	63	54.3	23	20.1	5	4.5	30.6	35.9
1100	109.5	0	96	0	13.5	0	0	0	0	0	0	0	0	60	56.7	24	22.2	4	3.9	31.2	36.6
1200	125.4	0.4	110	0	15	0	0	0	0	0	0	0	0	70	57.2	28	22.7	7	5.9	31.2	36.7
1300	110	0	98	0	12	0	0	0	0	0	0	0	0	60	55.5	22	20.3	5	4.9	30.9	36.4
1400	132.9	0.4	116	0	16.5	0	0	0	0	0	0	0	0	72	56.4	29	22.3	7	5.7	31.2	36.4
1500	164.5	0	148	0	16.5	0	0	0	0	0	0	0	0	85	52.6	28	17.4	6	3.8	30.7	35.7
1600	144.4	0.4	129	0	15	0	0	0	0	0	0	0	0	81	57.9	30	21.2	9	6.3	31.2	36.3
1700	129.9	0.4	116	0	13.5	0	0	0	0	0	0	0	0	62	48.9	21	16.8	6	4.5	30.2	35.6
1800	104	0	95	0	9	0	0	0	0	0	0	0	0	54	53.6	18	17.7	5	5.1	30.7	35.8
1900	75.9	0.4	68	0	7.5	0	0	0	0	0	0	0	0	42	56.8	14	18.9	5	7.1	30.9	36.1
2000	52	0	46	0	6	0	0	0	0	0	0	0	0	28	56.1	11	21.4	3	6.3	31	36.6
2100	29.9	0.4	28	0	1.5	0	0	0	0	0	0	0	0	16	53.3	7	22.2	3	8.5	31.3	36.9
2200	24	0	21	0	3	0	0	0	0	0	0	0	0	13	54.6	5	20.6	2	7.9	31	36
2300	9.5	0	8	0	1.5	0	0	0	0	0	0	0	0	6	59.7	3	28.4	1	13.4	32.6	-
07-19	1479.2	3.2	1290	3	172.5	6	2	0	2.5	0	0	0	0	790	55.6	292	20.6	75	5.3	31	36.2
06-22	1681.9	4.4	1466	3	198	6	2	0	2.5	0	0	0	0	903	55.9	336	20.8	90	5.6	31	36.4
06-00	1715.3	4.8	1496	3	201	6	2	0	2.5	0	0	0	0	922	55.9	344	20.8	93	5.7	31	36.4
00-00	1759.7	5.2	1528	3	213	6	2	0	2.5	0	0	0	0	948	56.1	356	21.0	100	5.9	31.1	36.5

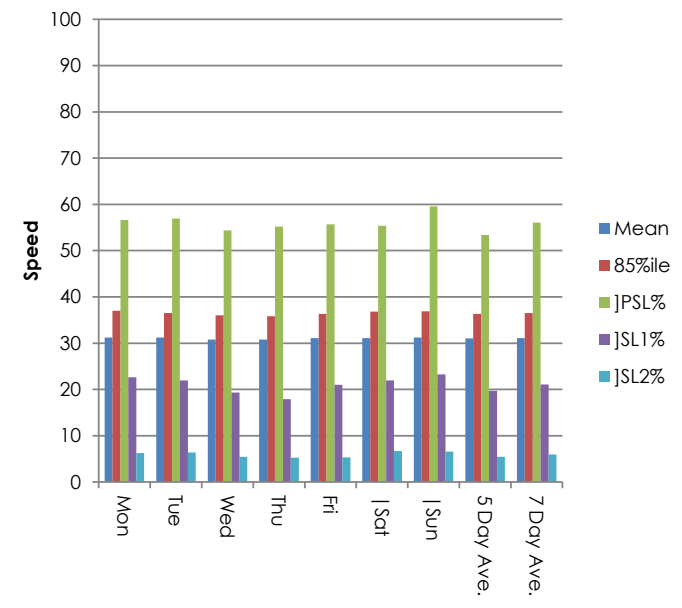
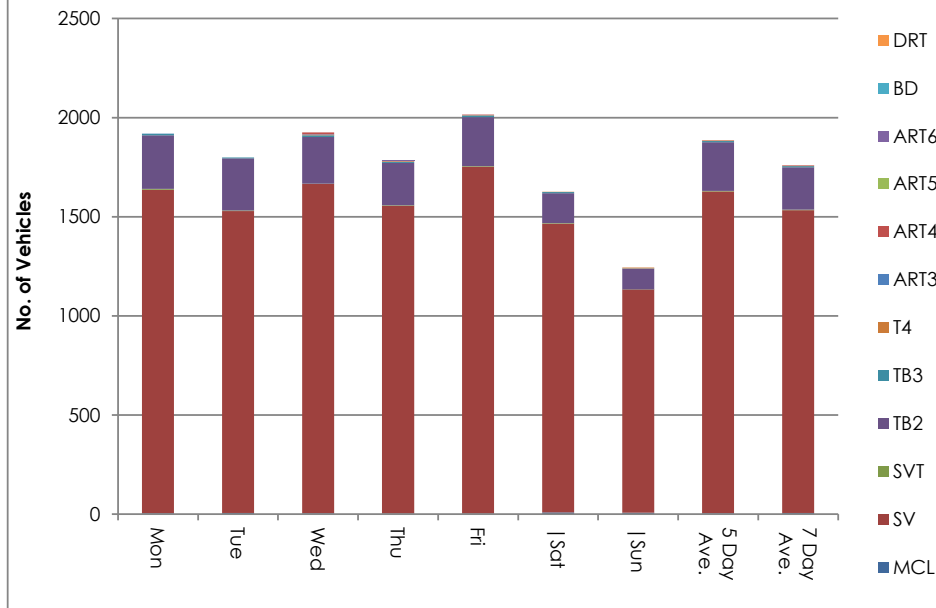
Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

17768
Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 Dft	JSL2% 40 Dft	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	1919.3	4.8	1631	4	271.5	6	0	2	0	0	0	0	0	1037	56.6	414	22.6	114	6.2	31.2	37
Tue	1799	6	1522	3	264	4	0	0	0	0	0	0	0	978	56.9	377	21.9	109	6.3	31.2	36.5
Wed	1924.5	4	1661	2	235.5	8	2	2	10	0	0	0	0	1000	54.4	356	19.4	100	5.4	30.8	36
Thu	1787.2	3.2	1551	3	214.5	6	2	0	2.5	0	5	0	0	945	55.2	306	17.9	90	5.3	30.8	35.8
Fri	2014.8	2.8	1750	2	247.5	8	2	0	2.5	0	0	0	0	1075	55.7	405	21.0	102	5.3	31.1	36.3
Sat	1626	8	1457	3	150	6	2	0	0	0	0	0	0	877	55.4	348	22.0	106	6.7	31.1	36.8
Sun	1243.3	6.8	1126	1	103.5	2	4	0	0	0	0	0	0	724	59.5	283	23.3	80	6.6	31.2	36.9
5 Day Ave.	1886.5	4	1623	3	246	6	2	0	2.5	0	0	0	0	1007	53.4	372	19.7	103	5.5	31.0	36.3
7 Day Ave.	1759.7	5.2	1528	3	213	6	2	0	2.5	0	0	0	0	948	56.1	356	21.0	100	5.9	31.1	36.5
--	12314	35.6	10698	18	1486.5	40	12	4	15	0	5	0	0	6636	56.1	2489	21.0	701	5.9	31.1	36.5

Summary Graphs



Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Wednesday, 04 February Wednesday, 04 February 2026

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6.5	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30.5	0	0	0	0	2	5	11	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	60.2	0	0	2	3	6	9	24	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	117.9	0	0	0	3	10	38	32	23	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	149.9	0	0	2	1	14	42	60	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	116.5	0	1	2	2	14	36	40	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	110	0	0	2	2	11	36	41	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	116	0	0	0	0	10	29	40	26	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	113.5	0	1	0	0	7	33	40	20	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	104.5	0	0	0	0	11	46	27	8	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	143.4	0	1	0	3	6	57	47	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	191.8	0	0	0	1	7	77	71	23	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	193.9	0	1	2	4	20	60	63	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	138.9	0	1	0	3	17	57	38	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	120	0	0	1	0	22	27	44	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	77.5	0	0	1	3	11	24	22	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	66.5	0	0	0	0	4	23	17	13	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	30.5	0	0	0	0	2	6	15	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	21	0	0	0	0	0	9	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5.5	0	0	0	0	1	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1616.3	0	5	9	19	149	538	543	213	58	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1851	0	5	12	25	172	600	621	246	70	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1877.5	0	5	12	25	173	611	628	250	71	16	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1924.5	0	5	12	25	177	621	644	256	76	17	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way
Thursday, 05 February 2 Thursday, 05 February 2026

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6.5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	27.5	0	0	0	1	2	8	8	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	59.4	0	0	0	1	7	14	22	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	121	0	1	2	1	7	32	48	18	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	148	0	0	1	0	11	42	58	17	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	107.9	0	0	1	4	12	28	43	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	98.9	0	0	0	0	10	31	42	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	76.5	0	0	1	0	2	34	25	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	118.4	0	0	0	3	11	41	39	16	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	96.5	0	0	0	1	8	34	35	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	131.9	0	0	0	2	14	43	41	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	185.5	0	0	0	1	12	70	67	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	147.8	0	0	2	2	9	54	51	19	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	136.5	0	0	2	2	14	47	45	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	112.5	0	0	0	3	7	44	35	11	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	79.5	0	0	1	1	6	24	32	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	56.5	0	0	0	0	5	21	16	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	29.4	0	1	0	0	1	10	10	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	26	0	0	0	1	3	10	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	0	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1481.4	0	1	9	19	117	500	529	174	56	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1706.2	0	2	10	21	136	569	609	206	66	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1743.2	0	2	10	22	139	582	621	211	67	12	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1787.2	0	2	10	23	141	591	639	216	68	15	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way
Friday, 06 February 202 Friday, 06 February 2026

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1.2	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4.5	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.9	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	1	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	29	0	0	0	1	1	3	11	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	46.4	0	0	0	0	5	16	5	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	129	0	0	0	1	7	40	38	20	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	138.5	0	0	0	2	13	41	43	26	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	117.5	0	0	0	1	12	39	43	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	105.5	0	0	1	1	21	34	27	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	114.5	0	0	1	2	5	41	37	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	144.5	0	0	0	0	11	44	54	21	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	133.5	0	0	0	0	8	41	46	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	184.9	0	0	0	3	12	75	59	22	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	205.4	0	0	0	1	21	58	81	28	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	162.5	0	0	0	2	15	49	58	25	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	141.5	0	0	2	4	14	46	47	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	122	0	0	0	3	7	51	42	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	81.5	0	1	1	1	9	18	34	9	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	61	0	0	0	3	6	16	17	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	37.5	0	0	0	0	3	15	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	25.5	0	0	0	0	5	5	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	0	1	0	2	7	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1699.3	0	0	4	20	146	559	575	251	54	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1925.7	0	1	5	24	169	624	644	289	69	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1970.2	0	1	6	24	176	636	658	296	69	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2014.8	0	1	6	26	177	645	670	303	73	19	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way
Saturday, 07 February 2 **Saturday, 07 February 2026**

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	12.4	0	0	1	0	1	3	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5.5	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6.5	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	0	0	0	1	3	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	25	0	0	0	0	1	5	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	31.5	0	0	0	0	3	12	7	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	81.4	0	1	1	2	7	29	25	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	94.2	0	0	3	4	7	26	25	19	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	134.4	0	0	3	4	12	42	44	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	156.4	0	0	1	6	11	48	48	32	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	163.4	0	0	3	1	16	44	64	24	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	139.3	0	0	1	4	8	42	52	19	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	108.9	0	0	2	2	6	24	37	26	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	114.5	0	0	2	1	10	43	34	13	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	87.3	0	0	0	0	9	27	28	14	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	120.4	0	0	2	6	9	47	36	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	114.8	0	0	1	0	15	36	41	12	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	73.3	0	0	1	1	4	30	23	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	46	0	0	0	4	3	12	18	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	33.5	0	0	0	1	5	16	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	35	0	0	0	0	4	13	11	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	23.3	0	0	1	0	1	4	8	5	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1346.5	0	1	19	30	113	420	441	211	51	21	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1524.3	0	1	20	36	126	483	500	230	56	25	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1582.6	0	1	21	36	131	500	519	237	58	26	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1626	0	1	22	37	137	510	529	242	62	30	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way
Sunday, 08 February 20 Sunday, 08 February 2026

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	0	0	0	4	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8.5	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	18	0	0	0	0	2	5	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	25.3	0	0	1	0	0	10	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	29	0	0	0	0	0	6	14	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	70.8	0	1	0	0	6	17	34	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	124.8	0	1	3	5	9	39	35	21	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	114.9	0	1	1	1	7	33	45	18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	118.8	0	0	2	4	12	34	30	24	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	98	0	1	1	2	8	24	41	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	91.9	0	0	1	3	6	20	36	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	121	0	0	0	3	15	41	37	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	92.5	0	0	0	1	8	26	35	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	75	0	0	1	0	5	17	35	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	68.5	0	0	0	0	3	22	22	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	56.8	0	0	2	0	5	20	18	6	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	35.5	0	0	0	0	2	12	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	28.2	0	0	2	0	3	7	6	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	24.4	0	0	1	1	6	3	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1.4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1030.5	0	4	10	19	79	289	373	175	43	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1169	0	4	14	19	91	333	416	192	53	18	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1194.8	0	4	15	20	97	336	424	197	54	19	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1243.3	0	4	16	22	98	352	441	203	57	20	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way
Monday, 09 February 21/Monday, 09 February 2026

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3.5	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	2	6	12	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	52.4	0	0	1	0	4	9	15	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	117.5	0	0	0	1	16	37	28	26	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	167.2	0	0	1	2	11	44	66	26	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	110.5	0	0	1	0	10	30	32	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	163.5	0	0	0	1	6	53	56	33	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	113	0	0	0	1	12	37	36	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	129	0	0	0	0	13	43	34	23	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	107.4	0	0	2	0	6	34	37	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	149.4	0	0	0	3	13	46	45	24	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	183.5	0	0	1	3	20	68	57	20	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	164.3	0	0	1	1	11	55	65	17	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	134.3	0	1	2	5	12	50	36	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	102	0	0	1	2	8	34	36	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	81.5	0	0	0	0	10	16	33	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	47	0	0	0	0	5	13	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	30.9	0	0	1	2	5	9	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	19.4	0	0	1	1	3	3	7	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1641.6	0	1	9	19	138	531	528	257	68	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1853.4	0	1	11	21	162	578	601	296	82	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1874.3	0	1	12	22	165	582	608	296	84	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1919.3	0	1	12	22	167	593	623	300	89	21	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Tuesday, 10 February 21 Tuesday, 10 February 2026

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8.5	0	0	0	0	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	17	0	0	0	1	1	4	5	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	50.4	0	0	0	0	4	10	21	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	121.8	0	0	0	3	9	36	38	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	181	0	0	1	5	12	41	71	26	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	104.5	0	0	0	1	9	27	36	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	116.5	0	0	0	2	7	37	34	20	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	82.5	0	0	1	0	7	29	25	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	98.9	0	1	0	0	10	31	33	15	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	111.5	0	0	0	0	16	39	28	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	126.4	0	0	0	0	7	43	42	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	165.5	0	0	0	2	13	64	49	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	165.5	0	0	1	1	12	40	61	24	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	163.7	0	0	2	1	15	67	46	19	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	94.9	0	0	0	2	8	33	35	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	81.7	0	1	1	2	6	24	34	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	51.3	0	0	0	0	9	16	20	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	24	0	0	0	0	0	10	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	18.4	0	0	0	0	1	5	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6.5	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1532.7	0	1	5	17	125	487	498	236	74	14	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1740.1	0	2	6	19	144	547	579	263	82	15	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1765	0	2	6	19	145	556	589	266	82	16	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1799	0	2	6	20	146	566	601	268	85	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 02-
Location Cemerery Road [53.507027,-1.421331]
Direction Two Way

Cemetery Road, Jump, Barnsley
AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	5.4	0	0	0	0	0	1	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2.5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7.5	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	22.5	0	0	0	0	1	5	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	44.4	0	0	0	1	4	10	14	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	93.4	0	0	0	1	7	29	29	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	126.9	0	0	1	2	10	35	48	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	101.4	0	0	1	2	10	29	36	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	120.4	0	0	1	2	11	39	40	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	109.5	0	0	1	1	8	36	37	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	125.4	0	0	1	1	11	39	42	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	110	0	0	1	1	9	37	38	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	132.9	0	0	0	2	9	44	44	21	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	164.5	0	0	0	2	14	60	57	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	144.4	0	0	1	2	12	44	52	21	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	129.9	0	0	2	3	12	47	40	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	104	0	0	0	1	10	35	36	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	75.9	0	0	1	1	7	22	28	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	52	0	0	0	1	5	16	17	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	29.9	0	0	0	0	3	10	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	24	0	0	0	0	3	7	8	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9.5	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1479.2	0	2	9	20	124	475	498	217	58	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1681.9	0	2	11	24	143	533	567	246	68	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1715.3	0	2	12	24	147	543	578	250	69	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1759.7	0	2	12	25	149	554	592	255	73	20	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

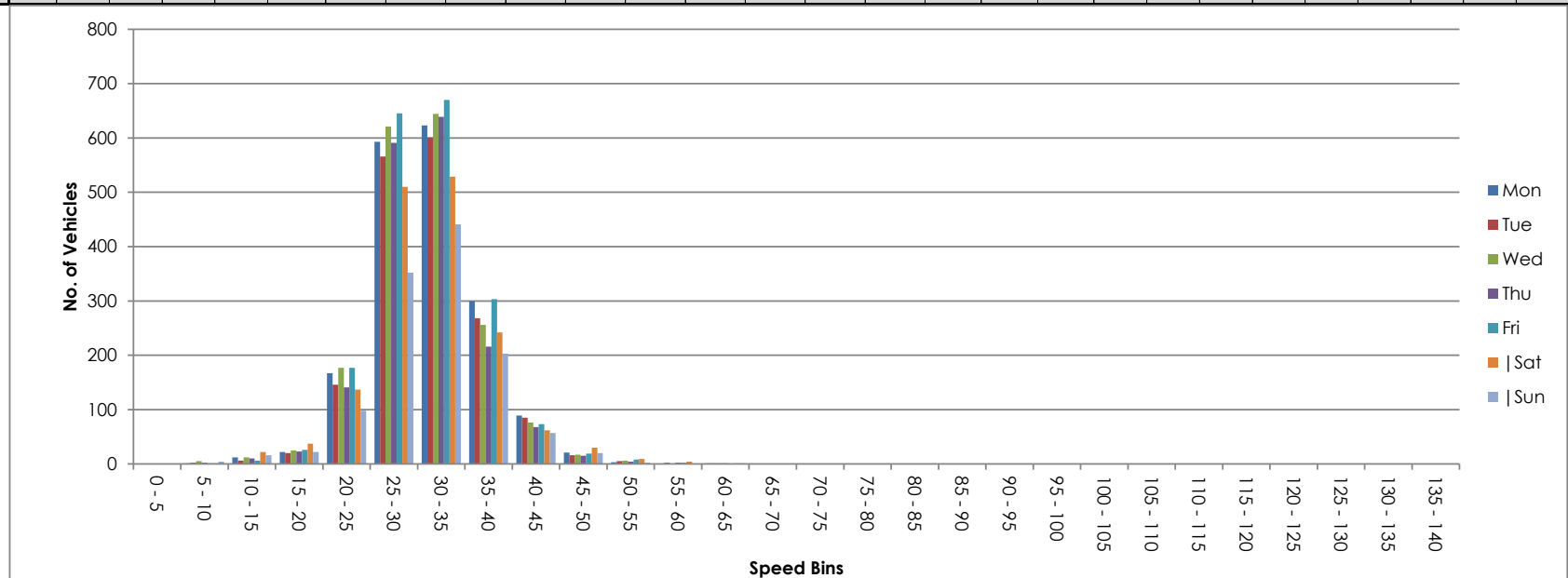
Site 02-
 Location Cemerery Road [53.507027,-1.421331]
 Direction Two Way

 Cemetery Road, Jump, Barnsley
 AUTOMATIC TRAFFIC COUNT - PCU CONVERSION

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	1919.3	0	1	12	22	167	593	623	300	89	21	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	1799	0	2	6	20	146	566	601	268	85	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	1924.5	0	5	12	25	177	621	644	256	76	17	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	1787.2	0	2	10	23	141	591	639	216	68	15	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	2014.8	0	1	6	26	177	645	670	303	73	19	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	1626	0	1	22	37	137	510	529	242	62	30	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	1243.3	0	4	16	22	98	352	441	203	57	20	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	1886.5	0	2	9	23	162	603	635	269	78	18	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	1759.7	0	2	12	25	149	554	592	255	73	20	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	12314	0	16	84	175	1043	3878	4147	1788	510	138	37	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Appendix E Personal Injury Collision Data



Accidents between dates 01/01/2020 and 17/03/2025 (63) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Light	Weather	Road Surface	Vehicle Types	
						Ftl	Ser	Slt		L	M					D
20937601	Serious	08/03/2020	Sun	0037	437816 401501	0	1	0	602V2A	0	0	0	Dark	Raining with high winds	Wet/Damp	9 9
20941957	Fatal	22/03/2020	Sun	1648	439168 401448	1	0	0	601V2A	0	0	0	Light	Fine without high winds	Dry	9 4 9 9
211096533	Serious	08/10/2021	Fri	2010	437752 401739	0	1	0		0	0	0	Dark	Fine without high winds	Dry	5
221191562	Serious	23/06/2022	Thu	1534	437827 401770	0	1	0	410V1A	0	0	0	Light	Fine without high winds	Dry	5 9
231391780	Slight	23/12/2023	Sat	1430	437825 401720	0	0	2	403V1B 403V2B	0	0	0	Light	Fine without high winds	Wet/Damp	9 9
241397436	Slight	11/01/2024	Thu	1350	437556 401776	0	0	2	405V2A	0	0	0	Light	Fine without high winds	Wet/Damp	9 9
241424021	Slight	23/03/2024	Sat	1201	437598 401812	0	0	1	602V1A	0	0	0	Light	Fine with high winds	Dry	9
241489930	Serious	13/08/2024	Tue	1300	437889 401789	0	1	0	407V1B 403V2B	0	0	0	Light	Fine without high winds	Dry	9 1
Column Totals	Slight :	3				1	4	0					Light :	6	Dry :	5
	Serious :	4											Dark :	2	Wet :	3
	Fatal :	1														

Accidents between dates 01/01/2020 and 17/03/2025 (63) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
20937601	08/03/2020	1	Serious	0	0	0	0	0	Dark	No turn	Wet/Damp	0037	ROEBUCK HILL BARNSELEY
20941957	22/03/2020	1	Fatal	1	0	0	0	0	Light	Right	Dry	1648	CEMETERY ROAD BARNSELEY AT OR NR JN WITH LADY CROFT LAN
211096533	08/10/2021	1	Serious	1	0	0	0	0	Dark	No turn	Dry	2010	DEARNE VALLEY PARKWAY EASTBOUND (A6195) - 26 METRES FRO
221191562	23/06/2022	1	Serious	1	0	0	0	0	Light	No turn	Dry	1534	WOOD WALK (B6096) - 36 METRES FROM JUNCTION WITH ROEBUC
231391780	23/12/2023	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1430	DEARNE VALLEY PARKWAY EASTBOUND (A6195) NEAR JUNCTION V
241397436	11/01/2024	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1350	WOODHEAD LANE NR JNC DEARNE VALLEY PARKWAY
241424021	23/03/2024	1	Slight	0	0	0	0	0	Light	No turn	Dry	1201	WOODHEAD LANE NEAR JUNCTION WITH WOMBWELL WOODS RO
241489930	13/08/2024	1	Serious	0	1	0	0	0	Light	Right	Dry	1300	WOOD WALK (B6096), WOMBWELL, BARNSELEY

Column Totals	10			3	1	0	0	0					
No. of Accidents				3	1	0	0	0					

Total number of accidents listed: 8

Details of Personal Injury Accidents for Period - 01/01/2020 to 17/03/2025 (63) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

20937601 Sunday ROEBUCK HILL BARNSELEY Veh 1 Car Parked 0 to 0 Dri F 42 Serious
08/03/2020 Veh 2 Car Going ahead N to S
R1: U 0037hrs
Darkness: street lights present a
E 437,816 Wet/Damp
N 401,501 Raining with high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 2 Very Likely
V1 PARKED FACING UP HILL LIGHTS ON WHEN STRUCK BY V2 WHO WAS TRAVELLING DOWN THE HILL RESULTING IN FRONT EN
DAMAGE TO BOTH VEHICLES. ****DRIVER OF V2 LEFT SCENE GIVING NO DETAILS****

20941957 Sunday CEMETERY ROAD BARNSELEY AT OR Veh 1 Car Turning right SW to SE
22/03/2020 NR JN WITH LADY CROFT LANE Veh 2 M/C > 125 cc Going ahead NE to SW Dri M 25 Fatal
R1: U 1648hrs Veh 3 Car Parked 0 to 0
R2: U Daylight:street lights present Veh 4 Car Parked 0 to 0
E 439,168 Dry
N 401,448 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Aggressive driving Vehicle 2 Very Likely
V1 TRAVELS ALONG CEMETRY ROAD AND AS IT TURNS RIGHT INTO LADY CROFT LANE, V2 OFF ROAD MOTORCYCLE COLLIDES
WITH NEAR SIDE FRONT OF V1, RIDER IS THROWN ONTO THE ROAD SURFACE AND LIFE IS PRONOUNCED EXTINCT AT SCENE

211096533 Friday DEARNE VALLEY PARKWAY Veh 1 M/C > 500 cc Stopping W to E Dri M 37 Serious
08/10/2021 EASTBOUND (A6195) - 26 METRES
R1: A 6195 2010hrs FROM JUNCTION WITH ROEBUCK
Darkness: street lights present a
E 437,752 Dry
N 401,739 Fine without high winds
70 mph

UNKNOWN HOW ACCIDENT OCCURRED. MEMBERS OF PUBLIC SAW A LIGHT AT THE SIDE OF THE DEARNE VALLEY PARKWAY
AND STOPPED TO FIND A MOTORCYCLIST INJURED. NO SIGN OF ANY OTHER VEHICLE INVOLVED AND NO OTHER INJURED
PARTIES. RIDER WAS DAZED AND DIDNT KNOW HO
W IT HAD HAPPENED.

Details of Personal Injury Accidents for Period - 01/01/2020 to 17/03/2025 (63) months

Selection: Notes:

Selected using Manual Selection

Police Ref. Road No. 2nd Road No. Grid Ref.	Day	Location Description	Vehicles					Casualties		
	Date		Veh No	Type	Manv	Dir	Class	Sex / Age / Sev		
	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
221191562	Thursday	WOOD WALK (B6096) - 36 METRES	Veh 1	M/C > 500 cc	Going ahead LH bend	NE to SW	Dri	M	26	Serious
R1: B 6096	23/06/2022	FROM JUNCTION WITH ROEBUCK	Veh 2	Car	Going ahead RH bend	SW to NE				
	1534hrs	HILL ROUNDABOUT (A6195),								
	Daylight:street lights present									
E 437,827	Dry									
N 401,770	Fine without high winds									
	60 mph									
Causation Factor:			Participant:			Confidence:				
1st:	Loss of control		Vehicle 1			Very Likely				
BIKE HAS BEEN TRAVELLING DOWN WOOD WALK AND HAD LOST CONTROL, APPEARS TO HIT THE ISLAND, BIKE HAS SLIDE DOWN AROUND 60 FT DOWN THE WRONG SIDE OF THE CARRIAGE WAY AND HIT A MOVING VEH. MALE HAS LEFT THE BIKE AND TRAVELLED THROUGH THE AIR ANDLANDING IN THE MIDDLE OF BOTH OF THE CARRIAGEWAYS. APPEARS TO HAVE LOST COMPLETE CONTROL.										
231391780	Saturday	DEARNE VALLEY PARKWAY	Veh 1	Car	Going ahead	W to E	FSP	F	32	Slight
R1: A 6195	23/12/2023	EASTBOUND (A6195) NEAR	Veh 1	Car	Going ahead	W to E	Dri	M	26	Slight
	1430hrs	JUNCTION WITH ROEBUCK HILL	Veh 2	Car	Going ahead	W to E				
	Daylight:street lights present									
E 437,825	Wet/Damp									
N 401,720	Fine without high winds									
	70 mph									
Causation Factor:			Participant:			Confidence:				
1st:	Poor turn or manoeuvre		Vehicle 1			Possible				
2nd:	Poor turn or manoeuvre		Vehicle 2			Possible				
BOTH VEHICLES WERE COMING AROUND THE WOMBWELL / JUMP ROUNDABOUT. BOTH TRAVELLING FROM THE DIRECTION OF HOYLAND, DOWN TOWARDS CORTONWOOD. VEHICLES IN BOTH LANES HAVE ENTERED THE ROUNDABOUT AND ON THE EXIT HAVE COLLIDED. FRONT NEARSIDE OF THE VW HAS DAMAGE ALONG WITH THE OFFSIDE OF THE HYUNDAI.										
241397436	Thursday	WOODHEAD LANE NR JNC DEARNE	Veh 1	Car	Change lane to left	N to N	Dri	F	38	Slight
R1: A 6195	11/01/2024	VALLEY PARKWAY	Veh 2	Car	Change lane to left	N to N	Dri	F	29	Slight
	1350hrs									
	Daylight:street lights present									
E 437,556	Wet/Damp									
N 401,776	Fine without high winds									
	50 mph									
Causation Factor:			Participant:			Confidence:				
1st:	Failed to look properly		Vehicle 2			Very Likely				
DRIVER 1 WAS TAKING THE SECOND EXIT OF THE ROUNDABOUT, AS THEY WERE EXITING THE ROUNDABOUT , DRIVER 2 WAS COMING OUT OF THE FIRST EXIT. DRIVER 2 HIT INTO DRIVER 1 NEAR SIDE FRONT END.										

Details of Personal Injury Accidents for Period - 01/01/2020 to 17/03/2025 (63) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

Causation Factor:

241424021	Saturday	WOODHEAD LANE NEAR JUNCTION	Veh 1	Car	Going ahead	E	to	W	RSP	M	26	Slight
	23/03/2024	WITH WOMBWELL WOODS										
R1: U	1201 hrs	ROUNDAABOUT (A6195), BLACKER										
R2: A 6195	Daylight:street lights present											
E 437,598	Dry											
N 401,812	Fine with high winds											
	60 mph											

Causation Factor:

Participant:

Confidence:

1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
	V1 HAS BEEN TRAVELLING WEST ON DEARNE VALLEY PARKWAY. V1 HAS BRAKED TOO LATE AND COULDN'T STOP IN TIME FOR THE ROUNDAABOUT. V1 HAS GONE OVER THE TOP OF THE ROUNDAABOUT AND LANDED ON THE OTHER SIDE OF THE ROUNDAABOUT IN SHRUBBERY NEXT TO THE ENTRANCE TO THE ROUNDAABOUT WITH WOODHEAD LANE. NO OTHER VEHICLE WERE INVOLVED. AIRBAGS DID NOT DEPLOY BUT INFORMATION SUGGESTS THAT THE CAR WAS TRAVELLING IN EXCESS SPEED OF 60.		

241489930	Tuesday	WOOD WALK (B6096), WOMBWELL,	Veh 1	Car	Going ahead	E	to	W				
	13/08/2024	BARNSELEY	Veh 2	Pedal cycle	U turn	W	to	S	Dri	M	59	Serious
R1: B 6096	1300hrs											
	Daylight:street lights present											
E 437,889	Dry											
N 401,789	Fine without high winds											
	40 mph											

Causation Factor:

Participant:

Confidence:

1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
2nd:	Poor turn or manoeuvre	Vehicle 2	Possible
	THE CASUALTY HAS BEEN TRAVELLING ON HIS PEDAL CYCLE ON WOOD WALK, WOMBWELL WHEN HE HAS TRIED TO TURN AROUND IN THE ROAD. UPON DOING THIS, A VAUXHALL VIVARO HAS BEEN TRAVELLING TOWARDS HIM AND COLLIDED INTO THE BACK OF THE CASUALTY CAUSING HIM TO BE KNOCKED OFF AND SUFFER AN INJURY TO HIS ARM WHICH REQUIRED HOSPITAL TREATMENT.		

