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Proposed Residential Development Land East of Woolley Colliery Road, Darton

Transport Assessment

March 2026

PROPOSED RESIDENTIAL DEVELOPMENT
WOOLLEY COLLIERY
DARTON

HOMES BY HONEY AND KEITH WIKE AND BRENDA WIKE OF MANOR HOUSE FARM, BLOOMHOUSE LANE, DARTON, BARNSLEY S75 5AS AND CHRISTOPHER WIKE AND SHARON WIKE OF 23 HUDDERSFIELD ROAD, DARTON, BARNSLEY S75 5ND

TRANSPORT ASSESSMENT

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1.0 INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Bryan G Hall (BGH) on behalf of Homes By Honey and Keith Wike and Brenda Wike of Manor House Farm, Bloomhouse Lane, Darton, Barnsley and Christopher Wike And Sharon Wike Of 23 Huddersfield Road, Darton, Barnsley to support a planning application for a proposed residential development of 119 dwellings, on land to the east of Woolley Colliery Road, Darton.

Site Location and Development Proposals

1.2 The site is located between the villages of Darton to the south and Woolley Colliery to the north and occupies an area of undeveloped agricultural land totalling some 4.1 hectares. The site is bound to the east and south by Woolley Colliery Road, to the north by a commercial unit and Bloomhouse Lane, and to the east by existing agricultural fields. A plan showing the site location relative to the surrounding highway network is provided at Figure 1.1.

Figure 1.1: Site Location

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1.3 The development proposals seek to provide a new residential development which will comprise of 119 dwellings. A site layout plan is attached at **Appendix BGH1**. Vehicular and pedestrian access will be provided from Woolley Colliery Road at the

western boundary of each site via the formation of a new priority controlled T junction.

1.4 The site is identified by Barnsley Metropolitan Borough Council (BMBC) as land for residential development within the Barnsley Local Plan (Adopted 2019). It is referred to under the site reference HS25 known as *'Land to the east of Woolley Colliery Road'*. This allocation states an indicative capacity of 118 dwellings for the site and sets a clear precedent for residential development on the site.

1.5 It is an aspiration of BMBC that a link road will be provided between Woolley Colliery Road on the sites western boundary and Station Road to the south east. The application site would deliver the western section of the link road from Woolley Colliery Road. Land to the east of the proposed development is also allocated for residential development under the site reference HS11 known as '*Land south of Bloomhouse Lane'*. These two residential allocations when taken together would deliver the entire length of the new link road, stretching between Woolley Colliery Road and Station Road.

1.6 This TA will consider access to the site by vehicles and by sustainable modes of travel. It will demonstrate that the development is in accordance with local and national transport planning guidance, is situated in a sustainable location, and that the traffic generated by the development will have not have a significant residual cumulative impact on the operation of the local highway network in the vicinity of the site in line with paragraph 116 of the National Planning Policy Framework (NPPF). A Travel Plan has been produced to support the application and should be read in conjunction with this TA.

1.7 The remainder of this TA is structured as set out in Table 1.1.

Table 1.1 - Transport Assessment Report Structure

Section	Title	Description
2.0	Relevant Planning and Transport Policy	This section will set out the local and national planning and transport policy relevant to the application site.
3.0	The Application Site and Existing Highway Network	This section will describe the existing site, the local highway network and its function.
4.0	Sustainable Transport	This section will describe the existing situation in the vicinity of the site with regards to the opportunities for residents to travel by alternative modes, such as walking, cycling and public transport.

5.0	Base Operating Conditions	This section will set out the methodology used in assessing the operation of the highway network at a future base year, including background traffic growth and committed development.
6.0	The Proposed Development	This section describes the proposed development, the vehicular and pedestrian access strategy and an assessment of the internal layout.
7.0	Trip Generation and Distribution	This section presents trip generation rates for the development and assesses the distribution of development related traffic on to the highway network.
8.0	Impact on the Highway Network	The impact of the traffic generated by the development on the local highway network is presented in this section.
9.0	Summary and Conclusions	This section presents and summary and the conclusions drawn from the analysis contained within the TA.

2.0 RELEVANT PLANNING AND TRANSPORT POLICY

National Policy

National Planning Policy Framework

2.1 The NPPF was first published in March 2012 and most recently published in December 2024[1]. It sets out the Government's planning policies for England and how these should be applied.

2.2 Paragraph 110 of the NPPF, following a list of transport related plan-making objectives at paragraph 109, states that:

> *"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

2.3 Paragraph 115 of the NPPF states that:

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
>
> *b) Safe and suitable access to the site can be achieved for all users;*
>
> *c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
>
> *d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway*

[1] A minor change was made to the NPPF in February 2025 to correct cross-references between footnotes, however, this version is still dated December 2024.

safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

2.4 Paragraph 116 of the NPPF states that:

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

2.5 Paragraph 117 of the NPPF goes on to state:

"Within this context, applications for development should:

a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.6 Paragraph 118 of the NPPF confirms that all developments that will generate significant amounts of movement should be supported by a Travel Plan, as well as a vision-led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed. The application includes this TA and is also supported by an accompanying Travel Plan, in line with this requirement.

Planning Practice Guidance

2.7 On the 6th March 2014, the Government released updated planning guidance in the form of the Planning Practice Guidance (PPG), an online resource which supplements and provides guidance on the interpretation of the NPPF. . The aim of

the PPG is to help simplify the planning system in England and replace a number of historic guidance notes.

2.8 The updated PPG covers Transport in two sections, the first being 'Transport evidence bases in plan making' with the second being 'Travel plans, transport assessments and statements in decision taking'. The relevant guidance to this TA is contained within the second element of PPG referred to above and is summarised below.

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

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

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

> *'…Travel Plans, Transport Assessments and Statements should be:-*
>
> - *proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
> - *established at the earliest practicable possible stage of a development proposal;*
> - *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally)*

2.11 This TA and associated Travel Plan has been prepared in line with the key principles set out in the PPG Notes.

Manual for Streets

2.12 Although they do not form part of planning policy, Manual for Streets (2007) and Manual for Streets 2 (2010) provide national guidance on the design, construction, adoption and maintenance of urban streets, particularly residential streets. This guidance is referred to within this TA, particularly in relation to visibility provision for the proposed site access arrangements.

Local Policy

Barnsley Local Plan 2019-2033

2.13 The Barnsley Local Plan was adopted in January 2019 and sets out how BMBC will manage the physical development of the borough. It is a key part of the statutory development plan and informs decisions on planning applications.

2.14 The following key policies set out within the Barnsley Local Plan are relevant to highways and transport and the proposed development:

- Policy SD1 Presumption in favour of Sustainable Development – this policy reflects the positive approach set out in the NPPF.
- Policy GD1 General Development – sets out, inter alia, that development proposals will be approved if adequate access and internal road layouts are provided, and appropriate vehicular and pedestrian links are provided through the site and into adjacent areas.
- Policy T3 New Development and Sustainable Travel – sets out that new development will be expected to be designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists, including the provision of suitable cycle parking. A Transport Statement or Assessment and Travel Plan should be provided in line with the NPPF.
- Policy T4 New development and Transport Safety – sets out that new development should be designed to provide all transport users within and surrounding the site with safe, secure and convenient access and movement.
- Policy GS2 Green Ways and Public Rights of Way – sets out that where development affects an existing Public Right of Way, it must protect the existing route within the development or include an equally convenient and attractive alternative route

2.15 It is considered that the proposed development is aligned to these key policies.

2.16 As described in Section 1.0, the site is identified by BMBC as land for residential development within the Barnsley Local Plan (Adopted 2019) under the site reference HS25 known as 'Land to the east of Woolley Colliery Road'. This allocation states an indicative capacity of 118 dwellings for the site and sets a clear precedent for residential development of the site.

2.17 From a transportation perspective, Policy HS25 states:

"The development will be expected to:

- *Ensure that the internal road layout will allow access to housing allocation HS11 and provide a spine road through the site linking Station Road with Woolley Colliery Road that is capable of taking through traffic; and*
- *Ensure appropriate access is provided to enable the development of site HS1."*

2.18 The design and delivery of the link road between Woolley Colliery Road and Station Road has been a material consideration in the design of the site layout and has been fully considered and assessed within this TA.

Transport Strategy

2.19 The Transport Strategy of BMBC outlines the commitment to improve transport options and reduce the negative impacts of travel on the borough. It identifies key improvements needed for the 10 year period from 2020 to 2030 to help deliver BMBC's vision, many of which relate to improvements which facilitate active travel and reduce the dominance of motor vehicles.

2.20 One of the main objectives in the Transport Strategy is:

> *"Objective - Our focus is on reducing the number of journeys that occur at peak times and are two miles or under, and encourage the use of less polluting vehicle".*

2.21 The strategy states that they will achieve this by:

> *"Spreading of demand for trips over a longer time period thereby reducing congestion at peak times. This will work in conjunction with increased use of sustainable modes to enable the road network in Barnsley to flow more freely"*

2.22 Another objective in the Transport Strategy is:-

> *"Objective – To Transform our Streets and Places to Enable an Increase in Cycling and Walking"*

2.23 BMBC intend to do this by making walking a much more attractive and accessible option for trips less than 2 miles and by increasing the cycle mode share to 3% in 2030 from 1% in 2020. The Council also aim to increase accessibility and mobility in Barnsley by public transport through securing new services, more capacity and greater service frequencies on appropriate routes from Public Transport Operators for rail services.

2.24 The TA has been prepared in line with the BMBC Transport Strategy, ensuring that the development is sustainable and will have as few negative impacts on travel in the borough as possible and is located so that journeys on foot, cycle and by rail can be maximised, therefore reducing the need to travel by car.

Active Travel in Barnsley (2019 – 2033)

2.25 Barnsley's Active Travel strategy aims to make active travel modes an attractive and realistic choice for short journeys, involving the development and promotion of accessible, safe and well planned active travel opportunities. This TA and the accompanying Travel Plan have been prepared in line with this guidance.

BMBC's Supplementary Planning Documents

2.26 Following the adoption of the Local Plan in 2019, BMBC produced a number of Supplementary Planning Documents (SPDs). The following SPDs have been considered as part of the preparation of this TA:

- Design of Housing Development (adopted July 2023) – sets out the principles that will apply to planning applications for new housing development, including the design of streets, parking and public rights of way. The SPD frequently refers to relevant design guidance within the South Yorkshire Residential Design Guide and Manual for Streets.

- Sustainable Travel (adopted July 2022) – supplements the sustainable travel related policies of the Local Plan to ensure that accessibility of new development via public transport, walking and cycling is acceptable.

- Parking (adopted November 2019) – sets out the parking standards applied to new development in Barnsley.

South Yorkshire Residential Design Guide

2.27 Although not forming part of planning policy, the South Yorkshire Residential Design Guide provides guidance on the design of residential development, which is referred to within this TA, as appropriate.

3.0 THE APPLICATION SITE AND EXISTING HIGHWAY NETWORK

The Application Site

3.1 The site is located between the villages of Darton to the south and Woolley Colliery to the north and occupies an area of undeveloped agricultural land totalling some 4.1 hectares. The site is bound to the east and south by Woolley Colliery Road, to the north by a commercial unit and Bloomhouse Lane, and to the east by existing agricultural fields.

3.2 Vehicular and pedestrian access will be provided from Woolley Colliery Road at the western boundary of the site via the formation of a new priority controlled T junction.

The Existing Highway Network

3.3 In the vicinity of the western site frontage, Woolley Colliery Road is a two-way single carriageway road which is subject to a 30mph speed limit and largely runs in a north-to-south alignment. Woolley Colliery Road is circa 6.0 metres in width at this point and has a 2.5 metre wide shared use footway/cycleway along the eastern (site) side of the carriageway. Woolley Colliery Road also benefits from the provision of street lighting along the site frontage.

3.4 Woolley Colliery Road continues north for approximately 65 metres from the sites north-western boundary, at which point Bloomhouse Lane forms the minor arm of a priority T-junction. Bloomhouse Lane continues to the south-east to provide access into residential areas within the northern extents of Mapplewell.

3.5 To the north of the Bloomhouse Lane / Woolley Colliery Road junction, Woolley Colliery Road continues for approximately 330 metres before entering into Woolley Colliery and Woolley Grange. At this point, the shared use footway/cycleway to the eastern side of the carriageway terminates and continues as a footway of circa 1.8 metres in width. Woolley Colliery Road continues through Woolley Colliery and Woolley Grange where it provides access to several residential access roads before terminating some 200 metres to the north-east.

3.6 Returning to the site frontage, Woolley Colliery Road also continues to the south. A 2.0 metre wide footway commences adjacent to the western side of the carriageway and continues to the south in the vicinity of the south-western site boundary. At this point, Woolley Colliery Road turns to the east to continue along the southern site boundary, and the shared use footway/cycleway along the eastern side of the carriageway ceases. A pedestrian crossing with dropped kerbs

and tactile paving is in place to provide access to the 2.0 metre wide footway that adjoins the carriageway to its western side. This footway continues to the south-east for approximately 20 metres where it is separated from the carriageway by a pedestrian guard rail. At this point, the footway separates from the carriageway and continues as a footpath that provides access to Darton Railway Station some 100 metres to the south. The footway alongside Woolley Colliery Road then ceases after providing access to the public footpath.

3.7 After turning to the east, Woolley Colliery Road continues for approximately 85 metres where it then turns to the south for approximately 105 metres. Along this north/south alignment of Woolley Colliery Road, a 1.5 metre wide footway is located on the eastern side of the carriageway, and a 0.75 metre wide footway is located on the western side of the carriageway.

3.8 Woolley Colliery Road is then known as Station Road as it turns to the east again in the vicinity of the Darton Railway Station Car Park access. Station Road continues for some 115 metres in this direction before it forms the minor arm of a priority T-junction with the B6131.

3.9 The B6131 continues to the south-east from the junction where it is known as Station Road and then provides access to a number of commercial properties and residential roads before passing through the centre of Mapplewell some 2.0 kilometres to the east. Approximately 430 metres to the east of its junction with Station Road, the B6131 forms the major arm of a priority crossroads with Sackup Lane to the north and access to Darton Primary School to the south. Sackup Lane continues to the north from this junction and provides access to residential areas within the northern extents of Mapplewell.

3.10 The B6131 also continues to the south-west from its junction with Station Road under an existing railway bridge where it is named Church Street for approximately 325 metres until it forms the north-eastern arm of a staggered priority-controlled crossroads with the A637 and Churchfield Lane. Churchfield Lane forms the south-western arm of the junction and continues into the village of Kexborough. A637 Barnsley Road forms the south-eastern arm and provides access towards Barnsley town centre after some 5.3 kilometres, as well as various other villages within the Barnsley. A637 Huddersfield Road continues to the north-west where it provides a route towards Junction 38 of the M1 Motorway after some 2.8 kilometres.

Personal Injury Collision Data

3.11 Personal Injury Collision (PIC) data for the local highway network has been obtained from BMBC. The area requested includes Woolley Colliery Road between

Bloomhouse Lane to the north and its junction with B6131, and the B6131 as it passes through Darton to include the A637 / B6131 / Churchfield Lane staggered crossroads to the south-west and its junction with Sackup Lane to the south-east.

3.12 Data has been provided by BMBC for the 60-month period from 17/03/2020 to 17/03/2025 which is the last five year period available and this is attached at **Appendix BGH2**. The plan produced by BGH showing the extents of the requested area by BMBC has also been attached.

3.13 The data shows that during the 60-month period, there have been a total of 7 PICs within the study area, one of which was classified as serious in severity and the remaining six of which were classified as slight.

Woolley Colliery Road

3.14 The first slight PIC (ref: 221198938) occurred on Woolley Colliery Road, some 150 metres to the south of the junction with Bloomhouse Lane and involved a collision between a vehicle and a pedestrian. The accident report states it is unclear how the collision occurred.

B6131 Station Road

3.15 One slight PIC occurred on B6131 Station Road between its junction with Station Road and Sackup Lane. This PIC (ref: 20990679) occurred approximately 160 metres to the north-east of the Station Road / B6131 Church Street junction. The PIC involved a rear end shunt between two vehicles.

Sackup Lane / B6131 Station Road Junction

3.16 Two PICs occurred at the Sackup Lane / B6131 Station Road junction. The first slight PIC (ref: 20951472) involved a collision between a vehicle attempting to turn right from B6131 Station Road onto Sackup Lane and a vehicle travelling eastbound on B6131 Station Road.

3.17 The second slight PIC on at the junction (ref: 211120126) involved a collision between a vehicle egressing from Sackup Lane and a vehicle travelling westbound on B6131 Station Road.

B6131 Church Street

3.18 Two PICs occurred along B6131 Church Street between the Station Road / B6131 T junction and the A637 / B6131 / Churchfield Lane staggered crossroads. The first slight PIC (ref:211106837) occurred at the junction with Church Close and involved a collision between a vehicle egressing from Church Close and a cyclist travelling south-west along Church Street.

3.19 The second PIC on Church Street (ref: 241434492) was classed as serious in severity and occurred when a vehicle mounted the footway and collided with a pedestrian. It is understood from the accident report that the vehicle suffered a mechanical issue which caused it to mount the footway.

A637 / B6131 / Churchfield Lane Staggered Crossroads

3.20 One PIC has been recorded at the A637 / B6131 / Churchfield Lane staggered crossroads. The slight PIC (ref: 231362720) involved a car turning right onto B6131 Church Street colliding with a motorbike travelling south-east along A637 Barnsley Road.

Summary

3.21 Following the review of the PIC data for the highway network in the vicinity of the site, it is concluded that the highway network is operating satisfactorily at present with no recurring causation factors at any single location. The analysis has not identified any existing road safety issues which would be exacerbated by the proposed development traffic.

Traffic Surveys

3.22 To determine the peak hour usage of the local highway network, traffic surveys were undertaken on Wednesday 5th November between the hours of 7:00am to 10:00am and 2:00pm to 7:00pm. These time periods were chosen to ensure that the weekday morning and evening peak hours are fully captured for consideration in this TA. The raw data is provided at **Appendix BGH3**. The surveys recorded fully classified turning counts and queue lengths at the following locations:

1. Bloomhouse Lane / Woolley Colliery Road T Junction;
2. Station Road / B6131 T Junction; and
3. B6131 Church Street / A637 / Churchfield Lane Staggered Crossroads

3.23 It has been identified from the surveys that the weekday morning peak hour occurred between 8:15am and 9:15am and the weekday evening peak hour occurred between 5:15pm and 6:15pm. Traffic flow diagrams showing the 2025 existing peak hour traffic flows on the local highway network are attached at **Appendix BGH4**.

3.24 An Automatic Traffic Count (ATC) was also undertaken along Woolley Colliery Road in the vicinity of the proposed site access to collect traffic and speed data for a 7 day period beginning Monday 03rd November 2025. The location of the ATC is shown on the survey location plan attached at **Appendix BGH5**. The ATC data has been used to determine 85th percentile vehicle speeds on Woolley Colliery Road

which have subsequently been used to calculate the visibility provision at the proposed site access junction, as detailed in Section 5.0 of this TA.

4.0 SUSTAINABLE TRANSPORT

4.1 The national and local transport policies summarised in Section 2.0 seek to reduce the need to travel by private car and to promote travel by sustainable means. A review of the accessibility of the site by walking, cycling and using public transport has been undertaken as follows.

Walking

4.2 With regard to pedestrian provision at new developments, guidance is set out within the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking' (March 2015) and describes how approximately 80% of all journeys, shorter than 1 mile (1.6 kilometres), are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to walk if it is safe, comfortable, and the surrounding environment is attractive. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.

4.3 Further guidance within the earlier CIHT Publication 'Guidelines for Providing for Journeys on Foot' (2000) sets out the suggested acceptable walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 4.1.

Table 4.1: Recommended Walking Distances

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

4.4 Table 4.1 show that the preferred maximum walking distance for 'commuting / school' journeys is 2,000 metres (2.0 kilometres) and the preferred maximum walking distance for other journeys is 1,200 metres (1.2 kilometres). A walking catchment plan which illustrates the destinations accessible within a maximum 2.0

kilometres walking distance from the centre of the site, has been prepared using TRACC accessibility software and is attached at **Appendix BGH6**.

4.5 Pedestrian access to the site will be provided from Woolley Colliery Road via footways to both sides of the vehicular site access which will tie into the existing shared footway / cycleway to the eastern side of Woolley Colliery Road. This provision continues to the north into the village of Woolley Grange, to the south, the shared footway / cycleway continues for approximately 60 metres to the south where this provision terminates. Dropped kerbs and tactile paving are provided here to access the footway to the south-western side of Woolley Colliery Road.

4.6 As part of planning application reference 2024/0867, it is proposed to provide a new 3.0 metre shared footway / cycleway along the approximate 80 metre section of Woolley Colliery Road that currently does not benefit from footway provision along the sites southern boundary. This will extend the existing provision to the northern side of Woolley Colliery Road and tie into existing provision in the vicinity of its junction with Bloomhouse Lane. As set out in Chapter 6.0, a pedestrian link may be provided at the sites southern boundary which will tie into the proposed footway on Woolley Colliery Road.

4.7 There is an existing Bridleway which passes through the site which is known as Darton UD 45. This bridleway runs on a broad north to south alignment between Bloomhouse Lane to the north and Woolley Colliery Road to the south, passing directly through the eastern extents of the proposed development site. The alignment of the existing Bridleway will be maintained through the proposed development with an appropriate crossing point provided where it crosses the link road.

4.8 The walking catchment plan attached at **Appendix BGH6** shows that all of Darton is accessible within the preferred maximum 2.0 kilometre walking distance, along with a large area of Mapplewell to the east of the site, Woolley Colliery and Woolley Grange to the north of the site and Kexborough to the south-west of the site.

4.9 Table 4.2 summarises the walking distances from the centre of the site to each of the nearest key amenities in the vicinity of the site. It is noted that should residential development come forward on site HS11 on the land to the east of the site be constructed, an additional pedestrian link will also be available to Station Road to the south-east, through the construction of the proposed link road. This will reduce the walking distances to some of the facilities as set out in Table 4.2.

Table 4.2: Walking Distances to Amenities

Amenity	Location	Approximate Walking Distance from Centre of Site
Darton Railway Station	Station Road	310 metres
The Royal Spice (Hot Food Takeaway)	Station Road	320 metres
May's Thai Takeaway (Hot Food Takeaway)	Church Street	420 metres
Co-Op Foodstore	Church Street	470 metres
Darton Tap (Public House)	Church Street	500 metres
Darton Community Centre	Church Street	560 metres
Darton Village Hall	Church Street	560 metres
Anvil Arms (Public House)	Barnsley Road	650 metres
Darton Park	Barnsley Road	650 metres
Darton Primary School	Station Road	790 metres
Darton Business Park	Barnsley Road	1,300 metres

4.10 Table 4.2 shows that there are a number of local amenities which are within the preferred maximum walking distance of 2,000 metres. It also shows that Darton Primary School is within the desirable walking distance for school journeys of 800 metres.

4.11 The nearest secondary school to the site is Darton Academy, which is located circa 2.6 kilometres walking distance to the west of the site. It can also be accessed by a combined walking and bus journey, via the 95 bus service (approximately 23 minute journey time including walking time).

Cycling

4.12 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) and 'Cycle Infrastructure Design' (LTN 1/20 – July 2020) states that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance to cycle for most people.

4.13 It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car

trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

4.14 An 8 kilometre cycling catchment plan has been prepared using the TRACC accessibility software and is shown at **Appendix BGH7**.

4.15 This shows that Darton, Mapplewell, Royston, Athersley, Silkstone and Barnsley town centre are accessible within an 8 kilometre cycle distance, where a large number of key employment, leisure and retail facilities are available. Key employment areas, such as Zenith Business Park to the south of the site and Carlton Business Park to the east of the site, are also within an 8 kilometre cycle.

4.16 The proposed spine road through the site will feature a 3.0 metre wide shared footway/cycleway, which will tie into the existing shared footway / cycleway to the eastern side of Woolley Colliery Road. The shared footway/cycleway along the spine road will also link through to Station Road via site HS11 to the south-east in the future, subject to a future planning application being granted planning permission and constructed.

4.17 The West Yorkshire Cycle Route is located approximately 2.7 kilometres to the north of the site and provides a mixture of on and off carriageway cycle routes around the perimeter of West Yorkshire. Locally, it provides access to several cycle routes that form part of the National Cycle Network, namely NCN route 67 and 627.

Public Transport

Bus

4.18 The closest bus stops to the site are located on Woolley Colliery Road to the north of its junction with Fountain Close, approximately 300 metres walking distance to the south from the centre of the site via the vehicular access with Woolley Colliery Road, or an approximate 200 metre walk utilising Bridleway Darton UD 45 which passes through the site. These bus stops are therefore located within the recommended maximum walking distance of 400 metres.

4.19 The bus stops on Woolley Colliery Road are served by the 93, 95a and 97 number bus services. The stop is marked by a flag to the eastern side of the carriageway only which states that buses stop in both directions here. The bus stop also provides timetable information and a seating area for passengers. It is understood that as part of planning application reference 2024/0867 enhancements to these bus stops will be implemented. Table 4.3 summarises the bus services available from the stops.

Table 4.3: Summary of Existing Bus Services

Route Number	Route Description	Frequency		
		Weekdays	Saturday	Evenings & Sunday
93	Barnsley Interchange – Woolley Grange	Hourly	Hourly	No Service
95a	Barnsley Interchange – Woolley Grange	3 evening services per day	3 evening services per day	Hourly
97	Wakefield Bus Station – Woolley Grange	1 service towards Wakefield during AM 2 services towards Woolley during PM	No Service	No Service

4.20 Table 4.3 shows that there are regular services from these local bus stops to key destinations including Barnsley town centre. These areas provide a wide range of key employment, leisure and retail opportunities that future residents can access using the bus services. The 95a service provides several late evening and Sunday services to ensure that bus travel from the site can be utilised outside of peak times.

4.21 Based on the above, it is considered that bus travel will be a convenient and attractive travel mode for future residents of the site.

4.22 This section of the TA describes the existing bus provision in the vicinity of the site, but it should also be noted that the proposed spine road which will pass through the site has been designed to a standard that is able to accommodate buses.

Rail

4.23 The closest railway station to the proposed development site is Darton Railway Station, which is located around 330 metres walking distance to the south of the site. The railway station is accessible via the shared footway / cycleway adjacent to Woolley Colliery Road and the footpath that links Woolley Colliery Road to Darton Railway Station. The station is also accessible within an approximate 2 minute cycle ride. At the station, there are 18 sheltered cycle parking spaces which are protected by CCTV.

4.24 The station offers hourly services in each direction between Leeds and Sheffield which also stop at other key local stations within South and West Yorkshire such as Barnsley, Wakefield and Castleford. From these stations connections can be made

to access national destinations including Manchester, Liverpool, Newcastle, Edinburgh, and London.

Sustainable Transport Summary

4.25 This section has shown that there are numerous opportunities for sustainable travel to and from the proposed development site, which is compliant with the objectives of local and national transport planning policy particularly reducing vehicle trips during the peak hour periods.

4.26 It is considered that the site is well located to promote trips on foot to local amenities. The provision of the shared use footway/cycleway to the east of Woolley Colliery Road will also help to encourage cycling journeys, along with the provision of a shared footway / cycleway internally within the site.

4.27 Regular bus services are provided from bus stops within a short walking distance of the centre of the site, providing services to key leisure, employment and transport hubs in the area, including Barnsley Interchange. Darton Railway Station is located within a short walking distance from the site, which offers a frequent local service between Leeds and Sheffield, and an opportunity to connect to national services.

4.28 The evidence provided in this section therefore demonstrates that the site is accessible using sustainable modes of transport, including walking, cycling and the use of public transport.

5.0 BASE OPERATING CONDITIONS

Growth Factors

5.1 Historic good practice guidance on transport assessment is set out within the DfT's 'Guidance on Transport Assessment' and states that traffic flows for the local transport network should be projected to a future year of 5 years post submission of the planning application, which would be 2031 in this case.

5.2 In line with objectives of the BMBC Local Plan and Transport Strategy, the traffic flows for the surveyed junctions have been projected to this future year by applying the Behavioural growth factors determined using TEMPro (v8.1c), for the Barnsley 005 middle super output area (MSOA).

5.3 The Behavioural growth factors scenario captures a future where people embrace new ways of working, shopping and travelling. It also includes important behavioural trends which have emerged in recent years, in part because of the Covid-19 pandemic, which include changes in the travel behaviour of young people, and increased flexible working.

5.4 The growth rate assumptions account for an increase in 121 dwellings over the 6-year period between 2025 and 2031, which is based broadly on allocations within the Local Plan. However it is noted that committed development, and proposed development (within the Barnsley 005 area only) account for an increase in excess of the assumed increases adopted within TEMPro. In order to avoid double counting, the local growth assumptions for housing within TEMPro have been removed. The adjusted TEMPro growth rates are set out in Table 5.1.

Table 5.1: TEMPro Adjusted Road Traffic Forecasts Growth Factors

	RTF Growth Factors	
	AM Peak Period	**PM Peak Period**
2025 – 2031 Barnsley 005 MSOA	1.0404	1.0402

5.5 The factors indicate an approximate 4% growth in local background traffic between 2025 and 2031. The growth factors have been applied to the 2025 existing peak hour flows at **Appendix BGH4**, resulting in the 2031 growthed traffic flows as shown on the diagrams at **Appendix BGH8**.

Committed Development

5.6 The Darton Lane residential site (Site HS2 in the BMBC Local Plan) has been considered as a committed development for the purpose of the assessment work. This development has a planning approval (ref 2019/1244) and is understood to currently be under construction. The traffic flows from this site have been extracted from a TA for the Darton Lane site which was produced in support of the application.

5.7 The residential site located to the west of Woolley Colliery Road (Site HS1 in the BMBC Local Plan) has also been considered as a committed development for the purpose of the assessment work. This development was granted planning approval at committee in December 2025 (ref 2024/0867). The traffic flows from this site have been extracted from the TA produced by BGH which was submitted in support of the application.

5.8 The flows from these committed developments are included within the network flow diagrams provided at **Appendix BGH9.**

5.9 The Committed development flows shown at **Appendix BGH9** have been added to the 2031 growthed traffic flows at **Appendix BGH8** to form the 2031 base flows, these are attached at **Appendix BGH10**.

6.0 THE PROPOSED DEVELOPMENT

6.1 The development proposals seek to provide a new residential development which will comprise of 119 dwellings in total. The dwellings will be made up of 2, 3 and 4-bedroom properties, and will be either semi-detached or detached dwellings. A site layout plan has been attached at **Appendix BGH1**.

6.2 As previously discussed, the site is situated on an area of land which is identified in the Barnsley Local Plan as allocated land for future development. The allocated land is known as site HS25 known as 'Land to the east of Woolley Colliery Road', with an indicative capacity of 118 dwellings.

Vehicular Access

6.3 Vehicular access to the proposed development will be provided by way of a new priority controlled simple T junction with Woolley Colliery Road, at the western site boundary. The proposed access will be located some 75 metres to the north of an existing access which served the former colliery to the west of Woolley Colliery Road but will, in the future, serve the southern parcel of Site HS1 that was granted planning approval at committee in December 2025 (ref 2024/0867).

6.4 Local design standards for BMBC are set out in 'Design of Housing Developments' SPD (adopted in July 2023). As mentioned in Chapter 2, this SPD often refers to the South Yorkshire Residential Design Guide and Manual for Streets with regards to the design of new transport infrastructure.

6.5 In paragraphs B.2.1.6 and B.2.1.7, The South Yorkshire Residential Design Guide states that for conventional residential streets with a design speed of 20mph or less, a minimum carriageway width of 4.8 metres should be provided. Streets with higher design speeds should have a minimum carriageway width of 5.5 metres. In paragraph B.2.2.2, the guide also states that along carriageways, footways measuring 2.0 metres in width should be provided as a minimum.

6.6 In line with the requirements of Policy HS25 in the Barnsley Local Plan, the spine road through the site will take the form of an initial section of Link Road which will connect Woolley Colliery Road to the west and Station Road to the south-east. This application will therefore deliver this initial section of link road, with the remainder of the Link Road provided through the adjacent HS11 land allocation.

6.7 The spine road through the application site has therefore been designed with this requirement in mind, and will have a carriageway width of 6.75 metres, with a 2

metre wide footway to its northern side and a 2 metre wide verge and 3 metre wide shared footway/cycleway to its southern side. This width will futureproof the spine road should there be a requirement in the future for the Link Road to serve as an operational bus route.

6.8 The proposed site access junction with Woolley Colliery Road will form the western end of the new link road. The proposed site access will be 6.75 metres wide, with 6.0 metre radius kerbs to both sides at its junction with Woolley Colliery Road. The 2.0 metre wide footway to the north of the access and the 3.0 metre wide shared footway / cycleway to the south of the access will tie into existing provision to the eastern side of Woolley Colliery Road. Dropped kerbs and tactile paving will be provided across Woolley Colliery Road, which will tie into an extension to the existing shared use footway/cycleway to the east of Woolley Colliery Road, thus linking the site to the existing pedestrian infrastructure.

Visibility

6.9 Speed data on approach to the site access has been collected by the ATC described in Section 3.0, which can be used to calculate the visibility provision based on the surveyed 85th percentile speeds.

6.10 Based on the ATC data in the vicinity of the proposed site access junction, for the time periods 10am to 12pm and 2pm to 4pm on weekdays as per the guidance in DMRB CA 185, the 85th percentile vehicle speeds are summarised at Table 6.1.

Table 6.1: Surveyed 85th Percentile Speeds – Woolley Colliery Road

Location	Northbound	Southbound
Woolley Colliery Road	31.7 mph	32.6 mph

6.11 Given that the calculated 85th percentile speeds are below 37mph in the vicinity of the access, the visibility requirements have been calculated based on guidance provided in Manual for Streets 2. Using the formula at paragraph 10.1.5 of Manual for Streets 2, the required stopping sight distances based on the surveyed 85th percentile speeds are 58.0 metres for southbound vehicles and 60.4 metres for northbound vehicles.

6.12 The drawing attached at **Appendix BGH11** demonstrates that the visibility splays described above are achievable at the site access within the adopted highway or land within the site boundary.

Internal Layout

6.13 The internal layout of the site has been designed to ensure it conforms to side road and forward visibility requirements for a 20mph design speed. The spine road is not a straight route and raised tables along this route will ensure lower vehicle speeds to achieve the 20mph design speed, with a maximum length of 60 metres between any speed restraint feature.

Swept Path Analysis

6.14 The proposed layout has been designed to accommodate the necessary refuse and emergency vehicle requirements. The refuse vehicle used in the Barnsley metropolitan area is a 10.3 metre long 3-axle rear steer vehicle.

6.15 A plan showing the swept paths of a refuse vehicle utilising the turning heads provided within the site are attached at **Appendix BGH12**. Refuse vehicles are larger than emergency vehicles, and therefore this drawing demonstrates that the site can also suitably accommodate emergency vehicles.

Proposed Parking Provision

Car Parking

6.16 The parking standards for new housing developments within BMBC are set out within the authority's 'Parking' SPD which was adopted in November 2019. The standards require that:

- 1 space is provided for dwellings with 1 or 2 bedrooms; and
- 2 spaces are provided for dwellings with 3 or more bedrooms

6.17 The parking standards also state that for residential developments, 1 EV charging point should be provided per dwelling. Parking throughout the site will be compliant with the parking standards provided by BMBC.

Cycle Parking

6.18 The parking standards for new housing developments within BMBC are also set out within the authority's 'Parking' SPD. The standards require that:

- 1 secure space is provided per dwelling in garage of suitable size or separate secure covered area within plot

6.19 A secure cycle parking location will be provided within the curtilage of each dwelling e.g. within a garage, outbuilding or shed

7.0 TRIP GENERATION AND DISTRIBUTION

Trip Generation

7.1 In order to estimate the trip generation for the proposed development, the morning and evening peak hour trip rates agreed with BMBC Highways as part of the TA for the Gleeson application on land to the west of Woolley Colliery Road (Site HS1, planning application reference 2024/0867) have been utilised.

7.2 These trip rates were derived through an interrogation of the Trip Rate Information Computer System (TRICS) under the 'Houses Privately Owned' category and are set out in Table 7.1 below.

Table 7.1: Approved Vehicular Trip Rates (per dwelling)

Land Use	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	0.152	0.354	0.506	0.361	0.148	0.509

7.3 Table 7.2 sets out the trip generation of the proposed 119 dwellings, based on the approved trip rates set out in Table 7.1 above.

Table 7.2: Trip Generation

Land Use	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Proposed 119 dwellings	18	42	61	43	18	61

7.4 Table 7.2 shows that the proposed development is expected to generate 61 two-way trips in both the morning and evening peak hours.

Distribution

7.5 The likely distribution of the traffic predicted to be generated by the proposed development has been determined using the "Location of usual residence and place of work by method of travel to work (MSOA level)" dataset from the 2011 Census. The location of usual residence was set as "Barnsley 005", as the area in which the site is situated, and the place of work was set to "All". The possible route choices

to each MSOA have been determined based on the Google Maps route planning tool.

7.6 The diagrams attached at **Appendix BGH13** show the resulting trip distribution percentages for both land parcels on the local highway network. The expected distribution of trips through the network has also been summarised in Table 7.3 below.

Table 7.3 – Trip Distribution by Route

Route (travelling via)	Proportion (%)
Woolley Colliery Road (North)	2%
Broomhouse Lane	13%
Station Road	16%
Barnsley Road	40%
Churchfield Lane	3%
Huddersfield Road	26%
Total	100%

7.7 As can be seen from Table 7.3, it is anticipated that the largest proportion of trips (40%) on the surveyed network will be distributed along Barnsley Road, which provides access to Barnsley town centre. Overall, 40% of development generated trips equates to 24 two-way trips in both the morning and evening peak hour.

7.8 A 30 two-way trip threshold is set out within historic guidance in the Department for Transport's 'Guidance on Transport Assessment', which is often used to establish the need for operational assessment at a junction. In line with this guidance, the level of trip generation through the highway network on Barnsley Road is not considered to be material, and therefore, no further assessments outside of the junctions analysed in chapter 8 are required.

