

Proposed Lidl Foodstore
Sheffield Road, Hoyland

Transport Assessment

February 2023

PROPOSED LIDL FOODSTORE
SHEFFIELD ROAD
HOYLAND

LIDL GREAT BRITAIN

TRANSPORT ASSESSMENT

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CONTENTS

1.0	INTRODUCTION	1
2.0	RELEVANT PLANNING AND TRANSPORT POLICY	5
3.0	THE APPLICATION SITE AND THE EXISTING HIGHWAY NETWORK	10
4.0	EXISTING OPERATING CONDITIONS	13
5.0	SUSTAINABLE TRANSPORT	17
6.0	BASE OPERATING CONDITIONS	23
7.0	THE DEVELOPMENT PROPOSALS	28
8.0	DEVELOPMENT TRIP GENERATION, TRIP TYPES AND TRIP DISTRIBUTION	31
9.0	TRAFFIC IMPACT ON THE LOCAL HIGHWAY NETWORK	38
10.0	SUMMARY AND CONCLUSIONS	41

APPENDICES

Appendix BGH1	Site Location Plan
Appendix BGH2	PIC extent
Appendix BGH3	Traffic Survey Data
Appendix BGH4	2022 Existing Traffic Flow Diagrams
Appendix BGH5	2022 Existing Junction Modelling Outputs
Appendix BGH6	Iso4App Walking Isochrone
Appendix BGH7	Iso4App Cycling Isochrone
Appendix BGH8	2028 Growthed Traffic Flow Diagrams
Appendix BGH9	Committed Development Flow Diagrams
Appendix BGH10	2028 Base Traffic Flow Diagram
Appendix BGH11	2028 Base Junction Modelling Outputs
Appendix BGH12	Proposed Site Layout Plan
Appendix BGH13	Proposed Access Arrangement Drawing
Appendix BGH14	Vehicle Swept Path Analysis
Appendix BGH15	Trip Rates
Appendix BGH16	Development Traffic Flow Diagrams
Appendix BGH17	2028 Predicted Traffic Flow Diagrams
Appendix BGH18	2028 Predicted Junction Modelling Outputs

1.0 INTRODUCTION

1.1 This Transport Assessment (TA) forms part of a full planning application submitted by Lidl Great Britain (Lidl). The application seeks planning permission to erect a new Lidl Foodstore on land adjacent to Sheffield Road, Hoyland.

1.2 The site currently comprises undeveloped land on the outskirts of Hoyland, to the north-east of the A6195 roundabout junction with Sheffield Road and the A6135 Olympus Way. The site is bound to the north by undeveloped land, to the east by Cross Keys Lane, to the south by Sheffield Road, and to the west by the Sheffield Road link of the Birdwell gyratory. Figure 1.1 below shows the location of the site and a plan showing the site location is also included at **Appendix BGH1.**

Figure 1.1 – Site Location



1.3 The planning application seeks full permission for the erection of a new foodstore, with a gross internal floor area (gfa) of 1,900m^2 and a retail floor area (rfa) of 1,267m^2. The proposals also include a car park with a total provision of 108 parking spaces, comprising of 91 standard spaces, 6 accessible spaces, 9 parent and child spaces and 2 electric vehicle charging (EVC) spaces. 20% of the standard parking

spaces will be provided with infrastructure to allow easy conversion to EV charging spaces in the future.

1.4 Access to the proposed Lidl foodstore will be provided from a new priority-controlled T-junction with Cross Keys Lane to the east of the site, located some 50 metres to the north of the existing priority-controlled T-junction between Cross Keys Lane and the Sheffield Road. Cross Keys Lane will be widened in the immediate vicinity of the site access as part of the proposals.

1.5 Pedestrian access to the site will be provided alongside the vehicular access and via a footpath link to the south of the site directly onto the Sheffield Road. This footpath link is connected to the store through the car park via an internal pedestrian route which includes pedestrian crossings to ensure safe access to the store. Access for cyclists will be provided via the vehicular site access with Cross Keys Lane.

1.6 A planning application was submitted to Barnsley Metropolitan Borough Council (BMBC) on this site on 22nd February 2022 for the erection of a foodstore with associated access, car parking and landscaping (application reference 2022/0194). A TA and Travel Plan (TP) were submitted in support of the planning application, both documents were prepared by BGH and dated 11th February 2022 (report references 20-369-002.02 and 20-369-001.02 respectively). The application was subsequently withdrawn in December 2022.

1.7 Following submission of the original application, highways officers at BMBC provided an initial consultation response (undated but made available on 19th May 2022) which set out a number of issues / requests for further information. National Highways also submitted a holding recommendation and accompanying letter which sought further information on the impact of the scheme on Junction 36 of the M1. A Technical Note (TN) was prepared by BGH to address the initial highways consultation response from BMBC and the further information requested by NH, dated 8th July (report reference 20-369-005.02).

1.8 A further full consultation response was then provided by highways officers at BMBC on 18th July 2022. A meeting was held between BGH and highways officers at BMBC on 19th August 2022 to discuss and agree the scope of further work. Additional work was then undertaken by BGH and reported on in a further TN dated 20th October 2022 (report reference 20-369-007.02).

1.9 Highways officers at BMBC then provided further email comments dated 6th December 2022. This response confirmed that all issues had been satisfactorily addressed, except two remaining issues; the first of these related to the fact that

there is a 'lack of information submitted on vehicular swept paths and bridge construction', with the second being that that 'the vehicle tracking submitted showing a large commercial vehicle exiting the site to the right demonstrates that drivers would have to traverse the opposite side of the existing adopted highway of Cross Keys Lane for at least 20m'.

1.10 This TA will once again demonstrate that the development proposals accord with relevant national and local transport planning policy and that the traffic generated will have no significant residual impact on the operation of the local highway network as identified in the last highways consultation response to the original application which states that 'the robust traffic modelling carried out by Bryan G Hall predicts that the impact on traffic queues at nearby junctions will be minimal and not create a significant impact on the existing highway network'. This TA includes the additional technical work presented in the two Technical Notes that were prepared following submission of the original application, and thereby addresses the comments made by BMBC highways on the scheme and provides all the additional information requested.

1.11 The application is supported by a Travel Plan which sets out a series of measures to be adopted by Lidl, to assist with its commitment to reducing the number of car trips associated with the store and encouraging travel by more sustainable means. The TP has been prepared predominantly for staff at the store but will also be aimed at customers where applicable.

1.12 The remainder of this TA is structured as set out in Table 1.1 overleaf:-

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 the Existing Highway Network	This section will describe the existing site, the local highway network and its function.
4.0	Existing Operating Conditions	This section includes an assessment of the existing operation of the local highway network based upon up-to-date traffic flow information.
5.0	Sustainable Transport	This section will describe the existing situation in the vicinity of the site with regards to the opportunities for customers and employees to travel by alternative modes, such as by walking, cycling and public transport.
6.0	Base Operating Conditions	This section will assess the operation of the highway network at a future base year, including background traffic growth and committed development, but in the absence of this development site.
7.0	The Development Proposals	This section describes the proposed development, the vehicular and pedestrian access strategy and an assessment of the car parking needs.
8.0	Development Trip Generation, Trip Types and Distribution	This section presents trip generation rates for the development and assesses the distribution of development related traffic on to the highway network, based upon retail assessment work undertaken.
9.0	Traffic Impact on the Local Highway Network	The impact of the traffic generated by the development on the local transport network is presented in this section.
10.0	Summary and Conclusions	This section presents the conclusions drawn from the analysis contained within the TA.

1.13 This TA will demonstrate that the development proposals are acceptable and that planning consent should not be reasonably withheld on highways or transportation grounds.

2.0 RELEVANT PLANNING AND TRANSPORT POLICY

National Policy

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and most recently revised in July 2021. It sets out the Government's planning policies for England and how these should be applied.

2.2 Paragraph 110 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 safety, can be cost effectively mitigated to an acceptable degree."*

2.3 Paragraph 111 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 would be severe."*

2.4 Paragraph 112 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."*

2.5 All developments that will generate significant amounts of movement should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. The application for this site includes this TA in line with this requirement.

Planning Practice Guidance (PPG)

2.6 The Department for Transport web-based resource Planning Practice Guidance (most recently updated in June 2021) contains the chapter "Travel plans, transport assessments and statements in decision-taking." With reference to the NPPF statement that "*all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment*", the guidance advises that local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case-by-case basis.

2.7 The PPG acknowledges that the necessary scope and specific details required as part of a TA will inevitably differ between sites. However, the guidance sets out that in general when agreeing the scope for assessment with the local planning authority, a number of factors should be considered, and these are all addressed for this site within this TA.

Local Policy

Barnsley Local Plan 2019-2033

2.8 BMBC's Local Plan was adopted in January 2019. With respect to development proposals the Plan's objective is:-

> *"…to create more and better jobs to improve earnings and increase opportunities for local residents…"*

2.9 The proposed site is not allocated within BMBC's Adopted Local Plan, however, Local Plan site ES14 is adjacent to the site to the north, and site ES13 is adjacent to the site to the south of A6135 Sheffield Road. The site is clearly therefore located within an area of future development and growth.

2.10 BMBC, working with city region partners and other stakeholders, has prepared a Transport Strategy for Barnsley. The strategy seeks to facilitate:-

- Economic growth and strategic connections;
- Inclusion, accessibility and a better quality of life;
- High quality natural environment, local air quality and climate change; and
- Safety, security and health.

2.11 There are a number of Local Plan policies which are applicable to this TA. These are summarised as follows.

2.12 Policy I1 Infrastructure and Planning Obligations Development, states that development proposals:-

> *"…must be supported by appropriate physical, social, economic and communications infrastructure, including provision for broadband. Development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily. Where the necessary provision is not made directly by the developer, contributions will be secured through planning obligations. Where appropriate, pooled contributions will be used to facilitate delivery of the necessary infrastructure".*

2.13 Policy T3 New Development and Sustainable Travel, states that new development will be expected to:-

- *"…Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;*
- *Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;*
- *Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework including where appropriate having regard for cross boundary local authority liaison; and*

- *Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate having regard for cross boundary local authority liaison. Travel plans will be secured through a planning obligation or a planning condition. Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1. If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel".*

2.14 Policy T4 New development and Transport Safety, states that:-

"…New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition".

2.15 Policy T5 Reducing the Impact of Road Travel requires that developments:-

"…will reduce the impact of road travel by:-

Developing and implementing robust, evidence based air quality action plans to improve air quality;

Working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and goods delivery, and reduce exhaust emissions; and

Implementing measures to ensure the current road system is used efficiently".

Hoyland North Masterplan Framework

2.16 The site forms part of the Hoyland North Masterplan Framework (December 2019), this includes a framework for the development of the local Hoyland area surrounding (and including) the site as a mixed-use community comprising around

765 new homes and 37 hectares of employment land with associated infrastructure. The golden thread running through the Masterplan Framework process is health, well-being principles and sustainability initiatives, all of which have been applied within the planning of the proposed development scheme.

Barnsley Transport Strategy 2014 – 2033

2.17 BMBC's Transport Strategy was developed to improve transport links and public transport offered in the authorities area.

2.18 The four key transport priorities, which the Local Plan supports, are:-

1. *"Promote Economic Growth and Strategic Connections;*
2. *Promote Inclusion, Accessibility, and Better Quality of Life;*
3. *Promote High Quality Natural Environment, Local Air Quality and Climate Change; and*
4. *Promote Safety, Security and Health."*

2.19 The report sets out that by 2033 Barnsley will have:-

- *"Enhanced connectivity to the international airports and ports serving the city regions;*
- *Improved connections between Barnsley, the city regions and other economic centres especially Leeds, Manchester and London;*
- *A transport system that will meet the needs of businesses to access markets and their supply chains;*
- *Well connected employment, recreation, social and housing locations;*
- *Connections to High Speed rail and the regional transport hubs;*
- *Targeted improvements that enable our road network to perform in the most effective way."*

Summary

2.20 This TA demonstrates that the development proposals are in compliance with the aims and objectives of the adopted and emerging national and local transport policies.

3.0 THE APPLICATION SITE AND THE EXISTING HIGHWAY NETWORK

Application site

3.1 The site currently comprises of undeveloped land on the outskirts of Hoyland, to the north-east of the A6195 roundabout junction with Sheffield Road and the A6135 Olympus Way. The site is bound to the north by undeveloped land, to the east by Cross Keys Lane, to the south by Sheffield Road, and to the west by the Sheffield Road link of the adjacent Birdwell gyratory. A location plan of the site is attached at **Appendix BGH1**.

3.2 Access to the proposed Lidl food store will be provided via a new priority-controlled T-junction with Cross Keys Lane, approximately 50 metres to the north of the Cross Keys Lane junction with Sheffield Road.

Existing Highway Network

3.3 Cross Keys Lane runs in a north to south direction to the east of the site and is a local access road serving a number of residential properties, industrial units and The Keys public house. Cross Keys Lane continues north from the site access for 100 metres before terminating. To the south, Cross Keys Lane meets with Sheffield Road at a priority-controlled junction, with the access to The Rockingham Centre on the opposite side of the road some 10 metres to the west. Cross Keys Lane currently has a variable carriageway width, however, is generally in the order of some 5.0 metres along the initial section to the access of The Keys public house then narrows down to around 3.6m. It has no footways and is currently not street lit.

3.4 Sheffield Road is a local distributor road in Hoyland and runs in a north-west to south-east direction along the southern boundary of the site. To the north-west, Sheffield Road continues for some 100 metres before meeting with A6195, Sheffield Road and A6135 Olympus Way at a 4-arm priority-controlled roundabout. This roundabout links to Birdwell Roundabout and Birdwell Gyratory which in turn provide links to Birdwell, A6195 Dearne Valley Parkway, A61 and Junction 36 of the M1. The southern arm of the initial 4-arm roundabout provides access to a new Evri distribution warehouse and provides a link road with A6135 Sheffield Road some 1.3 kilometres to the south-east, this link road acts as a bypass for Hoyland. The A6135 Olympus Way link road is understood to have been completed and opened to traffic in August 2022.

3.5 To the south-east of its junction with Cross Keys Lane, Sheffield Road provides a connection to the residential areas of Hoyland Common and Hoyland. Some 390

metres to the south-east of Cross Keys Lane, Sheffield Road meets with Hoyland Road and Tankersley Lane at a 4-arm traffic signal-controlled junction. Tankersley Lane continues to the south-west and is a cul-de-sac, providing frontage access to a number of residential properties. Hoyland Lane continues to the north-east and provides a route towards the main residential areas of Hoyland. Some 650 metres to the south-east of this junction, Sheffield Road meets with A6135 Olympus Way at a new 3-arm roundabout junction at the eastern extent of the new link road. The A6135 in this direction provides access to neighbouring towns such as Harley, Hood Hill, Chapeltown and Ecclesfield.

3.6 Sheffield Road is a single carriageway road with single lanes in either direction. In the vicinity of the site, Sheffield Road has a width of some 7.5 metres. To the north-west of Cross Keys Lane, the footways provide a shared footway / cycleway on both sides with a width of circa 3.0 metres. To the south-east of Cross Keys Lane, the footways on Sheffield Road are of variable width. Sheffield Road is subject to a 30mph speed limit, is street lit and is predominantly subject to double yellow line parking restrictions in the vicinity of the site.

Personal Injury Collision Data

3.7 The record of personal injury collisions (PICs) which have occurred on the local highway network described above has been obtained from Crashmap for the past 5 years. The area studied for PIC records can be seen on the plan attached at **Appendix BGH2**.

3.8 Within the study area, there are a total of 10 PICs, of which 6 were classed as 'slight' in severity and 4 were classed as 'serious' in severity. Of the 'serious' PICs, one occurred on Sheffield Road immediately to the south-east of the junction with Regent Street, this was a single vehicle collision and occurred in September 2018. A second 'serious' PIC occurred on Sheffield Road some 70 metres to the south-east of the junction with Queen Street, this involved 2 vehicles and occurred in August 2018. The remaining two 'serious' PICs occurred at the Sheffield Road / Tankersley Lane / Hoyland Road traffic signal-controlled junction. These PICs both involved 2 vehicles and occurred in May 2019 and July 2021.

3.9 Two of the 'slight' PICs occurred at the Sheffield Road / A6195 / A6135 Olympus Way roundabout in June and August of 2017. These accidents occurred on the north and west arms of the roundabout and both involved 2 vehicles. One 'slight' PIC occurred on Sheffield Road some 60 metres to the south-east of the junction with Queen Street, this involved a single vehicle and occurred in February 2020. The three remaining 'slight' PICs occurred at the Sheffield Road / Tankersley Lane / Hoyland Road traffic signal-controlled junction. Two of these PICs involved a single

vehicle and occurred in February and September 2017, with the other PIC involving two vehicles and occurring in June 2020.

3.10 The analysis shows that no single link or junction has a particular propensity for PIC's or has experienced a cluster of PIC's. All of the accidents occurred before the opening of the A6135 Olympus Way which has of course provide some traffic relief for Sheffield Road. It is therefore concluded that there are no highway characteristics adversely affecting highway safety and that the network is operating satisfactorily at present.

4.0 EXISTING OPERATING CONDITIONS

Existing Traffic Surveys

4.1 The scope of the local highway network surveyed and assessed as part of this TA is consistent with the scope agreed with highways officers from BMBC as part of the negotiations in relation to the original planning application. The scope of assessment includes the following junctions:

1. A6195 Sheffield Road (N), Sheffield Road (E), A6135 Olympus Way Roundabout,
2. Cross Keys Lane, Sheffield Road (E), Sheffield Road (W) junction, including the Rockingham Centre Access,
3. Cross Keys Lane (N), The Keys public house car park, Cross Keys Lane (S) T-junction, and
4. Sheffield Road, Hoyland Road, Tankersley Lane traffic signal junction

4.2 Traffic surveys were undertaken at junctions 1, 2 and 4 above on Friday 16th September 2022 between the hours of 2:00pm and 7:00pm, and on Saturday 17th September 2022 between the hours of 10:00am and 4:00pm. Traffic surveys were undertaken at junction 3 above on Friday 15th October 2021 and on Saturday 16th October 2021. The surveyed time periods were chosen as the busiest periods expected at the proposed Lidl foodstore, and therefore the periods when there would be the greatest cumulative impact on the local highway network when considering the existing peak periods. It is considered that there will be few vehicle movements associated with The Keys public house car park during the peak store trading hours and therefore minimal issues with the proposed site access onto Cross Keys Lane. The access into The Keys public house car park was nevertheless surveyed in order to confirm the number of vehicle movements using the access during the surveyed periods.

4.3 The raw traffic survey data is attached at **Appendix BGH3** and demonstrates that the Friday evening peak period occurred between 3:15pm – 4:15pm, and that the Saturday peak period occurred between 11:30am – 12:30pm. Traffic flow diagrams showing the existing peak hour traffic flows on the local highway network are attached at **Appendix BGH4**.

Existing Operational Assessments

Junction 1 – Sheffield Road / A6195 / A6135 Olympus Way Roundabout

4.4 The existing operation of the Sheffield Road / A6195 / A6135 Olympus Way roundabout has been assessed using the ARCADY module of the TRL industry standard software package, Junctions9. The geometric parameters used to build the traffic model have been measured from Ordnance Survey mapping retrieved from Promap and are consistent with the model agreed with BMBC as part of the original planning application. The results of the modelling are summarised in Table 4.1 below and the full technical outputs attached at **Appendix BGH5**.