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

20937601 08/03/2020 Sunday Time: 0037 Vehicles 2 Casualties 1 Serious
Easting: 437,816 Northing: 401,501
Raining with high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: ROEBUCK HILL BARNSLEY
Description: V1 PARKED FACING UP HILL LIGHTS ON WHEN STRUCK BY V2 WHO WAS
TRAVELLING DOWN THE HILL RESULTING IN FRONT END DAMAGE TO BOTH
VEHICLES. ****DRIVER OF V2 LEFT SCENE GIVING NO DETAILS****

Vehicle Reference: 1 Car Parked
First point of impact: Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 42 Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 22 Breath test: Driver not contacted

Contributory Factors : 602

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
 Selection: Notes:
 Selected using Manual Selection

20941957 22/03/2020 Sunday Time: 1648 Vehicles 4 Casualties 1 Fatal
 Easting: 439,168 Northing: 401,448
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: CEMETERY ROAD BARNSELY AT OR NR JN WITH LADY CROFT LANE
 Description: V1 TRAVELS ALONG CEMETRY ROAD AND AS IT TURNS RIGHT INTO LADY CROFT LANE, V2 OFF ROAD MOTORCYCLE COLLIDES WITH NEAR SIDE FRONT OF V1, RIDER IS THROWN ONTO THE ROAD SURFACE AND LIFE IS PRONOUNCED EXTINCT AT SCENE

Vehicle Reference: 1 Car Turning right
 First point of impact: Nearside
 Vehicle direction: SW to SE Journey: Other
 Age of Driver : 27 Breath test: Negative

Contributory Factors : 601

Vehicle Reference: 2 Motorcycle over 125cc and up Going ahead
 First point of impact: Front
 Vehicle direction: NE to SW Journey: Not known
 Age of Driver : 25 Breath test: Not provided (medical)

Contributory Factors : 601

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Fatal

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 3 Car Parked
 First point of impact: Back
 Vehicle direction: Parked to Parked Journey: Not known
 Age of Driver : Breath test: Driver not contacted

Contributory Factors : 601

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
 Selection: Notes:
 Selected using Manual Selection

Vehicle Reference: 4 Car Parked
 First point of impact: Back
 Vehicle direction: Parked to Parked Journey: Not known
 Age of Driver : Breath test: Driver not contacted
 Contributory Factors : 601

211096533 08/10/2021 Friday Time: 2010 Vehicles 1 Casualties 1 Serious
 Easting: 437,752 Northing: 401,739
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY EASTBOUND (A6195) - 26 METRES FROM JUNCTION
 WITH ROEBUCK HILL ROUNDABOUT (A6195)
 Description: UNKNOWN HOW ACCIDENT OCCURRED. MEMBERS OF PUBLIC SAW A LIGHT
 AT THE SIDE OF THE DEARNE VALLEY PARKWAY AND STOPPED TO FIND A
 MOTORCYCLIST INJURED. NO SIGN OF ANY OTHER VEHICLE INVOLVED AND
 NO OTHER INJURED PARTIES. RIDER WAS DAZED AND DIDNT KNOW HO
 W IT HAD HAPPENED.

Vehicle Reference: 1 Motorcycle over 500cc Slowing or Stopping
 First point of impact: Did not impact
 Vehicle direction: W to E Journey: Not known
 Age of Driver : 37 Breath test: Not provided (medical)

Contributory Factors :

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Serious
 Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

221191562 23/06/2022 Thursday Time: 1534 Vehicles 2 Casualties 1 Serious
Easting: 437,827 Northing: 401,770
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: WOOD WALK (B6096) - 36 METRES FROM JUNCTION WITH ROEBUCK HILL
ROUNDAABOUT (A6195), WOMBWELL, BARNSLEY, BARNSLEY
Description: BIKE HAS BEEN TRAVELLING DOWN WOOD WALK AND HAD LOST CONTROL,
APPEARS TO HIT THE ISLAND, BIKE HAS SLIDE DOWN AROUND 60 FT DOWN
THE WRONG SIDE OF THE CARRIAGE WAY AND HIT A MOVING VEH. MALE HAS
LEFT THE BIKE AND TRAVELLED THROUGH THE AIR ANDLANDING IN THE
MIDDLE OF BOTH OF THE CARRIAGEWAYS. APPEARS TO HAVE LOST
COMPLETE CONTROL.

Vehicle Reference: 1 Motorcycle over 500cc Going ahead left hand bend
First point of impact: Front
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 26 Breath test: Not provided (medical)

Contributory Factors : 410

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 62 Breath test: Not requested

Contributory Factors : 410

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

231391780 23/12/2023 Saturday Time: 1430 Vehicles 2 Casualties 2 Slight
Easting: 437,825 Northing: 401,720
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY EASTBOUND (A6195) NEAR JUNCTION WITH
ROEBUCK HILL ROUNDABOUT (A6195), JUMP, BARNSELY
Description: BOTH VEHICLES WERE COMING AROUND THE WOMBWELL / JUMP
ROUNDABOUT. BOTH TRAVELLING FROM THE DIRECTION OF HOYLAND, DOWN
TOWARDS CORTONWOOD. VEHICLES IN BOTH LANES HAVE ENTERED THE
ROUNDABOUT AND ON THE EXIT HAVE COLLIDED. FRONT NEAR SIDE OF THE
VW HAS DAMAGE
ALONG WITH THE OFFSIDE OF THE HYUNDAI.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 26 Breath test: Negative

Contributory Factors : 403 403

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 32 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Offside
Vehicle direction: W to E Journey: Other
Age of Driver : 66 Breath test: Negative

Contributory Factors : 403 403

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

241397436 11/01/2024 Thursday Time: 1350 Vehicles 2 Casualties 2 Slight
Easting: 437,556 Northing: 401,776
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Speed Limit: 50

Location: WOODHEAD LANE NR JNC DEARNE VALLEY PARKWAY
Description: DRIVER 1 WAS TAKING THE SECOND EXIT OF THE ROUNDABOUT, AS THEY WERE EXITING THE ROUNDABOUT, DRIVER 2 WAS COMING OUT OF THE FIRST EXIT. DRIVER 2 HIT INTO DRIVER 1 NEAR SIDE FRONT END.

Vehicle Reference: 1 Car Changing lane to left
First point of impact: Front
Vehicle direction: N to N Journey: Not known
Age of Driver : 38 Breath test: Not requested
Contributory Factors : 405

Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Changing lane to left
First point of impact: Nearside
Vehicle direction: N to N Journey: Not known
Age of Driver : 29 Breath test: Not requested
Contributory Factors : 405

Casualty Reference: 2 Age: 29 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

241424021 23/03/2024 Saturday Time: 1201 Vehicles 1 Casualties 1 Slight
Easting: 437,598 Northing: 401,812
Fine with high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: WOODHEAD LANE NEAR JUNCTION WITH WOMBWELL WOODS ROUNDABOUT
(A6195), BLACKER HILL, BARNSELY

Description: V1 HAS BEEN TRAVELLING WEST ON DEARNE VALLEY PARKWAY. V1 HAS
BRAKED TOO LATE AND COULDN'T STOP IN TIME FOR THE ROUNDABOUT. V1
HAS GONE OVER THE TOP OF THE ROUNDABOUT AND LANDED ON THE OTHER
SIDE OF THE ROUNDABOUT IN SHRUBBERY NEXT TO THE ENTRANCE TO THE
ROUNDABOUT WITH WOODHEAD LANE. NO OTHER VEHICLE WERE INVOLVED.
AIRBAGS DID NOT DEPLOY BUT INFORMATION SUGGESTS THAT THE CAR WAS
TRAVELLING IN EXCESS SPEED OF 60.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 28 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 26 Male Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

241489930 13/08/2024 Tuesday Time: 1300 Vehicles 2 Casualties 1 Serious
Easting: 437,889 Northing: 401,789
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: WOOD WALK (B6096), WOMBWELL, BARNSLEY
Description: THE CASUALTY HAS BEEN TRAVELLING ON HIS PEDAL CYCLE ON WOOD WALK, WOMBWELL WHEN HE HAS TRIED TO TURN AROUND IN THE ROAD. UPON DOING THIS, A VAUXHALL VIVARO HAS BEEN TRAVELLING TOWARDS HIM AND COLLIDED INTO THE BACK OF THE CASUALTY CAUSING HIM TO BE KNOCKED OFF AND SUFFER AN INJURY TO HIS ARM WHICH REQUIRED HOSPITAL TREATMENT.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 51 Breath test: Not requested

Contributory Factors : 407 403

Vehicle Reference: 2 Pedal cycle U turn
First point of impact: Back
Vehicle direction: W to S Journey: Other
Age of Driver : 59 Breath test: Not applicable

Contributory Factors : 407 403

Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2020 and 17/03/2025 (63) months

Selection:

Notes:

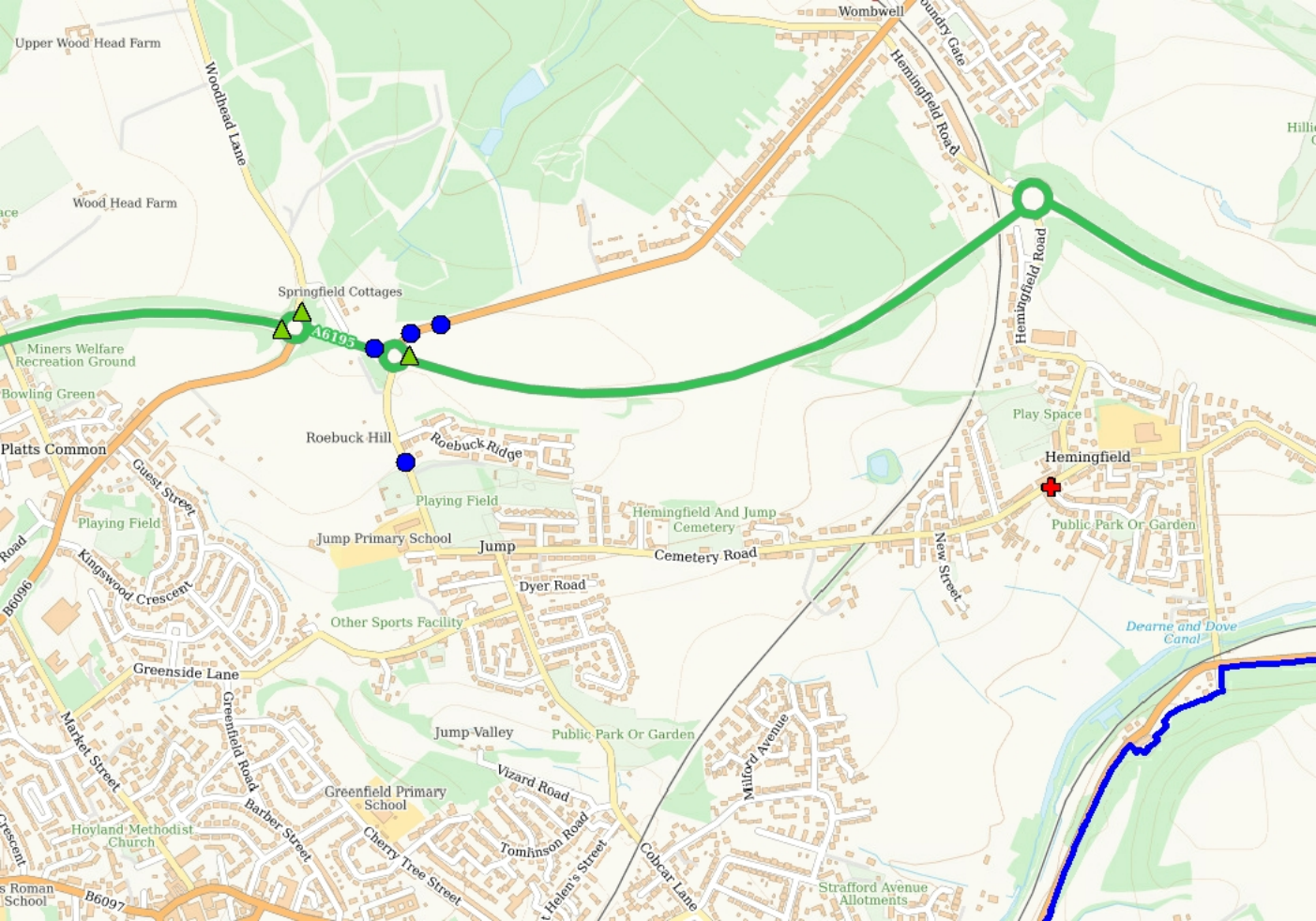
Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	1	3	4
2-wheeled motor vehicles	1	2	0	3
Pedal cycles	0	1	0	1
Horses & other	0	0	0	0
Total	1	4	3	8

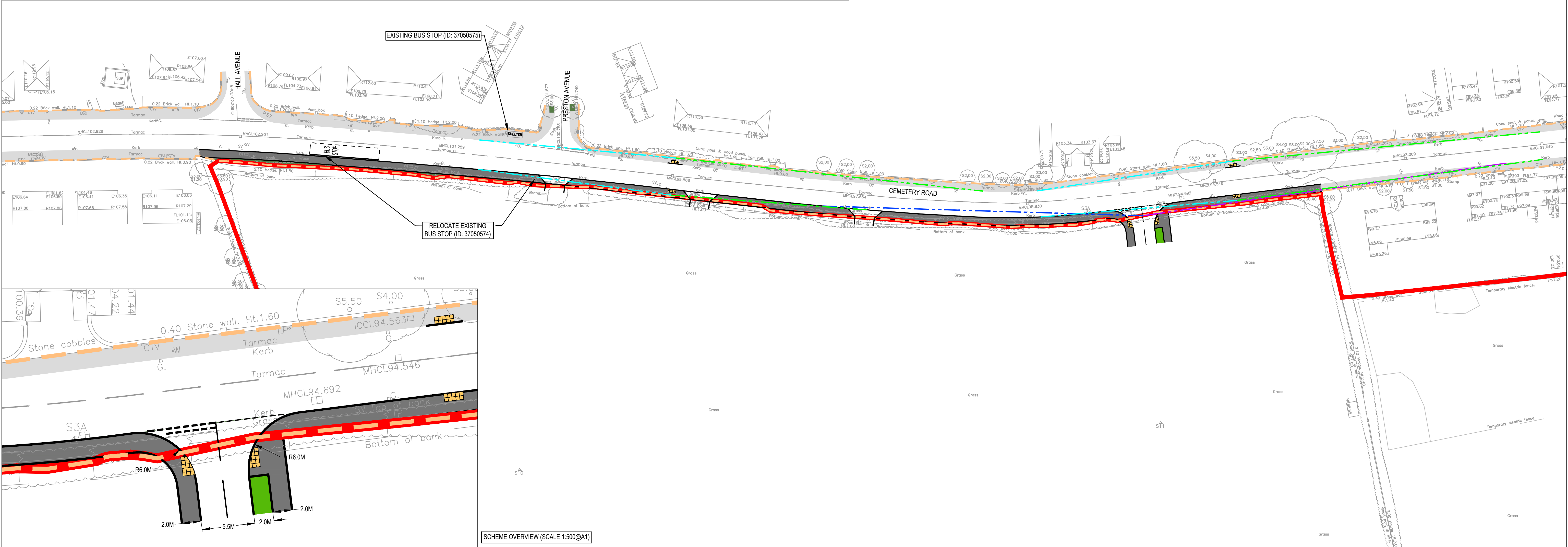
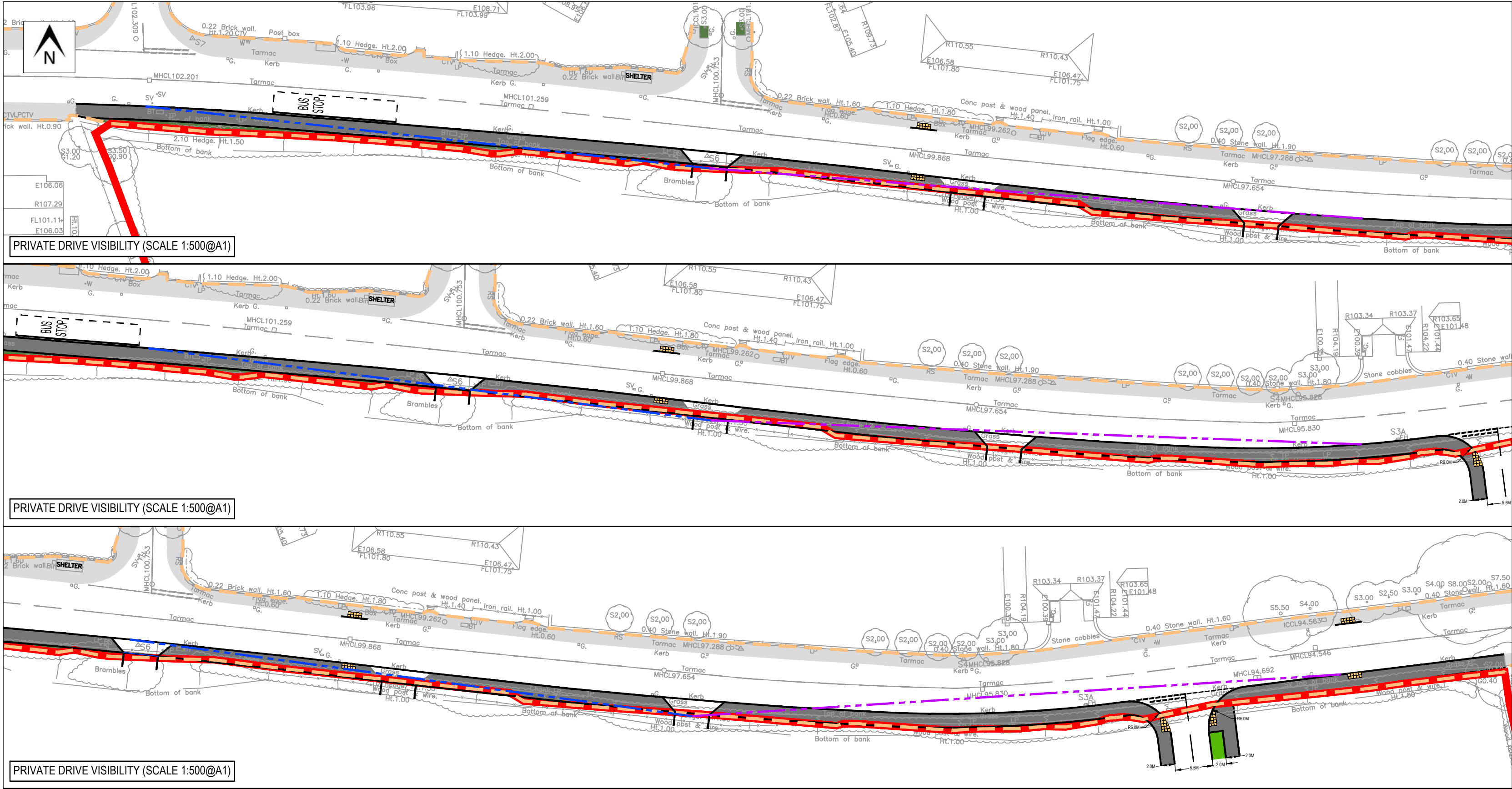
Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	3	4
Passenger	0	0	2	2
Motorcycle rider	1	2	0	3
Cyclist	0	1	0	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	1	4	5	10



Appendix F Drawing no. 26001/GA/01/REV/A - Proposed Site Access Arrangements





- KEY:**
- INDICATIVE SITE BOUNDARY
 - HIGHWAY ADOPTION LIMIT
 - 2.4M x 85.2M JUNCTION VISIBILITY SPY
 - 2.4M x 95.2M JUNCTION VISIBILITY SPY
 - 1.5M x 51M PEDESTRIAN VISIBILITY SPY
 - 1.5M x 80M PEDESTRIAN VISIBILITY SPY
 - EXISTING FOOTWAY
 - EXISTING VERGE
 - PROPOSED FOOTWAY
 - PROPOSED VERGE
- NOTES:**
- PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING TOPOGRAPHICAL SURVEY, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.
 - VEHICLE SPEED SURVEY:
7-DAY 24HR 85TH PERCENTILE SPEEDS
EASTBOUND: 34.7 MPH (55.8 KPH)
WESTBOUND: 38.0 MPH (61.1 KPH)
DMRB CD 109 - TABLE 2.10
'DESIGN SPEED RELATED PARAMETERS'
EASTBOUND: 34.7 MPH (55.8 KPH) = 82.5M'
WESTBOUND: 38.0 MPH (61.1 KPH) = 95.2M'
*INCLUDING 2.4M BONNET LENGTH
 - PEDESTRIAN VISIBILITY SPYLS PROVIDED IN ACCORDANCE WITH TRAFFIC SIGNS MANUAL CHAPTER 6, TABLE 15-1
'RECOMMENDED VISIBILITY DISTANCES FOR PEDESTRIAN CROSSINGS' BASED ON RECORDED 85TH PERCENTILE SPEEDS IDENTIFIED WITHIN NOTE 2.

						PROJECT		CLIENT			 OPTIMA Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbaird House, Infirmary Street Leeds LS1 2JP optimahighways.com T 0113 245 1679	
						LAND SOUTH OF CEMETERY ROAD, JUMP		BARRATT AND DAVID WILSON HOMES YORKSHIRE WEST				
						DRAWING TITLE		CHECKED	APPROVED	DRG No.		
						PROPOSED SITE ACCESS ARRANGEMENTS		MEW	MEW	26001/GA/01		
						STATUS		DRAWN BY:	SCALE @ A1	DATE		
PRELIMINARY						JS	AS SHOWN	MAY 2026	A			
REV	DATE	BY	DESCRIPTION	CHK	APP							
-	21/05/26	JS	INITIAL ISSUE	MEW	MEW							
A	28/05/26	JS	TIE INTO SITE LAYOUT	MEW	MEW							

Appendix G Travel to Work Data



WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 22 May 2026]

Population : All usual residents aged 16 and over in employment the week before the census

Units : Persons

Date : 2011

usual residence : E02001537 : Barnsley 029 (2011 super output area - middle layer)

place of work : 2011 super output ar All categor Work main Undergrou Train Bus, minibi Taxi Motorcycle Driving a ci Passenger Bicycle On foot Other method of travel to work

	3,388 100%	0 0%	7 0%	199 6%	230 7%	9 0%	39 1%	2,403 71%	249 7%	33 1%	211 6%	8 0%
E02001521 : Barnsley 013	243	0	0	33	48	1	1	136	14	3	7	0
E02001537 : Barnsley 029	176	0	0	1	4	1	1	70	6	1	89	3
E02001538 : Barnsley 030	172	0	0	1	14	0	4	87	15	1	50	0
E02001536 : Barnsley 028	168	0	0	0	34	1	1	86	29	4	12	1
E02001579 : Rotherham 002	150	0	0	2	14	0	2	116	14	2	0	0
E02001578 : Rotherham 001	122	0	0	2	17	1	1	81	15	1	3	1
E02001531 : Barnsley 023	100	0	0	2	9	0	1	63	12	4	9	0
E02001614 : Sheffield 004	96	0	0	10	0	3	0	68	12	2	1	0
E02001520 : Barnsley 012	95	0	0	4	8	1	0	71	10	1	0	0
E02001628 : Sheffield 018	88	0	0	15	2	0	1	65	4	1	0	0
E02001523 : Barnsley 015	84	0	0	4	9	0	1	61	5	0	4	0
E02001534 : Barnsley 026	74	0	0	1	4	0	2	53	5	2	7	0
E02001632 : Sheffield 022	72	0	0	2	0	0	1	62	6	1	0	0
E02006843 : Sheffield 073	60	0	3	20	1	0	1	32	2	1	0	0
E02001594 : Rotherham 017	58	0	0	2	3	0	1	50	2	0	0	0
E02001518 : Barnsley 010	50	0	0	1	5	0	0	37	4	0	3	0
E02001615 : Sheffield 005	34	0	0	2	1	0	2	26	2	1	0	0
E02001529 : Barnsley 021	33	0	0	0	8	0	1	19	3	0	2	0
E02001560 : Doncaster 022	33	0	0	1	1	0	1	29	1	0	0	0
E02001584 : Rotherham 007	32	0	0	1	7	0	1	16	5	0	2	0
E02001525 : Barnsley 017	30	0	0	1	6	0	0	21	1	0	1	0
E02006868 : Sheffield 075	30	0	0	11	0	0	0	18	1	0	0	0
E02006875 : Leeds 111	29	0	0	10	2	0	0	15	1	0	1	0
E02001510 : Barnsley 002	26	0	0	0	2	0	1	19	3	0	1	0
E02001514 : Barnsley 006	26	0	0	0	0	0	2	15	8	0	1	0
E02001624 : Sheffield 014	26	0	0	9	0	0	1	16	0	0	0	0
E02001527 : Barnsley 019	24	0	0	0	0	0	0	24	0	0	0	0
E02001600 : Rotherham 023	24	0	0	0	0	0	0	22	1	0	1	0
E02001627 : Sheffield 017	24	0	0	2	0	0	0	19	3	0	0	0
E02001637 : Sheffield 027	24	0	0	2	0	0	1	20	1	0	0	0
E02001593 : Rotherham 016	23	0	0	0	0	0	0	22	1	0	0	0
E02001640 : Sheffield 030	22	0	1	2	0	0	0	19	0	0	0	0
E02006844 : Sheffield 074	22	0	1	10	0	0	0	8	3	0	0	0
E02001515 : Barnsley 007	21	0	0	0	1	0	0	19	0	0	1	0
E02001519 : Barnsley 011	19	0	0	0	1	0	0	15	1	0	2	0
E02001532 : Barnsley 024	19	0	0	0	0	0	0	15	1	0	3	0
E02001591 : Rotherham 014	19	0	0	0	1	0	0	17	1	0	0	0
E02001652 : Sheffield 042	19	0	0	6	0	0	0	12	1	0	0	0
E02001526 : Barnsley 018	18	0	0	0	2	0	0	16	0	0	0	0
E02001535 : Barnsley 027	18	0	0	0	0	0	0	18	0	0	0	0
E02001585 : Rotherham 008	18	0	0	0	0	0	1	16	0	1	0	0
E02001650 : Sheffield 040	18	0	0	3	0	0	0	15	0	0	0	0
E02001513 : Barnsley 005	17	0	0	0	0	0	0	16	0	0	1	0
E02001566 : Doncaster 028	17	0	0	0	0	0	0	17	0	0	0	0
E02001516 : Barnsley 008	16	0	0	0	2	0	0	12	2	0	0	0
E02001522 : Barnsley 014	16	0	0	0	0	0	0	14	2	0	0	0
E02002465 : Wakefield 028	16	0	0	0	0	0	0	13	3	0	0	0
E02001530 : Barnsley 022	15	0	0	0	0	0	0	13	1	0	1	0
E02002454 : Wakefield 017	15	0	0	3	0	0	0	12	0	0	0	0
E02001512 : Barnsley 004	14	0	0	0	5	0	1	7	0	0	1	0
E02001646 : Sheffield 036	14	0	0	2	0	0	1	11	0	0	0	0
E02001528 : Barnsley 020	13	0	0	0	0	0	0	11	2	0	0	0
E02001602 : Rotherham 025	13	0	0	1	0	0	0	12	0	0	0	0
E02002419 : Leeds 090	13	0	0	0	0	0	0	13	0	0	0	0
E02001580 : Rotherham 003	12	0	0	0	1	0	0	11	0	0	0	0
E02001611 : Sheffield 001	11	0	0	0	0	0	0	11	0	0	0	0
E02001636 : Sheffield 026	11	0	0	0	0	0	0	7	3	1	0	0
E02002456 : Wakefield 019	11	0	0	0	0	0	0	11	0	0	0	0
E02001622 : Sheffield 012	10	0	0	0	0	0	0	9	1	0	0	0
E02002451 : Wakefield 014	10	0	0	0	0	0	0	10	0	0	0	0
E02001616 : Sheffield 006	9	0	0	0	0	0	0	7	2	0	0	0
E02006876 : Leeds 112	9	0	0	1	0	0	0	7	1	0	0	0
E02001586 : Rotherham 009	8	0	0	0	1	0	0	5	2	0	0	0
E02001595 : Rotherham 018	8	0	0	0	1	0	0	6	1	0	0	0
E02001605 : Rotherham 028	8	0	0	0	0	0	0	7	1	0	0	0
E02002473 : Wakefield 036	8	0	0	0	0	0	0	8	0	0	0	0
E02006013 : Shropshire 034	8	0	0	0	1	0	0	7	0	0	0	0
E02001026 : Bury 008	7	0	0	0	0	0	0	6	0	1	0	0
E02001524 : Barnsley 016	7	0	0	0	0	0	0	6	1	0	0	0
E02001568 : Doncaster 030	7	0	0	0	0	0	1	5	1	0	0	0
E02002327 : Kirklees 057	7	0	0	0	0	0	0	4	3	0	0	0
E02001552 : Doncaster 014	6	0	0	1	0	0	0	4	1	0	0	0
E02001556 : Doncaster 018	6	0	0	1	0	0	0	5	0	0	0	0
E02001570 : Doncaster 032	6	0	0	0	0	0	0	6	0	0	0	0
E02001620 : Sheffield 010	6	0	0	0	0	0	0	6	0	0	0	0
E02001629 : Sheffield 019	6	0	0	0	1	0	0	4	1	0	0	0
E02001642 : Sheffield 032	6	0	0	2	0	0	0	2	2	0	0	0
E02001653 : Sheffield 043	6	0	0	0	0	0	0	4	2	0	0	0
E02002284 : Kirklees 014	6	0	0	0	0	0	0	6	0	0	0	0
E02002392 : Leeds 063	6	0	0	3	0	0	0	3	0	0	0	0
E02002480 : Wakefield 043	6	0	0	0	0	0	0	5	1	0	0	0
E02005256 : Preston 004	5	0	0	2	0	0	0	3	0	0	0	0
E02001509 : Barnsley 001	5	0	0	0	0	0	1	3	0	0	1	0

Mode	Trips
Driving a car or van	71%
Passenger	7%
Taxi	0%
Cycle	1%
Walk	6%
Bus	7%
Rail	6%
Motorcycle	1%
Work from home	0%
Other	0%
Total	100.0%

E02001517 : Barnsley 009	5	0	0	0	1	0	0	3	0	1	0	0
E02001569 : Doncaster 031	5	0	0	0	0	0	1	4	0	0	0	0
E02001583 : Rotherham 006	5	0	0	0	0	0	0	5	0	0	0	0
E02001592 : Rotherham 015	5	0	0	0	1	0	0	4	0	0	0	0
E02001597 : Rotherham 020	5	0	0	0	0	0	0	5	0	0	0	0
E02001613 : Sheffield 003	5	0	0	0	1	0	0	4	0	0	0	0
E02001618 : Sheffield 008	5	0	0	0	0	0	0	4	1	0	0	0
E02002299 : Kirklees 029	5	0	0	1	0	0	0	4	0	0	0	0
E02002450 : Wakefield 013	5	0	0	0	0	1	0	3	1	0	0	0
E02002474 : Wakefield 037	5	0	0	0	0	0	0	4	1	0	0	0
E02002481 : Wakefield 044	5	0	0	0	1	0	0	3	0	1	0	0
E02001533 : Barnsley 025	4	0	0	0	1	0	0	3	0	0	0	0
E02001540 : Doncaster 002	4	0	0	0	0	0	0	4	0	0	0	0
E02001558 : Doncaster 020	4	0	0	0	0	0	0	4	0	0	0	0
E02001571 : Doncaster 033	4	0	0	0	0	0	0	4	0	0	0	0
E02001582 : Rotherham 005	4	0	0	0	0	0	1	3	0	0	0	0
E02001596 : Rotherham 019	4	0	0	0	0	0	0	4	0	0	0	0
E02001599 : Rotherham 022	4	0	0	0	0	0	0	4	0	0	0	0
E02001603 : Rotherham 026	4	0	0	0	0	0	0	4	0	0	0	0
E02001625 : Sheffield 015	4	0	0	0	0	0	0	4	0	0	0	0
E02001630 : Sheffield 020	4	0	0	0	0	0	0	4	0	0	0	0
E02001648 : Sheffield 038	4	0	0	0	0	0	0	3	0	0	1	0
E02001649 : Sheffield 039	4	0	0	0	0	0	0	4	0	0	0	0
E02002400 : Leeds 071	4	0	0	1	0	0	0	3	0	0	0	0
E02002402 : Leeds 073	4	0	0	0	0	0	0	4	0	0	0	0
E02002411 : Leeds 082	4	0	0	1	0	0	0	3	0	0	0	0
E02002435 : Leeds 106	4	0	0	0	0	0	0	4	0	0	0	0
E02002439 : Wakefield 002	4	0	0	0	0	0	0	4	0	0	0	0
E02002442 : Wakefield 005	4	0	0	0	0	0	0	3	1	0	0	0
E02002475 : Wakefield 038	4	0	0	0	0	0	0	3	0	0	0	1
E02004064 : Chesterfield 010	4	0	0	1	0	0	0	3	0	0	0	0
E02004694 : Basingstoke and Deane	4	0	0	0	0	0	0	3	1	0	0	0
E02002752 : North Lincolnshire 004	3	0	0	0	0	0	0	3	0	0	0	0
E02005784 : Richmondshire 003	3	0	0	0	0	0	0	3	0	0	0	0
E02001511 : Barnsley 003	3	0	0	0	1	0	0	2	0	0	0	0
E02001541 : Doncaster 003	3	0	0	0	0	0	0	3	0	0	0	0
E02001543 : Doncaster 005	3	0	0	0	0	0	0	2	0	0	0	1
E02001545 : Doncaster 007	3	0	0	0	0	0	0	2	1	0	0	0
E02001546 : Doncaster 008	3	0	0	0	0	0	0	3	0	0	0	0
E02001572 : Doncaster 034	3	0	0	0	0	0	0	3	0	0	0	0
E02001574 : Doncaster 036	3	0	0	0	0	0	0	3	0	0	0	0
E02001576 : Doncaster 038	3	0	0	0	0	0	0	3	0	0	0	0
E02001598 : Rotherham 021	3	0	0	0	0	0	0	3	0	0	0	0
E02001604 : Rotherham 027	3	0	0	1	0	0	0	2	0	0	0	0
E02001612 : Sheffield 002	3	0	0	0	0	0	0	3	0	0	0	0
E02001619 : Sheffield 009	3	0	0	0	0	0	0	2	1	0	0	0
E02001623 : Sheffield 013	3	0	0	0	0	0	1	2	0	0	0	0
E02001665 : Sheffield 055	3	0	0	0	0	0	0	2	1	0	0	0
E02001669 : Sheffield 059	3	0	0	1	0	0	0	2	0	0	0	0
E02001671 : Sheffield 061	3	0	0	0	0	0	0	3	0	0	0	0
E02001673 : Sheffield 063	3	0	0	0	0	0	0	3	0	0	0	0
E02006869 : Sheffield 076	3	0	0	0	0	0	1	1	0	0	1	0
E02002228 : Bradford 046	3	0	0	0	0	0	0	3	0	0	0	0
E02002272 : Kirklees 002	3	0	0	0	0	0	0	3	0	0	0	0
E02002384 : Leeds 055	3	0	0	0	0	0	0	3	0	0	0	0
E02002414 : Leeds 085	3	0	0	0	1	0	0	2	0	0	0	0
E02002422 : Leeds 093	3	0	0	0	0	0	0	3	0	0	0	0
E02002443 : Wakefield 006	3	0	0	0	0	0	0	3	0	0	0	0
E02002452 : Wakefield 015	3	0	0	0	0	0	0	3	0	0	0	0
E02002459 : Wakefield 022	3	0	0	1	0	0	0	2	0	0	0	0
E02002462 : Wakefield 025	3	0	0	0	0	0	0	3	0	0	0	0
E02004045 : Bolsover 001	3	0	0	0	0	0	0	3	0	0	0	0
E02004055 : Chesterfield 001	3	0	0	0	0	0	0	3	0	0	0	0
E02004108 : North East Derbyshire (	3	0	0	0	0	0	0	3	0	0	0	0
E02001241 : Tameside 013	2	0	0	0	0	0	0	2	0	0	0	0
E02002755 : North Lincolnshire 007	2	0	0	0	0	0	0	2	0	0	0	0
E02002758 : North Lincolnshire 010	2	0	0	0	0	0	0	2	0	0	0	0
E02002784 : York 013	2	0	0	0	0	0	0	2	0	0	0	0
E02005812 : Selby 004	2	0	0	0	0	0	0	2	0	0	0	0
E02001539 : Doncaster 001	2	0	0	0	0	0	0	2	0	0	0	0
E02001547 : Doncaster 009	2	0	0	0	0	0	0	1	1	0	0	0
E02001551 : Doncaster 013	2	0	0	0	0	0	0	2	0	0	0	0
E02001554 : Doncaster 016	2	0	0	0	0	0	0	2	0	0	0	0
E02001557 : Doncaster 019	2	0	0	0	0	0	0	2	0	0	0	0
E02001559 : Doncaster 021	2	0	0	0	0	0	0	2	0	0	0	0
E02001563 : Doncaster 025	2	0	0	0	0	0	0	2	0	0	0	0
E02001567 : Doncaster 029	2	0	0	0	0	0	0	2	0	0	0	0
E02001577 : Doncaster 039	2	0	0	0	0	0	0	2	0	0	0	0
E02001608 : Rotherham 031	2	0	0	0	0	0	0	2	0	0	0	0
E02001609 : Rotherham 032	2	0	0	0	0	0	1	1	0	0	0	0
E02001631 : Sheffield 021	2	0	0	0	0	0	0	2	0	0	0	0
E02001647 : Sheffield 037	2	0	0	2	0	0	0	0	0	0	0	0
E02001656 : Sheffield 046	2	0	0	0	0	0	0	2	0	0	0	0
E02001658 : Sheffield 048	2	0	0	0	0	0	0	2	0	0	0	0
E02001659 : Sheffield 049	2	0	1	0	0	0	0	1	0	0	0	0
E02001661 : Sheffield 051	2	0	0	0	0	0	0	2	0	0	0	0
E02002220 : Bradford 038	2	0	0	0	0	0	0	2	0	0	0	0
E02002221 : Bradford 039	2	0	0	1	0	0	0	1	0	0	0	0
E02002258 : Calderdale 015	2	0	0	0	0	0	0	2	0	0	0	0
E02002312 : Kirklees 042	2	0	0	1	0	0	0	1	0	0	0	0
E02002324 : Kirklees 054	2	0	0	0	0	0	0	2	0	0	0	0
E02002399 : Leeds 070	2	0	0	0	0	0	0	2	0	0	0	0
E02002412 : Leeds 083	2	0	0	0	0	0	0	1	1	0	0	0
E02002420 : Leeds 091	2	0	0	0	0	0	0	2	0	0	0	0
E02002424 : Leeds 095	2	0	0	0	0	0	0	2	0	0	0	0
E02002445 : Wakefield 008	2	0	0	0	0	0	0	2	0	0	0	0