7.9 In line with best practice and the objectives in the BMBC Transport Strategy, the targets (10% reduction) contained in the TP that accompanies this TA have been

applied to the trip generation predictions in Table 7.2 to account for the impact of the TP measures and are shown in Table 7.4

Table 7.4: Vehicle Trip Generation – With TP Targets

	Morning Peak Hour			Evening Peak Hour		
	Arrivals	**Departures**	**Total**	**Arrivals**	**Departures**	**Total**
Proposed Number of Dwellings (119)						
Trip Generation	16	38	54	39	16	55

7.10 Based on the above distribution and trip generation provided in Table 7.4, the diagram attached at **Appendix BGH14** shows the likely additional vehicle turning movements that the development will generate at the surveyed junctions.

8.0 IMPACT ON THE HIGHWAY NETWORK

Scope of Assessment

8.1 The following junctions have been assessed as part of this TA:

1. Proposed Site Access / Woolley Colliery Road T Junction;
2. Bloomhouse Lane / Woolley Colliery Road T Junction;
3. Station Road / B6131 T Junction;
4. B6131 / A637 / Churchfield Lane staggered priority crossroads

Assessment Traffic Flows

8.2 To calculate the traffic flows for the 2031 predicted scenario, the 2031 base traffic flows at **Appendix BGH10** have been added to the proposed development generated traffic flow diagrams at **Appendix BGH14**. The resulting 2031 predicted traffic flows are shown on the diagrams at **Appendix BGH15**.

Operational Assessment

Site Access Junction / Woolley Colliery Road Junction

8.3 The operation of the proposed site access junction with Woolley Colliery Road has been assessed for the 2031 predicted weekday morning and evening peak hours, using the PICADY element of the Junctions 10 modelling software. The model parameters have been obtained from the proposed site access drawing attached at **Appendix BGH11**.

8.4 The Ratio of Flow to Capacity (RFC) results are provided for the junction. The RFC is a measure which is commonly used to judge the acceptability of new junction designs and also existing junctions in relation to predicting how they will operate. At existing junctions in urban areas, an RFC value of 1.00 is generally used to identify a junction operating at capacity. An RFC value of less than 0.85 is typically used to indicate that a new junction is predicted to operate at a satisfactory level of performance. If a junction operates between 0.85 and 1.0 it is normal practice to give further consideration to the operation of the junction. The maximum queues are presented in Passenger Car Unit (PCU) format, with a PCU length equating to 5.75 metres.

8.5 The results of the modelling are summarised in Table 8.1 and the full model outputs are attached at **Appendix BGH16**.

Table 8.1: 2031 Predicted Operational Assessment
Proposed Site Access / Woolley Colliery Road Junction

Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Site Access - (Left & Right Out)	0.07	0	0.03	0
Woolley Colliery Road - (Ahead & Right In)	0.03	0	0.06	0

8.6 Table 8.1 shows that the proposed site access junction with Woolley Colliery Road is predicted to operate well within capacity at a future year of 2031 with traffic generated by the proposed development. The maximum RFC of 0.07 is predicted to occur on the site access arm during the morning peak hour, with no associated queuing.

Bloomhouse Lane / Woolley Colliery Road Priority T Junction

8.7 The operation of the existing Bloomhouse Lane / Woolley Colliery Road T junction has been assessed using the PICADY element of the Junctions 10 modelling software. The results of the modelling are summarised in Table 8.2 and the full model outputs are attached at **Appendix BGH16**.

Table 8.2: Operational Assessment
Bloomhouse Lane / Woolley Colliery Road Priority Junction

Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue	RFC	Queue
2025 Existing Scenario				
Bloomhouse Lane - (Left & Right Out)	0.05	0	0.05	0
Woolley Colliery Road - (Ahead & Right In)	0.01	0	0.01	0
2031 Base Scenario				
Bloomhouse Lane - (Left & Right Out)	0.06	0	0.07	0
Woolley Colliery Road - (Ahead & Right In)	0.01	0	0.02	0

2031 Predicted Scenario				
Bloomhouse Lane - (Left & Right Out)	0.06	0	0.08	0
Woolley Colliery Road - (Ahead & Right In)	0.02	0	0.02	0

8.8 Table 8.2 shows that the Bloomhouse Lane / Woolley Colliery Road T junction is predicted to operate well within capacity at a future year of 2031, with traffic generated by the proposed development. The maximum RFC of 0.08 is predicted to occur on Bloomhouse Lane during the evening peak hour, with no associated queuing.

Station Road / B6131 Priority T Junction

8.9 The operation of the existing Station Road / B6131 T junction has been assessed using the PICADY element of the Junctions 10 modelling software. The results of the modelling are summarised in Table 8.3 and the full model outputs are attached at **Appendix BGH16**.

Table 8.3: Operational Assessment Station Road / B6131 Priority Junction

Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue	RFC	Queue
2025 Existing Scenario				
Station Road - (Left & Right Out)	0.20	0	0.22	0
B6131 (Ahead & Right In)	0.05	0	0.07	0
2031 Base Scenario				
Station Road - (Left & Right Out)	0.31	1	0.28	0
B6131 (Ahead & Right In)	0.06	0	0.10	0
2031 Predicted Scenario				
Station Road - (Left & Right Out)	0.39	1	0.32	1
B6131 (Ahead & Right In)	0.07	0	0.12	0

8.10 Table 8.3 shows that the Station Road / B6131 T junction is predicted to operate well within capacity at a future year of 2031, with traffic generated by the proposed development. The maximum RFC of 0.39 is predicted to occur on the Station Road arm during the evening peak hour, with a maximum queue of one vehicle.

B6131 / A637 / Churchfield Lane Staggered Crossroads

8.11 The operation of the existing B6131 / A637 / Churchfield Lane staggered crossroads has been assessed using the PICADY element of the Junctions 10 modelling software. The results of the modelling are summarised in Table 8.5 and the full model outputs are attached **at Appendix BGH16**.

Table 8.5: Operational Assessment B6131 / A637 / Churchfield Lane Staggered Priority Crossroads

Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue	RFC	Queue
2025 Existing Scenario				
Churchfield Lane	0.30	0	0.05	0
A637 Barnsley Road	0.38	1	0.63	2
B6131 Church Street	0.86	5	0.66	2
A637 Huddersfield Road	0.01	0	0.01	0
2031 Base Scenario				
Churchfield Lane	0.33	1	0.06	0
A637 Barnsley Road	0.43	1	0.73	3
B6131 Church Street	1.05	16	0.79	3
A637 Huddersfield Road	0.01	0	0.01	0

2031 Predicted Scenario				
Churchfield Lane	0.33	1	0.06	0
A637 Barnsley Road	0.44	1	0.79	4
B6131 Church Street	1.11	22	0.84	4
A637 Huddersfield Road	0.01	0	0.01	0

8.12 Table 8.5 shows that the B6131 / A637 / Churchfield Lane staggered priority crossroads is predicted to operate over capacity during the morning peak period in the 2031 base scenario. The impact of trips associated with the proposed development on the junction above this is minimal, with only a minor increase in the RFC of 0.06 on the B6131 Church Street arm in comparison to the 2031 base scenario in the morning peak hour, with an associated increase in the queue length of 6 PCU's.

8.13 In practice, the increases in queuing predicted as a consequence of the development traffic are within the day-to-day variations in traffic flow at a junction and the predicted increases in queuing would not be perceptible to traffic on the wider network.

9.0 SUMMARY AND CONCLUSIONS

9.1 This Transport Assessment has been prepared by Bryan G Hall on behalf of Homes By Honey and Keith Wike and Brenda Wike of Manor House Farm, Bloomhouse Lane, Darton, Barnsley and Christopher Wike And Sharon Wike Of 23 Huddersfield Road, Darton, Barnsley to support a planning application for a proposed residential development of 119 dwellings, on land to the east of Woolley Colliery Road, Darton.

9.2 The site is located between the villages of Darton to the south and Woolley Colliery to the north and occupies an area of undeveloped agricultural land totalling some 4.1 hectares. The site is bound to the east and south by Woolley Colliery Road, to the north by a commercial unit and Bloomhouse Lane, and to the east by existing agricultural fields.

9.3 The site is situated on an area of land which is identified in the Barnsley Local Plan as allocated land for future development. The allocated land is known as site HS25 known as 'Land to the east of Woolley Colliery Road', with an indicative capacity of 118 dwellings.

9.4 The record of personal injury collisions occurring from road traffic collisions in the vicinity of the site has been assessed and it is concluded that there are no readily identifiable trends in the data. It has therefore been concluded that the development proposals will not have any detrimental impact on the operation of the network with regard to highway safety.

9.5 It is considered that the site is well located to promote trips on foot to local amenities. The provision of the shared use footway/cycleway to the east of Woolley Colliery Road will also help to encourage cycling journeys, along with the provision of a shared footway / cycleway internally within the site. Regular bus services are provided from bus stops within a short walking distance of the centre of the site, providing services to key leisure, employment and transport hubs in the area, including Barnsley Interchange. Darton Railway Station is located within a short walking distance from the site, which offers a frequent local service between Leeds and Sheffield, and an opportunity to connect to national services.

9.6 The development proposals seek to provide a new residential development which will comprise of 119 dwellings in total. The dwellings will be made up of 2, 3 and 4-bedroom properties, and will be either semi-detached or detached dwellings. Vehicular access to the proposed development will be provided by way of a new

priority controlled simple T junction with Woolley Colliery Road, at the western site boundary.

9.7 Parking will be provided in line with the standards set out within the BMBCs Parking SPD, including the provision of an electric vehicle charging point per dwelling. Swept path analysis of the proposed layout has been undertaken, which demonstrates that the site can be serviced appropriately by a refuse vehicle.

9.8 The proposed development is anticipated, when the targets contained in the accompanying Travel Plan are applied, to generate 54 two-way trips during the morning peak hour and 55 two-way trips during the evening peak hour. These development generated trips have been distributed onto the local highway network based on 2011 Census data.

9.9 Operational assessments of both proposed site access junctions with Woolley Colliery Road, the Bloomhouse Lane / Woolley Colliery Road T Junction , the Station Road / B6131 T Junction and the B6131 / A637 / Churchfield Lane staggered crossroads has been undertaken for a 2031 future year. It is concluded that the proposed development generated trips will not have a material impact on the operation of the local highway network in the vicinity of the site.

9.10 The development is in full accordance with national and local planning policy and guidance.

9.11 It is therefore concluded that there are no justifiable highways or transport related reasons why the proposed development should not be granted planning permission.

APPENDIX BGH 1

01 / SITE LAYOUT

BLOOMHOUSE LANE, DARTON								25-5808-01
AFFORDABLE								
NAME	TYPE	BED	STOREY	SQ.FT	PARKING	No PLOTTED	TOTAL SQ.FT	%
2B3P	MID	2	2	786	PS	1	786	50
	END	2	2	789	PS	7	5523	
2B4P	END	2	2	870	PS	4	3480	
3B4P	MID	3	2	928	PS	1	928	50
	END	3	2	931	PS	4	3724	
3B5P	MID	3	2	1009	PS	1	1009	
	END	3	2	1012	PS	1	1012	
OREGANO	DET	3	2	1311	PS	5	6555	
						24	23017	100

OPEN MARKET								
NAME	TYPE	BED	STOREY	SQ.FT	PARKING	No PLOTTED	TOTAL SQ.FT	%
AVOCADO	END	2	2	754	PS	8	6032	8
CHESTNUT	END	3	2	923	PS	16	14768	40
CLOVER	END	3	2	964	PS	3	2892	
	DET	3	2	967	PS	7	6769	
DANDELION	END	3	2	1008	PS	2	2016	
	DET	3	2	1008	PS	4	4032	
ELICALYPTUS	DET	3	2	1054	PS	5	5270	
OREGANO	DET	3	2	1311	PS	1	1311	
JARRAH	DET	4	2	1209	SDG	4	4836	52
MAGNOLIA	END	4	3	1214	PS	12	14568	
LAVENDAR	DET	4	2	1239	INT	7	8573	
LINDEN	DET	4	2	1274	SDG	8	10192	
PRIMROSE	DET	4	2	1260	SDG	4	5160	
POPPY	DET	4	2	1329	INT	8	10632	
ROSEMARY	DET	4	2	1359	SDG	6	8154	
						95	105305	100
						119	128322	

	SQM	Ha	ACRES
GROSS AREA	41161	4.1	10.2
NETT AREA	32363	3.2	8.0
POS	3647	0.4	0.9

COVERAGE	16046
DPH	37

	%
AFFORDABLE	20
M4(3)	6
POS	9

PLANNING LAYOUT LAYERS KEY:

- 2000mm BRICK SCREEN WALL
- 1800mm BRICK WALL & FENCE
- 1800mm TIMBER FENCE
- 2000mm ACCOUSTIC FENCE
- 450mm KNEE HIGH RAIL
- APPLICATION BOUNDARY
- UTILITIES EASEMENT
- G — LOCKABLE GATE
- AFFORDABLE / AFFORDABLE RENT
- INFORMAL VISITOR PARKING

Designer Risk Assessment

Criteria	Location	Who's At Risk	Consequence	Mitigation
Trenches and excavation	Whole Site	Construction Staff	1. Risk of collapsing excavation 2. Falling debris into excavation 3. Risk associated with working in confined spaces	Contractor to determine safe methods of working in confined spaces, where neoessary.
Working Adjacent to Live Traffic	Site boundaries adjacent to Wooley Colliery Road	1. General Public 2. Construction Staff	1. Risk of Obstruction/Striking Passing vehicles 2. Risk of being struck by Plant machinery	Contractors safe method of working. Implementation of signing and traffic control measures. Contractor to provide appropriate protection barriers. Workers to wear high visibility clothing.
General Public / Children trespassing on site	Whole Site, specifically PROW running North to South	1. General Public	Risk of public injury on site from trips, falls, falling from height, unsovered manholes / trenches	Ensure the site is properly secure and inform the surrounding public of site location and boundaries Give advance warning of the start of construction. Contractor to consider and put in place methods to protect PROW through the site, and maintain its use unless alternative has been agreed prior to construction.
Effects of noise, dust or vibration of construction works.	Whole Site	1. General Public 2. Adjacent Properties 3. Construction Staff	1. Annoyance to General Public 2. Risk of health problems to General Public 3. Risk of health problems to Construction Staff	Contractor to determine safe methods of working through construction methods/sequences. Site staff to be provided with appropriate PPE relative to their nature of work. Work may also be undertaken at specific times, in sensitive areas to minimise disruption to adjacent properties.
Contaminated Ground	Whole Site	Construction Staff	Health risks to Construction Staff	It is always possible that contaminated land may be uncovered during the construction phase. The contractor should determine safe methods of working if contaminated land is encountered.
Retained Trees	Whole Site	1. General Public 2. Construction Staff	Risk of serious injury from falling branches.	Tree survey required to establish condition of trees and recommended works. All recommended works to be carried out with high priority works on unsafe trees carried out as soon as is reasonably practicable.
Low-level Electric Overhead Power Lines	Intersecting site at various points	1. General Public 2. Construction Staff	1. Risk of death or serious injury from electrocution.	Contractor to produce a plan of work that where possible eliminates the danger by avoidance of work and site traffic at or near the overhead lines. If the danger cannot be eliminated, the risk must be managed by controlling access to, and work beneath overhead power lines.
Water Mains	Intersecting site at various points	1. General Public 2. Construction Staff	1. Risk of serious injury.	Contractor to produce a plan of work that where possible eliminates the danger by diverting the water mains or by avoidance of work and site traffic at or near the water mains.

NORTH

1:500 SCALE

10m 50m

Rev	Date	Description	Drawn	Check
A	11.03.26	LAYOUT UPDATED FOLLOWING CONSULTATION RESPONSES	JP	VS

Architecture Planning Urban Design Landscape

CLIENT: HOMES BY HONEY

PROJECT: BLOOMHOUSE ROAD, DARTON

DRAWING: SITE LAYOUT

DRAWING NUMBER: 25-5808-01-A

SCALE @ A1: 1:500

DRAWN: JP DATE: FEB '26

CHECKED: VS DATE: FEB '26

JRP Associates
14 Mariner Court,
Calder Park, Wakefield, WF4 3FL
T 01924 383322
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APPENDIX BGH 2

Accidents between dates **17/03/2020** **and** **17/03/2025** (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
20951472	15/05/2020	1	Slight	0	0	0	0	0	Light	Right	Dry	1115	DARTON LANE (B6131) BARNSLEY AT OR NR JN WITH SACKUP LAN
20990679	16/10/2020	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1849	STATION ROAD (B6131) BARNSLEY
211106837	23/10/2021	1	Slight	0	1	0	0	1	Light	No turn	Dry	1317	CHURCH STREET (B6131) AT JUNCTION WITH CHURCH CLOSE
211120126	11/12/2021	2	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1950	STATION ROAD (B6131) AT JUNCTION WITH SACKUP LANE
221198938	14/07/2022	1	Slight	0	0	1	0	0	Dark	No turn	Dry	2351	WOOLLEY COLLIERY ROAD - 106 METRES FROM JUNCTION WITH F
231362720	13/10/2023	1	Slight	1	0	0	0	0	Dark	Right	Wet/Damp	1905	
241434492	22/04/2024	3	Serious	0	0	1	0	2	Light	No turn	Dry	1115	CHURCH STREET (B6131) DARTON, BARNSLEY
Column Totals		10		1	1	2	0	3					
No. of Accidents				1	1	2	0	2					

Total number of accidents listed: 7

Accidents between dates **17/03/2020** **and** **17/03/2025** (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
20951472	Slight	15/05/2020	Fri	1115	431697 409995	0	0	1	999V1B	0 0 0	Light	Fine without high winds	Dry	9 9
20990679	Slight	16/10/2020	Fri	1849	431424 410031	0	0	1	602V2A	0 0 0	Dark	Fine without high winds	Dry	9 9
211106837	Slight	23/10/2021	Sat	1317	431145 410026	0	0	1	405V1A 802C1A	0 0 0	Light	Fine without high winds	Dry	9 1
211120126	Slight	11/12/2021	Sat	1950	431692 409997	0	0	2	405V2A 302V2A	0 0 0	Dark	Fine without high winds	Wet/Damp	9 9
221198938	Slight	14/07/2022	Thu	2351	431220 410422	0	0	1	405V1B	10 9 9	Dark	Fine without high winds	Dry	9
231362720	Slight	13/10/2023	Fri	1905	431007 409899	0	0	1	406V1A 405V1A	0 0 0	Dark	Fine without high winds	Wet/Damp	9 97
241434492	Serious	22/04/2024	Mon	1115	431092 409993	0	1	2	410V1A	6 9 5	Light	Fine without high winds	Dry	9 9
Column Totals	**Slight :** 6					0	1	0			**Light :** 3		**Dry :** 5	
	Serious : 1										**Dark :** 4		**Wet :** 2	
	Fatal : 0													

Total number of accidents listed: 7

APPENDIX BGH 3

17468 / DARTON,BARNSLEY
NOVEMBER 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

	A to D								A to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	6	0	0	0	0	0	0	6	4	0	0	0	1	0	0	5
07:15	3	0	1	0	0	0	0	4	12	0	0	0	1	0	0	13
07:30	5	0	0	0	0	0	0	5	20	4	0	0	1	0	0	25
07:45	3	0	0	0	0	0	0	3	16	0	0	0	1	0	0	17
H/TOT	17	0	1	0	0	0	0	18	52	4	0	0	4	0	0	60
08:00	9	0	0	0	0	0	0	9	21	2	2	0	0	0	0	25
08:15	6	1	0	0	0	0	0	7	12	1	0	0	0	0	0	13
08:30	7	1	0	0	0	0	0	8	14	0	0	0	0	0	0	14
08:45	3	0	0	0	0	0	0	3	12	1	0	0	1	0	0	14
H/TOT	25	2	0	0	0	0	0	27	59	4	2	0	1	0	0	66
09:00	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	11
09:15	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
09:45	3	0	0	0	0	0	0	3	7	1	2	0	1	0	0	11
H/TOT	11	1	0	0	0	0	0	12	28	1	3	0	1	0	0	33
P/TOT	53	3	1	0	0	0	0	57	139	9	5	0	6	0	0	159

	A to D								A to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
14:00	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
14:15	1	1	0	0	0	0	0	2	9	1	0	0	0	0	0	10
14:30	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
14:45	3	0	0	0	1	0	0	4	7	1	0	0	1	0	0	9
H/TOT	8	1	0	0	1	0	0	10	28	2	0	0	1	0	0	31
15:00	4	0	0	0	0	0	0	4	14	2	0	0	0	0	0	16
15:15	2	0	0	0	0	0	0	2	8	1	0	0	0	0	0	9
15:30	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
15:45	3	0	0	0	1	0	0	4	6	1	1	0	1	0	0	9
H/TOT	12	0	0	0	1	0	0	13	33	4	1	0	1	0	0	39
16:00	6	1	0	0	0	0	0	7	6	1	0	0	0	0	1	8
16:15	5	1	0	0	0	0	0	6	8	0	1	0	0	0	0	9
16:30	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
16:45	3	1	0	0	0	0	0	4	14	0	0	0	0	0	0	14
H/TOT	18	3	0	0	0	0	0	21	35	1	1	0	0	0	1	38
17:00	5	0	0	0	0	0	0	5	8	0	0	0	1	0	0	9
17:15	3	0	0	0	0	0	0	3	16	0	0	0	0	0	0	16
17:30	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9
17:45	4	0	0	0	0	0	0	4	14	2	0	0	0	0	0	16
H/TOT	14	0	0	0	0	0	0	14	47	2	0	0	1	0	0	50
18:00	5	0	0	0	0	0	0	5	11	0	0	0	1	0	0	12
18:15	5	1	0	0	0	0	0	6	8	1	0	0	0	0	0	9
18:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9
18:45	3	0	1	0	0	0	0	4	7	0	0	0	1	0	0	8
H/TOT	13	1	1	0	0	0	0	15	34	1	0	0	2	0	1	38
P/TOT	65	5	1	0	2	0	0	73	177	10	2	0	5	0	2	196

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

	A to B								A to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	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
H/TOT	3	0	0	0	0	0	0	3	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
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0

	A to B								A to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	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
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	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
18:30	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

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

	B to A								B to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	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	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	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
16:30	0	0	0	0	0	0	0	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
H/TOT	0	0	0	0	0	0	0	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
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	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
18:30	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

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

	B to C								B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	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	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	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
H/TOT	2	0	0	0	0	0	0	2	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
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	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
18:30	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

	C to B								C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0	5
07:15	0	0	0	0	0	0	0	0	3	1	0	0	2	0	0	6
07:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
07:45	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	17	3	1	0	3	0	0	24
08:00	2	0	0	0	0	0	0	2	10	2	0	0	0	0	0	12
08:15	1	0	0	0	0	0	0	1	9	1	0	0	0	0	0	10
08:30	4	0	0	0	0	0	0	4	9	1	0	0	1	0	0	11
08:45	2	0	0	0	0	0	0	2	15	0	0	0	0	0	0	15
H/TOT	9	0	0	0	0	0	0	9	43	4	0	0	1	0	0	48
09:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
09:15	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
09:30	0	0	0	0	0	0	0	0	5	0	1	0	1	0	0	7
09:45	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
H/TOT	1	0	0	0	0	0	0	1	29	4	1	0	1	0	0	35
P/TOT	10	0	0	0	0	0	0	10	89	11	2	0	5	0	0	107

	C to B								C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
14:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:30	0	0	0	0	0	0	0	0	10	2	0	0	1	0	0	13
14:45	0	0	0	0	0	0	0	0	12	1	0	0	1	0	0	14
H/TOT	0	0	0	0	0	0	0	0	34	4	0	0	2	0	0	40
15:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
15:30	0	0	0	0	0	0	0	0	26	1	1	0	0	0	0	28
15:45	0	0	0	0	0	0	0	0	15	3	0	0	2	0	0	20
H/TOT	0	0	0	0	0	0	0	0	61	5	1	0	2	0	0	69
16:00	0	0	0	0	0	0	0	0	12	2	1	0	0	0	0	15
16:15	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
16:30	0	0	0	0	0	0	0	0	11	5	0	0	0	0	0	16
16:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	50	8	1	0	0	0	0	59
17:00	0	0	0	0	0	0	0	0	15	1	0	0	1	0	0	17
17:15	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
17:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
17:45	0	0	0	0	0	0	0	0	17	0	0	0	1	0	1	19
H/TOT	0	0	0	0	0	0	0	0	65	3	0	0	2	0	1	71
18:00	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
18:15	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16
18:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
18:45	0	0	0	0	0	0	0	0	11	0	1	0	1	0	0	13
H/TOT	0	0	0	0	0	0	0	0	52	5	1	0	1	0	0	59
P/TOT	0	0	0	0	0	0	0	0	262	25	3	0	7	0	1	298

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

	C to D								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	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	1
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	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	0	0	0	0	0	0	0	0
P/TOT	12	0	1	0	0	0	0	13	1	0	0	0	0	0	0	1

	C to D								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:15	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
15:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	10	3	0	0	0	0	1	14	0	0	0	0	0	0	0	0
16:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:30	3	0	0	0	0	0	0	3	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
H/TOT	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
P/TOT	34	4	0	0	0	0	2	40	2	0	0	0	0	0	0	2

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

	D to C								D to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	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	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
07:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:00	8	1	0	0	0	0	1	10	1	0	0	0	0	0	0	1
08:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	19	1	0	0	0	0	1	21	2	0	0	0	0	0	0	2
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0
P/TOT	29	1	0	0	0	0	2	32	2	0	0	0	0	0	0	2

	D to C								D to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	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
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	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
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
P/TOT	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

	D to A								D to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	3	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0
08:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
09:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	5	1	1	0	0	0	0	7	0	0	0	0	0	0	0	0
P/TOT	24	2	1	0	1	0	0	28	0	0	0	0	0	0	0	0

	D to A								D to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
15:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:15	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
15:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0
16:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
16:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	16	2	0	0	0	0	0	18	1	0	0	0	0	0	0	1
17:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
18:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
P/TOT	83	6	0	0	0	0	0	89	1	0	0	0	0	0	0	1

17468 / DARTON,BARNSLEY
NOVEMBER 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

	TO ARM A								FROM ARM A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	2	0	0	1	0	0	6	10	0	0	0	1	0	0	11
07:15	3	1	0	0	2	0	0	6	15	0	1	0	1	0	0	17
07:30	7	0	0	0	0	0	0	7	25	4	0	0	1	0	0	30
07:45	8	0	1	0	1	0	0	10	19	0	0	0	1	0	0	20
H/TOT	21	3	1	0	4	0	0	29	69	4	1	0	4	0	0	78
08:00	14	2	0	0	0	0	0	16	31	2	2	0	0	0	0	35
08:15	10	2	0	0	0	0	0	12	20	2	0	0	0	0	0	22
08:30	16	1	0	0	1	0	0	18	21	1	0	0	0	0	0	22
08:45	18	0	0	0	0	0	0	18	15	1	0	0	1	0	0	17
H/TOT	58	5	0	0	1	0	0	64	87	6	2	0	1	0	0	96
09:00	13	3	0	0	0	0	0	16	14	0	0	0	0	0	0	14
09:15	8	0	1	0	0	0	0	9	11	1	0	0	0	0	0	12
09:30	6	0	1	0	1	0	0	8	4	0	1	0	0	0	0	5
09:45	7	2	0	0	0	0	0	9	10	1	2	0	1	0	0	14
H/TOT	34	5	2	0	1	0	0	42	39	2	3	0	1	0	0	45
P/TOT	113	13	3	0	6	0	0	135	195	12	6	0	6	0	0	219

	TO ARM A								FROM ARM A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	9	1	0	0	0	0	0	10	7	0	0	0	0	0	0	7
14:15	6	0	0	0	0	0	0	6	10	2	0	0	0	0	0	12
14:30	13	3	0	0	1	0	0	17	9	0	0	0	0	0	0	9
14:45	12	1	0	0	1	0	0	14	10	1	0	0	2	0	0	13
H/TOT	40	5	0	0	2	0	0	47	36	3	0	0	2	0	0	41
15:00	8	1	0	0	0	0	0	9	18	2	0	0	0	0	0	20
15:15	27	1	0	0	0	0	0	28	10	1	0	0	0	0	0	11
15:30	28	2	1	0	0	0	0	31	8	0	0	0	0	0	0	8
15:45	20	3	0	0	2	0	0	25	9	1	1	0	2	0	0	13
H/TOT	83	7	1	0	2	0	0	93	45	4	1	0	2	0	0	52
16:00	14	2	1	0	0	0	0	17	12	2	0	0	0	0	1	15
16:15	20	2	0	0	0	0	0	22	13	2	1	0	0	0	0	16
16:30	19	6	0	0	0	0	0	25	11	0	0	0	0	0	0	11
16:45	13	1	0	0	0	0	0	14	17	1	0	0	0	0	0	18
H/TOT	66	11	1	0	0	0	0	78	53	5	1	0	0	0	1	60
17:00	23	1	0	0	1	0	0	25	13	0	0	0	1	0	0	14
17:15	21	1	0	0	0	0	0	22	19	0	0	0	0	0	0	19
17:30	22	1	0	0	0	0	0	23	11	0	0	0	0	0	0	11
17:45	22	0	0	0	1	0	1	24	18	2	0	0	0	0	0	20
H/TOT	88	3	0	0	2	0	1	94	61	2	0	0	1	0	0	64
18:00	21	2	0	0	0	0	0	23	16	0	0	0	1	0	0	17
18:15	18	3	0	0	0	0	0	21	13	2	0	0	0	0	0	15
18:30	16	1	0	0	0	0	0	17	8	0	0	0	0	0	1	9
18:45	16	0	1	0	1	0	0	18	10	0	1	0	1	0	0	12
H/TOT	71	6	1	0	1	0	0	79	47	2	1	0	2	0	1	53
P/TOT	348	32	3	0	7	0	1	391	242	16	3	0	7	0	2	270

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

	TO ARM B								FROM ARM B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	14	0	0	0	0	0	0	14	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
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	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	0	0	0	0	0	0	0	0
P/TOT	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0

	TO ARM B								FROM ARM B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
15:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	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
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	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
18:30	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15

17468 / DARTON,BARNSLEY
NOVEMBER 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

	TO ARM C								FROM ARM C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	1	0	0	5	2	2	0	0	1	0	0	5
07:15	13	0	0	0	1	0	0	14	6	1	0	0	2	0	0	9
07:30	20	4	0	0	1	0	0	25	8	0	0	0	0	0	0	8
07:45	22	0	0	0	1	0	0	23	6	0	2	0	0	0	0	8
H/TOT	59	4	0	0	4	0	0	67	22	3	2	0	3	0	0	30
08:00	29	3	2	0	0	0	1	35	13	2	0	0	0	0	0	15
08:15	17	1	0	0	0	0	0	18	11	1	0	0	0	0	0	12
08:30	18	0	0	0	0	0	0	18	15	1	0	0	1	0	0	17
08:45	15	1	0	0	1	0	0	17	18	0	0	0	0	0	0	18
H/TOT	79	5	2	0	1	0	1	88	57	4	0	0	1	0	0	62
09:00	12	0	0	0	0	0	0	12	13	2	0	0	0	0	0	15
09:15	6	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8
09:30	5	0	1	0	0	0	1	7	6	0	1	0	1	0	0	8
09:45	8	1	2	0	1	0	0	12	6	2	0	0	0	0	0	8
H/TOT	31	1	3	0	1	0	1	37	33	4	1	0	1	0	0	39
P/TOT	169	10	5	0	6	0	2	192	112	11	3	0	5	0	0	131

	TO ARM C								FROM ARM C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	7	0	0	0	0	0	0	7	10	1	0	0	0	0	0	11
14:15	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5
14:30	7	0	0	0	0	0	0	7	12	2	0	0	1	0	0	15
14:45	9	2	0	0	1	0	0	12	12	1	0	0	1	0	0	14
H/TOT	32	3	0	0	1	0	0	36	39	4	0	0	2	0	0	45
15:00	16	2	0	0	0	0	0	18	8	1	0	0	0	0	0	9
15:15	18	1	0	0	0	0	0	19	21	2	0	0	0	0	0	23
15:30	7	0	0	0	0	0	0	7	27	2	1	0	0	0	0	30
15:45	7	1	1	0	1	0	0	10	15	3	0	0	2	0	1	21
H/TOT	48	4	1	0	1	0	0	54	71	8	1	0	2	0	1	83
16:00	6	1	0	0	0	0	1	8	12	3	1	0	0	0	0	16
16:15	12	0	1	0	0	0	0	13	17	1	0	0	0	0	0	18
16:30	8	0	0	0	0	0	0	8	14	5	0	0	0	0	0	19
16:45	14	0	0	0	0	0	0	14	12	0	0	0	0	0	0	12
H/TOT	40	1	1	0	0	0	1	43	55	9	1	0	0	0	0	65
17:00	9	0	0	0	1	0	0	10	16	1	0	0	1	0	0	18
17:15	17	0	0	0	0	0	0	17	14	1	0	0	0	0	0	15
17:30	11	0	0	0	0	0	0	11	21	1	0	0	0	0	1	23
17:45	17	2	0	0	0	0	0	19	19	0	0	0	1	0	1	21
H/TOT	54	2	0	0	1	0	0	57	70	3	0	0	2	0	2	77
18:00	13	0	0	0	1	0	0	14	18	2	0	0	0	0	0	20
18:15	10	1	0	0	0	0	0	11	18	3	0	0	0	0	0	21
18:30	8	0	0	0	0	0	1	9	15	0	0	0	0	0	0	15
18:45	9	0	0	0	1	0	0	10	12	0	1	0	1	0	0	14
H/TOT	40	1	0	0	2	0	1	44	63	5	1	0	1	0	0	70
P/TOT	214	11	2	0	5	0	2	234	298	29	3	0	7	0	3	340

17468 / DARTON,BARNSLEY
NOVEMBER 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

	TO ARM D								FROM ARM D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
07:15	6	0	1	0	0	0	0	7	1	0	0	0	0	0	0	1
07:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:45	4	0	1	0	0	0	0	5	9	0	0	0	1	0	0	10
H/TOT	22	0	2	0	0	0	0	24	11	0	0	0	1	0	0	12
08:00	10	0	0	0	0	0	0	10	13	1	0	0	0	0	1	15
08:15	7	1	0	0	0	0	0	8	6	1	0	0	0	0	0	7
08:30	8	1	0	0	0	0	0	9	11	0	0	0	0	0	0	11
08:45	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
H/TOT	29	2	0	0	0	0	0	31	36	2	0	0	0	0	1	39
09:00	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4
09:15	5	1	0	0	0	0	0	6	1	0	1	0	0	0	0	2
09:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	1	3
09:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	14	1	0	0	0	0	0	15	8	1	1	0	0	0	1	11
P/TOT	65	3	2	0	0	0	0	70	55	3	1	0	1	0	2	62

	TO ARM D								FROM ARM D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
14:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
14:15	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
14:30	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5
14:45	3	0	0	0	1	0	0	4	2	1	0	0	0	0	0	3
H/TOT	13	1	0	0	1	0	0	15	10	2	0	0	0	0	0	12
15:00	9	0	0	0	0	0	0	9	7	0	0	0	0	0	0	7
15:15	7	2	0	0	0	0	0	9	10	1	0	0	0	0	0	11
15:30	4	1	0	0	0	0	0	5	2	1	0	0	0	0	0	3
15:45	3	0	0	0	1	0	1	5	6	0	0	0	0	0	0	6
H/TOT	23	3	0	0	1	0	1	28	25	2	0	0	0	0	0	27
16:00	7	2	0	0	0	0	0	9	3	0	0	0	0	0	0	3
16:15	6	1	0	0	0	0	0	7	6	0	0	0	0	0	0	6
16:30	7	0	0	0	0	0	0	7	9	1	0	0	0	0	0	10
16:45	3	1	0	0	0	0	0	4	1	1	0	0	0	0	0	2
H/TOT	23	4	0	0	0	0	0	27	19	2	0	0	0	0	0	21
17:00	6	0	0	0	0	0	0	6	9	0	0	0	0	0	0	9
17:15	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8
17:30	4	0	0	0	0	0	1	5	5	0	0	0	0	0	0	5
17:45	6	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8
H/TOT	19	0	0	0	0	0	1	20	30	0	0	0	0	0	0	30
18:00	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7
18:15	10	1	0	0	0	0	0	11	7	0	0	0	0	0	0	7
18:30	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
18:45	4	0	1	0	0	0	0	5	7	0	0	0	0	0	0	7
H/TOT	23	1	1	0	0	0	0	25	24	1	0	0	0	0	0	25
P/TOT	101	9	1	0	2	0	2	115	108	7	0	0	0	0	0	115

17468 / DARTON,BARNSLEY
NOVEMBER 2025
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 05/11/2025

LOCATION: Bloomhouse Lane / Woolley Colliery Road DAY: Wednesday

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	2	0	0	2	0	0	17
07:15	22	1	1	0	3	0	0	27
07:30	33	4	0	0	1	0	0	38
07:45	34	0	2	0	2	0	0	38
H/TOT	102	7	3	0	8	0	0	120
08:00	57	5	2	0	0	0	1	65
08:15	37	4	0	0	0	0	0	41
08:30	47	2	0	0	1	0	0	50
08:45	39	1	0	0	1	0	0	41
H/TOT	180	12	2	0	2	0	1	197
09:00	30	3	0	0	0	0	0	33
09:15	20	1	1	0	0	0	0	22
09:30	12	0	2	0	1	0	1	16
09:45	18	3	2	0	1	0	0	24
H/TOT	80	7	5	0	2	0	1	95
P/TOT	362	26	10	0	12	0	2	412