Table 4.1
2022 Existing Operation –Sheffield Road / A6195 / A6135 Olympus Way Roundabout

Movement	2022 Existing Flows			
	Weekday Evening Peak Hour		Saturday Peak Hour	
	RFC	Queue	RFC	Queue
Sheffield Road (North)	0.07	0	0.07	0
Sheffield Road (East)	0.45	1	0.41	1
A6135 Olympus Way	0.19	0	0.13	0
A6195	0.32	1	0.36	1

4.5 It can be seen that the junction is currently operating with a maximum ratio of flow to capacity (RFC) of 0.45 on the Sheffield Road (East) arm of the roundabout during the weekday evening peak hour, with a corresponding queue of 1 vehicle. An RFC value of 1.00 indicates a junction which is operating at 100% of its theoretical capacity, and an RFC value of less than 0.85 is typically used to indicate a new junction operating at satisfactory level of performance. RFC values above 0.85 and less than 1.00 indicate a junction experiencing greater levels of queuing and delay. The results of this assessment show the junction operating within capacity and with no queuing issues.

Junction 2 – Cross Keys Lane / Sheffield Road / Rockingham Centre Access Crossroads

4.6 The existing operation of the Cross Keys Lane / Sheffield Road / Rockingham Centre crossroads has been assessed using the PICADY module of the TRL industry standard software package, Junctions9. The geometric parameters used to build the traffic model have been measured from Ordnance Survey mapping retrieved from Promap and are consistent with the model agreed with BMBC as part of the original planning application. The results of the modelling are summarised in Table 4.2 below and the full technical outputs attached at **Appendix BGH5**.

Table 4.2
2022 Existing Operation - Cross Keys Lane / Sheffield Road / The Rockingham Centre Crossroads

Movement	2022 Existing Flows			
	Weekday Evening Peak Hour		Saturday Peak Hour	
	RFC	Queue	RFC	Queue
Cross Keys Lane – Ahead, Left Turn	0.01	0	0.00	0
Cross Keys Lane – Ahead, Right Turn	0.01	0	0.00	0
Sheffield Road (W) – Ahead, Right and Left Turns	0.00	0	0.01	0
The Rockingham Centre Access – Ahead, Right Turn	0.01	0	0.05	0
The Rockingham Centre Access – Ahead, Left Turn	0.01	0	0.02	0
Sheffield Road (E) – Ahead, Right and Left Turns	0.05	0	0.00	0

4.7 It can be seen that the junction is currently operating with a maximum RFC of 0.05 on the Sheffield Road (East) arm of the junction during the weekday evening peak hour, with no queuing. The results of this assessment show the junction operating within capacity and with no issues.

Junction 3 – Cross Keys Lane / The Keys Public House Car Park

4.8 The survey data shows that at the Cross Keys Lane / The Keys public house car park, The Keys generates 27 vehicle movements during the Friday peak period (10 movements in and 17 movements out) and 10 vehicle movements during the

Saturday peak period (9 movements in and 1 movement out). This number of trips is very small and represents a worst-case of 1 vehicle on Cross Keys Lane every 2 minutes during the Friday peak. The interaction between these vehicles using The Keys public house car park and the Lidl access is discussed further in Chapter 8.

Junction 4 – Sheffield Road / Hoyland Road / Tankersley Lane Traffic Signal-Controlled Junction

4.9 The existing operation of the Sheffield Road / Hoyland Road / Tankersley Lane traffic signal-controlled junction has been assessed using JCT industry standard software package, LINSIG. The geometric parameters used to build the traffic model have been measured from Ordnance Survey mapping retrieved from Promap and the traffic signal specification has been obtained from BMBC. The model used within this assessment is consistent with the model agreed with BMBC as part of the original planning application. The results of the modelling are summarised in Table 4.3 below and the full technical outputs attached at **Appendix BGH5**.

Table 4.3
2022 Existing Operation – Sheffield Road / Hoyland Road / Tankersley Lane Traffic Signal Controlled Junction

Movement	2022 Existing Flows			
	Weekday Evening Peak Hour		Saturday Peak Hour	
	DoS	Queue	DoS	Queue
Tankersley Lane	11.6%	1	6.0%	0
Sheffield Road North-west	60.4%	10	55.3%	9
Hoyland Road	60.1%	9	55.5%	8
Sheffield Road South-east	30.7%	2	38.4%	3

4.10 It can be seen that the junction is currently operating with a maximum Degree of Saturation (DoS) of 60.4% on the Sheffield Road north-western arm of the junction during the weekday evening peak hour, with a mean maximum queue of 10 vehicles. The results of this assessment show the junction operating within capacity and with no issues.

5.0 SUSTAINABLE TRANSPORT

5.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised. The site is well located with regard to adjacent residential areas by sustainable modes of transport, as described further below.

Pedestrian Accessibility

5.2 With regard pedestrian provision at new development, the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking' (April 2015) describes how approximately 80% of all journeys under 1 mile are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to make journeys on foot as long as it is safe, comfortable, and the environment is attractive.

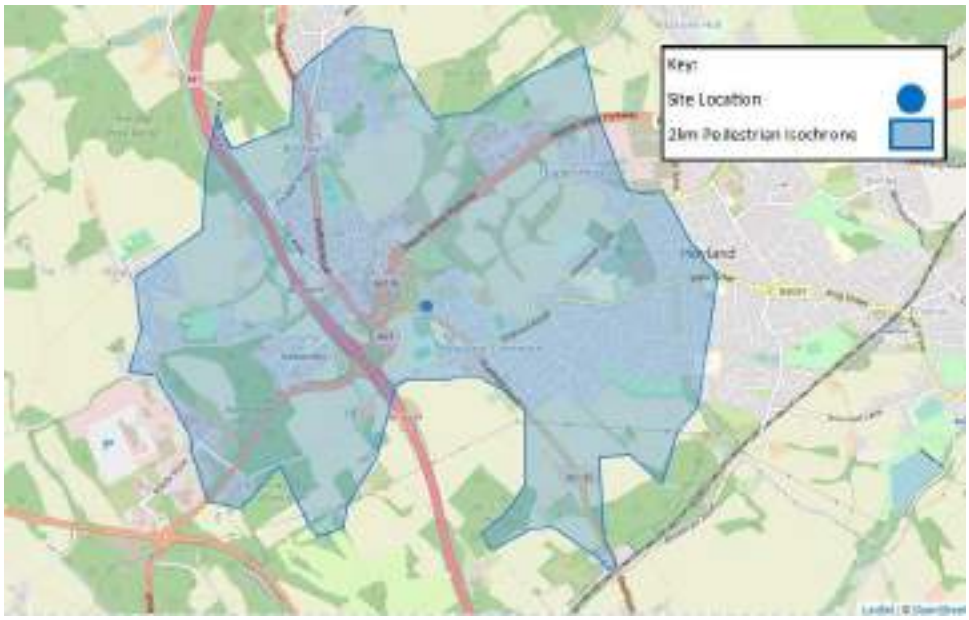
5.3 Further relevant guidance is set out within the CIHT document 'Guidelines for Providing for Journeys on Foot' (2000), which summarises suggested acceptable walking distances to and from development for commuting / school and for other journeys, including retail and shopping.

Table 5.1 - CIHT Recommended Walking Distances

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

5.4 As can be seen above, the preferred maximum walking distance for 'other journeys' is 1,200 metres (1.2 kilometres); whilst for commuting the preferred maximum walking distance is 2,000 metres (2 kilometres). A 2-kilometre pedestrian isochrone is illustrated in Figure 5.1 (prepared using Iso4app) and is provided at **Appendix BGH6**.

Figure 5.1: 2 kilometre Pedestrian Catchment



5.5 As can be seen in the isochrone provided above, there are a large number of surrounding residential areas within the preferred maximum walking distance for future staff commuting to the development site (with many of these areas also located within the preferred maximum walking distance for residents travelling to the site to shop). These include Hoyland Common, Tankersley, South Birdwell, and the west of Hoyland.

5.6 Footways will be provided alongside the proposed vehicular access with Cross Keys Lane, and along the western side of Cross Keys Lane to the south up to the junction with Sheffield Road. Footpath links will also be provided directly to the south of the site onto Sheffield Road and directly to the west on to the Sheffield Road arm of the Birdwell gyratory.

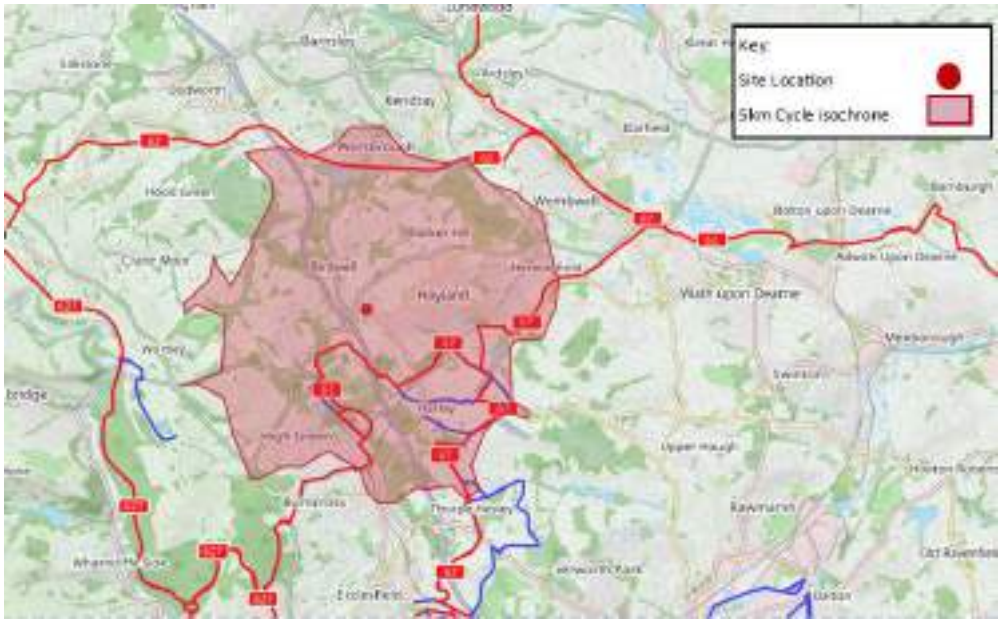
5.7 The proposed development is easily accessed by pedestrians via the existing network of footways on both sides of Sheffield Road and through the footway network that exists through the gyratory to the west. The existing footways provide a direct link to Hoyland Common and Hoyland to the south-east, and footways are provided throughout the gyratory to the north west in order to provide a pedestrian route to Birdwell. The roundabout junction to the west benefits from dropped kerbs, tactile paving and pedestrian refuge islands, whilst the Birdwell roundabout further to the west benefits from traffic signal-controlled 'toucan' crossings.

Cycle

5.8 It is generally accepted that cycling is an ideal mode of transport for journeys under 8 kilometres (5 miles). Good practice guidance also suggests that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and has the potential to form part of a longer journey by public transport.

5.9 A 5-kilometre cycling isochrone is illustrated in Figure 5.2 below (prepared using Iso4App) and is provided at **Appendix BGH7.**

Figure 5.2: 5 kilometre Cycle Catchment



5.10 The above plan in Figure 5.2 shows that there is a large residential area within a 5-kilometre cycling distance of the site, including the areas of Hoyland, Birdwell, High Green, Harley, Blacker Hill and Elsecar. These areas combined provide a significant residential catchment area within a reasonable cycling distance of the site, from where future staff and customers can reasonably be expected to cycle to the site. Elsecar Rail Station is located some 3.2 kilometres to the east of the site within Hoyland and is within a convenient cycling distance of the site.

5.11 There are shared footways / cycleways on Sheffield Road to the north-west of the site, providing part of an off-road route through the Birdwell gyratory in this direction. Towards Hoyland to the south-east, cyclists would be required to cycle along the highway. The roads in the vicinity of Hoyland are all subject to a maximum speed limit of 30mph and are considered appropriate to accommodate cyclists.

5.12 Figure 5.2 shows that national cycling route (NCR) 67 is well within cycling distance of the store. NCR 67 is an official Sustrans National Route that runs from Long Whatton to Northallerton, the total route is some 200 kilometres in length. The route is accessible by cycling south-east from the site along Sheffield Road for some 400 metres until arriving at the crossroads with Tankersley Lane. Cyclists would then turn south-west along Tankersley Lane for 950 metres to reach this route.

Public Transport

Bus

5.13 With regard to public transport provision at new development, the CIHT publication 'Buses in Urban Developments' (January 2018) recommends that sites be designed to enable access to public transport services and ensure that these are located within reasonable walking distances, as shown in Table 5.2. The guidance also notes that these standard distances should not be applied uniformly without regard to the specific characteristics of the particular location or route.

Table 5.2 - CIHT Recommended Walking Distance for Bus Stops

Trip Purpose	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town / city centres	250 metres

5.14 The nearest bus stop to the site is located on Sheffield Road, approximately 50 metres to the south-east of the junction with Cross Keys Lane. This bus stop is on the eastern side of the carriageway and can be reached by heading south-east along Sheffield Road. This stop benefits from a flag, pole and timetable information. A bus stop is in place on Sheffield Road a further 80 metres to the south-east for journeys in the opposite direction. This stop also benefits from a flag, pole and timetable information. A summary of the services available from these bus stops is provided in Table 5.3 below.

Table 5.3 - Available Bus Services

Route Number	Operator	Route Description	Frequency			
			Weekday	Weekday Evening	Saturday	Sunday
2	Stagecoach Yorkshire	Barnsley, Birdwell, Hoyland Common, Chapeltown, Ecclesfield, Pitsmoor, Sheffield Centre	60 mins	60 mins	60 mins	60 mins
66	Stagecoach Yorkshire	Barnsley, Birdwell, Hoyland Common, Hoyland, Elscar	30 mins	60 mins	30 mins	60 mins
67	Stagecoach Yorkshire	Barnsley, Worsbrough, Hoyland Common, Hoyland, Wombwell	60 mins	120 mins	60 mins	120 mins (evening only)
72	Stagecoach Yorkshire	Chapeltown, Burncross, Tankersley, Hoyland Common, Hemmingfield, Cortonwood, Wath Bus Station	60 mins	No services past 17:27	60 mins	No services

5.15 As can be seen from the table above, the bus stops in the vicinity of the site provide access to a number of regular services to a wide range of local areas including Sheffield city centre, Barnsley, Chapeltown, Wombwell, Wath and Hoyland. This provides a good opportunity for future staff and customers visiting the store to travel by bus.

Rail

5.16 Elsecar railway station is located approximately 3.2 kilometres to the east of the site. This is a reasonable distance for a combined rail / cycle journey. Bus service No. 66 also provides a direct link to Elsecar railway station, providing further opportunities for combined rail / bus journeys to the site.

5.17 Elsecar railway station provides regular services to Leeds, Sheffield, Huddersfield, Barnsley, Wakefield, Darton, Castleford, Meadowhall, Wombwell and Dodworth. Trains to Sheffield currently operate at approximately 1 train every 30 minutes, and every 60 minutes to Leeds and Huddersfield.

Summary

5.18 The development is considered to be well located to encourage journeys by all modes of sustainable transport. The proposed site is within a convenient walking and cycling distance of a significant built-up area of Hoyland Common, Hoyland and Birdwell, providing a real opportunity for future staff and customers living in this area to walk or cycle to the site. Existing bus stops on Sheffield Road are conveniently located very close to the site to provide a very good opportunity for

travel to and from the site by bus, for any staff travelling from further afield. Elsecar railway station is also conveniently placed to promote combined trips by cycle or bus for future staff and provides regular services for those wishing to do so.

6.0 BASE OPERATING CONDITIONS

6.1 Historic good practice guidance on TA's set out within the Department for Transport's (DfT) 'Guidance on Transport Assessment' (now withdrawn but still a useful reference guide) states the timeframe that an assessment should cover should be 5 years from the date of the planning application. The existing scenario (2022, as the year the traffic surveys were undertaken) has been assessed in Chapter 4. A 5-year timeframe beyond the application year would be 2028. For the purposes of this assessment, the development will be assessed in the 2028 base year ('do nothing', with no development), and the 2028 predicted year ('do something', with development traffic).

6.2 Morning and evening peak hour traffic flows at a future year of 2028 have been determined using Tempro (v7.2b), for the Barnsley 028 middle super output area (MSOA) as the area in which the site is located. It is acknowledged that a more recent version of Tempro (v8.0) has been released at time of writing, however the Road Traffic Forecasts (RTF) adjusted growth rate calculation is not available within this version. The latest release notes from Tempro confirm that this issue will be sorted within a future version update, however until then reference is made to growth rates obtained from Tempro v7.2b. The retrieved growth rates set out in Table 6.1 below.

Table 6.1 - Tempro Adjusted National Transport Model Growth Factors

	NTM Growth Factors	
	Weekday PM Peak Period	**Saturday Peak Period**
2022 – 2028 Barnsley 028 MSOA	1.0510	1.0557

6.3 The factors indicate an approximate 5-6% growth in local background traffic between 2022 (as the year of the traffic surveys) and 2028, and they take account of planned increases in households and employment figures. No manual adjustments to account for the increase in employment associated with the proposed development has been made within Tempro and as such the factors are considered robust.

6.4 Application of these growth factors to the 2022 peak hour flows shown on the diagrams at **Appendix BGH4**, provides peak hour growthed traffic flows at a future year of 2028, as shown on the traffic flow diagrams at **Appendix BGH8**.

6.5 It is understood that the local area is allocated within the BMBC Local Plan as an area of local growth for both residential and commercial development. With regard to guidance set out within PPG, vehicles associated with committed development should only be considered where there is a reasonable degree of certainty, they will be delivered within three years.

6.6 As agreed with highway officers at BMBC as part of the original application, traffic flows associated with the following committed developments have been accounted for:

- 2021/0479 – accounted for in full;
- 2021/1007 – accounted for as part of 2019/1573;
- 2021/1691 – accounted for as part of 2019/1573;
- 2019/1573 – accounted for in full; and
- 2020/0647 – this is the Evri distribution centre. This has not been accounted for as the distribution centre and associated link road were operational at the time of the revised traffic surveys in September 2022.

6.7 Traffic flows associated with these committed developments have been extracted from the associated Transport Assessments. These committed development traffic flows are shown on the traffic flow diagrams at **Appendix BGH9**.

6.8 The growth rates set out above in Table 6.1 account for a general level of background growth and will account for any other development in the wider area. No reduction has been applied to these growth rates to account for the Evri employment which has been specifically accounted for providing a very robust assessment.

6.9 The growthed traffic flows at **Appendix BGH8** have then been added to the committed development traffic flows at **Appendix BGH9**, resulting in traffic flows in the 2028 base scenario, as shown on the traffic flow diagrams at **Appendix BGH10**.

2028 Base Operational Assessments

Junction 1 –Sheffield Road / A6195 / A6135 Olympus Way roundabout

6.10 The 2028 base operation of the Sheffield Road / A6195 / A6135 Olympus Way roundabout has been assessed using the same model described within Chapter 4.

The results of the modelling are summarised in Table 6.2 below and the full technical outputs attached at **Appendix BGH11**.

Table 6.2
2028 Base Operation –Sheffield Road / A6195 / A6135 Olympus Way Roundabout

Movement	2028 Base Flows			
	Weekday Evening Peak Hour		Saturday Peak Hour	
	RFC	Queue	RFC	Queue
Sheffield Road (N)	0.09	0	0.09	0
Sheffield Road (E)	0.48	1	0.46	1
A6135 Olympus Way	0.21	0	0.14	0
A6195	0.35	1	0.32	1

6.11 It can be seen that the junction is expected to operate with a maximum RFC of 0.48 on the Sheffield Road (E) arm during the weekday evening peak hour, with an associated queue of 1 vehicle. The results show that this junction is expected to continue operating within capacity and with no issues.