E02002447 : Wakefield 010	2	0	0	0	0	0	0	2	0	0	0	0
E02002449 : Wakefield 012	2	0	0	0	0	0	0	2	0	0	0	0
E02002467 : Wakefield 030	2	0	0	1	1	0	0	0	0	0	0	0
E02002470 : Wakefield 033	2	0	0	0	0	0	0	2	0	0	0	0
E02002472 : Wakefield 035	2	0	0	0	0	0	0	1	1	0	0	0
E02002842 : Leicester 016	2	0	0	0	0	0	0	2	0	0	0	0
E02006851 : Leicester 041	2	0	0	0	0	0	0	2	0	0	0	0
E02004106 : North East Derbyshire (	2	0	0	0	0	0	0	2	0	0	0	0
E02005480 : South Kesteven 005	2	0	0	0	0	0	0	2	0	0	0	0
E02005828 : Ashfield 010	2	0	0	0	0	0	0	2	0	0	0	0
E02002930 : Telford and Wrekin 003	2	0	0	1	0	0	0	1	0	0	0	0
E02006156 : Lichfield 011	2	0	0	0	0	0	0	2	0	0	0	0
E02006899 : Birmingham 138	2	0	0	1	0	0	0	1	0	0	0	0
E02003629 : Bedford 014	2	0	0	0	0	0	0	2	0	0	0	0
E02003762 : Huntingdonshire 010	2	0	0	0	0	0	0	2	0	0	0	0
E02004537 : Epping Forest 011	2	0	0	0	0	0	0	2	0	0	0	0
E02004920 : North Hertfordshire 01	2	0	0	0	1	0	0	0	0	1	0	0
E02000972 : Westminster 013	2	0	1	1	0	0	0	0	0	0	0	0
E02006080 : South Somerset 006	2	0	0	0	0	0	0	2	0	0	0	0
W02000366 : Newport 020	2	0	0	0	0	0	0	2	0	0	0	0
E02004320 : County Durham 016	1	0	0	0	1	0	0	0	0	0	0	0
E02004344 : County Durham 063	1	0	0	0	0	0	0	1	0	0	0	0
E02002537 : Stockton-on-Tees 003	1	0	0	0	0	0	0	1	0	0	0	0
E02001731 : Newcastle upon Tyne 0	1	0	0	0	0	0	0	1	0	0	0	0
E02001752 : North Tyneside 015	1	0	0	0	0	0	0	1	0	0	0	0
E02003872 : Cheshire East 020	1	0	0	0	0	0	0	1	0	0	0	0
E02002590 : Warrington 001	1	0	0	0	0	0	0	1	0	0	0	0
E02002606 : Warrington 017	1	0	0	0	0	0	0	1	0	0	0	0
E02002608 : Warrington 019	1	0	0	0	0	0	0	1	0	0	0	0
E02004006 : Copeland 007	1	0	0	0	0	0	0	1	0	0	0	0
E02004009 : Eden 002	1	0	0	0	0	0	0	1	0	0	0	0
E02006913 : Manchester 056	1	0	0	0	0	0	0	1	0	0	0	0
E02006917 : Manchester 060	1	0	0	0	0	0	0	1	0	0	0	0
E02001108 : Oldham 011	1	0	0	0	0	0	0	1	0	0	0	0
E02001111 : Oldham 014	1	0	0	0	0	0	0	1	0	0	0	0
E02001150 : Rochdale 019	1	0	0	0	0	0	0	1	0	0	0	0
E02001151 : Rochdale 020	1	0	0	0	0	0	0	1	0	0	0	0
E02001183 : Salford 027	1	0	0	1	0	0	0	0	0	0	0	0
E02001202 : Stockport 016	1	0	0	0	0	0	0	1	0	0	0	0
E02001256 : Tameside 028	1	0	0	0	0	0	0	1	0	0	0	0
E02001261 : Trafford 003	1	0	0	1	0	0	0	0	0	0	0	0
E02001307 : Wigan 021	1	0	0	0	0	0	0	1	0	0	0	0
E02005269 : Preston 017	1	0	0	0	0	0	0	1	0	0	0	0
E02001350 : Liverpool 004	1	0	0	0	0	0	0	1	0	0	0	0
E02001376 : Liverpool 030	1	0	0	0	0	0	0	1	0	0	0	0
E02001406 : St. Helens 001	1	0	0	0	0	0	0	1	0	0	0	0
E02001482 : Wirral 016	1	0	0	0	0	0	0	1	0	0	0	0
E02002701 : East Riding of Yorkshire	1	0	0	0	0	0	0	1	0	0	0	0
E02002723 : East Riding of Yorkshire	1	0	0	0	0	0	0	1	0	0	0	0
E02002725 : East Riding of Yorkshire	1	0	0	0	0	0	0	1	0	0	0	0
E02002671 : Kingston upon Hull 020	1	0	0	0	0	0	0	1	0	0	0	0
E02002726 : North East Lincolnshire	1	0	0	0	1	0	0	0	0	0	0	0
E02002749 : North Lincolnshire 001	1	0	0	0	0	0	0	1	0	0	0	0
E02002753 : North Lincolnshire 005	1	0	0	0	0	0	0	1	0	0	0	0
E02002768 : North Lincolnshire 020	1	0	0	0	0	0	0	0	1	0	0	0
E02002794 : York 023	1	0	0	0	0	0	0	1	0	0	0	0
E02002795 : York 024	1	0	0	0	0	0	0	1	0	0	0	0
E02005746 : Craven 005	1	0	0	0	0	0	0	1	0	0	0	0
E02005763 : Harrogate 003	1	0	0	0	0	0	0	1	0	0	0	0
E02005777 : Harrogate 017	1	0	0	0	0	0	0	1	0	0	0	0
E02005778 : Harrogate 018	1	0	0	0	0	0	0	1	0	0	0	0
E02005785 : Richmondshire 004	1	0	0	0	0	0	0	1	0	0	0	0
E02005787 : Richmondshire 006	1	0	0	0	0	0	0	0	1	0	0	0
E02005809 : Selby 001	1	0	0	0	0	0	0	1	0	0	0	0
E02005814 : Selby 006	1	0	0	0	0	0	0	1	0	0	0	0
E02005816 : Selby 008	1	0	0	0	0	0	0	1	0	0	0	0
E02001542 : Doncaster 004	1	0	0	0	0	0	0	1	0	0	0	0
E02001544 : Doncaster 006	1	0	0	0	0	0	0	1	0	0	0	0
E02001564 : Doncaster 026	1	0	0	0	0	0	0	1	0	0	0	0
E02001565 : Doncaster 027	1	0	0	0	0	0	0	1	0	0	0	0
E02001573 : Doncaster 035	1	0	0	0	0	0	0	1	0	0	0	0
E02001581 : Rotherham 004	1	0	0	0	0	0	0	1	0	0	0	0
E02001587 : Rotherham 010	1	0	0	0	0	0	0	1	0	0	0	0
E02001588 : Rotherham 011	1	0	0	0	0	0	0	1	0	0	0	0
E02001606 : Rotherham 029	1	0	0	0	0	0	0	1	0	0	0	0
E02001607 : Rotherham 030	1	0	0	0	0	0	0	1	0	0	0	0
E02001617 : Sheffield 007	1	0	0	0	0	0	0	0	1	0	0	0
E02001633 : Sheffield 023	1	0	0	0	0	0	0	1	0	0	0	0
E02001643 : Sheffield 033	1	0	0	0	0	0	0	1	0	0	0	0
E02001651 : Sheffield 041	1	0	0	0	0	0	0	1	0	0	0	0
E02001654 : Sheffield 044	1	0	0	0	0	0	0	1	0	0	0	0
E02001663 : Sheffield 053	1	0	0	1	0	0	0	0	0	0	0	0
E02001672 : Sheffield 062	1	0	0	0	0	0	0	0	1	0	0	0
E02001675 : Sheffield 065	1	0	0	0	0	0	0	1	0	0	0	0
E02006803 : Sheffield 072	1	0	0	0	0	0	0	1	0	0	0	0
E02002223 : Bradford 041	1	0	0	0	0	0	0	1	0	0	0	0
E02002230 : Bradford 048	1	0	0	0	0	0	0	1	0	0	0	0
E02002239 : Bradford 057	1	0	0	0	0	0	0	1	0	0	0	0
E02002241 : Bradford 059	1	0	0	0	0	0	0	1	0	0	0	0
E02002251 : Calderdale 008	1	0	0	0	0	0	0	1	0	0	0	0
E02002261 : Calderdale 018	1	0	0	0	0	0	0	1	0	0	0	0
E02002268 : Calderdale 025	1	0	0	0	0	0	0	1	0	0	0	0
E02002273 : Kirklees 003	1	0	0	0	0	0	0	1	0	0	0	0
E02002279 : Kirklees 009	1	0	0	0	0	0	0	1	0	0	0	0
E02002281 : Kirklees 011	1	0	0	0	0	0	0	1	0	0	0	0
E02002288 : Kirklees 018	1	0	0	0	0	0	0	1	0	0	0	0

E02002289 : Kirklees 019	1	0	0	0	0	0	0	1	0	0	0	0
E02002292 : Kirklees 022	1	0	0	0	0	0	0	1	0	0	0	0
E02002296 : Kirklees 026	1	0	0	0	0	0	0	1	0	0	0	0
E02002298 : Kirklees 028	1	0	0	0	0	0	0	1	0	0	0	0
E02002301 : Kirklees 031	1	0	0	0	0	0	0	1	0	0	0	0
E02002302 : Kirklees 032	1	0	0	0	0	0	0	1	0	0	0	0
E02002304 : Kirklees 034	1	0	0	0	0	0	0	1	0	0	0	0
E02002313 : Kirklees 043	1	0	0	0	0	0	0	1	0	0	0	0
E02002316 : Kirklees 046	1	0	0	0	0	0	0	0	1	0	0	0
E02002319 : Kirklees 049	1	0	0	0	0	0	0	1	0	0	0	0
E02002321 : Kirklees 051	1	0	0	0	0	0	0	1	0	0	0	0
E02002328 : Kirklees 058	1	0	0	0	0	0	0	1	0	0	0	0
E02002334 : Leeds 005	1	0	0	0	0	0	0	1	0	0	0	0
E02002347 : Leeds 018	1	0	0	0	0	0	0	1	0	0	0	0
E02002359 : Leeds 030	1	0	0	0	0	0	0	1	0	0	0	0
E02002371 : Leeds 042	1	0	0	0	0	0	0	1	0	0	0	0
E02002373 : Leeds 044	1	0	0	0	0	0	0	1	0	0	0	0
E02002379 : Leeds 050	1	0	0	0	0	0	0	1	0	0	0	0
E02002388 : Leeds 059	1	0	0	0	0	0	0	1	0	0	0	0
E02002391 : Leeds 062	1	0	0	0	0	0	0	1	0	0	0	0
E02002393 : Leeds 064	1	0	0	0	0	0	0	1	0	0	0	0
E02002396 : Leeds 067	1	0	0	0	0	0	0	1	0	0	0	0
E02002403 : Leeds 074	1	0	0	0	0	0	0	1	0	0	0	0
E02002410 : Leeds 081	1	0	0	0	0	0	0	1	0	0	0	0
E02002415 : Leeds 086	1	0	0	0	0	0	0	1	0	0	0	0
E02002416 : Leeds 087	1	0	0	0	0	0	0	1	0	0	0	0
E02002425 : Leeds 096	1	0	0	0	0	0	0	1	0	0	0	0
E02002428 : Leeds 099	1	0	0	0	0	0	0	1	0	0	0	0
E02002431 : Leeds 102	1	0	0	0	0	0	0	1	0	0	0	0
E02002433 : Leeds 104	1	0	0	0	0	0	0	1	0	0	0	0
E02002438 : Wakefield 001	1	0	0	0	0	0	0	1	0	0	0	0
E02002446 : Wakefield 009	1	0	0	0	0	0	0	0	1	0	0	0
E02002453 : Wakefield 016	1	0	0	0	0	0	0	1	0	0	0	0
E02002457 : Wakefield 020	1	0	0	0	0	0	0	1	0	0	0	0
E02002458 : Wakefield 021	1	0	0	0	0	0	0	1	0	0	0	0
E02002460 : Wakefield 023	1	0	0	0	0	0	0	1	0	0	0	0
E02002461 : Wakefield 024	1	0	0	0	0	0	0	1	0	0	0	0
E02002464 : Wakefield 027	1	0	0	0	0	0	0	1	0	0	0	0
E02002471 : Wakefield 034	1	0	0	0	0	0	0	1	0	0	0	0
E02002477 : Wakefield 040	1	0	0	0	0	0	1	0	0	0	0	0
E02002478 : Wakefield 041	1	0	0	0	0	0	0	1	0	0	0	0
E02002813 : Derby 018	1	0	0	1	0	0	0	0	0	0	0	0
E02002821 : Derby 026	1	0	0	0	0	0	0	1	0	0	0	0
E02006850 : Leicester 040	1	0	0	0	0	0	0	0	0	1	0	0
E02002881 : Nottingham 014	1	0	0	0	0	0	0	1	0	0	0	0
E02002885 : Nottingham 018	1	0	0	0	0	0	0	1	0	0	0	0
E02006827 : Amber Valley 017	1	0	0	0	0	0	0	1	0	0	0	0
E02004046 : Bolsover 002	1	0	0	0	0	0	0	1	0	0	0	0
E02004054 : Bolsover 010	1	0	0	0	0	0	0	1	0	0	0	0
E02004061 : Chesterfield 007	1	0	0	0	0	0	0	1	0	0	0	0
E02004063 : Chesterfield 009	1	0	0	0	0	0	0	1	0	0	0	0
E02004070 : Derbyshire Dales 003	1	0	0	0	0	0	0	1	0	0	0	0
E02004085 : Erewash 008	1	0	0	0	0	0	0	0	1	0	0	0
E02004109 : North East Derbyshire (	1	0	0	0	0	0	0	1	0	0	0	0
E02004114 : North East Derbyshire (	1	0	0	0	0	0	0	1	0	0	0	0
E02006804 : North East Derbyshire (	1	0	0	0	0	0	0	0	1	0	0	0
E02005338 : Blaby 006	1	0	0	0	1	0	0	0	0	0	0	0
E02005347 : Charnwood 003	1	0	0	0	0	0	0	1	0	0	0	0
E02005351 : Charnwood 007	1	0	0	0	0	0	0	1	0	0	0	0
E02005368 : Harborough 002	1	0	0	0	1	0	0	0	0	0	0	0
E02005397 : North West Leicestersh	1	0	0	0	0	0	0	1	0	0	0	0
E02005398 : North West Leicestersh	1	0	0	0	0	0	0	1	0	0	0	0
E02005401 : North West Leicestersh	1	0	0	0	0	0	0	1	0	0	0	0
E02005419 : Boston 003	1	0	0	0	0	0	0	1	0	0	0	0
E02005433 : East Lindsey 010	1	0	0	0	0	0	0	1	0	0	0	0
E02005438 : East Lindsey 015	1	0	0	0	0	0	0	0	0	0	1	0
E02005439 : East Lindsey 016	1	0	0	0	0	0	0	1	0	0	0	0
E02005446 : Lincoln 005	1	0	0	0	0	0	0	1	0	0	0	0
E02005447 : Lincoln 006	1	0	0	0	0	0	0	1	0	0	0	0
E02005451 : Lincoln 010	1	0	0	0	0	0	0	1	0	0	0	0
E02006867 : North Kesteven 014	1	0	0	0	0	0	0	1	0	0	0	0
E02005493 : West Lindsey 002	1	0	0	0	0	0	0	1	0	0	0	0
E02005497 : West Lindsey 006	1	0	0	0	0	0	0	1	0	0	0	0
E02005677 : Northampton 028	1	0	0	0	0	0	0	1	0	0	0	0
E02005696 : Wellingborough 005	1	0	0	0	0	0	0	1	0	0	0	0
E02005821 : Ashfield 003	1	0	0	0	0	0	0	1	0	0	0	0
E02005824 : Ashfield 006	1	0	0	0	0	0	0	1	0	0	0	0
E02005825 : Ashfield 007	1	0	0	0	0	0	0	1	0	0	0	0
E02005827 : Ashfield 009	1	0	0	0	0	0	0	1	0	0	0	0
E02005831 : Ashfield 013	1	0	0	0	0	0	0	1	0	0	0	0
E02005835 : Bassetlaw 001	1	0	0	0	0	0	0	1	0	0	0	0
E02005847 : Bassetlaw 013	1	0	0	0	0	0	0	1	0	0	0	0
E02006903 : Bassetlaw 016	1	0	0	0	0	0	0	1	0	0	0	0
E02005864 : Broxtowe 015	1	0	0	0	0	0	0	1	0	0	0	0
E02005885 : Mansfield 006	1	0	0	0	0	0	0	1	0	0	0	0
E02005886 : Mansfield 007	1	0	0	0	0	0	0	1	0	0	0	0
E02005894 : Newark and Sherwood	1	0	0	0	0	0	0	1	0	0	0	0
E02005899 : Newark and Sherwood	1	0	0	0	0	0	0	1	0	0	0	0
E02002908 : Herefordshire 004	1	0	0	0	0	0	0	1	0	0	0	0
E02006141 : East Staffordshire 011	1	0	0	0	0	0	0	1	0	0	0	0
E02006149 : Lichfield 004	1	0	0	0	0	0	0	1	0	0	0	0
E02006494 : Rugby 003	1	0	0	0	0	0	0	1	0	0	0	0
E02006530 : Warwick 012	1	0	0	0	0	0	0	1	0	0	0	0
E02001890 : Birmingham 064	1	0	0	0	0	0	0	1	0	0	0	0
E02001895 : Birmingham 069	1	0	0	0	0	0	0	1	0	0	0	0
E02001993 : Coventry 036	1	0	0	0	0	0	0	1	0	0	0	0

E02002107 : Solihull 027	1	0	0	0	0	0	0	1	0	0	0	0
E02003602 : Central Bedfordshire 00	1	0	0	0	0	0	0	1	0	0	0	0
E02003254 : Peterborough 018	1	0	0	0	0	0	0	1	0	0	0	0
E02003756 : Huntingdonshire 004	1	0	0	0	0	0	0	1	0	0	0	0
E02004426 : Basildon 003	1	0	0	0	0	0	0	1	0	0	0	0
E02004534 : Epping Forest 008	1	0	0	0	0	0	0	1	0	0	0	0
E02004884 : East Hertfordshire 007	1	0	0	0	0	0	0	1	0	0	0	0
E02004942 : St Albans 019	1	0	0	0	0	0	0	0	1	0	0	0
E02005590 : Norwich 007	1	0	0	0	0	0	0	0	0	1	0	0
E02006271 : Mid Suffolk 011	1	0	0	0	0	0	0	1	0	0	0	0
E02000001 : City of London 001	1	0	0	0	0	0	0	1	0	0	0	0
E02000413 : Haringey 017	1	0	0	0	0	0	0	0	0	0	1	0
E02000933 : Wandsworth 011	1	0	0	0	0	0	0	1	0	0	0	0
E02000977 : Westminster 018	1	0	0	1	0	0	0	0	0	0	0	0
E02000140 : Bromley 014	1	0	0	0	0	0	0	0	1	0	0	0
E02000524 : Hillingdon 031	1	0	0	0	0	0	0	1	0	0	0	0
E02003585 : Isle of Wight 005	1	0	0	0	0	0	0	0	0	0	1	0
E02003475 : Milton Keynes 017	1	0	0	0	0	0	0	1	0	0	0	0
E02003533 : Portsmouth 010	1	0	0	0	0	0	0	1	0	0	0	0
E02003409 : Slough 003	1	0	0	0	0	0	0	1	0	0	0	0
E02003377 : West Berkshire 011	1	0	0	0	0	0	0	1	0	0	0	0
E02003430 : Windsor and Maidenhe	1	0	0	0	0	0	0	0	0	0	1	0
E02003456 : Wokingham 018	1	0	0	0	0	0	0	0	1	0	0	0
E02004705 : East Hampshire 009	1	0	0	0	0	0	0	1	0	0	0	0
E02004841 : Winchester 013	1	0	0	0	1	0	0	0	0	0	0	0
E02005101 : Sevenoaks 015	1	0	0	0	0	0	0	1	0	0	0	0
E02006425 : Surrey Heath 010	1	0	0	0	0	0	0	1	0	0	0	0
E02006427 : Surrey Heath 012	1	0	0	0	0	0	0	1	0	0	0	0
E02003019 : Bristol 008	1	0	0	0	0	0	0	0	0	0	0	1
E02003948 : Cornwall 067	1	0	0	1	0	0	0	0	0	0	0	0
E02006664 : Wiltshire 049	1	0	0	0	0	0	0	1	0	0	0	0
E02006692 : Wiltshire 042	1	0	0	1	0	0	0	0	0	0	0	0
E02004251 : East Dorset 009	1	0	0	0	0	0	0	0	0	0	1	0
E02006047 : Mendip 001	1	0	0	0	0	0	0	1	0	0	0	0
E02006108 : Taunton Deane 010	1	0	0	1	0	0	0	0	0	0	0	0
W02000066 : Flintshire 009	1	0	0	0	0	0	0	1	0	0	0	0
W02000180 : Swansea 013	1	0	0	0	0	0	0	1	0	0	0	0
W02000380 : Cardiff 014	1	0	0	0	0	0	0	0	1	0	0	0

Appendix H Land north of Hemingfield Road Approved TRICS Trip Rates



APPENDIX BGH 12

Calculation Reference: AUDIT-604801-231130-1139

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	SC SURREY	1 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	5 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

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

Primary Filtering 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: No of Dwellings
Actual Range: 152 to 250 (units:)
Range Selected by User: 150 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/05/23

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	4 days
Tuesday	4 days
Wednesday	3 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	4 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:

Edge of Town	13
Neighbourhood Centre (PPS6 Local Centre)	3

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	11
Village	3
Out of Town	2

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:Use Class:

C3	16 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	2 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	4 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	11 days
1.6 to 2.0	2 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:

Yes	12 days
No	4 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.

PTAL Rating:

No PTAL Present	16 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-06	MIXED HOUSES	CAMBRIDGESHIRE
	CRAFT'S WAY		
	NEAR CAMBRIDGE		
	BAR HILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	207	
	Survey date: FRIDAY	22/06/18	Survey Type: MANUAL
2	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
3	HC-03-A-24	MIXED HOUSES & FLATS	HAMPSHIRE
	STONEHAM LANE		
	EASTLEIGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	243	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
4	HC-03-A-29	MIXED HOUSES & FLATS	HAMPSHIRE
	CROW LANE		
	RINGWOOD		
	CROW		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	195	
	Survey date: THURSDAY	30/06/22	Survey Type: MANUAL
5	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
6	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD		
	CHARING		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
7	NF-03-A-13	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	198	
	Survey date: TUESDAY	11/09/18	Survey Type: DIRECTIONAL ATC COUNT
8	NF-03-A-15	MIXED HOUSES & FLATS	NORFOLK
	SILFIELD ROAD		
	WYMONDHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	235	
	Survey date: THURSDAY	20/09/18	Survey Type: DIRECTIONAL ATC COUNT
9	NF-03-A-32	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	164	
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-03-A-39	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone Total No of Dwellings:	212	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
11	NF-03-A-48	MIXED HOUSES	NORFOLK
	BRANDON ROAD SWAFFHAM		
	Edge of Town Residential Zone Total No of Dwellings:	181	
	Survey date: THURSDAY	19/09/19	Survey Type: DIRECTIONAL ATC COUNT
12	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY		
	Edge of Town Residential Zone Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
13	SP-03-A-02	MIXED HOUSES & FLATS	SOUTHAMPTON
	BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END		
	Edge of Town Out of Town Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
14	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE		
	Edge of Town Residential Zone Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
15	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING		
	Edge of Town Residential Zone Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
16	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX
	LONDON ROAD HASSOCKS		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	156	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SF-03-A-09	24/06/21	During COVID-19
WS-03-A-12	16/06/21	During COVID-19
WS-03-A-13	23/06/21	During COVID-19

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

TOTAL VEHICLES

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	16	200	0.090	16	200	0.285	16	200	0.375
08:00 - 09:00	16	200	0.129	16	200	0.366	16	200	0.495
09:00 - 10:00	16	200	0.147	16	200	0.188	16	200	0.335
10:00 - 11:00	16	200	0.140	16	200	0.159	16	200	0.299
11:00 - 12:00	16	200	0.148	16	200	0.159	16	200	0.307
12:00 - 13:00	16	200	0.155	16	200	0.164	16	200	0.319
13:00 - 14:00	16	200	0.152	16	200	0.152	16	200	0.304
14:00 - 15:00	16	200	0.168	16	200	0.189	16	200	0.357
15:00 - 16:00	16	200	0.239	16	200	0.173	16	200	0.412
16:00 - 17:00	16	200	0.257	16	200	0.163	16	200	0.420
17:00 - 18:00	16	200	0.323	16	200	0.143	16	200	0.466
18:00 - 19:00	16	200	0.273	16	200	0.140	16	200	0.413
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.221			2.281			4.502

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.

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Parameter summary

Trip rate parameter range selected:

152 - 250 (units:)

Survey date date range:

01/01/15 - 15/05/23

Number of weekdays (Monday-Friday):

23

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

5

Surveys manually removed from selection:

0

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.