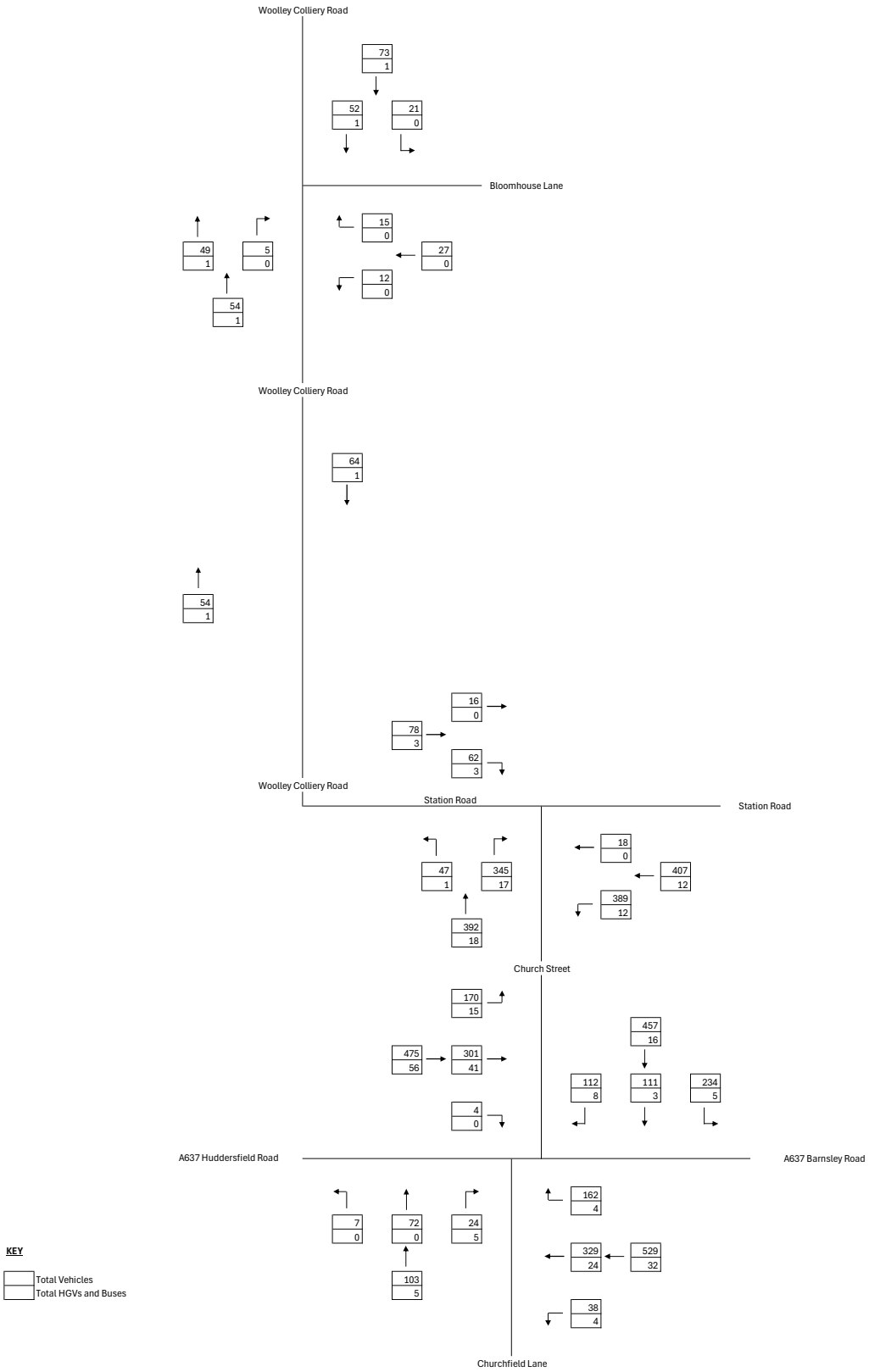
PEAK HOUR CALCULATION	TOT
07:00 to 08:00	120
07:15 to 08:15	168
07:30 to 08:30	182
07:45 to 08:45	194
08:00 to 09:00	**197**
08:15 to 09:15	165
08:30 to 09:30	146
08:45 to 09:45	112
09:00 to 10:00	95
PEAK VALUE	**197**

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	19	1	0	0	0	0	0	20
14:15	17	2	0	0	0	0	0	19
14:30	25	3	0	0	1	0	0	29
14:45	24	3	0	0	3	0	0	30
H/TOT	85	9	0	0	4	0	0	98
15:00	33	3	0	0	0	0	0	36
15:15	52	4	0	0	0	0	0	56
15:30	39	3	1	0	0	0	0	43
15:45	30	4	1	0	4	0	1	40
H/TOT	154	14	2	0	4	0	1	175
16:00	27	5	1	0	0	0	1	34
16:15	38	3	1	0	0	0	0	42
16:30	34	6	0	0	0	0	0	40
16:45	30	2	0	0	0	0	0	32
H/TOT	129	16	2	0	0	0	1	148
17:00	38	1	0	0	2	0	0	41
17:15	41	1	0	0	0	0	0	42
17:30	37	1	0	0	0	0	1	39
17:45	45	2	0	0	1	0	1	49
H/TOT	161	5	0	0	3	0	2	171
18:00	41	2	0	0	1	0	0	44
18:15	38	5	0	0	0	0	0	43
18:30	26	1	0	0	0	0	1	28
18:45	29	0	2	0	2	0	0	33
H/TOT	134	8	2	0	3	0	1	148
P/TOT	663	52	6	0	14	0	5	740

PEAK HOUR CALCULATION	TOT
14:00 to 15:00	98
14:15 to 15:15	114
14:30 to 15:30	151
14:45 to 15:45	165
15:00 to 16:00	**175**
15:15 to 16:15	173
15:30 to 16:30	159
15:45 to 16:45	156
16:00 to 17:00	148
16:15 to 17:15	155
16:30 to 17:30	155
16:45 to 17:45	154
17:00 to 18:00	171
17:15 to 18:15	174
17:30 to 18:30	**175**
17:45 to 18:45	164
18:00 to 19:00	148
PEAK VALUE	**175**

APPENDIX BGH 4

2025 EXISTING VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
WEDNESDAY 5TH NOVEMBER 2025
08:15 - 09:15
AM PEAK HOUR



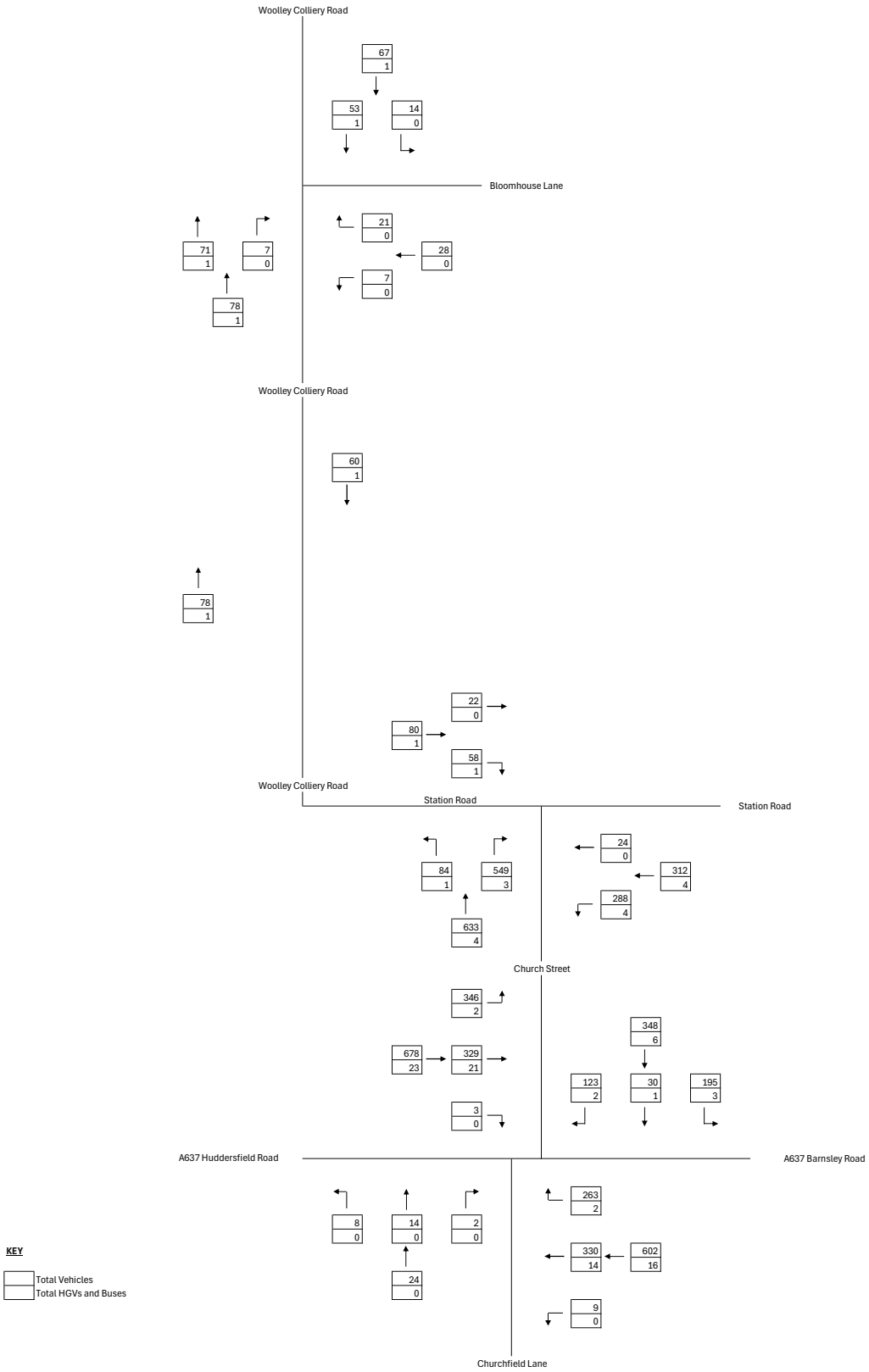
KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

2025 EXISTING VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
WEDNESDAY 5TH NOVEMBER 2025
17:15 - 18:15
PM PEAK HOUR



KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
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APPENDIX BGH 5

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Monday, 03 November 2025

Automatic Traffic Count

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	32	-
0100	6	0	5	0	1	0	0	0	0	0	0	0	0	4	66.7	2	33.3	0	0.0	32.3	-
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	0	0	0	1	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	31.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.2	-
0600	9	0	7	0	1	1	0	0	0	0	0	0	0	3	33.3	1	11.1	0	0.0	27.8	-
0700	34	0	30	0	3	1	0	0	0	0	0	0	0	18	52.9	5	14.7	0	0.0	30.3	35.7
0800	**51**	**0**	**46**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**49.0**	**7**	**13.7**	**4**	**7.8**	**31.2**	**35**
0900	24	0	22	0	1	0	0	0	1	0	0	0	0	13	54.2	4	16.7	1	4.2	30.5	35.4
1000	35	0	31	0	3	1	0	0	0	0	0	0	0	16	45.7	4	11.4	0	0.0	30.1	34.5
1100	39	0	35	0	4	0	0	0	0	0	0	0	0	22	56.4	7	18.0	3	7.7	31.6	37.2
1200	35	0	31	0	4	0	0	0	0	0	0	0	0	16	45.7	4	11.4	2	5.7	29.7	34
1300	29	0	25	0	4	0	0	0	0	0	0	0	0	12	41.4	4	13.8	0	0.0	29	35
1400	56	0	51	0	5	0	0	0	0	0	0	0	0	34	60.7	9	16.1	3	5.4	31.4	35
1500	**71**	**0**	**68**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**46.5**	**8**	**11.3**	**1**	**1.4**	**29.9**	**33.9**
1600	**71**	**0**	**67**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**39.4**	**8**	**11.3**	**4**	**5.6**	**29.9**	**34**
1700	70	0	69	0	1	0	0	0	0	0	0	0	0	37	52.9	13	18.6	6	8.6	30.8	35.6
1800	66	0	63	0	3	0	0	0	0	0	0	0	0	28	42.4	8	12.1	0	0.0	29.9	34.7
1900	40	0	38	0	2	0	0	0	0	0	0	0	0	18	45.0	6	15.0	3	7.5	30.9	35.4
2000	32	0	31	0	1	0	0	0	0	0	0	0	0	13	40.6	5	15.6	2	6.3	30.1	35.3
2100	20	0	19	0	0	1	0	0	0	0	0	0	0	13	65.0	3	15.0	0	0.0	30.8	35.9
2200	6	0	5	0	1	0	0	0	0	0	0	0	0	3	50.0	1	16.7	0	0.0	28.9	-
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	0	0.0	0	0.0	28.8	-
07-19	**581**	**0**	**538**	**1**	**38**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**282**	**48.5**	**81**	**13.9**	**24**	**4.1**	**30.4**	**34.7**
06-22	**682**	**0**	**633**	**1**	**42**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**329**	**48.2**	**96**	**14.1**	**29**	**4.3**	**30.4**	**34.7**
06-00	**693**	**0**	**643**	**1**	**43**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**335**	**48.3**	**97**	**14.0**	**29**	**4.2**	**30.4**	**34.7**
00-00	**704**	**0**	**652**	**1**	**45**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**341**	**48.4**	**100**	**14.2**	**29**	**4.1**	**30.4**	**34.8**

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Tuesday, 04 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
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	0	0.0	0	0.0	0	0.0	26	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.5	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	30.5	-
0600	10	0	10	0	0	0	0	0	0	0	0	0	0	5	50.0	1	10.0	0	0.0	29	-
0700	35	0	28	1	4	2	0	0	0	0	0	0	0	18	51.4	4	11.4	0	0.0	29.5	34
0800	44	0	38	0	5	1	0	0	0	0	0	0	0	20	45.5	2	4.5	1	2.3	29.9	33
0900	37	0	30	0	6	0	0	1	0	0	0	0	0	14	37.8	4	10.8	1	2.7	29.2	33.8
1000	30	0	26	0	4	0	0	0	0	0	0	0	0	15	50.0	5	16.7	3	10.0	30.9	36.8
1100	**50**	**0**	**42**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**50.0**	**7**	**14.0**	**0**	**0.0**	**29.7**	**34.8**
1200	49	1	43	0	4	1	0	0	0	0	0	0	0	21	42.9	5	10.2	1	2.0	28.8	34
1300	27	0	25	0	2	0	0	0	0	0	0	0	0	16	59.3	5	18.5	1	3.7	30.9	35.7
1400	54	0	49	0	2	3	0	0	0	0	0	0	0	29	53.7	1	1.9	0	0.0	29.5	33.2
1500	72	0	68	1	1	2	0	0	0	0	0	0	0	27	37.5	9	12.5	1	1.4	29.1	33.9
1600	71	0	64	0	6	1	0	0	0	0	0	0	0	35	49.3	7	9.9	3	4.2	29.8	34
1700	**89**	**0**	**86**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**52.8**	**8**	**9.0**	**1**	**1.1**	**30.8**	**33.9**
1800	52	0	50	0	1	1	0	0	0	0	0	0	0	26	50.0	8	15.4	2	3.8	30.5	35.4
1900	45	0	45	0	0	0	0	0	0	0	0	0	0	20	44.4	8	17.8	3	6.7	30.9	35.7
2000	39	0	36	0	2	1	0	0	0	0	0	0	0	20	51.3	5	12.8	2	5.1	30.7	34.8
2100	17	0	16	0	0	1	0	0	0	0	0	0	0	6	35.3	1	5.9	1	5.9	29.1	34
2200	9	0	9	0	0	0	0	0	0	0	0	0	0	6	66.7	1	11.1	0	0.0	29.6	-
2300	7	0	5	0	2	0	0	0	0	0	0	0	0	5	71.4	4	57.1	3	42.9	36.9	-
07-19	**610**	**1**	**549**	**2**	**45**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**293**	**48.0**	**65**	**10.7**	**14**	**2.3**	**29.9**	**33.9**
06-22	**721**	**1**	**656**	**2**	**47**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**344**	**47.7**	**80**	**11.1**	**20**	**2.8**	**29.9**	**34**
06-00	**737**	**1**	**670**	**2**	**49**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**355**	**48.2**	**85**	**11.5**	**23**	**3.1**	**30**	**34**
00-00	**743**	**1**	**676**	**2**	**49**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**356**	**47.9**	**85**	**11.4**	**23**	**3.1**	**30**	**34**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Wednesday, 05 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.1	-
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	0	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	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	35.5	-
0600	8	0	6	0	1	1	0	0	0	0	0	0	0	4	50.0	0	0.0	0	0.0	29	-
0700	34	0	28	0	4	2	0	0	0	0	0	0	0	19	55.9	2	5.9	1	2.9	30	34.3
0800	**60**	**0**	**56**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**56.7**	**10**	**16.7**	**0**	**0.0**	**30.9**	**35.3**
0900	36	0	31	0	4	1	0	0	0	0	0	0	0	17	47.2	3	8.3	1	2.8	29.5	33.2
1000	36	0	33	1	2	0	0	0	0	0	0	0	0	8	22.2	1	2.8	0	0.0	27.3	31.4
1100	38	0	35	0	3	0	0	0	0	0	0	0	0	11	29.0	2	5.3	0	0.0	28.6	33.2
1200	44	0	37	0	7	0	0	0	0	0	0	0	0	18	40.9	2	4.5	1	2.3	29	32.9
1300	45	1	38	0	5	1	0	0	0	0	0	0	0	16	35.6	8	17.8	4	8.9	30.6	35.8
1400	47	0	45	0	2	0	0	0	0	0	0	0	0	17	36.2	4	8.5	1	2.1	28.7	33.3
1500	**80**	**1**	**74**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**43.8**	**7**	**8.8**	**3**	**3.8**	**29.4**	**33.9**
1600	67	0	65	0	2	0	0	0	0	0	0	0	0	39	58.2	10	14.9	2	3.0	30.9	35.1
1700	79	2	74	0	3	0	0	0	0	0	0	0	0	27	34.2	5	6.3	0	0.0	28.2	32.7
1800	71	0	67	0	3	1	0	0	0	0	0	0	0	36	50.7	8	11.3	3	4.2	30.5	34.4
1900	30	0	28	0	2	0	0	0	0	0	0	0	0	11	36.7	4	13.3	0	0.0	29.3	34.5
2000	43	0	43	0	0	0	0	0	0	0	0	0	0	25	58.1	8	18.6	4	9.3	31.1	37
2100	17	0	17	0	0	0	0	0	0	0	0	0	0	5	29.4	2	11.8	0	0.0	29.3	32.1
2200	15	0	14	0	0	1	0	0	0	0	0	0	0	8	53.3	4	26.7	1	6.7	31	38.4
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	6	75.0	1	12.5	0	0.0	32.3	-
07-19	**637**	**4**	**583**	**1**	**42**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**277**	**43.5**	**62**	**9.7**	**16**	**2.5**	**29.6**	**33.9**
06-22	**735**	**4**	**677**	**1**	**45**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**322**	**43.8**	**76**	**10.3**	**20**	**2.7**	**29.6**	**34**
06-00	**758**	**4**	**699**	**1**	**45**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**336**	**44.3**	**81**	**10.7**	**21**	**2.8**	**29.7**	**34**
00-00	**762**	**4**	**703**	**1**	**45**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**339**	**44.5**	**83**	**10.9**	**21**	**2.8**	**29.7**	**34.1**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Thursday, 06 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	34	-
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	34.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.8	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	8.9	-
0600	10	1	7	0	1	1	0	0	0	0	0	0	0	4	40.0	1	10.0	0	0.0	25.7	-
0700	45	0	40	0	4	1	0	0	0	0	0	0	0	27	60.0	6	13.3	1	2.2	30.7	34.9
0800	**51**	**0**	**46**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**62.8**	**9**	**17.7**	**0**	**0.0**	**31.3**	**35.3**
0900	43	0	39	1	1	2	0	0	0	0	0	0	0	16	37.2	6	14.0	1	2.3	28.2	33.9
1000	34	1	30	0	3	0	0	0	0	0	0	0	0	12	35.3	2	5.9	0	0.0	28.5	33.3
1100	44	1	42	0	1	0	0	0	0	0	0	0	0	21	47.7	2	4.5	0	0.0	29.1	33.1
1200	42	1	37	1	3	0	0	0	0	0	0	0	0	19	45.2	1	2.4	0	0.0	28.7	33.3
1300	44	0	40	0	3	1	0	0	0	0	0	0	0	20	45.5	7	15.9	0	0.0	29.5	35.3
1400	53	0	49	0	3	1	0	0	0	0	0	0	0	24	45.3	5	9.4	1	1.9	30	34.3
1500	**80**	**0**	**73**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**41.3**	**3**	**3.8**	**0**	**0.0**	**28.5**	**32.9**
1600	79	0	75	0	3	1	0	0	0	0	0	0	0	34	43.0	7	8.9	1	1.3	29.7	33.6
1700	78	0	75	0	2	1	0	0	0	0	0	0	0	38	48.7	16	20.5	4	5.1	31	35.9
1800	71	0	62	0	7	2	0	0	0	0	0	0	0	38	53.5	11	15.5	1	1.4	30.7	35.2
1900	58	1	54	0	2	1	0	0	0	0	0	0	0	25	43.1	6	10.3	2	3.4	29.9	34.1
2000	24	0	24	0	0	0	0	0	0	0	0	0	0	11	45.8	3	12.5	1	4.2	30.1	35.2
2100	25	0	24	0	0	1	0	0	0	0	0	0	0	16	64.0	5	20.0	1	4.0	32.3	37.6
2200	13	0	12	0	1	0	0	0	0	0	0	0	0	9	69.2	2	15.4	0	0.0	30.8	37.6
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	5	50.0	3	30.0	0	0.0	32.2	-
07-19	**664**	**3**	**608**	**2**	**41**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**314**	**47.3**	**75**	**11.3**	**9**	**1.4**	**29.8**	**34.3**
06-22	**781**	**5**	**717**	**2**	**44**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**370**	**47.4**	**90**	**11.5**	**13**	**1.7**	**29.8**	**34.3**
06-00	**804**	**5**	**739**	**2**	**45**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**384**	**47.8**	**95**	**11.8**	**13**	**1.6**	**29.9**	**34.3**
00-00	**808**	**6**	**742**	**2**	**45**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**386**	**47.8**	**95**	**11.8**	**13**	**1.6**	**29.8**	**34.3**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Friday, 07 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	30.9	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	34.4	-
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	3	0	2	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.3	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	40.4	-
0600	7	0	4	0	2	0	1	0	0	0	0	0	0	4	57.1	2	28.6	1	14.3	30.7	-
0700	31	0	27	0	3	1	0	0	0	0	0	0	0	18	58.1	5	16.1	0	0.0	30.5	35
0800	46	0	41	2	2	1	0	0	0	0	0	0	0	26	56.5	11	23.9	4	8.7	31.4	38.4
0900	48	0	45	0	2	1	0	0	0	0	0	0	0	29	60.4	10	20.8	2	4.2	31.4	36.8
1000	35	0	31	0	4	0	0	0	0	0	0	0	0	19	54.3	6	17.1	2	5.7	30.7	36
1100	**70**	**3**	**60**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**45.7**	**8**	**11.4**	**1**	**1.4**	**29.3**	**33.7**
1200	62	2	55	0	5	0	0	0	0	0	0	0	0	15	24.2	4	6.5	1	1.6	28.1	32.5
1300	53	0	48	0	4	1	0	0	0	0	0	0	0	24	45.3	5	9.4	1	1.9	29.7	33.7
1400	57	0	53	1	2	0	1	0	0	0	0	0	0	35	61.4	8	14.0	1	1.8	30.6	35
1500	**119**	**0**	**114**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**52.1**	**14**	**11.8**	**4**	**3.4**	**30.6**	**34.4**
1600	78	0	74	0	3	1	0	0	0	0	0	0	0	47	60.3	14	18.0	5	6.4	31.5	36
1700	76	0	68	0	3	5	0	0	0	0	0	0	0	41	54.0	13	17.1	5	6.6	30.6	36
1800	64	0	61	0	2	1	0	0	0	0	0	0	0	34	53.1	15	23.4	5	7.8	31.8	37.4
1900	38	0	34	0	4	0	0	0	0	0	0	0	0	18	47.4	6	15.8	1	2.6	30.7	35.3
2000	33	0	33	0	0	0	0	0	0	0	0	0	0	18	54.6	7	21.2	2	6.1	31.4	36.5
2100	28	0	27	0	1	0	0	0	0	0	0	0	0	16	57.1	3	10.7	0	0.0	30.4	34.7
2200	18	0	18	0	0	0	0	0	0	0	0	0	0	7	38.9	1	5.6	0	0.0	29.9	33.3
2300	11	0	10	0	0	1	0	0	0	0	0	0	0	4	36.4	1	9.1	1	9.1	28.8	35.3
07-19	**739**	**5**	**677**	**3**	**39**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**382**	**51.7**	**113**	**15.3**	**31**	**4.2**	**30.5**	**35**
06-22	**845**	**5**	**775**	**3**	**46**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**438**	**51.8**	**131**	**15.5**	**35**	**4.1**	**30.5**	**35.1**
06-00	**874**	**5**	**803**	**3**	**46**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**449**	**51.4**	**133**	**15.2**	**36**	**4.1**	**30.5**	**35**
00-00	**883**	**5**	**811**	**3**	**46**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**453**	**51.3**	**135**	**15.3**	**37**	**4.2**	**30.5**	**35.1**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Saturday, 08 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	33	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	29.1	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80.0	4	80.0	0	0.0	34.8	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.9	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.5	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	30.7	-
0700	10	0	9	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.9	-
0800	22	1	16	0	4	1	0	0	0	0	0	0	0	12	54.6	3	13.6	0	0.0	29.1	34.7
0900	41	2	31	0	3	5	0	0	0	0	0	0	0	14	34.2	5	12.2	1	2.4	27.7	33.9
1000	39	0	37	0	1	0	0	1	0	0	0	0	0	16	41.0	4	10.3	0	0.0	29.3	34.2
1100	**49**	**1**	**44**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**34.7**	**5**	**10.2**	**0**	**0.0**	**28.6**	**33.4**
1200	65	0	62	0	3	0	0	0	0	0	0	0	0	32	49.2	11	16.9	4	6.2	30.2	36.3
1300	69	4	54	1	7	1	1	0	0	1	0	0	0	23	33.3	3	4.3	1	1.4	26.3	31.9
1400	56	0	54	0	1	1	0	0	0	0	0	0	0	13	23.2	2	3.6	1	1.8	27.8	30.5
1500	60	1	54	1	0	3	1	0	0	0	0	0	0	18	30.0	3	5.0	0	0.0	27.8	32.3
1600	73	1	68	1	2	1	0	0	0	0	0	0	0	24	32.9	5	6.8	1	1.4	28.5	32.1
1700	165	1	157	0	2	5	0	0	0	0	0	0	0	18	10.9	7	4.2	3	1.8	25.2	29.2
1800	**183**	**1**	**166**	**1**	**1**	**12**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**1.6**	**0**	**0.0**	**0**	**0.0**	**20.4**	**25.2**
1900	83	1	76	0	0	6	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.1	19.2
2000	45	0	44	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.4	18.5
2100	46	0	46	0	0	0	0	0	0	0	0	0	0	13	28.3	5	10.9	1	2.2	27.7	34
2200	39	0	36	0	2	1	0	0	0	0	0	0	0	24	61.5	11	28.2	7	18.0	33.1	43.4
2300	16	0	12	0	4	0	0	0	0	0	0	0	0	5	31.3	0	0.0	0	0.0	28.6	33
07-19	**832**	**12**	**752**	**4**	**27**	**31**	**2**	**1**	**0**	**1**	**2**	**0**	**0**	**190**	**22.8**	**48**	**5.8**	**11**	**1.3**	**25.9**	**31.3**
06-22	**1009**	**13**	**921**	**4**	**27**	**38**	**2**	**1**	**0**	**1**	**2**	**0**	**0**	**205**	**20.3**	**54**	**5.4**	**12**	**1.2**	**24.7**	**31.1**
06-00	**1064**	**13**	**969**	**4**	**33**	**39**	**2**	**1**	**0**	**1**	**2**	**0**	**0**	**234**	**22.0**	**65**	**6.1**	**19**	**1.8**	**25.1**	**31.3**
00-00	**1077**	**13**	**982**	**4**	**33**	**39**	**2**	**1**	**0**	**1**	**2**	**0**	**0**	**241**	**22.4**	**70**	**6.5**	**19**	**1.8**	**25.2**	**31.4**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Sunday, 09 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	3	37.5	0	0.0	0	0.0	28.5	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	1	20.0	0	0.0	32.3	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	29	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	33.1	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	1	25.0	0	0.0	30.1	-
0700	5	0	4	0	1	0	0	0	0	0	0	0	0	2	40.0	1	20.0	1	20.0	31.8	-
0800	13	0	11	0	2	0	0	0	0	0	0	0	0	3	23.1	2	15.4	0	0.0	28.1	35.7
0900	31	1	29	0	1	0	0	0	0	0	0	0	0	14	45.2	3	9.7	0	0.0	28.5	33.7
1000	43	1	37	0	3	0	2	0	0	0	0	0	0	16	37.2	2	4.7	1	2.3	28.3	33
1100	**50**	**0**	**47**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**40.0**	**3**	**6.0**	**0**	**0.0**	**28.5**	**34.2**
1200	**59**	**1**	**55**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**49.2**	**6**	**10.2**	**1**	**1.7**	**30.1**	**34.4**
1300	42	1	40	0	1	0	0	0	0	0	0	0	0	23	54.8	4	9.5	2	4.8	30.2	34.5
1400	56	0	52	0	3	1	0	0	0	0	0	0	0	22	39.3	3	5.4	1	1.8	30	32.9
1500	50	0	48	0	0	1	0	0	1	0	0	0	0	28	56.0	11	22.0	3	6.0	31.2	36.4
1600	55	0	53	0	2	0	0	0	0	0	0	0	0	24	43.6	7	12.7	2	3.6	30.7	34.7
1700	54	1	51	0	2	0	0	0	0	0	0	0	0	23	42.6	4	7.4	0	0.0	29.5	33.1
1800	26	0	26	0	0	0	0	0	0	0	0	0	0	16	61.5	9	34.6	3	11.5	32.6	37.4
1900	36	0	33	0	2	1	0	0	0	0	0	0	0	14	38.9	5	13.9	2	5.6	30.1	34.9
2000	22	0	20	0	2	0	0	0	0	0	0	0	0	12	54.6	7	31.8	1	4.5	32.2	37.9
2100	12	0	11	0	1	0	0	0	0	0	0	0	0	6	50.0	4	33.3	3	25.0	34.2	41.9
2200	8	0	7	0	0	1	0	0	0	0	0	0	0	5	62.5	2	25.0	0	0.0	32.4	-
2300	5	0	4	0	1	0	0	0	0	0	0	0	0	3	60.0	3	60.0	3	60.0	36.7	-
07-19	**484**	**5**	**453**	**0**	**16**	**7**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**220**	**45.5**	**55**	**11.4**	**14**	**2.9**	**29.9**	**34.3**
06-22	**558**	**5**	**521**	**0**	**21**	**8**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**253**	**45.3**	**72**	**12.9**	**20**	**3.6**	**30.1**	**34.6**
06-00	**571**	**5**	**532**	**0**	**22**	**9**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**261**	**45.7**	**77**	**13.5**	**23**	**4.0**	**30.2**	**34.8**
00-00	**591**	**5**	**552**	**0**	**22**	**9**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**270**	**45.7**	**78**	**13.2**	**23**	**3.9**	**30.2**	**34.8**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	1	47.1	0	11.8	0	0.0	30.3	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	57.9	1	26.3	0	0.0	31.7	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	72.7	1	36.4	0	0.0	32.1	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	11.1	0	0.0	0	0.0	27.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.3	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	50.0	0	25.0	0	12.5	28.9	-
0600	7	0	6	0	1	0	0	0	0	0	0	0	0	3	45.1	1	13.7	0	2.0	28.6	-
0700	28	0	24	0	3	1	0	0	0	0	0	0	0	15	52.6	3	11.9	0	1.5	30	34.6
0800	41	0	36	0	3	1	0	0	0	0	0	0	0	22	53.0	6	15.3	1	3.1	30.7	35
0900	37	0	32	0	3	1	0	0	0	0	0	0	0	17	45.0	5	13.5	1	2.7	29.3	34.3
1000	36	0	32	0	3	0	0	0	0	0	0	0	0	15	40.5	3	9.5	1	2.4	29.2	33.8
1100	**49**	**1**	**44**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**43.5**	**5**	**10.0**	**1**	**1.2**	**29.3**	**34**
1200	51	1	46	0	4	0	0	0	0	0	0	0	0	21	42.1	5	9.3	1	2.8	29.2	33.6
1300	44	1	39	0	4	1	0	0	0	0	0	0	0	19	43.4	5	11.7	1	2.9	29.2	34.3
1400	54	0	50	0	3	1	0	0	0	0	0	0	0	25	45.9	5	8.4	1	2.1	29.7	33.4
1500	76	0	71	0	2	1	0	0	0	0	0	0	0	34	44.4	8	10.3	2	2.3	29.5	33.9
1600	71	0	67	0	3	1	0	0	0	0	0	0	0	33	46.8	8	11.7	3	3.6	30.1	34.3
1700	**87**	**1**	**83**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**37.8**	**9**	**10.8**	**3**	**3.1**	**28.8**	**33.7**
1800	76	0	71	0	2	2	0	0	0	0	0	0	0	26	34.0	8	11.1	2	2.6	27.2	33.7
1900	47	0	44	0	2	1	0	0	0	0	0	0	0	15	32.1	5	10.6	2	3.3	26.8	33.7
2000	34	0	33	0	1	0	0	0	0	0	0	0	0	14	41.6	5	14.7	2	5.0	28	34.9
2100	24	0	23	0	0	0	0	0	0	0	0	0	0	11	45.5	3	13.9	1	3.6	30	34.8
2200	15	0	14	0	1	0	0	0	0	0	0	0	0	9	57.4	3	20.4	1	7.4	31.4	37.6
2300	9	0	8	0	1	0	0	0	0	0	0	0	0	4	50.0	2	19.4	1	11.3	31.3	-
07-19	**650**	**4**	**594**	**2**	**35**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**280**	**43.1**	**71**	**11.0**	**17**	**2.6**	**29.3**	**34**
06-22	**762**	**5**	**700**	**2**	**39**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**323**	**42.4**	**86**	**11.2**	**21**	**2.8**	**29.1**	**34.1**
06-00	**786**	**5**	**722**	**2**	**40**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**336**	**42.8**	**90**	**11.5**	**23**	**3.0**	**29.1**	**34.1**
00-00	**795**	**5**	**731**	**2**	**41**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**341**	**42.9**	**92**	**11.6**	**24**	**3.0**	**29.1**	**34.1**

NDC
NATIONWIDE DATA COLLECTION

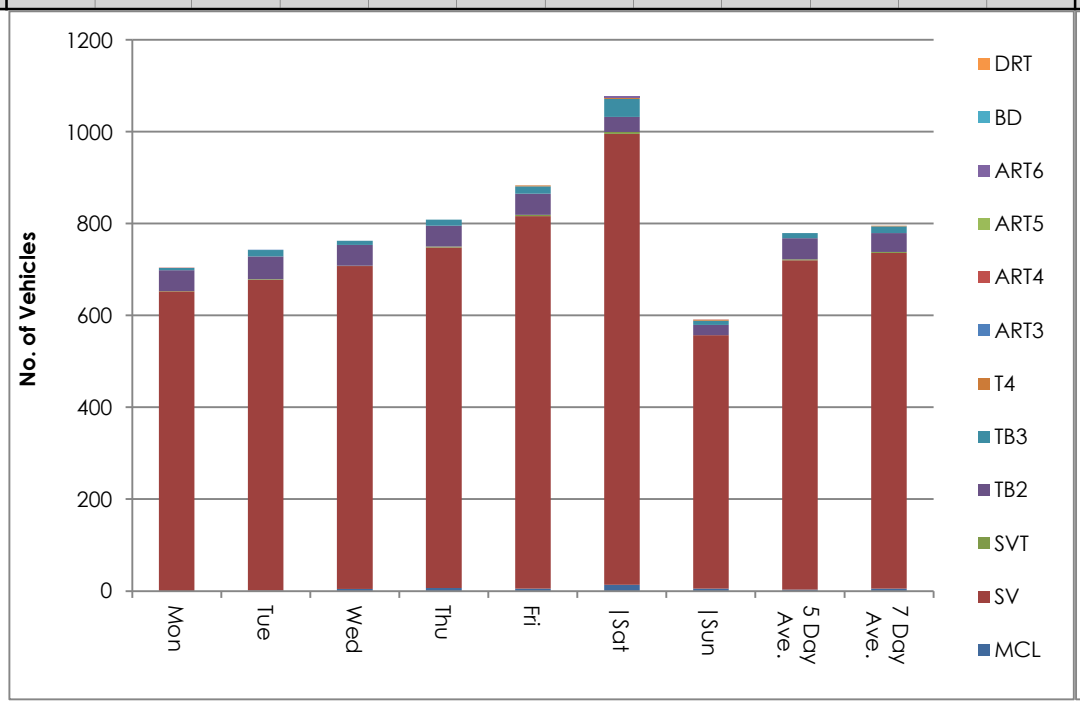
Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