Junction 2 – Cross Keys Lane / A6135 Sheffield Road junction including The Rockingham Centre Access

6.12 The 2028 base operation of the Cross Keys Lane / Sheffield Road / Rockingham Centre crossroads has been assessed using the same model described within Chapter 4. The results of the modelling are summarised in Table 6.3 below and the full technical outputs attached at **Appendix BGH11**.

Table 6.3
2028 Base Operation - Cross Keys Lane / Sheffield Road / The Rockingham Centre

Movement	2028 Base Flows			
	Weekday Evening Peak Hour		Saturday Peak Hour	
	RFC	Queue	RFC	Queue
Cross Keys Lane – Ahead, Left Turn	0.01	0	0.00	0
Cross Keys Lane – Ahead, Right Turn	0.01	0	0.00	0
Sheffield Road (W) – Ahead, Right and Left Turns	0.00	0	0.02	0
The Rockingham Centre – Ahead, Right Turn	0.01	0	0.05	0
The Rockingham Centre – Ahead, Left Turn	0.01	0	0.02	0
Sheffield Road (E) – Ahead, Right and Left Turns	0.05	0	0.00	0

6.13 It can be seen that the junction is expected to operate with a maximum RFC of 0.10 on the Sheffield Road (E) arm during the weekday evening peak hour, with no associated queue. The results show that this junction is expected to continue operating within capacity and with no issues.

Junction 3 – Cross Keys Lane / The Keys Public House Car Park

6.14 The existing survey data shows that at the Cross Keys Lane / The Keys public house car park, The Keys generates 27 vehicle movements during the Friday peak period and 10 vehicle movements during the Saturday peak period. Applying the 5-6% increase as a result of growth rates, these figures would be 28 vehicle movements and 11 vehicle movements respectively. This number of trips remains very small and represents a worst-case of 1 vehicle on Cross Keys Lane every 2 minutes during the Friday peak. The interaction between these vehicles using The Keys public house car park and the Lidl access is discussed further in Chapter 8.

Junction 4 – Sheffield Road / Hoyland Road / Tankersley Lane Traffic Signal-Controlled Junction

6.15 The 2028 base operation of the Sheffield Road / Hoyland Road / Tankersley Lane traffic signal-controlled junction has been assessed using the same model described

within Chapter 4. The results of the modelling are summarised in Table 6.4 below and the full technical outputs attached at **Appendix BGH11**.

Table 6.4
2028 Base Operation – Sheffield Road / Hoyland Road / Tankersley Lane Traffic Signal Controlled Junction

Movement	2028 Base Flows			
	Weekday Evening Peak Hour		Saturday Peak Hour	
	DoS	Queue	DoS	Queue
Tankersley Lane	12.2%	1	4.0%	0
Sheffield Road North-west	63.5%	10	59.7%	10
Hoyland Road	63.3%	9	59.1%	9
Sheffield Road South-east	34.7%	2	45.9%	3

6.16 It can be seen that the junction is expected to operate with a maximum DoS of 63.5% on the Sheffield Road north-western arm of the junction during the weekday evening peak hour, with a mean maximum queue of 10 vehicles. The results of this assessment show the junction is expected to continue operating within capacity and with no issues.

7.0 THE DEVELOPMENT PROPOSALS

7.1 The planning application seeks full permission for the construction of a new foodstore (gfa) of 1,900m^2 and a retail floor area (rfa) of 1,267m^2. The proposals also include a car park with a total provision of 108 parking spaces, comprising of 91 standard spaces, 6 accessibility spaces, 9 parent and child spaces and 2 EVC spaces. 20% of the standard parking spaces will be provided with infrastructure to allow easy conversion to EV charging spaces in the future. The proposed site layout plan is attached at **Appendix BGH12**.

7.2 Access to the proposed Lidl foodstore will be provided from a new priority-controlled T-junction with Cross Keys Lane. This junction is located some 50 metres to the north of the Cross Keys Lane junction with Sheffield Road and soe 30 metres to the north of the access to The Keys public house car park. Cross Keys Lane will be widened adjacent to the site access and to the south towards Sheffield Road to allow satisfactory access for all vehicles. The proposed access arrangements are shown on the drawing at **Appendix BGH13**.

7.3 The proposed access with Cross Keys Lane has been designed with a junction radius of 6.0 metres to the north and a radius of 12.0 metres to the south. Cross Keys Lane to the north is a cul-de-sac and virtually all of the development traffic will be travelling to / from the south, therefore a larger radius has been provided in this direction. The access road has been designed with an initial width of 9.0 metres, this is consistent with Lidl's operational experience and is appropriate to accommodate their delivery vehicles (discussed further below). Once within the car park, aisle widths have been designed with a minimum aisle width of 6.5 metres and car parking spaces have been designed with widths of 2.7 metres and lengths of 5.2 metres. Parent and child spaces are larger at 3.6 metres wide by 5.2 metres long, and accessible spaces have an additional buffer to the left side and rear, with a total width of 3.6 metres and a length of 6.0 metres.

7.4 Pedestrian access to the site will be provided via footways alongside the vehicular access with Cross Keys Lane. A footpath link will be provided onto Sheffield Road to the south of the site, approximately 35 metres to the north-west of the junction with Cross Keys Lane, as well onto the Sheffield Road link to the west of the site as part of the adjacent gyratory. Access for cyclists will be provided on-carriageway via the proposed vehicular access to the store on Cross Keys Lane.

7.5 Regarding visibility requirements, reference is made to the DfT Manual for Streets (MfS) document (2007). This guidance document contains relevant standards on

visibility requirements at junctions and can be applied to the proposed access arrangements. Speeds on Cross Keys Lane in the vicinity of the junction with Sheffield Road will be low, however the prescribed 30mph speed limit relates to a corresponding visibility provision of 43 metres, to be provided along the carriageway edge from a position 2.4 metres back from the road edge on the site access arm. This is in accordance with the figures set out at Table 7.1 of MfS. The visibility splays from the site access are shown on the access arrangement drawing at **Appendix BGH13**. Vehicles will clearly be approaching the site access junction from the south at low speeds given they will have just turned into Cross Keys Lane from Sheffield Road and the visibility requirement is likely to be less than the 43 metres shown. Given this, the visibility sight lines provided at the site access junction are considered to be satisfactory.

7.6 The largest type of vehicle expected to access the site will be for delivery and servicing movements, and this will be a 16.5-metre-long maximum legal length articulated HGV. These types of vehicles will be used to provide deliveries to the store and will use the servicing bay identified on the site plan on the northern side of the Lidl store. Vehicle swept path analysis has been undertaken to demonstrate that the proposed site access arrangement can safely accommodate turning movements associated with this vehicle. Vehicle swept path analysis has also been undertaken of the internal site layout to demonstrate that such a vehicle can safely access the site, reverse within the site to access the service yard and then egress the site in a forward gear. The car park has been designed to accommodate delivery and servicing movements during trading hours, there is no overrunning of any parking spaces associated with delivery movements.

7.7 Comments provided by highways officers at BMBC as part of the original application requested that a pedestrian refuge island be provided on Cross Keys Lane at its junction with Sheffield Road to aid pedestrians crossing this road, and for widening of Cross Keys Lane so that HGVs would not conflict with opposing traffic. Both of these suggested changes have been addressed as part of the access arrangement scheme shown at **Appendix BGH13**. The drawing attached at **Appendix BGH14** demonstrates that the site layout can accommodate delivery movements with no issues, with left-turning in movements not conflicting with right turning-out movements.

7.8 With regard to parking provision, reference is made to BMBC's 'Parking' SPD (November 2019). This document sets out car parking guidelines for new development and this states that for food retail developments, 1 parking space per 14-20m^2 is recommended. With reference to the proposed 1,900m^2 gfa, this equates to a recommended provision of 95-136 spaces. The proposed provision of

108 parking spaces is within this recommended range and therefore considered to be appropriate.

7.9 BMDC also states that for retail development, accessible parking spaces should be provided at 6% of the general provision. 6 accessible spaces will be provided which equates to 6% of the total provision, therefore this is in accordance with the guidance.

8.0 DEVELOPMENT TRIP GENERATION, TRIP TYPES AND TRIP DISTRIBUTION

Trip Generation

8.1 In order to estimate the number of vehicle trips which the proposed Lidl foodstore is likely to generate, two different approaches have been adopted to trip generation.

8.2 Firstly, an interrogation of the Trip Rate Information Computer System (TRICS) database has been undertaken. Trip rates have been retrieved from the TRICS database for the 01/C 'Retail – Discount Food Stores' land use for a weekday and weekend period respectively, with filtering parameters adopted as per the TRICS Good Practice Guide (December 2020). Vehicle trip rates are attached at **Appendix BGH15**, with the peak hour vehicular trip rates summarised in Table 8.1 below.

Table 8.1 - Vehicular Trip Rates (Trips per 100sqm gfa)

Land Use	Weekday PM Peak Hour			Saturday Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Discount Food Store	4.043	4.034	8.077	6.270	6.888	13.158

8.3 The second approach to estimate vehicle trip generation was to obtain bespoke trip rates for a similar style food store nearby. As part of the original planning application, highways officers at BMBC requested that trip rates be established for the existing Aldi foodstore on A61 Sheffield Road, and at the existing Lidl foodstore on Bradberry Balk Lane in Wombwell. These stores were surveyed on the same dates as the other traffic surveys, referenced within Chapter 4, were undertaken, on Friday 16th September 2022 and Saturday 17th September 2022. The results of the traffic surveys for the two surveyed stores are attached at **Appendix BGH3**.

8.4 The number of vehicles generated to and from each of these stores in the weekday evening and weekend peak hours is set out in Table 8.2 below, along with the calculated trip rates per 100m^2 gfa. The foodstore gfa's have been derived from their respective planning applications on the BMBC planning portal, these are 1,571m^2 gfa for the Aldi, and 2,470m^2 for the Lidl (application references 2013/0808 and 2015/0927 respectively). For comparison, the retrieved vehicle trip rates from TRICS are included within Table 8.2.

Table 8.2 – Surveyed Vehicle Flows and Calculated Trip Rates

Site	Weekday Evening Peak			Saturday Peak		
	In	Out	Total	In	Out	Total
Surveyed Vehicle Trips						
Aldi, Sheffield Road	141	143	284	153	163	316
Lidl, Bradberry Bank Lane	102	112	214	136	134	270
Calculated Trip Rates						
Aldi, Sheffield Road (1,571m^2)	8.975	9.102	18.078	9.739	10.376	20.115
Lidl, Bradberry Bank Lane (2,470m^2)	4.130	4.534	8.664	5.506	5.425	10.931
TRICS – Discount Foodstore	4.043	4.034	8.077	6.270	6.888	13.158

8.5 The calculated trip rates in Table 8.2 show that the Aldi trip rates are significantly higher than the Lidl and TRICS trip rates. A review of the local area in Birdwell shows that Aldi is the only major foodstore in Birdwell or in west Hoyland. The closest 'major' foodstore to these two areas is the Tesco superstore on B6096 Wombwell Road, north Hoyland. It is considered that the majority of the residents of Birdwell and west Hoyland will therefore shop at the Aldi foodstore as the closest food store, whereas generally in other locations there are typically a number of foodstores to offer choice to local residents. The calculated trip rates for the Lidl foodstore at Bradberry Bank Lane are in line with the expected trip rates for a Lidl foodstore and comparable to the derived TRICS trip rates. Information provided by Lidl also confirms that the Bradberry Bank Lane store trades at around the regional average, from a sales point of view. It is expected that the proposed Lidl store at Hoyland will trade at a similar level to other regional stores.

8.6 Clearly the proposed Lidl foodstore will act as a competitor to the Aldi foodstore. Indeed, the Retail Impact Assessment (RIA) submitted as part of the planning submission estimates that some 17% of Lidl's trade would be transferred from the Aldi foodstore.

8.7 However, despite the fact that the Aldi trip rates are unlikely to be realised at the Lidl store in order to ensure a robust assessment of the Lidl store, the higher Aldi

trip rates have been used within the modelling assessments. This provides an incredibly robust assessment of the impact of the Lidl store. The trip generation of the proposed Lidl foodstore has therefore been calculated using the higher Aldi trip rates and the proposed gfa of 1,900m^2. The resulting trip generation is set out in Table 8.3 below.

Table 8.3 – Adopted Aldi Trip Rates and Vehicle Trip Generation

	Weekday PM Peak Hour			Saturday Peak Hour		
	Arrivals	**Departures**	**Total**	**Arrivals**	**Departures**	**Total**
Aldi Trip Rates	8.975	9.102	18.078	9.739	10.376	20.115
Discount Food Store	171	173	343	185	197	382

8.8 It can be seen that with the higher Aldi trip rates, the development is predicted to generate some 343 vehicle trips during the weekday evening peak period and some 382 vehicle trips during the Saturday midday peak period.

8.9 With regard to the interaction of the site access with The Keys public house car park, it is clear that there are a limited number of vehicle movements associated with The Keys (some 27 vehicles during the Friday peak period and 10 vehicles during the Saturday peak period). These movements account for the vast majority of vehicle movements surveyed on Cross Keys Lane. It is not expected that the Lidl access and associated traffic will have any impact on the operation of The Keys public house car park access which it is considered will continue to operate satisfactorily.

Trip Types

8.10 The Department for Transport's Guidance on Transport Assessment (as indicated earlier, now withdrawn and superseded by the DfT's PPG, but still commonly referenced) identifies five different categories of trip type. Two of these are applicable to this application being transferred trips and pass-by trips.

8.11 Good practice guidance on trip type proportions is set out within the TRICS Research Report 14/1 'Pass-by and Diverted Trips' (December 2014). This report recommends that a site-by-site approach is taken in justifying the trip type proportions adopted.

Pass-by Trips

8.12 These are trips that are already present on the network and which are travelling passed the proposed access on Sheffield Road. These trips essentially reflect drivers who are already travelling on Sheffield Road, who as part of the journey would decide to visit the store before leaving and continuing on their original journey.

8.13 Some customers will decide to visit the site from further away and take a minor detour from their existing route, these trips are known as diverted trips. There will be an element of diverted trips associated with the proposed development, but they are considered to have been accounted for as 'pass-by' trips within this assessment. Pass-by trips have been applied to those vehicles already travelling on Sheffield Road and have been distributed proportionally based on the number of existing vehicles travelling in each direction.

8.14 Various research papers discussed within the TRICS Research Report 14/1 'Pass-by and Diverted Trips' provide pass-by rates for food stores; Ghezawi et al. (1998) suggests a pass-by rate of 72%, Mouchel (on behalf of Tesco's, 2009) found a pass-by rate of 40% to be a robust estimate for the weekday evening peak period, and MacIver, A. (1999) derived a pass-by proportion of 25-35%, depending on type of route and the volume of passing traffic flow. Based on these figures, a pass-by rate of 50% has been applied for both the weekday evening and Saturday peak periods. These proportions were agreed with BMBC as part of the original planning application.

Transferred Trips

8.15 These are trips that are already on the wider highway network and travel to an alternative retail offer, but will choose to travel to the proposed development instead. This could be due to the proposals providing a better offer than the existing destination or it simply being located closer. Based on the above guidance and the pass-by rate of 50%, a transferred rate of 50% has been applied for both the weekday evening and Saturday peak periods. This is the same proportion agreed with BMBC as part of the original planning application.

Trip Type Summary

8.16 The trip type proportions described above have been applied to the trip generation set out in Table 8.3. The resulting trip generation is set out in Table 8.4 below showing the number of transferred and pass-by trips.

Table 8.4 – Vehicle Trip Generation by Trip Type

Trip Type	Weekday PM Peak Hour			Saturday Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Transferred	85	86	172	93	99	191
Pass-by	85	86	172	93	99	191
Total	171	173	343	185	197	382

Trip Distribution

Pass-by Trips

8.17 Pass-by trips have been applied proportionally based on the number of existing vehicles travelling in either direction on Sheffield Road. This results in some 48% of pass-by trips turning left into the site and subsequently turning left out during the weekday evening peak period to continue on their original journey, with 52% of pass-by trips turning right into the site and subsequently turning right out of the site. During the Saturday peak period, 50% of trips will turn left in and left out, with 50% of trips turning right in and right out.

Transferred Trips

8.18 As part of the original planning application all transferred trips were initially considered as totally new to the network, as a worst-case approach. However, comments provided by NH on the original planning application requested that the submitted Retail Impact Assessment (RIA) be taken into account in relation to the distribution of development traffic. The RIA was therefore taken into consideration and a revised distribution of transferred trips set out within the first TN prepared in relation to the original application (report reference 20-369-005.02). Whilst reference is made to the first TN in relation to the transferred trip distribution methodology, as agreed with NH and BMBC as part of the original planning application, for completeness the agreed methodology is repeated below.

8.19 Figure 1 of the RIA prepared by DPP Planning (February 2023) as part of the submission package shows the residential catchment used within the assessment. This area has been split into 4 main residential areas, these are summarised in Table 8.5 below along with their most recent population estimates and distance to the site (from the centre of the residential areas). Also shown in this table is the relative

draw of residents from each of these residential areas to the site, measured as the population divided by the distance squared. This is shown in the penultimate column of the table, with the final column showing a weighted percentage from each area.

Table 8.5 – RIA Residential Catchments

Direction	Population	Distance to site (km)	Population / Distance Squared	Weighted Percentage
Hoyland	11,852	2.0	2963	43.9%
Birdwell	4,041	1.2	2806	41.6%
Worsbrough	9,682	3.6	747	11.1%
Elsecar	2,500	3.3	230	3.4%

8.20 It can be seen that a total of 43.9% of transferred trips will originate from Hoyland, 41.6% will originate from Birdwell, 11.1% will originate from Worsbrough and 3.4% will originate from Elsecar.

8.21 The next stage in the distribution process is to understand from which stores these trips will transfer from. For example, the 43.9% of trips originating from residential areas in Hoyland will currently travel to other foodstores; these trips need to be transferred to the proposed foodstore. Some of the trips will already be travelling close to the site on Sheffield Road as part of their existing foodstore journey, in reality these trips will therefore not be new to the network. Other trips will undertake their existing foodstore journey without using Sheffield Road, these will be new to the network when they are transferred.

8.22 Table 8 of the RIA shows the predicted trade diversion from foodstores in the local area to the proposed Lidl foodstore. The foodstores with the largest trade diversions have been considered, these are set out in Table 8.6 below.

Table 8.6 – Trade Diversion Foodstores

Store / Centre	Trade Diversion	Relative Percentage
Hoyland Common Local Centre	£184,587	1.9%
Hoyland District Centre	£231,725	2.4%
Stairfoot Local Centre	£847,343	8.7%
Barnsley Town Centre	£1,403,542	14.4%
Aldi, Sheffield Road, Birdwell	£1,677,676	17.2%
Tesco, Wombwell Road, Hoyland	£1,157,860	11.8%
Asda, Thomas Street, Worsbrough	£914,160	9.3%
Tesco Extra, Wombwell Lane, Stairfoot	£848,563	8.7%
Asda, Chapeltown	£842,080	8.6%
M&S, Brampton	£210,520	2.2%
Morrison's, Brampton	£421,040	4.3%
Lidl, Mitchell's Way, Brampton	£1,039,633	10.6%

8.23 For the residential areas set out within Table 8.5, it has been assumed that the residents visit the foodstores in Table 8.6 in accordance with the derived percentage trade draws. The route of each of these existing trips has been considered, and then the trip has been redistributed to the proposed Lidl foodstore.

8.24 The resulting distribution of transferred trips is shown on the traffic flow diagrams at **Appendix BGH16**, along with the distribution of pass-by trips and the total development trips.