Appendix I MSOA Barnsley 029 TEMPro 2026 – 2033 Journey Purpose Data



Dataset Version:	80
Dataset Scenario:	Core
Result Type:	Trip ends by time period
Base Year:	2026
Future Year:	2033
Trip Purpose Group:	All purposes - individually
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor (2033 Data/2026 Data)

Area Description		HB Work	
Level	Name	Origin	Destination
E02001537	Barnsley 029	1.0343	1.0347

Future Year (2033) - Base Year (2026)

Area Description		HB Work	
Level	Name	Origin	Destination
E02001537	Barnsley 029	35	13

Base Year (2026)

Area Description		HB Work	
Level	Name	Origin	Destination
E02001537	Barnsley 029	1,035	368

Future Year (2033)

Area Description		HB Work	
Level	Name	Origin	Destination
E02001537	Barnsley 029	1,070	381

HB Employers Business		HB Education	
Origin	Destination	Origin	Destination
1.0362	1.0366	1.0338	1.0338

HB Employers Business		HB Education	
Origin	Destination	Origin	Destination
4	2	7	4

HB Employers Business		HB Education	
Origin	Destination	Origin	Destination
119	45	215	128

HB Employers Business		HB Education	
Origin	Destination	Origin	Destination
123	47	222	133

HB Shopping		HB Personal Business	
Origin	Destination	Origin	Destination
1.0516	1.0497	1.0536	1.0503

HB Shopping		HB Personal Business	
Origin	Destination	Origin	Destination
10	5	5	1

HB Shopping		HB Personal Business	
Origin	Destination	Origin	Destination
198	100	91	26

HB Shopping		HB Personal Business	
Origin	Destination	Origin	Destination
208	105	96	27

HB Recreation/Social		HB Visiting Friends and Relatives	
Origin	Destination	Origin	Destination
1.0510	1.0471	1.0454	1.0491

HB Recreation/Social		HB Visiting Friends and Relatives	
Origin	Destination	Origin	Destination
3	1	1	1

HB Recreation/Social		HB Visiting Friends and Relatives	
Origin	Destination	Origin	Destination
56	18	27	27

HB Recreation/Social		HB Visiting Friends and Relatives	
Origin	Destination	Origin	Destination
59	19	28	29

HB Holiday/Day Trip	
Origin	Destination
1.0462	1.0419

HB Holiday/Day Trip	
Origin	Destination
1	1

HB Holiday/Day Trip	
Origin	Destination
26	12

HB Holiday/Day Trip	
Origin	Destination
27	13

Dataset Version:	80
Dataset Scenario:	Core
Result Type:	Trip ends by time period
Base Year:	2026
Future Year:	2033
Trip Purpose Group:	All purposes - individually
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor (2033 Data/2026 Data)

Area Description		HB Work	
Level	Name	Origin	Destination
E02001537	Barnsley 029	1.0309	1.0328

Future Year (2033) - Base Year (2026)

Area Description		HB Work	
Level	Name	Origin	Destination
E02001537	Barnsley 029	11	27

Base Year (2026)

Area Description		HB Work	
Level	Name	Origin	Destination
E02001537	Barnsley 029	341	825

Future Year (2033)

Area Description		HB Work	
Level	Name	Origin	Destination
E02001537	Barnsley 029	351	852

HB Employers Business		HB Education	
Origin	Destination	Origin	Destination
1.0354	1.0356	1.0362	1.0363

HB Employers Business		HB Education	
Origin	Destination	Origin	Destination
2	4	2	3

HB Employers Business		HB Education	
Origin	Destination	Origin	Destination
49	102	51	91

HB Employers Business		HB Education	
Origin	Destination	Origin	Destination
51	106	53	94

HB Shopping		HB Personal Business	
Origin	Destination	Origin	Destination
1.0387	1.0424	1.0457	1.0483

HB Shopping		HB Personal Business	
Origin	Destination	Origin	Destination
8	12	3	5

HB Shopping		HB Personal Business	
Origin	Destination	Origin	Destination
196	281	68	106

HB Shopping		HB Personal Business	
Origin	Destination	Origin	Destination
203	292	72	111

HB Recreation/Social		HB Visiting Friends and Relatives	
Origin	Destination	Origin	Destination
1.0426	1.0450	1.0476	1.0477

HB Recreation/Social		HB Visiting Friends and Relatives	
Origin	Destination	Origin	Destination
5	5	9	10

HB Recreation/Social		HB Visiting Friends and Relatives	
Origin	Destination	Origin	Destination
124	103	186	216

HB Recreation/Social		HB Visiting Friends and Relatives	
Origin	Destination	Origin	Destination
129	108	195	226

HB Holiday/Day Trip	
Origin	Destination
1.0400	1.0409

HB Holiday/Day Trip	
Origin	Destination
1	2

HB Holiday/Day Trip	
Origin	Destination
31	45

HB Holiday/Day Trip	
Origin	Destination
33	47

Appendix J NOMIS Work Traffic Distribution



WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
method of travel to work Driving a car or van

place of work : 2011 super output area - middle layer	Usual Residence		Traffic Distribution - Cordon Points					
	Barnsley 029	Proportion	A	B	C	D	E	F
			A6195 Dearne Valley Parkway (East)	B6096 Wood Walk	Woodhead Lane	A6195 Dearne Valley Parkway (West)	Wentworth Road	Tingle Bridge Lane
Barnsley 002	19	1%		1%				
Barnsley 004	7	0%				0%		
Barnsley 005	16	1%				1%		
Barnsley 006	15	1%	1%					
Barnsley 007	19	1%		1%				
Barnsley 008	12	1%	1%					
Barnsley 010	37	2%		2%				
Barnsley 011	15	1%		1%				
Barnsley 012	71	4%				4%		
Barnsley 013	136	7%			7%			
Barnsley 014	14	1%	1%					
Barnsley 015	61	3%		3%				
Barnsley 016	6	0%				0%		
Barnsley 017	21	1%			1%			
Barnsley 018	16	1%			1%			
Barnsley 019	24	1%				1%		
Barnsley 020	11	1%	1%					
Barnsley 021	19	1%			1%			
Barnsley 022	13	1%	1%					
Barnsley 023	63	3%		3%				
Barnsley 024	15	1%				1%		
Barnsley 026	53	3%		3%				
Barnsley 027	18	1%				1%		
Barnsley 028	86	4%				4%		
Barnsley 029	70	3%					3%	
Barnsley 030	87	4%					4%	
Bury 008	6	0%				0%		
Doncaster 002	4	0%	0%					
Doncaster 014	4	0%	0%					
Doncaster 018	5	0%	0%					
Doncaster 020	4	0%	0%					
Doncaster 022	29	1%	1%					
Doncaster 028	17	1%	1%					
Doncaster 030	5	0%	0%					
Doncaster 031	4	0%	0%					
Doncaster 032	6	0%	0%					
Doncaster 033	4	0%	0%					
Kirklees 014	6	0%				0%		
Kirklees 029	4	0%				0%		
Kirklees 057	4	0%				0%		
Leeds 073	4	0%				0%		
Leeds 090	13	1%				1%		
Leeds 106	4	0%				0%		
Leeds 111	15	1%				1%		
Leeds 112	7	0%				0%		
Rotherham 001	81	4%	4%					
Rotherham 002	116	6%						6%
Rotherham 003	11	1%						1%
Rotherham 006	5	0%						0%
Rotherham 007	16	1%						1%
Rotherham 008	16	1%						1%
Rotherham 009	5	0%						0%
Rotherham 014	17	1%						1%
Rotherham 015	4	0%					0%	
Rotherham 016	22	1%						1%
Rotherham 017	50	2%						2%
Rotherham 018	6	0%						0%
Rotherham 019	4	0%						0%
Rotherham 020	5	0%						0%
Rotherham 022	4	0%						0%
Rotherham 023	22	1%						1%
Rotherham 025	12	1%						1%
Rotherham 026	4	0%						0%
Rotherham 028	7	0%						0%
Sheffield 001	11	1%					1%	
Sheffield 003	4	0%					0%	
Sheffield 004	68	3%					3%	
Sheffield 005	26	1%					1%	
Sheffield 006	7	0%					0%	
Sheffield 008	4	0%					0%	
Sheffield 010	6	0%					0%	
Sheffield 012	9	0%					0%	
Sheffield 014	16	1%				1%		
Sheffield 015	4	0%				0%		
Sheffield 017	19	1%				1%		
Sheffield 018	65	3%				3%		
Sheffield 019	4	0%				0%		

Sheffield 020	4	0%				0%		
Sheffield 022	62	3%				3%		
Sheffield 026	7	0%				0%		
Sheffield 027	20	1%				1%		
Sheffield 030	19	1%				1%		
Sheffield 036	11	1%				1%		
Sheffield 039	4	0%				0%		
Sheffield 040	15	1%				1%		
Sheffield 042	12	1%				1%		
Sheffield 043	4	0%				0%		
Sheffield 073	32	2%				2%		
Sheffield 074	8	0%				0%		
Sheffield 075	18	1%				1%		
Shropshire 034	7	0%				0%		
Wakefield 002	4	0%				0%		
Wakefield 014	10	0%				0%		
Wakefield 017	12	1%				1%		
Wakefield 019	11	1%				1%		
Wakefield 028	13	1%				1%		
Wakefield 036	8	0%				0%		
Wakefield 037	4	0%				0%		
Wakefield 043	5	0%				0%		
	2,009	100.0%	11.3%	13.3%	9.6%	35.0%	14.7%	16.0%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest gec

Time Period	Trip Generation						
	Total	A	B	C	D	E	F
		A6195 Dearne Valley Parkway (East)	B6096 Wood Walk	Woodhead Lane	A6195 Dearne Valley Parkway (West)	Wentworth Road	Tingle Bridge Lane
AM Peak Hour	76	9	10	7	27	11	12
PM Peak Hour	66	7	9	6	23	10	11

Appendix K Junction Modelling Outputs



Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: Proposed Site Access - Cemetery Road.j11
Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Cemetery Road, Jump, Barnsley\ANALYSIS\CAPACITY\Priority Junctions
Report generation date: 22/05/2026 11:07:11

- »D1 - 2033 | Design | AM
- »D2 - 2033 | Design | PM
- »D3 - 2033 | Design 'Vision Led' | AM
- »D4 - 2033 | Design 'Vision Led' | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2033 - Design											
Stream B-AC	D1	0.2	7.94	0.19	A	243 %	D2	0.1	6.96	0.07	A	431 %
Stream C-AB		0.1	5.27	0.04	A	[Stream B-AC]		0.1	5.44	0.10	A	[Stream C-AB]
	2033 - Design 'Vision Led'											
Stream B-AC	D3	0.2	7.74	0.17	A	273 %	D4	0.1	6.89	0.07	A	468 %
Stream C-AB		0.0	5.24	0.04	A	[Stream B-AC]		0.1	5.38	0.09	A	[Stream C-AB]

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

File summary

File Description

Title	
Location	
Site number	
Date	22/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GIS\optima
Description	

Units

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

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1		✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2033	Design	AM	ONE HOUR	07:15	08:45	15
D2	2033	Design	PM	ONE HOUR	16:00	17:30	15
D3	2033	Design 'Vision Led'	AM	ONE HOUR	07:15	08:45	15
D4	2033	Design 'Vision Led'	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2033 | Design | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	243	Stream B-AC	3.04	A

Arms

Arms

Arm	Name	Description	Arm type
A	Cemetery Road (E)		Major
B	Proposed Site Access		Minor
C	Cemetery Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Cemetery Road (W)	7.30			230.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Proposed Site Access	One lane	3.24	20	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	504	0.087	0.219	0.138	0.313
B-C	649	0.094	0.237	-	-
C-B	707	0.258	0.258	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2033	Design	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (E)		✓	114	100.000
B - Proposed Site Access		✓	99	100.000
C - Cemetery Road (W)		✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cemetery Road (E)	B - Proposed Site Access	C - Cemetery Road (W)
	A - Cemetery Road (E)	0	10	104
	B - Proposed Site Access	29	0	70
	C - Cemetery Road (W)	68	25	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cemetery Road (E)	B - Proposed Site Access	C - Cemetery Road (W)
	A - Cemetery Road (E)	0	0	16
	B - Proposed Site Access	0	0	0
	C - Cemetery Road (W)	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	7.94	0.2	A
C-AB	0.04	5.27	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	0.00	574	0.130	74	0.1	7.193	A
C-AB	20	0.00	717	0.028	20	0.0	5.210	A
C-A	50	0.00			50			
A-B	8	0.00			8			
A-C	78	0.00			78			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	569	0.156	89	0.2	7.492	A
C-AB	25	0.00	719	0.034	25	0.0	5.231	A
C-A	59	0.00			59			
A-B	9	0.00			9			
A-C	93	0.00			93			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	0.00	563	0.194	109	0.2	7.927	A
C-AB	31	0.00	722	0.043	31	0.1	5.266	A
C-A	72	0.00			72			
A-B	11	0.00			11			
A-C	115	0.00			115			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	0.00	563	0.194	109	0.2	7.935	A
C-AB	31	0.00	722	0.043	31	0.1	5.272	A
C-A	72	0.00			72			
A-B	11	0.00			11			
A-C	115	0.00			115			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	569	0.156	89	0.2	7.501	A
C-AB	25	0.00	719	0.034	25	0.0	5.245	A
C-A	59	0.00			59			
A-B	9	0.00			9			
A-C	93	0.00			93			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	0.00	574	0.130	75	0.2	7.210	A
C-AB	20	0.00	717	0.028	20	0.0	5.217	A
C-A	50	0.00			50			
A-B	8	0.00			8			
A-C	78	0.00			78			

D2 - 2033 | Design | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	431	Stream C-AB	2.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2033	Design	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (E)		✓	93	100.000
B - Proposed Site Access		✓	38	100.000
C - Cemetery Road (W)		✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - Cemetery Road (E)	B - Proposed Site Access	C - Cemetery Road (W)
	A - Cemetery Road (E)	0	28	65
	B - Proposed Site Access	12	0	26
	C - Cemetery Road (W)	93	59	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A - Cemetery Road (E)	B - Proposed Site Access	C - Cemetery Road (W)
	A - Cemetery Road (E)	0	0	8
	B - Proposed Site Access	0	0	0
	C - Cemetery Road (W)	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	6.96	0.1	A
C-AB	0.10	5.44	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	571	0.050	28	0.1	6.637	A
C-AB	49	0.00	732	0.067	49	0.1	5.307	A
C-A	65	0.00			65			
A-B	21	0.00			21			
A-C	49	0.00			49			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	566	0.060	34	0.1	6.768	A
C-AB	60	0.00	737	0.081	60	0.1	5.360	A
C-A	77	0.00			77			
A-B	25	0.00			25			
A-C	58	0.00			58			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	559	0.075	42	0.1	6.955	A
C-AB	75	0.00	744	0.101	75	0.1	5.437	A
C-A	92	0.00			92			
A-B	31	0.00			31			
A-C	72	0.00			72			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	559	0.075	42	0.1	6.955	A
C-AB	75	0.00	744	0.101	75	0.1	5.444	A
C-A	92	0.00			92			
A-B	31	0.00			31			
A-C	72	0.00			72			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	566	0.060	34	0.1	6.770	A
C-AB	60	0.00	737	0.081	60	0.1	5.373	A
C-A	77	0.00			77			
A-B	25	0.00			25			
A-C	58	0.00			58			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	571	0.050	29	0.1	6.640	A
C-AB	49	0.00	732	0.067	49	0.1	5.320	A
C-A	65	0.00			65			
A-B	21	0.00			21			
A-C	49	0.00			49			

D3 - 2033 | Design 'Vision Led' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.79	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	273	Stream B-AC	2.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2033	Design 'Vision Led'	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (E)		✓	113	100.000
B - Proposed Site Access		✓	89	100.000
C - Cemetery Road (W)		✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cemetery Road (E)	B - Proposed Site Access	C - Cemetery Road (W)
	From			
	A - Cemetery Road (E)	0	9	104
	B - Proposed Site Access	26	0	63
	C - Cemetery Road (W)	68	22	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cemetery Road (E)	B - Proposed Site Access	C - Cemetery Road (W)
	From			
	A - Cemetery Road (E)	0	0	16
	B - Proposed Site Access	0	0	0
	C - Cemetery Road (W)	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	7.74	0.2	A
C-AB	0.04	5.24	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	575	0.117	66	0.1	7.078	A
C-AB	18	0.00	717	0.025	18	0.0	5.190	A
C-A	50	0.00			50			
A-B	7	0.00			7			
A-C	78	0.00			78			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	0.00	570	0.140	80	0.2	7.345	A
C-AB	22	0.00	719	0.030	22	0.0	5.207	A
C-A	59	0.00			59			
A-B	8	0.00			8			
A-C	93	0.00			93			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	0.00	563	0.174	98	0.2	7.729	A
C-AB	27	0.00	722	0.037	27	0.0	5.236	A
C-A	72	0.00			72			
A-B	10	0.00			10			
A-C	115	0.00			115			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	0.00	563	0.174	98	0.2	7.736	A
C-AB	27	0.00	722	0.037	27	0.0	5.242	A
C-A	72	0.00			72			
A-B	10	0.00			10			
A-C	115	0.00			115			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	0.00	570	0.140	80	0.2	7.356	A
C-AB	22	0.00	719	0.030	22	0.0	5.218	A
C-A	59	0.00			59			
A-B	8	0.00			8			
A-C	93	0.00			93			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	575	0.117	67	0.1	7.095	A
C-AB	18	0.00	717	0.025	18	0.0	5.197	A
C-A	50	0.00			50			
A-B	7	0.00			7			
A-C	78	0.00			78			

D4 - 2033 | Design 'Vision Led' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	468	Stream C-AB	2.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2033	Design 'Vision Led'	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (E)		✓	90	100.000
B - Proposed Site Access		✓	35	100.000
C - Cemetery Road (W)		✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cemetery Road (E)	B - Proposed Site Access	C - Cemetery Road (W)
	From			
	A - Cemetery Road (E)	0	25	65
	B - Proposed Site Access	11	0	24
	C - Cemetery Road (W)	93	53	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cemetery Road (E)	B - Proposed Site Access	C - Cemetery Road (W)
	From			
	A - Cemetery Road (E)	0	0	8
	B - Proposed Site Access	0	0	0
	C - Cemetery Road (W)	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	6.89	0.1	A
C-AB	0.09	5.38	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	572	0.046	26	0.0	6.594	A
C-AB	44	0.00	733	0.060	44	0.1	5.266	A
C-A	66	0.00			66			
A-B	19	0.00			19			
A-C	49	0.00			49			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	567	0.055	31	0.1	6.717	A
C-AB	54	0.00	738	0.073	54	0.1	5.307	A
C-A	77	0.00			77			
A-B	22	0.00			22			
A-C	58	0.00			58			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	561	0.069	38	0.1	6.890	A
C-AB	68	0.00	745	0.091	68	0.1	5.369	A
C-A	93	0.00			93			
A-B	28	0.00			28			
A-C	72	0.00			72			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	561	0.069	39	0.1	6.890	A
C-AB	68	0.00	745	0.091	68	0.1	5.378	A
C-A	93	0.00			93			
A-B	28	0.00			28			
A-C	72	0.00			72			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	567	0.055	32	0.1	6.719	A
C-AB	54	0.00	738	0.073	54	0.1	5.322	A
C-A	77	0.00			77			
A-B	22	0.00			22			
A-C	58	0.00			58			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	572	0.046	26	0.0	6.599	A
C-AB	44	0.00	733	0.060	44	0.1	5.277	A
C-A	66	0.00			66			
A-B	19	0.00			19			
A-C	49	0.00			49			

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.1.0.2307						
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Filename: J1 - Cemetery Road - Wentworth Drive.j11

Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Cemetery Road, Jump, Barnsley\ANALYSIS\CAPACITY\Priority Junctions\J1 Cemetery Road-Wentworth Drive

Report generation date: 19/05/2026 08:33:58

- »D1 - 2026 | Survey | AM
- »D2 - 2026 | Survey | PM
- »D3 - 2033 | Base | AM
- »D4 - 2033 | Base | PM
- »D5 - 2033 | Design | AM
- »D6 - 2033 | Design | PM
- »D7 - 2033 | Design 'Vision Led' | AM
- »D8 - 2033 | Design 'Vision Led' | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 - Survey						
Stream B-AC	0.4	8.12	0.28	0.3	7.09	0.22
Stream C-AB	0.7	8.37	0.37	0.6	8.23	0.35
2033 - Base						
Stream B-AC	0.5	7.95	0.32	0.3	7.20	0.23
Stream C-AB	0.2	7.04	0.15	0.6	8.44	0.36
2033 - Design						
Stream B-AC	0.6	8.58	0.35	0.4	8.22	0.28
Stream C-AB	0.2	7.14	0.15	0.7	8.36	0.38
2033 - Design 'Vision Led'						
Stream B-AC	0.5	8.51	0.35	0.4	8.12	0.28
Stream C-AB	0.2	7.13	0.15	0.7	8.37	0.37

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

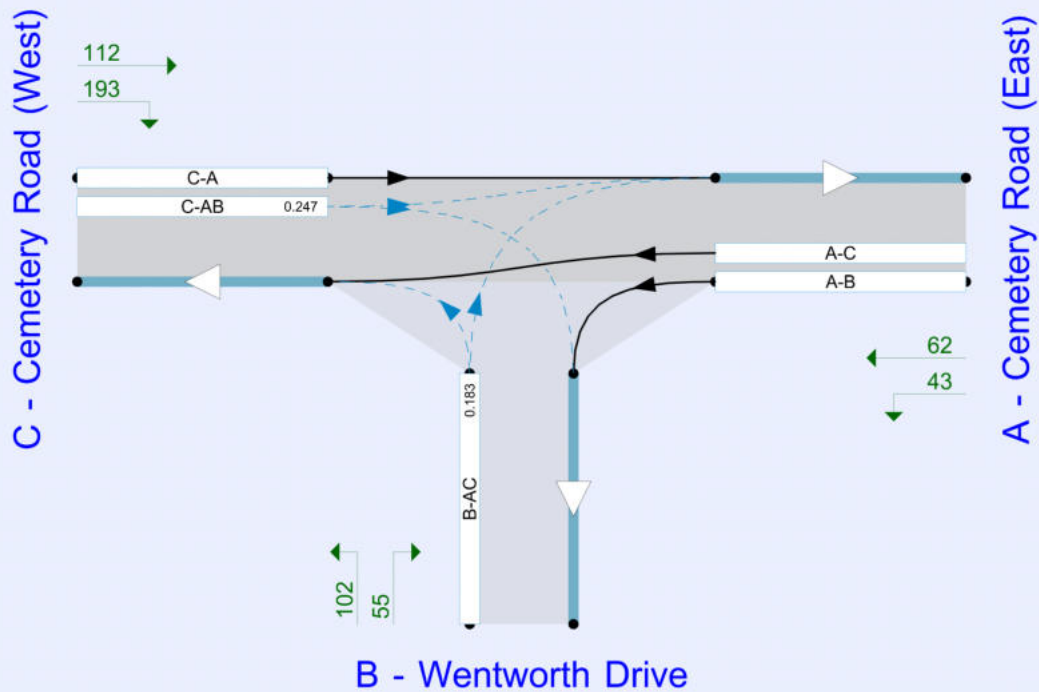
File summary

File Description

Title	
Location	
Site number	
Date	18/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GIS\optima
Description	

Units

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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC (s)

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Survey	AM	ONE HOUR	07:15	08:45	15
D2	2026	Survey	PM	ONE HOUR	16:00	17:30	15
D3	2033	Base	AM	ONE HOUR	07:15	08:45	15
D4	2033	Base	PM	ONE HOUR	16:00	17:30	15
D5	2033	Design	AM	ONE HOUR	07:15	08:45	15
D6	2033	Design	PM	ONE HOUR	16:00	17:30	15
D7	2033	Design 'Vision Led'	AM	ONE HOUR	07:15	08:45	15
D8	2033	Design 'Vision Led'	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2026 | Survey | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Cemetery Road/Wentworth Drive	T-Junction	Two-way	Two-way	Two-way		5.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.62	A

Arms

Arms

Arm	Name	Description	Arm type
A	Cemetery Road (East)		Major
B	Wentworth Drive		Minor
C	Cemetery Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Cemetery Road (West)	8.60			105.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Wentworth Drive	One lane	5.00	31	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	594	0.096	0.243	0.153	0.347
B-C	760	0.103	0.261	-	-
C-B	635	0.218	0.218	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Survey	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (East)		✓	105	100.000
B - Wentworth Drive		✓	157	100.000
C - Cemetery Road (West)		✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	43	62
	B - Wentworth Drive	55	0	102
	C - Cemetery Road (West)	112	193	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	0	7
	B - Wentworth Drive	3	0	0
	C - Cemetery Road (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	8.12	0.4	A
C-AB	0.37	8.37	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	0.00	645	0.183	117	0.2	6.880	A
C-AB	166	0.00	673	0.247	165	0.4	7.085	A
C-A	64	0.00			64			
A-B	32	0.00			32			
A-C	47	0.00			47			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	0.00	635	0.222	141	0.3	7.357	A
C-AB	204	0.00	681	0.300	203	0.5	7.562	A
C-A	70	0.00			70			
A-B	39	0.00			39			
A-C	56	0.00			56			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	0.00	621	0.278	172	0.4	8.101	A
C-AB	259	0.00	691	0.375	258	0.7	8.333	A
C-A	77	0.00			77			
A-B	47	0.00			47			
A-C	68	0.00			68			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	0.00	621	0.279	173	0.4	8.118	A
C-AB	259	0.00	691	0.375	259	0.7	8.366	A
C-A	77	0.00			77			
A-B	47	0.00			47			
A-C	68	0.00			68			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	0.00	635	0.222	142	0.3	7.378	A
C-AB	204	0.00	681	0.300	205	0.5	7.607	A
C-A	70	0.00			70			
A-B	39	0.00			39			
A-C	56	0.00			56			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	0.00	645	0.183	118	0.2	6.915	A
C-AB	166	0.00	673	0.247	167	0.4	7.142	A
C-A	63	0.00			63			
A-B	32	0.00			32			
A-C	47	0.00			47			

D2 - 2026 | Survey | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Cemetery Road/Wentworth Drive	T-Junction	Two-way	Two-way	Two-way		5.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Survey	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (East)		✓	78	100.000
B - Wentworth Drive		✓	131	100.000
C - Cemetery Road (West)		✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	33	45
	B - Wentworth Drive	34	0	97
	C - Cemetery Road (West)	75	184	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	0	9
	B - Wentworth Drive	4	0	0
	C - Cemetery Road (West)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	7.09	0.3	A
C-AB	0.35	8.23	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	0.00	675	0.146	98	0.2	6.299	A
C-AB	152	0.00	659	0.230	150	0.3	7.079	A
C-A	43	0.00			43			
A-B	25	0.00			25			
A-C	34	0.00			34			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	0.00	668	0.176	118	0.2	6.614	A
C-AB	184	0.00	664	0.278	184	0.4	7.518	A
C-A	49	0.00			49			
A-B	30	0.00			30			
A-C	40	0.00			40			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	0.00	658	0.219	144	0.3	7.080	A
C-AB	231	0.00	670	0.345	231	0.6	8.203	A
C-A	54	0.00			54			
A-B	36	0.00			36			
A-C	50	0.00			50			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	0.00	658	0.219	144	0.3	7.087	A
C-AB	231	0.00	671	0.345	231	0.6	8.228	A
C-A	54	0.00			54			
A-B	36	0.00			36			
A-C	50	0.00			50			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	0.00	668	0.176	118	0.2	6.627	A
C-AB	184	0.00	664	0.278	185	0.4	7.555	A
C-A	48	0.00			48			
A-B	30	0.00			30			
A-C	40	0.00			40			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	0.00	675	0.146	99	0.2	6.321	A
C-AB	152	0.00	659	0.230	152	0.3	7.128	A
C-A	43	0.00			43			
A-B	25	0.00			25			
A-C	34	0.00			34			

D3 - 2033 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Cemetery Road/Wentworth Drive	T-Junction	Two-way	Two-way	Two-way		4.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2033	Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (East)		✓	133	100.000
B - Wentworth Drive		✓	203	100.000
C - Cemetery Road (West)		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	46	87
	B - Wentworth Drive	31	0	172
	C - Cemetery Road (West)	30	78	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	0	4
	B - Wentworth Drive	0	0	4
	C - Cemetery Road (West)	12	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.32	7.95	0.5	A
C-AB	0.15	7.04	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	153	0.00	703	0.217	152	0.3	6.721	A
C-AB	61	0.00	628	0.097	60	0.1	6.620	A
C-A	20	0.00			20			
A-B	35	0.00			35			
A-C	65	0.00			65			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	182	0.00	698	0.262	182	0.4	7.195	A
C-AB	73	0.00	627	0.117	73	0.1	6.789	A
C-A	24	0.00			24			
A-B	41	0.00			41			
A-C	78	0.00			78			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	224	0.00	690	0.324	223	0.5	7.931	A
C-AB	91	0.00	625	0.145	91	0.2	7.034	A
C-A	28	0.00			28			
A-B	51	0.00			51			
A-C	96	0.00			96			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	224	0.00	690	0.324	223	0.5	7.948	A
C-AB	91	0.00	625	0.145	91	0.2	7.043	A
C-A	28	0.00			28			
A-B	51	0.00			51			
A-C	96	0.00			96			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	182	0.00	698	0.262	183	0.4	7.218	A
C-AB	73	0.00	627	0.117	73	0.1	6.799	A
C-A	24	0.00			24			
A-B	41	0.00			41			
A-C	78	0.00			78			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	153	0.00	703	0.217	153	0.3	6.758	A
C-AB	61	0.00	628	0.097	61	0.1	6.629	A
C-A	20	0.00			20			
A-B	35	0.00			35			
A-C	65	0.00			65			

D4 - 2033 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Cemetery Road/Wentworth Drive	T-Junction	Two-way	Two-way	Two-way		5.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2033	Base	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (East)		✓	82	100.000
B - Wentworth Drive		✓	137	100.000
C - Cemetery Road (West)		✓	272	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	35	47
	B - Wentworth Drive	35	0	102
	C - Cemetery Road (West)	79	193	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	0	9
	B - Wentworth Drive	4	0	0
	C - Cemetery Road (West)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	7.20	0.3	A
C-AB	0.36	8.44	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	0.00	674	0.153	102	0.2	6.356	A
C-AB	160	0.00	660	0.242	158	0.3	7.174	A
C-A	45	0.00			45			
A-B	26	0.00			26			
A-C	35	0.00			35			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	0.00	667	0.185	123	0.2	6.691	A
C-AB	194	0.00	665	0.292	194	0.4	7.652	A
C-A	50	0.00			50			
A-B	31	0.00			31			
A-C	42	0.00			42			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	0.00	656	0.230	151	0.3	7.192	A
C-AB	244	0.00	672	0.363	244	0.6	8.414	A
C-A	55	0.00			55			
A-B	39	0.00			39			
A-C	52	0.00			52			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	0.00	656	0.230	151	0.3	7.199	A
C-AB	244	0.00	673	0.363	244	0.6	8.445	A
C-A	55	0.00			55			
A-B	39	0.00			39			
A-C	52	0.00			52			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	0.00	667	0.185	123	0.2	6.705	A
C-AB	195	0.00	666	0.292	195	0.5	7.694	A
C-A	50	0.00			50			
A-B	31	0.00			31			
A-C	42	0.00			42			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	0.00	674	0.153	103	0.2	6.378	A
C-AB	160	0.00	660	0.242	160	0.3	7.226	A
C-A	45	0.00			45			
A-B	26	0.00			26			
A-C	35	0.00			35			

D5 - 2033 | Design | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Cemetery Road/Wentworth Drive	T-Junction	Two-way	Two-way	Two-way		4.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2033	Design	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (East)		✓	203	100.000
B - Wentworth Drive		✓	212	100.000
C - Cemetery Road (West)		✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	73	130
	B - Wentworth Drive	40	0	172
	C - Cemetery Road (West)	45	78	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	0	2
	B - Wentworth Drive	0	0	4
	C - Cemetery Road (West)	8	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	8.58	0.6	A
C-AB	0.15	7.14	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	0.00	684	0.233	158	0.3	7.041	A
C-AB	62	0.00	624	0.100	62	0.1	6.669	A
C-A	31	0.00			31			
A-B	55	0.00			55			
A-C	98	0.00			98			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	0.00	676	0.282	190	0.4	7.625	A
C-AB	75	0.00	622	0.121	75	0.2	6.862	A
C-A	36	0.00			36			
A-B	66	0.00			66			
A-C	117	0.00			117			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	233	0.00	666	0.351	233	0.5	8.553	A
C-AB	93	0.00	619	0.151	93	0.2	7.136	A
C-A	42	0.00			42			
A-B	80	0.00			80			
A-C	143	0.00			143			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	233	0.00	666	0.351	233	0.6	8.577	A
C-AB	93	0.00	619	0.151	93	0.2	7.142	A
C-A	42	0.00			42			
A-B	80	0.00			80			
A-C	143	0.00			143			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	0.00	676	0.282	191	0.4	7.655	A
C-AB	75	0.00	622	0.121	75	0.2	6.874	A
C-A	36	0.00			36			
A-B	66	0.00			66			
A-C	117	0.00			117			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	0.00	684	0.233	160	0.3	7.082	A
C-AB	62	0.00	624	0.100	62	0.1	6.687	A
C-A	30	0.00			30			
A-B	55	0.00			55			
A-C	98	0.00			98			

D6 - 2033 | Design | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Cemetery Road/Wentworth Drive	T-Junction	Two-way	Two-way	Two-way		5.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2033	Design	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (East)		✓	108	100.000
B - Wentworth Drive		✓	159	100.000
C - Cemetery Road (West)		✓	309	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	44	64
	B - Wentworth Drive	57	0	102
	C - Cemetery Road (West)	116	193	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	0	7
	B - Wentworth Drive	3	0	0
	C - Cemetery Road (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	8.22	0.4	A
C-AB	0.38	8.36	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	0.00	642	0.186	119	0.2	6.935	A
C-AB	167	0.00	674	0.247	165	0.4	7.075	A
C-A	66	0.00			66			
A-B	33	0.00			33			
A-C	48	0.00			48			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	0.00	632	0.226	143	0.3	7.428	A
C-AB	205	0.00	682	0.300	205	0.5	7.552	A
C-A	73	0.00			73			
A-B	40	0.00			40			
A-C	58	0.00			58			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	0.00	617	0.284	175	0.4	8.202	A
C-AB	261	0.00	694	0.376	260	0.7	8.325	A
C-A	79	0.00			79			
A-B	48	0.00			48			
A-C	70	0.00			70			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	0.00	617	0.284	175	0.4	8.219	A
C-AB	261	0.00	694	0.376	261	0.7	8.358	A
C-A	79	0.00			79			
A-B	48	0.00			48			
A-C	70	0.00			70			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	0.00	632	0.226	143	0.3	7.450	A
C-AB	205	0.00	683	0.301	206	0.5	7.598	A
C-A	73	0.00			73			
A-B	40	0.00			40			
A-C	58	0.00			58			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	0.00	642	0.187	120	0.2	6.971	A
C-AB	167	0.00	675	0.248	168	0.4	7.129	A
C-A	65	0.00			65			
A-B	33	0.00			33			
A-C	48	0.00			48			

D7 - 2033 | Design 'Vision Led' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Cemetery Road/Wentworth Drive	T-Junction	Two-way	Two-way	Two-way		4.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2033	Design 'Vision Led'	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (East)		✓	196	100.000
B - Wentworth Drive		✓	211	100.000
C - Cemetery Road (West)		✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	70	126
	B - Wentworth Drive	39	0	172
	C - Cemetery Road (West)	44	78	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	0	3
	B - Wentworth Drive	0	0	4
	C - Cemetery Road (West)	8	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	8.51	0.5	A
C-AB	0.15	7.13	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	0.00	686	0.232	158	0.3	7.006	A
C-AB	62	0.00	625	0.099	62	0.1	6.661	A
C-A	30	0.00			30			
A-B	53	0.00			53			
A-C	95	0.00			95			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	0.00	678	0.280	189	0.4	7.578	A
C-AB	75	0.00	623	0.120	75	0.2	6.852	A
C-A	35	0.00			35			
A-B	63	0.00			63			
A-C	113	0.00			113			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	232	0.00	668	0.348	232	0.5	8.483	A
C-AB	93	0.00	620	0.150	93	0.2	7.122	A
C-A	41	0.00			41			
A-B	77	0.00			77			
A-C	139	0.00			139			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	232	0.00	668	0.348	232	0.5	8.508	A
C-AB	93	0.00	620	0.150	93	0.2	7.129	A
C-A	41	0.00			41			
A-B	77	0.00			77			
A-C	139	0.00			139			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	0.00	678	0.280	190	0.4	7.605	A
C-AB	75	0.00	623	0.120	75	0.2	6.861	A
C-A	35	0.00			35			
A-B	63	0.00			63			
A-C	113	0.00			113			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	0.00	686	0.232	159	0.3	7.047	A
C-AB	62	0.00	625	0.099	62	0.1	6.679	A
C-A	30	0.00			30			
A-B	53	0.00			53			
A-C	95	0.00			95			