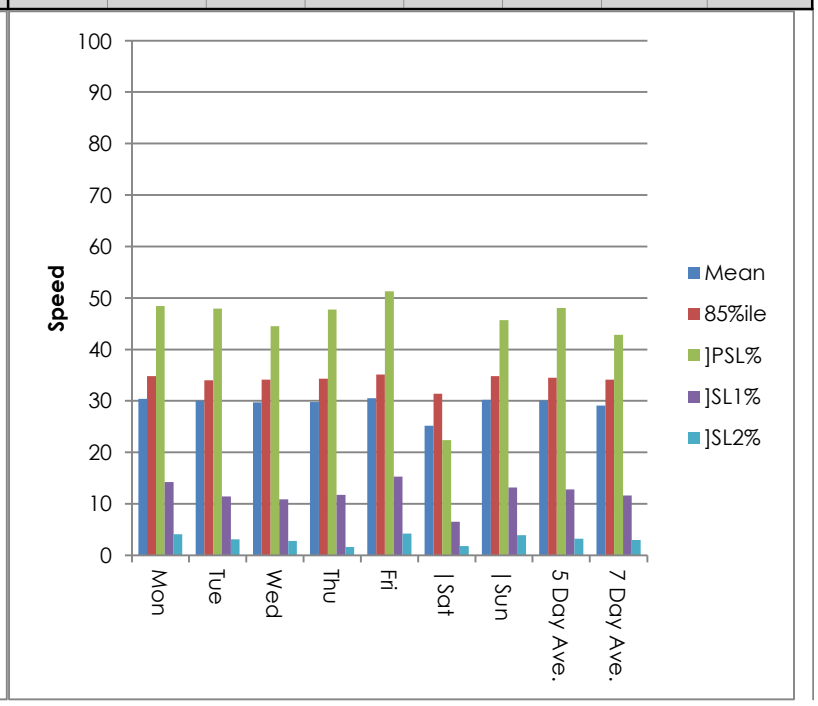
17468
Darton, Barnsley
Nov 25

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 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	704	0	652	1	45	5	0	0	1	0	0	0	0	341	48.4	100	14.2	29	4.1	30.4	34.8
Tue	743	1	676	2	49	14	0	1	0	0	0	0	0	356	47.9	85	11.4	23	3.1	30	34
Wed	762	4	703	1	45	9	0	0	0	0	0	0	0	339	44.5	83	10.9	21	2.8	29.7	34.1
Thu	808	6	742	2	45	13	0	0	0	0	0	0	0	386	47.8	95	11.8	13	1.6	29.8	34.3
Fri	883	5	811	3	46	16	2	0	0	0	0	0	0	453	51.3	135	15.3	37	4.2	30.5	35.1
]Sat	1077	13	982	4	33	39	2	1	0	1	2	0	0	241	22.4	70	6.5	19	1.8	25.2	31.4
]Sun	591	5	552	0	22	9	2	0	1	0	0	0	0	270	45.7	78	13.2	23	3.9	30.2	34.8
5 Day Ave.	**780**	**3**	**717**	**2**	**46**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**375**	**48.1**	**100**	**12.8**	**25**	**3.2**	**30.1**	**34.5**
7 Day Ave.	**795**	**5**	**731**	**2**	**41**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**341**	**42.9**	**92**	**11.6**	**24**	**3.0**	**29.1**	**34.1**
--	**5568**	**34**	**5118**	**13**	**285**	**105**	**6**	**2**	**2**	**1**	**2**	**0**	**0**	**2386**	**42.9**	**646**	**11.6**	**165**	**3.0**	**29.1**	**34.1**

Summary Graphs





Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Monday, 03 November 2025

Automatic Traffic Count

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	1	0	1	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	0	2	2	2	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	0
0300	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	0
0400	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	0
0500	2	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	0	0
0600	9	0	0	0	0	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	34	0	0	0	0	4	12	13	5	0	0	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**	**24**	**18**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	24	0	0	0	0	4	7	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	35	0	0	0	0	4	15	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	39	0	0	0	0	3	14	15	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	35	0	0	0	1	4	14	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	29	0	0	0	1	6	10	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	56	0	0	0	0	3	19	25	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**71**	**0**	**0**	**0**	**0**	**9**	**29**	**25**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	**71**	**0**	**0**	**0**	**0**	**6**	**37**	**20**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	70	0	0	0	0	7	26	24	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	66	0	0	0	1	6	31	20	8	0	0	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	19	12	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	32	0	0	0	0	3	16	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	20	0	0	0	0	1	6	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	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	0
2300	5	0	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
07-19	**581**	**0**	**0**	**0**	**3**	**58**	**238**	**201**	**57**	**15**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**682**	**0**	**0**	**0**	**4**	**67**	**282**	**233**	**67**	**18**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**693**	**0**	**0**	**0**	**4**	**69**	**285**	**238**	**68**	**18**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**704**	**0**	**0**	**0**	**4**	**70**	**289**	**241**	**71**	**18**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Tuesday, 04 November 2025

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	0
0100	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	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	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	0
0400	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	0
0500	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	0
0600	10	0	0	0	1	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	35	0	0	0	0	5	12	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	44	0	0	0	0	4	20	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	37	0	0	0	0	7	16	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	30	0	0	0	1	3	11	10	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**50**	**0**	**0**	**0**	**0**	**8**	**17**	**18**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	49	0	1	0	0	8	19	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	27	0	0	0	0	4	7	11	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	54	0	0	0	0	7	18	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	72	0	0	0	1	14	30	18	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	71	0	0	0	0	11	25	28	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**89**	**0**	**0**	**0**	**0**	**3**	**39**	**39**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	52	0	0	0	1	2	23	18	6	2	0	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	4	21	12	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	39	0	0	0	0	2	17	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	17	0	0	0	0	3	8	5	0	1	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	2	1	5	1	0	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	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**610**	**0**	**1**	**0**	**3**	**76**	**237**	**228**	**51**	**11**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**721**	**0**	**1**	**0**	**4**	**85**	**287**	**264**	**60**	**14**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**737**	**0**	**1**	**0**	**4**	**88**	**289**	**270**	**62**	**16**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**743**	**0**	**1**	**0**	**4**	**88**	**294**	**271**	**62**	**16**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Wednesday, 05 November 2025

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	1	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	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	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	0
0400	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	0
0500	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	0
0600	8	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	0
0700	34	0	0	0	0	6	9	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**60**	**0**	**0**	**0**	**0**	**1**	**25**	**24**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	36	0	0	0	1	2	16	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	36	0	0	0	1	7	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	38	0	0	0	2	2	23	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	44	0	0	0	1	7	18	16	1	1	0	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	4	25	8	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	47	0	0	0	2	6	22	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**80**	**0**	**1**	**0**	**2**	**9**	**33**	**28**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	67	0	0	0	2	2	24	29	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	79	0	0	2	6	5	39	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	71	0	0	0	0	6	29	28	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	30	0	0	0	0	3	16	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	43	0	0	0	0	4	14	17	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	17	0	0	0	0	1	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	15	0	0	0	2	0	5	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	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	0
07-19	**637**	**0**	**1**	**2**	**17**	**57**	**283**	**215**	**46**	**9**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**735**	**0**	**1**	**2**	**17**	**66**	**327**	**246**	**56**	**13**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**758**	**0**	**1**	**2**	**19**	**66**	**334**	**255**	**60**	**13**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**762**	**0**	**1**	**2**	**19**	**66**	**335**	**256**	**62**	**13**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Thursday, 06 November 2025

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	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	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	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	0
0400	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	0
0500	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	0	0	0	0	0
0600	10	0	0	1	3	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	45	0	0	0	1	4	13	21	5	1	0	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**	**17**	**23**	**9**	**0**	**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	3	10	14	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	34	0	1	1	0	2	18	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	44	0	1	1	0	5	16	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	42	0	1	0	0	8	14	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	44	0	0	0	1	7	16	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	53	0	0	0	1	5	23	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**80**	**0**	**0**	**0**	**4**	**10**	**33**	**30**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	79	0	0	0	0	8	37	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	78	0	0	0	0	6	34	22	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	71	0	0	0	0	1	32	27	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	58	0	0	0	1	5	27	19	4	2	0	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	3	10	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	25	0	0	0	1	1	7	11	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	0	0	0	0	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	0	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**664**	**0**	**3**	**2**	**10**	**68**	**267**	**239**	**66**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**781**	**0**	**3**	**3**	**15**	**77**	**313**	**280**	**77**	**10**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**804**	**0**	**3**	**3**	**15**	**77**	**322**	**289**	**82**	**10**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**808**	**0**	**4**	**3**	**15**	**77**	**323**	**291**	**82**	**10**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Friday, 07 November 2025

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	1	1	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	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	0
0300	3	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	0	0	0	0
0400	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	0
0500	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	0
0600	7	0	0	0	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	31	0	0	0	1	1	11	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	46	0	0	0	0	6	14	15	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	48	0	0	0	1	2	16	19	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	35	0	1	0	0	2	13	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**70**	**0**	**1**	**0**	**0**	**8**	**29**	**24**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	62	0	1	0	3	11	32	11	3	0	0	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	5	23	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	57	0	0	0	1	3	18	27	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**119**	**0**	**0**	**0**	**1**	**7**	**49**	**48**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	78	0	0	0	0	4	27	33	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	76	0	0	0	2	8	25	28	8	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	64	0	0	0	0	4	26	19	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	38	0	0	0	1	2	17	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	33	0	0	0	0	1	14	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	28	0	0	0	0	2	10	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	18	0	0	0	0	2	9	6	1	0	0	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	3	4	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	**739**	**0**	**3**	**0**	**10**	**61**	**283**	**269**	**82**	**25**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**845**	**0**	**3**	**0**	**12**	**67**	**325**	**307**	**96**	**29**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**874**	**0**	**3**	**0**	**12**	**72**	**338**	**316**	**97**	**30**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**883**	**0**	**3**	**1**	**12**	**72**	**342**	**318**	**98**	**31**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Saturday, 08 November 2025

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	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	0	0
0200	5	0	0	0	0	0	1	0	4	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	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	0
0500	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	0
0600	3	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	0	0
0700	10	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	22	0	1	0	1	3	5	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	41	0	2	0	2	7	16	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	39	0	0	0	1	4	18	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**49**	**0**	**1**	**0**	**1**	**8**	**22**	**12**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	65	0	0	0	1	13	19	21	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	69	0	4	5	3	7	27	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	56	0	0	0	3	8	32	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	60	0	1	0	3	9	29	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	73	0	0	0	1	17	31	19	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	165	0	0	2	13	65	67	11	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	**183**	**0**	**1**	**17**	**79**	**57**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1900	83	0	1	19	60	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	45	0	1	13	30	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
2100	46	0	0	0	1	17	15	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	39	0	0	0	2	3	10	13	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	3	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**832**	**0**	**10**	**24**	**108**	**203**	**297**	**142**	**37**	**5**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1009**	**0**	**12**	**56**	**199**	**225**	**312**	**151**	**42**	**6**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1064**	**0**	**12**	**56**	**201**	**231**	**330**	**169**	**46**	**9**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1077**	**0**	**12**	**56**	**201**	**232**	**335**	**171**	**51**	**9**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

Sunday, 09 November 2025

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	1	4	3	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	0	2	2	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	1	0	2	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	0	0
0400	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	0
0500	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	0
0600	4	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	0
0700	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	0
0800	13	0	0	0	1	4	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	31	0	0	1	1	6	9	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	43	0	2	1	0	4	20	14	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**50**	**0**	**0**	**0**	**3**	**8**	**19**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**59**	**0**	**0**	**1**	**0**	**4**	**25**	**23**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	42	0	1	0	2	3	13	19	2	0	1	1	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	33	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	50	0	0	0	1	4	17	17	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	55	0	0	0	0	4	27	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	54	0	0	1	0	6	24	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	26	0	0	0	0	3	7	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	36	0	0	0	0	3	19	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	22	0	0	0	0	0	10	5	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	12	0	0	0	0	0	6	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	0	0	3	3	2	0	0	0	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	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**484**	**0**	**3**	**4**	**8**	**47**	**202**	**165**	**41**	**9**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**558**	**0**	**3**	**4**	**8**	**50**	**240**	**181**	**52**	**13**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**571**	**0**	**3**	**4**	**8**	**50**	**245**	**184**	**54**	**16**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**591**	**0**	**3**	**4**	**8**	**52**	**254**	**192**	**55**	**16**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

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	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	0
0100	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	0
0200	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	0
0300	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	0
0400	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	0
0500	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	0	0
0600	7	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	28	0	0	0	0	4	9	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	41	0	0	0	0	3	16	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	37	0	0	0	1	5	13	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	36	0	1	0	0	4	16	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**49**	**0**	**0**	**0**	**1**	**6**	**20**	**16**	**4**	**0**	**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	1	8	20	17	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	44	0	1	1	1	5	17	14	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	54	0	0	0	1	5	24	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	76	0	0	0	2	9	31	26	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	71	0	0	0	0	7	30	25	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**87**	**0**	**0**	**1**	**3**	**14**	**36**	**24**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	76	0	0	2	12	11	25	17	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	47	0	0	3	9	3	17	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	34	0	0	2	4	2	12	9	3	1	0	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	4	9	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	15	0	0	0	1	1	5	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**650**	**0**	**3**	**5**	**23**	**81**	**258**	**208**	**54**	**12**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**762**	**0**	**3**	**9**	**37**	**91**	**298**	**237**	**64**	**15**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**786**	**0**	**3**	**9**	**38**	**93**	**306**	**246**	**67**	**16**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**795**	**0**	**3**	**9**	**38**	**94**	**310**	**249**	**69**	**16**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

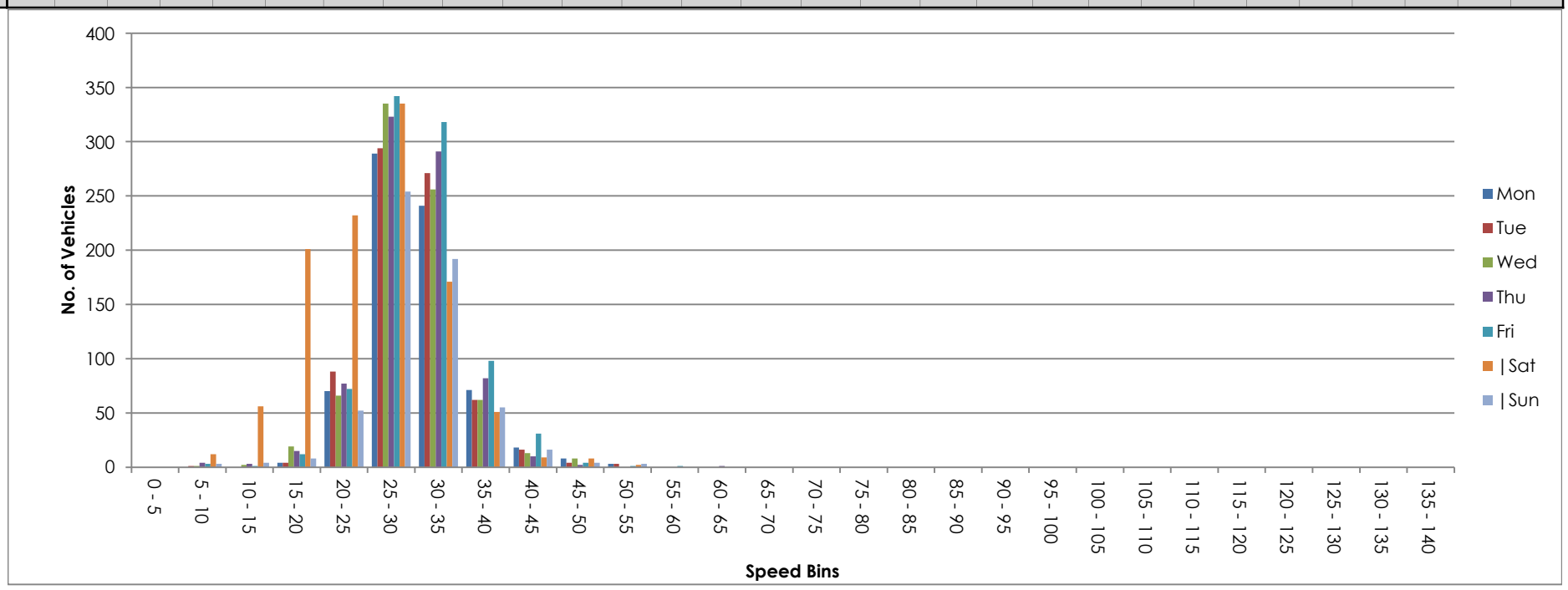
Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction North

17468
Darton, Barnsley
Nov 25

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	704	0	0	0	4	70	289	241	71	18	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	743	0	1	0	4	88	294	271	62	16	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	762	0	1	2	19	66	335	256	62	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	808	0	4	3	15	77	323	291	82	10	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	883	0	3	1	12	72	342	318	98	31	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	1077	0	12	56	201	232	335	171	51	9	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	591	0	3	4	8	52	254	192	55	16	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**780**	**0**	**2**	**1**	**11**	**75**	**317**	**275**	**75**	**18**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**795**	**0**	**3**	**9**	**38**	**94**	**310**	**249**	**69**	**16**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**5568**	**0**	**24**	**66**	**263**	**657**	**2172**	**1740**	**481**	**113**	**38**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Monday, 03 November 2025

Automatic Traffic Count

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	33.6	-
0100	0	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	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0	34.2	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	31.8	-
0500	14	0	12	0	2	0	0	0	0	0	0	0	0	7	50.0	2	14.3	0	0.0	30.2	35.6
0600	25	0	21	0	4	0	0	0	0	0	0	0	0	11	44.0	1	4.0	1	4.0	29.6	33
0700	**84**	**1**	**80**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**46.4**	**11**	**13.1**	**0**	**0.0**	**30.2**	**34.3**
0800	64	0	62	0	1	1	0	0	0	0	0	0	0	34	53.1	7	10.9	0	0.0	30.6	34.3
0900	45	0	43	0	2	0	0	0	0	0	0	0	0	27	60.0	5	11.1	1	2.2	30.1	33.6
1000	43	1	36	0	6	0	0	0	0	0	0	0	0	14	32.6	5	11.6	1	2.3	28.6	33.7
1100	36	0	34	0	2	0	0	0	0	0	0	0	0	15	41.7	3	8.3	0	0.0	29.2	33.5
1200	29	0	24	0	5	0	0	0	0	0	0	0	0	13	44.8	4	13.8	1	3.4	30.4	34.9
1300	29	0	27	0	2	0	0	0	0	0	0	0	0	9	31.0	4	13.8	0	0.0	28	33.9
1400	40	0	38	0	2	0	0	0	0	0	0	0	0	24	60.0	8	20.0	1	2.5	30.8	35.6
1500	**54**	**2**	**50**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**40.7**	**7**	**13.0**	**2**	**3.7**	**29.1**	**34**
1600	51	0	45	0	6	0	0	0	0	0	0	0	0	20	39.2	3	5.9	1	2.0	29.5	32.8
1700	39	0	37	0	2	0	0	0	0	0	0	0	0	25	64.1	9	23.1	4	10.3	32.2	37.6
1800	53	3	50	0	0	0	0	0	0	0	0	0	0	17	32.1	5	9.4	3	5.7	29.2	33.2
1900	25	0	23	0	2	0	0	0	0	0	0	0	0	16	64.0	5	20.0	1	4.0	31.4	35.2
2000	33	0	31	0	2	0	0	0	0	0	0	0	0	18	54.6	6	18.2	1	3.0	30.9	36.3
2100	8	0	7	0	1	0	0	0	0	0	0	0	0	2	25.0	0	0.0	0	0.0	29.4	-
2200	5	0	4	0	0	1	0	0	0	0	0	0	0	2	40.0	0	0.0	0	0.0	28.8	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	27.1	-
07-19	**567**	**7**	**526**	**0**	**33**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**259**	**45.7**	**71**	**12.5**	**14**	**2.5**	**29.9**	**34.1**
06-22	**658**	**7**	**608**	**0**	**42**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**306**	**46.5**	**83**	**12.6**	**17**	**2.6**	**30**	**34.1**
06-00	**666**	**7**	**615**	**0**	**42**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**309**	**46.4**	**84**	**12.6**	**17**	**2.6**	**29.9**	**34.1**
00-00	**687**	**7**	**634**	**0**	**44**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**320**	**46.6**	**88**	**12.8**	**18**	**2.6**	**30**	**34.1**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Tuesday, 04 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	31.6	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	36.4	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	35.9	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	30	-
0500	16	0	16	0	0	0	0	0	0	0	0	0	0	13	81.3	5	31.3	3	18.8	34.1	41
0600	20	0	17	0	3	0	0	0	0	0	0	0	0	12	60.0	5	25.0	1	5.0	31.4	36.6
0700	**76**	**0**	**72**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**56.6**	**14**	**18.4**	**3**	**3.9**	**30.8**	**35.6**
0800	69	1	65	1	2	0	0	0	0	0	0	0	0	45	65.2	12	17.4	3	4.3	31.6	35.5
0900	35	0	29	0	5	1	0	0	0	0	0	0	0	20	57.1	5	14.3	0	0.0	30.8	35.2
1000	42	0	39	0	3	0	0	0	0	0	0	0	0	17	40.5	4	9.5	0	0.0	29.2	32.8
1100	36	0	29	1	6	0	0	0	0	0	0	0	0	19	52.8	3	8.3	0	0.0	29.7	34.6
1200	42	0	34	1	7	0	0	0	0	0	0	0	0	29	69.1	16	38.1	1	2.4	32.2	37.7
1300	32	1	26	1	4	0	0	0	0	0	0	0	0	10	31.3	1	3.1	0	0.0	28.7	33.4
1400	34	0	31	0	3	0	0	0	0	0	0	0	0	15	44.1	6	17.7	1	2.9	30.1	35.6
1500	44	1	42	0	1	0	0	0	0	0	0	0	0	22	50.0	4	9.1	0	0.0	29.7	33.3
1600	43	0	40	0	2	1	0	0	0	0	0	0	0	21	48.8	5	11.6	0	0.0	29.6	33.7
1700	**51**	**0**	**50**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**51.0**	**7**	**13.7**	**2**	**3.9**	**30**	**35.1**
1800	49	0	47	0	2	0	0	0	0	0	0	0	0	33	67.4	7	14.3	1	2.0	30.6	34.5
1900	34	1	32	0	1	0	0	0	0	0	0	0	0	16	47.1	4	11.8	1	2.9	30.2	34.2
2000	16	0	16	0	0	0	0	0	0	0	0	0	0	9	56.3	2	12.5	0	0.0	31.2	35.1
2100	11	0	11	0	0	0	0	0	0	0	0	0	0	4	36.4	0	0.0	0	0.0	29.3	31.3
2200	7	0	6	0	1	0	0	0	0	0	0	0	0	3	42.9	1	14.3	0	0.0	29.5	-
2300	3	0	2	0	0	1	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	32.1	-
07-19	**553**	**3**	**504**	**4**	**39**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**300**	**54.3**	**84**	**15.2**	**11**	**2.0**	**30.4**	**35.1**
06-22	**634**	**4**	**580**	**4**	**43**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**341**	**53.8**	**95**	**15.0**	**13**	**2.1**	**30.4**	**35**
06-00	**644**	**4**	**588**	**4**	**44**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**345**	**53.6**	**97**	**15.1**	**13**	**2.0**	**30.4**	**35**
00-00	**666**	**4**	**610**	**4**	**44**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**362**	**54.4**	**105**	**15.8**	**16**	**2.4**	**30.5**	**35.2**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Wednesday, 05 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	37.2	-
0100	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0	34.5	-
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	0	0.0	0	0.0	34.7	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0	29.7	-
0500	15	0	15	0	0	0	0	0	0	0	0	0	0	8	53.3	4	26.7	1	6.7	32.6	38.1
0600	22	0	19	0	3	0	0	0	0	0	0	0	0	12	54.6	3	13.6	1	4.5	31.3	35.2
0700	71	0	68	0	3	0	0	0	0	0	0	0	0	39	54.9	9	12.7	1	1.4	30.8	34.2
0800	**83**	**0**	**78**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**63.9**	**10**	**12.1**	**1**	**1.2**	**31.3**	**34.5**
0900	36	1	30	1	4	0	0	0	0	0	0	0	0	22	61.1	1	2.8	1	2.8	30.1	34.4
1000	36	0	31	0	5	0	0	0	0	0	0	0	0	21	58.3	6	16.7	0	0.0	30.2	35.7
1100	28	0	27	0	1	0	0	0	0	0	0	0	0	12	42.9	5	17.9	0	0.0	30.3	35.9
1200	35	2	29	0	4	0	0	0	0	0	0	0	0	18	51.4	7	20.0	3	8.6	30.3	36.7
1300	45	0	38	0	5	1	0	0	0	0	0	1	0	21	46.7	9	20.0	1	2.2	29.5	35.7
1400	36	0	35	0	1	0	0	0	0	0	0	0	0	18	50.0	3	8.3	1	2.8	29.5	34
1500	55	0	50	0	5	0	0	0	0	0	0	0	0	24	43.6	5	9.1	2	3.6	30	33.4
1600	44	1	42	0	1	0	0	0	0	0	0	0	0	20	45.5	10	22.7	1	2.3	30.2	36.3
1700	**59**	**0**	**56**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**49.2**	**10**	**17.0**	**4**	**6.8**	**30.9**	**35.3**
1800	42	1	40	0	1	0	0	0	0	0	0	0	0	18	42.9	5	11.9	1	2.4	29.3	33.9
1900	25	0	23	0	2	0	0	0	0	0	0	0	0	12	48.0	3	12.0	0	0.0	30	34.7
2000	22	0	20	0	2	0	0	0	0	0	0	0	0	12	54.6	4	18.2	0	0.0	30	37.5
2100	16	0	15	0	1	0	0	0	0	0	0	0	0	7	43.8	4	25.0	0	0.0	30.5	36.2
2200	7	0	6	0	1	0	0	0	0	0	0	0	0	4	57.1	1	14.3	0	0.0	32	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	1	50.0	36.6	-
07-19	**570**	**5**	**524**	**1**	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**295**	**51.8**	**80**	**14.0**	**16**	**2.8**	**30.3**	**34.7**
06-22	**655**	**5**	**601**	**1**	**46**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**338**	**51.6**	**94**	**14.4**	**17**	**2.6**	**30.4**	**34.8**
06-00	**664**	**5**	**609**	**1**	**47**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**344**	**51.8**	**96**	**14.5**	**18**	**2.7**	**30.4**	**34.8**
00-00	**688**	**5**	**630**	**1**	**50**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**360**	**52.3**	**101**	**14.7**	**19**	**2.8**	**30.5**	**34.9**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Thursday, 06 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
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	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	1	50.0	1	50.0	1	50.0	35.3	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	4	100.0	2	50.0	2	50.0	40.8	-
0500	15	0	15	0	0	0	0	0	0	0	0	0	0	12	80.0	9	60.0	3	20.0	35.9	42.4
0600	24	0	20	0	3	1	0	0	0	0	0	0	0	6	25.0	0	0.0	0	0.0	27.4	33.3
0700	**90**	**1**	**84**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**52.2**	**10**	**11.1**	**1**	**1.1**	**30.4**	**34.3**
0800	81	0	75	1	5	0	0	0	0	0	0	0	0	43	53.1	15	18.5	1	1.2	30.6	35.5
0900	42	1	37	0	4	0	0	0	0	0	0	0	0	19	45.2	4	9.5	0	0.0	29.7	34.6
1000	36	2	29	0	5	0	0	0	0	0	0	0	0	21	58.3	7	19.4	0	0.0	29.9	35.9
1100	51	2	44	1	3	1	0	0	0	0	0	0	0	27	52.9	9	17.7	1	2.0	29.7	35.4
1200	27	0	25	0	2	0	0	0	0	0	0	0	0	12	44.4	2	7.4	0	0.0	29	32.2
1300	30	2	24	0	4	0	0	0	0	0	0	0	0	13	43.3	5	16.7	1	3.3	30.1	35.4
1400	44	1	41	0	2	0	0	0	0	0	0	0	0	22	50.0	6	13.6	2	4.5	30.4	34.9
1500	48	0	42	0	5	0	0	0	1	0	0	0	0	24	50.0	8	16.7	0	0.0	30.3	36.4
1600	**53**	**1**	**49**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**52.8**	**8**	**15.1**	**1**	**1.9**	**30**	**35.1**
1700	52	0	51	0	1	0	0	0	0	0	0	0	0	33	63.5	7	13.5	2	3.8	31.3	34.7
1800	38	1	35	0	2	0	0	0	0	0	0	0	0	22	57.9	2	5.3	0	0.0	30.3	33.3
1900	38	0	36	0	2	0	0	0	0	0	0	0	0	24	63.2	8	21.1	1	2.6	31.6	36
2000	13	0	13	0	0	0	0	0	0	0	0	0	0	10	76.9	5	38.5	1	7.7	32.9	38.3
2100	14	0	13	0	1	0	0	0	0	0	0	0	0	6	42.9	2	14.3	0	0.0	29.4	35.4
2200	5	0	4	0	1	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	27.4	-
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	1	20.0	0	0.0	31	-
07-19	**592**	**11**	**536**	**2**	**39**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**311**	**52.5**	**83**	**14.0**	**9**	**1.5**	**30.2**	**34.9**
06-22	**681**	**11**	**618**	**2**	**45**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**357**	**52.4**	**98**	**14.4**	**11**	**1.6**	**30.2**	**34.9**
06-00	**691**	**11**	**627**	**2**	**46**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**361**	**52.2**	**99**	**14.3**	**11**	**1.6**	**30.2**	**34.9**
00-00	**712**	**11**	**647**	**2**	**47**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**378**	**53.1**	**111**	**15.6**	**17**	**2.4**	**30.4**	**35.2**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Friday, 07 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
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	32.7	-
0200	0	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	-	-
0400	7	0	6	0	1	0	0	0	0	0	0	0	0	4	57.1	2	28.6	1	14.3	32.1	-
0500	10	0	10	0	0	0	0	0	0	0	0	0	0	8	80.0	2	20.0	0	0.0	32.2	-
0600	19	0	14	0	5	0	0	0	0	0	0	0	0	12	63.2	4	21.1	0	0.0	31.5	35.8
0700	61	0	56	0	3	2	0	0	0	0	0	0	0	41	67.2	6	9.8	1	1.6	31.4	34.8
0800	**70**	**1**	**65**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**64.3**	**14**	**20.0**	**3**	**4.3**	**31.5**	**36.7**
0900	49	1	43	0	4	1	0	0	0	0	0	0	0	26	53.1	8	16.3	1	2.0	30.8	35.6
1000	36	1	31	0	4	0	0	0	0	0	0	0	0	17	47.2	11	30.6	4	11.1	32.3	39.8
1100	50	0	45	0	5	0	0	0	0	0	0	0	0	31	62.0	7	14.0	1	2.0	30.4	35.1
1200	56	0	44	0	10	2	0	0	0	0	0	0	0	25	44.6	5	8.9	2	3.6	30.2	34.5
1300	45	1	39	1	4	0	0	0	0	0	0	0	0	28	62.2	8	17.8	2	4.4	31.1	36.2
1400	**64**	**0**	**62**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**60.9**	**14**	**21.9**	**3**	**4.7**	**31.9**	**36.6**
1500	57	0	56	0	1	0	0	0	0	0	0	0	0	34	59.7	11	19.3	1	1.8	31.1	35.6
1600	46	0	43	0	3	0	0	0	0	0	0	0	0	22	47.8	5	10.9	0	0.0	30	34.8
1700	56	0	53	0	3	0	0	0	0	0	0	0	0	36	64.3	14	25.0	2	3.6	31.9	37.4
1800	45	0	43	0	2	0	0	0	0	0	0	0	0	30	66.7	6	13.3	1	2.2	31.4	34.7
1900	28	0	26	0	2	0	0	0	0	0	0	0	0	15	53.6	8	28.6	1	3.6	31	37
2000	21	0	21	0	0	0	0	0	0	0	0	0	0	13	61.9	3	14.3	0	0.0	30.3	35.7
2100	22	0	22	0	0	0	0	0	0	0	0	0	0	15	68.2	9	40.9	3	13.6	33.7	39.9
2200	11	0	10	0	1	0	0	0	0	0	0	0	0	2	18.2	0	0.0	0	0.0	29	31.8
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0	30.7	-
07-19	**635**	**4**	**580**	**1**	**44**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**374**	**58.9**	**109**	**17.2**	**21**	**3.3**	**31.2**	**35.5**
06-22	**725**	**4**	**663**	**1**	**51**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**429**	**59.2**	**133**	**18.3**	**25**	**3.4**	**31.2**	**35.8**
06-00	**740**	**4**	**677**	**1**	**52**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**434**	**58.7**	**133**	**18.0**	**25**	**3.4**	**31.2**	**35.7**
00-00	**759**	**4**	**695**	**1**	**53**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**447**	**58.9**	**138**	**18.2**	**26**	**3.4**	**31.2**	**35.7**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Saturday, 08 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	0	0.0	0	0.0	32.5	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	0	0.0	0	0.0	32	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	35	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.4	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	1	25.0	0	0.0	32	-
0600	13	0	11	0	2	0	0	0	0	0	0	0	0	11	84.6	2	15.4	0	0.0	31.9	35.1
0700	21	0	20	0	1	0	0	0	0	0	0	0	0	17	81.0	3	14.3	0	0.0	31.9	35.2
0800	42	1	38	0	3	0	0	0	0	0	0	0	0	30	71.4	9	21.4	0	0.0	32	36.3
0900	50	1	43	0	6	0	0	0	0	0	0	0	0	21	42.0	6	12.0	1	2.0	28.4	34
1000	56	3	49	0	4	0	0	0	0	0	0	0	0	19	33.9	4	7.1	0	0.0	28.4	32.7
1100	**74**	**1**	**69**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**29**	**39.2**	**3**	**4.1**	**0**	**0.0**	**28.7**	**33.1**
1200	48	0	43	0	5	0	0	0	0	0	0	0	0	17	35.4	3	6.3	0	0.0	28.5	32.8
1300	67	1	62	0	4	0	0	0	0	0	0	0	0	18	26.9	4	6.0	1	1.5	28.1	32.4
1400	41	1	35	0	4	0	1	0	0	0	0	0	0	18	43.9	3	7.3	2	4.9	28.4	33.7
1500	51	1	47	0	3	0	0	0	0	0	0	0	0	20	39.2	2	3.9	0	0.0	28.4	32.4
1600	55	2	47	1	5	0	0	0	0	0	0	0	0	13	23.6	4	7.3	1	1.8	27.9	33.2
1700	73	0	70	0	3	0	0	0	0	0	0	0	0	7	9.6	1	1.4	0	0.0	23.8	28.5
1800	72	0	70	0	2	0	0	0	0	0	0	0	0	2	2.8	1	1.4	0	0.0	19.3	23.6
1900	67	0	67	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	14.8	20
2000	**155**	**1**	**145**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1.3**	**1**	**0.6**	**0**	**0.0**	**15.5**	**20.6**
2100	64	0	64	0	0	0	0	0	0	0	0	0	0	11	17.2	2	3.1	1	1.6	26.5	30.4
2200	19	0	18	0	1	0	0	0	0	0	0	0	0	6	31.6	1	5.3	1	5.3	27	31.1
2300	18	0	13	1	4	0	0	0	0	0	0	0	0	5	27.8	2	11.1	1	5.6	27.7	33.8
07-19	**650**	**11**	**593**	**1**	**42**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**211**	**32.5**	**43**	**6.6**	**5**	**0.8**	**27.2**	**32.9**
06-22	**949**	**12**	**880**	**1**	**44**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**235**	**24.8**	**48**	**5.1**	**6**	**0.6**	**24.4**	**32**
06-00	**986**	**12**	**911**	**2**	**49**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**246**	**25.0**	**51**	**5.2**	**8**	**0.8**	**24.5**	**32**
00-00	**1002**	**12**	**927**	**2**	**49**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**259**	**25.9**	**54**	**5.4**	**8**	**0.8**	**24.6**	**32**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Sunday, 09 November 2025

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	12	0	9	0	2	1	0	0	0	0	0	0	0	4	33.3	1	8.3	0	0.0	28.9	33.4
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40.0	1	20.0	0	0.0	30.1	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40.0	0	0.0	0	0.0	28.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	31.8	-
0600	6	0	6	0	0	0	0	0	0	0	0	0	0	5	83.3	3	50.0	0	0.0	33.9	-
0700	12	1	11	0	0	0	0	0	0	0	0	0	0	7	58.3	1	8.3	0	0.0	30.4	33.9
0800	28	0	21	0	7	0	0	0	0	0	0	0	0	15	53.6	5	17.9	1	3.6	30.7	36.2
0900	52	1	48	0	2	0	1	0	0	0	0	0	0	24	46.2	1	1.9	0	0.0	29.1	32.9
1000	56	0	50	0	6	0	0	0	0	0	0	0	0	26	46.4	7	12.5	2	3.6	30	34.9
1100	**57**	**0**	**54**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**50.9**	**12**	**21.1**	**4**	**7.0**	**30.5**	**35.4**
1200	49	1	44	0	4	0	0	0	0	0	0	0	0	28	57.1	6	12.2	0	0.0	30.5	34.6
1300	49	1	43	0	4	0	0	0	1	0	0	0	0	22	44.9	5	10.2	0	0.0	29.7	34.1
1400	**50**	**1**	**46**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**62.0**	**10**	**20.0**	**2**	**4.0**	**31.1**	**36.2**
1500	45	1	42	0	2	0	0	0	0	0	0	0	0	20	44.4	5	11.1	1	2.2	29.7	34
1600	48	0	43	0	5	0	0	0	0	0	0	0	0	25	52.1	10	20.8	1	2.1	30.4	35.5
1700	28	0	26	0	0	2	0	0	0	0	0	0	0	12	42.9	5	17.9	1	3.6	29.9	35.7
1800	24	0	21	0	2	1	0	0	0	0	0	0	0	13	54.2	2	8.3	0	0.0	30.8	34.7
1900	24	0	21	0	3	0	0	0	0	0	0	0	0	14	58.3	7	29.2	0	0.0	31.6	36.8
2000	28	0	25	0	3	0	0	0	0	0	0	0	0	17	60.7	5	17.9	0	0.0	31.6	36.7
2100	10	0	10	0	0	0	0	0	0	0	0	0	0	5	50.0	2	20.0	1	10.0	31.1	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80.0	1	20.0	0	0.0	32.2	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	35.7	-
07-19	**498**	**6**	**449**	**0**	**38**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**252**	**50.6**	**69**	**13.9**	**12**	**2.4**	**30.2**	**34.8**
06-22	**566**	**6**	**511**	**0**	**44**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**293**	**51.8**	**86**	**15.2**	**13**	**2.3**	**30.4**	**35**
06-00	**574**	**6**	**519**	**0**	**44**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**300**	**52.3**	**89**	**15.5**	**13**	**2.3**	**30.4**	**35.1**
00-00	**599**	**6**	**541**	**0**	**46**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**310**	**51.8**	**92**	**15.4**	**13**	**2.2**	**30.4**	**35.1**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	30	30	35 ACPO	35 ACPO	40 DfT	40 DfT		85
0000	3	0	2	0	0	0	0	0	0	0	0	0	0	2	55.0	0	15.0	0	5.0	30.6	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	61.5	0	15.4	0	0.0	31.3	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	66.7	0	33.3	0	0.0	31.7	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	75.0	0	25.0	0	12.5	33.6	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	61.9	1	28.6	0	14.3	32.8	-
0500	11	0	11	0	0	0	0	0	0	0	0	0	0	8	68.8	3	31.2	1	9.1	33	38.8
0600	18	0	15	0	3	0	0	0	0	0	0	0	0	10	53.5	3	14.0	0	2.3	30.5	34.7
0700	59	0	56	0	3	0	0	0	0	0	0	0	0	33	56.1	8	13.0	1	1.4	30.7	34.7
0800	**62**	**0**	**58**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**60.6**	**10**	**16.5**	**1**	**2.1**	**31.2**	**35.4**
0900	44	1	39	0	4	0	0	0	0	0	0	0	0	23	51.5	4	9.7	1	1.3	29.8	34.3
1000	44	1	38	0	5	0	0	0	0	0	0	0	0	19	44.3	6	14.4	1	2.3	29.7	34.9
1100	47	0	43	0	3	0	0	0	0	0	0	0	0	23	48.8	6	12.7	1	1.8	29.7	34.6
1200	41	0	35	0	5	0	0	0	0	0	0	0	0	20	49.7	6	15.0	1	2.4	30.2	35.1
1300	42	1	37	0	4	0	0	0	0	0	0	0	0	17	40.7	5	12.1	1	1.7	29.3	34.1
1400	44	0	41	0	2	0	0	0	0	0	0	0	0	24	54.1	7	16.2	2	3.9	30.5	35.2
1500	**51**	**1**	**47**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**46.9**	**6**	**11.9**	**1**	**1.7**	**29.8**	**33.9**
1600	49	1	44	0	3	0	0	0	0	0	0	0	0	21	43.8	6	13.2	1	1.5	29.6	34.8
1700	**51**	**0**	**49**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**46.9**	**8**	**14.8**	**2**	**4.2**	**29.6**	**34.9**
1800	46	1	44	0	2	0	0	0	0	0	0	0	0	19	41.8	4	8.7	1	1.9	27.8	33.2
1900	34	0	33	0	2	0	0	0	0	0	0	0	0	14	40.3	5	14.5	1	1.7	26.5	34.6
2000	41	0	39	0	1	1	0	0	0	0	0	0	0	12	28.1	4	9.0	0	0.7	22.7	32.8
2100	21	0	20	0	0	0	0	0	0	0	0	0	0	7	34.5	3	13.1	1	3.4	29	34.8
2200	8	0	8	0	1	0	0	0	0	0	0	0	0	3	37.3	1	6.8	0	1.7	28.9	-
2300	5	0	5	0	1	0	0	0	0	0	0	0	0	3	47.4	1	21.1	0	5.3	29.8	-
07-19	**581**	**7**	**530**	**1**	**39**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**286**	**49.3**	**77**	**13.3**	**13**	**2.2**	**29.9**	**34.7**
06-22	**695**	**7**	**637**	**1**	**45**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**328**	**47.2**	**91**	**13.1**	**15**	**2.1**	**29.3**	**34.6**
06-00	**709**	**7**	**649**	**1**	**46**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**334**	**47.1**	**93**	**13.1**	**15**	**2.1**	**29.3**	**34.6**
00-00	**730**	**7**	**669**	**1**	**48**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**348**	**47.6**	**98**	**13.5**	**17**	**2.3**	**29.4**	**34.7**