9.0 TRAFFIC IMPACT ON THE LOCAL HIGHWAY NETWORK

9.1 The new traffic likely to be generated by the development proposals as shown on the traffic flow diagrams at **Appendix BGH16**, has been added to the 2028 base flows at **Appendix BGH10** to provided predicted traffic flows on the network in 2028, as shown on the traffic flow diagrams at **Appendix BGH17**.

2028 Predicted Operational Assessments

Junction 1 –Sheffield Road / A6195 / A6135 Olympus Way Roundabout

9.2 The 2028 predicted operation of the Sheffield Road / A6195 / A6135 Olympus Way roundabout has been assessed using the same model described within Chapter 4. The results of the modelling are summarised in Table 9.1 below and the full technical outputs attached at **Appendix BGH18**.

Table 9.1
2028 Predicted Operation –Sheffield Road / A6195 / A6135 Olympus Way Roundabout

Movement	2028 Predicted Flows			
	Weekday Evening Peak Hour		Saturday Peak Hour	
	RFC	Queue	RFC	Queue
Sheffield Road (N)	0.09	0	0.09	0
Sheffield Road (E)	0.51	1	0.50	1
A6135 Olympus Way	0.21	0	0.14	0
A6195	0.37	1	0.34	1

9.3 It can be seen that the junction is predicted to operate with a maximum RFC of 0.51 on the Sheffield Road (East) arm during the weekday evening peak hour, with an associated queue of 1 vehicle. The results show that this junction is predicted to continue operating within capacity and with no queuing issues after the addition of the development traffic.

Junction 2 – Cross Keys Lane / Sheffield Road / Rockingham Centre Crossroads

9.4 The 2028 predicted operation of the Cross Keys Lane / Sheffield Road / Rockingham Centre crossroads has been assessed using the same proposed improved junction arrangement described in Chapter 7 and shown on the drawing at **Appendix BGH13**. The results of the modelling are summarised in Table 9.2 below and the full technical outputs attached at **Appendix BGH18**.

Table 9.2
2028 Predicted Operation - Cross Keys Lane / Sheffield Road / Rockingham Centre Crossroads

Movement	2028 Predicted Flows			
	Weekday Evening Peak Hour		Saturday Peak Hour	
	RFC	Queue	RFC	Queue
Cross Keys Lane – Ahead, Left Turn	0.19	0	0.22	0
Cross Keys Lane – Ahead, Right Turn	0.31	1	0.35	1
Sheffield Road (W) – Ahead, Right and Left Turns	0.00	0	0.02	0
The Rockingham Centre – Ahead, Right Turn	0.01	0	0.05	0
The Rockingham Centre – Ahead, Left Turn	0.01	0	0.02	0
Sheffield Road (E) – Ahead, Right and Left Turns	0.30	1	0.26	1

9.5 It can be seen that the junction is predicted to operate with a maximum RFC of 0.35 on the ahead and right turn movements from Cross Keys Lane during the weekday Saturday peak hour, with an associated queue of 1 vehicle. The results show that this junction is expected to continue operating well within capacity and with no queuing issues following the addition of the development traffic.

Junction 3 – Cross Keys Lane / The Keys Public House Car Park

9.6 The impact of development trips at the Cross Keys Lane / The Keys public house car park has been considered within Chapter 8. Considering the number of existing vehicle movements using Cross Keys Lane, it is concluded that the Lidl access and associated traffic will not have any impact on the operation of The Keys public house car park.

Junction 4 – Sheffield Road / Hoyland Road / Tankersley Lane Traffic Signal-Controlled Junction

9.7 The 2028 predicted operation of the Sheffield Road / Hoyland Road / Tankersley Lane traffic signal-controlled junction has been assessed using the same model described within Chapter 4. The results of the modelling are summarised in Table 9.3 below and the full technical outputs attached at **Appendix BGH18**.

Table 9.3
2028 Predicted Operation – Sheffield Road / Hoyland Road / Tankersley Lane Traffic Signal Controlled Junction

Movement	2028 Predicted Flows			
	Weekday Evening Peak Hour		Saturday Peak Hour	
	DoS	Queue	DoS	Queue
Tankersley Lane	12.2%	1	5.9%	1
Sheffield Road North-west	65.5%	11	61.3%	10
Hoyland Road	65.3%	10	60.6%	9
Sheffield Road South-east	35.4%	2	44.7%	3

9.8 It can be seen that the junction is predicted to operate with a maximum DoS of 65.5% on the Sheffield Road north-western arm of the junction during the weekday evening peak hour, with a mean maximum queue of 11 vehicles. The results of this assessment show the junction is predicted to continue operating within capacity and with no issues following the addition of the development traffic.

Impact on Junction 36 of the A1

9.9 The first TN prepared in support for the original planning application (report reference 20-369-005.02) included a detailed review of the impact of the proposed development on Junction 36 of the M1. Given the requested approach to transferred trips, all trips will originate from one of the local residential areas of Hoyland, Birdwell, Worsbrough and Elsecar. None of the routes from these areas to the proposed foodstore will travel via Junction 36 of the M1, therefore there is no predicted impact on the SRN as a consequence of the development. This approach and conclusion was agreed with NH as part of the original planning application.

10.0 SUMMARY AND CONCLUSIONS

10.1 This Transport Assessment forms part of a full planning application submitted by Lidl Great Britain seeking full permission to erect a new foodstore with associated access, parking, servicing area and landscaping on land adjacent to Cross Keys Lane, Hoyland.

10.2 The site currently comprises undeveloped land on the outskirts of Hoyland, to the north-east of the A6195 roundabout junction with Sheffield Road and A6135 Olympus Way. The site is bound to the north by undeveloped land, to the east by Cross Keys Lane, to the south by Sheffield Road, and to the west by the Sheffield Road link of the adjacent Birdwell gyratory.

10.3 Access to the proposed Lidl foodstore will be provided from a new priority-controlled T-junction with Cross Keys Lane to the east of the site, located some 50 metres to the north of the Cross Keys Lane junction with Sheffield Road. Cross Keys Lane will be widened between the store access and the Sheffield Road to accommodate the increase in traffic following the opening of the store.

10.4 Pedestrian access to the site will be provided via footways alongside the vehicular access with Cross Keys Lane. A footpath link will be provided onto Sheffield Road to the south of the site, approximately 35 metres to the west of the junction with Cross Keys Lane, as well onto the Sheffield Road link of the Birdwell Gyratory to the west of the site. Access for cyclists will be provided on-carriageway via the proposed vehicular access to the store on Cross Keys Lane.

10.5 The record of personal injury collisions occurring on the highway in the vicinity of the site has been analysed and it is concluded that there are no highway layout characteristics which are adversely affecting road safety which will be exacerbated by the development.

10.6 The development is considered to be well located to encourage journeys by all modes of sustainable transport. The proposed site is within a convenient walking and cycling distance of a significant built-up area of Hoyland Common, Hoyland and Birdwell, providing a real opportunity for future staff and customers living in this area to walk or cycle to the site. Existing bus stops on Sheffield Road are conveniently located very close to the site to provide a very good opportunity for travel to and from the site by bus, for any staff travelling from further afield. Elsecar railway station is also conveniently placed to promote combined trips by cycle or bus for future staff and provides a regular service for those wishing to do so.

10.7 The proposals also include a car park with a total provision of 108 parking spaces, comprising of 91 standard spaces, 6 accessible spaces, 9 parent and child spaces and 2 EVC spaces. 20% of the standard parking spaces will be provided with infrastructure to allow easy conversion to EV charging spaces in the future. This level of provision is consistent with Lidl's operational experience and the total number of spaces is in line with BMBC's car parking guidance.

10.8 The development is expected to generate some 343 vehicle trips during the weekday evening peak period and some 382 vehicle trips during the Saturday midday peak period as a worst-case scenario. Although not all these trips will be new to the network, operational assessments of the Cross Keys Lane junction with Sheffield Road, the Sheffield Road / A6195 / A6135 Olympus Way roundabout and the Sheffield Road / Hoyland Road / Tankersley Lane junction have been undertaken and have revealed that the road network in the vicinity of the site will continue to operate efficiently, as identified in the last highways consultation response to the original application which states that 'the robust traffic modelling carried out by Bryan G Hall predicts that the impact on traffic queues at nearby junctions will be minimal and not create a significant impact on the existing highway network'.

10.9 In summary, this Transport Assessment has shown that the proposed development site will be accessible by all modes of transport, and that the local highway network will continue to operate satisfactorily following the introduction of the proposed development. It is therefore considered that there are no transport reasons why planning approval should be withheld.

APPENDIX BGH 1

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Rev:	Date:	Amendment:	DRN	CHK	APR

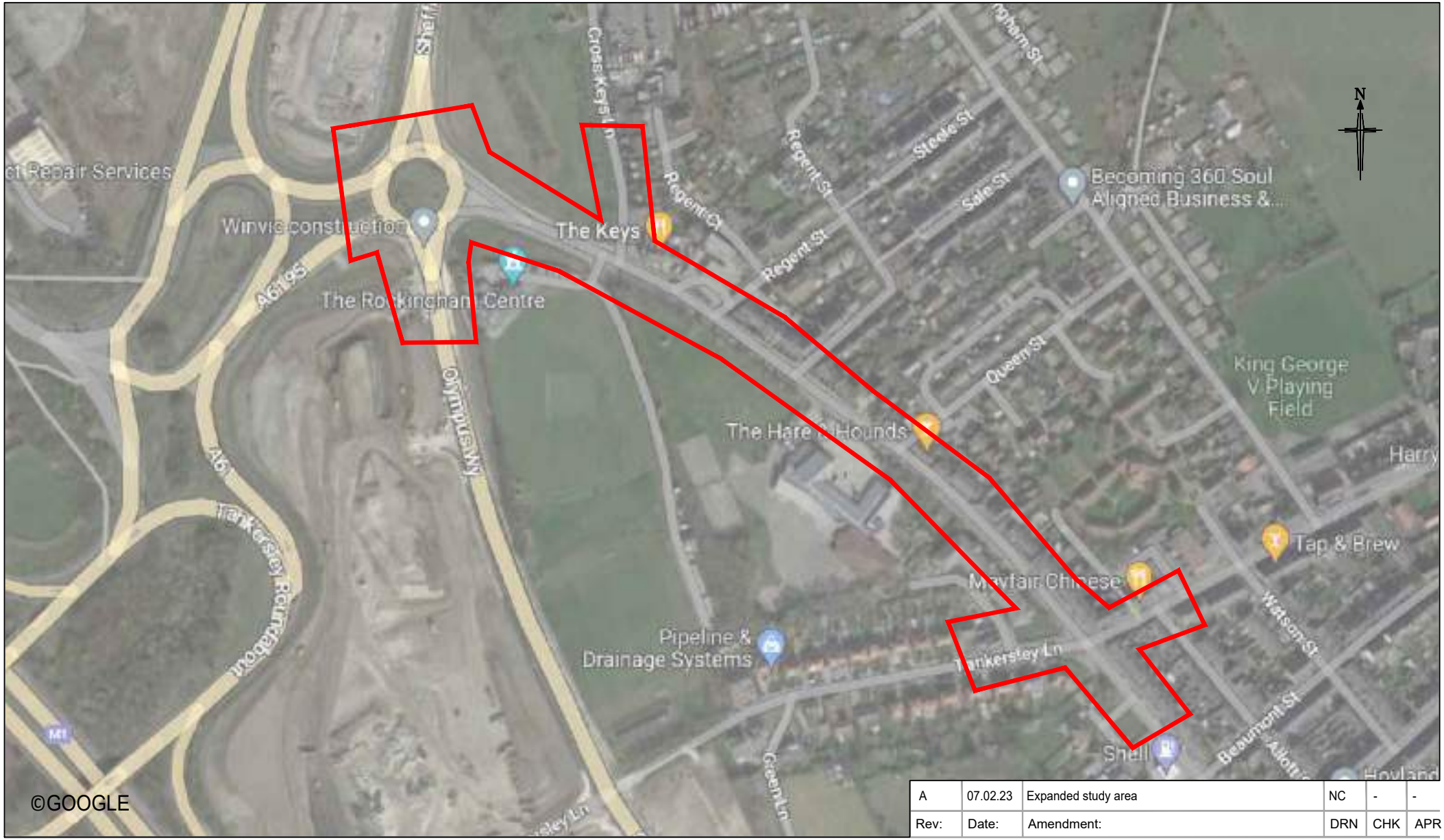
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Title: SITE LOCATION PLAN
Scale: NC Size: A4 - 297 x 210
Drawn: KP Chkd: - Appvd: -

Client: LIDL GREAT BRITAIN
Project: HOYLAND
Drawing No: 20/369/LOC/002
Job No: 20-369
Revision: -
Date: 31/01/2022

APPENDIX BGH 2

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Rev:	Date:	Amendment:	DRN	CHK	APR
A	07.02.23	Expanded study area	NC	-	-

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Title: ACCIDENT DATA LOCATION REQUEST
Client: -
Project: HOYLAND
Scale: NTS Size: A4 - 297 x 210
Drawn: KP Chkd: - Appvd: NC
Drawing No: 20/369/LOC/001
Job No: 20-369
Revision: A
Date: 18/10/2021

APPENDIX BGH 3

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.1: Left from A6135 Sheffield Road (North) to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	18	0	1	0	0	0	19	19.00
1415 - 1430	0	0	14	0	4	1	0	0	19	19.50
1430 - 1445	0	0	11	0	1	0	1	1	14	16.30
1445 - 1500	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	**0**	**0**	**62**	**0**	**7**	**1**	**1**	**1**	72	74.80
Hourly Average	**0.00**	**0.00**	**15.50**	**0.00**	**1.75**	**0.25**	**0.25**	**0.25**	**18.00**	**18.70**
1500 - 1515	0	1	10	0	4	0	0	0	15	14.40
1515 - 1530	0	0	15	0	2	0	1	0	18	19.30
1530 - 1545	0	0	19	0	2	0	1	1	23	25.30
1545 - 1600	0	0	16	0	1	0	0	1	18	19.00
Hourly Total	**0**	**1**	**60**	**0**	**9**	**0**	**2**	**2**	74	78.00
Hourly Average	**0.00**	**0.25**	**15.00**	**0.00**	**2.25**	**0.00**	**0.50**	**0.50**	**18.50**	**19.50**
1600 - 1615	0	0	13	0	4	0	0	0	17	17.00
1615 - 1630	0	0	18	0	2	0	0	0	20	20.00
1630 - 1645	0	0	14	0	1	0	0	0	15	15.00
1645 - 1700	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	**0**	**0**	**64**	**0**	**8**	**0**	**0**	**0**	72	72.00
Hourly Average	**0.00**	**0.00**	**16.00**	**0.00**	**2.00**	**0.00**	**0.00**	**0.00**	**18.00**	**18.00**
1700 - 1715	0	0	25	0	1	0	0	0	26	26.00
1715 - 1730	0	0	22	0	2	0	0	0	24	24.00
1730 - 1745	0	0	13	0	1	0	0	0	14	14.00
1745 - 1800	0	0	23	0	2	0	0	0	25	25.00
Hourly Total	**0**	**0**	**83**	**0**	**6**	**0**	**0**	**0**	89	89.00
Hourly Average	**0.00**	**0.00**	**20.75**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**22.25**	**22.25**
1800 - 1815	0	0	18	0	2	0	0	0	20	20.00
1815 - 1830	0	0	17	0	1	0	0	0	18	18.00
1830 - 1845	0	0	15	0	0	0	0	0	15	15.00
1845 - 1900	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	**0**	**0**	**67**	**0**	**3**	**0**	**0**	**0**	70	70.00
Hourly Average	**0.00**	**0.00**	**16.75**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**17.50**	**17.50**

Session Total	0	1	336	0	33	1	3	3	377	383.80
Session Average	0.00	0.05	16.80	0.00	1.65	0.05	0.15	0.15	18.85	19.19

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.1: Left from A6135 Sheffield Road (North) to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	13	0	1	0	0	0	14	14.00
1015 - 1030	0	1	15	0	1	0	1	0	18	18.70
1030 - 1045	0	0	15	0	0	0	0	0	15	15.00
1045 - 1100	0	0	27	0	1	0	0	0	28	28.00
Hourly Total	0	1	70	0	3	0	1	0	75	75.70
Hourly Average	0.00	0.25	17.50	0.00	0.75	0.00	0.25	0.00	18.75	18.93
1100 - 1115	0	0	12	0	1	0	0	0	13	13.00
1115 - 1130	0	0	16	0	0	0	0	0	16	16.00
1130 - 1145	0	0	14	0	1	0	0	0	15	15.00
1145 - 1200	0	1	17	0	0	0	0	0	18	17.40
Hourly Total	0	1	59	0	2	0	0	0	62	61.40
Hourly Average	0.00	0.25	14.75	0.00	0.50	0.00	0.00	0.00	15.50	15.35
1200 - 1215	0	0	19	0	1	0	0	0	20	20.00
1215 - 1230	0	2	18	0	3	0	0	0	23	21.80
1230 - 1245	0	0	19	0	2	0	0	0	21	21.00
1245 - 1300	1	0	16	0	0	0	0	0	17	16.20
Hourly Total	1	2	72	0	6	0	0	0	81	79.00
Hourly Average	0.25	0.50	18.00	0.00	1.50	0.00	0.00	0.00	20.25	19.75
1300 - 1315	0	0	21	0	0	0	0	0	21	21.00
1315 - 1330	0	0	17	0	1	0	0	0	18	18.00
1330 - 1345	0	3	17	0	1	0	0	0	21	19.20
1345 - 1400	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	3	72	0	3	0	0	0	78	76.20
Hourly Average	0.00	0.75	18.00	0.00	0.75	0.00	0.00	0.00	19.50	19.05
1400 - 1415	0	1	16	1	1	0	0	0	19	18.40
1415 - 1430	0	1	18	0	2	0	0	0	21	20.40
1430 - 1445	0	0	16	0	0	0	0	1	17	18.00
1445 - 1500	0	1	17	0	1	0	0	0	19	18.40
Hourly Total	0	3	67	1	4	0	0	1	76	75.20
Hourly Average	0.00	0.75	16.75	0.25	1.00	0.00	0.00	0.25	19.00	18.80
1500 - 1515	0	0	11	0	0	0	0	0	11	11.00
1515 - 1530	0	0	17	0	0	0	0	0	17	17.00
1530 - 1545	0	0	6	0	2	0	0	1	9	10.00
1545 - 1600	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	44	0	3	0	0	1	48	49.00
Hourly Average	0.00	0.00	11.00	0.00	0.75	0.00	0.00	0.25	12.00	12.25

Session Total	1	10	384	1	21	0	1	2	420	416.50
Session Average	0.04	0.42	16.00	0.04	0.88	0.00	0.04	0.08	17.50	17.35