D8 - 2033 | Design 'Vision Led' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J1 - Cemetery Road/Wentworth Drive	T-Junction	Two-way	Two-way	Two-way		5.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.62	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2033	Design 'Vision Led'	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cemetery Road (East)		✓	105	100.000
B - Wentworth Drive		✓	157	100.000
C - Cemetery Road (West)		✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	43	62
	B - Wentworth Drive	55	0	102
	C - Cemetery Road (West)	112	193	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Cemetery Road (East)	B - Wentworth Drive	C - Cemetery Road (West)
From	A - Cemetery Road (East)	0	0	7
	B - Wentworth Drive	3	0	0
	C - Cemetery Road (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	8.12	0.4	A
C-AB	0.37	8.37	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	0.00	645	0.183	117	0.2	6.880	A
C-AB	166	0.00	673	0.247	165	0.4	7.085	A
C-A	64	0.00			64			
A-B	32	0.00			32			
A-C	47	0.00			47			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	0.00	635	0.222	141	0.3	7.357	A
C-AB	204	0.00	681	0.300	203	0.5	7.562	A
C-A	70	0.00			70			
A-B	39	0.00			39			
A-C	56	0.00			56			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	0.00	621	0.278	172	0.4	8.101	A
C-AB	259	0.00	691	0.375	258	0.7	8.333	A
C-A	77	0.00			77			
A-B	47	0.00			47			
A-C	68	0.00			68			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	0.00	621	0.279	173	0.4	8.118	A
C-AB	259	0.00	691	0.375	259	0.7	8.366	A
C-A	77	0.00			77			
A-B	47	0.00			47			
A-C	68	0.00			68			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	0.00	635	0.222	142	0.3	7.378	A
C-AB	204	0.00	681	0.300	205	0.5	7.607	A
C-A	70	0.00			70			
A-B	39	0.00			39			
A-C	56	0.00			56			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	0.00	645	0.183	118	0.2	6.915	A
C-AB	166	0.00	673	0.247	167	0.4	7.142	A
C-A	63	0.00			63			
A-B	32	0.00			32			
A-C	47	0.00			47			

Junctions 11						
ARCADY 11 - Roundabout Module						
Version: 11.1.0.2307						
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Filename: J2 - Roebuck Hill Roundabout DIRECT.j11

Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Cemetery Road, Jump, Barnsley\ANALYSIS\CAPACITY\Roundabouts\J2 - Roebuck Hill Roundabout

Report generation date: 20/05/2026 11:52:05

- »D1 - 2026 | Survey | AM
- »D2 - 2026 | Survey | PM
- »D3 - 2033 | Base | AM
- »D4 - 2033 | Base | PM
- »D5 - 2033 | Design | AM
- »D6 - 2033 | Design | PM
- »D7 - 2033 | Design 'Vision Led' | AM
- »D8 - 2033 | Design 'Vision Led' | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 - Survey						
1 - B6096 Wood Walk	3.5	21.29	0.79	1.2	11.94	0.56
2 - A6195 Dearne Valley Parkway (East)	1.4	4.06	0.56	0.9	3.04	0.44
3 - Roebuck Hill	0.8	10.65	0.46	0.2	5.00	0.20
4 - A6195 Dearne Valley Parkway (West)	1.6	4.53	0.60	4.1	8.68	0.81
2033 - Base						
1 - B6096 Wood Walk	5.2	30.74	0.86	1.5	13.98	0.61
2 - A6195 Dearne Valley Parkway (East)	1.6	4.46	0.59	0.9	3.21	0.47
3 - Roebuck Hill	1.1	13.18	0.52	0.3	5.30	0.21
4 - A6195 Dearne Valley Parkway (West)	1.8	4.93	0.63	5.2	10.64	0.84
2033 - Design						
1 - B6096 Wood Walk	5.5	32.66	0.87	1.7	15.19	0.64
2 - A6195 Dearne Valley Parkway (East)	1.6	4.51	0.59	1.0	3.29	0.48
3 - Roebuck Hill	1.4	15.15	0.59	0.3	5.40	0.23
4 - A6195 Dearne Valley Parkway (West)	1.9	5.03	0.64	5.8	11.63	0.86
2033 - Design 'Vision Led'						
1 - B6096 Wood Walk	5.5	32.51	0.87	1.7	15.06	0.63
2 - A6195 Dearne Valley Parkway (East)	1.6	4.51	0.59	1.0	3.28	0.47
3 - Roebuck Hill	1.4	14.91	0.58	0.3	5.39	0.23
4 - A6195 Dearne Valley Parkway (West)	1.9	5.02	0.64	5.8	11.53	0.86

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

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

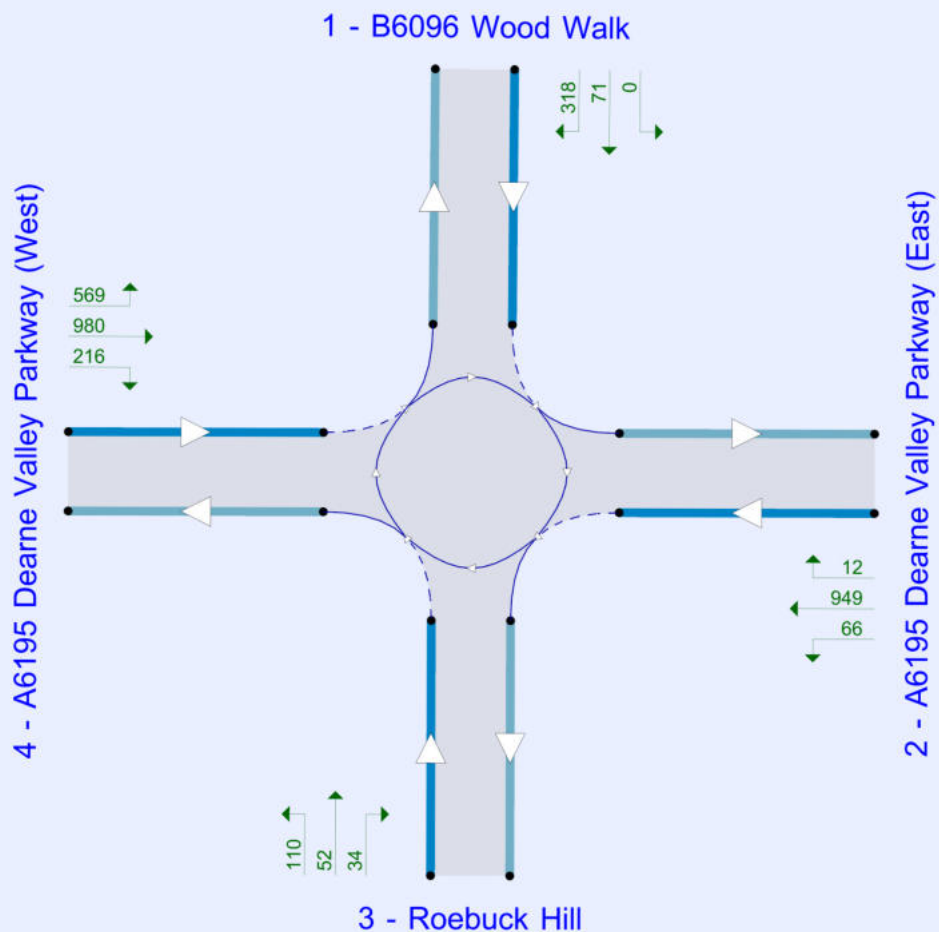
File summary

File Description

Title	
Location	
Site number	
Date	19/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GIS\optima
Description	

Units

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



Flows show original traffic demand (PCU/min)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Survey	AM	DIRECT	07:15	08:15	60	15	✓
D2	2026	Survey	PM	DIRECT	16:00	17:00	60	15	✓
D3	2033	Base	AM	DIRECT	07:15	08:15	60	15	✓
D4	2033	Base	PM	DIRECT	16:00	17:00	60	15	✓
D5	2033	Design	AM	DIRECT	07:15	08:15	60	15	✓
D6	2033	Design	PM	DIRECT	16:00	17:00	60	15	✓
D7	2033	Design 'Vision Led'	AM	DIRECT	07:15	08:15	60	15	✓
D8	2033	Design 'Vision Led'	PM	DIRECT	16:00	17:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2026 | Survey | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6096 Wood Walk - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 - Roebuck Hill Roundabout	Standard Roundabout		1, 2, 3, 4	7.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.89	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B6096 Wood Walk		
2	A6195 Dearne Valley Parkway (East)		
3	Roebuck Hill		
4	A6195 Dearne Valley Parkway (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - B6096 Wood Walk	3.30	4.00	34.0	30.0	60.0	16.5		
2 - A6195 Dearne Valley Parkway (East)	7.60	9.20	4.8	51.0	60.0	18.0		
3 - Roebuck Hill	3.60	7.60	7.0	76.0	60.0	18.5		
4 - A6195 Dearne Valley Parkway (West)	6.70	7.60	1.7	30.0	60.0	25.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/min)
1 - B6096 Wood Walk	0.500	21.243
2 - A6195 Dearne Valley Parkway (East)	0.752	45.308
3 - Roebuck Hill	0.566	27.244
4 - A6195 Dearne Valley Parkway (West)	0.653	36.717

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Survey	AM	DIRECT	07:15	08:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B6096 Wood Walk		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - Roebuck Hill		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

From	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
1 - B6096 Wood Walk		0.00	7.00	37.00	544.20
2 - A6195 Dearne Valley Parkway (East)		9.00	0.00	27.00	1145.30
3 - Roebuck Hill		39.00	47.50	0.00	194.00
4 - A6195 Dearne Valley Parkway (West)		318.50	844.40	68.50	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
1 - B6096 Wood Walk		0	0	4	0.70
2 - A6195 Dearne Valley Parkway (East)		0	0	14	11
3 - Roebuck Hill		8	3	0	2
4 - A6195 Dearne Valley Parkway (West)		0.47	11	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - B6096 Wood Walk	0.79	21.29	3.5	C	9.80	587.85
2 - A6195 Dearne Valley Parkway (East)	0.56	4.06	1.4	A	19.69	1181.25
3 - Roebuck Hill	0.46	10.65	0.8	B	4.68	280.75
4 - A6195 Dearne Valley Parkway (West)	0.60	4.53	1.6	A	20.52	1231.20

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	9.40	141.00	15.29	13.60	0.691	9.26	5.83	0.0	2.2	13.535	B
2 - A6195 Dearne Valley Parkway (East)	18.90	283.50	10.24	37.61	0.503	18.83	14.31	0.0	1.1	3.535	A
3 - Roebuck Hill	4.49	67.35	26.96	11.99	0.374	4.45	2.10	0.0	0.6	8.120	A
4 - A6195 Dearne Valley Parkway (West)	19.70	295.50	1.52	35.73	0.551	19.61	29.89	0.0	1.3	3.999	A

07:30 - 07:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	9.80	147.00	16.00	13.25	0.740	9.76	6.11	2.2	2.7	17.154	C
2 - A6195 Dearne Valley Parkway (East)	19.69	295.35	10.79	37.19	0.529	19.68	14.97	1.1	1.2	3.807	A
3 - Roebuck Hill	4.68	70.25	28.26	11.26	0.416	4.68	2.20	0.6	0.7	9.346	A
4 - A6195 Dearne Valley Parkway (West)	20.52	307.80	1.59	35.68	0.575	20.51	31.35	1.3	1.4	4.268	A

07:45 - 08:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	9.80	147.00	16.01	13.24	0.740	9.80	6.11	2.7	2.8	17.490	C
2 - A6195 Dearne Valley Parkway (East)	19.69	295.35	10.82	37.17	0.530	19.69	14.98	1.2	1.2	3.815	A
3 - Roebuck Hill	4.68	70.25	28.30	11.23	0.417	4.68	2.21	0.7	0.7	9.397	A
4 - A6195 Dearne Valley Parkway (West)	20.52	307.80	1.59	35.68	0.575	20.52	31.39	1.4	1.5	4.274	A

08:00 - 08:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	10.19	152.85	16.64	12.93	0.788	10.14	6.35	2.8	3.5	21.290	C
2 - A6195 Dearne Valley Parkway (East)	20.47	307.05	11.21	36.87	0.555	20.46	15.57	1.2	1.4	4.062	A
3 - Roebuck Hill	4.86	72.90	29.38	10.63	0.457	4.85	2.29	0.7	0.8	10.649	B
4 - A6195 Dearne Valley Parkway (West)	21.34	320.10	1.65	35.64	0.599	21.33	32.58	1.5	1.6	4.525	A

D2 - 2026 | Survey | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6096 Wood Walk - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 - Roebuck Hill Roundabout	Standard Roundabout		1, 2, 3, 4	7.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.12	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026	Survey	PM	DIRECT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B6096 Wood Walk		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - Roebuck Hill		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
From		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
	1 - B6096 Wood Walk	0.00	0.00	63.00	304.00
	2 - A6195 Dearne Valley Parkway (East)	11.00	0.00	63.00	906.00
	3 - Roebuck Hill	47.00	32.00	0.00	95.00
	4 - A6195 Dearne Valley Parkway (West)	543.30	936.00	180.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
1 - B6096 Wood Walk		0	0	0	0
2 - A6195 Dearne Valley Parkway (East)		0	0	0	8
3 - Roebuck Hill		0	0	0	4
4 - A6195 Dearne Valley Parkway (West)		0.28	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - B6096 Wood Walk	0.56	11.94	1.2	B	6.12	367.00
2 - A6195 Dearne Valley Parkway (East)	0.44	3.04	0.9	A	16.34	980.15
3 - Roebuck Hill	0.20	5.00	0.2	A	2.90	174.15
4 - A6195 Dearne Valley Parkway (West)	0.81	8.68	4.1	A	27.66	1659.30

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.36	95.40	19.71	11.39	0.558	6.28	10.33	0.0	1.2	11.565	B
2 - A6195 Dearne Valley Parkway (East)	16.99	254.85	9.37	38.26	0.444	16.93	16.62	0.0	0.9	3.025	A
3 - Roebuck Hill	3.02	45.30	21.04	15.34	0.197	3.00	5.26	0.0	0.2	4.967	A
4 - A6195 Dearne Valley Parkway (West)	28.76	431.40	1.55	35.70	0.806	28.49	22.49	0.0	4.1	8.313	A

16:15 - 16:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.12	91.75	19.16	11.67	0.524	6.12	10.03	1.2	1.1	10.841	B
2 - A6195 Dearne Valley Parkway (East)	16.33	245.00	9.13	38.44	0.425	16.34	16.15	0.9	0.8	2.927	A
3 - Roebuck Hill	2.90	43.50	20.36	15.73	0.184	2.90	5.11	0.2	0.2	4.783	A
4 - A6195 Dearne Valley Parkway (West)	27.66	414.90	1.50	35.74	0.774	27.69	21.76	4.1	3.6	7.745	A

16:30 - 16:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	5.63	84.45	17.65	12.42	0.453	5.65	9.24	1.1	0.8	8.887	A
2 - A6195 Dearne Valley Parkway (East)	15.03	225.45	8.42	38.98	0.386	15.04	14.88	0.8	0.7	2.703	A
3 - Roebuck Hill	2.67	40.05	18.75	16.64	0.160	2.67	4.70	0.2	0.2	4.395	A
4 - A6195 Dearne Valley Parkway (West)	25.44	381.60	1.38	35.81	0.710	25.51	20.04	3.6	2.6	6.064	A

16:45 - 17:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.36	95.40	19.83	11.33	0.561	6.33	10.39	0.8	1.2	11.943	B
2 - A6195 Dearne Valley Parkway (East)	16.99	254.85	9.44	38.20	0.445	16.98	16.72	0.7	0.9	3.044	A
3 - Roebuck Hill	3.02	45.30	21.13	15.29	0.198	3.02	5.29	0.2	0.2	4.997	A
4 - A6195 Dearne Valley Parkway (West)	28.76	431.40	1.56	35.70	0.806	28.66	22.59	2.6	4.1	8.685	A

D3 - 2033 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6096 Wood Walk - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 - Roebuck Hill Roundabout	Standard Roundabout		1, 2, 3, 4	10.09	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.09	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2033	Base	AM	DIRECT	07:15	08:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B6096 Wood Walk		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - Roebuck Hill		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
From		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
	1 - B6096 Wood Walk	0.00	7.00	38.00	572.59
	2 - A6195 Dearne Valley Parkway (East)	9.47	0.00	28.00	1205.06
	3 - Roebuck Hill	41.03	49.98	0.00	204.12
	4 - A6195 Dearne Valley Parkway (West)	335.12	888.46	72.07	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
1 - B6096 Wood Walk		0	0	4	0.70
2 - A6195 Dearne Valley Parkway (East)		0	0	14	11
3 - Roebuck Hill		8	3	0	2
4 - A6195 Dearne Valley Parkway (West)		0.47	11	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - B6096 Wood Walk	0.86	30.74	5.2	D	10.31	618.45
2 - A6195 Dearne Valley Parkway (East)	0.59	4.46	1.6	A	20.71	1242.60
3 - Roebuck Hill	0.52	13.18	1.1	B	4.92	295.10
4 - A6195 Dearne Valley Parkway (West)	0.63	4.93	1.8	A	21.59	1295.55

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	9.89	148.35	16.09	13.20	0.749	9.70	6.14	0.0	2.8	16.535	C
2 - A6195 Dearne Valley Parkway (East)	19.88	298.20	10.74	37.23	0.534	19.80	15.05	0.0	1.3	3.808	A
3 - Roebuck Hill	4.72	70.80	28.35	11.21	0.421	4.67	2.19	0.0	0.7	9.351	A
4 - A6195 Dearne Valley Parkway (West)	20.73	310.95	1.59	35.68	0.581	20.63	31.43	0.0	1.5	4.278	A

07:30 - 07:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	10.31	154.65	16.83	12.83	0.804	10.25	6.42	2.8	3.7	22.747	C
2 - A6195 Dearne Valley Parkway (East)	20.71	310.65	11.33	36.78	0.563	20.70	15.74	1.3	1.4	4.144	A
3 - Roebuck Hill	4.92	73.75	29.73	10.42	0.472	4.91	2.30	0.7	0.9	11.133	B
4 - A6195 Dearne Valley Parkway (West)	21.59	323.85	1.67	35.63	0.606	21.58	32.97	1.5	1.6	4.608	A

07:45 - 08:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	10.31	154.65	16.84	12.83	0.804	10.30	6.43	3.7	3.9	23.672	C
2 - A6195 Dearne Valley Parkway (East)	20.71	310.65	11.38	36.74	0.564	20.71	15.75	1.4	1.4	4.159	A
3 - Roebuck Hill	4.92	73.75	29.79	10.39	0.473	4.92	2.30	0.9	0.9	11.241	B
4 - A6195 Dearne Valley Parkway (West)	21.59	323.85	1.67	35.62	0.606	21.59	33.03	1.6	1.7	4.616	A

08:00 - 08:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	10.72	160.80	17.51	12.49	0.858	10.63	6.68	3.9	5.2	30.738	D
2 - A6195 Dearne Valley Parkway (East)	21.54	323.10	11.76	36.46	0.591	21.53	16.38	1.4	1.6	4.465	A
3 - Roebuck Hill	5.12	76.80	30.90	9.76	0.524	5.11	2.39	0.9	1.1	13.183	B
4 - A6195 Dearne Valley Parkway (West)	22.46	336.90	1.74	35.58	0.631	22.45	34.27	1.7	1.8	4.929	A

D4 - 2033 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6096 Wood Walk - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 - Roebuck Hill Roundabout	Standard Roundabout		1, 2, 3, 4	8.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2033	Base	PM	DIRECT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B6096 Wood Walk		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - Roebuck Hill		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
From		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
	1 - B6096 Wood Walk	0.00	0.00	66.00	318.27
	2 - A6195 Dearne Valley Parkway (East)	11.52	0.00	66.00	948.53
	3 - Roebuck Hill	49.21	33.50	0.00	99.46
	4 - A6195 Dearne Valley Parkway (West)	568.80	979.93	188.45	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
From	1 - B6096 Wood Walk	0	0	0	0
	2 - A6195 Dearne Valley Parkway (East)	0	0	0	8
	3 - Roebuck Hill	0	0	0	4
	4 - A6195 Dearne Valley Parkway (West)	0.28	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - B6096 Wood Walk	0.61	13.98	1.5	B	6.40	384.15
2 - A6195 Dearne Valley Parkway (East)	0.47	3.21	0.9	A	17.10	1025.85
3 - Roebuck Hill	0.21	5.30	0.3	A	3.04	182.25
4 - A6195 Dearne Valley Parkway (West)	0.84	10.64	5.2	B	28.95	1737.15

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.66	99.90	20.59	10.95	0.608	6.56	10.79	0.0	1.5	13.398	B
2 - A6195 Dearne Valley Parkway (East)	17.78	266.70	9.79	37.94	0.469	17.72	17.37	0.0	0.9	3.188	A
3 - Roebuck Hill	3.16	47.40	22.01	14.79	0.214	3.14	5.49	0.0	0.3	5.249	A
4 - A6195 Dearne Valley Parkway (West)	30.11	451.65	1.63	35.66	0.844	29.76	23.53	0.0	5.2	10.006	B

16:15 - 16:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.40	96.00	20.06	11.22	0.571	6.41	10.51	1.5	1.4	12.511	B
2 - A6195 Dearne Valley Parkway (East)	17.10	256.50	9.55	38.12	0.449	17.10	16.91	0.9	0.9	3.078	A
3 - Roebuck Hill	3.04	45.60	21.31	15.19	0.200	3.04	5.35	0.3	0.3	5.052	A
4 - A6195 Dearne Valley Parkway (West)	28.95	434.25	1.57	35.69	0.811	28.99	22.78	5.2	4.6	9.336	A

16:30 - 16:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	5.89	88.35	18.50	12.00	0.491	5.92	9.69	1.4	1.0	9.911	A
2 - A6195 Dearne Valley Parkway (East)	15.73	235.95	8.82	38.68	0.407	15.74	15.60	0.9	0.7	2.819	A
3 - Roebuck Hill	2.79	41.85	19.63	16.14	0.173	2.79	4.93	0.3	0.2	4.598	A
4 - A6195 Dearne Valley Parkway (West)	26.64	399.60	1.44	35.77	0.745	26.74	20.97	4.6	3.1	6.948	A

16:45 - 17:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.66	99.90	20.74	10.88	0.612	6.62	10.86	1.0	1.5	13.984	B
2 - A6195 Dearne Valley Parkway (East)	17.78	266.70	9.87	37.88	0.469	17.77	17.48	0.7	0.9	3.213	A
3 - Roebuck Hill	3.16	47.40	22.11	14.74	0.214	3.16	5.53	0.2	0.3	5.296	A
4 - A6195 Dearne Valley Parkway (West)	30.11	451.65	1.63	35.65	0.845	29.97	23.63	3.1	5.2	10.638	B

D5 - 2033 | Design | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6096 Wood Walk - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 - Roebuck Hill Roundabout	Standard Roundabout		1, 2, 3, 4	10.71	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.71	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2033	Design	AM	DIRECT	07:15	08:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B6096 Wood Walk		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - Roebuck Hill		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
From	1 - B6096 Wood Walk	0.00	7.00	41.00	572.59
	2 - A6195 Dearne Valley Parkway (East)	9.47	0.00	28.00	1205.06
	3 - Roebuck Hill	48.49	49.98	0.00	233.77
	4 - A6195 Dearne Valley Parkway (West)	335.12	888.46	83.08	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
1 - B6096 Wood Walk		0	0	4	0.70
2 - A6195 Dearne Valley Parkway (East)		0	0	14	11
3 - Roebuck Hill		7	3	0	1
4 - A6195 Dearne Valley Parkway (West)		0.47	11	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - B6096 Wood Walk	0.87	32.66	5.5	D	10.35	621.00
2 - A6195 Dearne Valley Parkway (East)	0.59	4.51	1.6	A	20.71	1242.60
3 - Roebuck Hill	0.59	15.15	1.4	C	5.54	332.40
4 - A6195 Dearne Valley Parkway (West)	0.64	5.03	1.9	A	21.78	1306.80

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	9.94	149.10	16.26	13.11	0.758	9.75	6.26	0.0	2.9	17.114	C
2 - A6195 Dearne Valley Parkway (East)	19.88	298.20	10.96	37.06	0.536	19.80	15.05	0.0	1.3	3.845	A
3 - Roebuck Hill	5.32	79.80	28.34	11.21	0.474	5.26	2.41	0.0	0.9	10.216	B
4 - A6195 Dearne Valley Parkway (West)	20.91	313.65	1.71	35.60	0.587	20.81	31.89	0.0	1.5	4.348	A

07:30 - 07:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	10.35	155.25	17.02	12.74	0.813	10.28	6.55	2.9	3.9	23.857	C
2 - A6195 Dearne Valley Parkway (East)	20.71	310.65	11.55	36.62	0.566	20.70	15.75	1.3	1.4	4.187	A
3 - Roebuck Hill	5.54	83.10	29.72	10.43	0.531	5.53	2.53	0.9	1.1	12.469	B
4 - A6195 Dearne Valley Parkway (West)	21.78	326.70	1.80	35.54	0.613	21.77	33.45	1.5	1.7	4.695	A

07:45 - 08:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	10.35	155.25	17.03	12.73	0.813	10.34	6.55	3.9	4.1	24.934	C
2 - A6195 Dearne Valley Parkway (East)	20.71	310.65	11.61	36.58	0.566	20.71	15.76	1.4	1.4	4.203	A
3 - Roebuck Hill	5.54	83.10	29.78	10.40	0.533	5.54	2.53	1.1	1.1	12.626	B
4 - A6195 Dearne Valley Parkway (West)	21.78	326.70	1.80	35.54	0.613	21.78	33.52	1.7	1.7	4.704	A

08:00 - 08:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	10.76	161.40	17.70	12.40	0.868	10.67	6.81	4.1	5.5	32.665	D
2 - A6195 Dearne Valley Parkway (East)	21.54	323.10	11.98	36.29	0.594	21.53	16.38	1.4	1.6	4.514	A
3 - Roebuck Hill	5.76	86.40	30.88	9.77	0.589	5.74	2.63	1.1	1.4	15.151	C
4 - A6195 Dearne Valley Parkway (West)	22.65	339.75	1.87	35.50	0.638	22.64	34.76	1.7	1.9	5.028	A

D6 - 2033 | Design | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6096 Wood Walk - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 - Roebuck Hill Roundabout	Standard Roundabout		1, 2, 3, 4	9.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.15	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2033	Design	PM	DIRECT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B6096 Wood Walk		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - Roebuck Hill		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
From	1 - B6096 Wood Walk	0.00	0.00	72.00	318.27
	2 - A6195 Dearne Valley Parkway (East)	11.52	0.00	66.00	948.53
	3 - Roebuck Hill	51.88	33.50	0.00	111.04
	4 - A6195 Dearne Valley Parkway (West)	568.80	979.93	218.53	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
	1 - B6096 Wood Walk	0	0	0	0
	2 - A6195 Dearne Valley Parkway (East)	0	0	0	8
	3 - Roebuck Hill	0	0	0	4
	4 - A6195 Dearne Valley Parkway (West)	0.28	6	0.96	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - B6096 Wood Walk	0.64	15.19	1.7	C	6.50	390.00
2 - A6195 Dearne Valley Parkway (East)	0.48	3.29	1.0	A	17.10	1025.85
3 - Roebuck Hill	0.23	5.40	0.3	A	3.27	196.20
4 - A6195 Dearne Valley Parkway (West)	0.86	11.63	5.8	B	29.45	1767.15

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.76	101.40	21.09	10.70	0.632	6.65	10.83	0.0	1.6	14.449	B
2 - A6195 Dearne Valley Parkway (East)	17.78	266.70	10.39	37.49	0.474	17.72	17.35	0.0	1.0	3.259	A
3 - Roebuck Hill	3.40	51.00	22.00	14.80	0.230	3.38	6.11	0.0	0.3	5.356	A
4 - A6195 Dearne Valley Parkway (West)	30.63	459.45	1.67	35.63	0.860	30.24	23.71	0.0	5.8	10.843	B

16:15 - 16:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.50	97.50	20.56	10.96	0.593	6.51	10.55	1.6	1.5	13.509	B
2 - A6195 Dearne Valley Parkway (East)	17.10	256.50	10.16	37.67	0.454	17.10	16.91	1.0	0.9	3.146	A
3 - Roebuck Hill	3.27	49.05	21.31	15.19	0.215	3.27	5.95	0.3	0.3	5.142	A
4 - A6195 Dearne Valley Parkway (West)	29.45	441.75	1.61	35.66	0.826	29.50	22.97	5.8	5.1	10.156	B

16:30 - 16:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	5.98	89.70	18.97	11.76	0.509	6.01	9.73	1.5	1.1	10.489	B
2 - A6195 Dearne Valley Parkway (East)	15.73	235.95	9.38	38.26	0.411	15.74	15.61	0.9	0.8	2.872	A
3 - Roebuck Hill	3.01	45.15	19.63	16.14	0.186	3.01	5.49	0.3	0.2	4.666	A
4 - A6195 Dearne Valley Parkway (West)	27.10	406.50	1.49	35.75	0.758	27.22	21.15	5.1	3.3	7.374	A

16:45 - 17:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.76	101.40	21.24	10.63	0.636	6.72	10.90	1.1	1.7	15.189	C
2 - A6195 Dearne Valley Parkway (East)	17.78	266.70	10.49	37.42	0.475	17.77	17.47	0.8	1.0	3.288	A
3 - Roebuck Hill	3.40	51.00	22.10	14.74	0.231	3.40	6.15	0.2	0.3	5.396	A
4 - A6195 Dearne Valley Parkway (West)	30.63	459.45	1.68	35.62	0.860	30.46	23.82	3.3	5.8	11.632	B

D7 - 2033 | Design 'Vision Led' | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6096 Wood Walk - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 - Roebuck Hill Roundabout	Standard Roundabout		1, 2, 3, 4	10.65	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.65	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2033	Design 'Vision Led'	AM	DIRECT	07:15	08:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B6096 Wood Walk		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - Roebuck Hill		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
From	1 - B6096 Wood Walk	0.00	7.00	41.00	572.59
	2 - A6195 Dearne Valley Parkway (East)	9.47	0.00	28.00	1205.06
	3 - Roebuck Hill	47.74	49.98	0.00	230.80
	4 - A6195 Dearne Valley Parkway (West)	335.12	888.46	81.98	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
1 - B6096 Wood Walk		0	0	4	0.70
2 - A6195 Dearne Valley Parkway (East)		0	0	14	11
3 - Roebuck Hill		7	3	0	1
4 - A6195 Dearne Valley Parkway (West)		0.47	11	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - B6096 Wood Walk	0.87	32.51	5.5	D	10.35	620.85
2 - A6195 Dearne Valley Parkway (East)	0.59	4.51	1.6	A	20.71	1242.60
3 - Roebuck Hill	0.58	14.91	1.4	B	5.48	328.75
4 - A6195 Dearne Valley Parkway (West)	0.64	5.02	1.9	A	21.76	1305.60

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	9.93	148.95	16.24	13.12	0.757	9.74	6.24	0.0	2.9	17.030	C
2 - A6195 Dearne Valley Parkway (East)	19.88	298.20	10.93	37.08	0.536	19.80	15.05	0.0	1.3	3.840	A
3 - Roebuck Hill	5.26	78.90	28.33	11.22	0.469	5.20	2.39	0.0	0.9	10.114	B
4 - A6195 Dearne Valley Parkway (West)	20.89	313.35	1.70	35.61	0.587	20.79	31.84	0.0	1.5	4.340	A

07:30 - 07:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	10.35	155.25	17.00	12.75	0.812	10.28	6.54	2.9	3.9	23.763	C
2 - A6195 Dearne Valley Parkway (East)	20.71	310.65	11.53	36.63	0.565	20.70	15.75	1.3	1.4	4.183	A
3 - Roebuck Hill	5.48	82.25	29.72	10.43	0.526	5.47	2.51	0.9	1.1	12.332	B
4 - A6195 Dearne Valley Parkway (West)	21.76	326.40	1.78	35.55	0.612	21.75	33.40	1.5	1.7	4.687	A

07:45 - 08:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	10.35	155.25	17.01	12.74	0.812	10.34	6.54	3.9	4.1	24.839	C
2 - A6195 Dearne Valley Parkway (East)	20.71	310.65	11.59	36.59	0.566	20.71	15.76	1.4	1.4	4.199	A
3 - Roebuck Hill	5.48	82.25	29.78	10.40	0.527	5.48	2.52	1.1	1.1	12.486	B
4 - A6195 Dearne Valley Parkway (West)	21.76	326.40	1.79	35.55	0.612	21.76	33.47	1.7	1.7	4.695	A

08:00 - 08:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	10.76	161.40	17.68	12.41	0.867	10.67	6.79	4.1	5.5	32.513	D
2 - A6195 Dearne Valley Parkway (East)	21.54	323.10	11.97	36.31	0.593	21.53	16.38	1.4	1.6	4.509	A
3 - Roebuck Hill	5.69	85.35	30.89	9.77	0.582	5.67	2.61	1.1	1.4	14.905	B
4 - A6195 Dearne Valley Parkway (West)	22.63	339.45	1.85	35.51	0.637	22.62	34.71	1.7	1.9	5.017	A

D8 - 2033 | Design 'Vision Led' | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B6096 Wood Walk - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 - Roebuck Hill Roundabout	Standard Roundabout		1, 2, 3, 4	9.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2033	Design 'Vision Led'	PM	DIRECT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - B6096 Wood Walk		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - Roebuck Hill		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
From	1 - B6096 Wood Walk	0.00	0.00	71.00	318.27
	2 - A6195 Dearne Valley Parkway (East)	11.52	0.00	66.00	948.53
	3 - Roebuck Hill	51.62	33.50	0.00	109.88
	4 - A6195 Dearne Valley Parkway (West)	568.80	979.93	215.52	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - B6096 Wood Walk	2 - A6195 Dearne Valley Parkway (East)	3 - Roebuck Hill	4 - A6195 Dearne Valley Parkway (West)
	1 - B6096 Wood Walk	0	0	0	0
	2 - A6195 Dearne Valley Parkway (East)	0	0	0	8
	3 - Roebuck Hill	0	0	0	4
	4 - A6195 Dearne Valley Parkway (West)	0.28	6	0.97	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - B6096 Wood Walk	0.63	15.06	1.7	C	6.49	389.40
2 - A6195 Dearne Valley Parkway (East)	0.47	3.28	1.0	A	17.10	1025.85
3 - Roebuck Hill	0.23	5.39	0.3	A	3.25	195.00
4 - A6195 Dearne Valley Parkway (West)	0.86	11.53	5.8	B	29.40	1764.15