NDC
NATIONWIDE DATA COLLECTION

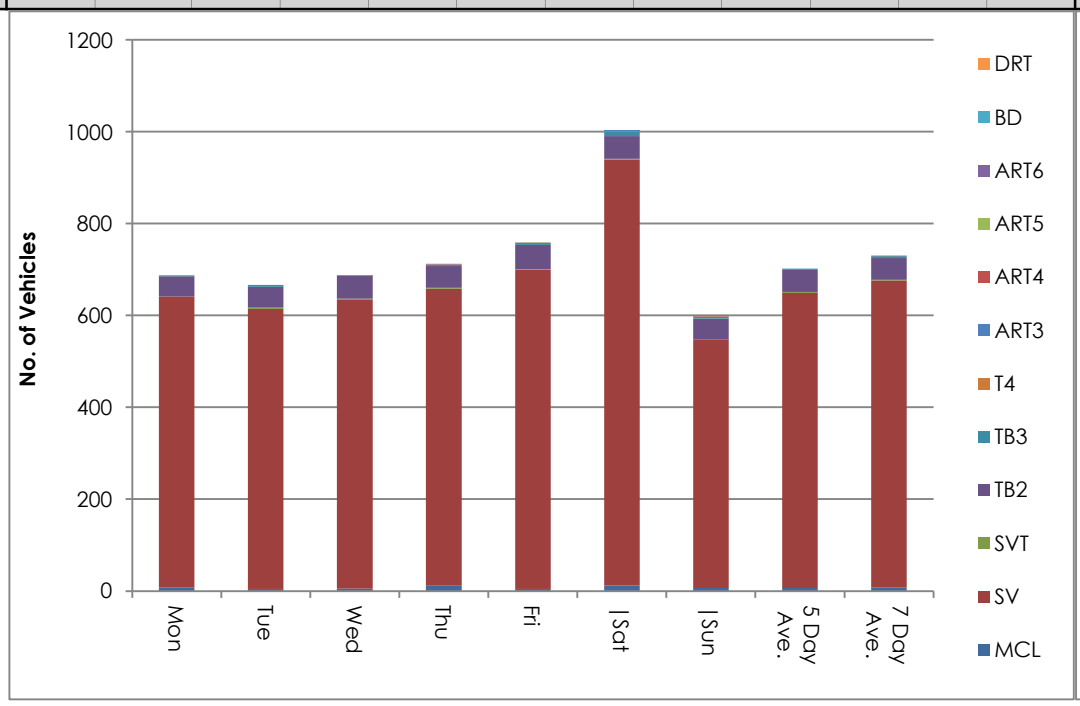
Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

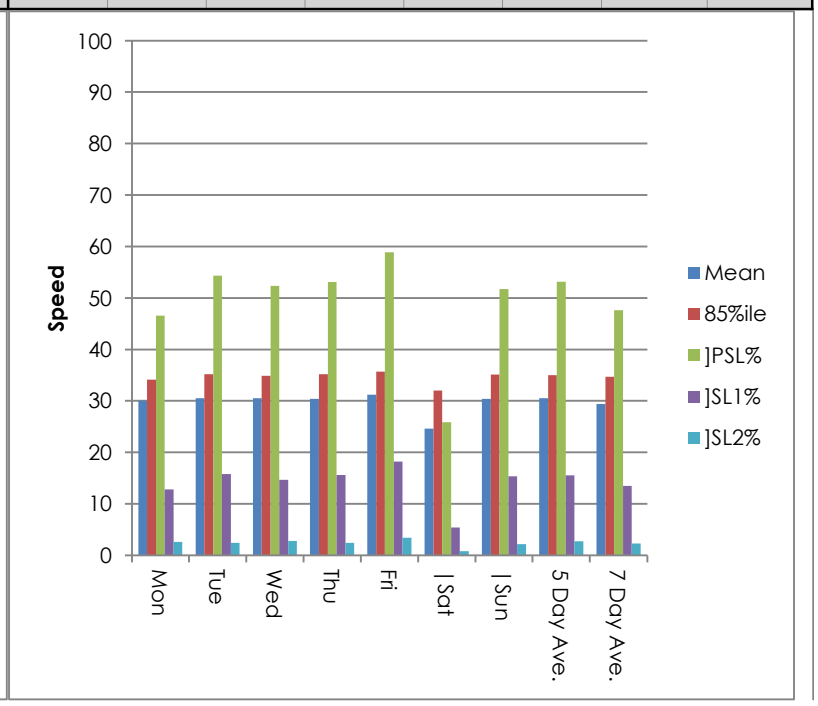
17468
Darton, Barnsley
Nov 25

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 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	687	7	634	0	44	2	0	0	0	0	0	0	0	320	46.6	88	12.8	18	2.6	30	34.1
Tue	666	4	610	4	44	4	0	0	0	0	0	0	0	362	54.4	105	15.8	16	2.4	30.5	35.2
Wed	688	5	630	1	50	1	0	0	0	0	0	1	0	360	52.3	101	14.7	19	2.8	30.5	34.9
Thu	712	11	647	2	47	4	0	0	1	0	0	0	0	378	53.1	111	15.6	17	2.4	30.4	35.2
Fri	759	4	695	1	53	5	1	0	0	0	0	0	0	447	58.9	138	18.2	26	3.4	31.2	35.7
]Sat	1002	12	927	2	49	9	2	1	0	0	0	0	0	259	25.9	54	5.4	8	0.8	24.6	32
]Sun	599	6	541	0	46	4	1	0	1	0	0	0	0	310	51.8	92	15.4	13	2.2	30.4	35.1
5 Day Ave.	**702**	**6**	**643**	**2**	**48**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**373**	**53.1**	**109**	**15.5**	**19**	**2.7**	**30.5**	**35.0**
7 Day Ave.	**730**	**7**	**669**	**1**	**48**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**348**	**47.6**	**98**	**13.5**	**17**	**2.3**	**29.4**	**34.7**
--	**5113**	**49**	**4684**	**10**	**333**	**29**	**4**	**1**	**2**	**0**	**0**	**1**	**0**	**2436**	**47.6**	**689**	**13.5**	**117**	**2.3**	**29.4**	**34.7**

Summary Graphs





Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Monday, 03 November 2025

Automatic Traffic Count

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	1	0	0	1	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	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	0
0300	2	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	0	0	0
0400	3	0	0	0	0	0	2	0	1	0	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	2	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	25	0	0	0	0	2	12	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**84**	**0**	**0**	**0**	**1**	**4**	**40**	**28**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	64	0	0	0	0	3	27	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	45	0	0	0	2	3	13	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	43	0	0	1	1	5	22	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	36	0	0	0	0	6	15	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	29	0	0	0	1	2	13	9	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	29	0	0	0	1	8	11	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	40	0	0	0	1	2	13	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**54**	**0**	**0**	**0**	**3**	**10**	**19**	**15**	**5**	**1**	**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	1	7	23	17	2	0	0	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	13	16	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	53	0	0	2	0	4	30	12	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	25	0	0	0	0	2	7	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	33	0	0	0	0	2	13	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	1	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
07-19	**567**	**0**	**0**	**3**	**11**	**55**	**239**	**188**	**57**	**9**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**658**	**0**	**0**	**3**	**11**	**61**	**277**	**223**	**66**	**12**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**666**	**0**	**0**	**3**	**12**	**62**	**280**	**225**	**67**	**12**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**687**	**0**	**0**	**3**	**12**	**64**	**288**	**232**	**70**	**13**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Tuesday, 04 November 2025

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	0
0100	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	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	0
0300	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	0
0400	2	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	0	0
0500	16	0	0	0	0	0	3	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	20	0	0	0	0	2	6	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**76**	**0**	**0**	**0**	**0**	**5**	**28**	**29**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	69	0	0	1	0	1	22	33	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	35	0	0	1	0	1	13	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	42	0	0	0	0	6	19	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	36	0	0	0	0	5	12	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	42	0	0	0	1	2	10	13	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	32	0	0	1	0	3	18	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	34	0	0	0	0	4	15	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	44	0	0	0	0	4	18	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	43	0	0	1	0	4	17	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**51**	**0**	**0**	**0**	**4**	**3**	**18**	**19**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	49	0	0	0	0	10	6	26	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	34	0	0	1	0	1	16	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	16	0	0	0	0	0	7	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	11	0	0	0	0	1	6	4	0	0	0	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	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**553**	**0**	**0**	**4**	**5**	**48**	**196**	**216**	**73**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**634**	**0**	**0**	**5**	**5**	**52**	**231**	**246**	**82**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**644**	**0**	**0**	**5**	**5**	**53**	**236**	**248**	**84**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**666**	**0**	**0**	**5**	**5**	**54**	**240**	**257**	**89**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Wednesday, 05 November 2025

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	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	2	0	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	0
0300	2	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	0	0	0
0400	4	0	0	0	0	1	0	3	0	0	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	0	7	4	3	1	0	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	10	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	71	0	0	0	0	5	27	30	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**83**	**0**	**0**	**0**	**0**	**1**	**29**	**43**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	36	0	0	1	1	2	10	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	36	0	0	0	0	5	10	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	28	0	0	0	1	2	13	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	35	0	0	0	1	6	10	11	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	45	0	0	0	3	5	16	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	36	0	0	0	0	7	11	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	55	0	0	0	0	5	26	19	3	1	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	3	0	21	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**59**	**0**	**0**	**0**	**1**	**2**	**27**	**19**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	42	0	0	0	2	5	17	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	25	0	0	0	0	2	11	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	22	0	0	0	1	3	6	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	0	0	0	2	7	3	4	0	0	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	0	3	3	1	0	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	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**570**	**0**	**0**	**1**	**12**	**45**	**217**	**215**	**64**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**655**	**0**	**0**	**1**	**13**	**52**	**251**	**244**	**77**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**664**	**0**	**0**	**1**	**13**	**52**	**254**	**248**	**78**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**688**	**0**	**0**	**1**	**13**	**53**	**261**	**259**	**82**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Thursday, 06 November 2025

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	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	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	0
0300	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	0
0400	4	0	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	15	0	0	0	0	0	3	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	24	0	0	0	1	8	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**90**	**0**	**0**	**0**	**2**	**6**	**35**	**37**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	81	0	0	0	1	10	27	28	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	42	0	0	0	1	5	17	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	36	0	0	0	3	5	7	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	51	0	0	2	1	4	17	18	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	27	0	0	1	0	4	10	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	30	0	0	1	1	3	12	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	44	0	0	0	0	5	17	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	48	0	0	0	1	5	18	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**53**	**0**	**0**	**1**	**1**	**4**	**19**	**20**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	52	0	0	0	0	0	19	26	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	38	0	0	0	1	1	14	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	38	0	0	0	0	1	13	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	13	0	0	0	0	1	2	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	14	0	0	0	0	2	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	1	3	1	0	0	0	0	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	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**592**	**0**	**0**	**5**	**12**	**52**	**212**	**228**	**74**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**681**	**0**	**0**	**5**	**13**	**64**	**242**	**259**	**87**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**691**	**0**	**0**	**5**	**13**	**65**	**247**	**262**	**88**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**712**	**0**	**0**	**5**	**13**	**65**	**251**	**267**	**94**	**14**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Friday, 07 November 2025

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	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	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	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	0
0400	7	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	2	6	2	0	0	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	1	6	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	61	0	0	0	0	1	19	35	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**70**	**0**	**0**	**0**	**1**	**5**	**19**	**31**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	49	0	0	0	1	2	20	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	36	0	0	0	0	1	18	6	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	50	0	0	0	0	9	10	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	56	0	0	0	1	5	25	20	3	1	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	1	4	12	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**64**	**0**	**0**	**0**	**0**	**3**	**22**	**25**	**11**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	57	0	0	0	1	4	18	23	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	46	0	0	0	0	4	20	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	56	0	0	0	0	4	16	22	12	2	0	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	14	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	28	0	0	0	0	4	9	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	21	0	0	0	2	2	4	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	22	0	0	0	0	2	5	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	0	0	0	1	8	2	0	0	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	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**635**	**0**	**0**	**0**	**5**	**43**	**213**	**265**	**88**	**17**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**725**	**0**	**0**	**0**	**7**	**52**	**237**	**296**	**108**	**20**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**740**	**0**	**0**	**0**	**7**	**54**	**245**	**301**	**108**	**20**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**759**	**0**	**0**	**0**	**7**	**54**	**251**	**309**	**112**	**21**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Saturday, 08 November 2025

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	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	0
0100	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	0
0200	3	0	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	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	0
0400	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	0
0500	4	0	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	0
0600	13	0	0	0	0	0	2	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	21	0	0	0	0	1	3	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	42	0	0	0	1	1	10	21	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	50	0	0	0	2	12	15	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	56	0	0	0	3	10	24	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**74**	**0**	**0**	**0**	**4**	**10**	**31**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	48	0	0	0	0	9	22	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	67	0	0	0	4	8	37	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	41	0	0	1	2	8	12	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	51	0	0	0	1	11	19	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	55	0	0	0	3	13	26	9	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	73	0	0	3	11	32	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	72	0	1	11	32	23	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	67	3	3	27	24	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	**155**	**4**	**34**	**20**	**63**	**32**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2100	64	0	0	0	3	22	28	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	19	0	0	0	2	5	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	2	5	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**650**	**0**	**1**	**15**	**63**	**138**	**222**	**168**	**38**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**949**	**7**	**38**	**62**	**153**	**202**	**252**	**187**	**42**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**986**	**7**	**38**	**62**	**157**	**212**	**264**	**195**	**43**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1002**	**7**	**38**	**62**	**157**	**213**	**266**	**205**	**46**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

Sunday, 09 November 2025

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	12	0	0	0	0	2	6	3	1	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	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	1	2	2	0	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	0
0400	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	0
0500	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	0
0600	6	0	0	0	0	0	1	2	3	0	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	1	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	28	0	0	0	0	2	11	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	52	0	0	0	3	1	24	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	56	0	0	0	1	5	24	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**57**	**0**	**0**	**0**	**0**	**7**	**21**	**17**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	49	0	0	0	1	4	16	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	49	0	0	0	1	7	19	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**50**	**0**	**0**	**1**	**1**	**1**	**16**	**21**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	45	0	0	0	1	5	19	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	48	0	0	0	0	7	16	15	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	28	0	0	0	0	3	13	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	24	0	0	0	0	0	11	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	24	0	0	0	0	2	8	7	7	0	0	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	0	11	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	0	0	0	0	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	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
07-19	**498**	**0**	**0**	**1**	**8**	**43**	**194**	**183**	**57**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**566**	**0**	**0**	**1**	**8**	**45**	**219**	**207**	**73**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**574**	**0**	**0**	**1**	**8**	**45**	**220**	**211**	**76**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**599**	**0**	**0**	**1**	**8**	**49**	**231**	**218**	**79**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

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	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	1	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	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	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	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	0	0
0500	11	0	0	0	0	0	3	4	2	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	2	7	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	59	0	0	0	0	3	22	26	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**62**	**0**	**0**	**0**	**0**	**3**	**21**	**28**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	44	0	0	0	1	4	16	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	44	0	0	0	1	5	18	13	5	1	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	1	6	17	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	41	0	0	0	1	5	15	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	42	0	0	0	2	5	18	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	44	0	0	0	1	4	15	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**51**	**0**	**0**	**0**	**1**	**6**	**20**	**18**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	49	0	0	0	1	6	20	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**51**	**0**	**0**	**0**	**2**	**6**	**18**	**16**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	46	0	0	2	5	6	14	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	34	0	0	4	3	3	9	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	41	1	5	3	9	6	6	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	21	0	0	0	0	4	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	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	0
2300	5	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	0	0
07-19	**581**	**0**	**0**	**4**	**17**	**61**	**213**	**209**	**64**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**695**	**1**	**5**	**11**	**30**	**75**	**244**	**237**	**76**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**709**	**1**	**5**	**11**	**31**	**78**	**249**	**241**	**78**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**730**	**1**	**5**	**11**	**31**	**79**	**255**	**250**	**82**	**14**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

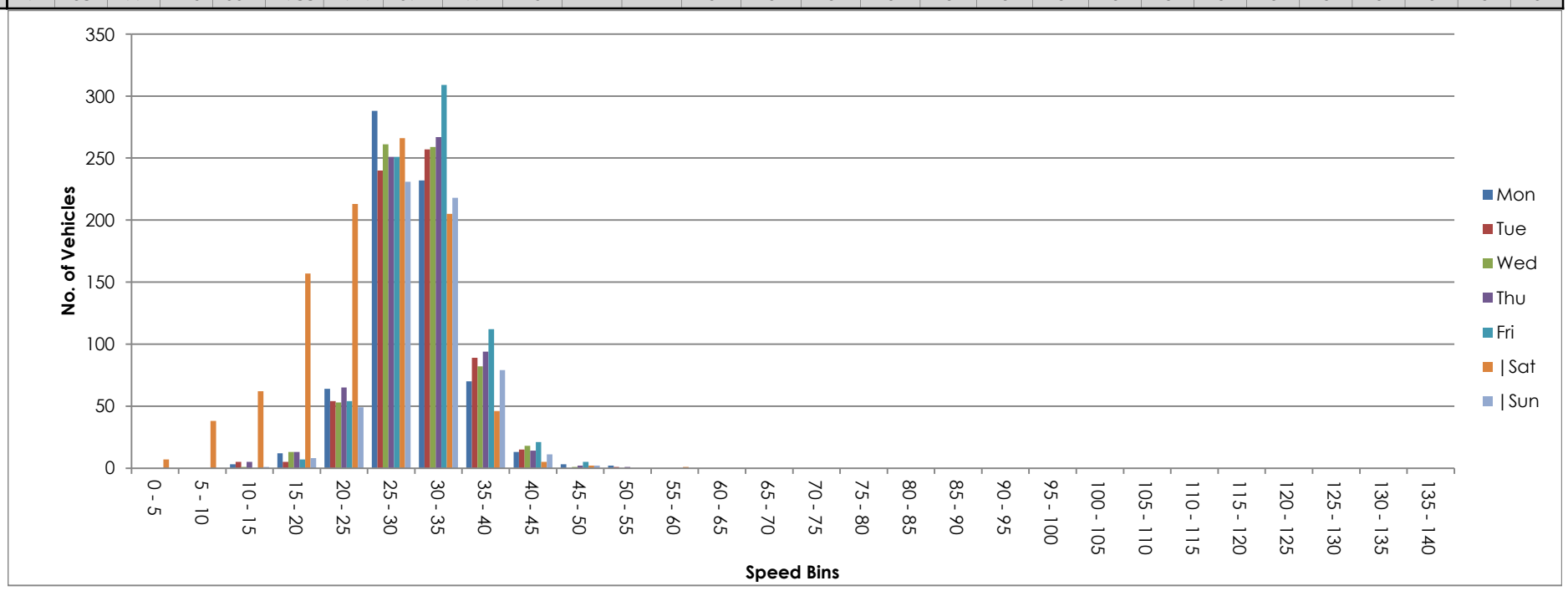
Site 01-
Location Wooley Colliery RoD [53.589912,-1.529556]
Direction South

17468
Darton, Barnsley
Nov 25

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	687	0	0	3	12	64	288	232	70	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	666	0	0	5	5	54	240	257	89	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	688	0	0	1	13	53	261	259	82	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	712	0	0	5	13	65	251	267	94	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	759	0	0	0	7	54	251	309	112	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	1002	7	38	62	157	213	266	205	46	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	599	0	0	1	8	49	231	218	79	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**702**	**0**	**0**	**3**	**10**	**58**	**258**	**265**	**89**	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**730**	**1**	**5**	**11**	**31**	**79**	**255**	**250**	**82**	**14**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**5113**	**7**	**38**	**77**	**215**	**552**	**1788**	**1747**	**572**	**97**	**15**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



BRYAN G HALL

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W www.bryanghall.co.uk
X.com/Bryanghall1
Bryan G Hall

smas WORKSAFE

Title: Traffic Survey Location Plan

Status: For Quote

Scale: N.T.S.
Size: A3 - 420 x 297

Drawn: LD | Chkd: MC | Appvd:

Rev:	Date:	Amendment:	DRN	CHK	APR

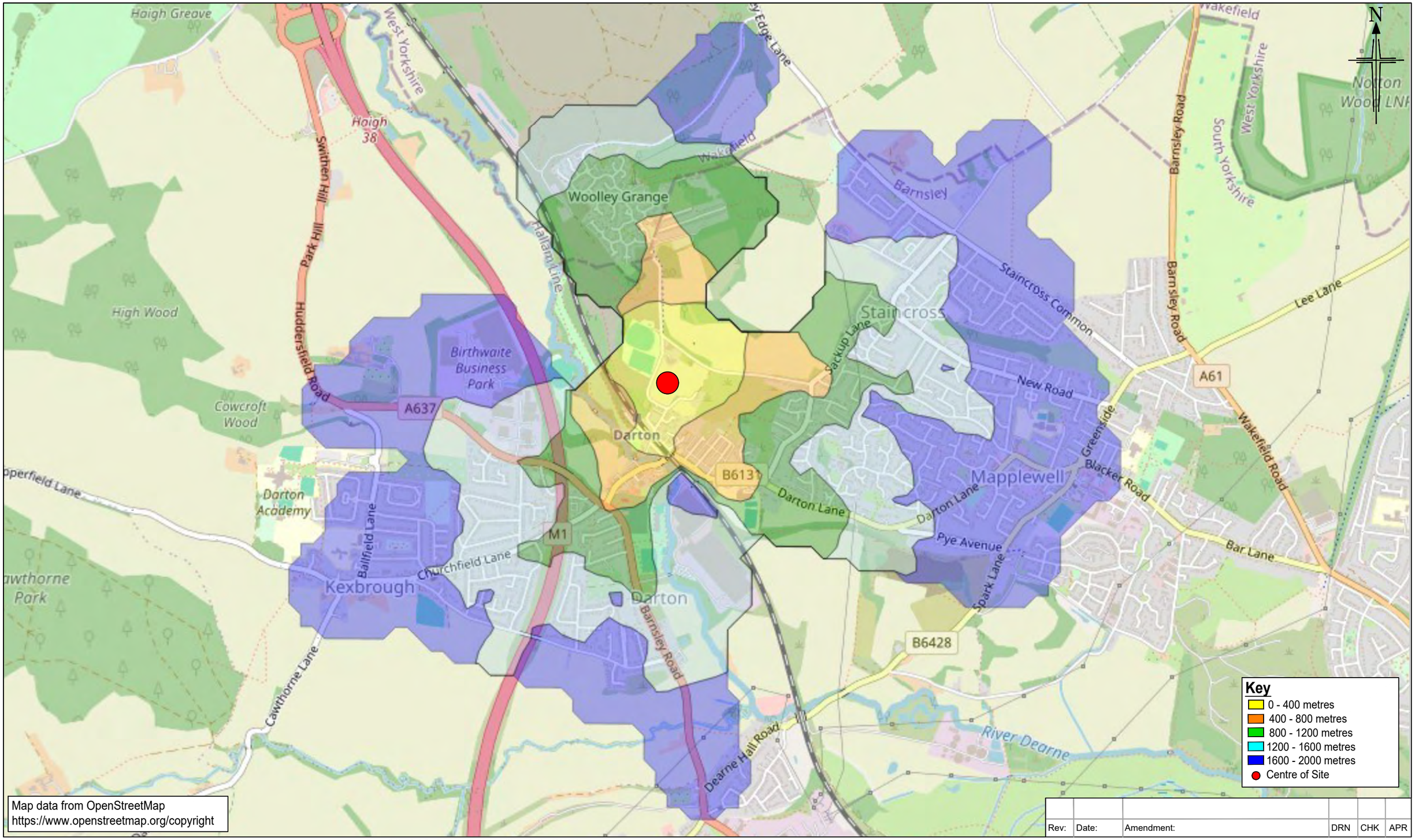
Client:

Project: Woolley Colliery Road, Darton

Drawing No: 25/331/LOC/001
Job No: 25-331

Revision: -
Date: 16/10/2025

APPENDIX BGH 6



Map data from OpenStreetMap
https://www.openstreetmap.org/copyright

Rev:	Date:	Amendment:	DRN	CHK	APR

BRYAN G HALL

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X.com/Bryanghall1
Bryan G Hall

Title: TRACC 2km Walking Catchment Plan

Client: Homes by Honey

Status: Planning

Project: Woolley Colliery, Darton

Scale: N.T.S.
Size: A3 - 420 x 297

Drawn: LD

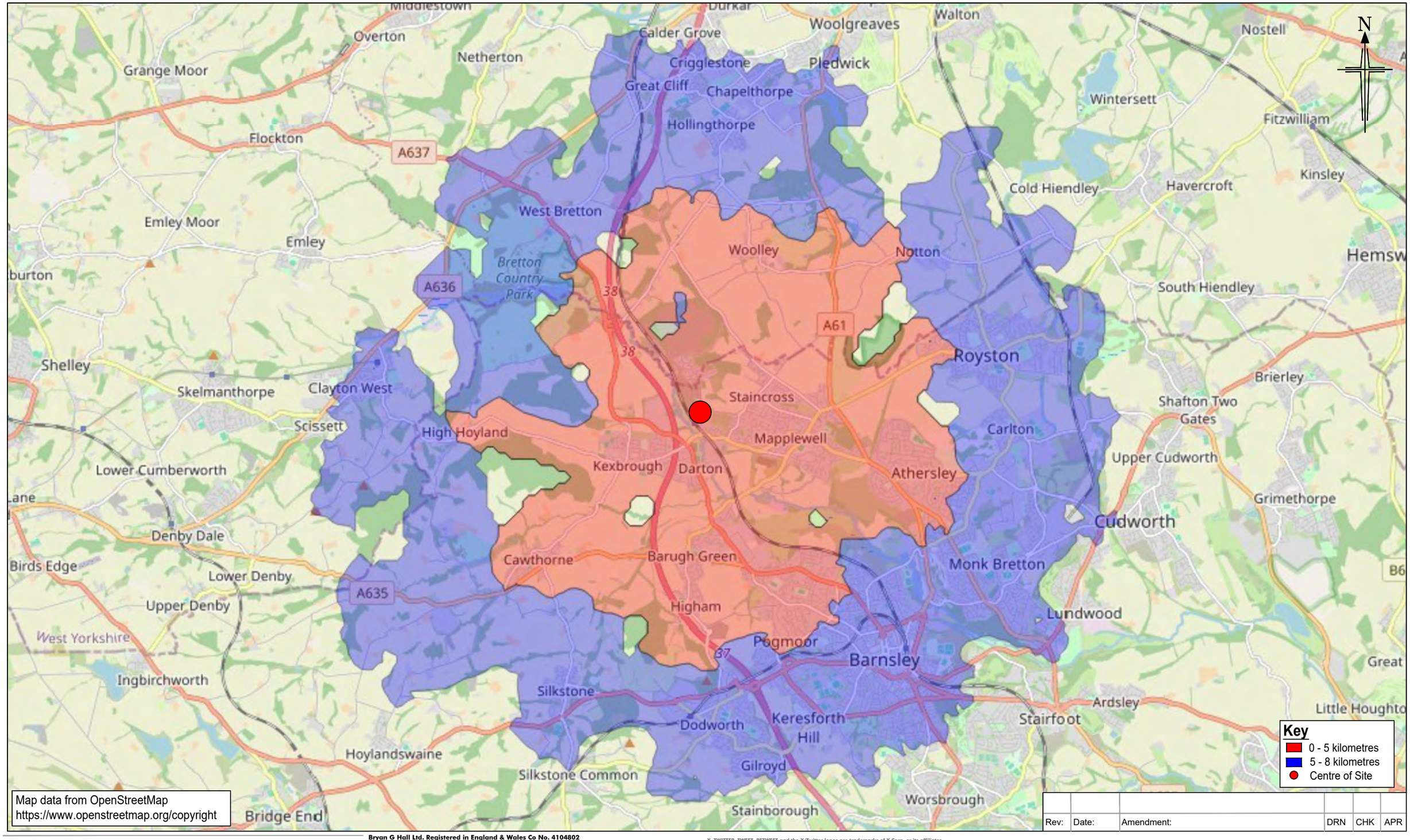
Chkd: MC

Appvd: MC

Drawing No: 25/331ACC/001
Job No: 25-331

Revision: -
Date: 17/03/2026

APPENDIX BGH 7



Map data from OpenStreetMap
https://www.openstreetmap.org/copyright

Rev:	Date:	Amendment:	DRN	CHK	APR

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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X.com/Bryanghall1
Bryan G Hall

Title: TRACC 8km Cycling Catchment Plan

Client: Homes by Honey

Status: Planning

Project: Woolley Colliery, Darton

Scale: N.T.S.
Size: A3 - 420 x 297

Drawn: LD

Chkd: MC

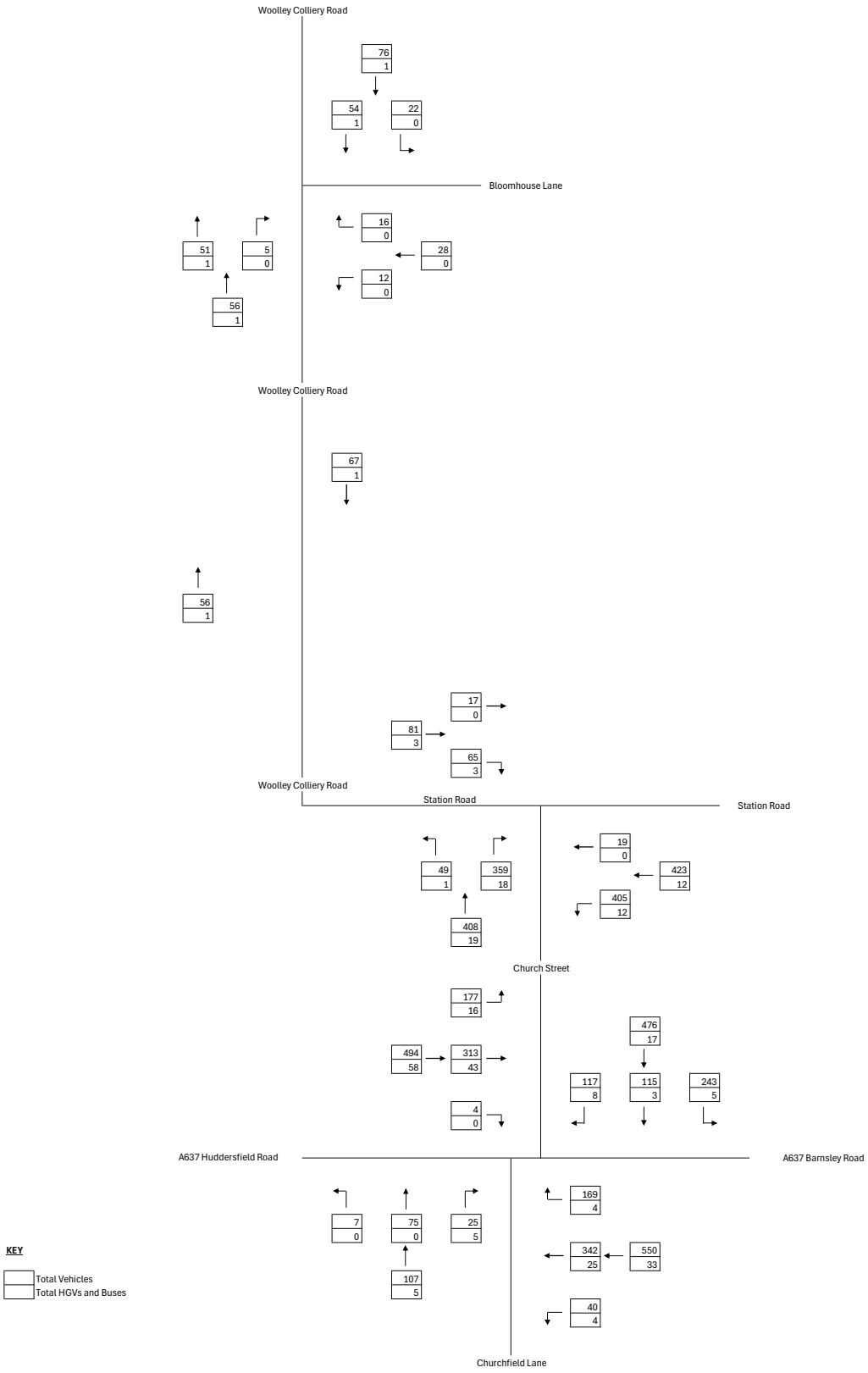
Appvd: MC

Drawing No: 25/331/ACC/002
Job No: 25-331

Revision: -
Date: 17/03/2026

APPENDIX BGH 8

2031 GROWTHED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
AM PEAK HOUR



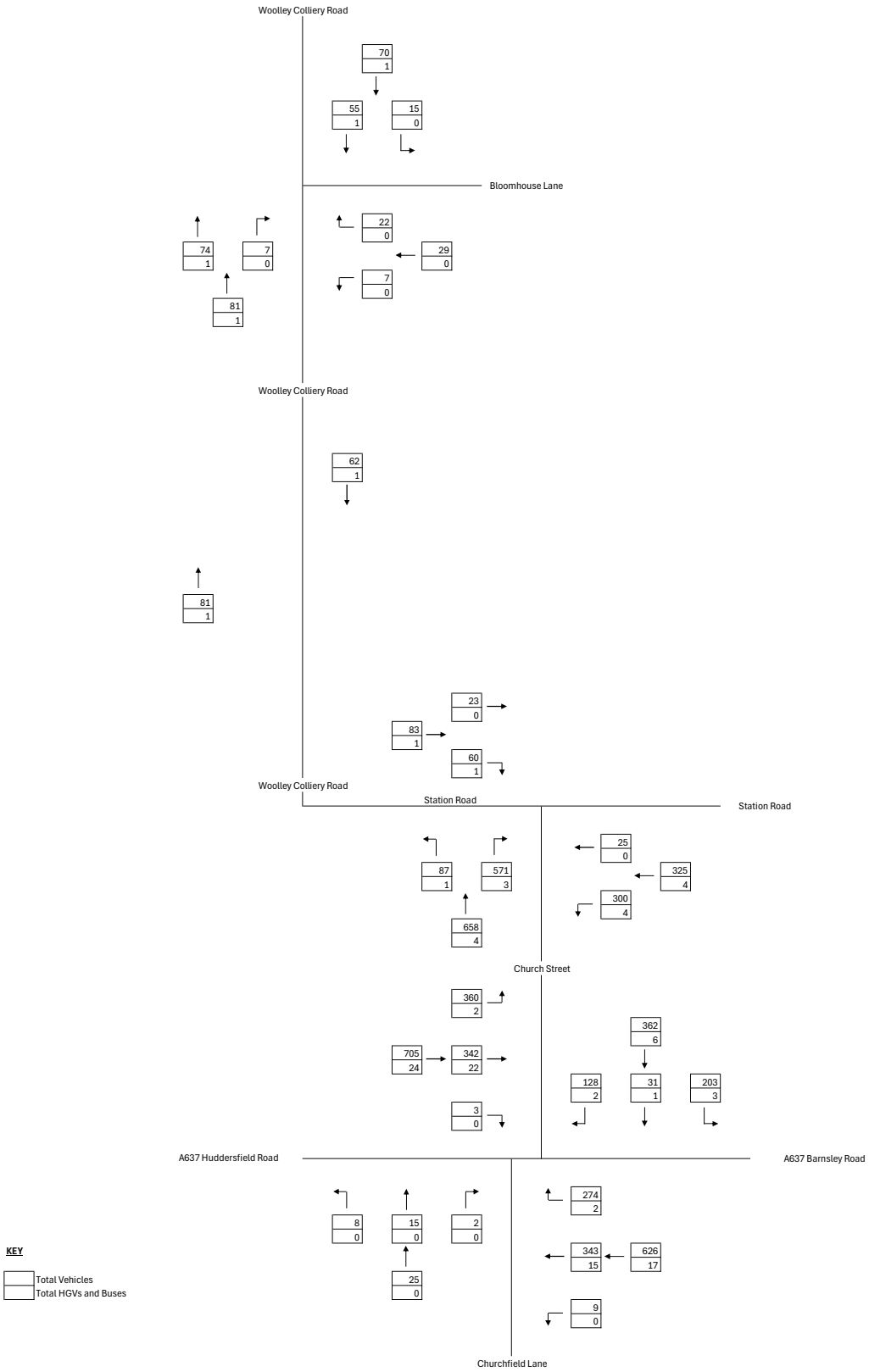
KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