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.2: Southbound from A6135 Sheffield Road (North) to Olympus Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	11	0	1	0	0	0	12	12.00
1415 - 1430	0	0	11	0	2	0	1	0	14	15.30
1430 - 1445	0	0	8	0	2	0	1	0	11	12.30
1445 - 1500	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	**0**	**0**	**41**	**0**	**6**	**0**	**2**	**0**	49	51.60
Hourly Average	**0.00**	**0.00**	**10.25**	**0.00**	**1.50**	**0.00**	**0.50**	**0.00**	12.25	12.90
1500 - 1515	0	0	7	0	2	0	0	0	9	9.00
1515 - 1530	0	0	7	0	4	0	0	0	11	11.00
1530 - 1545	0	0	11	0	0	0	0	0	11	11.00
1545 - 1600	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**29**	**0**	**6**	**0**	**0**	**0**	35	35.00
Hourly Average	**0.00**	**0.00**	**7.25**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	8.75	8.75
1600 - 1615	0	0	8	0	1	0	0	0	9	9.00
1615 - 1630	0	0	8	0	0	0	0	0	8	8.00
1630 - 1645	0	0	12	0	1	0	0	0	13	13.00
1645 - 1700	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	**0**	**0**	**37**	**0**	**3**	**0**	**0**	**0**	40	40.00
Hourly Average	**0.00**	**0.00**	**9.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	10.00	10.00
1700 - 1715	0	0	15	0	0	0	0	0	15	15.00
1715 - 1730	0	0	14	0	0	0	0	0	14	14.00
1730 - 1745	0	0	11	0	2	0	0	0	13	13.00
1745 - 1800	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	**0**	**0**	**47**	**0**	**3**	**0**	**0**	**0**	50	50.00
Hourly Average	**0.00**	**0.00**	**11.75**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	12.50	12.50
1800 - 1815	0	0	14	1	1	0	0	0	16	16.00
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	0	7	0	0	0	0	0	7	7.00
1845 - 1900	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	**0**	**0**	**38**	**1**	**3**	**0**	**0**	**0**	42	42.00
Hourly Average	**0.00**	**0.00**	**9.50**	**0.25**	**0.75**	**0.00**	**0.00**	**0.00**	10.50	10.50

Session Total	0	0	192	1	21	0	2	0	216	218.60
Session Average	0.00	0.00	9.60	0.05	1.05	0.00	0.10	0.00	10.80	10.93

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.2: Southbound from A6135 Sheffield Road (North) to Olympus Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	4	0	0	0	0	0	4	4.00
1015 - 1030	0	0	7	0	0	0	0	0	7	7.00
1030 - 1045	0	0	11	0	2	0	0	0	13	13.00
1045 - 1100	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	30	0	3	0	0	0	33	33.00
Hourly Average	0.00	0.00	7.50	0.00	0.75	0.00	0.00	0.00	8.25	8.25
1100 - 1115	0	0	9	0	0	0	0	0	9	9.00
1115 - 1130	0	0	8	0	0	0	0	0	8	8.00
1130 - 1145	0	1	12	0	0	0	0	0	13	12.40
1145 - 1200	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	1	41	0	0	0	0	0	42	41.40
Hourly Average	0.00	0.25	10.25	0.00	0.00	0.00	0.00	0.00	10.50	10.35
1200 - 1215	0	0	4	0	0	0	0	0	4	4.00
1215 - 1230	0	0	9	0	0	0	0	0	9	9.00
1230 - 1245	0	0	4	0	2	0	0	0	6	6.00
1245 - 1300	0	0	7	0	4	0	0	0	11	11.00
Hourly Total	0	0	24	0	6	0	0	0	30	30.00
Hourly Average	0.00	0.00	6.00	0.00	1.50	0.00	0.00	0.00	7.50	7.50
1300 - 1315	0	0	13	0	1	0	0	0	14	14.00
1315 - 1330	0	0	15	0	0	0	0	0	15	15.00
1330 - 1345	0	0	17	0	0	0	0	0	17	17.00
1345 - 1400	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	53	0	3	0	0	0	56	56.00
Hourly Average	0.00	0.00	13.25	0.00	0.75	0.00	0.00	0.00	14.00	14.00
1400 - 1415	0	0	7	0	0	0	0	0	7	7.00
1415 - 1430	0	0	9	0	0	0	0	0	9	9.00
1430 - 1445	0	0	5	0	0	0	0	0	5	5.00
1445 - 1500	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	24	0	1	0	0	0	25	25.00
Hourly Average	0.00	0.00	6.00	0.00	0.25	0.00	0.00	0.00	6.25	6.25
1500 - 1515	0	0	11	0	0	0	0	0	11	11.00
1515 - 1530	0	0	4	0	0	0	0	0	4	4.00
1530 - 1545	0	0	6	0	0	0	0	0	6	6.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	24	0	0	0	0	0	24	24.00
Hourly Average	0.00	0.00	6.00	0.00	0.00	0.00	0.00	0.00	6.00	6.00

Session Total	0	1	196	0	13	0	0	0	210	209.40
Session Average	0.00	0.04	8.17	0.00	0.54	0.00	0.00	0.00	8.75	8.73

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.3: Right from A6135 Sheffield Road (North) to A6195 Dearne Valley Parkway								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	1	0	0	0	2	2.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	3	0	0	0	0	0	3	3.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**9**	**9.00**
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**2.25**	**2.25**
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**5.00**
Hourly Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**

Session Total	0	0	31	0	1	0	0	0	32	32.00
Session Average	0.00	0.00	1.55	0.00	0.05	0.00	0.00	0.00	1.60	1.60

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.3: Right from A6135 Sheffield Road (North) to A6195 Dearne Valley Parkway								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	3	0	0	0	0	0	3	3.00
1015 - 1030	0	0	2	0	0	0	0	0	2	2.00
1030 - 1045	0	0	2	0	0	0	0	0	2	2.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1100 - 1115	0	0	2	0	0	0	0	0	2	2.00
1115 - 1130	0	0	4	0	0	0	0	0	4	4.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	10	0	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	2.50
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	3	0	0	0	0	0	3	3.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	1	0	2	0	1	0	0	0	4	3.20
Hourly Total	1	0	7	0	1	0	0	0	9	8.20
Hourly Average	0.25	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.25	2.05
1300 - 1315	0	0	3	0	0	0	0	0	3	3.00
1315 - 1330	0	0	2	0	0	0	0	0	2	2.00
1330 - 1345	0	1	1	0	1	0	0	0	3	2.40
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	1	7	0	1	0	0	0	9	8.40
Hourly Average	0.00	0.25	1.75	0.00	0.25	0.00	0.00	0.00	2.25	2.10
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	5	0	0	0	0	0	5	5.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	10	0	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	2.50
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50

Session Total	1	1	48	0	2	0	0	0	52	50.60
Session Average	0.04	0.04	2.00	0.00	0.08	0.00	0.00	0.00	2.17	2.11

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.4: U-Turn from A6135 Sheffield Road (North) to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.4: U-Turn from A6135 Sheffield Road (North) to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	1	0	0	0	0	0	1	1.00
Session Average	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.04

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.5: Left from A6135 Sheffield Road (East) to Olympus Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	4	0	1	0	0	0	5	5.00
1430 - 1445	0	0	9	0	2	0	0	0	11	11.00
1445 - 1500	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	**0**	**0**	**26**	**0**	**4**	**0**	**0**	**0**	**30**	**30.00**
Hourly Average	**0.00**	**0.00**	**6.50**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**7.50**	**7.50**
1500 - 1515	0	0	4	0	0	1	0	0	5	5.50
1515 - 1530	0	0	10	0	3	0	0	0	13	13.00
1530 - 1545	0	0	6	0	0	0	0	0	6	6.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**23**	**0**	**3**	**1**	**0**	**0**	**27**	**27.50**
Hourly Average	**0.00**	**0.00**	**5.75**	**0.00**	**0.75**	**0.25**	**0.00**	**0.00**	**6.75**	**6.88**
1600 - 1615	0	0	5	0	3	0	0	0	8	8.00
1615 - 1630	0	0	5	0	0	0	0	0	5	5.00
1630 - 1645	0	0	1	0	2	0	0	0	3	3.00
1645 - 1700	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	**0**	**0**	**18**	**0**	**6**	**0**	**0**	**0**	**24**	**24.00**
Hourly Average	**0.00**	**0.00**	**4.50**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**6.00**	**6.00**
1700 - 1715	0	0	9	0	1	0	0	1	11	12.00
1715 - 1730	0	0	10	0	0	0	0	0	10	10.00
1730 - 1745	0	0	6	0	0	0	0	0	6	6.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**29**	**0**	**1**	**0**	**0**	**1**	**31**	**32.00**
Hourly Average	**0.00**	**0.00**	**7.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.25**	**7.75**	**8.00**
1800 - 1815	0	0	6	0	0	0	0	1	7	8.00
1815 - 1830	0	0	6	0	1	0	0	0	7	7.00
1830 - 1845	0	0	3	0	1	0	0	0	4	4.00
1845 - 1900	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	**0**	**0**	**23**	**0**	**4**	**0**	**0**	**1**	**28**	**29.00**
Hourly Average	**0.00**	**0.00**	**5.75**	**0.00**	**1.00**	**0.00**	**0.00**	**0.25**	**7.00**	**7.25**

Session Total	0	0	119	0	18	1	0	2	140	142.50
Session Average	0.00	0.00	5.95	0.00	0.90	0.05	0.00	0.10	7.00	7.13

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.5: Left from A6135 Sheffield Road (East) to Olympus Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	7	0	0	0	0	0	7	7.00
1015 - 1030	0	0	2	0	0	0	0	0	2	2.00
1030 - 1045	0	0	5	0	0	0	0	1	6	7.00
1045 - 1100	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	23	0	1	0	0	1	25	26.00
Hourly Average	0.00	0.00	5.75	0.00	0.25	0.00	0.00	0.25	6.25	6.50
1100 - 1115	0	0	7	0	0	0	0	0	7	7.00
1115 - 1130	0	0	3	0	1	0	0	0	4	4.00
1130 - 1145	0	0	5	0	1	0	0	1	7	8.00
1145 - 1200	0	2	7	0	1	0	0	0	10	8.80
Hourly Total	0	2	22	0	3	0	0	1	28	27.80
Hourly Average	0.00	0.50	5.50	0.00	0.75	0.00	0.00	0.25	7.00	6.95
1200 - 1215	0	0	5	0	1	0	0	0	6	6.00
1215 - 1230	0	0	7	0	1	0	0	0	8	8.00
1230 - 1245	0	0	5	0	0	0	0	1	6	7.00
1245 - 1300	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	19	0	3	0	0	1	23	24.00
Hourly Average	0.00	0.00	4.75	0.00	0.75	0.00	0.00	0.25	5.75	6.00
1300 - 1315	0	0	5	0	0	0	0	0	5	5.00
1315 - 1330	0	0	8	0	0	0	0	0	8	8.00
1330 - 1345	0	1	2	0	0	0	0	0	3	2.40
1345 - 1400	0	0	4	0	0	0	0	1	5	6.00
Hourly Total	0	1	19	0	0	0	0	1	21	21.40
Hourly Average	0.00	0.25	4.75	0.00	0.00	0.00	0.00	0.25	5.25	5.35
1400 - 1415	0	0	3	0	0	0	0	0	3	3.00
1415 - 1430	0	0	4	0	0	0	0	0	4	4.00
1430 - 1445	0	0	5	0	0	0	0	1	6	7.00
1445 - 1500	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	17	0	0	0	0	1	18	19.00
Hourly Average	0.00	0.00	4.25	0.00	0.00	0.00	0.00	0.25	4.50	4.75
1500 - 1515	0	0	4	0	0	0	0	0	4	4.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	4	0	0	0	0	0	4	4.00
1545 - 1600	0	0	1	0	0	0	0	1	2	3.00
Hourly Total	0	0	11	0	0	0	0	1	12	13.00
Hourly Average	0.00	0.00	2.75	0.00	0.00	0.00	0.00	0.25	3.00	3.25

Session Total	0	3	111	0	7	0	0	6	127	131.20
Session Average	0.00	0.13	4.63	0.00	0.29	0.00	0.00	0.25	5.29	5.47

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.6: Westbound from A6135 Sheffield Road (East) to A6195 Dearne Valley Parkway								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	1	49	0	12	1	0	0	63	62.90
1415 - 1430	2	0	46	0	10	1	0	2	61	61.90
1430 - 1445	0	0	70	0	9	0	0	1	80	81.00
1445 - 1500	0	0	104	0	19	1	1	1	126	128.80
Hourly Total	**2**	**1**	**269**	**0**	**50**	**3**	**1**	**4**	330	334.60
Hourly Average	**0.50**	**0.25**	**67.25**	**0.00**	**12.50**	**0.75**	**0.25**	**1.00**	**82.50**	**83.65**
1500 - 1515	0	0	64	0	8	3	0	0	75	76.50
1515 - 1530	0	2	95	0	11	0	0	0	108	106.80
1530 - 1545	0	1	88	1	17	0	0	2	109	110.40
1545 - 1600	0	0	74	0	14	0	0	2	90	92.00
Hourly Total	**0**	**3**	**321**	**1**	**50**	**3**	**0**	**4**	382	385.70
Hourly Average	**0.00**	**0.75**	**80.25**	**0.25**	**12.50**	**0.75**	**0.00**	**1.00**	**95.50**	**96.43**
1600 - 1615	0	1	80	0	9	0	0	0	90	89.40
1615 - 1630	0	0	70	0	6	0	0	3	79	82.00
1630 - 1645	0	1	89	0	9	0	0	1	100	100.40
1645 - 1700	0	1	70	0	11	0	0	0	82	81.40
Hourly Total	**0**	**3**	**309**	**0**	**35**	**0**	**0**	**4**	351	353.20
Hourly Average	**0.00**	**0.75**	**77.25**	**0.00**	**8.75**	**0.00**	**0.00**	**1.00**	**87.75**	**88.30**
1700 - 1715	0	0	60	0	9	0	0	2	71	73.00
1715 - 1730	0	3	56	0	3	0	0	0	62	60.20
1730 - 1745	0	0	82	0	7	0	0	2	91	93.00
1745 - 1800	2	1	55	0	3	0	0	2	63	62.80
Hourly Total	**2**	**4**	**253**	**0**	**22**	**0**	**0**	**6**	287	289.00
Hourly Average	**0.50**	**1.00**	**63.25**	**0.00**	**5.50**	**0.00**	**0.00**	**1.50**	**71.75**	**72.25**
1800 - 1815	0	0	56	0	6	0	0	0	62	62.00
1815 - 1830	0	0	50	0	4	0	0	1	55	56.00
1830 - 1845	0	0	61	0	5	0	0	2	68	70.00
1845 - 1900	0	0	40	0	3	0	0	1	44	45.00
Hourly Total	**0**	**0**	**207**	**0**	**18**	**0**	**0**	**4**	229	233.00
Hourly Average	**0.00**	**0.00**	**51.75**	**0.00**	**4.50**	**0.00**	**0.00**	**1.00**	**57.25**	**58.25**

Session Total	4	11	1359	1	175	6	1	22	1579	1595.50
Session Average	0.20	0.55	67.95	0.05	8.75	0.30	0.05	1.10	78.95	79.78

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.6: Westbound from A6135 Sheffield Road (East) to A6195 Dearne Valley Parkway								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	78	0	6	0	0	0	84	84.00
1015 - 1030	0	1	61	0	13	0	0	4	79	82.40
1030 - 1045	0	0	85	0	5	0	0	1	91	92.00
1045 - 1100	0	0	90	0	6	0	0	2	98	100.00
Hourly Total	0	1	314	0	30	0	0	7	352	358.40
Hourly Average	0.00	0.25	78.50	0.00	7.50	0.00	0.00	1.75	88.00	89.60
1100 - 1115	0	0	83	0	9	1	0	0	93	93.50
1115 - 1130	0	1	89	0	5	0	0	3	98	100.40
1130 - 1145	1	0	87	2	11	0	0	1	102	102.20
1145 - 1200	0	2	87	0	6	0	0	2	97	97.80
Hourly Total	1	3	346	2	31	1	0	6	390	393.90
Hourly Average	0.25	0.75	86.50	0.50	7.75	0.25	0.00	1.50	97.50	98.48
1200 - 1215	0	0	85	0	6	0	0	1	92	93.00
1215 - 1230	0	2	78	0	8	0	0	2	90	90.80
1230 - 1245	0	0	66	1	7	0	0	0	74	74.00
1245 - 1300	0	0	74	0	1	0	0	1	76	77.00
Hourly Total	0	2	303	1	22	0	0	4	332	334.80
Hourly Average	0.00	0.50	75.75	0.25	5.50	0.00	0.00	1.00	83.00	83.70
1300 - 1315	0	0	78	2	3	0	0	1	84	85.00
1315 - 1330	0	0	87	0	3	1	0	3	94	97.50
1330 - 1345	0	1	80	0	4	1	0	1	87	87.90
1345 - 1400	0	0	89	0	2	0	0	2	93	95.00
Hourly Total	0	1	334	2	12	2	0	7	358	365.40
Hourly Average	0.00	0.25	83.50	0.50	3.00	0.50	0.00	1.75	89.50	91.35
1400 - 1415	0	1	69	0	4	2	0	1	77	78.40
1415 - 1430	0	1	63	0	1	0	0	0	65	64.40
1430 - 1445	0	2	53	0	5	2	0	3	65	67.80
1445 - 1500	0	0	57	0	9	0	0	2	68	70.00
Hourly Total	0	4	242	0	19	4	0	6	275	280.60
Hourly Average	0.00	1.00	60.50	0.00	4.75	1.00	0.00	1.50	68.75	70.15
1500 - 1515	0	0	53	0	5	0	0	2	60	62.00
1515 - 1530	0	2	43	0	6	0	0	2	53	53.80
1530 - 1545	0	0	50	0	6	0	0	1	57	58.00
1545 - 1600	0	0	62	0	6	0	0	1	69	70.00
Hourly Total	0	2	208	0	23	0	0	6	239	243.80
Hourly Average	0.00	0.50	52.00	0.00	5.75	0.00	0.00	1.50	59.75	60.95

Session Total	1	13	1747	5	137	7	0	36	1946	1976.90
Session Average	0.04	0.54	72.79	0.21	5.71	0.29	0.00	1.50	81.08	82.37

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Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.7: Right from A6135 Sheffield Road (East) to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	7	0	0	0	0	0	7	7.00
1415 - 1430	0	0	9	0	2	0	0	1	12	13.00
1430 - 1445	0	0	6	0	1	0	1	1	9	11.30
1445 - 1500	0	0	11	0	1	1	0	1	14	15.50
Hourly Total	**0**	**0**	**33**	**0**	**4**	**1**	**1**	**3**	**42**	**46.80**
Hourly Average	**0.00**	**0.00**	**8.25**	**0.00**	**1.00**	**0.25**	**0.25**	**0.75**	**10.50**	**11.70**
1500 - 1515	0	0	6	0	2	0	0	0	8	8.00
1515 - 1530	0	0	27	0	5	0	1	0	33	34.30
1530 - 1545	0	0	12	0	0	0	0	0	12	12.00
1545 - 1600	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	**0**	**0**	**53**	**0**	**9**	**0**	**1**	**0**	**63**	**64.30**
Hourly Average	**0.00**	**0.00**	**13.25**	**0.00**	**2.25**	**0.00**	**0.25**	**0.00**	**15.75**	**16.08**
1600 - 1615	0	0	6	0	3	0	0	0	9	9.00
1615 - 1630	0	0	14	0	2	0	0	0	16	16.00
1630 - 1645	0	0	12	0	1	0	0	0	13	13.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**37**	**0**	**6**	**0**	**0**	**0**	**43**	**43.00**
Hourly Average	**0.00**	**0.00**	**9.25**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**10.75**	**10.75**
1700 - 1715	0	0	9	0	3	0	0	0	12	12.00
1715 - 1730	0	0	11	0	3	0	0	0	14	14.00
1730 - 1745	0	0	10	0	0	0	0	0	10	10.00
1745 - 1800	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	**0**	**0**	**47**	**0**	**7**	**0**	**0**	**0**	**54**	**54.00**
Hourly Average	**0.00**	**0.00**	**11.75**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**13.50**	**13.50**
1800 - 1815	0	0	12	0	1	0	0	0	13	13.00
1815 - 1830	0	0	10	0	1	0	0	0	11	11.00
1830 - 1845	0	0	8	0	0	0	0	0	8	8.00
1845 - 1900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	**0**	**0**	**36**	**0**	**3**	**0**	**0**	**0**	**39**	**39.00**
Hourly Average	**0.00**	**0.00**	**9.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**9.75**	**9.75**