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.75	101.25	21.04	10.73	0.629	6.64	10.82	0.0	1.6	14.339	B
2 - A6195 Dearne Valley Parkway (East)	17.78	266.70	10.33	37.54	0.474	17.72	17.35	0.0	1.0	3.251	A
3 - Roebuck Hill	3.38	50.70	22.01	14.80	0.228	3.36	6.04	0.0	0.3	5.349	A
4 - A6195 Dearne Valley Parkway (West)	30.58	458.70	1.67	35.63	0.858	30.20	23.70	0.0	5.7	10.759	B

16:15 - 16:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.49	97.35	20.51	10.99	0.591	6.50	10.55	1.6	1.5	13.401	B
2 - A6195 Dearne Valley Parkway (East)	17.10	256.50	10.10	37.71	0.453	17.10	16.91	1.0	0.9	3.140	A
3 - Roebuck Hill	3.25	48.75	21.32	15.19	0.214	3.25	5.88	0.3	0.3	5.134	A
4 - A6195 Dearne Valley Parkway (West)	29.40	441.00	1.61	35.67	0.824	29.44	22.96	5.7	5.1	10.067	B

16:30 - 16:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	5.97	89.55	18.92	11.78	0.507	6.00	9.73	1.5	1.0	10.426	B
2 - A6195 Dearne Valley Parkway (East)	15.73	235.95	9.32	38.30	0.411	15.74	15.60	0.9	0.8	2.866	A
3 - Roebuck Hill	2.99	44.85	19.63	16.14	0.185	2.99	5.43	0.3	0.2	4.661	A
4 - A6195 Dearne Valley Parkway (West)	27.05	405.75	1.48	35.75	0.757	27.17	21.14	5.1	3.3	7.323	A

16:45 - 17:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B6096 Wood Walk	6.75	101.25	21.19	10.65	0.634	6.71	10.90	1.0	1.7	15.063	C
2 - A6195 Dearne Valley Parkway (East)	17.78	266.70	10.42	37.47	0.475	17.77	17.47	0.8	1.0	3.281	A
3 - Roebuck Hill	3.38	50.70	22.11	14.74	0.229	3.38	6.08	0.2	0.3	5.389	A
4 - A6195 Dearne Valley Parkway (West)	30.58	458.70	1.67	35.62	0.858	30.42	23.81	3.3	5.8	11.530	B



Junctions 11						
ARCADY 11 - Roundabout Module						
Version: 11.1.0.2307						
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Filename: J3 - Wombwell Walk Roundabout - DIRECT.j11

Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Cemetery Road, Jump, Barnsley\ANALYSIS\CAPACITY\Roundabouts\J3 - Wombwell Walk Roundabout

Report generation date: 20/05/2026 13:55:28

- »D1 - 2026 | Survey | AM
- »D2 - 2026 | Survey | PM
- »D3 - 2033 | Base | AM
- »D4 - 2033 | Base | PM
- »D5 - 2033 | Design | AM
- »D6 - 2033 | Design | PM
- »D7 - 2033 | Design 'Vision Led' | AM
- »D8 - 2033 | Design 'Vision Led' | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 - Survey						
1 - Woodhead Lane	0.0	5.96	0.04	0.1	8.69	0.08
2 - A6195 Dearne Valley Parkway (East)	6.0	11.32	0.86	1.6	4.13	0.60
3 - B6096 Wood Walk	0.7	7.64	0.40	0.6	5.04	0.36
4 - A6195 Dearne Valley Parkway (West)	0.8	2.87	0.42	1.4	3.74	0.57
2033 - Base						
1 - Woodhead Lane	0.0	6.31	0.04	0.1	9.69	0.10
2 - A6195 Dearne Valley Parkway (East)	8.6	15.73	0.90	1.8	4.44	0.63
3 - B6096 Wood Walk	0.8	8.70	0.44	0.6	5.37	0.38
4 - A6195 Dearne Valley Parkway (West)	0.9	3.01	0.44	1.5	4.05	0.60
2033 - Design						
1 - Woodhead Lane	0.1	6.35	0.05	0.1	10.30	0.13
2 - A6195 Dearne Valley Parkway (East)	9.9	17.75	0.92	1.8	4.51	0.63
3 - B6096 Wood Walk	0.8	9.07	0.45	0.6	5.44	0.39
4 - A6195 Dearne Valley Parkway (West)	0.9	3.05	0.45	1.6	4.15	0.61
2033 - Design 'Vision Led'						
1 - Woodhead Lane	0.1	6.35	0.05	0.1	10.23	0.13
2 - A6195 Dearne Valley Parkway (East)	9.7	17.50	0.91	1.8	4.51	0.63
3 - B6096 Wood Walk	0.8	9.02	0.45	0.6	5.43	0.39
4 - A6195 Dearne Valley Parkway (West)	0.9	3.04	0.45	1.6	4.14	0.61

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

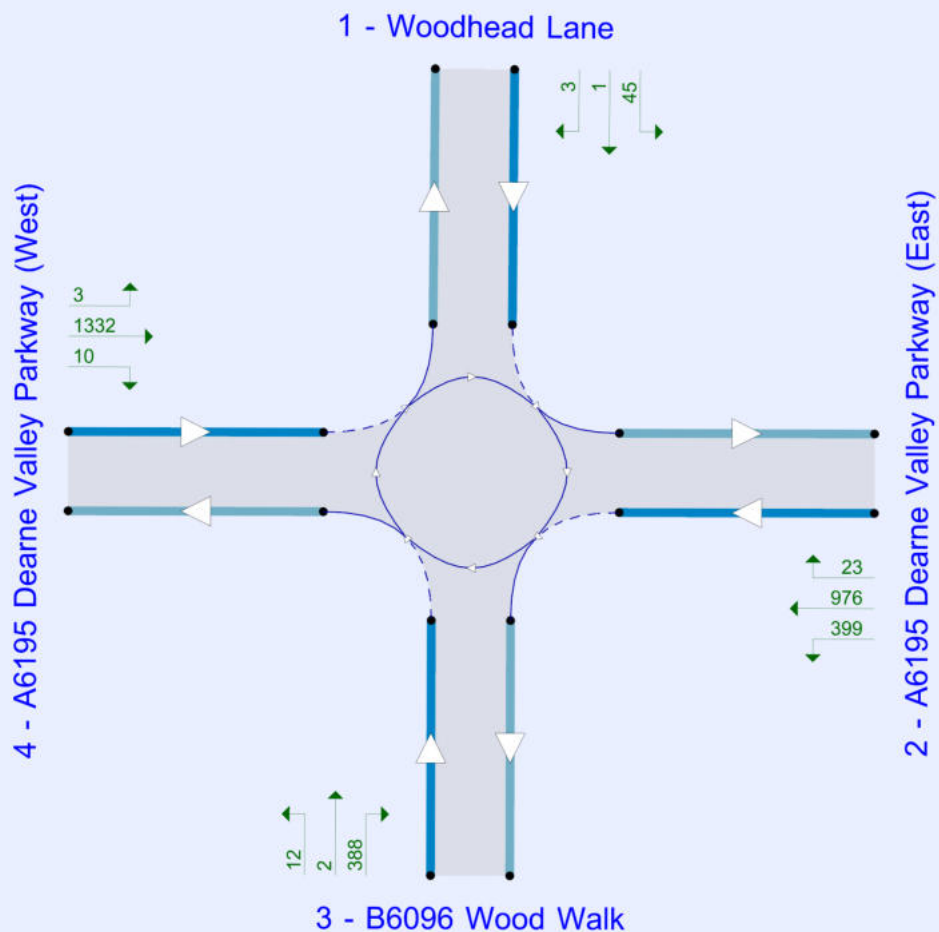
File summary

File Description

Title	
Location	
Site number	
Date	19/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GIS\optima
Description	

Units

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



Flows show original traffic demand (PCU/min)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Survey	AM	DIRECT	07:15	08:15	60	15	✓
D2	2026	Survey	PM	DIRECT	16:00	17:00	60	15	✓
D3	2033	Base	AM	DIRECT	07:15	08:15	60	15	✓
D4	2033	Base	PM	DIRECT	16:00	17:00	60	15	✓
D5	2033	Design	AM	DIRECT	07:15	08:15	60	15	✓
D6	2033	Design	PM	DIRECT	16:00	17:00	60	15	✓
D7	2033	Design 'Vision Led'	AM	DIRECT	07:15	08:15	60	15	✓
D8	2033	Design 'Vision Led'	PM	DIRECT	16:00	17:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2026 | Survey | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J3 - Wombwell Walk Roundabout	Standard Roundabout		1, 2, 3, 4	8.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.38	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Woodhead Lane		
2	A6195 Dearne Valley Parkway (East)		
3	B6096 Wood Walk		
4	A6195 Dearne Valley Parkway (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Woodhead Lane	4.00	4.00	0.0	31.0	61.0	10.0		
2 - A6195 Dearne Valley Parkway (East)	6.90	7.70	1.5	37.0	61.0	19.5		
3 - B6096 Wood Walk	3.80	6.50	9.7	35.0	61.0	21.0		
4 - A6195 Dearne Valley Parkway (West)	7.80	8.30	2.8	64.0	61.0	21.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/min)
1 - Woodhead Lane	0.508	21.952
2 - A6195 Dearne Valley Parkway (East)	0.671	38.478
3 - B6096 Wood Walk	0.559	27.779
4 - A6195 Dearne Valley Parkway (West)	0.725	43.584

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Survey	AM	DIRECT	07:15	08:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Woodhead Lane		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - B6096 Wood Walk		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

From	To				
		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
1 - Woodhead Lane		0.00	14.00	5.00	6.00
2 - A6195 Dearne Valley Parkway (East)		21.30	1.00	410.00	1457.10
3 - B6096 Wood Walk		8.00	284.60	0.00	13.60
4 - A6195 Dearne Valley Parkway (West)		7.00	939.60	9.90	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
1 - Woodhead Lane		0	11	0	0
2 - A6195 Dearne Valley Parkway (East)		11	0	0.56	9
3 - B6096 Wood Walk		0	2	0	34
4 - A6195 Dearne Valley Parkway (West)		0	10	70	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - Woodhead Lane	0.04	5.96	0.0	A	0.41	24.40
2 - A6195 Dearne Valley Parkway (East)	0.86	11.32	6.0	B	31.48	1888.90
3 - B6096 Wood Walk	0.40	7.64	0.7	A	5.10	306.15
4 - A6195 Dearne Valley Parkway (West)	0.42	2.87	0.8	A	15.94	956.40

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.39	5.85	19.68	11.95	0.033	0.39	0.58	0.0	0.0	5.496	A
2 - A6195 Dearne Valley Parkway (East)	30.22	453.30	0.33	38.26	0.790	29.96	19.74	0.0	3.9	7.521	A
3 - B6096 Wood Walk	4.90	73.50	23.55	14.60	0.336	4.87	6.74	0.0	0.5	6.345	A
4 - A6195 Dearne Valley Parkway (West)	15.30	229.50	5.00	39.96	0.383	15.25	23.42	0.0	0.7	2.678	A

07:30 - 07:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.41	6.15	20.57	11.49	0.036	0.41	0.60	0.0	0.0	5.733	A
2 - A6195 Dearne Valley Parkway (East)	31.48	472.25	0.35	38.25	0.823	31.42	20.64	3.9	4.7	9.310	A
3 - B6096 Wood Walk	5.10	76.50	24.70	13.96	0.365	5.10	7.07	0.5	0.6	6.990	A
4 - A6195 Dearne Valley Parkway (West)	15.94	239.10	5.24	39.79	0.401	15.94	24.56	0.7	0.7	2.778	A

07:45 - 08:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.41	6.15	20.58	11.49	0.036	0.41	0.60	0.0	0.0	5.735	A
2 - A6195 Dearne Valley Parkway (East)	31.48	472.25	0.35	38.25	0.823	31.48	20.64	4.7	4.9	9.454	A
3 - B6096 Wood Walk	5.10	76.50	24.74	13.94	0.366	5.10	7.08	0.6	0.6	7.014	A
4 - A6195 Dearne Valley Parkway (West)	15.94	239.10	5.24	39.78	0.401	15.94	24.60	0.7	0.7	2.778	A

08:00 - 08:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.42	6.25	21.40	11.07	0.038	0.42	0.63	0.0	0.0	5.964	A
2 - A6195 Dearne Valley Parkway (East)	32.74	491.10	0.35	38.24	0.856	32.67	21.46	4.9	6.0	11.318	B
3 - B6096 Wood Walk	5.31	79.65	25.68	13.42	0.396	5.30	7.34	0.6	0.7	7.638	A
4 - A6195 Dearne Valley Parkway (West)	16.58	248.70	5.45	39.63	0.418	16.58	25.53	0.7	0.8	2.874	A

D2 - 2026 | Survey | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J3 - Wombwell Walk Roundabout	Standard Roundabout		1, 2, 3, 4	4.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026	Survey	PM	DIRECT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Woodhead Lane		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - B6096 Wood Walk		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0.00	33.00	1.00	3.00
	2 - A6195 Dearne Valley Parkway (East)	17.00	0.00	381.00	925.40
	3 - B6096 Wood Walk	2.00	370.80	1.00	11.00
	4 - A6195 Dearne Valley Parkway (West)	3.00	1256.50	10.00	2.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0	0	0	0
	2 - A6195 Dearne Valley Parkway (East)	0	0	2	7
	3 - B6096 Wood Walk	0	0.54	0	0
	4 - A6195 Dearne Valley Parkway (West)	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - Woodhead Lane	0.08	8.69	0.1	A	0.62	36.95
2 - A6195 Dearne Valley Parkway (East)	0.60	4.13	1.6	A	22.06	1323.60
3 - B6096 Wood Walk	0.36	5.04	0.6	A	6.40	383.85
4 - A6195 Dearne Valley Parkway (West)	0.57	3.74	1.4	A	21.16	1269.45

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.62	9.25	27.18	8.14	0.076	0.61	0.36	0.0	0.1	7.968	A
2 - A6195 Dearne Valley Parkway (East)	22.06	330.90	0.28	38.29	0.576	21.97	27.51	0.0	1.4	3.869	A
3 - B6096 Wood Walk	6.40	96.00	15.72	18.98	0.337	6.37	6.52	0.0	0.5	4.767	A
4 - A6195 Dearne Valley Parkway (West)	21.16	317.40	6.47	38.90	0.544	21.08	15.62	0.0	1.2	3.499	A

16:15 - 16:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.62	9.25	27.29	8.08	0.076	0.62	0.37	0.1	0.1	8.041	A
2 - A6195 Dearne Valley Parkway (East)	22.06	330.90	0.28	38.29	0.576	22.06	27.63	1.4	1.4	3.913	A
3 - B6096 Wood Walk	6.40	96.00	15.79	18.95	0.338	6.40	6.55	0.5	0.5	4.806	A
4 - A6195 Dearne Valley Parkway (West)	21.16	317.40	6.50	38.87	0.544	21.16	15.69	1.2	1.2	3.534	A

16:30 - 16:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.59	8.85	26.20	8.63	0.068	0.59	0.35	0.1	0.1	7.461	A
2 - A6195 Dearne Valley Parkway (East)	21.18	317.70	0.27	38.30	0.553	21.19	26.52	1.4	1.3	3.716	A
3 - B6096 Wood Walk	6.14	92.10	15.17	19.30	0.318	6.14	6.29	0.5	0.5	4.587	A
4 - A6195 Dearne Valley Parkway (West)	20.31	304.65	6.24	39.06	0.520	20.32	15.07	1.2	1.1	3.344	A

16:45 - 17:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.64	9.60	28.35	7.54	0.085	0.64	0.38	0.1	0.1	8.695	A
2 - A6195 Dearne Valley Parkway (East)	22.94	344.10	0.29	38.28	0.599	22.92	28.70	1.3	1.6	4.132	A
3 - B6096 Wood Walk	6.65	99.75	16.41	18.60	0.358	6.64	6.81	0.5	0.6	5.042	A
4 - A6195 Dearne Valley Parkway (West)	22.00	330.00	6.75	38.69	0.569	21.99	16.31	1.1	1.4	3.745	A

D3 - 2033 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J3 - Wombwell Walk Roundabout	Standard Roundabout		1, 2, 3, 4	11.15	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.15	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2033	Base	AM	DIRECT	07:15	08:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Woodhead Lane		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - B6096 Wood Walk		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0.00	14.00	5.00	6.31
	2 - A6195 Dearne Valley Parkway (East)	22.41	1.05	432.00	1533.12
	3 - B6096 Wood Walk	8.42	299.45	0.00	14.31
	4 - A6195 Dearne Valley Parkway (West)	7.37	988.62	10.42	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0	11	0	0
	2 - A6195 Dearne Valley Parkway (East)	11	0	0.56	9
	3 - B6096 Wood Walk	0	2	0	34
	4 - A6195 Dearne Valley Parkway (West)	0	10	70	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - Woodhead Lane	0.04	6.31	0.0	A	0.43	25.80
2 - A6195 Dearne Valley Parkway (East)	0.90	15.73	8.6	C	33.12	1987.35
3 - B6096 Wood Walk	0.44	8.70	0.8	A	5.37	322.05
4 - A6195 Dearne Valley Parkway (West)	0.44	3.01	0.9	A	16.77	1006.10

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.41	6.15	20.70	11.43	0.036	0.41	0.61	0.0	0.0	5.760	A
2 - A6195 Dearne Valley Parkway (East)	31.80	477.00	0.35	38.24	0.832	31.47	20.76	0.0	5.0	9.075	A
3 - B6096 Wood Walk	5.15	77.25	24.73	13.94	0.369	5.11	7.08	0.0	0.6	6.988	A
4 - A6195 Dearne Valley Parkway (West)	16.10	241.50	5.25	39.78	0.405	16.05	24.59	0.0	0.7	2.787	A

07:30 - 07:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.43	6.45	21.64	10.95	0.039	0.43	0.63	0.0	0.0	6.036	A
2 - A6195 Dearne Valley Parkway (East)	33.12	496.80	0.37	38.23	0.866	33.02	21.71	5.0	6.4	12.042	B
3 - B6096 Wood Walk	5.37	80.55	25.96	13.26	0.405	5.36	7.43	0.6	0.7	7.845	A
4 - A6195 Dearne Valley Parkway (West)	16.77	251.50	5.52	39.59	0.424	16.76	25.81	0.7	0.8	2.903	A

07:45 - 08:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.43	6.45	21.65	10.95	0.039	0.43	0.64	0.0	0.0	6.039	A
2 - A6195 Dearne Valley Parkway (East)	33.12	496.80	0.37	38.23	0.866	33.11	21.72	6.4	6.6	12.415	B
3 - B6096 Wood Walk	5.37	80.55	26.02	13.22	0.406	5.37	7.45	0.7	0.7	7.891	A
4 - A6195 Dearne Valley Parkway (West)	16.77	251.50	5.52	39.58	0.424	16.77	25.87	0.8	0.8	2.904	A

08:00 - 08:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.45	6.75	22.51	10.51	0.043	0.45	0.66	0.0	0.0	6.312	A
2 - A6195 Dearne Valley Parkway (East)	34.45	516.75	0.38	38.22	0.901	34.32	22.58	6.6	8.6	15.728	C
3 - B6096 Wood Walk	5.58	83.70	26.97	12.69	0.440	5.57	7.72	0.7	0.8	8.701	A
4 - A6195 Dearne Valley Parkway (West)	17.44	261.60	5.73	39.43	0.442	17.44	26.82	0.8	0.9	3.012	A

D4 - 2033 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J3 - Wombwell Walk Roundabout	Standard Roundabout		1, 2, 3, 4	4.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2033	Base	PM	DIRECT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Woodhead Lane		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - B6096 Wood Walk		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0.00	35.00	1.00	3.14
	2 - A6195 Dearne Valley Parkway (East)	17.80	0.00	399.00	968.84
	3 - B6096 Wood Walk	2.09	388.20	1.05	11.52
	4 - A6195 Dearne Valley Parkway (West)	3.14	1315.48	10.47	2.09

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0	0	0	0
	2 - A6195 Dearne Valley Parkway (East)	0	0	2	7
	3 - B6096 Wood Walk	0	0.54	0	0
	4 - A6195 Dearne Valley Parkway (West)	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - Woodhead Lane	0.10	9.69	0.1	A	0.65	38.85
2 - A6195 Dearne Valley Parkway (East)	0.63	4.44	1.8	A	23.10	1385.85
3 - B6096 Wood Walk	0.38	5.37	0.6	A	6.70	401.85
4 - A6195 Dearne Valley Parkway (West)	0.60	4.05	1.5	A	22.15	1329.15

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.65	9.75	28.44	7.49	0.087	0.64	0.38	0.0	0.1	8.752	A
2 - A6195 Dearne Valley Parkway (East)	23.10	346.50	0.29	38.28	0.603	22.99	28.79	0.0	1.6	4.128	A
3 - B6096 Wood Walk	6.70	100.50	16.46	18.57	0.361	6.66	6.83	0.0	0.6	5.049	A
4 - A6195 Dearne Valley Parkway (West)	22.15	332.25	6.77	38.68	0.573	22.06	16.35	0.0	1.4	3.745	A

16:15 - 16:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.65	9.75	28.57	7.43	0.088	0.65	0.38	0.1	0.1	8.851	A
2 - A6195 Dearne Valley Parkway (East)	23.10	346.50	0.30	38.28	0.603	23.10	28.93	1.6	1.6	4.183	A
3 - B6096 Wood Walk	6.70	100.50	16.53	18.53	0.362	6.70	6.86	0.6	0.6	5.097	A
4 - A6195 Dearne Valley Parkway (West)	22.15	332.25	6.80	38.65	0.573	22.15	16.43	1.4	1.4	3.794	A

16:30 - 16:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.62	9.30	27.44	8.00	0.077	0.62	0.37	0.1	0.1	8.131	A
2 - A6195 Dearne Valley Parkway (East)	22.17	332.55	0.28	38.29	0.579	22.18	27.78	1.6	1.5	3.946	A
3 - B6096 Wood Walk	6.43	96.45	15.88	18.90	0.340	6.43	6.59	0.6	0.5	4.840	A
4 - A6195 Dearne Valley Parkway (West)	21.27	319.05	6.53	38.85	0.548	21.28	15.77	1.4	1.3	3.568	A

16:45 - 17:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.67	10.05	29.69	6.86	0.098	0.67	0.40	0.1	0.1	9.687	A
2 - A6195 Dearne Valley Parkway (East)	24.02	360.30	0.31	38.27	0.628	24.00	30.05	1.5	1.8	4.443	A
3 - B6096 Wood Walk	6.96	104.40	17.18	18.17	0.383	6.95	7.13	0.5	0.6	5.373	A
4 - A6195 Dearne Valley Parkway (West)	23.04	345.60	7.06	38.46	0.599	23.02	17.07	1.3	1.5	4.050	A

D5 - 2033 | Design | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J3 - Wombwell Walk Roundabout	Standard Roundabout		1, 2, 3, 4	12.42	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.42	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2033	Design	AM	DIRECT	07:15	08:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Woodhead Lane		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - B6096 Wood Walk		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0.00	18.00	5.00	6.31
	2 - A6195 Dearne Valley Parkway (East)	32.83	1.05	432.00	1553.93
	3 - B6096 Wood Walk	8.42	299.45	0.00	14.31
	4 - A6195 Dearne Valley Parkway (West)	7.37	995.96	10.42	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0	9	0	0
	2 - A6195 Dearne Valley Parkway (East)	7	0	0.56	9
	3 - B6096 Wood Walk	0	2	0	34
	4 - A6195 Dearne Valley Parkway (West)	0	10	70	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - Woodhead Lane	0.05	6.35	0.1	A	0.49	29.40
2 - A6195 Dearne Valley Parkway (East)	0.92	17.75	9.9	C	33.64	2018.55
3 - B6096 Wood Walk	0.45	9.07	0.8	A	5.37	322.05
4 - A6195 Dearne Valley Parkway (West)	0.45	3.05	0.9	A	16.90	1013.85

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.47	7.05	20.82	11.37	0.041	0.47	0.77	0.0	0.0	5.790	A
2 - A6195 Dearne Valley Parkway (East)	32.30	484.50	0.35	38.25	0.845	31.94	20.94	0.0	5.4	9.679	A
3 - B6096 Wood Walk	5.15	77.25	25.21	13.68	0.376	5.11	7.08	0.0	0.6	7.200	A
4 - A6195 Dearne Valley Parkway (West)	16.22	243.30	5.42	39.66	0.409	16.17	24.90	0.0	0.8	2.814	A

07:30 - 07:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.49	7.35	21.78	10.88	0.045	0.49	0.81	0.0	0.0	6.075	A
2 - A6195 Dearne Valley Parkway (East)	33.64	504.60	0.36	38.23	0.880	33.53	21.90	5.4	7.1	13.215	B
3 - B6096 Wood Walk	5.37	80.55	26.46	12.98	0.414	5.36	7.43	0.6	0.7	8.134	A
4 - A6195 Dearne Valley Parkway (West)	16.90	253.50	5.69	39.46	0.428	16.90	26.14	0.8	0.8	2.934	A

07:45 - 08:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.49	7.35	21.79	10.88	0.045	0.49	0.81	0.0	0.0	6.078	A
2 - A6195 Dearne Valley Parkway (East)	33.64	504.60	0.36	38.23	0.880	33.62	21.91	7.1	7.4	13.736	B
3 - B6096 Wood Walk	5.37	80.55	26.54	12.94	0.415	5.37	7.45	0.7	0.7	8.192	A
4 - A6195 Dearne Valley Parkway (West)	16.90	253.50	5.69	39.46	0.428	16.90	26.21	0.8	0.8	2.935	A

08:00 - 08:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.51	7.65	22.64	10.45	0.049	0.51	0.84	0.0	0.1	6.355	A
2 - A6195 Dearne Valley Parkway (East)	34.99	524.85	0.38	38.22	0.915	34.83	22.77	7.4	9.9	17.755	C
3 - B6096 Wood Walk	5.58	83.70	27.49	12.40	0.450	5.57	7.72	0.7	0.8	9.065	A
4 - A6195 Dearne Valley Parkway (West)	17.57	263.55	5.91	39.30	0.447	17.57	27.15	0.8	0.9	3.046	A

D6 - 2033 | Design | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J3 - Wombwell Walk Roundabout	Standard Roundabout		1, 2, 3, 4	4.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2033	Design	PM	DIRECT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Woodhead Lane		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - B6096 Wood Walk		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0.00	46.00	1.00	3.14
	2 - A6195 Dearne Valley Parkway (East)	23.02	0.00	399.00	976.93
	3 - B6096 Wood Walk	2.09	388.20	1.05	11.52
	4 - A6195 Dearne Valley Parkway (West)	3.14	1333.76	10.47	2.09

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0	0	0	0
	2 - A6195 Dearne Valley Parkway (East)	0	0	2	7
	3 - B6096 Wood Walk	0	0.54	0	0
	4 - A6195 Dearne Valley Parkway (West)	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - Woodhead Lane	0.13	10.30	0.1	B	0.84	50.55
2 - A6195 Dearne Valley Parkway (East)	0.63	4.51	1.8	A	23.32	1399.10
3 - B6096 Wood Walk	0.39	5.44	0.6	A	6.70	401.85
4 - A6195 Dearne Valley Parkway (West)	0.61	4.15	1.6	A	22.46	1347.45

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.84	12.60	28.75	7.34	0.114	0.83	0.47	0.0	0.1	9.210	A
2 - A6195 Dearne Valley Parkway (East)	23.32	349.75	0.29	38.28	0.609	23.21	29.29	0.0	1.6	4.182	A
3 - B6096 Wood Walk	6.70	100.50	16.68	18.45	0.363	6.66	6.83	0.0	0.6	5.099	A
4 - A6195 Dearne Valley Parkway (West)	22.46	336.90	6.85	38.62	0.582	22.36	16.48	0.0	1.4	3.829	A

16:15 - 16:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.84	12.60	28.88	7.27	0.116	0.84	0.47	0.1	0.1	9.329	A
2 - A6195 Dearne Valley Parkway (East)	23.32	349.75	0.30	38.28	0.609	23.32	29.42	1.6	1.6	4.242	A
3 - B6096 Wood Walk	6.70	100.50	16.75	18.41	0.364	6.70	6.86	0.6	0.6	5.150	A
4 - A6195 Dearne Valley Parkway (West)	22.46	336.90	6.89	38.59	0.582	22.46	16.56	1.4	1.4	3.880	A

16:30 - 16:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.81	12.15	27.73	7.85	0.103	0.81	0.45	0.1	0.1	8.522	A
2 - A6195 Dearne Valley Parkway (East)	22.39	335.85	0.28	38.29	0.585	22.40	28.26	1.6	1.5	3.998	A
3 - B6096 Wood Walk	6.43	96.45	16.09	18.78	0.342	6.43	6.59	0.6	0.5	4.886	A
4 - A6195 Dearne Valley Parkway (West)	21.56	323.40	6.62	38.79	0.556	21.57	15.91	1.4	1.3	3.636	A

16:45 - 17:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.88	13.20	30.00	6.70	0.131	0.88	0.49	0.1	0.1	10.298	B
2 - A6195 Dearne Valley Parkway (East)	24.25	363.75	0.31	38.27	0.634	24.23	30.57	1.5	1.8	4.514	A
3 - B6096 Wood Walk	6.96	104.40	17.41	18.04	0.386	6.95	7.13	0.5	0.6	5.435	A
4 - A6195 Dearne Valley Parkway (West)	23.35	350.25	7.15	38.40	0.608	23.33	17.21	1.3	1.6	4.149	A

D7 - 2033 | Design 'Vision Led' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J3 - Wombwell Walk Roundabout	Standard Roundabout		1, 2, 3, 4	12.27	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.27	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2033	Design 'Vision Led'	AM	DIRECT	07:15	08:15	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Woodhead Lane		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - B6096 Wood Walk		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0.00	18.00	5.00	6.31
	2 - A6195 Dearne Valley Parkway (East)	31.79	1.05	432.00	1551.85
	3 - B6096 Wood Walk	8.42	299.45	0.00	14.31
	4 - A6195 Dearne Valley Parkway (West)	7.37	995.22	10.42	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0	9	0	0
	2 - A6195 Dearne Valley Parkway (East)	8	0	0.56	9
	3 - B6096 Wood Walk	0	2	0	34
	4 - A6195 Dearne Valley Parkway (West)	0	10	70	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - Woodhead Lane	0.05	6.35	0.1	A	0.48	29.05
2 - A6195 Dearne Valley Parkway (East)	0.91	17.50	9.7	C	33.59	2015.40
3 - B6096 Wood Walk	0.45	9.02	0.8	A	5.37	322.05
4 - A6195 Dearne Valley Parkway (West)	0.45	3.04	0.9	A	16.88	1012.95

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.47	7.05	20.81	11.37	0.041	0.47	0.75	0.0	0.0	5.793	A
2 - A6195 Dearne Valley Parkway (East)	32.25	483.75	0.35	38.25	0.843	31.89	20.93	0.0	5.4	9.616	A
3 - B6096 Wood Walk	5.15	77.25	25.16	13.71	0.376	5.11	7.08	0.0	0.6	7.190	A
4 - A6195 Dearne Valley Parkway (West)	16.21	243.15	5.40	39.67	0.409	16.16	24.87	0.0	0.8	2.811	A

07:30 - 07:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.48	7.25	21.76	10.89	0.044	0.48	0.79	0.0	0.0	6.071	A
2 - A6195 Dearne Valley Parkway (East)	33.59	503.85	0.36	38.24	0.878	33.48	21.88	5.4	7.0	13.088	B
3 - B6096 Wood Walk	5.37	80.55	26.41	13.01	0.413	5.36	7.43	0.6	0.7	8.104	A
4 - A6195 Dearne Valley Parkway (West)	16.88	253.20	5.67	39.47	0.428	16.88	26.10	0.8	0.8	2.930	A

07:45 - 08:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.48	7.25	21.77	10.89	0.044	0.48	0.79	0.0	0.0	6.074	A
2 - A6195 Dearne Valley Parkway (East)	33.59	503.85	0.36	38.24	0.878	33.57	21.89	7.0	7.3	13.592	B
3 - B6096 Wood Walk	5.37	80.55	26.48	12.97	0.414	5.37	7.45	0.7	0.7	8.161	A
4 - A6195 Dearne Valley Parkway (West)	16.88	253.20	5.68	39.47	0.428	16.88	26.18	0.8	0.8	2.931	A

08:00 - 08:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.50	7.50	22.63	10.45	0.048	0.50	0.82	0.0	0.1	6.351	A
2 - A6195 Dearne Valley Parkway (East)	34.93	523.95	0.37	38.23	0.914	34.77	22.75	7.3	9.7	17.504	C
3 - B6096 Wood Walk	5.58	83.70	27.43	12.44	0.449	5.57	7.71	0.7	0.8	9.023	A
4 - A6195 Dearne Valley Parkway (West)	17.56	263.40	5.89	39.31	0.447	17.56	27.11	0.8	0.9	3.043	A

D8 - 2033 | Design 'Vision Led' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J3 - Wombwell Walk Roundabout	Standard Roundabout		1, 2, 3, 4	4.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2033	Design 'Vision Led'	PM	DIRECT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Woodhead Lane		DIRECT		100.000
2 - A6195 Dearne Valley Parkway (East)		DIRECT		100.000
3 - B6096 Wood Walk		DIRECT		100.000
4 - A6195 Dearne Valley Parkway (West)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/min)