2031 GROWTHED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
PM PEAK HOUR



KEY

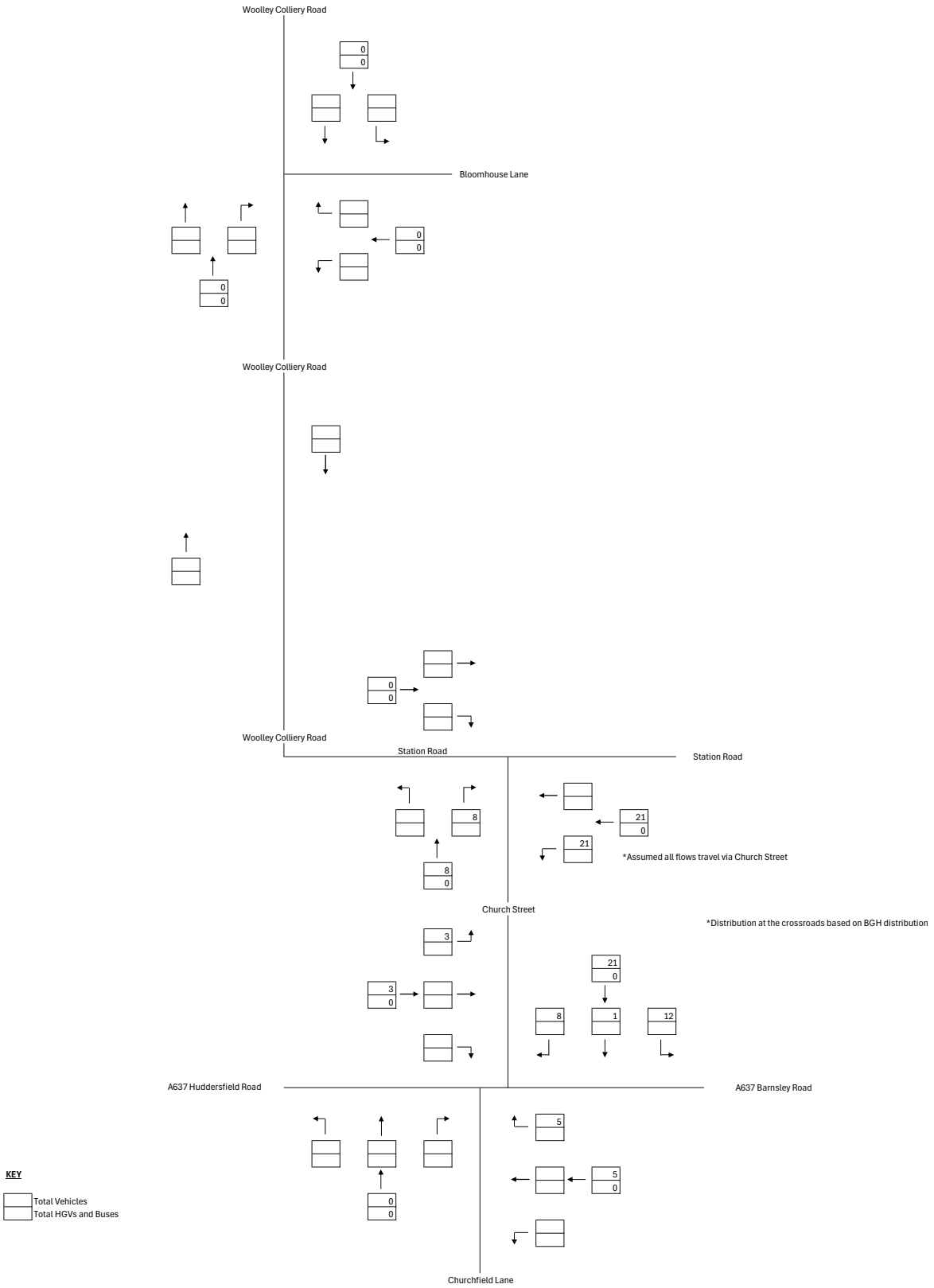
	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

APPENDIX BGH 9

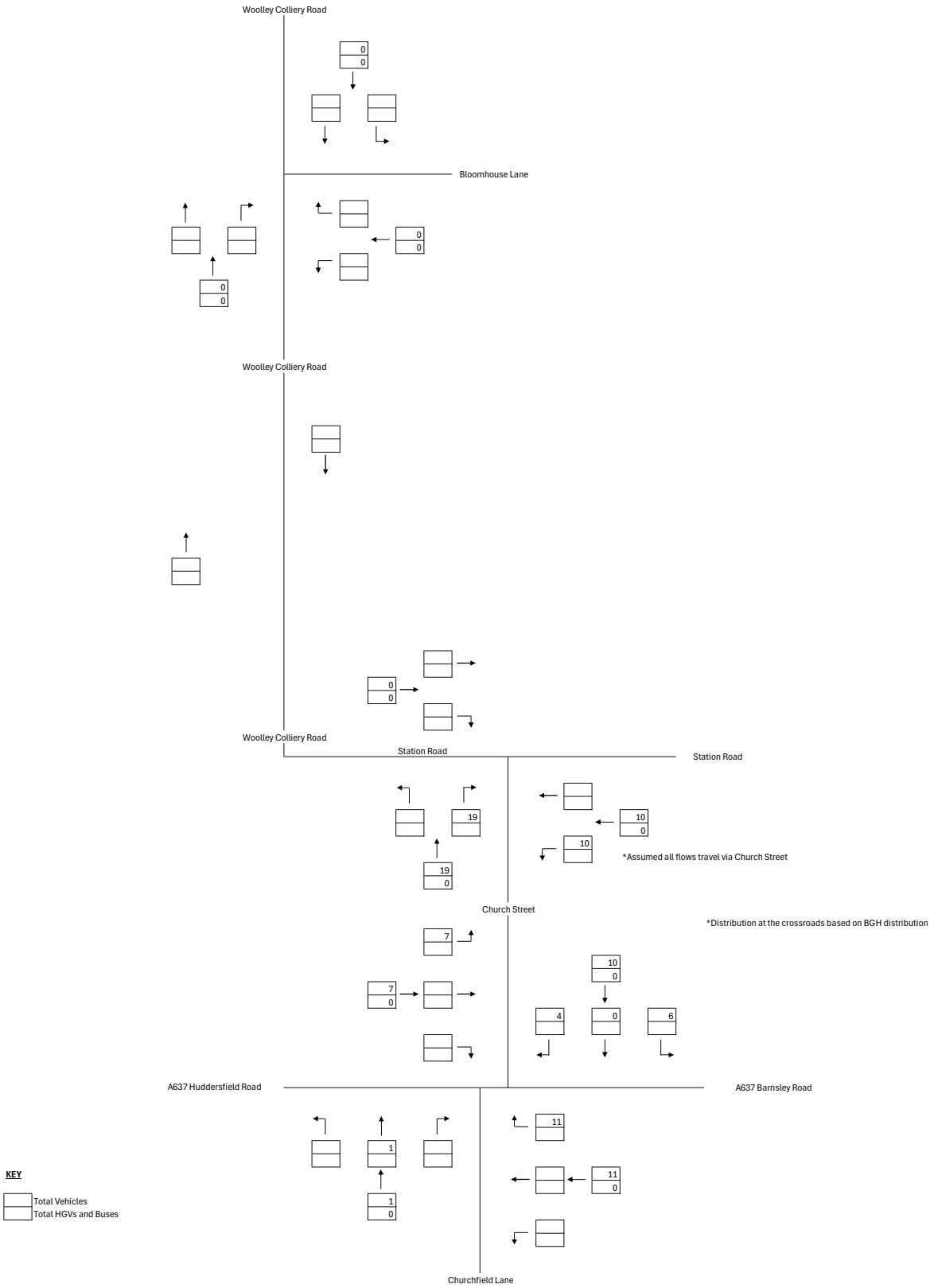
COMMITTED DEVELOPMENT VEHICULAR FLOWS (APPLICATION REF: 2023/0579)
WOOLLEY COLLIERY, DARTON
AM PEAK HOUR
FROM AMA TRANSPORT ASSESSMENT DATED 09/2019 - FIGURE 8



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

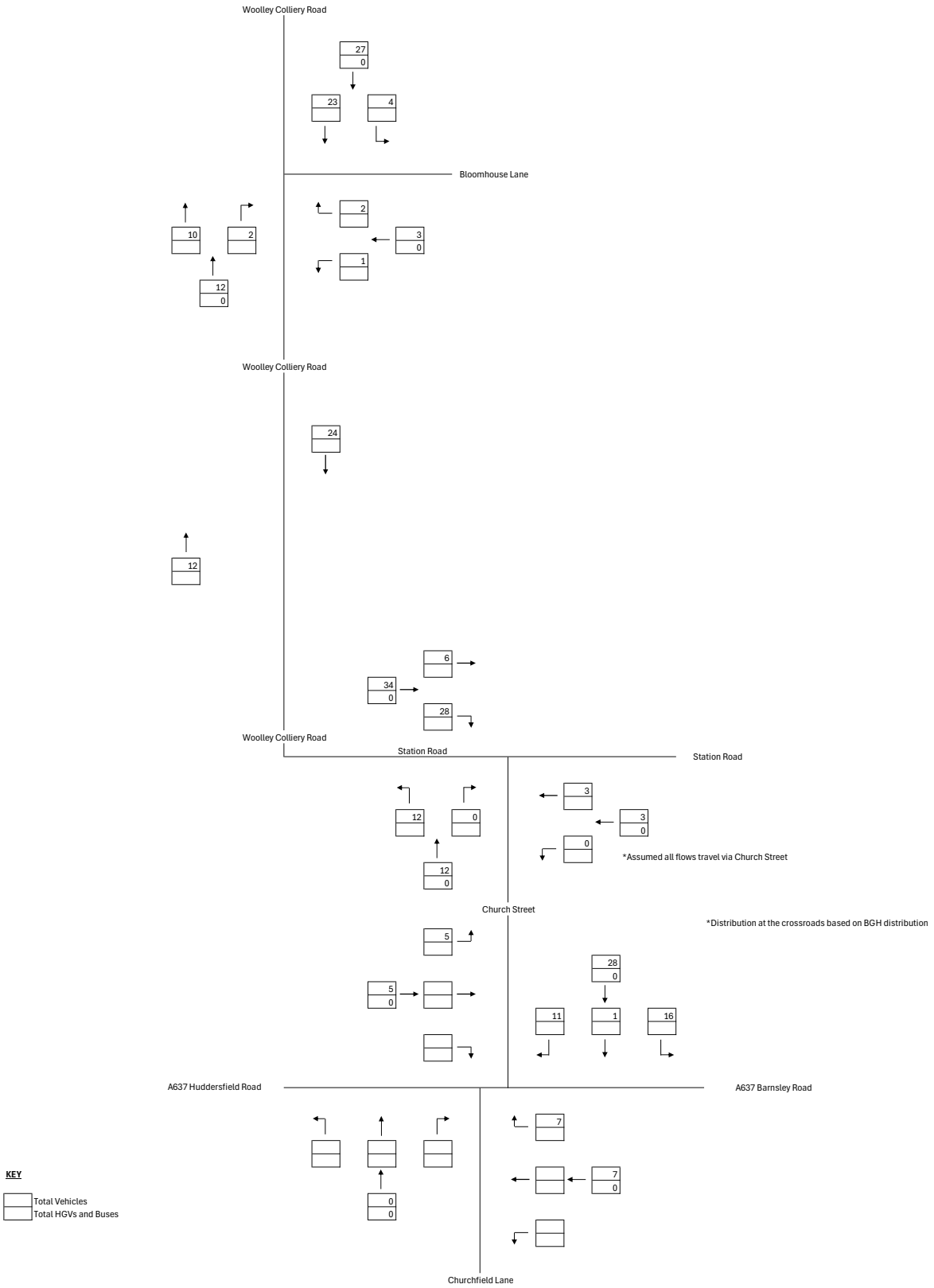
COMMITTED DEVELOPMENT VEHICULAR FLOWS (APPLICATION REF: 2023/0579)
WOOLLEY COLLIERY, DARTON
PM PEAK HOUR
FROM AMA TRANSPORT ASSESSMENT DATED 09/2019 - FIGURE 8



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

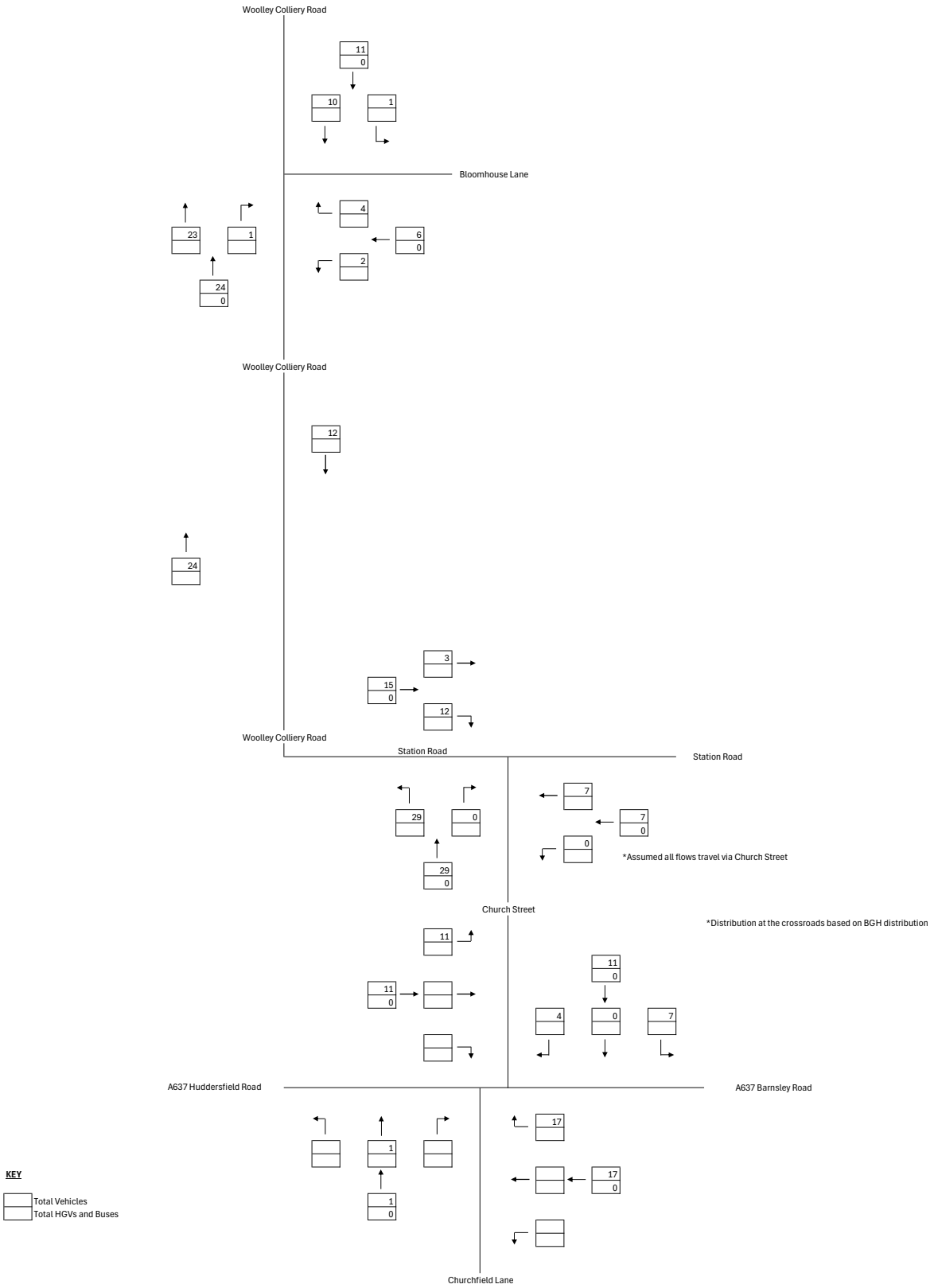
COMMITTED DEVELOPMENT VEHICULAR FLOWS (APPLICATION REF: 2024/0867)
WOOLLEY COLLIERY, DARTON
AM PEAK HOUR
FROM BGH TRANSPORT ASSESSMENT DATED 10/2024 - APPENDIX BGH14



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

COMMITTED DEVELOPMENT VEHICULAR FLOWS (APPLICATION REF: 2024/0867)
WOOLLEY COLLIERY, DARTON
PM PEAK HOUR
FROM BGH TRANSPORT ASSESSMENT DATED 10/2024 - APPENDIX BGH14



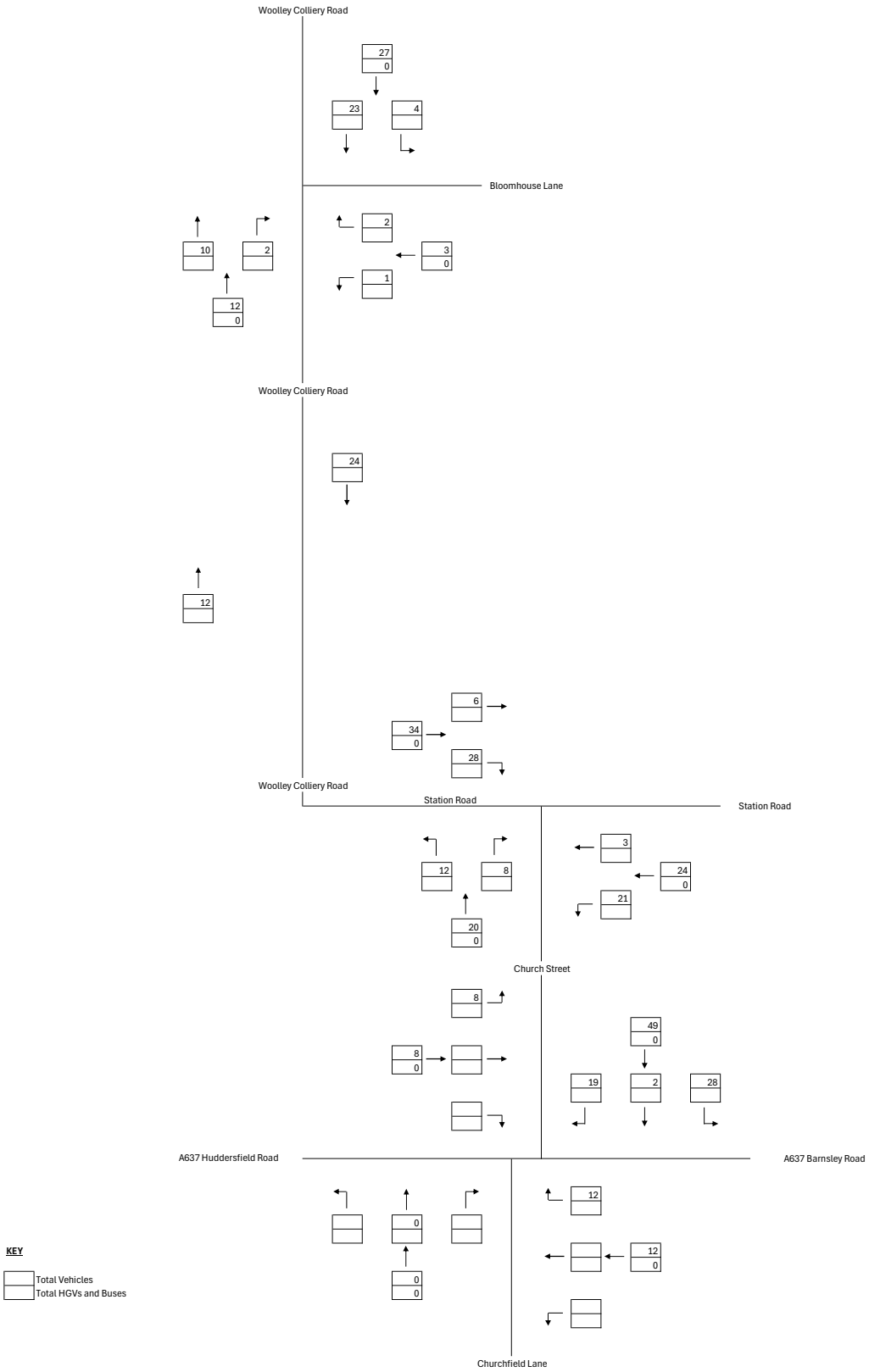
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

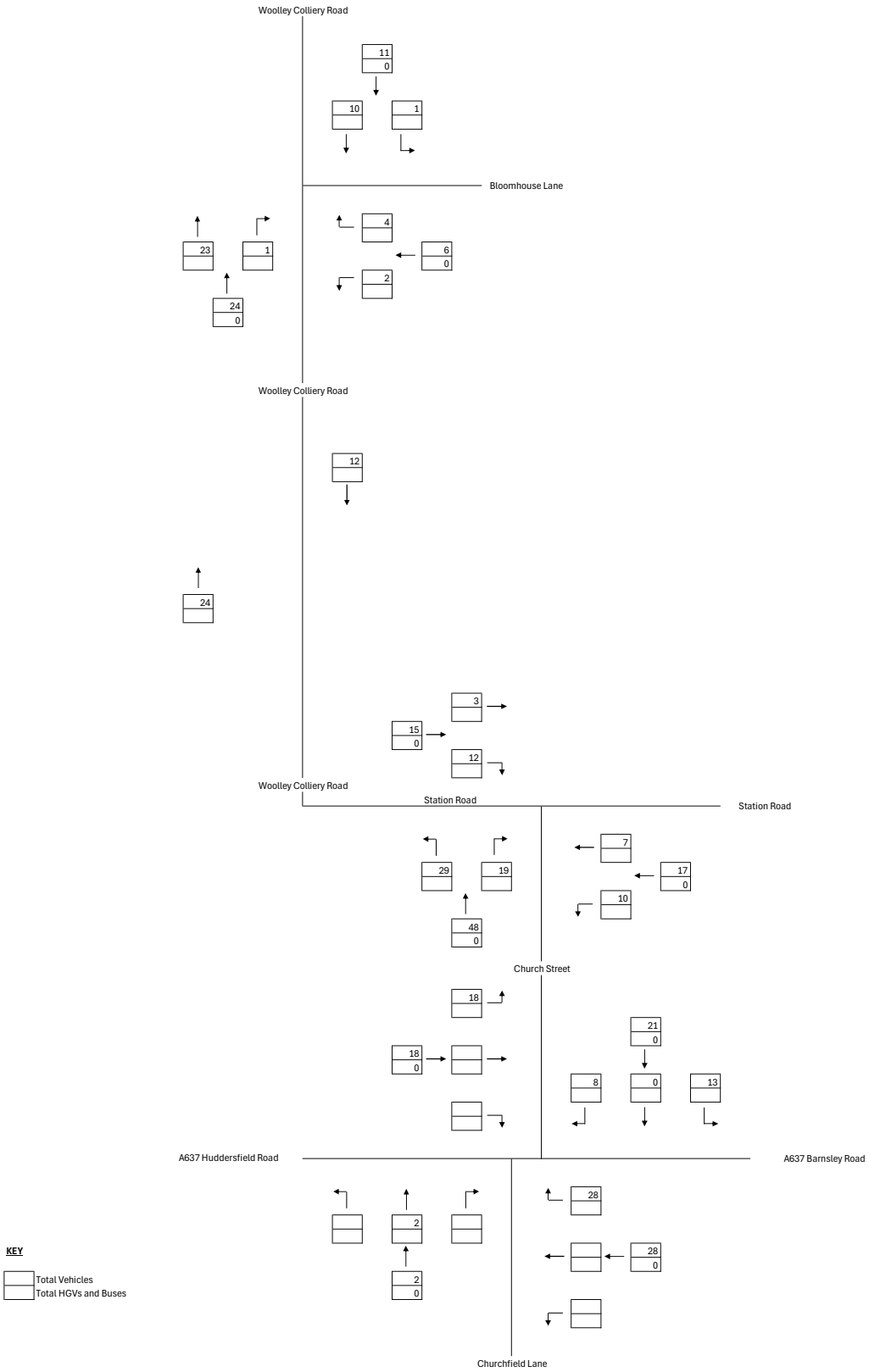
COMMITTED DEVELOPMENT VEHICULAR FLOWS - TOTAL
WOOLLEY COLLIERY, DARTON
AM PEAK HOUR



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

COMMITTED DEVELOPMENT VEHICULAR FLOWS - TOTAL
WOOLLEY COLLIERY, DARTON
PM PEAK HOUR



KEY

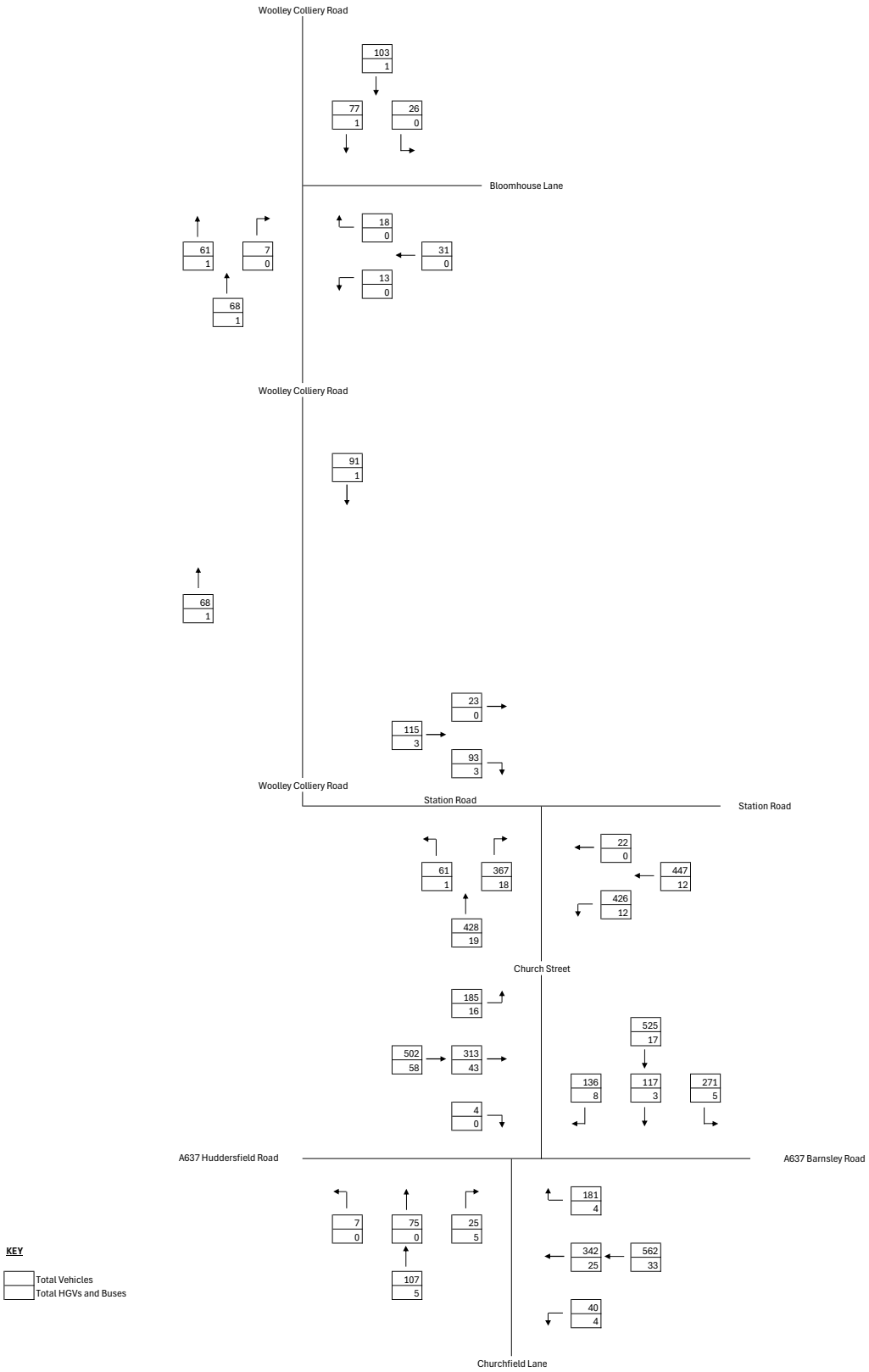
Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

APPENDIX BGH 10

2031 BASE VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
AM PEAK HOUR



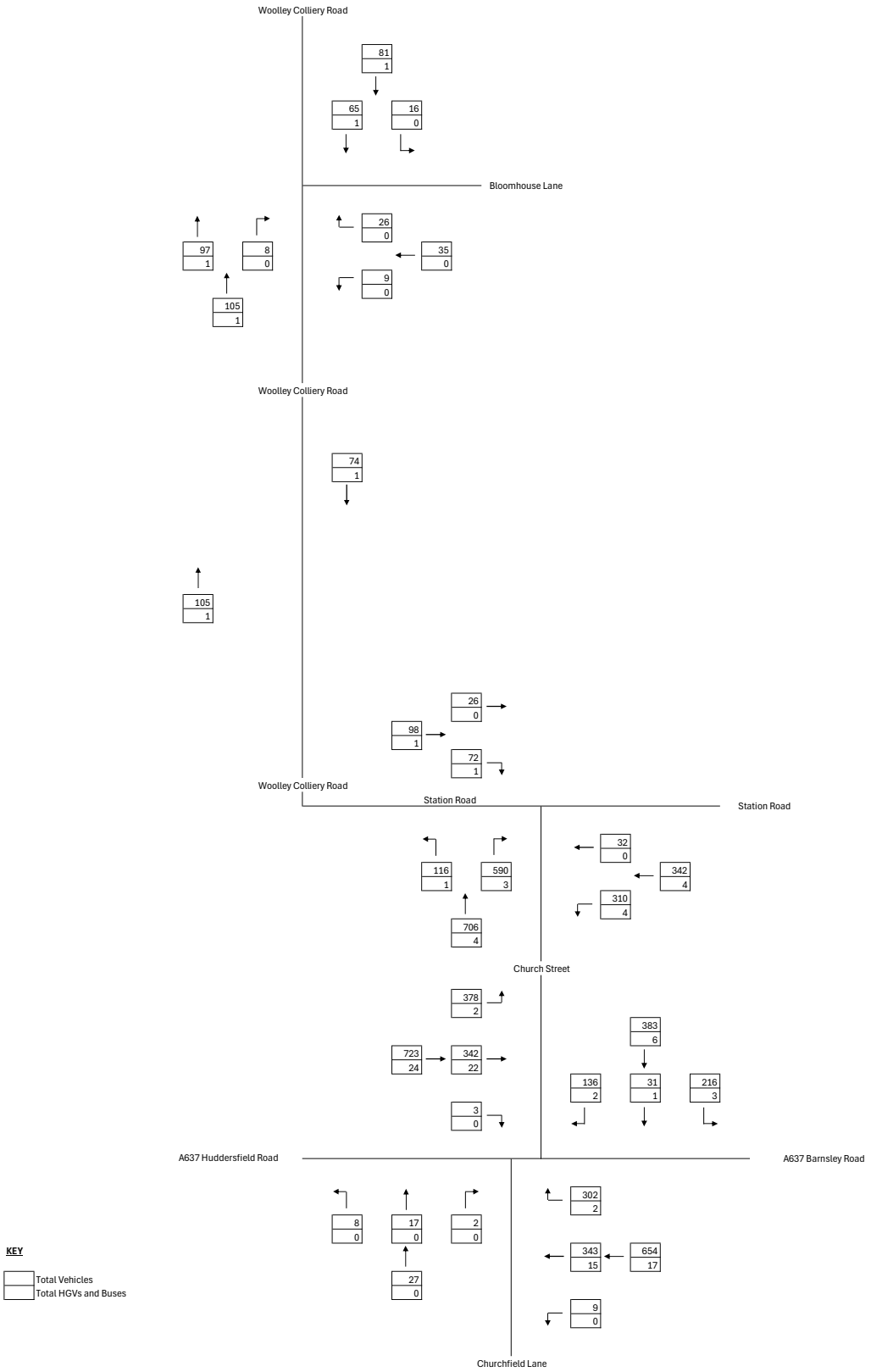
KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

2031 BASE VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
PM PEAK HOUR



KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

APPENDIX BGH 11

N

Laboratory

Woolley Colliery Road

2.4m x 60.4m Visibility Splay
In accordance with guidance provided within Manual for Streets 2 for a surveyed speed of 32.6mph

R8m
2m
6.75m
R8m
3m

Woolley Colliery Road

2.4m x 58.0m Visibility Splay
In accordance with guidance provided within Manual for Streets 2 for a surveyed speed of 31.7mph

KEY
Extents of site boundary onto Woolley Colliery Road
Proposed Footway
Proposed Carriageway
Proposed Verge

Rev:	Date:	Amendment:	DRN	CHK	APR

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Bryan G Hall

smas WORKSAFE

Title: Proposed Access Arrangements
Client: Homes by Honey
Project: Woolley Colliery, Darton

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

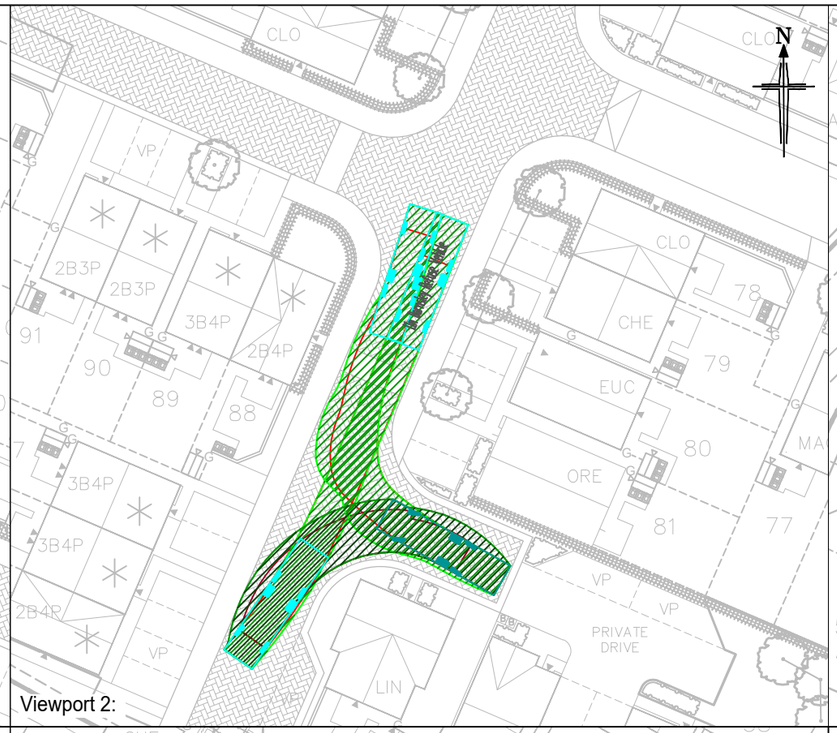
Drawn: LD Chkd: MC Appvd: CT

Drawing No: 25/331/TR/003
Job No: 25-331

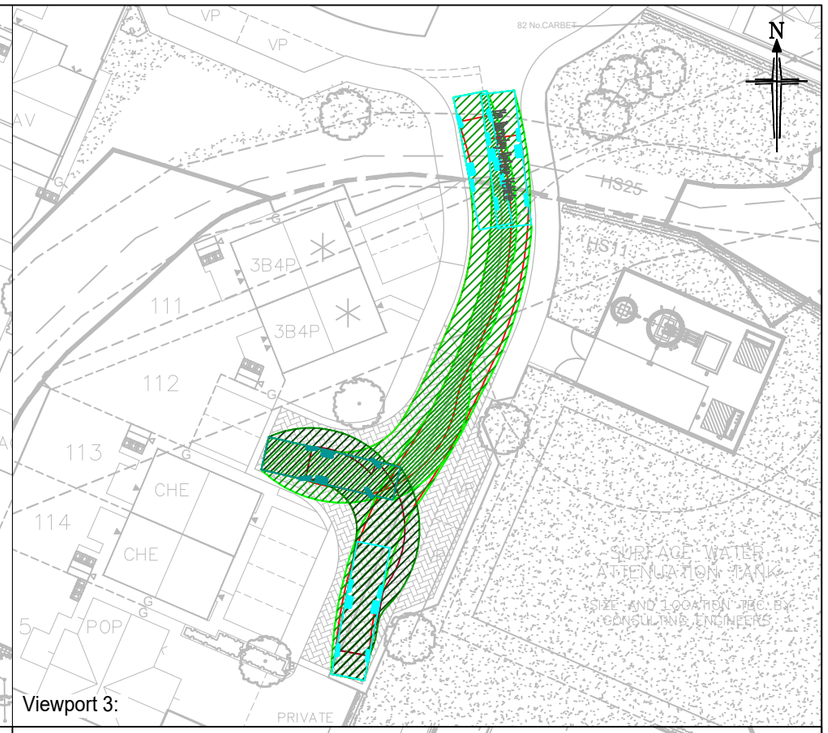
Revision: -
Date: 17/03/2026

APPENDIX BGH 12

Viewport 1:



Viewport 2:

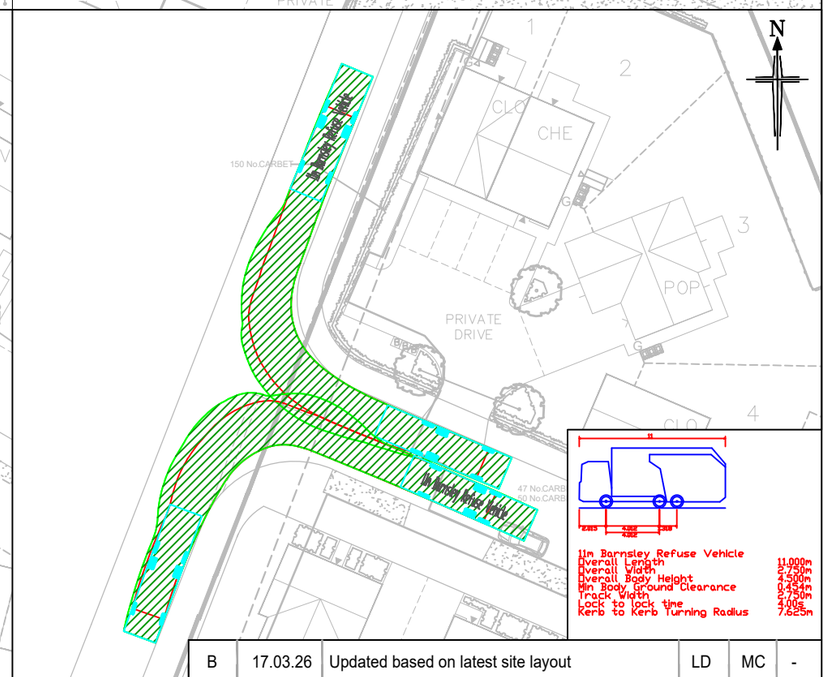


Viewport 3:

Viewport 4:

Drawing based on JRP Associates Site Layout Plan. Drawing no 25-5808-01-A (Dated 11.03.26)

Viewport 5:



Viewport 6:

Rev:	Date:	Amendment:	DRN	CHK	APR
B	17.03.26	Updated based on latest site layout	LD	MC	-
A	05.03.26	Updated based on latest site layout	LD	MC	-

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W www.bryanghall.co.uk

X.com/Bryanghall1

Bryan G Hall

smas WORKSAFE

Title: 11.0m Refuse Vehicle Tracking Manoeuvre

Client: Homes by Honey

Status: For Information

Project: Woolley Colliery Road, Darton

Scale: 1:500

Size: A3 - 420 x 297

Drawn: MM

Chkd: LD

Appvd: MC

Drawing No: 25/331/ATR/001

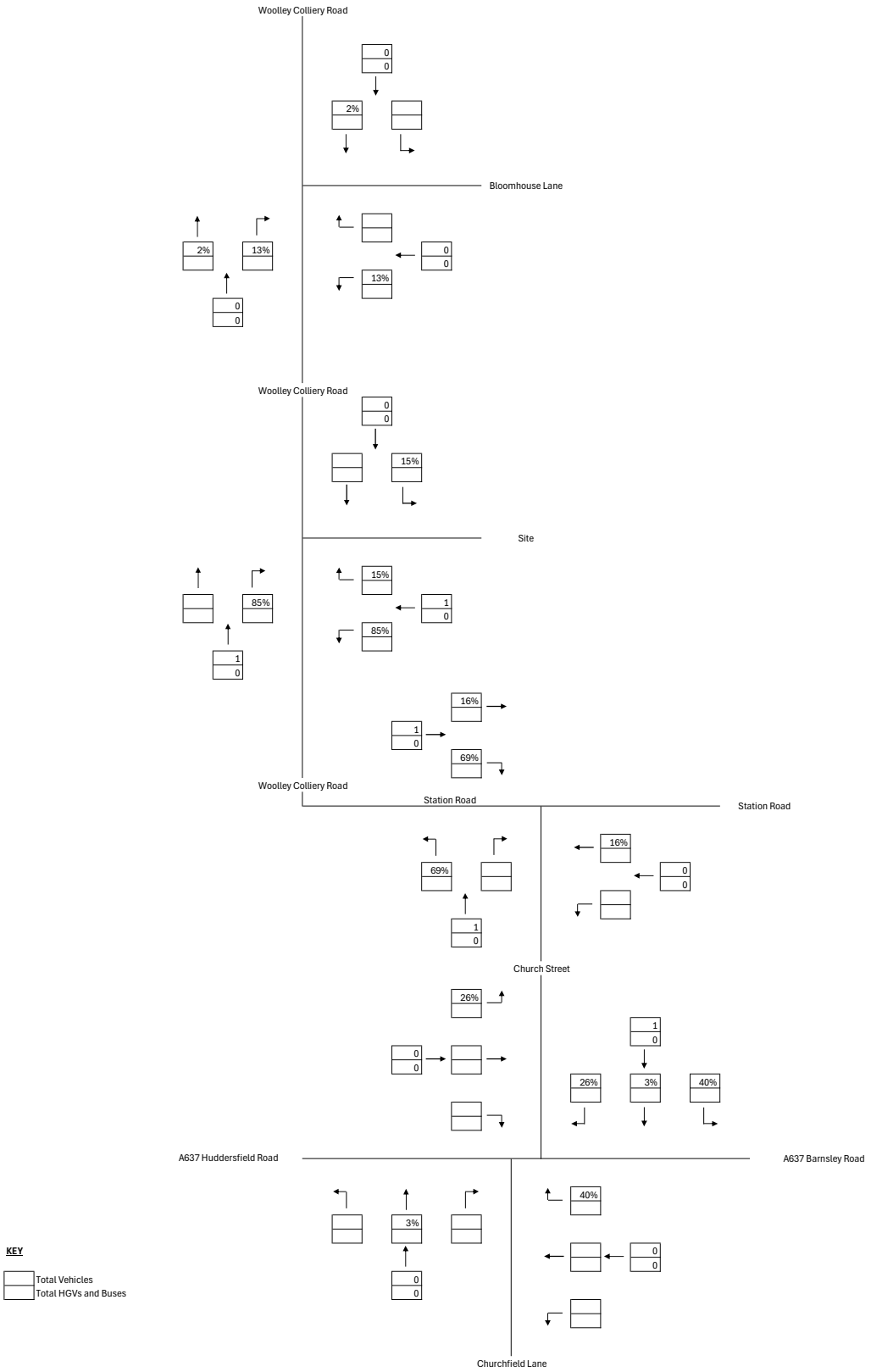
Job No: 25-331

Revision: B

Date: 02.12.25

APPENDIX BGH 13

TRIP DISTRIBUTION
WOOLLEY COLLIERY, DARTON

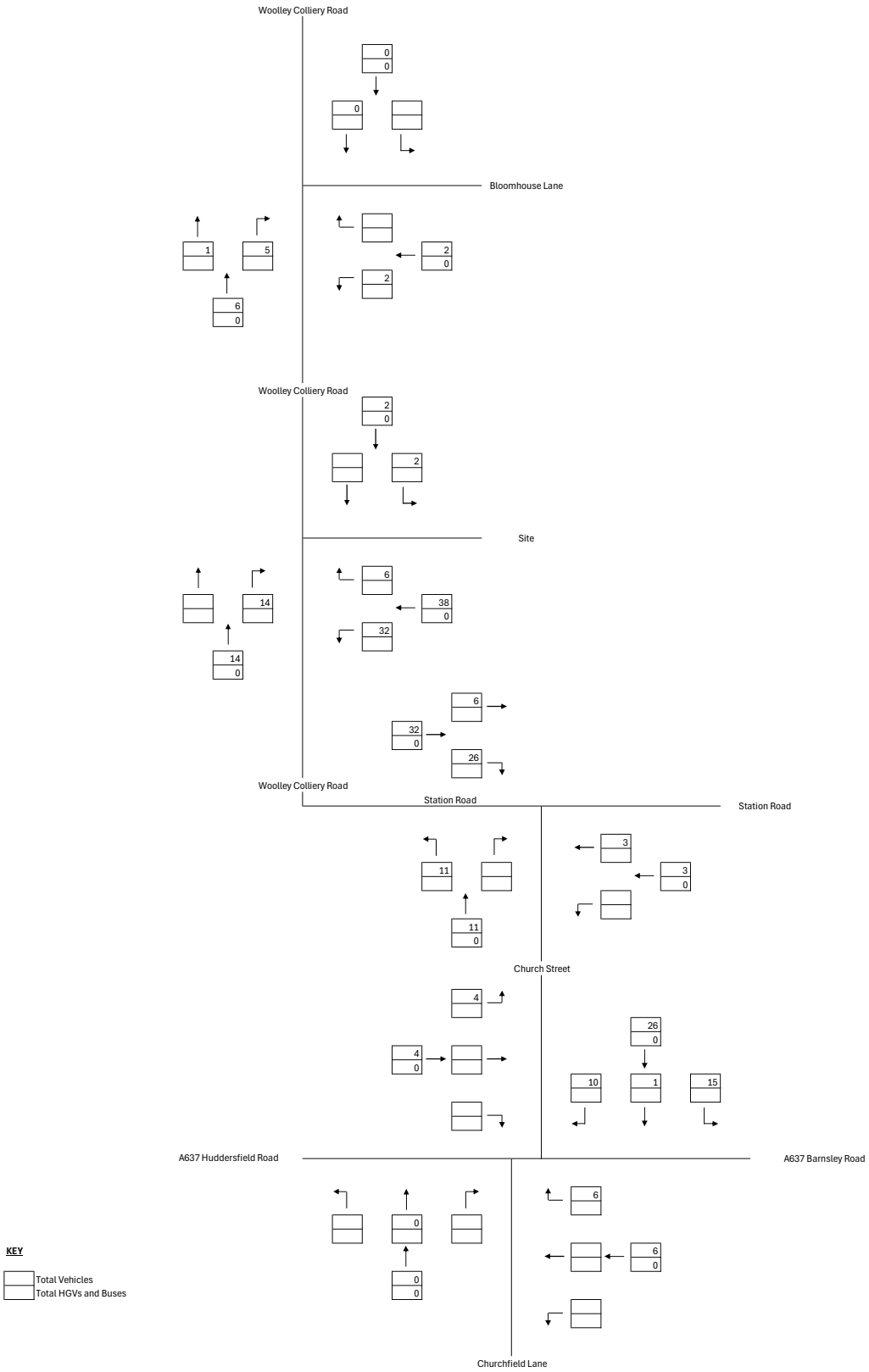


BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

APPENDIX BGH 14

DEVELOPMENT GENERATED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
AM PEAK HOUR



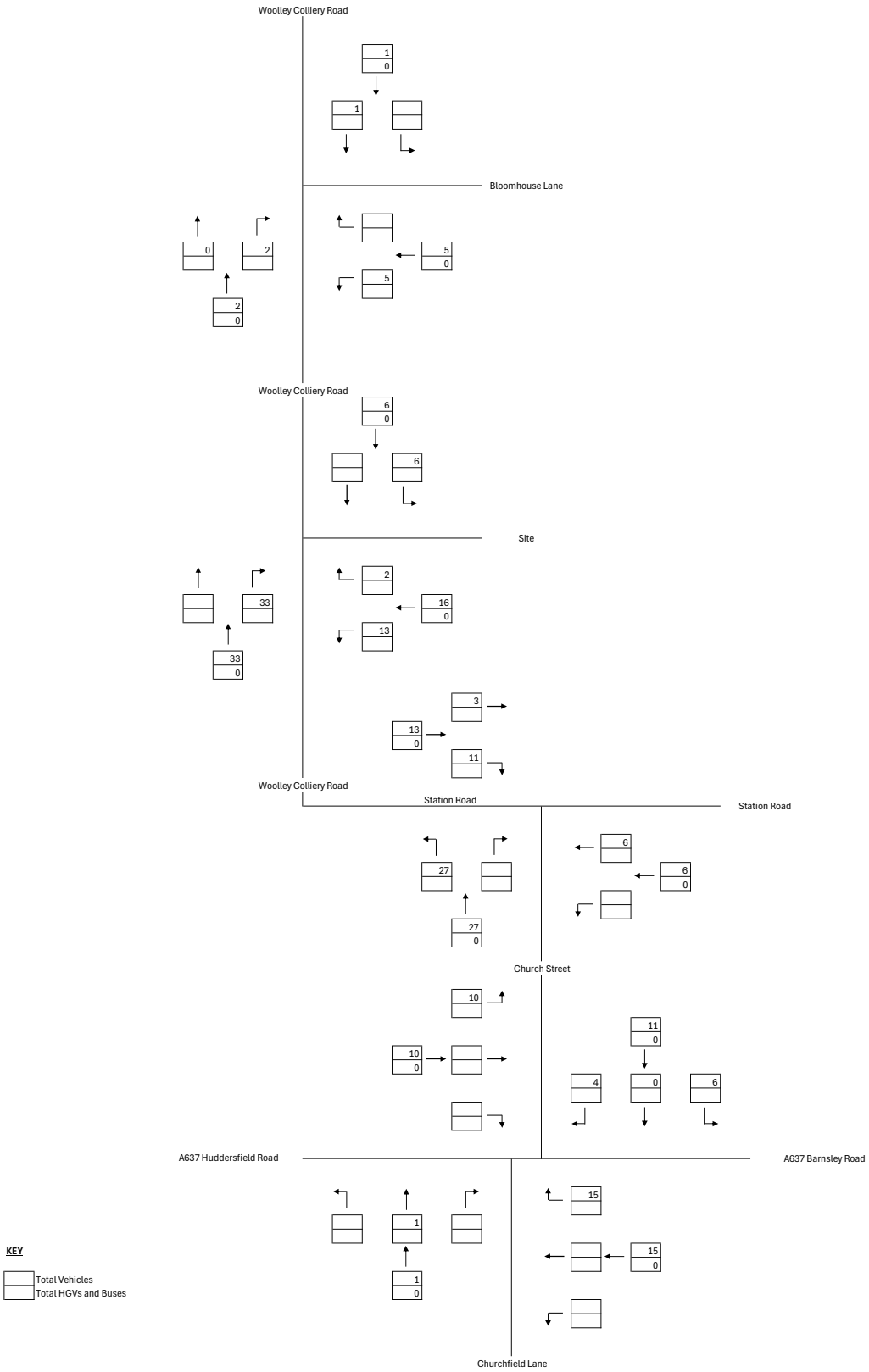
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

DEVELOPMENT GENERATED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
PM PEAK HOUR

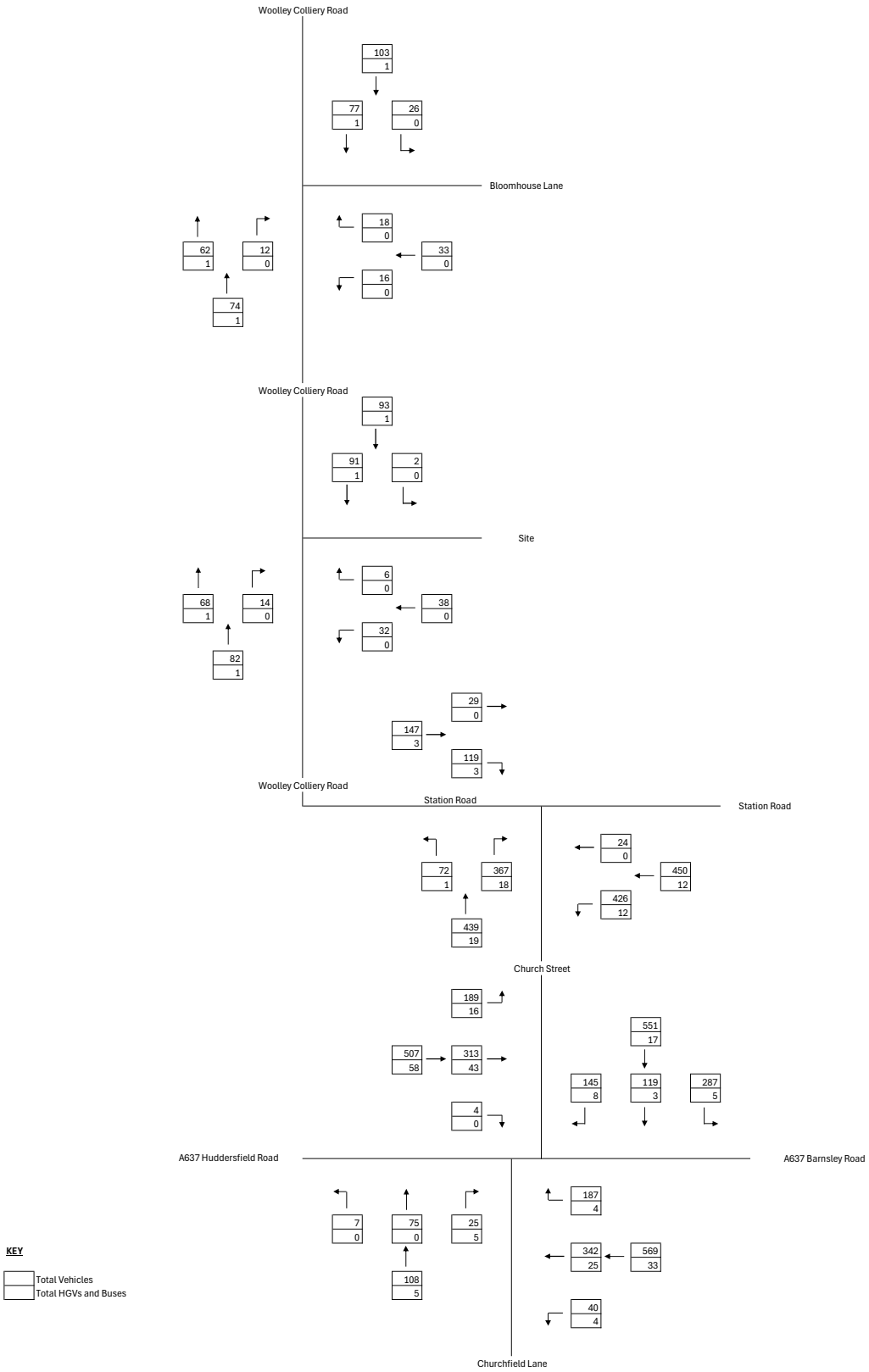


BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

APPENDIX BGH 15

DEVELOPMENT GENERATED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
AM PEAK HOUR



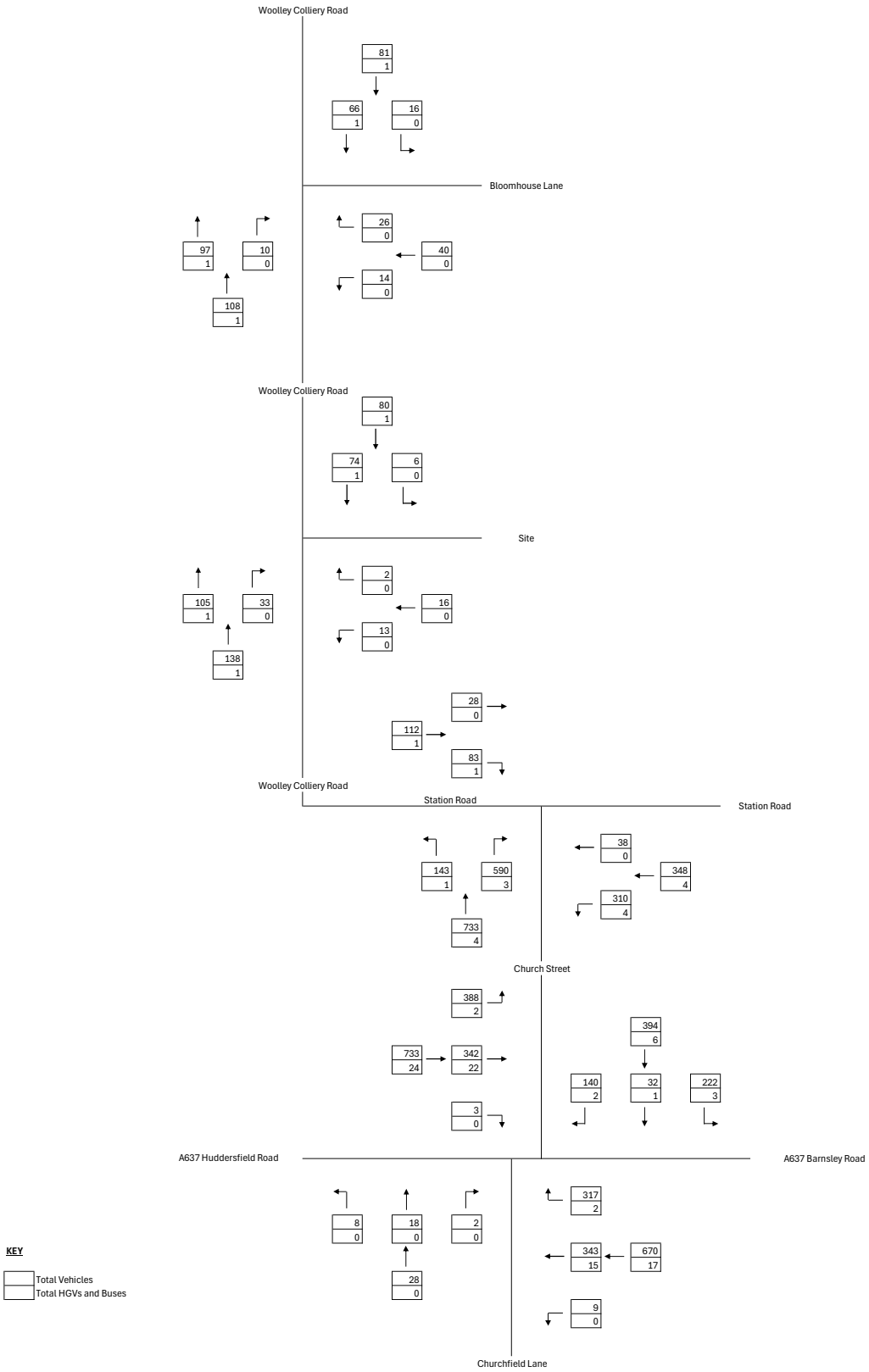
KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

DEVELOPMENT GENERATED VEHICULAR FLOWS
WOOLLEY COLLIERY, DARTON
PM PEAK HOUR



BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Homes by Honey
Project:	Woolley Colliery, Darton
Job Number:	25-331
Prepared by:	Lewis Demetriou
Checked by:	Martin Crabtree

APPENDIX BGH 16

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Site Access - Woolley Colliery Road.j10
Path: Y:\2025\25-326 to 25-350\25-331 Woolley Colliery Road, Darton\Technical\Junction Models\Site Access
Report generation date: 10/03/2026 14:10:16

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
	Proposed Layout - 2031 Predicted											
Stream B-AC	D1	0.1	6.14	0.07	A	645 %	D2	0.0	5.82	0.03	A	562 %
Stream C-AB		0.0	5.70	0.03	A	[Stream B-AC]		0.1	5.67	0.06	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	Site Access / Woolley Colliery Road
Location	Woolley Colliery, Darton
Site number	
Date	10/03/2026
Version	
Status	
Identifier	
Client	Homes by Honey
Jobnumber	25-331
Enumerator	LD
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Predicted	AM	ONE HOUR	08:00	09:30	15
D2	2031 Predicted	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

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

Proposed Layout - 2031 Predicted, 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	Site Access / Woolley Colliery Road	T-Junction	Two-way	Two-way	Two-way		1.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	645	Stream B-AC	1.50	A

Arms

Arms

Arm	Name	Description	Arm type
A	Woolley Colliery Road (N)		Major
B	Site Access		Minor
C	Woolley Colliery Road (S)		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 - Woolley Colliery Road (S)	6.20			90.0	✓	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 - Site Access	One lane	3.84	21	19

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	535	0.097	0.244	0.154	0.349
B-C	689	0.105	0.265	-	-
C-B	626	0.240	0.240	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Predicted	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Road (N)		✓	94	100.000
B - Site Access		✓	38	100.000
C - Woolley Colliery Road (S)		✓	83	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Road (N)	B - Site Access	C - Woolley Colliery Road (S)
From	A - Woolley Colliery Road (N)	0	2	92
	B - Site Access	6	0	32
	C - Woolley Colliery Road (S)	69	14	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Road (N)	B - Site Access	C - Woolley Colliery Road (S)
From	A - Woolley Colliery Road (N)	0	0	1
	B - Site Access	0	0	0
	C - Woolley Colliery Road (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	6.14	0.1	A
C-AB	0.03	5.70	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	638	0.045	28	0.0	5.902	A
C-AB	11	643	0.018	11	0.0	5.700	A
C-A	51			51			
A-B	2			2			
A-C	69			69			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	634	0.054	34	0.1	6.000	A
C-AB	14	647	0.022	14	0.0	5.691	A
C-A	61			61			
A-B	2			2			
A-C	83			83			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	628	0.067	42	0.1	6.137	A
C-AB	17	652	0.027	17	0.0	5.680	A
C-A	74			74			
A-B	2			2			
A-C	101			101			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	628	0.067	42	0.1	6.137	A
C-AB	17	652	0.027	17	0.0	5.681	A
C-A	74			74			
A-B	2			2			
A-C	101			101			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	634	0.054	34	0.1	6.003	A
C-AB	14	647	0.022	14	0.0	5.693	A
C-A	61			61			
A-B	2			2			
A-C	83			83			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	638	0.045	29	0.0	5.908	A
C-AB	11	643	0.018	11	0.0	5.703	A
C-A	51			51			
A-B	2			2			
A-C	69			69			

Proposed Layout - 2031 Predicted, 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	Site Access / Woolley Colliery Road	T-Junction	Two-way	Two-way	Two-way		1.31	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	562	Stream C-AB	1.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 Predicted	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Road (N)		✓	81	100.000
B - Site Access		✓	15	100.000
C - Woolley Colliery Road (S)		✓	139	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Road (N)	B - Site Access	C - Woolley Colliery Road (S)
From	A - Woolley Colliery Road (N)	0	6	75
	B - Site Access	2	0	13
	C - Woolley Colliery Road (S)	106	33	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Road (N)	B - Site Access	C - Woolley Colliery Road (S)
From	A - Woolley Colliery Road (N)	0	0	1
	B - Site Access	0	0	0
	C - Woolley Colliery Road (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	5.82	0.0	A
C-AB	0.06	5.67	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	644	0.018	11	0.0	5.688	A
C-AB	28	664	0.043	28	0.1	5.665	A
C-A	76			76			
A-B	5			5			
A-C	56			56			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	640	0.021	13	0.0	5.743	A
C-AB	35	672	0.052	35	0.1	5.657	A
C-A	90			90			
A-B	5			5			
A-C	67			67			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	635	0.026	16	0.0	5.821	A
C-AB	44	682	0.064	44	0.1	5.648	A
C-A	109			109			
A-B	7			7			
A-C	83			83			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	635	0.026	17	0.0	5.822	A
C-AB	44	682	0.064	44	0.1	5.650	A
C-A	109			109			
A-B	7			7			
A-C	83			83			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	640	0.021	14	0.0	5.744	A
C-AB	35	672	0.052	35	0.1	5.661	A
C-A	90			90			
A-B	5			5			
A-C	67			67			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	644	0.018	11	0.0	5.690	A
C-AB	28	664	0.043	28	0.1	5.672	A
C-A	76			76			
A-B	5			5			
A-C	56			56			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

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Filename: Bloomhouse Ln Woolley Colliery Rd Model.j10
Path: Y:\2025\25-326 to 25-350\25-331 Woolley Colliery Road, Darton\Technical\Junction Models\Bloomhouse Ln Woolley Colliery Rd
Report generation date: 10/03/2026 10:56:05

Summary of junction performance

	AM Peak Hour						PM Peak Hour					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Layout - 2025 Existing											
Stream B-AC	D1	0.1	6.84	0.05	A	822 %	D2	0.1	6.56	0.05	A	704 %
Stream C-AB		0.0	5.66	0.01	A	[Stream B-AC]		0.0	5.57	0.01	A	[Stream B-AC]
	Existing Layout - 2031 Base											
Stream B-AC	D3	0.1	7.11	0.06	A	620 %	D4	0.1	6.74	0.07	A	541 %
Stream C-AB		0.0	5.68	0.01	A	[Stream B-AC]		0.0	5.49	0.02	A	[Stream B-AC]
	Existing Layout - 2031 Predicted											
Stream B-AC	D9	0.1	6.93	0.06	A	588 %	D10	0.1	6.63	0.08	A	515 %
Stream C-AB		0.0	5.71	0.02	A	[Stream B-AC]		0.0	5.50	0.02	A	[Stream B-AC]

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

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

File summary

File Description

Title	Bloomhouse Lane/ Woolley Colliery Road Model
Location	Woolley Colliery, Darton
Site number	
Date	10/03/2026
Version	
Status	
Identifier	
Client	Homes by Honey
Jobnumber	25-331
Enumerator	LD
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Existing	AM Peak Hour	ONE HOUR	08:00	09:30	15
D2	2025 Existing	PM Peak Hour	ONE HOUR	17:00	18:30	15
D3	2031 Base	AM Peak Hour	ONE HOUR	08:00	09:30	15
D4	2031 Base	PM Peak Hour	ONE HOUR	17:00	18:30	15
D9	2031 Predicted	AM Peak Hour	ONE HOUR	08:00	09:30	15
D10	2031 Predicted	PM Peak Hour	ONE HOUR	17:00	18:30	15

Analysis Set Details

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

Existing Layout - 2025 Existing , AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	822	Stream B-AC	1.38	A

Arms

Arms

Arm	Name	Description	Arm type
A	Woolley Colliery Rd (North)		Major
B	Bloomhouse Ln		Minor
C	Woolley Colliery Rd (South)		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 - Woolley Colliery Rd (South)	5.90			97.0	✓	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 - Bloomhouse Ln	One lane	3.84	22	98

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	578	0.106	0.268	0.169	0.383
B-C	743	0.114	0.288	-	-
C-B	630	0.245	0.245	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Existing	AM Peak Hour	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	74	100.000
B - Bloomhouse Ln		✓	27	100.000
C - Woolley Colliery Rd (South)		✓	55	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	21	53
	B - Bloomhouse Ln	15	0	12
	C - Woolley Colliery Rd (South)	50	5	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	5	7
	B - Bloomhouse Ln	22	0	0
	C - Woolley Colliery Rd (South)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	6.84	0.1	A
C-AB	0.01	5.66	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	623	0.033	20	0.0	6.637	A
C-AB	4	641	0.006	4	0.0	5.661	A
C-A	37			37			
A-B	16			16			
A-C	40			40			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	619	0.039	24	0.0	6.723	A
C-AB	5	643	0.008	5	0.0	5.650	A
C-A	45			45			
A-B	19			19			
A-C	48			48			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	614	0.048	30	0.1	6.842	A
C-AB	6	647	0.009	6	0.0	5.636	A
C-A	55			55			
A-B	23			23			
A-C	58			58			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	614	0.048	30	0.1	6.842	A
C-AB	6	647	0.009	6	0.0	5.638	A
C-A	55			55			
A-B	23			23			
A-C	58			58			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	619	0.039	24	0.0	6.724	A
C-AB	5	643	0.008	5	0.0	5.653	A
C-A	45			45			
A-B	19			19			
A-C	48			48			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	623	0.033	20	0.0	6.643	A
C-AB	4	641	0.006	4	0.0	5.663	A
C-A	37			37			
A-B	16			16			
A-C	40			40			

Existing Layout - 2025 Existing, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.30	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	704	Stream B-AC	1.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Existing	PM Peak Hour	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	68	100.000
B - Bloomhouse Ln		✓	28	100.000
C - Woolley Colliery Rd (South)		✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	14	54
	B - Bloomhouse Ln	21	0	7
	C - Woolley Colliery Rd (South)	72	7	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	0	2
	B - Bloomhouse Ln	0	0	0
	C - Woolley Colliery Rd (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	6.56	0.1	A
C-AB	0.01	5.57	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	590	0.036	21	0.0	6.325	A
C-AB	6	653	0.009	6	0.0	5.564	A
C-A	54			54			
A-B	11			11			
A-C	41			41			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	586	0.043	25	0.0	6.422	A
C-AB	7	658	0.011	7	0.0	5.536	A
C-A	64			64			
A-B	13			13			
A-C	49			49			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	580	0.053	31	0.1	6.557	A
C-AB	9	664	0.013	9	0.0	5.498	A
C-A	78			78			
A-B	15			15			
A-C	59			59			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	580	0.053	31	0.1	6.557	A
C-AB	9	664	0.013	9	0.0	5.501	A
C-A	78			78			
A-B	15			15			
A-C	59			59			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	586	0.043	25	0.0	6.423	A
C-AB	7	658	0.011	7	0.0	5.537	A
C-A	64			64			
A-B	13			13			
A-C	49			49			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	590	0.036	21	0.0	6.331	A
C-AB	6	653	0.009	6	0.0	5.567	A
C-A	54			54			
A-B	11			11			
A-C	41			41			

Existing Layout - 2031 Base, AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	620	Stream B-AC	1.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM Peak Hour	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	104	100.000
B - Bloomhouse Ln		✓	31	100.000
C - Woolley Colliery Rd (South)		✓	69	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	26	78
	B - Bloomhouse Ln	18	0	13
	C - Woolley Colliery Rd (South)	62	7	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	4	7
	B - Bloomhouse Ln	22	0	0
	C - Woolley Colliery Rd (South)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.11	0.1	A
C-AB	0.01	5.68	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	612	0.038	23	0.0	6.832	A
C-AB	6	642	0.009	6	0.0	5.674	A
C-A	46			46			
A-B	20			20			
A-C	59			59			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	607	0.046	28	0.1	6.947	A
C-AB	7	644	0.011	7	0.0	5.666	A
C-A	55			55			
A-B	23			23			
A-C	70			70			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	600	0.057	34	0.1	7.109	A
C-AB	9	647	0.013	9	0.0	5.655	A
C-A	67			67			
A-B	29			29			
A-C	86			86			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	600	0.057	34	0.1	7.109	A
C-AB	9	647	0.013	9	0.0	5.659	A
C-A	67			67			
A-B	29			29			
A-C	86			86			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	607	0.046	28	0.1	6.951	A
C-AB	7	644	0.011	7	0.0	5.672	A
C-A	55			55			
A-B	23			23			
A-C	70			70			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	612	0.038	23	0.0	6.836	A
C-AB	6	642	0.009	6	0.0	5.676	A
C-A	46			46			
A-B	20			20			
A-C	59			59			

Existing Layout - 2031 Base, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	541	Stream B-AC	1.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM Peak Hour	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	82	100.000
B - Bloomhouse Ln		✓	35	100.000
C - Woolley Colliery Rd (South)		✓	106	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	16	66
	B - Bloomhouse Ln	26	0	9
	C - Woolley Colliery Rd (South)	98	8	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	0	2
	B - Bloomhouse Ln	0	0	0
	C - Woolley Colliery Rd (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	6.74	0.1	A
C-AB	0.02	5.49	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	585	0.045	26	0.0	6.437	A
C-AB	7	664	0.010	7	0.0	5.486	A
C-A	73			73			
A-B	12			12			
A-C	50			50			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	580	0.054	31	0.1	6.563	A
C-AB	8	670	0.012	8	0.0	5.444	A
C-A	87			87			
A-B	14			14			
A-C	59			59			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	573	0.067	38	0.1	6.740	A
C-AB	10	679	0.015	10	0.0	5.388	A
C-A	106			106			
A-B	18			18			
A-C	73			73			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	573	0.067	39	0.1	6.740	A
C-AB	10	679	0.015	10	0.0	5.389	A
C-A	106			106			
A-B	18			18			
A-C	73			73			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	580	0.054	32	0.1	6.567	A
C-AB	8	670	0.012	8	0.0	5.448	A
C-A	87			87			
A-B	14			14			
A-C	59			59			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	585	0.045	26	0.0	6.443	A
C-AB	7	664	0.010	7	0.0	5.487	A
C-A	73			73			
A-B	12			12			
A-C	50			50			

Existing Layout - 2031 Predicted, AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.46	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	588	Stream B-AC	1.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Predicted	AM Peak Hour	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	104	100.000
B - Bloomhouse Ln		✓	34	100.000
C - Woolley Colliery Rd (South)		✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	26	78
	B - Bloomhouse Ln	18	0	16
	C - Woolley Colliery Rd (South)	63	12	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	4	5
	B - Bloomhouse Ln	20	0	0
	C - Woolley Colliery Rd (South)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	6.93	0.1	A
C-AB	0.02	5.71	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	619	0.041	25	0.0	6.650	A
C-AB	10	642	0.015	10	0.0	5.703	A
C-A	47			47			
A-B	20			20			
A-C	59			59			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	614	0.050	31	0.1	6.768	A
C-AB	12	645	0.018	12	0.0	5.700	A
C-A	56			56			
A-B	23			23			
A-C	70			70			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	607	0.062	37	0.1	6.934	A
C-AB	15	648	0.023	15	0.0	5.699	A
C-A	68			68			
A-B	29			29			
A-C	86			86			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	607	0.062	37	0.1	6.934	A
C-AB	15	648	0.023	15	0.0	5.703	A
C-A	68			68			
A-B	29			29			
A-C	86			86			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	614	0.050	31	0.1	6.769	A
C-AB	12	645	0.018	12	0.0	5.704	A
C-A	56			56			
A-B	23			23			
A-C	70			70			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	619	0.041	26	0.0	6.654	A
C-AB	10	642	0.015	10	0.0	5.707	A
C-A	47			47			
A-B	20			20			
A-C	59			59			