Session Total	0	0	206	0	29	1	2	3	241	247.10
Session Average	0.00	0.00	10.30	0.00	1.45	0.05	0.10	0.15	12.05	12.36

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.7: Right from A6135 Sheffield Road (East) to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	9	0	4	0	0	0	13	13.00
1015 - 1030	0	0	10	0	0	0	0	0	10	10.00
1030 - 1045	0	0	20	0	0	0	0	0	20	20.00
1045 - 1100	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	48	0	4	0	0	0	52	52.00
Hourly Average	0.00	0.00	12.00	0.00	1.00	0.00	0.00	0.00	13.00	13.00
1100 - 1115	0	0	10	0	1	0	0	0	11	11.00
1115 - 1130	0	0	17	0	0	0	0	0	17	17.00
1130 - 1145	0	0	11	0	0	0	0	0	11	11.00
1145 - 1200	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	50	0	2	0	0	0	52	52.00
Hourly Average	0.00	0.00	12.50	0.00	0.50	0.00	0.00	0.00	13.00	13.00
1200 - 1215	0	0	22	0	2	0	0	0	24	24.00
1215 - 1230	0	1	16	0	3	0	0	0	20	19.40
1230 - 1245	0	0	11	0	1	0	0	0	12	12.00
1245 - 1300	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	1	69	0	7	0	0	0	77	76.40
Hourly Average	0.00	0.25	17.25	0.00	1.75	0.00	0.00	0.00	19.25	19.10
1300 - 1315	0	0	11	0	1	0	0	0	12	12.00
1315 - 1330	0	0	15	0	2	0	0	1	18	19.00
1330 - 1345	0	0	13	0	1	0	0	0	14	14.00
1345 - 1400	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	44	0	5	0	0	1	50	51.00
Hourly Average	0.00	0.00	11.00	0.00	1.25	0.00	0.00	0.25	12.50	12.75
1400 - 1415	0	0	15	0	2	1	0	0	18	18.50
1415 - 1430	0	0	14	0	0	0	0	1	15	16.00
1430 - 1445	0	1	7	0	4	0	0	0	12	11.40
1445 - 1500	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	1	48	0	6	1	0	1	57	57.90
Hourly Average	0.00	0.25	12.00	0.00	1.50	0.25	0.00	0.25	14.25	14.48
1500 - 1515	0	0	13	0	0	0	0	0	13	13.00
1515 - 1530	0	0	9	0	0	0	0	0	9	9.00
1530 - 1545	0	0	7	0	1	0	0	0	8	8.00
1545 - 1600	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	42	0	1	0	0	0	43	43.00
Hourly Average	0.00	0.00	10.50	0.00	0.25	0.00	0.00	0.00	10.75	10.75

Session Total	0	2	301	0	25	1	0	2	331	332.30
Session Average	0.00	0.08	12.54	0.00	1.04	0.04	0.00	0.08	13.79	13.85

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
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Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.8: U-Turn from A6135 Sheffield Road (East) to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	0	0	8	0	0	0	0	0	8	8.00
Session Average	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.40	0.40

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.8: U-Turn from A6135 Sheffield Road (East) to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	1	0	1	0	0	0	2	2.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75

Session Total	0	0	5	0	1	0	0	0	6	6.00
Session Average	0.00	0.00	0.21	0.00	0.04	0.00	0.00	0.00	0.25	0.25

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.9: Left from Olympus Way to A6195 Dearne Valley Parkway								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	43	3	5	2	1	0	54	56.30
1415 - 1430	0	0	38	0	12	3	1	0	54	56.80
1430 - 1445	0	1	32	0	5	1	1	0	40	41.20
1445 - 1500	0	0	55	0	11	2	0	0	68	69.00
Hourly Total	**0**	**1**	**168**	**3**	**33**	**8**	**3**	**0**	216	223.30
Hourly Average	**0.00**	**0.25**	**42.00**	**0.75**	**8.25**	**2.00**	**0.75**	**0.00**	**54.00**	**55.83**
1500 - 1515	0	0	39	2	5	1	1	0	48	49.80
1515 - 1530	0	0	40	1	4	0	2	0	47	49.60
1530 - 1545	0	0	43	0	11	1	0	0	55	55.50
1545 - 1600	0	0	60	1	7	3	2	0	73	77.10
Hourly Total	**0**	**0**	**182**	**4**	**27**	**5**	**5**	**0**	223	232.00
Hourly Average	**0.00**	**0.00**	**45.50**	**1.00**	**6.75**	**1.25**	**1.25**	**0.00**	**55.75**	**58.00**
1600 - 1615	0	1	74	0	8	0	0	0	83	82.40
1615 - 1630	0	1	53	0	11	1	1	1	68	70.20
1630 - 1645	0	1	53	0	8	0	0	0	62	61.40
1645 - 1700	0	0	50	0	8	1	1	0	60	61.80
Hourly Total	**0**	**3**	**230**	**0**	**35**	**2**	**2**	**1**	273	275.80
Hourly Average	**0.00**	**0.75**	**57.50**	**0.00**	**8.75**	**0.50**	**0.50**	**0.25**	**68.25**	**68.95**
1700 - 1715	0	0	43	0	7	0	1	0	51	52.30
1715 - 1730	0	1	51	0	9	0	1	0	62	62.70
1730 - 1745	0	0	37	0	3	0	0	0	40	40.00
1745 - 1800	0	0	46	0	7	0	0	0	53	53.00
Hourly Total	**0**	**1**	**177**	**0**	**26**	**0**	**2**	**0**	206	208.00
Hourly Average	**0.00**	**0.25**	**44.25**	**0.00**	**6.50**	**0.00**	**0.50**	**0.00**	**51.50**	**52.00**
1800 - 1815	0	2	45	0	4	0	0	0	51	49.80
1815 - 1830	0	0	44	0	3	0	0	0	47	47.00
1830 - 1845	0	0	31	0	2	0	0	0	33	33.00
1845 - 1900	0	0	26	0	1	0	0	0	27	27.00
Hourly Total	**0**	**2**	**146**	**0**	**10**	**0**	**0**	**0**	158	156.80
Hourly Average	**0.00**	**0.50**	**36.50**	**0.00**	**2.50**	**0.00**	**0.00**	**0.00**	**39.50**	**39.20**

Session Total	0	7	903	7	131	15	12	1	1076	1095.90
Session Average	0.00	0.35	45.15	0.35	6.55	0.75	0.60	0.05	53.80	54.80

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.9: Left from Olympus Way to A6195 Dearne Valley Parkway								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	39	2	1	0	0	0	42	42.00
1015 - 1030	0	0	32	0	7	0	0	0	39	39.00
1030 - 1045	0	0	40	0	4	0	0	0	44	44.00
1045 - 1100	0	3	39	0	5	0	0	0	47	45.20
Hourly Total	0	3	150	2	17	0	0	0	172	170.20
Hourly Average	0.00	0.75	37.50	0.50	4.25	0.00	0.00	0.00	43.00	42.55
1100 - 1115	0	0	51	0	3	0	0	1	55	56.00
1115 - 1130	0	0	51	0	3	0	0	0	54	54.00
1130 - 1145	0	0	55	0	2	0	0	0	57	57.00
1145 - 1200	0	0	37	2	1	0	0	0	40	40.00
Hourly Total	0	0	194	2	9	0	0	1	206	207.00
Hourly Average	0.00	0.00	48.50	0.50	2.25	0.00	0.00	0.25	51.50	51.75
1200 - 1215	0	1	42	0	3	0	0	0	46	45.40
1215 - 1230	0	0	44	0	2	0	0	0	46	46.00
1230 - 1245	0	0	46	0	3	0	0	0	49	49.00
1245 - 1300	0	4	38	0	2	0	0	0	44	41.60
Hourly Total	0	5	170	0	10	0	0	0	185	182.00
Hourly Average	0.00	1.25	42.50	0.00	2.50	0.00	0.00	0.00	46.25	45.50
1300 - 1315	0	0	44	0	0	0	1	0	45	46.30
1315 - 1330	0	0	41	2	4	0	0	0	47	47.00
1330 - 1345	0	0	48	0	5	0	0	0	53	53.00
1345 - 1400	0	2	48	0	6	2	0	0	58	57.80
Hourly Total	0	2	181	2	15	2	1	0	203	204.10
Hourly Average	0.00	0.50	45.25	0.50	3.75	0.50	0.25	0.00	50.75	51.03
1400 - 1415	0	0	39	0	4	0	1	0	44	45.30
1415 - 1430	0	0	41	0	3	0	2	0	46	48.60
1430 - 1445	0	1	38	0	3	0	1	0	43	43.70
1445 - 1500	0	0	42	0	1	0	0	0	43	43.00
Hourly Total	0	1	160	0	11	0	4	0	176	180.60
Hourly Average	0.00	0.25	40.00	0.00	2.75	0.00	1.00	0.00	44.00	45.15
1500 - 1515	0	0	27	0	3	0	0	0	30	30.00
1515 - 1530	0	0	29	0	5	0	0	0	34	34.00
1530 - 1545	0	1	39	0	4	0	1	0	45	45.70
1545 - 1600	0	0	29	0	1	0	0	0	30	30.00
Hourly Total	0	1	124	0	13	0	1	0	139	139.70
Hourly Average	0.00	0.25	31.00	0.00	3.25	0.00	0.25	0.00	34.75	34.93

Session Total	0	12	979	6	75	2	6	1	1081	1083.60
Session Average	0.00	0.50	40.79	0.25	3.13	0.08	0.25	0.04	45.04	45.15

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.10: Northbound from Olympus Way to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	1	16	1	2	1	1	0	22	23.20
1415 - 1430	0	0	6	0	1	0	1	0	8	9.30
1430 - 1445	0	0	16	1	5	1	0	0	23	23.50
1445 - 1500	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	**0**	**1**	**47**	**2**	**9**	**2**	**2**	**0**	63	66.00
Hourly Average	**0.00**	**0.25**	**11.75**	**0.50**	**2.25**	**0.50**	**0.50**	**0.00**	**15.75**	**16.50**
1500 - 1515	0	1	10	0	4	1	0	1	17	17.90
1515 - 1530	0	0	7	0	2	0	0	0	9	9.00
1530 - 1545	0	0	21	0	7	0	0	0	28	28.00
1545 - 1600	0	0	35	1	7	0	0	0	43	43.00
Hourly Total	**0**	**1**	**73**	**1**	**20**	**1**	**0**	**1**	97	97.90
Hourly Average	**0.00**	**0.25**	**18.25**	**0.25**	**5.00**	**0.25**	**0.00**	**0.25**	**24.25**	**24.48**
1600 - 1615	0	0	23	0	5	0	0	0	28	28.00
1615 - 1630	0	0	25	0	3	1	0	0	29	29.50
1630 - 1645	0	0	28	0	3	0	0	0	31	31.00
1645 - 1700	0	0	14	0	5	0	1	0	20	21.30
Hourly Total	**0**	**0**	**90**	**0**	**16**	**1**	**1**	**0**	108	109.80
Hourly Average	**0.00**	**0.00**	**22.50**	**0.00**	**4.00**	**0.25**	**0.25**	**0.00**	**27.00**	**27.45**
1700 - 1715	0	0	36	0	3	0	0	1	40	41.00
1715 - 1730	0	0	37	0	3	0	0	0	40	40.00
1730 - 1745	0	0	22	0	4	0	0	0	26	26.00
1745 - 1800	0	0	12	0	3	0	0	0	15	15.00
Hourly Total	**0**	**0**	**107**	**0**	**13**	**0**	**0**	**1**	121	122.00
Hourly Average	**0.00**	**0.00**	**26.75**	**0.00**	**3.25**	**0.00**	**0.00**	**0.25**	**30.25**	**30.50**
1800 - 1815	0	1	17	0	2	0	0	0	20	19.40
1815 - 1830	0	0	9	0	1	0	0	0	10	10.00
1830 - 1845	0	0	14	0	1	0	0	0	15	15.00
1845 - 1900	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	**0**	**1**	**53**	**0**	**4**	**0**	**0**	**0**	58	57.40
Hourly Average	**0.00**	**0.25**	**13.25**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**14.50**	**14.35**

Session Total	0	3	370	3	62	4	3	2	447	453.10
Session Average	0.00	0.15	18.50	0.15	3.10	0.20	0.15	0.10	22.35	22.66

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.10: Northbound from Olympus Way to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	6	0	1	0	0	0	7	7.00
1015 - 1030	0	0	15	0	1	0	0	0	16	16.00
1030 - 1045	0	0	13	1	2	0	0	0	16	16.00
1045 - 1100	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	43	1	4	0	0	0	48	48.00
Hourly Average	0.00	0.00	10.75	0.25	1.00	0.00	0.00	0.00	12.00	12.00
1100 - 1115	0	0	12	0	1	0	0	0	13	13.00
1115 - 1130	0	0	12	0	1	0	0	0	13	13.00
1130 - 1145	0	0	6	0	0	0	1	0	7	8.30
1145 - 1200	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	0	0	43	0	4	0	1	0	48	49.30
Hourly Average	0.00	0.00	10.75	0.00	1.00	0.00	0.25	0.00	12.00	12.33
1200 - 1215	0	0	14	0	0	0	0	0	14	14.00
1215 - 1230	0	0	22	0	1	0	0	0	23	23.00
1230 - 1245	0	0	13	0	1	0	1	0	15	16.30
1245 - 1300	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	56	0	3	0	1	0	60	61.30
Hourly Average	0.00	0.00	14.00	0.00	0.75	0.00	0.25	0.00	15.00	15.33
1300 - 1315	0	1	16	0	1	0	0	0	18	17.40
1315 - 1330	0	1	14	0	0	0	0	0	15	14.40
1330 - 1345	0	0	16	0	0	0	0	0	16	16.00
1345 - 1400	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	0	2	64	0	1	0	0	0	67	65.80
Hourly Average	0.00	0.50	16.00	0.00	0.25	0.00	0.00	0.00	16.75	16.45
1400 - 1415	0	0	13	1	0	0	0	0	14	14.00
1415 - 1430	0	0	10	0	2	0	0	0	12	12.00
1430 - 1445	0	0	7	0	0	0	0	0	7	7.00
1445 - 1500	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	39	1	3	0	0	0	43	43.00
Hourly Average	0.00	0.00	9.75	0.25	0.75	0.00	0.00	0.00	10.75	10.75
1500 - 1515	0	1	10	0	1	0	0	0	12	11.40
1515 - 1530	0	0	7	0	0	0	0	0	7	7.00
1530 - 1545	0	0	10	0	2	0	0	0	12	12.00
1545 - 1600	0	1	11	0	0	0	0	0	12	11.40
Hourly Total	0	2	38	0	3	0	0	0	43	41.80
Hourly Average	0.00	0.50	9.50	0.00	0.75	0.00	0.00	0.00	10.75	10.45

Session Total	0	4	283	2	18	0	2	0	309	309.20
Session Average	0.00	0.17	11.79	0.08	0.75	0.00	0.08	0.00	12.88	12.88

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
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Olympus Way
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Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.11: Right from Olympus Way to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	10	0	3	0	0	0	13	13.00
1415 - 1430	0	0	7	0	1	0	0	0	8	8.00
1430 - 1445	0	0	10	0	0	0	0	0	10	10.00
1445 - 1500	0	0	7	0	0	1	0	1	9	10.50
Hourly Total	**0**	**0**	**34**	**0**	**4**	**1**	**0**	**1**	**40**	**41.50**
Hourly Average	**0.00**	**0.00**	**8.50**	**0.00**	**1.00**	**0.25**	**0.00**	**0.25**	**10.00**	**10.38**
1500 - 1515	0	0	7	0	1	0	0	0	8	8.00
1515 - 1530	0	0	7	0	0	0	0	0	7	7.00
1530 - 1545	0	0	6	0	2	0	0	1	9	10.00
1545 - 1600	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	**0**	**0**	**28**	**0**	**4**	**0**	**0**	**1**	**33**	**34.00**
Hourly Average	**0.00**	**0.00**	**7.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.25**	**8.25**	**8.50**
1600 - 1615	0	0	6	0	1	0	0	0	7	7.00
1615 - 1630	0	0	9	0	1	0	0	0	10	10.00
1630 - 1645	0	0	4	0	1	0	0	0	5	5.00
1645 - 1700	0	0	15	0	1	0	0	1	17	18.00
Hourly Total	**0**	**0**	**34**	**0**	**4**	**0**	**0**	**1**	**39**	**40.00**
Hourly Average	**0.00**	**0.00**	**8.50**	**0.00**	**1.00**	**0.00**	**0.00**	**0.25**	**9.75**	**10.00**
1700 - 1715	0	0	5	0	0	0	0	0	5	5.00
1715 - 1730	0	0	7	0	0	0	0	0	7	7.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
1745 - 1800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**26**	**26.00**
Hourly Average	**0.00**	**0.00**	**6.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**6.50**	**6.50**
1800 - 1815	0	0	6	0	0	0	0	1	7	8.00
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**1**	**19**	**20.00**
Hourly Average	**0.00**	**0.00**	**4.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**4.75**	**5.00**

Session Total	0	0	140	0	12	1	0	4	157	161.50
Session Average	0.00	0.00	7.00	0.00	0.60	0.05	0.00	0.20	7.85	8.08

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.11: Right from Olympus Way to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	8	0	0	0	0	0	8	8.00
1015 - 1030	0	0	4	0	0	0	0	0	4	4.00
1030 - 1045	0	0	11	0	0	0	0	1	12	13.00
1045 - 1100	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	27	0	0	0	0	1	28	29.00
Hourly Average	0.00	0.00	6.75	0.00	0.00	0.00	0.00	0.25	7.00	7.25
1100 - 1115	0	0	4	0	1	0	0	0	5	5.00
1115 - 1130	0	0	5	0	0	0	0	0	5	5.00
1130 - 1145	0	0	8	0	0	0	0	0	8	8.00
1145 - 1200	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	23	0	1	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.75	0.00	0.25	0.00	0.00	0.00	6.00	6.00
1200 - 1215	0	0	5	0	1	0	0	0	6	6.00
1215 - 1230	0	0	5	0	0	0	0	0	5	5.00
1230 - 1245	0	0	2	0	1	0	0	1	4	5.00
1245 - 1300	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	18	0	2	0	0	1	21	22.00
Hourly Average	0.00	0.00	4.50	0.00	0.50	0.00	0.00	0.25	5.25	5.50
1300 - 1315	0	0	4	0	1	0	0	0	5	5.00
1315 - 1330	0	0	6	0	0	1	0	0	7	7.50
1330 - 1345	0	1	5	0	0	0	0	1	7	7.40
1345 - 1400	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	1	18	0	1	1	0	1	22	22.90
Hourly Average	0.00	0.25	4.50	0.00	0.25	0.25	0.00	0.25	5.50	5.73
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	5	0	0	0	0	0	5	5.00
1430 - 1445	0	0	3	0	0	0	0	1	4	5.00
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	0	0	0	0	1	14	15.00
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.00	0.25	3.50	3.75
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	0	4	0	0	0	0	0	4	4.00
1530 - 1545	0	0	3	0	0	0	0	1	4	5.00
1545 - 1600	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	14	0	1	0	0	1	16	17.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.25	4.00	4.25

Session Total	0	1	113	0	5	1	0	5	125	129.90
Session Average	0.00	0.04	4.71	0.00	0.21	0.04	0.00	0.21	5.21	5.41

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.12: U-Turn from Olympus Way to Olympus Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	0	0	3	0	1	0	0	0	4	4.00
Session Average	0.00	0.00	0.15	0.00	0.05	0.00	0.00	0.00	0.20	0.20