	To				
From		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk	4 - A6195 Dearne Valley Parkway (West)
	1 - Woodhead Lane	0.00	45.00	1.00	3.14
	2 - A6195 Dearne Valley Parkway (East)	22.50	0.00	399.00	976.12
	3 - B6096 Wood Walk	2.09	388.20	1.05	11.52
	4 - A6195 Dearne Valley Parkway (West)	3.14	1331.93	10.47	2.09

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - Woodhead Lane	2 - A6195 Dearne Valley Parkway (East)	3 - B6096 Wood Walk
	1 - Woodhead Lane	0	0	0
	2 - A6195 Dearne Valley Parkway (East)	0	0	2
	3 - B6096 Wood Walk	0	0.54	0
	4 - A6195 Dearne Valley Parkway (West)	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/min)	Total Junction Arrivals (PCU)
1 - Woodhead Lane	0.13	10.23	0.1	B	0.82	49.25
2 - A6195 Dearne Valley Parkway (East)	0.63	4.51	1.8	A	23.30	1398.00
3 - B6096 Wood Walk	0.39	5.43	0.6	A	6.70	401.85
4 - A6195 Dearne Valley Parkway (West)	0.61	4.14	1.6	A	22.43	1345.65

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.82	12.25	28.72	7.35	0.111	0.81	0.46	0.0	0.1	9.158	A
2 - A6195 Dearne Valley Parkway (East)	23.30	349.50	0.29	38.28	0.609	23.19	29.23	0.0	1.6	4.177	A
3 - B6096 Wood Walk	6.70	100.50	16.66	18.46	0.363	6.66	6.83	0.0	0.6	5.095	A
4 - A6195 Dearne Valley Parkway (West)	22.43	336.45	6.85	38.62	0.581	22.33	16.47	0.0	1.4	3.821	A

16:15 - 16:30

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.82	12.25	28.85	7.29	0.112	0.82	0.46	0.1	0.1	9.274	A
2 - A6195 Dearne Valley Parkway (East)	23.30	349.50	0.30	38.28	0.609	23.30	29.37	1.6	1.6	4.237	A
3 - B6096 Wood Walk	6.70	100.50	16.73	18.42	0.364	6.70	6.86	0.6	0.6	5.146	A
4 - A6195 Dearne Valley Parkway (West)	22.43	336.45	6.88	38.59	0.581	22.43	16.55	1.4	1.4	3.872	A

16:30 - 16:45

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.79	11.85	27.70	7.87	0.100	0.79	0.44	0.1	0.1	8.477	A
2 - A6195 Dearne Valley Parkway (East)	22.37	335.55	0.28	38.29	0.584	22.38	28.21	1.6	1.5	3.994	A
3 - B6096 Wood Walk	6.43	96.45	16.07	18.79	0.342	6.43	6.59	0.6	0.5	4.884	A
4 - A6195 Dearne Valley Parkway (West)	21.53	322.95	6.61	38.79	0.555	21.54	15.90	1.4	1.3	3.631	A

16:45 - 17:00

Arm	Total Demand (PCU/min)	Junction Arrivals (PCU)	Circulating flow (PCU/min)	Capacity (PCU/min)	RFC	Throughput (PCU/min)	Throughput (exit side) (PCU/min)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Woodhead Lane	0.86	12.90	29.97	6.72	0.128	0.86	0.48	0.1	0.1	10.233	B
2 - A6195 Dearne Valley Parkway (East)	24.23	363.45	0.31	38.27	0.633	24.21	30.52	1.5	1.8	4.508	A
3 - B6096 Wood Walk	6.96	104.40	17.39	18.05	0.386	6.95	7.13	0.5	0.6	5.430	A
4 - A6195 Dearne Valley Parkway (West)	23.32	349.80	7.14	38.41	0.607	23.30	17.20	1.3	1.6	4.139	A



Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.1.0.2307						
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Filename: J4 - Hemingfield Road - School Street - Cemetery Road.j11

Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Cemetery Road, Jump, Barnsley\ANALYSIS\CAPACITY\Priority Junctions\J4 - Hemingfield Road-School Street-Cemetery Road

Report generation date: 19/05/2026 09:12:12

- »D1 - 2026 | Survey | AM
- »D2 - 2026 | Survey | PM
- »D3 - 2033 | Base | AM
- »D4 - 2033 | Base | PM
- »D5 - 2033 | Design | AM
- »D6 - 2033 | Design | PM
- »D7 - 2033 | Design 'Vision Led' | AM
- »D8 - 2033 | Design 'Vision Led' | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 - Survey						
Stream B-AC	0.3	7.49	0.20	0.2	7.53	0.16
Stream C-AB	0.1	6.06	0.04	0.2	6.10	0.13
2033 - Base						
Stream B-AC	0.3	7.67	0.21	0.2	7.67	0.17
Stream C-AB	0.1	5.97	0.05	0.2	6.13	0.14
2033 - Design						
Stream B-AC	0.4	8.37	0.27	0.3	7.98	0.20
Stream C-AB	0.1	5.97	0.06	0.2	6.27	0.16
2033 - Design 'Vision Led'						
Stream B-AC	0.4	8.29	0.26	0.3	7.97	0.20
Stream C-AB	0.1	5.97	0.06	0.2	6.26	0.16

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

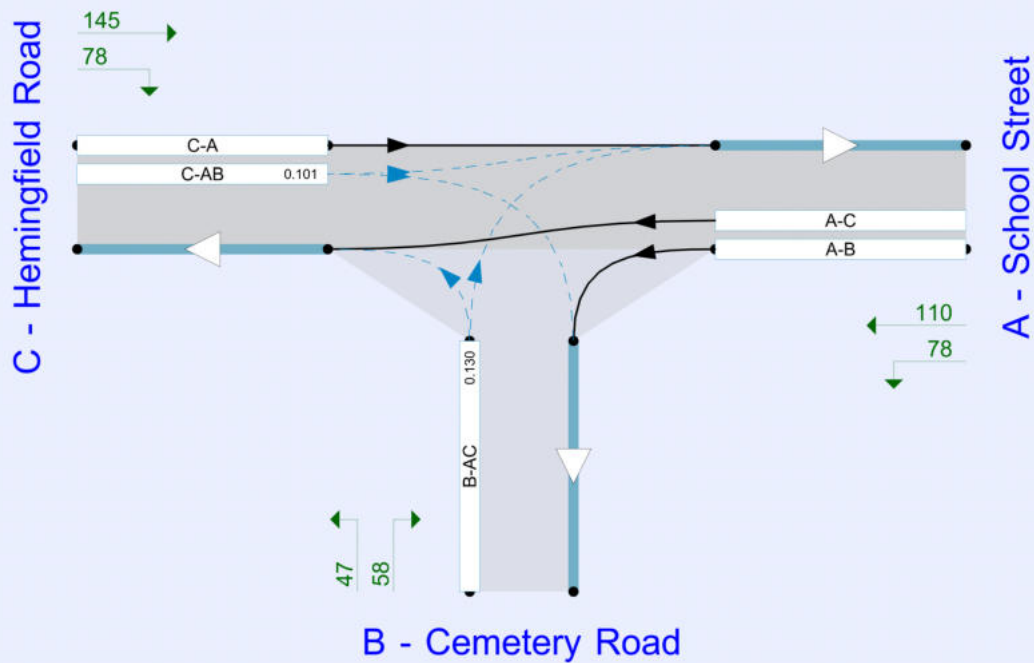
File summary

File Description

Title	
Location	
Site number	
Date	18/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GIS\optima
Description	

Units

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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Survey	AM	ONE HOUR	07:15	08:45	15
D2	2026	Survey	PM	ONE HOUR	16:00	17:30	15
D3	2033	Base	AM	ONE HOUR	07:15	08:45	15
D4	2033	Base	PM	ONE HOUR	16:00	17:30	15
D5	2033	Design	AM	ONE HOUR	07:15	08:45	15
D6	2033	Design	PM	ONE HOUR	16:00	17:30	15
D7	2033	Design 'Vision Led'	AM	ONE HOUR	07:15	08:45	15
D8	2033	Design 'Vision Led'	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2026 | Survey | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J4 - Hemingfield Road/School Street/Cemetery Road	T-Junction	Two-way	Two-way	Two-way		2.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.21	A

Arms

Arms

Arm	Name	Description	Arm type
A	School Street		Major
B	Cemetery Road		Minor
C	Hemingfield Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hemingfield Road	8.90			131.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Cemetery Road	One lane	4.60	30	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	594	0.095	0.239	0.150	0.342
B-C	761	0.102	0.258	-	-
C-B	650	0.220	0.220	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Survey	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - School Street		✓	204	100.000
B - Cemetery Road		✓	110	100.000
C - Hemingfield Road		✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	45	159
	B - Cemetery Road	46	0	64
	C - Hemingfield Road	101	19	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	3	2
	B - Cemetery Road	0	0	6
	C - Hemingfield Road	2	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	7.49	0.3	A
C-AB	0.04	6.06	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	0.00	639	0.130	82	0.2	6.693	A
C-AB	16	0.00	666	0.024	16	0.0	6.063	A
C-A	74	0.00			74			
A-B	34	0.00			34			
A-C	120	0.00			120			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	0.00	630	0.157	99	0.2	7.011	A
C-AB	20	0.00	670	0.030	20	0.0	6.058	A
C-A	88	0.00			88			
A-B	40	0.00			40			
A-C	143	0.00			143			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	0.00	619	0.196	121	0.2	7.485	A
C-AB	25	0.00	675	0.037	25	0.1	6.048	A
C-A	107	0.00			107			
A-B	50	0.00			50			
A-C	175	0.00			175			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	0.00	619	0.196	121	0.3	7.491	A
C-AB	25	0.00	675	0.037	25	0.1	6.042	A
C-A	107	0.00			107			
A-B	50	0.00			50			
A-C	175	0.00			175			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	0.00	630	0.157	99	0.2	7.023	A
C-AB	20	0.00	670	0.030	20	0.0	6.049	A
C-A	88	0.00			88			
A-B	40	0.00			40			
A-C	143	0.00			143			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	0.00	639	0.130	83	0.2	6.713	A
C-AB	16	0.00	666	0.024	16	0.0	6.058	A
C-A	74	0.00			74			
A-B	34	0.00			34			
A-C	120	0.00			120			

D2 - 2026 | Survey | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J4 - Hemingfield Road/School Street/Cemetery Road	T-Junction	Two-way	Two-way	Two-way		2.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Survey	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - School Street		✓	157	100.000
B - Cemetery Road		✓	86	100.000
C - Hemingfield Road		✓	200	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	59	98
	B - Cemetery Road	48	0	38
	C - Hemingfield Road	135	65	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	0	2
	B - Cemetery Road	0	0	9
	C - Hemingfield Road	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	7.53	0.2	A
C-AB	0.13	6.10	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	613	0.106	64	0.1	6.813	A
C-AB	57	0.00	690	0.083	57	0.1	5.976	A
C-A	93	0.00			93			
A-B	44	0.00			44			
A-C	74	0.00			74			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	0.00	604	0.128	77	0.2	7.100	A
C-AB	71	0.00	698	0.101	71	0.1	6.028	A
C-A	109	0.00			109			
A-B	53	0.00			53			
A-C	88	0.00			88			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	0.00	591	0.160	95	0.2	7.526	A
C-AB	91	0.00	710	0.128	90	0.2	6.097	A
C-A	130	0.00			130			
A-B	65	0.00			65			
A-C	108	0.00			108			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	0.00	591	0.160	95	0.2	7.530	A
C-AB	91	0.00	710	0.128	91	0.2	6.093	A
C-A	130	0.00			130			
A-B	65	0.00			65			
A-C	108	0.00			108			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	0.00	604	0.128	77	0.2	7.111	A
C-AB	71	0.00	699	0.101	71	0.1	6.020	A
C-A	109	0.00			109			
A-B	53	0.00			53			
A-C	88	0.00			88			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	613	0.106	65	0.1	6.828	A
C-AB	57	0.00	690	0.083	58	0.1	5.981	A
C-A	93	0.00			93			
A-B	44	0.00			44			
A-C	74	0.00			74			

D3 - 2033 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J4 - Hemingfield Road/School Street/Cemetery Road	T-Junction	Two-way	Two-way	Two-way		2.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2033	Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - School Street		✓	216	100.000
B - Cemetery Road		✓	117	100.000
C - Hemingfield Road		✓	139	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	47	169
	B - Cemetery Road	48	0	69
	C - Hemingfield Road	114	25	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	3	2
	B - Cemetery Road	0	0	6
	C - Hemingfield Road	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	7.67	0.3	A
C-AB	0.05	5.97	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	636	0.138	87	0.2	6.779	A
C-AB	22	0.00	671	0.032	21	0.0	5.961	A
C-A	83	0.00			83			
A-B	35	0.00			35			
A-C	127	0.00			127			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	627	0.168	105	0.2	7.133	A
C-AB	27	0.00	675	0.039	26	0.1	5.965	A
C-A	98	0.00			98			
A-B	42	0.00			42			
A-C	152	0.00			152			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	0.00	615	0.210	129	0.3	7.662	A
C-AB	34	0.00	681	0.050	34	0.1	5.963	A
C-A	119	0.00			119			
A-B	52	0.00			52			
A-C	186	0.00			186			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	0.00	615	0.210	129	0.3	7.668	A
C-AB	34	0.00	681	0.050	34	0.1	5.956	A
C-A	119	0.00			119			
A-B	52	0.00			52			
A-C	186	0.00			186			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	627	0.168	105	0.2	7.143	A
C-AB	27	0.00	675	0.039	27	0.1	5.956	A
C-A	98	0.00			98			
A-B	42	0.00			42			
A-C	152	0.00			152			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	636	0.138	88	0.2	6.800	A
C-AB	22	0.00	671	0.032	22	0.0	5.959	A
C-A	83	0.00			83			
A-B	35	0.00			35			
A-C	127	0.00			127			

D4 - 2033 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J4 - Hemingfield Road/School Street/Cemetery Road	T-Junction	Two-way	Two-way	Two-way		2.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2033	Base	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - School Street		✓	172	100.000
B - Cemetery Road		✓	93	100.000
C - Hemingfield Road		✓	215	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	62	110
	B - Cemetery Road	50	0	43
	C - Hemingfield Road	145	70	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	0	2
	B - Cemetery Road	0	0	8
	C - Hemingfield Road	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	7.67	0.2	A
C-AB	0.14	6.13	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	0.00	613	0.114	69	0.1	6.872	A
C-AB	63	0.00	693	0.090	62	0.1	5.989	A
C-A	99	0.00			99			
A-B	47	0.00			47			
A-C	83	0.00			83			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	0.00	603	0.139	83	0.2	7.189	A
C-AB	77	0.00	702	0.110	77	0.2	6.048	A
C-A	116	0.00			116			
A-B	56	0.00			56			
A-C	99	0.00			99			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	589	0.174	102	0.2	7.663	A
C-AB	99	0.00	714	0.139	99	0.2	6.132	A
C-A	137	0.00			137			
A-B	68	0.00			68			
A-C	121	0.00			121			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	589	0.174	102	0.2	7.669	A
C-AB	99	0.00	714	0.139	99	0.2	6.128	A
C-A	137	0.00			137			
A-B	68	0.00			68			
A-C	121	0.00			121			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	0.00	603	0.139	84	0.2	7.198	A
C-AB	77	0.00	702	0.110	78	0.2	6.041	A
C-A	116	0.00			116			
A-B	56	0.00			56			
A-C	99	0.00			99			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	0.00	612	0.114	70	0.1	6.890	A
C-AB	63	0.00	693	0.090	63	0.1	5.994	A
C-A	99	0.00			99			
A-B	47	0.00			47			
A-C	83	0.00			83			

D5 - 2033 | Design | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J4 - Hemingfield Road/School Street/Cemetery Road	T-Junction	Two-way	Two-way	Two-way		2.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2033	Design	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - School Street		✓	222	100.000
B - Cemetery Road		✓	147	100.000
C - Hemingfield Road		✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	53	169
	B - Cemetery Road	67	0	80
	C - Hemingfield Road	114	29	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	3	2
	B - Cemetery Road	0	0	5
	C - Hemingfield Road	2	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	8.37	0.4	A
C-AB	0.06	5.97	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	627	0.177	110	0.2	7.148	A
C-AB	25	0.00	670	0.037	25	0.1	5.950	A
C-A	83	0.00			83			
A-B	40	0.00			40			
A-C	127	0.00			127			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	0.00	617	0.214	132	0.3	7.622	A
C-AB	31	0.00	674	0.046	31	0.1	5.961	A
C-A	98	0.00			98			
A-B	48	0.00			48			
A-C	152	0.00			152			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	0.00	604	0.268	161	0.4	8.354	A
C-AB	39	0.00	680	0.058	39	0.1	5.974	A
C-A	118	0.00			118			
A-B	58	0.00			58			
A-C	186	0.00			186			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	0.00	604	0.268	162	0.4	8.367	A
C-AB	39	0.00	680	0.058	39	0.1	5.973	A
C-A	118	0.00			118			
A-B	58	0.00			58			
A-C	186	0.00			186			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	0.00	617	0.214	133	0.3	7.640	A
C-AB	31	0.00	674	0.046	31	0.1	5.954	A
C-A	98	0.00			98			
A-B	48	0.00			48			
A-C	152	0.00			152			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	627	0.177	111	0.2	7.180	A
C-AB	25	0.00	670	0.037	25	0.1	5.949	A
C-A	83	0.00			83			
A-B	40	0.00			40			
A-C	127	0.00			127			

D6 - 2033 | Design | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J4 - Hemingfield Road/School Street/Cemetery Road	T-Junction	Two-way	Two-way	Two-way		2.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2033	Design	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - School Street		✓	190	100.000
B - Cemetery Road		✓	105	100.000
C - Hemingfield Road		✓	224	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	80	110
	B - Cemetery Road	58	0	47
	C - Hemingfield Road	145	79	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	0	2
	B - Cemetery Road	0	0	8
	C - Hemingfield Road	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	7.98	0.3	A
C-AB	0.16	6.27	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	607	0.130	78	0.2	7.033	A
C-AB	71	0.00	690	0.102	70	0.1	6.060	A
C-A	98	0.00			98			
A-B	60	0.00			60			
A-C	83	0.00			83			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	0.00	596	0.158	94	0.2	7.406	A
C-AB	87	0.00	698	0.125	87	0.2	6.147	A
C-A	114	0.00			114			
A-B	72	0.00			72			
A-C	99	0.00			99			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	0.00	582	0.199	115	0.3	7.969	A
C-AB	112	0.00	710	0.158	112	0.2	6.273	A
C-A	134	0.00			134			
A-B	88	0.00			88			
A-C	121	0.00			121			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	0.00	582	0.199	116	0.3	7.977	A
C-AB	112	0.00	710	0.158	112	0.2	6.272	A
C-A	134	0.00			134			
A-B	88	0.00			88			
A-C	121	0.00			121			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	0.00	596	0.158	95	0.2	7.417	A
C-AB	87	0.00	698	0.125	88	0.2	6.141	A
C-A	114	0.00			114			
A-B	72	0.00			72			
A-C	99	0.00			99			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	607	0.130	79	0.2	7.056	A
C-AB	71	0.00	690	0.103	71	0.1	6.067	A
C-A	98	0.00			98			
A-B	60	0.00			60			
A-C	83	0.00			83			

D7 - 2033 | Design 'Vision Led' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J4 - Hemingfield Road/School Street/Cemetery Road	T-Junction	Two-way	Two-way	Two-way		2.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2033	Design 'Vision Led'	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - School Street		✓	222	100.000
B - Cemetery Road		✓	144	100.000
C - Hemingfield Road		✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	53	169
	B - Cemetery Road	65	0	79
	C - Hemingfield Road	114	28	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	3	2
	B - Cemetery Road	0	0	5
	C - Hemingfield Road	2	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	8.29	0.4	A
C-AB	0.06	5.97	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	628	0.173	108	0.2	7.107	A
C-AB	24	0.00	670	0.036	24	0.0	5.946	A
C-A	83	0.00			83			
A-B	40	0.00			40			
A-C	127	0.00			127			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	0.00	618	0.209	129	0.3	7.568	A
C-AB	30	0.00	674	0.044	30	0.1	5.959	A
C-A	98	0.00			98			
A-B	48	0.00			48			
A-C	152	0.00			152			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	0.00	605	0.262	158	0.4	8.276	A
C-AB	38	0.00	680	0.056	38	0.1	5.966	A
C-A	118	0.00			118			
A-B	58	0.00			58			
A-C	186	0.00			186			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	0.00	605	0.262	159	0.4	8.290	A
C-AB	38	0.00	680	0.056	38	0.1	5.962	A
C-A	118	0.00			118			
A-B	58	0.00			58			
A-C	186	0.00			186			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	0.00	618	0.209	130	0.3	7.585	A
C-AB	30	0.00	674	0.044	30	0.1	5.951	A
C-A	98	0.00			98			
A-B	48	0.00			48			
A-C	152	0.00			152			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	628	0.173	109	0.2	7.137	A
C-AB	24	0.00	670	0.036	24	0.1	5.948	A
C-A	83	0.00			83			
A-B	40	0.00			40			
A-C	127	0.00			127			

D8 - 2033 | Design 'Vision Led' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J4 - Hemingfield Road/School Street/Cemetery Road	T-Junction	Two-way	Two-way	Two-way		2.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2033	Design 'Vision Led'	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - School Street		✓	188	100.000
B - Cemetery Road		✓	105	100.000
C - Hemingfield Road		✓	223	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	78	110
	B - Cemetery Road	58	0	47
	C - Hemingfield Road	145	78	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - School Street	B - Cemetery Road	C - Hemingfield Road
From	A - School Street	0	0	2
	B - Cemetery Road	0	0	8
	C - Hemingfield Road	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	7.97	0.3	A
C-AB	0.16	6.26	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	607	0.130	78	0.2	7.030	A
C-AB	70	0.00	690	0.101	69	0.1	6.051	A
C-A	98	0.00			98			
A-B	59	0.00			59			
A-C	83	0.00			83			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	0.00	597	0.158	94	0.2	7.402	A
C-AB	86	0.00	699	0.124	86	0.2	6.135	A
C-A	114	0.00			114			
A-B	70	0.00			70			
A-C	99	0.00			99			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	0.00	582	0.199	115	0.3	7.962	A
C-AB	111	0.00	710	0.156	111	0.2	6.256	A
C-A	135	0.00			135			
A-B	86	0.00			86			
A-C	121	0.00			121			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	0.00	582	0.199	116	0.3	7.971	A
C-AB	111	0.00	710	0.156	111	0.2	6.256	A
C-A	135	0.00			135			
A-B	86	0.00			86			
A-C	121	0.00			121			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	0.00	597	0.158	95	0.2	7.416	A
C-AB	86	0.00	699	0.124	87	0.2	6.132	A
C-A	114	0.00			114			
A-B	70	0.00			70			
A-C	99	0.00			99			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	607	0.130	79	0.2	7.051	A
C-AB	70	0.00	690	0.101	70	0.1	6.058	A
C-A	98	0.00			98			
A-B	59	0.00			59			
A-C	83	0.00			83			

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.1.0.2307						
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Filename: J5 - Wentworth Drive - Church Street.j11

Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Cemetery Road, Jump, Barnsley\ANALYSIS\CAPACITY\Priority Junctions\J5 Wentworth Drive - Church Street

Report generation date: 19/05/2026 09:21:40

- »D1 - 2026 | Survey | AM
- »D2 - 2026 | Survey | PM
- »D3 - 2033 | Base | AM
- »D4 - 2033 | Base | PM
- »D5 - 2033 | Design | AM
- »D6 - 2033 | Design | PM
- »D7 - 2033 | Design 'Vision Led' | AM
- »D8 - 2033 | Design 'Vision Led' | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 - Survey						
Stream B-AC	0.2	8.08	0.13	0.2	8.04	0.17
Stream C-AB	0.1	5.59	0.08	0.2	6.45	0.14
2033 - Base						
Stream B-AC	0.2	7.66	0.14	0.2	8.21	0.13
Stream C-AB	0.1	6.26	0.09	0.1	5.58	0.09
2033 - Design						
Stream B-AC	0.2	7.74	0.15	0.2	8.31	0.14
Stream C-AB	0.2	6.37	0.12	0.2	5.61	0.10
2033 - Design 'Vision Led'						
Stream B-AC	0.2	7.73	0.15	0.2	8.30	0.14
Stream C-AB	0.2	6.36	0.12	0.2	5.60	0.09

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

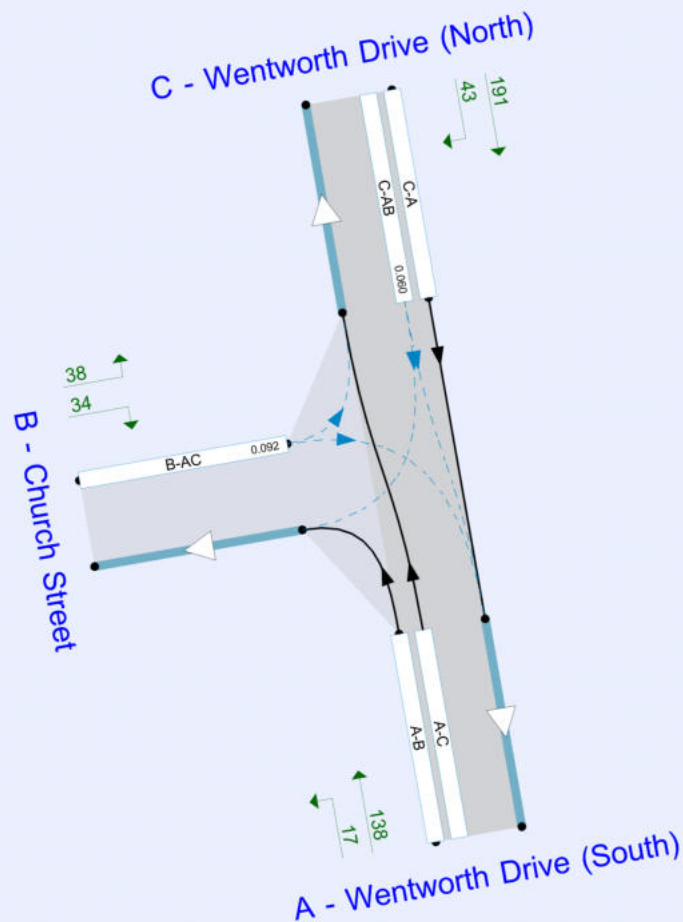
File summary

File Description

Title	
Location	
Site number	
Date	18/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GIS\optima
Description	

Units

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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC (s)

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Survey	AM	ONE HOUR	07:15	08:45	15
D2	2026	Survey	PM	ONE HOUR	16:00	17:30	15
D3	2033	Base	AM	ONE HOUR	07:15	08:45	15
D4	2033	Base	PM	ONE HOUR	16:00	17:30	15
D5	2033	Design	AM	ONE HOUR	07:15	08:45	15
D6	2033	Design	PM	ONE HOUR	16:00	17:30	15
D7	2033	Design 'Vision Led'	AM	ONE HOUR	07:15	08:45	15
D8	2033	Design 'Vision Led'	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2026 | Survey | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J5 - Wentworth Drive/Church Street	T-Junction	Two-way	Two-way	Two-way		2.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.03	A

Arms

Arms

Arm	Name	Description	Arm type
A	Wentworth Drive (South)		Major
B	Church Street		Minor
C	Wentworth Drive (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Wentworth Drive (North)	8.90			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Church Street	One lane	4.38	26	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	562	0.089	0.226	0.142	0.323
B-C	722	0.097	0.244	-	-
C-B	612	0.207	0.207	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Survey	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wentworth Drive (South)		✓	126	100.000
B - Church Street		✓	67	100.000
C - Wentworth Drive (North)		✓	215	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	17	109
	B - Church Street	32	0	35
	C - Wentworth Drive (North)	176	39	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	9	0
	B - Church Street	25	0	4
	C - Wentworth Drive (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	8.08	0.2	A
C-AB	0.08	5.59	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	597	0.084	50	0.1	7.451	A
C-AB	36	0.00	681	0.054	36	0.1	5.583	A
C-A	125	0.00			125			
A-B	13	0.00			13			
A-C	82	0.00			82			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	0.00	589	0.102	60	0.1	7.706	A
C-AB	45	0.00	695	0.065	45	0.1	5.546	A
C-A	148	0.00			148			
A-B	15	0.00			15			
A-C	98	0.00			98			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	0.00	579	0.127	74	0.2	8.070	A
C-AB	59	0.00	714	0.083	59	0.1	5.496	A
C-A	178	0.00			178			
A-B	19	0.00			19			
A-C	120	0.00			120			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	0.00	579	0.127	74	0.2	8.075	A
C-AB	59	0.00	714	0.083	59	0.1	5.501	A
C-A	178	0.00			178			
A-B	19	0.00			19			
A-C	120	0.00			120			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	0.00	589	0.102	60	0.1	7.713	A
C-AB	46	0.00	695	0.066	46	0.1	5.550	A
C-A	148	0.00			148			
A-B	15	0.00			15			
A-C	98	0.00			98			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	597	0.085	51	0.1	7.464	A
C-AB	37	0.00	681	0.054	37	0.1	5.588	A
C-A	125	0.00			125			
A-B	13	0.00			13			
A-C	82	0.00			82			

D2 - 2026 | Survey | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J5 - Wentworth Drive/Church Street	T-Junction	Two-way	Two-way	Two-way		2.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Survey	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wentworth Drive (South)		✓	157	100.000
B - Church Street		✓	86	100.000
C - Wentworth Drive (North)		✓	200	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	59	98
	B - Church Street	48	0	38
	C - Wentworth Drive (North)	135	65	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	0	2
	B - Church Street	0	0	9
	C - Wentworth Drive (North)	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	8.04	0.2	A
C-AB	0.14	6.45	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	580	0.112	64	0.1	7.243	A
C-AB	58	0.00	656	0.088	57	0.1	6.325	A
C-A	93	0.00			93			
A-B	44	0.00			44			
A-C	74	0.00			74			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	0.00	572	0.135	77	0.2	7.564	A
C-AB	72	0.00	665	0.108	71	0.2	6.377	A
C-A	108	0.00			108			
A-B	53	0.00			53			
A-C	88	0.00			88			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	0.00	560	0.169	94	0.2	8.036	A
C-AB	92	0.00	677	0.136	92	0.2	6.450	A
C-A	128	0.00			128			
A-B	65	0.00			65			
A-C	108	0.00			108			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	0.00	560	0.169	95	0.2	8.043	A
C-AB	92	0.00	677	0.136	92	0.2	6.446	A
C-A	128	0.00			128			
A-B	65	0.00			65			
A-C	108	0.00			108			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	0.00	572	0.135	77	0.2	7.574	A
C-AB	72	0.00	665	0.108	72	0.2	6.369	A
C-A	108	0.00			108			
A-B	53	0.00			53			
A-C	88	0.00			88			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	580	0.112	65	0.1	7.263	A
C-AB	58	0.00	656	0.088	58	0.1	6.333	A
C-A	93	0.00			93			
A-B	44	0.00			44			
A-C	74	0.00			74			

D3 - 2033 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J5 - Wentworth Drive/Church Street	T-Junction	Two-way	Two-way	Two-way		2.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2033	Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wentworth Drive (South)		✓	181	100.000
B - Church Street		✓	76	100.000
C - Wentworth Drive (North)		✓	134	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	35	146
	B - Church Street	27	0	49
	C - Wentworth Drive (North)	89	45	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	0	3
	B - Church Street	23	0	3
	C - Wentworth Drive (North)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	7.66	0.2	A
C-AB	0.09	6.26	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	0.00	617	0.093	57	0.1	7.032	A
C-AB	38	0.00	629	0.060	38	0.1	6.110	A
C-A	63	0.00			63			
A-B	26	0.00			26			
A-C	110	0.00			110			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	0.00	609	0.112	68	0.1	7.289	A
C-AB	46	0.00	632	0.073	46	0.1	6.168	A
C-A	74	0.00			74			
A-B	31	0.00			31			
A-C	131	0.00			131			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	0.00	598	0.140	84	0.2	7.657	A
C-AB	59	0.00	637	0.092	58	0.1	6.250	A
C-A	89	0.00			89			
A-B	39	0.00			39			
A-C	161	0.00			161			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	0.00	598	0.140	84	0.2	7.661	A
C-AB	59	0.00	637	0.092	59	0.1	6.257	A
C-A	89	0.00			89			
A-B	39	0.00			39			
A-C	161	0.00			161			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	0.00	609	0.112	68	0.1	7.296	A
C-AB	46	0.00	632	0.073	46	0.1	6.179	A
C-A	74	0.00			74			
A-B	31	0.00			31			
A-C	131	0.00			131			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	0.00	616	0.093	57	0.1	7.053	A
C-AB	38	0.00	629	0.060	38	0.1	6.120	A
C-A	63	0.00			63			
A-B	26	0.00			26			
A-C	110	0.00			110			