Existing Layout - 2031 Predicted, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Woolley Colliery Rd (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Bloomhouse Lane / Woolley Coillery Road t-juction	T-Junction	Two-way	Two-way	Two-way		1.43	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	515	Stream B-AC	1.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Predicted	PM Peak Hour	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Woolley Colliery Rd (North)		✓	83	100.000
B - Bloomhouse Ln		✓	40	100.000
C - Woolley Colliery Rd (South)		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	16	67
	B - Bloomhouse Ln	26	0	14
	C - Woolley Colliery Rd (South)	98	10	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Woolley Colliery Rd (North)	B - Bloomhouse Ln	C - Woolley Colliery Rd (South)
From	A - Woolley Colliery Rd (North)	0	0	2
	B - Bloomhouse Ln	0	0	0
	C - Woolley Colliery Rd (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	6.63	0.1	A
C-AB	0.02	5.50	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	599	0.050	30	0.1	6.321	A
C-AB	8	663	0.013	8	0.0	5.502	A
C-A	73			73			
A-B	12			12			
A-C	50			50			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	594	0.061	36	0.1	6.450	A
C-AB	10	670	0.015	10	0.0	5.463	A
C-A	87			87			
A-B	14			14			
A-C	60			60			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	587	0.075	44	0.1	6.634	A
C-AB	13	679	0.019	13	0.0	5.411	A
C-A	106			106			
A-B	18			18			
A-C	74			74			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	587	0.075	44	0.1	6.634	A
C-AB	13	679	0.019	13	0.0	5.414	A
C-A	106			106			
A-B	18			18			
A-C	74			74			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	594	0.061	36	0.1	6.452	A
C-AB	10	670	0.015	10	0.0	5.467	A
C-A	87			87			
A-B	14			14			
A-C	60			60			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	599	0.050	30	0.1	6.327	A
C-AB	8	663	0.013	8	0.0	5.505	A
C-A	73			73			
A-B	12			12			
A-C	50			50			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Station Road Church Street Model.j10
Path: Y:\2025\25-326 to 25-350\25-331 Woolley Colliery Road, Darton\Technical\Junction Models\Station Rd Church St
Report generation date: 10/03/2026 11:05:36

Summary of junction performance

	AM Peak Hour						PM Peak Hour					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Layout - 2025 Existing											
Stream B-AC	D1	0.3	10.61	0.20	B	96 %	D2	0.3	11.30	0.22	B	74 %
Stream C-AB		0.1	4.94	0.05	A	[Stream B-AC]		0.1	5.61	0.07	A	[Stream B-AC]
	Existing Layout - 2031 Base											
Stream B-AC	D3	0.5	12.64	0.31	B	61 %	D4	0.4	12.95	0.28	B	53 %
Stream C-AB		0.1	4.89	0.06	A	[Stream B-AC]		0.2	5.68	0.10	A	[Stream B-AC]
	Existing Layout - 2031 Predicted											
Stream B-AC	D7	0.7	14.46	0.39	B	44 %	D8	0.5	13.99	0.32	B	44 %
Stream C-AB		0.1	4.92	0.07	A	[Stream B-AC]		0.3	5.83	0.12	A	[Stream B-AC]

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	Station Road / Church Street Model
Location	Woolley Colliery, Darton
Site number	
Date	10/03/2026
Version	
Status	
Identifier	
Client	Homes by Honey
Jobnumber	25-331
Enumerator	LD
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Existing	AM Peak Hour	ONE HOUR	08:00	09:30	15
D2	2025 Existing	PM Peak Hour	ONE HOUR	17:00	18:30	15
D3	2031 Base	AM Peak Hour	ONE HOUR	08:00	09:30	15
D4	2031 Base	PM Peak Hour	ONE HOUR	17:00	18:30	15
D7	2031 Predicted	AM Peak Hour	ONE HOUR	08:00	09:30	15
D8	2031 Predicted	PM Peak Hour	ONE HOUR	17:00	18:30	15

Analysis Set Details

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

Existing Layout - 2025 Existing, AM Peak Hour

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		1.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	96	Stream B-AC	1.13	A

Arms

Arms

Arm	Name	Description	Arm type
A	Church St (B6131)		Major
B	Station Road		Minor
C	Station Road (B6131)		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 - Station Road (B6131)	8.25			77.0	✓	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 - Station Road	One lane	4.32	87	18

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	582	0.092	0.232	0.146	0.331
B-C	719	0.104	0.262	-	-
C-B	619	0.216	0.216	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Existing	AM Peak Hour	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	410	100.000
B - Station Road		✓	81	100.000
C - Station Road (B6131)		✓	419	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	48	362
	B - Station Road	65	0	16
	C - Station Road (B6131)	401	18	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	2	5
	B - Station Road	5	0	0
	C - Station Road (B6131)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	10.61	0.3	B
C-AB	0.05	4.94	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	494	0.123	60	0.1	8.619	A
C-AB	22	761	0.030	22	0.0	4.929	A
C-A	293			293			
A-B	36			36			
A-C	273			273			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	472	0.154	73	0.2	9.361	A
C-AB	30	791	0.038	30	0.1	4.785	A
C-A	347			347			
A-B	43			43			
A-C	325			325			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	442	0.202	89	0.3	10.590	B
C-AB	42	835	0.051	42	0.1	4.608	A
C-A	419			419			
A-B	53			53			
A-C	399			399			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	442	0.202	89	0.3	10.607	B
C-AB	42	835	0.051	42	0.1	4.614	A
C-A	419			419			
A-B	53			53			
A-C	399			399			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	472	0.154	73	0.2	9.384	A
C-AB	30	792	0.038	30	0.1	4.799	A
C-A	347			347			
A-B	43			43			
A-C	325			325			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	494	0.123	61	0.1	8.649	A
C-AB	23	761	0.030	23	0.0	4.936	A
C-A	293			293			
A-B	36			36			
A-C	273			273			

Existing Layout - 2025 Existing, PM Peak Hour

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		1.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	74	Stream B-AC	1.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Existing	PM Peak Hour	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	637	100.000
B - Station Road		✓	81	100.000
C - Station Road (B6131)		✓	316	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	85	552
	B - Station Road	59	0	22
	C - Station Road (B6131)	292	24	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	1	1
	B - Station Road	2	0	0
	C - Station Road (B6131)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	11.30	0.3	B
C-AB	0.07	5.61	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	477	0.128	60	0.1	8.759	A
C-AB	27	672	0.040	27	0.1	5.597	A
C-A	211			211			
A-B	64			64			
A-C	416			416			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	450	0.162	73	0.2	9.677	A
C-AB	35	685	0.051	35	0.1	5.559	A
C-A	249			249			
A-B	76			76			
A-C	496			496			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	412	0.216	89	0.3	11.277	B
C-AB	49	705	0.069	49	0.1	5.509	A
C-A	299			299			
A-B	94			94			
A-C	608			608			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	412	0.216	89	0.3	11.300	B
C-AB	49	705	0.069	49	0.1	5.511	A
C-A	299			299			
A-B	94			94			
A-C	608			608			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	450	0.162	73	0.2	9.706	A
C-AB	35	685	0.051	35	0.1	5.567	A
C-A	249			249			
A-B	76			76			
A-C	496			496			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	477	0.128	61	0.2	8.794	A
C-AB	27	672	0.040	27	0.1	5.606	A
C-A	211			211			
A-B	64			64			
A-C	416			416			

Existing Layout - 2031 Base, AM Peak Hour

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		1.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	61	Stream B-AC	1.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM Peak Hour	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	447	100.000
B - Station Road		✓	119	100.000
C - Station Road (B6131)		✓	460	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	62	385
	B - Station Road	96	0	23
	C - Station Road (B6131)	438	22	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	2	5
	B - Station Road	5	0	0
	C - Station Road (B6131)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	12.64	0.5	B
C-AB	0.06	4.89	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	484	0.185	89	0.2	9.453	A
C-AB	29	776	0.037	29	0.1	4.879	A
C-A	317			317			
A-B	47			47			
A-C	290			290			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	460	0.233	107	0.3	10.583	B
C-AB	39	809	0.048	39	0.1	4.735	A
C-A	375			375			
A-B	56			56			
A-C	346			346			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	427	0.307	130	0.5	12.598	B
C-AB	56	857	0.065	55	0.1	4.560	A
C-A	451			451			
A-B	68			68			
A-C	424			424			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	427	0.307	131	0.5	12.643	B
C-AB	56	857	0.065	56	0.1	4.566	A
C-A	451			451			
A-B	68			68			
A-C	424			424			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	460	0.233	108	0.3	10.638	B
C-AB	39	809	0.048	39	0.1	4.750	A
C-A	375			375			
A-B	56			56			
A-C	346			346			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	484	0.185	90	0.2	9.512	A
C-AB	29	776	0.037	29	0.1	4.888	A
C-A	317			317			
A-B	47			47			
A-C	290			290			

Existing Layout - 2031 Base, PM Peak Hour

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		1.39	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	53	Stream B-AC	1.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM Peak Hour	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	710	100.000
B - Station Road		✓	99	100.000
C - Station Road (B6131)		✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	117	593
	B - Station Road	73	0	26
	C - Station Road (B6131)	314	32	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	1	1
	B - Station Road	2	0	0
	C - Station Road (B6131)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	12.95	0.4	B
C-AB	0.10	5.68	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	462	0.161	74	0.2	9.386	A
C-AB	37	673	0.055	37	0.1	5.675	A
C-A	223			223			
A-B	88			88			
A-C	446			446			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	432	0.206	89	0.3	10.622	B
C-AB	49	688	0.071	49	0.1	5.658	A
C-A	262			262			
A-B	105			105			
A-C	533			533			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	391	0.279	108	0.4	12.902	B
C-AB	69	709	0.097	69	0.2	5.652	A
C-A	312			312			
A-B	129			129			
A-C	653			653			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	391	0.279	109	0.4	12.948	B
C-AB	69	709	0.098	69	0.2	5.657	A
C-A	312			312			
A-B	129			129			
A-C	653			653			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	432	0.206	89	0.3	10.671	B
C-AB	49	688	0.071	49	0.1	5.673	A
C-A	262			262			
A-B	105			105			
A-C	533			533			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	462	0.161	75	0.2	9.444	A
C-AB	37	673	0.055	37	0.1	5.684	A
C-A	223			223			
A-B	88			88			
A-C	446			446			

Existing Layout - 2031 Predicted, AM Peak Hour

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		2.26	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	44	Stream B-AC	2.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Predicted	AM Peak Hour	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	458	100.000
B - Station Road		✓	151	100.000
C - Station Road (B6131)		✓	462	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	73	385
	B - Station Road	122	0	29
	C - Station Road (B6131)	438	24	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	2	5
	B - Station Road	5	0	0
	C - Station Road (B6131)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	14.46	0.7	B
C-AB	0.07	4.92	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	482	0.236	112	0.3	10.085	B
C-AB	31	774	0.041	31	0.1	4.906	A
C-A	316			316			
A-B	55			55			
A-C	290			290			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	458	0.296	135	0.4	11.571	B
C-AB	42	808	0.052	42	0.1	4.767	A
C-A	373			373			
A-B	66			66			
A-C	346			346			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	425	0.391	165	0.7	14.367	B
C-AB	61	855	0.071	61	0.1	4.601	A
C-A	448			448			
A-B	80			80			
A-C	424			424			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	425	0.391	166	0.7	14.462	B
C-AB	61	855	0.071	61	0.1	4.610	A
C-A	448			448			
A-B	80			80			
A-C	424			424			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	458	0.296	137	0.4	11.667	B
C-AB	42	808	0.052	42	0.1	4.783	A
C-A	373			373			
A-B	66			66			
A-C	346			346			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	482	0.236	114	0.3	10.181	B
C-AB	32	774	0.041	32	0.1	4.916	A
C-A	316			316			
A-B	55			55			
A-C	290			290			

Existing Layout - 2031 Predicted, PM Peak Hour

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		1.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	44	Stream B-AC	1.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Predicted	PM Peak Hour	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church St (B6131)		✓	737	100.000
B - Station Road		✓	112	100.000
C - Station Road (B6131)		✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	144	593
	B - Station Road	84	0	28
	C - Station Road (B6131)	314	38	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Church St (B6131)	B - Station Road	C - Station Road (B6131)
From	A - Church St (B6131)	0	1	1
	B - Station Road	2	0	0
	C - Station Road (B6131)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.32	13.99	0.5	B
C-AB	0.12	5.83	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	457	0.184	83	0.2	9.755	A
C-AB	44	670	0.066	44	0.1	5.772	A
C-A	221			221			
A-B	108			108			
A-C	446			446			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	427	0.236	100	0.3	11.186	B
C-AB	58	683	0.086	58	0.2	5.787	A
C-A	258			258			
A-B	129			129			
A-C	533			533			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	384	0.321	123	0.5	13.921	B
C-AB	83	704	0.117	82	0.3	5.824	A
C-A	305			305			
A-B	159			159			
A-C	653			653			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	384	0.321	123	0.5	13.991	B
C-AB	83	704	0.118	83	0.3	5.831	A
C-A	305			305			
A-B	159			159			
A-C	653			653			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	427	0.236	101	0.3	11.257	B
C-AB	59	683	0.086	59	0.2	5.802	A
C-A	258			258			
A-B	129			129			
A-C	533			533			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	457	0.185	85	0.2	9.823	A
C-AB	44	670	0.066	45	0.1	5.786	A
C-A	221			221			
A-B	108			108			
A-C	446			446			

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: A637 B6131 Churchfield Lane Model.j10
Path: Y:\2025\25-326 to 25-350\25-331 Woolley Colliery Road, Darton\Technical\Junction Models\A637 B6131 Churchfield Lane Model
Report generation date: 10/03/2026 11:31:51

Summary of junction performance

	AM Peak Hour						PM Peak Hour					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Layout - 2025 Existing											
Stream B-C	D1	0.0	7.88	0.02	A	-12 % [Stream D-BC]	D2	0.0	6.76	0.02	A	-3 % [Stream D-BC]
Stream B-AD		0.4	14.58	0.30	B			0.1	10.57	0.05	B	
Stream A-BCD		0.6	11.98	0.38	B			1.9	18.85	0.63	C	
Stream D-A		2.5	36.93	0.74	E			0.9	14.81	0.47	B	
Stream D-BC		5.0	75.54	0.86	F			1.9	40.94	0.66	E	
Stream C-ABD		0.0	7.57	0.01	A			0.0	7.13	0.01	A	
	Existing Layout - 2031 Base											
Stream B-C	D3	0.0	8.14	0.02	A	-20 % [Stream D-BC]	D4	0.0	6.98	0.02	A	-11 % [Stream D-BC]
Stream B-AD		0.5	15.84	0.33	C			0.1	11.04	0.06	B	
Stream A-BCD		0.8	13.11	0.43	B			3.4	24.95	0.74	C	
Stream D-A		15.6	182.84	1.05	F			1.5	22.79	0.60	C	
Stream D-BC		15.1	188.22	1.04	F			3.3	69.39	0.79	F	
Stream C-ABD		0.0	7.77	0.01	A			0.0	7.23	0.01	A	
	Existing Layout - 2031 Predicted											
Stream B-C	D7	0.0	8.28	0.02	A	-23 % [Stream D-BC]	D8	0.0	7.04	0.02	A	-13 % [Stream D-BC]
Stream B-AD		0.5	16.37	0.33	C			0.1	11.16	0.06	B	
Stream A-BCD		0.8	13.42	0.44	B			4.3	28.44	0.79	D	
Stream D-A		22.3	244.48	1.11	F			2.1	32.03	0.69	D	
Stream D-BC		21.1	247.50	1.10	F			4.2	86.49	0.84	F	
Stream C-ABD		0.0	7.89	0.01	A			0.0	7.25	0.01	A	

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	A637 / B6131 / Churchfield Lane Model
Location	Woolley Colliery, Darton
Site number	
Date	10/03/2026
Version	
Status	
Identifier	
Client	Homes by Honey
Jobnumber	25-331
Enumerator	LD
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Existing	AM Peak Hour	ONE HOUR	08:00	09:30	15
D2	2025 Existing	PM Peak Hour	ONE HOUR	17:00	18:30	15
D3	2031 Base	AM Peak Hour	ONE HOUR	08:00	09:30	15
D4	2031 Base	PM Peak Hour	ONE HOUR	17:00	18:30	15
D7	2031 Predicted	AM Peak Hour	ONE HOUR	08:00	09:30	15
D8	2031 Predicted	PM Peak Hour	ONE HOUR	17:00	18:30	15

Analysis Set Details

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

Existing Layout - 2025 Existing, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		17.97	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-12	Stream D-BC	17.97	C

Arms

Arms

Arm	Name	Description	Arm type
A	Barnsley Road (A637)		Major
B	Churchfield Ln		Minor
C	Huddersfield Rd (A637)		Major
D	Church St (B6131)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Barnsley Road (A637)	8.25		✓	2.36	92.0	✓	4.00
C - Huddersfield Rd (A637)	9.65				76.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Churchfield Ln	One lane plus flare	10.00	7.00	4.70	3.70	3.20	✓	2.00	50	70
D - Church St (B6131)	One lane plus flare	9.50	7.90	6.60	5.60	4.70		6.00	45	58

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	638	-	-	-	0.223	0.223	0.223	-	0.223	-	-
B-AD	595	0.091	0.230	-	-	-	0.145	0.329	0.145	0.091	0.230
B-C	630	0.081	0.205	-	-	-	-	-	-	0.081	0.205
C-B	618	0.201	0.201	-	-	-	-	-	-	0.201	0.201
D-A	691	-	-	-	0.242	0.096	0.242	-	0.096	-	-
D-BC	541	0.141	0.141	0.321	0.225	0.089	0.225	-	0.089	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Existing	AM Peak Hour	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	561	100.000
B - Churchfield Ln		✓	108	100.000
C - Huddersfield Rd (A637)		✓	531	100.000
D - Church St (B6131)		✓	473	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	42	353	166
	B - Churchfield Ln	29	0	7	72
	C - Huddersfield Rd (A637)	342	4	0	185
	D - Church St (B6131)	239	114	120	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	10	7	2
	B - Churchfield Ln	21	0	0	0
	C - Huddersfield Rd (A637)	14	0	0	9
	D - Church St (B6131)	2	3	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.88	0.0	A
B-AD	0.30	14.58	0.4	B
A-BCD	0.38	11.98	0.6	B
A-B				
A-C				
D-A	0.74	36.93	2.5	E
D-BC	0.86	75.54	5.0	F
C-ABD	0.01	7.57	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	524	0.010	5	0.0	6.943	A
B-AD	76	444	0.171	75	0.2	10.255	B
A-BCD	125	534	0.235	124	0.3	8.936	A
A-B	32			32			
A-C	266			266			
D-A	180	534	0.337	178	0.5	10.249	B
D-BC	176	379	0.465	173	0.9	18.122	C
C-ABD	3	525	0.006	3	0.0	6.900	A
C-D	139			139			
C-A	257			257			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	500	0.013	6	0.0	7.284	A
B-AD	91	414	0.219	90	0.3	11.707	B
A-BCD	150	515	0.291	150	0.4	10.048	B
A-B	38			38			
A-C	317			317			
D-A	215	493	0.436	214	0.8	13.112	B
D-BC	210	347	0.606	208	1.5	26.764	D
C-ABD	4	507	0.007	4	0.0	7.159	A
C-D	166			166			
C-A	307			307			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	466	0.017	8	0.0	7.847	A
B-AD	111	373	0.298	111	0.4	14.415	B
A-BCD	186	493	0.378	186	0.6	11.915	B
A-B	46			46			
A-C	385			385			
D-A	263	384	0.685	258	2.0	28.132	D
D-BC	258	301	0.857	246	4.3	60.445	F
C-ABD	4	483	0.009	4	0.0	7.536	A
C-D	204			204			
C-A	377			377			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	464	0.017	8	0.0	7.883	A
B-AD	111	371	0.300	111	0.4	14.579	B
A-BCD	186	493	0.378	186	0.6	11.982	B
A-B	46			46			
A-C	385			385			
D-A	263	358	0.736	261	2.5	36.926	E
D-BC	258	300	0.858	255	5.0	75.541	F
C-ABD	4	480	0.009	4	0.0	7.572	A
C-D	204			204			
C-A	377			377			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	498	0.013	6	0.0	7.330	A
B-AD	91	411	0.221	91	0.3	11.869	B
A-BCD	150	515	0.291	151	0.4	10.117	B
A-B	38			38			
A-C	317			317			
D-A	215	480	0.447	222	0.8	14.552	B
D-BC	210	349	0.604	223	1.7	32.921	D
C-ABD	4	504	0.007	4	0.0	7.209	A
C-D	166			166			
C-A	307			307			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	522	0.010	5	0.0	6.963	A
B-AD	76	443	0.172	76	0.2	10.352	B
A-BCD	125	533	0.235	126	0.3	9.015	A
A-B	32			32			
A-C	266			266			
D-A	180	530	0.340	181	0.5	10.581	B
D-BC	176	379	0.464	179	0.9	19.255	C
C-ABD	3	524	0.006	3	0.0	6.919	A
C-D	139			139			
C-A	257			257			

Existing Layout - 2025 Existing, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		8.78	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	Stream D-BC	8.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Existing	PM Peak Hour	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	618	100.000
B - Churchfield Ln		✓	24	100.000
C - Huddersfield Rd (A637)		✓	701	100.000
D - Church St (B6131)		✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	9	344	265
	B - Churchfield Ln	2	0	8	14
	C - Huddersfield Rd (A637)	350	3	0	348
	D - Church St (B6131)	198	31	125	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	0	4	1
	B - Churchfield Ln	0	0	0	0
	C - Huddersfield Rd (A637)	6	0	0	1
	D - Church St (B6131)	2	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.76	0.0	A
B-AD	0.05	10.57	0.1	B
A-BCD	0.63	18.85	1.9	C
A-B				
A-C				
D-A	0.47	14.81	0.9	B
D-BC	0.66	40.94	1.9	E
C-ABD	0.01	7.13	0.0	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	583	0.010	6	0.0	6.244	A
B-AD	12	434	0.028	12	0.0	8.521	A
A-BCD	202	524	0.385	199	0.6	11.110	B
A-B	7			7			
A-C	257			257			
D-A	149	566	0.263	148	0.4	8.749	A
D-BC	117	345	0.340	115	0.5	15.879	C
C-ABD	2	543	0.004	2	0.0	6.657	A
C-D	262			262			
C-A	263			263			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	566	0.013	7	0.0	6.446	A
B-AD	14	403	0.036	14	0.0	9.270	A
A-BCD	247	512	0.481	245	0.9	13.572	B
A-B	8			8			
A-C	301			301			
D-A	178	531	0.335	177	0.5	10.373	B
D-BC	140	310	0.453	139	0.8	21.409	C
C-ABD	3	529	0.005	3	0.0	6.845	A
C-D	313			313			
C-A	315			315			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	542	0.016	9	0.0	6.746	A
B-AD	18	359	0.049	18	0.1	10.537	B
A-BCD	331	525	0.631	328	1.8	18.260	C
A-B	9			9			
A-C	340			340			
D-A	218	470	0.463	217	0.9	14.383	B
D-BC	172	261	0.659	168	1.8	38.156	E
C-ABD	3	509	0.007	3	0.0	7.114	A
C-D	383			383			
C-A	385			385			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	541	0.016	9	0.0	6.758	A
B-AD	18	358	0.049	18	0.1	10.567	B
A-BCD	331	525	0.630	331	1.9	18.853	C
A-B	9			9			
A-C	340			340			
D-A	218	466	0.468	218	0.9	14.806	B
D-BC	172	260	0.660	171	1.9	40.945	E
C-ABD	3	509	0.007	3	0.0	7.127	A
C-D	383			383			
C-A	385			385			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	564	0.013	7	0.0	6.465	A
B-AD	14	401	0.036	14	0.0	9.304	A
A-BCD	247	513	0.481	250	1.0	14.064	B
A-B	8			8			
A-C	301			301			
D-A	178	526	0.338	179	0.5	10.627	B
D-BC	140	309	0.454	144	0.9	22.777	C
C-ABD	3	527	0.005	3	0.0	6.865	A
C-D	313			313			
C-A	315			315			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	582	0.010	6	0.0	6.257	A
B-AD	12	434	0.028	12	0.0	8.538	A
A-BCD	202	524	0.385	203	0.7	11.379	B
A-B	7			7			
A-C	257			257			
D-A	149	563	0.265	150	0.4	8.894	A
D-BC	117	345	0.341	119	0.5	16.394	C
C-ABD	2	542	0.004	2	0.0	6.667	A
C-D	262			262			
C-A	263			263			

Existing Layout - 2031 Base, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		58.02	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-20	Stream D-BC	58.02	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM Peak Hour	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	586	100.000
B - Churchfield Ln		✓	112	100.000
C - Huddersfield Rd (A637)		✓	561	100.000
D - Church St (B6131)		✓	540	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	44	357	185
	B - Churchfield Ln	30	0	7	75
	C - Huddersfield Rd (A637)	356	4	0	201
	D - Church St (B6131)	276	120	144	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	10	7	2
	B - Churchfield Ln	21	0	0	0
	C - Huddersfield Rd (A637)	14	0	0	9
	D - Church St (B6131)	2	3	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.14	0.0	A
B-AD	0.33	15.84	0.5	C
A-BCD	0.43	13.11	0.8	B
A-B				
A-C				
D-A	1.05	182.84	15.6	F
D-BC	1.04	188.22	15.1	F
C-ABD	0.01	7.77	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	517	0.010	5	0.0	7.029	A
B-AD	79	435	0.182	78	0.2	10.584	B
A-BCD	140	529	0.264	138	0.4	9.374	A
A-B	33			33			
A-C	268			268			
D-A	208	520	0.399	205	0.7	11.557	B
D-BC	199	368	0.540	194	1.2	21.299	C
C-ABD	3	520	0.006	3	0.0	6.971	A
C-D	151			151			
C-A	268			268			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	492	0.013	6	0.0	7.405	A
B-AD	94	403	0.234	94	0.3	12.232	B
A-BCD	168	510	0.329	167	0.5	10.725	B
A-B	39			39			
A-C	320			320			
D-A	248	465	0.534	246	1.1	16.648	C
D-BC	237	334	0.710	233	2.3	35.969	E
C-ABD	4	500	0.007	4	0.0	7.253	A
C-D	181			181			
C-A	320			320			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	455	0.017	8	0.0	8.046	A
B-AD	116	360	0.321	115	0.5	15.434	C
A-BCD	211	491	0.429	209	0.8	13.006	B
A-B	48			48			
A-C	387			387			
D-A	304	289	1.051	267	10.4	104.275	F
D-BC	291	281	1.034	260	10.0	112.410	F
C-ABD	4	474	0.009	4	0.0	7.669	A
C-D	221			221			
C-A	392			392			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	450	0.017	8	0.0	8.144	A
B-AD	116	355	0.326	116	0.5	15.843	C
A-BCD	211	491	0.429	210	0.8	13.109	B
A-B	48			48			
A-C	387			387			
D-A	304	292	1.040	283	15.6	182.842	F
D-BC	291	280	1.040	270	15.1	188.219	F
C-ABD	4	468	0.010	4	0.0	7.771	A
C-D	221			221			
C-A	392			392			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	483	0.013	6	0.0	7.550	A
B-AD	94	394	0.240	95	0.3	12.695	B
A-BCD	168	510	0.329	169	0.5	10.818	B
A-B	39			39			
A-C	320			320			
D-A	248	386	0.642	302	2.0	62.261	F
D-BC	237	326	0.727	284	3.5	105.334	F
C-ABD	4	489	0.007	4	0.0	7.423	A
C-D	181			181			
C-A	320			320			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	515	0.010	5	0.0	7.066	A
B-AD	79	433	0.183	79	0.2	10.731	B
A-BCD	140	528	0.264	140	0.4	9.479	A
A-B	33			33			
A-C	268			268			
D-A	208	511	0.407	213	0.7	12.530	B
D-BC	199	369	0.538	208	1.3	24.666	C
C-ABD	3	517	0.006	3	0.0	7.013	A
C-D	151			151			
C-A	268			268			

Existing Layout - 2031 Base, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		14.02	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	Stream D-BC	14.02	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM Peak Hour	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	671	100.000
B - Churchfield Ln		✓	27	100.000
C - Huddersfield Rd (A637)		✓	747	100.000
D - Church St (B6131)		✓	389	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	9	358	304
	B - Churchfield Ln	2	0	8	17
	C - Huddersfield Rd (A637)	364	3	0	380
	D - Church St (B6131)	219	32	138	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	0	4	1
	B - Churchfield Ln	0	0	0	0
	C - Huddersfield Rd (A637)	6	0	0	1
	D - Church St (B6131)	2	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.98	0.0	A
B-AD	0.06	11.04	0.1	B
A-BCD	0.74	24.95	3.4	C
A-B				
A-C				
D-A	0.60	22.79	1.5	C
D-BC	0.79	69.39	3.3	F
C-ABD	0.01	7.23	0.0	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	569	0.011	6	0.0	6.395	A
B-AD	14	430	0.033	14	0.0	8.654	A
A-BCD	234	522	0.449	231	0.8	12.382	B
A-B	7			7			
A-C	264			264			
D-A	165	555	0.297	163	0.4	9.341	A
D-BC	128	329	0.389	125	0.6	17.834	C
C-ABD	2	539	0.004	2	0.0	6.708	A
C-D	286			286			
C-A	274			274			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	551	0.013	7	0.0	6.619	A
B-AD	17	396	0.043	17	0.0	9.500	A
A-BCD	292	519	0.564	290	1.3	15.817	C
A-B	8			8			
A-C	303			303			
D-A	197	514	0.383	196	0.6	11.521	B
D-BC	153	291	0.526	151	1.1	25.994	D
C-ABD	3	524	0.005	3	0.0	6.910	A
C-D	342			342			
C-A	327			327			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	526	0.017	9	0.0	6.954	A
B-AD	21	349	0.060	21	0.1	10.967	B
A-BCD	427	574	0.744	420	3.1	23.052	C
A-B	8			8			
A-C	304			304			
D-A	241	420	0.573	238	1.3	19.869	C
D-BC	187	237	0.790	180	3.0	57.872	F
C-ABD	3	503	0.007	3	0.0	7.200	A
C-D	418			418			
C-A	401			401			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	524	0.017	9	0.0	6.981	A
B-AD	21	347	0.060	21	0.1	11.041	B
A-BCD	427	575	0.743	426	3.4	24.948	C
A-B	8			8			
A-C	304			304			
D-A	241	401	0.602	240	1.5	22.793	C
D-BC	187	236	0.794	186	3.3	69.386	F
C-ABD	3	501	0.007	3	0.0	7.229	A
C-D	418			418			
C-A	401			401			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	548	0.013	7	0.0	6.654	A
B-AD	17	393	0.043	17	0.0	9.579	A
A-BCD	292	520	0.562	300	1.5	17.225	C
A-B	8			8			
A-C	303			303			
D-A	197	504	0.390	200	0.7	12.193	B
D-BC	153	290	0.528	161	1.2	30.290	D
C-ABD	3	521	0.005	3	0.0	6.947	A
C-D	342			342			
C-A	327			327			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	568	0.011	6	0.0	6.412	A
B-AD	14	429	0.033	14	0.0	8.682	A
A-BCD	234	522	0.448	236	0.9	12.871	B
A-B	7			7			
A-C	264			264			
D-A	165	551	0.299	166	0.4	9.558	A
D-BC	128	328	0.390	130	0.7	18.742	C
C-ABD	2	538	0.004	2	0.0	6.724	A
C-D	286			286			
C-A	274			274			

Existing Layout - 2031 Predicted, AM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		77.94	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-23	Stream D-BC	77.94	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Predicted	AM Peak Hour	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	602	100.000
B - Churchfield Ln		✓	112	100.000
C - Huddersfield Rd (A637)		✓	565	100.000
D - Church St (B6131)		✓	567	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	44	367	191
	B - Churchfield Ln	30	0	7	75
	C - Huddersfield Rd (A637)	356	4	0	205
	D - Church St (B6131)	292	122	153	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	10	7	2
	B - Churchfield Ln	21	0	0	0
	C - Huddersfield Rd (A637)	14	0	0	9
	D - Church St (B6131)	2	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.28	0.0	A
B-AD	0.33	16.37	0.5	C
A-BCD	0.44	13.42	0.8	B
A-B				
A-C				
D-A	1.11	244.48	22.3	F
D-BC	1.10	247.50	21.1	F
C-ABD	0.01	7.89	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	514	0.010	5	0.0	7.073	A
B-AD	79	431	0.183	78	0.2	10.697	B
A-BCD	144	528	0.273	143	0.4	9.492	A
A-B	33			33			
A-C	276			276			
D-A	220	516	0.426	217	0.7	12.145	B
D-BC	207	365	0.568	202	1.3	22.627	C
C-ABD	3	516	0.006	3	0.0	7.014	A
C-D	154			154			
C-A	268			268			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	488	0.013	6	0.0	7.466	A
B-AD	94	399	0.237	94	0.3	12.420	B
A-BCD	174	510	0.340	173	0.5	10.888	B
A-B	39			39			
A-C	328			328			
D-A	263	453	0.580	260	1.3	18.828	C
D-BC	247	329	0.751	242	2.7	40.703	E
C-ABD	4	496	0.007	4	0.0	7.310	A
C-D	184			184			
C-A	320			320			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	450	0.017	8	0.0	8.142	A
B-AD	116	354	0.327	115	0.5	15.813	C
A-BCD	219	493	0.444	217	0.8	13.301	B
A-B	48			48			
A-C	397			397			
D-A	321	288	1.115	272	13.7	126.203	F
D-BC	303	277	1.094	262	12.9	136.542	F
C-ABD	4	469	0.010	4	0.0	7.751	A
C-D	226			226			
C-A	392			392			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	443	0.017	8	0.0	8.277	A
B-AD	116	347	0.333	116	0.5	16.370	C
A-BCD	219	493	0.444	219	0.8	13.415	B
A-B	48			48			
A-C	397			397			
D-A	321	292	1.101	287	22.3	244.480	F
D-BC	303	275	1.101	270	21.1	247.503	F
C-ABD	4	461	0.010	4	0.0	7.889	A
C-D	226			226			
C-A	392			392			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	475	0.013	6	0.0	7.675	A
B-AD	94	385	0.245	95	0.3	13.085	B
A-BCD	174	510	0.340	175	0.5	11.009	B
A-B	39			39			
A-C	328			328			
D-A	263	332	0.790	318	8.5	182.334	F
D-BC	247	313	0.789	298	8.3	187.431	F
C-ABD	4	481	0.008	4	0.0	7.554	A
C-D	184			184			
C-A	320			320			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	509	0.010	5	0.0	7.152	A
B-AD	79	426	0.186	79	0.2	10.954	B
A-BCD	144	528	0.273	145	0.4	9.606	A
A-B	33			33			
A-C	276			276			
D-A	220	497	0.442	251	0.8	16.728	C
D-BC	207	363	0.570	234	1.5	34.618	D
C-ABD	3	510	0.006	3	0.0	7.110	A
C-D	154			154			
C-A	268			268			

Existing Layout - 2031 Predicted, PM Peak Hour

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A637 / B6131 / Churchfield Lane Staggered Crossroad	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		17.79	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-13	Stream D-BC	17.79	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Predicted	PM Peak Hour	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnsley Road (A637)		✓	686	100.000
B - Churchfield Ln		✓	28	100.000
C - Huddersfield Rd (A637)		✓	757	100.000
D - Church St (B6131)		✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	9	358	319
	B - Churchfield Ln	2	0	8	18
	C - Huddersfield Rd (A637)	364	3	0	390
	D - Church St (B6131)	225	33	142	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Barnsley Road (A637)	B - Churchfield Ln	C - Huddersfield Rd (A637)	D - Church St (B6131)
From	A - Barnsley Road (A637)	0	0	4	1
	B - Churchfield Ln	0	0	0	0
	C - Huddersfield Rd (A637)	6	0	0	1
	D - Church St (B6131)	2	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.04	0.0	A
B-AD	0.06	11.16	0.1	B
A-BCD	0.79	28.44	4.3	D
A-B				
A-C				
D-A	0.69	32.03	2.1	D
D-BC	0.84	86.49	4.2	F
C-ABD	0.01	7.25	0.0	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	566	0.011	6	0.0	6.433	A
B-AD	15	430	0.035	15	0.0	8.677	A
A-BCD	247	522	0.473	243	0.9	12.886	B
A-B	7			7			
A-C	263			263			
D-A	169	551	0.307	168	0.4	9.530	A
D-BC	132	325	0.405	129	0.7	18.515	C
C-ABD	2	538	0.004	2	0.0	6.717	A
C-D	294			294			
C-A	274			274			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	548	0.013	7	0.0	6.661	A
B-AD	18	395	0.046	18	0.0	9.545	A
A-BCD	312	524	0.594	309	1.5	16.764	C
A-B	7			7			
A-C	298			298			
D-A	202	509	0.398	201	0.7	11.920	B
D-BC	157	286	0.551	155	1.2	27.779	D
C-ABD	3	523	0.005	3	0.0	6.922	A
C-D	351			351			
C-A	327			327			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	523	0.017	9	0.0	7.004	A
B-AD	22	347	0.063	22	0.1	11.060	B
A-BCD	472	601	0.785	462	3.9	25.461	D
A-B	7			7			
A-C	276			276			
D-A	248	394	0.629	244	1.6	23.900	C
D-BC	193	230	0.837	183	3.6	67.492	F
C-ABD	3	502	0.007	3	0.0	7.217	A
C-D	429			429			
C-A	401			401			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	520	0.017	9	0.0	7.040	A
B-AD	22	345	0.064	22	0.1	11.160	B
A-BCD	472	602	0.784	470	4.3	28.445	D
A-B	7			7			
A-C	276			276			
D-A	248	358	0.692	246	2.1	32.028	D
D-BC	193	228	0.844	190	4.2	86.493	F
C-ABD	3	500	0.007	3	0.0	7.255	A
C-D	429			429			
C-A	401			401			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	544	0.013	7	0.0	6.710	A
B-AD	18	391	0.046	18	0.0	9.654	A
A-BCD	312	526	0.592	322	1.7	18.913	C
A-B	7			7			
A-C	298			298			
D-A	202	495	0.408	208	0.7	13.005	B
D-BC	157	284	0.554	169	1.4	34.616	D
C-ABD	3	519	0.005	3	0.0	6.972	A
C-D	351			351			
C-A	327			327			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	564	0.011	6	0.0	6.450	A
B-AD	15	428	0.035	15	0.0	8.711	A
A-BCD	247	523	0.472	250	1.0	13.501	B
A-B	7			7			
A-C	263			263			
D-A	169	547	0.310	170	0.5	9.780	A
D-BC	132	324	0.406	134	0.7	19.625	C
C-ABD	2	537	0.004	2	0.0	6.735	A
C-D	294			294			
C-A	274			274			

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