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.12: U-Turn from Olympus Way to Olympus Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	1	0	0	0	1	1.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	1	0	1	0	0	0	0	0	2	1.20
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30

Session Total	1	0	4	0	1	0	0	0	6	5.20
Session Average	0.04	0.00	0.17	0.00	0.04	0.00	0.00	0.00	0.25	0.22

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.13: Left from A6195 Dearne Valley Parkway to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**4.00**
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**8**	**8.00**
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.00**	**2.00**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**4.00**
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**

Session Total	0	0	21	0	0	0	0	0	21	21.00
Session Average	0.00	0.00	1.05	0.00	0.00	0.00	0.00	0.00	1.05	1.05

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.13: Left from A6195 Dearne Valley Parkway to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	2	0	0	0	0	0	2	2.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1100 - 1115	0	0	3	0	1	0	0	0	4	4.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
1200 - 1215	0	0	4	0	1	0	0	0	5	5.00
1215 - 1230	0	0	2	0	0	0	0	0	2	2.00
1230 - 1245	0	0	4	0	0	0	0	0	4	4.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
1300 - 1315	0	0	3	0	0	0	0	0	3	3.00
1315 - 1330	0	0	3	0	0	0	0	0	3	3.00
1330 - 1345	0	1	2	0	0	0	0	0	3	2.40
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	1	9	0	0	0	0	0	10	9.40
Hourly Average	0.00	0.25	2.25	0.00	0.00	0.00	0.00	0.00	2.50	2.35
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	4	0	0	0	0	0	4	4.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1500 - 1515	0	0	3	0	0	0	0	0	3	3.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25

Session Total	0	1	43	0	2	0	0	0	46	45.40
Session Average	0.00	0.04	1.79	0.00	0.08	0.00	0.00	0.00	1.92	1.89

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.14: Eastbound from A6195 Dearne Valley Parkway to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	1	82	0	17	1	2	3	106	111.50
1415 - 1430	0	0	95	0	17	1	0	0	113	113.50
1430 - 1445	0	0	91	0	14	1	1	1	108	110.80
1445 - 1500	0	2	77	0	10	0	0	1	90	89.80
Hourly Total	**0**	**3**	**345**	**0**	**58**	**3**	**3**	**5**	417	425.60
Hourly Average	**0.00**	**0.75**	**86.25**	**0.00**	**14.50**	**0.75**	**0.75**	**1.25**	**104.25**	**106.40**
1500 - 1515	0	2	78	0	14	0	0	1	95	94.80
1515 - 1530	0	1	59	0	17	0	0	2	79	80.40
1530 - 1545	0	1	61	0	11	0	1	0	74	74.70
1545 - 1600	1	0	87	0	12	0	1	3	104	107.50
Hourly Total	**1**	**4**	**285**	**0**	**54**	**0**	**2**	**6**	352	357.40
Hourly Average	**0.25**	**1.00**	**71.25**	**0.00**	**13.50**	**0.00**	**0.50**	**1.50**	**88.00**	**89.35**
1600 - 1615	0	1	76	0	14	0	1	0	92	92.70
1615 - 1630	0	0	83	0	12	0	0	1	96	97.00
1630 - 1645	1	1	83	0	13	0	0	2	100	100.60
1645 - 1700	0	1	72	0	10	0	0	1	84	84.40
Hourly Total	**1**	**3**	**314**	**0**	**49**	**0**	**1**	**4**	372	374.70
Hourly Average	**0.25**	**0.75**	**78.50**	**0.00**	**12.25**	**0.00**	**0.25**	**1.00**	**93.00**	**93.68**
1700 - 1715	0	0	68	1	15	0	0	1	85	86.00
1715 - 1730	0	0	91	1	13	0	0	2	107	109.00
1730 - 1745	0	0	74	0	13	0	0	0	87	87.00
1745 - 1800	0	0	91	0	11	0	1	3	106	110.30
Hourly Total	**0**	**0**	**324**	**2**	**52**	**0**	**1**	**6**	385	392.30
Hourly Average	**0.00**	**0.00**	**81.00**	**0.50**	**13.00**	**0.00**	**0.25**	**1.50**	**96.25**	**98.08**
1800 - 1815	0	0	66	0	7	0	1	0	74	75.30
1815 - 1830	0	0	94	0	15	0	1	2	112	115.30
1830 - 1845	0	0	69	0	8	0	0	2	79	81.00
1845 - 1900	0	0	63	0	5	0	0	0	68	68.00
Hourly Total	**0**	**0**	**292**	**0**	**35**	**0**	**2**	**4**	333	339.60
Hourly Average	**0.00**	**0.00**	**73.00**	**0.00**	**8.75**	**0.00**	**0.50**	**1.00**	**83.25**	**84.90**

Session Total	2	10	1560	2	248	3	9	25	1859	1889.60
Session Average	0.10	0.50	78.00	0.10	12.40	0.15	0.45	1.25	92.95	94.48

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.14: Eastbound from A6195 Dearne Valley Parkway to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	76	1	7	1	0	3	88	91.50
1015 - 1030	0	0	99	0	10	0	1	1	111	113.30
1030 - 1045	0	0	70	0	6	0	0	2	78	80.00
1045 - 1100	0	0	74	1	9	0	0	0	84	84.00
Hourly Total	0	0	319	2	32	1	1	6	361	368.80
Hourly Average	0.00	0.00	79.75	0.50	8.00	0.25	0.25	1.50	90.25	92.20
1100 - 1115	0	1	93	0	7	1	0	2	104	105.90
1115 - 1130	0	0	79	1	9	0	0	2	91	93.00
1130 - 1145	0	0	65	0	9	0	0	3	77	80.00
1145 - 1200	0	1	80	1	7	0	0	1	90	90.40
Hourly Total	0	2	317	2	32	1	0	8	362	369.30
Hourly Average	0.00	0.50	79.25	0.50	8.00	0.25	0.00	2.00	90.50	92.33
1200 - 1215	1	1	77	0	2	0	0	0	81	79.60
1215 - 1230	0	0	93	0	10	1	0	2	106	108.50
1230 - 1245	0	1	72	0	10	0	0	1	84	84.40
1245 - 1300	1	0	85	0	6	0	0	1	93	93.20
Hourly Total	2	2	327	0	28	1	0	4	364	365.70
Hourly Average	0.50	0.50	81.75	0.00	7.00	0.25	0.00	1.00	91.00	91.43
1300 - 1315	0	1	63	0	7	1	0	3	75	77.90
1315 - 1330	0	0	90	0	7	0	0	1	98	99.00
1330 - 1345	0	0	78	0	3	0	0	1	82	83.00
1345 - 1400	0	0	68	0	7	0	0	1	76	77.00
Hourly Total	0	1	299	0	24	1	0	6	331	336.90
Hourly Average	0.00	0.25	74.75	0.00	6.00	0.25	0.00	1.50	82.75	84.23
1400 - 1415	0	0	69	0	4	2	0	1	76	78.00
1415 - 1430	0	0	78	0	4	0	0	3	85	88.00
1430 - 1445	0	2	75	2	6	0	0	2	87	87.80
1445 - 1500	0	1	49	0	8	0	0	0	58	57.40
Hourly Total	0	3	271	2	22	2	0	6	306	311.20
Hourly Average	0.00	0.75	67.75	0.50	5.50	0.50	0.00	1.50	76.50	77.80
1500 - 1515	0	2	65	0	8	0	0	3	78	79.80
1515 - 1530	1	0	69	0	7	0	0	2	79	80.20
1530 - 1545	4	0	64	0	5	0	0	2	75	73.80
1545 - 1600	0	0	70	0	4	0	1	0	75	76.30
Hourly Total	5	2	268	0	24	0	1	7	307	310.10
Hourly Average	1.25	0.50	67.00	0.00	6.00	0.00	0.25	1.75	76.75	77.53

Session Total	7	10	1801	6	162	6	2	37	2031	2062.00
Session Average	0.29	0.42	75.04	0.25	6.75	0.25	0.08	1.54	84.63	85.92

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.15: Right from A6195 Dearne Valley Parkway to Olympus Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	21	0	5	1	1	0	28	29.80
1415 - 1430	0	0	21	0	7	2	3	0	33	37.90
1430 - 1445	0	0	26	0	4	2	4	0	36	42.20
1445 - 1500	0	0	34	0	6	1	0	0	41	41.50
Hourly Total	**0**	**0**	**102**	**0**	**22**	**6**	**8**	**0**	138	151.40
Hourly Average	**0.00**	**0.00**	**25.50**	**0.00**	**5.50**	**1.50**	**2.00**	**0.00**	**34.50**	**37.85**
1500 - 1515	0	0	18	0	7	0	1	0	26	27.30
1515 - 1530	0	0	18	0	7	0	1	0	26	27.30
1530 - 1545	0	0	31	0	12	1	2	0	46	49.10
1545 - 1600	0	0	38	0	6	0	1	0	45	46.30
Hourly Total	**0**	**0**	**105**	**0**	**32**	**1**	**5**	**0**	143	150.00
Hourly Average	**0.00**	**0.00**	**26.25**	**0.00**	**8.00**	**0.25**	**1.25**	**0.00**	**35.75**	**37.50**
1600 - 1615	0	0	34	0	5	1	0	0	40	40.50
1615 - 1630	0	1	38	0	8	0	0	0	47	46.40
1630 - 1645	0	1	39	0	9	1	0	0	50	49.90
1645 - 1700	0	0	49	0	9	0	1	0	59	60.30
Hourly Total	**0**	**2**	**160**	**0**	**31**	**2**	**1**	**0**	196	197.10
Hourly Average	**0.00**	**0.50**	**40.00**	**0.00**	**7.75**	**0.50**	**0.25**	**0.00**	**49.00**	**49.28**
1700 - 1715	0	0	28	0	7	0	1	0	36	37.30
1715 - 1730	0	0	43	0	2	0	0	1	46	47.00
1730 - 1745	0	0	31	0	7	1	0	0	39	39.50
1745 - 1800	0	0	25	0	7	0	0	0	32	32.00
Hourly Total	**0**	**0**	**127**	**0**	**23**	**1**	**1**	**1**	153	155.80
Hourly Average	**0.00**	**0.00**	**31.75**	**0.00**	**5.75**	**0.25**	**0.25**	**0.25**	**38.25**	**38.95**
1800 - 1815	0	0	23	1	3	0	0	0	27	27.00
1815 - 1830	0	0	26	0	0	3	0	0	29	30.50
1830 - 1845	0	0	14	0	1	2	0	0	17	18.00
1845 - 1900	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	**0**	**0**	**79**	**1**	**6**	**5**	**0**	**0**	91	93.50
Hourly Average	**0.00**	**0.00**	**19.75**	**0.25**	**1.50**	**1.25**	**0.00**	**0.00**	**22.75**	**23.38**

Session Total	0	2	573	1	114	15	15	1	721	747.80
Session Average	0.00	0.10	28.65	0.05	5.70	0.75	0.75	0.05	36.05	37.39

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.15: Right from A6195 Dearne Valley Parkway to Olympus Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	29	0	4	0	0	0	33	33.00
1015 - 1030	0	0	27	0	2	0	0	0	29	29.00
1030 - 1045	0	0	15	0	3	0	0	0	18	18.00
1045 - 1100	0	0	30	0	1	0	0	0	31	31.00
Hourly Total	0	0	101	0	10	0	0	0	111	111.00
Hourly Average	0.00	0.00	25.25	0.00	2.50	0.00	0.00	0.00	27.75	27.75
1100 - 1115	0	0	33	0	2	0	0	0	35	35.00
1115 - 1130	0	0	30	0	5	0	0	0	35	35.00
1130 - 1145	0	0	27	0	2	0	0	0	29	29.00
1145 - 1200	0	0	32	0	0	0	0	0	32	32.00
Hourly Total	0	0	122	0	9	0	0	0	131	131.00
Hourly Average	0.00	0.00	30.50	0.00	2.25	0.00	0.00	0.00	32.75	32.75
1200 - 1215	0	0	26	0	8	0	0	0	34	34.00
1215 - 1230	0	0	20	0	2	0	1	0	23	24.30
1230 - 1245	0	0	30	0	3	0	0	0	33	33.00
1245 - 1300	0	0	31	0	2	0	0	0	33	33.00
Hourly Total	0	0	107	0	15	0	1	0	123	124.30
Hourly Average	0.00	0.00	26.75	0.00	3.75	0.00	0.25	0.00	30.75	31.08
1300 - 1315	0	2	26	0	3	0	0	0	31	29.80
1315 - 1330	0	0	32	0	2	0	2	0	36	38.60
1330 - 1345	0	0	16	0	1	0	0	0	17	17.00
1345 - 1400	0	0	32	0	4	2	1	0	39	41.30
Hourly Total	0	2	106	0	10	2	3	0	123	126.70
Hourly Average	0.00	0.50	26.50	0.00	2.50	0.50	0.75	0.00	30.75	31.68
1400 - 1415	0	0	23	0	1	0	2	0	26	28.60
1415 - 1430	0	1	23	0	1	0	1	0	26	26.70
1430 - 1445	0	0	24	0	1	0	0	0	25	25.00
1445 - 1500	1	0	22	0	1	0	0	0	24	23.20
Hourly Total	1	1	92	0	4	0	3	0	101	103.50
Hourly Average	0.25	0.25	23.00	0.00	1.00	0.00	0.75	0.00	25.25	25.88
1500 - 1515	0	0	15	0	2	0	0	0	17	17.00
1515 - 1530	0	0	23	0	4	0	0	0	27	27.00
1530 - 1545	0	0	12	0	3	0	0	0	15	15.00
1545 - 1600	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	0	0	71	0	11	0	0	0	82	82.00
Hourly Average	0.00	0.00	17.75	0.00	2.75	0.00	0.00	0.00	20.50	20.50

Session Total	1	3	599	0	59	2	7	0	671	678.50
Session Average	0.04	0.13	24.96	0.00	2.46	0.08	0.29	0.00	27.96	28.27

Hoyland, Barnsley
Classified Junction Count

Site 1 of 5
A6135 Sheffield Road (North)
A6135 Sheffield Road (East)
Olympus Way
A6195 Dearne Valley Parkway

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 1.16: U-Turn from A6195 Dearne Valley Parkway to A6195 Dearne Valley Parkway								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	0	0	2	0	0	0	0	0	2	2.00
Session Average	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.10

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 1.16: U-Turn from A6195 Dearne Valley Parkway to A6195 Dearne Valley Parkway								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	1	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	5	0	1	0	0	0	6	6.00
Session Average	0.00	0.00	0.21	0.00	0.04	0.00	0.00	0.00	0.25	0.25

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.1: Left from Cross Keys Lane to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	1	0	0	0	1	1.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	7	7.00
Hourly Average	**0.00**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**

Session Total	0	0	22	0	2	0	0	0	24	24.00
Session Average	0.00	0.00	1.10	0.00	0.10	0.00	0.00	0.00	1.20	1.20

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.1: Left from Cross Keys Lane to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	3	0	0	0	0	0	3	3.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25

Session Total	0	0	11	1	0	0	0	0	12	12.00
Session Average	0.00	0.00	0.46	0.04	0.00	0.00	0.00	0.00	0.50	0.50

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.2: Southbound from Cross Keys Lane to Local access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.2: Southbound from Cross Keys Lane to Local access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.3: Right from Cross Keys Lane to A6135 Sheffield Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	8	0	0	0	0	0	8	8.00
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50

Session Total	0	0	29	0	1	0	0	0	30	30.00
Session Average	0.00	0.00	1.45	0.00	0.05	0.00	0.00	0.00	1.50	1.50

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.3: Right from Cross Keys Lane to A6135 Sheffield Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	12	0	0	0	0	0	12	12.00
Session Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.4: Left from A6135 Sheffield Road (East) to Local access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	0	0	4	0	0	0	0	0	4	4.00
Session Average	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.20

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.4: Left from A6135 Sheffield Road (East) to Local access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	2	0	0	0	0	0	2	2.00
1015 - 1030	2	0	1	0	0	0	0	0	3	1.40
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	2	0	3	0	1	0	0	0	6	4.40
Hourly Average	0.50	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.50	1.10
1100 - 1115	0	0	2	0	0	0	0	0	2	2.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	2	0	9	0	1	0	0	0	12	10.40
Session Average	0.08	0.00	0.38	0.00	0.04	0.00	0.00	0.00	0.50	0.43

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.5: Westbound from A6135 Sheffield Road (East) to A6135 Sheffield Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	1	58	0	13	1	0	0	73	72.90
1415 - 1430	2	0	56	0	12	1	0	3	74	75.90
1430 - 1445	0	0	86	0	13	0	1	3	103	107.30
1445 - 1500	0	0	124	0	20	2	1	1	148	151.30
Hourly Total	**2**	**1**	**324**	**0**	**58**	**4**	**2**	**7**	398	407.40
Hourly Average	**0.50**	**0.25**	**81.00**	**0.00**	**14.50**	**1.00**	**0.50**	**1.75**	**99.50**	**101.85**
1500 - 1515	0	0	73	0	10	4	0	0	87	89.00
1515 - 1530	0	2	137	0	18	0	1	0	158	158.10
1530 - 1545	0	1	97	1	17	0	0	2	118	119.40
1545 - 1600	0	0	85	0	16	0	0	2	103	105.00
Hourly Total	**0**	**3**	**392**	**1**	**61**	**4**	**1**	**4**	466	471.50
Hourly Average	**0.00**	**0.75**	**98.00**	**0.25**	**15.25**	**1.00**	**0.25**	**1.00**	**116.50**	**117.88**
1600 - 1615	0	1	90	0	15	0	0	0	106	105.40
1615 - 1630	0	0	94	0	8	0	0	3	105	108.00
1630 - 1645	0	2	87	0	11	0	0	1	101	100.80
1645 - 1700	0	0	81	0	13	0	0	0	94	94.00
Hourly Total	**0**	**3**	**352**	**0**	**47**	**0**	**0**	**4**	406	408.20
Hourly Average	**0.00**	**0.75**	**88.00**	**0.00**	**11.75**	**0.00**	**0.00**	**1.00**	**101.50**	**102.05**
1700 - 1715	0	0	78	0	11	0	0	3	92	95.00
1715 - 1730	0	3	78	0	6	0	0	0	87	85.20
1730 - 1745	0	0	94	0	7	0	0	2	103	105.00
1745 - 1800	2	1	74	0	6	0	0	3	86	86.80
Hourly Total	**2**	**4**	**324**	**0**	**30**	**0**	**0**	**8**	368	372.00
Hourly Average	**0.50**	**1.00**	**81.00**	**0.00**	**7.50**	**0.00**	**0.00**	**2.00**	**92.00**	**93.00**
1800 - 1815	0	0	74	0	5	0	0	0	79	79.00
1815 - 1830	0	0	61	0	6	0	0	2	69	71.00
1830 - 1845	0	0	73	0	6	0	0	1	80	81.00
1845 - 1900	0	0	50	0	6	0	0	1	57	58.00
Hourly Total	**0**	**0**	**258**	**0**	**23**	**0**	**0**	**4**	285	289.00
Hourly Average	**0.00**	**0.00**	**64.50**	**0.00**	**5.75**	**0.00**	**0.00**	**1.00**	**71.25**	**72.25**

Session Total	4	11	1650	1	219	8	3	27	1923	1948.10
Session Average	0.20	0.55	82.50	0.05	10.95	0.40	0.15	1.35	96.15	97.41