D4 - 2033 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J5 - Wentworth Drive/Church Street	T-Junction	Two-way	Two-way	Two-way		2.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2033	Base	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wentworth Drive (South)		✓	131	100.000
B - Church Street		✓	70	100.000
C - Wentworth Drive (North)		✓	226	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	17	114
	B - Church Street	34	0	36
	C - Wentworth Drive (North)	185	41	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	9	0
	B - Church Street	25	0	4
	C - Wentworth Drive (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	8.21	0.2	A
C-AB	0.09	5.58	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	0.00	594	0.089	52	0.1	7.536	A
C-AB	39	0.00	685	0.057	38	0.1	5.570	A
C-A	131	0.00			131			
A-B	13	0.00			13			
A-C	86	0.00			86			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	586	0.107	63	0.1	7.809	A
C-AB	48	0.00	699	0.069	48	0.1	5.533	A
C-A	155	0.00			155			
A-B	15	0.00			15			
A-C	102	0.00			102			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	0.00	574	0.134	77	0.2	8.206	A
C-AB	63	0.00	720	0.088	63	0.1	5.482	A
C-A	186	0.00			186			
A-B	19	0.00			19			
A-C	126	0.00			126			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	0.00	574	0.134	77	0.2	8.211	A
C-AB	63	0.00	720	0.088	63	0.1	5.487	A
C-A	186	0.00			186			
A-B	19	0.00			19			
A-C	126	0.00			126			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	586	0.107	63	0.1	7.818	A
C-AB	48	0.00	699	0.069	49	0.1	5.536	A
C-A	155	0.00			155			
A-B	15	0.00			15			
A-C	102	0.00			102			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	0.00	594	0.089	53	0.1	7.552	A
C-AB	39	0.00	685	0.057	39	0.1	5.575	A
C-A	131	0.00			131			
A-B	13	0.00			13			
A-C	86	0.00			86			

D5 - 2033 | Design | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J5 - Wentworth Drive/Church Street	T-Junction	Two-way	Two-way	Two-way		2.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2033	Design	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wentworth Drive (South)		✓	191	100.000
B - Church Street		✓	79	100.000
C - Wentworth Drive (North)		✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	35	156
	B - Church Street	27	0	52
	C - Wentworth Drive (North)	103	58	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	0	3
	B - Church Street	23	0	3
	C - Wentworth Drive (North)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	7.74	0.2	A
C-AB	0.12	6.37	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	615	0.097	59	0.1	7.059	A
C-AB	50	0.00	634	0.078	49	0.1	6.175	A
C-A	71	0.00			71			
A-B	26	0.00			26			
A-C	117	0.00			117			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	606	0.117	71	0.1	7.332	A
C-AB	61	0.00	639	0.096	61	0.1	6.252	A
C-A	84	0.00			84			
A-B	31	0.00			31			
A-C	140	0.00			140			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	0.00	595	0.146	87	0.2	7.731	A
C-AB	78	0.00	646	0.120	77	0.2	6.365	A
C-A	100	0.00			100			
A-B	39	0.00			39			
A-C	172	0.00			172			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	0.00	595	0.146	87	0.2	7.736	A
C-AB	78	0.00	646	0.120	78	0.2	6.371	A
C-A	100	0.00			100			
A-B	39	0.00			39			
A-C	172	0.00			172			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	606	0.117	71	0.1	7.339	A
C-AB	61	0.00	639	0.096	61	0.1	6.265	A
C-A	84	0.00			84			
A-B	31	0.00			31			
A-C	140	0.00			140			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	615	0.097	60	0.1	7.076	A
C-AB	50	0.00	634	0.079	50	0.1	6.188	A
C-A	71	0.00			71			
A-B	26	0.00			26			
A-C	117	0.00			117			

D6 - 2033 | Design | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J5 - Wentworth Drive/Church Street	T-Junction	Two-way	Two-way	Two-way		2.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2033	Design	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wentworth Drive (South)		✓	157	100.000
B - Church Street		✓	72	100.000
C - Wentworth Drive (North)		✓	236	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	17	140
	B - Church Street	34	0	38
	C - Wentworth Drive (North)	192	44	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	9	0
	B - Church Street	25	0	4
	C - Wentworth Drive (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	8.31	0.2	A
C-AB	0.10	5.61	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	591	0.092	54	0.1	7.572	A
C-AB	42	0.00	685	0.061	42	0.1	5.597	A
C-A	136	0.00			136			
A-B	13	0.00			13			
A-C	105	0.00			105			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	581	0.111	65	0.1	7.870	A
C-AB	53	0.00	699	0.075	53	0.1	5.567	A
C-A	160	0.00			160			
A-B	15	0.00			15			
A-C	126	0.00			126			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	569	0.139	79	0.2	8.306	A
C-AB	69	0.00	720	0.096	69	0.2	5.532	A
C-A	191	0.00			191			
A-B	19	0.00			19			
A-C	154	0.00			154			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	569	0.139	79	0.2	8.311	A
C-AB	69	0.00	720	0.096	69	0.2	5.533	A
C-A	191	0.00			191			
A-B	19	0.00			19			
A-C	154	0.00			154			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	581	0.111	65	0.1	7.880	A
C-AB	53	0.00	699	0.075	53	0.1	5.572	A
C-A	159	0.00			159			
A-B	15	0.00			15			
A-C	126	0.00			126			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	590	0.092	54	0.1	7.589	A
C-AB	42	0.00	685	0.061	42	0.1	5.608	A
C-A	136	0.00			136			
A-B	13	0.00			13			
A-C	105	0.00			105			

D7 - 2033 | Design 'Vision Led' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J5 - Wentworth Drive/Church Street	T-Junction	Two-way	Two-way	Two-way		2.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2033	Design 'Vision Led'	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wentworth Drive (South)		✓	190	100.000
B - Church Street		✓	79	100.000
C - Wentworth Drive (North)		✓	159	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	35	155
	B - Church Street	27	0	52
	C - Wentworth Drive (North)	102	57	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	0	3
	B - Church Street	23	0	3
	C - Wentworth Drive (North)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	7.73	0.2	A
C-AB	0.12	6.36	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	615	0.097	59	0.1	7.055	A
C-AB	49	0.00	634	0.077	48	0.1	6.169	A
C-A	71	0.00			71			
A-B	26	0.00			26			
A-C	117	0.00			117			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	607	0.117	71	0.1	7.327	A
C-AB	60	0.00	639	0.094	60	0.1	6.244	A
C-A	83	0.00			83			
A-B	31	0.00			31			
A-C	139	0.00			139			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	0.00	595	0.146	87	0.2	7.724	A
C-AB	76	0.00	645	0.118	76	0.2	6.355	A
C-A	99	0.00			99			
A-B	39	0.00			39			
A-C	171	0.00			171			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	0.00	595	0.146	87	0.2	7.729	A
C-AB	76	0.00	645	0.118	76	0.2	6.363	A
C-A	99	0.00			99			
A-B	39	0.00			39			
A-C	171	0.00			171			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	607	0.117	71	0.1	7.337	A
C-AB	60	0.00	639	0.094	60	0.1	6.255	A
C-A	83	0.00			83			
A-B	31	0.00			31			
A-C	139	0.00			139			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	615	0.097	60	0.1	7.073	A
C-AB	49	0.00	634	0.077	49	0.1	6.180	A
C-A	71	0.00			71			
A-B	26	0.00			26			
A-C	117	0.00			117			

D8 - 2033 | Design 'Vision Led' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J5 - Wentworth Drive/Church Street	T-Junction	Two-way	Two-way	Two-way		2.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2033	Design 'Vision Led'	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wentworth Drive (South)		✓	155	100.000
B - Church Street		✓	72	100.000
C - Wentworth Drive (North)		✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	17	138
	B - Church Street	34	0	38
	C - Wentworth Drive (North)	191	43	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Wentworth Drive (South)	B - Church Street	C - Wentworth Drive (North)
From	A - Wentworth Drive (South)	0	9	0
	B - Church Street	25	0	4
	C - Wentworth Drive (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	8.30	0.2	A
C-AB	0.09	5.60	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	591	0.092	54	0.1	7.565	A
C-AB	41	0.00	684	0.060	41	0.1	5.589	A
C-A	135	0.00			135			
A-B	13	0.00			13			
A-C	104	0.00			104			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	582	0.111	65	0.1	7.861	A
C-AB	51	0.00	699	0.073	51	0.1	5.559	A
C-A	159	0.00			159			
A-B	15	0.00			15			
A-C	124	0.00			124			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	570	0.139	79	0.2	8.292	A
C-AB	67	0.00	719	0.093	67	0.2	5.519	A
C-A	191	0.00			191			
A-B	19	0.00			19			
A-C	152	0.00			152			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	570	0.139	79	0.2	8.297	A
C-AB	67	0.00	719	0.093	67	0.2	5.521	A
C-A	191	0.00			191			
A-B	19	0.00			19			
A-C	152	0.00			152			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	582	0.111	65	0.1	7.869	A
C-AB	51	0.00	699	0.074	52	0.1	5.563	A
C-A	159	0.00			159			
A-B	15	0.00			15			
A-C	124	0.00			124			

17:15 - 17:30

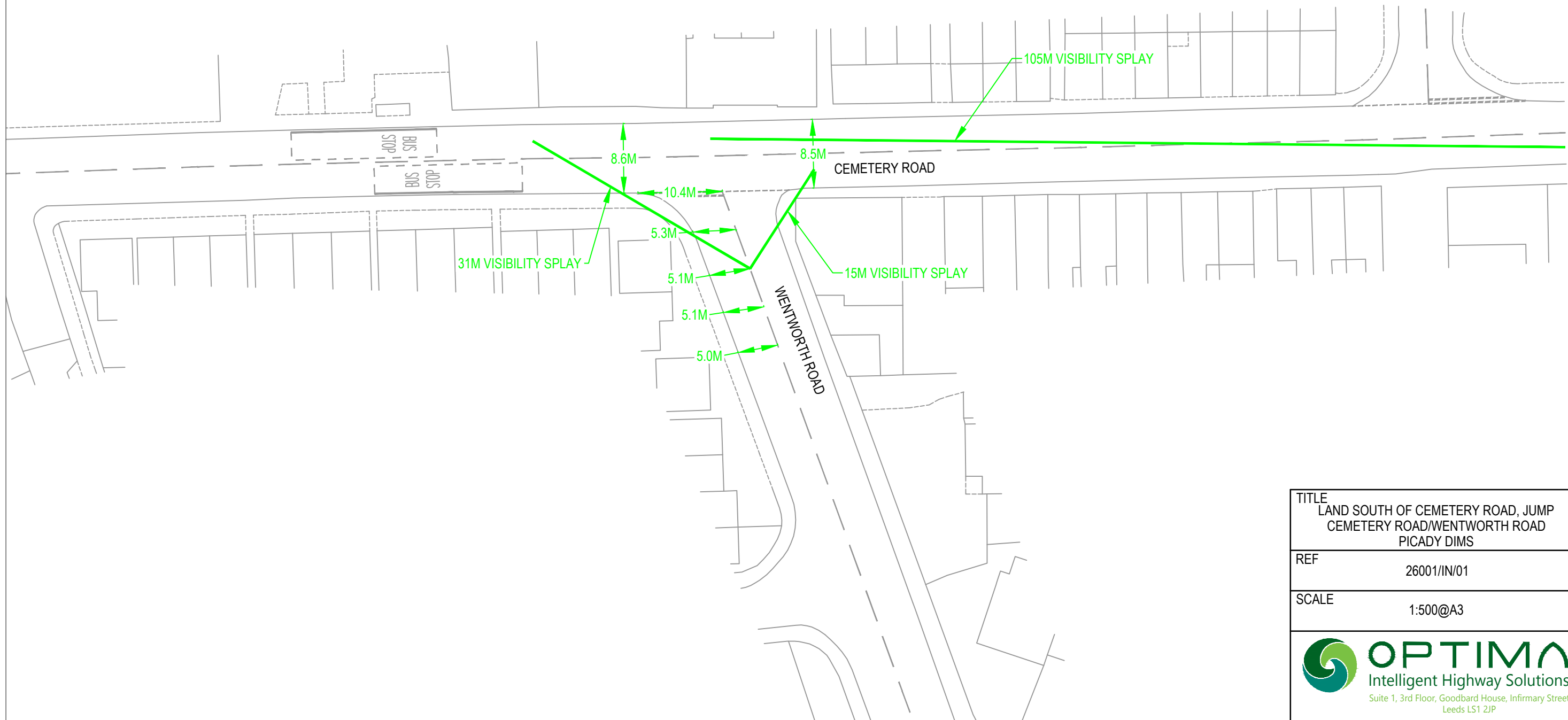
Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	591	0.092	54	0.1	7.581	A
C-AB	41	0.00	684	0.060	41	0.1	5.598	A
C-A	135	0.00			135			
A-B	13	0.00			13			
A-C	104	0.00			104			

Appendix L Drawing 26001/IN/01 – Cemetery Road/Wentworth Road





MAIN GEOMETRIC DESIGN FEATURES	CEMETERY ROAD (MAJOR ARM)	MAIN GEOMETRIC DESIGN FEATURES	WENTWORTH ROAD (MINOR ARM)
WIDTH OF CARRIAGEWAY	8.6M*	VISIBILITY TO LEFT	31M
KERBED CENTRAL RESERVE	N/A	VISIBILITY TO RIGHT	15M
WIDTH OF KERBED CENTRAL RESERVE	N/A	MINOR ARM TYPE	ONE LANE
FORWARD VISIBILITY FOR RIGHT TURNING VEHICLES	105M	GIVEWAY WIDTH	10.4M (5M)**
HAS RIGHT TURN BAY	NO	5M WIDTH	5.3M
WIDTH OF RIGHT TURN BAY	N/A	10M WIDTH	5.1M
BLOCKING TRAFFIC	YES	15M WIDTH	5.1M
BLOCK TRAFFIC QUEUE (PCU)	0	20M WIDTH	5.0M
		AVERAGE	5.1M
		*AVERAGE	
		**REDUCED TO 5M WHEN CALCULATING AVERAGE	



TITLE
LAND SOUTH OF CEMETERY ROAD, JUMP
CEMETERY ROAD/WENTWORTH ROAD
PICADY DIMS

REF
26001/IN/01

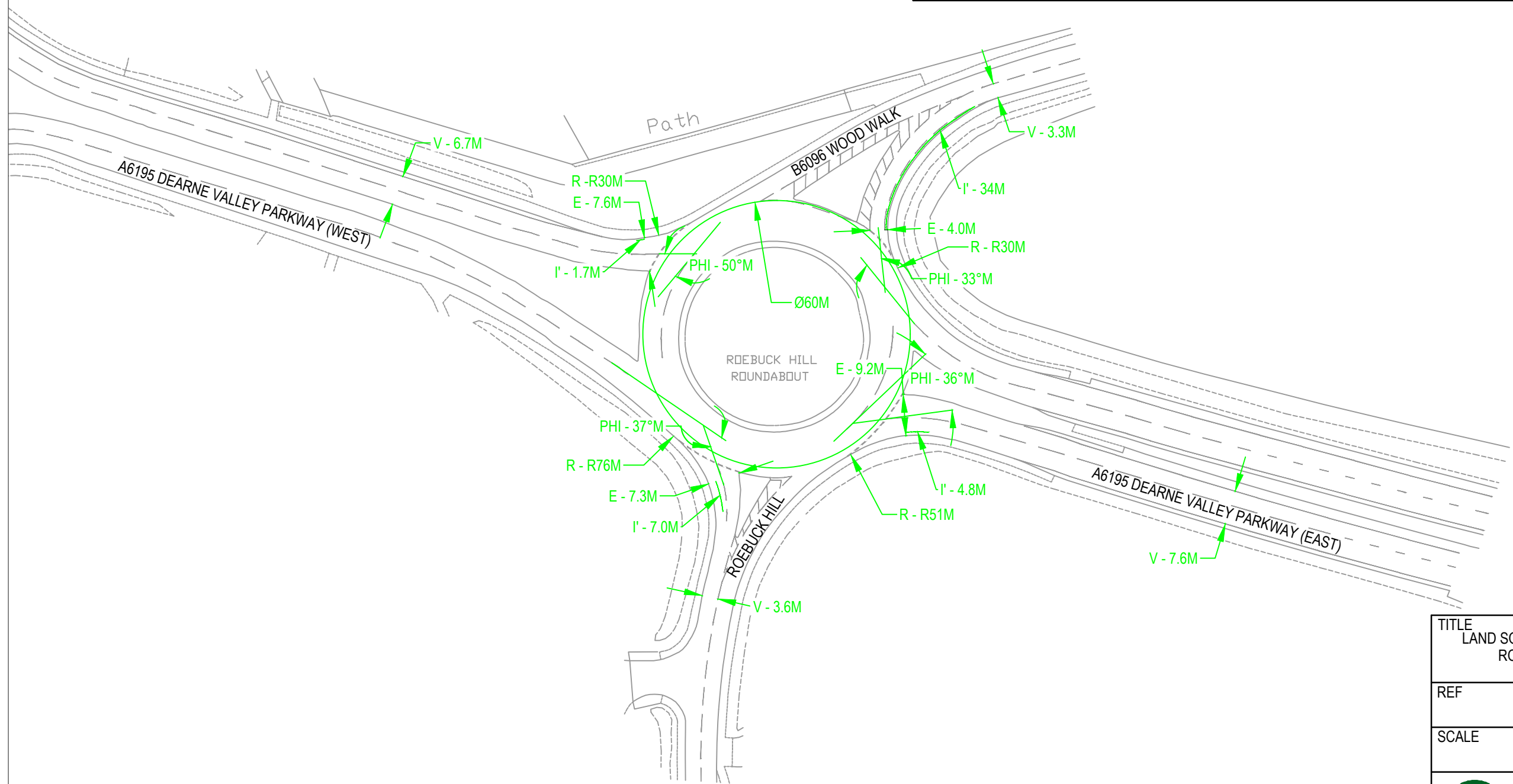
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Appendix M Drawing 26001/IN/02 – Roebuck Hill Roundabout





ARCADY GEOMETRIC INPUTS	ARM 1 - B6096 WOOD WALK	ARM 2 - A6195 (EAST)	ARM 3 - ROEBUCK HILL	ARM 4 - A6195 (WEST)
V - APPROACH HALF WIDTH (M)	3.3M	7.6M	3.6M	6.7M
E - ENTRY WIDTH (M)	4.0M	9.2M	7.6M	7.6M
I' - EFFECTIVE FLARE LENGTH (M)	34M	4.8M	7.0M	1.7M
R - ENTRY RADIUS (M)	30M	51M	76M	30M
D - INSCRIBED CIRCLE DIAMETER (M)	60M	60M	60M	60M
PHI - CONFLICT (ENTRY) ANGLE (EXIT) (DEG)	33 DEG / 2 = 16.5 DEG	36 DEG / 2 = 18 DEG	37 DEG / 2 = 18.5 DEG	50 DEG / 2 = 25 DEG



TITLE
LAND SOUTH OF CEMETERY ROAD, JUMP
ROEBUCK HILL ROUNDABOUT
ARCADY DIMS

REF
26001/IN/02

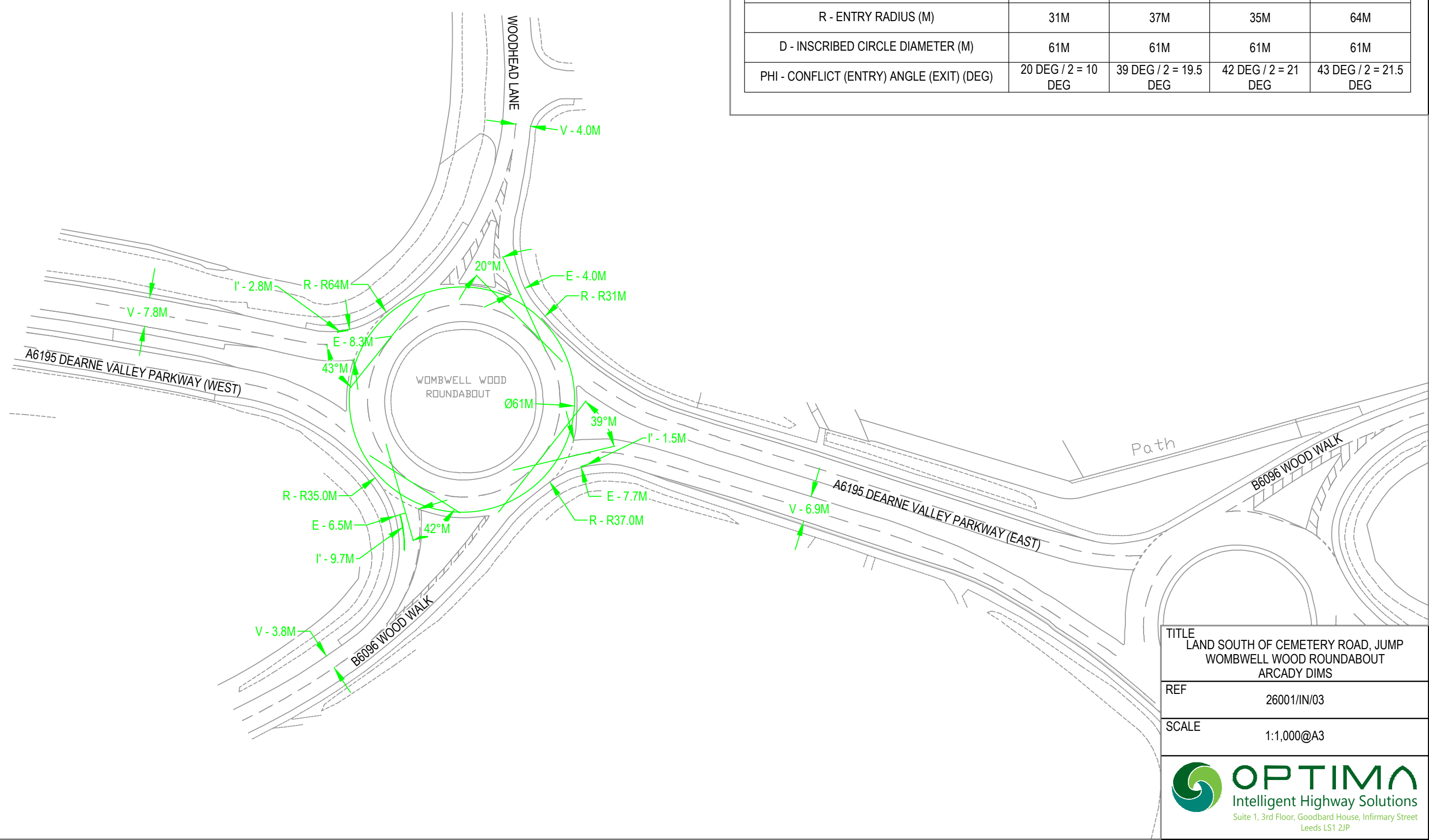
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Appendix N Drawing 26001/IN/03 – Wombwell Walk Roundabout





ARCADY GEOMETRIC INPUTS	ARM 1 - WOODHEAD LANE	ARM 2 - A6195 (EAST)	ARM 3 - B6096 WOOD WALK	ARM 4 - A6195 (WEST)
V - APPROACH HALF WIDTH (M)	4.0M	6.9M	3.8M	7.8M
E - ENTRY WIDTH (M)	4.0M	7.7M	6.5M	8.3M
I' - EFFECTIVE FLARE LENGTH (M)	0M	1.5M	9.7M	2.8M
R - ENTRY RADIUS (M)	31M	37M	35M	64M
D - INSCRIBED CIRCLE DIAMETER (M)	61M	61M	61M	61M
PHI - CONFLICT (ENTRY) ANGLE (EXIT) (DEG)	20 DEG / 2 = 10 DEG	39 DEG / 2 = 19.5 DEG	42 DEG / 2 = 21 DEG	43 DEG / 2 = 21.5 DEG



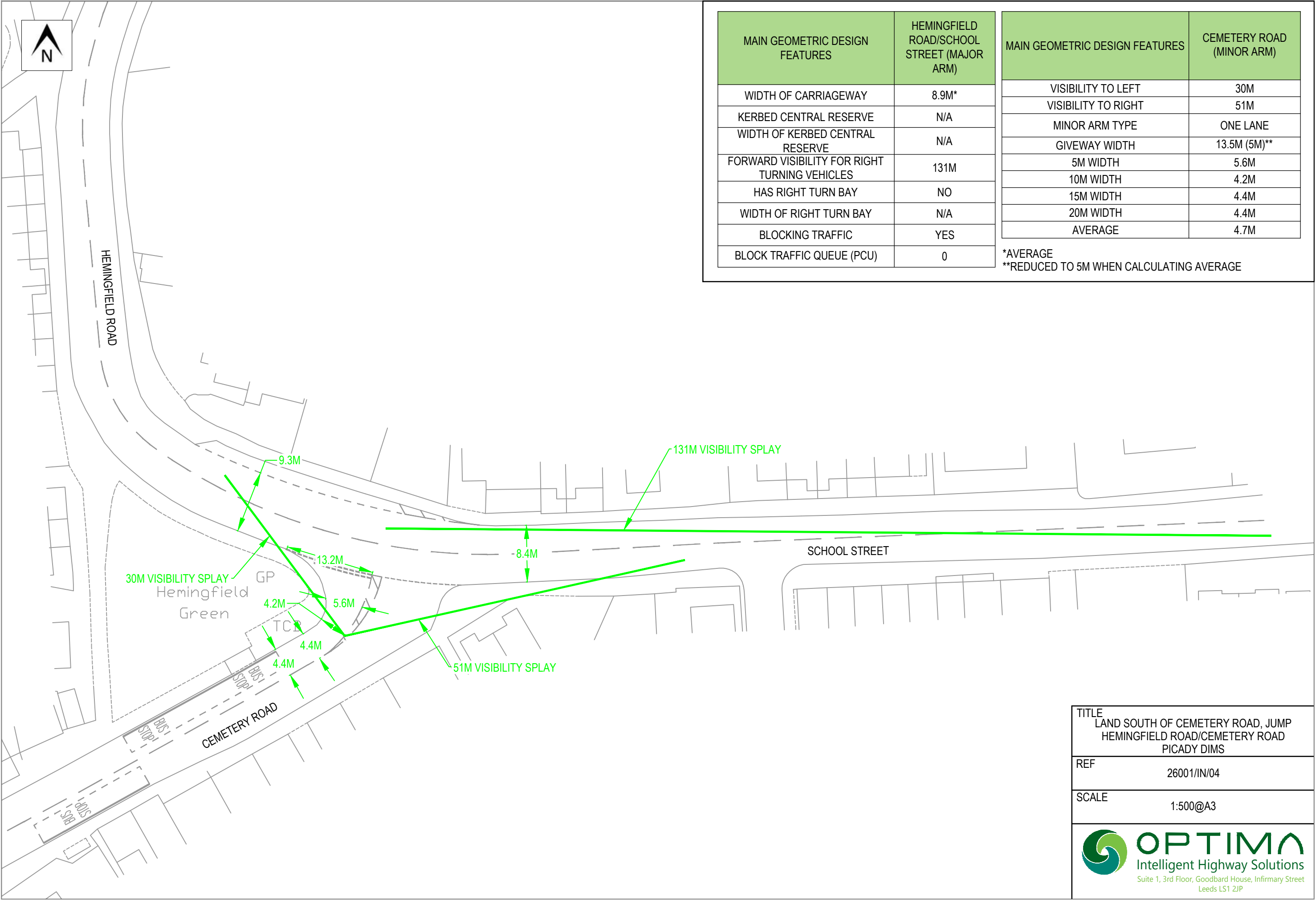
TITLE
LAND SOUTH OF CEMETERY ROAD, JUMP
WOMBWELL WOOD ROUNDABOUT
ARCADY DIMS

REF
26001/IN/03

SCALE
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Appendix O Drawing 26001/IN/04 – Hemingfield Road/School Street/Cemetery Road





MAIN GEOMETRIC DESIGN FEATURES	HEMINGFIELD ROAD/SCHOOL STREET (MAJOR ARM)
WIDTH OF CARRIAGEWAY	8.9M*
KERBED CENTRAL RESERVE	N/A
WIDTH OF KERBED CENTRAL RESERVE	N/A
FORWARD VISIBILITY FOR RIGHT TURNING VEHICLES	131M
HAS RIGHT TURN BAY	NO
WIDTH OF RIGHT TURN BAY	N/A
BLOCKING TRAFFIC	YES
BLOCK TRAFFIC QUEUE (PCU)	0

MAIN GEOMETRIC DESIGN FEATURES	CEMETERY ROAD (MINOR ARM)
VISIBILITY TO LEFT	30M
VISIBILITY TO RIGHT	51M
MINOR ARM TYPE	ONE LANE
GIVEWAY WIDTH	13.5M (5M)**
5M WIDTH	5.6M
10M WIDTH	4.2M
15M WIDTH	4.4M
20M WIDTH	4.4M
AVERAGE	4.7M

*AVERAGE
**REDUCED TO 5M WHEN CALCULATING AVERAGE

TITLE

LAND SOUTH OF CEMETERY ROAD, JUMP
HEMINGFIELD ROAD/CEMETERY ROAD
PICADY DIMS

REF

26001/IN/04

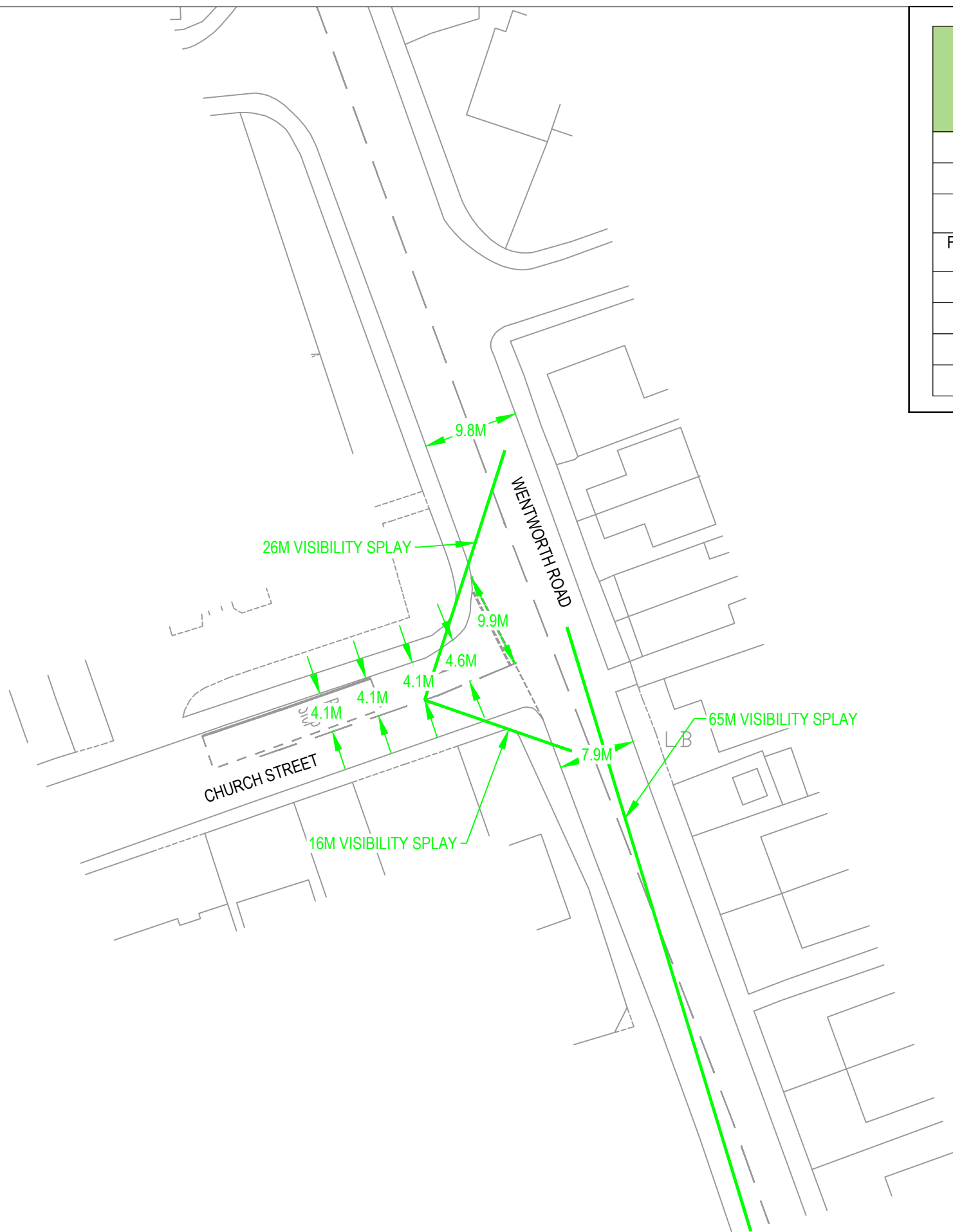
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1:500@A3

 **OPTIMA**
Intelligent Highway Solutions
Suite 1, 3rd Floor, Goodbard House, Infirmary Street
Leeds LS1 2JP

Appendix P Drawing 26001/IN/05 – Wentworth Road/Church Street





MAIN GEOMETRIC DESIGN FEATURES	WENTWORTH ROAD (MAJOR ARM)
WIDTH OF CARRIAGEWAY	8.9M*
KERBED CENTRAL RESERVE	N/A
WIDTH OF KERBED CENTRAL RESERVE	N/A
FORWARD VISIBILITY FOR RIGHT TURNING VEHICLES	65M
HAS RIGHT TURN BAY	NO
WIDTH OF RIGHT TURN BAY	N/A
BLOCKING TRAFFIC	YES
BLOCK TRAFFIC QUEUE (PCU)	0

MAIN GEOMETRIC DESIGN FEATURES	CHURCH STREET (MINOR ARM)
VISIBILITY TO LEFT	26M
VISIBILITY TO RIGHT	16M
MINOR ARM TYPE	ONE LANE
GIVEWAY WIDTH	9.9M (5M)**
5M WIDTH	4.6M
10M WIDTH	4.1M
15M WIDTH	4.1M
20M WIDTH	4.1M
AVERAGE	4.4M

*AVERAGE
**REDUCED TO 5M WHEN CALCULATING AVERAGE

TITLE
LAND SOUTH OF CEMETERY ROAD, JUMP
WENTWORTH ROAD/CHURCH STREET
PICADY DIMS

REF
26001/IN/05

SCALE
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