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.5: Westbound from A6135 Sheffield Road (East) to A6135 Sheffield Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	89	0	11	0	0	0	100	100.00
1015 - 1030	0	1	70	0	11	0	0	4	86	89.40
1030 - 1045	0	0	110	0	5	0	0	2	117	119.00
1045 - 1100	0	0	106	0	9	0	0	2	117	119.00
Hourly Total	0	1	375	0	36	0	0	8	420	427.40
Hourly Average	0.00	0.25	93.75	0.00	9.00	0.00	0.00	2.00	105.00	106.85
1100 - 1115	0	0	94	0	7	1	0	0	102	102.50
1115 - 1130	0	1	107	2	6	0	0	3	119	121.40
1130 - 1145	0	0	83	0	12	0	0	2	97	99.00
1145 - 1200	0	2	102	0	9	0	0	2	115	115.80
Hourly Total	0	3	386	2	34	1	0	7	433	438.70
Hourly Average	0.00	0.75	96.50	0.50	8.50	0.25	0.00	1.75	108.25	109.68
1200 - 1215	0	0	114	0	8	0	0	1	123	124.00
1215 - 1230	0	3	98	1	13	0	0	2	117	117.20
1230 - 1245	1	0	82	0	7	0	0	1	91	91.20
1245 - 1300	0	0	86	0	3	0	0	1	90	91.00
Hourly Total	1	3	380	1	31	0	0	5	421	423.40
Hourly Average	0.25	0.75	95.00	0.25	7.75	0.00	0.00	1.25	105.25	105.85
1300 - 1315	0	0	97	2	4	1	0	1	105	106.50
1315 - 1330	0	0	106	0	5	0	0	4	115	119.00
1330 - 1345	0	2	94	0	6	1	0	1	104	104.30
1345 - 1400	0	0	98	0	2	0	0	3	103	106.00
Hourly Total	0	2	395	2	17	2	0	9	427	435.80
Hourly Average	0.00	0.50	98.75	0.50	4.25	0.50	0.00	2.25	106.75	108.95
1400 - 1415	0	1	87	0	6	3	0	1	98	99.90
1415 - 1430	0	1	83	0	1	1	0	1	87	87.90
1430 - 1445	0	3	66	0	9	1	0	4	83	85.70
1445 - 1500	0	0	70	0	9	0	0	2	81	83.00
Hourly Total	0	5	306	0	25	5	0	8	349	356.50
Hourly Average	0.00	1.25	76.50	0.00	6.25	1.25	0.00	2.00	87.25	89.13
1500 - 1515	0	0	76	0	5	0	0	2	83	85.00
1515 - 1530	0	2	49	0	7	0	0	2	60	60.80
1530 - 1545	0	0	63	0	8	0	0	1	72	73.00
1545 - 1600	0	0	73	0	5	0	0	2	80	82.00
Hourly Total	0	2	261	0	25	0	0	7	295	300.80
Hourly Average	0.00	0.50	65.25	0.00	6.25	0.00	0.00	1.75	73.75	75.20

Session Total	1	16	2103	5	168	8	0	44	2345	2382.60
Session Average	0.04	0.67	87.63	0.21	7.00	0.33	0.00	1.83	97.71	99.28

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.6: Right from A6135 Sheffield Road (East) to Cross Keys Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	3	0	0	0	0	0	3	3.00
1530 - 1545	0	0	7	0	1	0	0	0	8	8.00
1545 - 1600	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**14**	**0**	**1**	**0**	**0**	**0**	15	15.00
Hourly Average	**0.00**	**0.00**	**3.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**3.75**	**3.75**
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**

Session Total	0	0	26	0	1	0	0	0	27	27.00
Session Average	0.00	0.00	1.30	0.00	0.05	0.00	0.00	0.00	1.35	1.35

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.6: Right from A6135 Sheffield Road (East) to Cross Keys Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	3	0	0	0	0	0	3	3.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

Session Total	0	0	9	0	0	0	0	0	9	9.00
Session Average	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.38	0.38

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.7: Left from Local access to A6135 Sheffield Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	3	0	0	0	0	0	3	3.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	4	0	1	0	0	0	5	5.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	5	5.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**

Session Total	0	0	13	0	2	0	0	0	15	15.00
Session Average	0.00	0.00	0.65	0.00	0.10	0.00	0.00	0.00	0.75	0.75

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.7: Left from Local access to A6135 Sheffield Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	7	0	1	0	0	0	8	8.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
1100 - 1115	0	0	6	0	1	0	0	0	7	7.00
1115 - 1130	0	0	2	0	0	0	0	0	2	2.00
1130 - 1145	0	2	22	0	0	0	0	0	24	22.80
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	2	30	0	1	0	0	0	33	31.80
Hourly Average	0.00	0.50	7.50	0.00	0.25	0.00	0.00	0.00	8.25	7.95
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	2	49	0	2	0	0	0	53	51.80
Session Average	0.00	0.08	2.04	0.00	0.08	0.00	0.00	0.00	2.21	2.16

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.8: Northbound from Local access to Cross Keys Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.8: Northbound from Local access to Cross Keys Lane								**Original Data**	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	**TOTAL**	PCU TOTAL
1000 - 1015	0	0	0	0	0	0	0	0	**0**	**0.00**
1015 - 1030	0	0	0	0	0	0	0	0	**0**	**0.00**
1030 - 1045	0	0	0	0	0	0	0	0	**0**	**0.00**
1045 - 1100	0	0	0	0	0	0	0	0	**0**	**0.00**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	**0**	**0.00**
1115 - 1130	0	0	0	0	0	0	0	0	**0**	**0.00**
1130 - 1145	0	0	0	0	0	0	0	0	**0**	**0.00**
1145 - 1200	0	0	0	0	0	0	0	0	**0**	**0.00**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	0	0	**0**	**0.00**
1215 - 1230	0	0	0	0	0	0	0	0	**0**	**0.00**
1230 - 1245	0	0	0	0	0	0	0	0	**0**	**0.00**
1245 - 1300	0	0	0	0	0	0	0	0	**0**	**0.00**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	0	0	0	0	**0**	**0.00**
1315 - 1330	0	0	0	0	0	0	0	0	**0**	**0.00**
1330 - 1345	0	0	0	0	0	0	0	0	**0**	**0.00**
1345 - 1400	0	0	0	0	0	0	0	0	**0**	**0.00**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	**0**	**0.00**
1415 - 1430	0	0	0	0	0	0	0	0	**0**	**0.00**
1430 - 1445	0	0	0	0	0	0	0	0	**0**	**0.00**
1445 - 1500	0	0	0	0	0	0	0	0	**0**	**0.00**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	**0**	**0.00**
1515 - 1530	0	0	0	0	0	0	0	0	**0**	**0.00**
1530 - 1545	0	0	0	0	0	0	0	0	**0**	**0.00**
1545 - 1600	0	0	0	0	0	0	0	0	**0**	**0.00**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.9: Right from Local access to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	3	0	0	0	0	0	3	3.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**

Session Total	0	0	8	0	0	0	0	0	8	8.00
Session Average	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.00	0.40	0.40

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.9: Right from Local access to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	7	0	0	0	0	0	7	7.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	5	0	0	0	0	0	5	5.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	15	0	0	0	0	0	15	15.00
Session Average	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.63	0.63

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.10: Left from A6135 Sheffield Road (West) to Cross Keys Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	8	8.00
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.00**	**2.00**
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	5	5.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	12	12.00
Hourly Average	**0.00**	**0.00**	**3.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.00**	**3.00**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**

Session Total	0	0	32	0	1	0	0	0	33	33.00
Session Average	0.00	0.00	1.60	0.00	0.05	0.00	0.00	0.00	1.65	1.65

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.10: Left from A6135 Sheffield Road (West) to Cross Keys Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	2	0	0	0	0	0	2	2.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1400 - 1415	0	0	3	0	0	0	0	0	3	3.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	4	0	0	0	0	0	4	4.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75

Session Total	0	0	25	0	0	0	0	0	25	25.00
Session Average	0.00	0.00	1.04	0.00	0.00	0.00	0.00	0.00	1.04	1.04

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.11: Eastbound from A6135 Sheffield Road (West) to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	1	0	107	0	19	1	2	3	133	138.30
1415 - 1430	0	1	118	0	24	2	0	0	145	145.40
1430 - 1445	0	0	110	0	15	1	2	2	130	135.10
1445 - 1500	1	2	104	0	10	1	0	2	120	120.50
Hourly Total	**2**	**3**	**439**	**0**	**68**	**5**	**4**	**7**	528	539.30
Hourly Average	**0.50**	**0.75**	**109.75**	**0.00**	**17.00**	**1.25**	**1.00**	**1.75**	**132.00**	**134.83**
1500 - 1515	0	3	93	0	20	0	0	1	117	116.20
1515 - 1530	0	1	79	0	19	0	1	1	101	102.70
1530 - 1545	0	1	86	0	15	0	2	3	107	112.00
1545 - 1600	0	0	105	0	14	0	1	4	124	129.30
Hourly Total	**0**	**5**	**363**	**0**	**68**	**0**	**4**	**9**	449	460.20
Hourly Average	**0.00**	**1.25**	**90.75**	**0.00**	**17.00**	**0.00**	**1.00**	**2.25**	**112.25**	**115.05**
1600 - 1615	0	1	94	0	18	0	1	0	114	114.70
1615 - 1630	0	0	107	0	14	0	0	1	122	123.00
1630 - 1645	1	1	102	0	13	0	0	2	119	119.60
1645 - 1700	0	1	105	0	14	0	0	2	122	123.40
Hourly Total	**1**	**3**	**408**	**0**	**59**	**0**	**1**	**5**	477	480.70
Hourly Average	**0.25**	**0.75**	**102.00**	**0.00**	**14.75**	**0.00**	**0.25**	**1.25**	**119.25**	**120.18**
1700 - 1715	0	0	95	1	16	0	0	1	113	114.00
1715 - 1730	0	0	116	1	15	0	0	2	134	136.00
1730 - 1745	0	0	90	0	14	0	0	0	104	104.00
1745 - 1800	0	0	119	0	13	0	1	3	136	140.30
Hourly Total	**0**	**0**	**420**	**2**	**58**	**0**	**1**	**6**	487	494.30
Hourly Average	**0.00**	**0.00**	**105.00**	**0.50**	**14.50**	**0.00**	**0.25**	**1.50**	**121.75**	**123.58**
1800 - 1815	0	0	89	0	9	0	1	1	100	102.30
1815 - 1830	0	0	114	0	15	0	1	2	132	135.30
1830 - 1845	0	0	85	0	9	0	0	2	96	98.00
1845 - 1900	0	0	83	0	5	0	0	0	88	88.00
Hourly Total	**0**	**0**	**371**	**0**	**38**	**0**	**2**	**5**	416	423.60
Hourly Average	**0.00**	**0.00**	**92.75**	**0.00**	**9.50**	**0.00**	**0.50**	**1.25**	**104.00**	**105.90**

Session Total	3	11	2001	2	291	5	12	32	2357	2398.10
Session Average	0.15	0.55	100.05	0.10	14.55	0.25	0.60	1.60	117.85	119.91

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.11: Eastbound from A6135 Sheffield Road (West) to A6135 Sheffield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	92	1	7	1	0	3	104	107.50
1015 - 1030	0	1	112	0	12	0	2	1	128	131.00
1030 - 1045	0	0	95	0	6	0	0	3	104	107.00
1045 - 1100	3	0	106	1	9	0	0	0	119	116.60
Hourly Total	3	1	405	2	34	1	2	7	455	462.10
Hourly Average	0.75	0.25	101.25	0.50	8.50	0.25	0.50	1.75	113.75	115.53
1100 - 1115	0	1	104	0	10	1	0	2	118	119.90
1115 - 1130	0	0	99	1	9	0	0	2	111	113.00
1130 - 1145	0	0	82	0	10	0	0	3	95	98.00
1145 - 1200	0	2	101	1	6	0	0	0	110	108.80
Hourly Total	0	3	386	2	35	1	0	7	434	439.70
Hourly Average	0.00	0.75	96.50	0.50	8.75	0.25	0.00	1.75	108.50	109.93
1200 - 1215	0	1	100	0	5	0	0	1	107	107.40
1215 - 1230	0	2	114	0	13	1	0	2	132	133.30
1230 - 1245	0	1	88	0	11	0	0	2	102	103.40
1245 - 1300	2	0	107	0	8	0	0	1	118	117.40
Hourly Total	2	4	409	0	37	1	0	6	459	461.50
Hourly Average	0.50	1.00	102.25	0.00	9.25	0.25	0.00	1.50	114.75	115.38
1300 - 1315	0	1	86	0	8	1	0	3	99	101.90
1315 - 1330	0	0	113	0	6	1	0	1	121	122.50
1330 - 1345	0	4	98	0	6	0	0	2	110	109.60
1345 - 1400	0	0	89	0	8	0	0	1	98	99.00
Hourly Total	0	5	386	0	28	2	0	7	428	433.00
Hourly Average	0.00	1.25	96.50	0.00	7.00	0.50	0.00	1.75	107.00	108.25
1400 - 1415	0	1	82	1	5	2	0	1	92	93.40
1415 - 1430	0	1	102	0	6	0	0	3	112	114.40
1430 - 1445	0	2	92	2	6	0	0	4	106	108.80
1445 - 1500	0	2	69	0	9	0	0	0	80	78.80
Hourly Total	0	6	345	3	26	2	0	8	390	395.40
Hourly Average	0.00	1.50	86.25	0.75	6.50	0.50	0.00	2.00	97.50	98.85
1500 - 1515	0	2	82	0	8	0	0	3	95	96.80
1515 - 1530	1	0	90	0	8	0	0	2	101	102.20
1530 - 1545	0	0	69	0	6	0	0	4	79	83.00
1545 - 1600	0	0	80	0	7	0	1	0	88	89.30
Hourly Total	1	2	321	0	29	0	1	9	363	371.30
Hourly Average	0.25	0.50	80.25	0.00	7.25	0.00	0.25	2.25	90.75	92.83

Session Total	6	21	2252	7	189	7	3	44	2529	2563.00
Session Average	0.25	0.88	93.83	0.29	7.88	0.29	0.13	1.83	105.38	106.79

Hoyland, Barnsley
Classified Junction Count

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 2.12: Right from A6135 Sheffield Road (West) to Local access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	0	0	11	0	1	0	0	0	12	12.00
Session Average	0.00	0.00	0.55	0.00	0.05	0.00	0.00	0.00	0.60	0.60

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 2.12: Right from A6135 Sheffield Road (West) to Local access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	5	0	0	0	0	0	5	5.00
1015 - 1030	0	0	6	0	0	0	0	0	6	6.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	11	0	0	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.75	0.00	0.00	0.00	0.00	0.00	2.75	2.75
1100 - 1115	0	0	5	0	0	0	0	0	5	5.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	3	0	0	0	0	0	3	3.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	10	0	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	2.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	26	0	0	0	0	0	26	26.00
Session Average	0.00	0.00	1.08	0.00	0.00	0.00	0.00	0.00	1.08	1.08

Hoyland, Barnsley
Classified Junction Count

Site 3 of 5
ALDI Access
A61 Sheffield Road (South)
A61 Sheffield Road (North)

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 3.1: Left from ALDI Access to A61 Sheffield Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	17	0	1	0	0	0	18	18.00
1415 - 1430	0	0	21	0	0	0	0	0	21	21.00
1430 - 1445	0	0	14	0	2	0	0	0	16	16.00
1445 - 1500	0	0	23	0	1	0	0	0	24	24.00
Hourly Total	**0**	**0**	**75**	**0**	**4**	**0**	**0**	**0**	79	79.00
Hourly Average	**0.00**	**0.00**	**18.75**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**19.75**	**19.75**
1500 - 1515	0	0	29	0	1	0	0	0	30	30.00
1515 - 1530	0	0	13	0	0	0	0	0	13	13.00
1530 - 1545	0	0	15	0	0	0	0	0	15	15.00
1545 - 1600	0	0	19	0	3	0	0	0	22	22.00
Hourly Total	**0**	**0**	**76**	**0**	**4**	**0**	**0**	**0**	80	80.00
Hourly Average	**0.00**	**0.00**	**19.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**20.00**	**20.00**
1600 - 1615	0	0	31	0	2	0	0	0	33	33.00
1615 - 1630	0	0	21	0	2	0	0	0	23	23.00
1630 - 1645	0	0	19	0	0	0	0	0	19	19.00
1645 - 1700	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	**0**	**0**	**82**	**0**	**6**	**0**	**0**	**0**	88	88.00
Hourly Average	**0.00**	**0.00**	**20.50**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**22.00**	**22.00**
1700 - 1715	0	0	21	0	5	0	0	0	26	26.00
1715 - 1730	0	0	16	1	0	0	0	0	17	17.00
1730 - 1745	0	0	23	0	0	0	0	0	23	23.00
1745 - 1800	0	0	28	0	0	0	0	0	28	28.00
Hourly Total	**0**	**0**	**88**	**1**	**5**	**0**	**0**	**0**	94	94.00
Hourly Average	**0.00**	**0.00**	**22.00**	**0.25**	**1.25**	**0.00**	**0.00**	**0.00**	**23.50**	**23.50**
1800 - 1815	0	0	15	0	0	0	0	0	15	15.00
1815 - 1830	0	0	20	0	0	0	0	0	20	20.00
1830 - 1845	0	0	12	0	0	0	0	0	12	12.00
1845 - 1900	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	**0**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	69	69.00
Hourly Average	**0.00**	**0.00**	**17.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**17.25**	**17.25**

Session Total	0	0	390	1	19	0	0	0	410	410.00
Session Average	0.00	0.00	19.50	0.05	0.95	0.00	0.00	0.00	20.50	20.50

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 3.1: Left from ALDI Access to A61 Sheffield Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	15	0	1	0	0	0	16	16.00
1015 - 1030	0	0	28	0	0	0	0	0	28	28.00
1030 - 1045	0	0	29	0	1	0	0	0	30	30.00
1045 - 1100	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	0	0	88	0	2	0	0	0	90	90.00
Hourly Average	0.00	0.00	22.00	0.00	0.50	0.00	0.00	0.00	22.50	22.50
1100 - 1115	0	0	29	0	0	0	0	0	29	29.00
1115 - 1130	0	0	18	0	1	0	0	0	19	19.00
1130 - 1145	0	0	12	0	2	0	0	0	14	14.00
1145 - 1200	0	0	27	0	0	0	0	0	27	27.00
Hourly Total	0	0	86	0	3	0	0	0	89	89.00
Hourly Average	0.00	0.00	21.50	0.00	0.75	0.00	0.00	0.00	22.25	22.25
1200 - 1215	0	0	19	0	2	0	0	0	21	21.00
1215 - 1230	0	0	21	0	1	0	0	0	22	22.00
1230 - 1245	0	0	20	0	0	0	0	0	20	20.00
1245 - 1300	0	0	21	0	0	0	0	0	21	21.00
Hourly Total	0	0	81	0	3	0	0	0	84	84.00
Hourly Average	0.00	0.00	20.25	0.00	0.75	0.00	0.00	0.00	21.00	21.00
1300 - 1315	0	0	23	0	0	0	0	0	23	23.00
1315 - 1330	0	0	21	0	1	0	0	0	22	22.00
1330 - 1345	0	0	20	0	0	0	0	0	20	20.00
1345 - 1400	0	0	28	0	1	0	0	0	29	29.00
Hourly Total	0	0	92	0	2	0	0	0	94	94.00
Hourly Average	0.00	0.00	23.00	0.00	0.50	0.00	0.00	0.00	23.50	23.50
1400 - 1415	0	0	22	0	1	0	0	0	23	23.00
1415 - 1430	0	0	20	0	2	0	0	0	22	22.00
1430 - 1445	0	0	26	0	1	0	0	0	27	27.00
1445 - 1500	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	0	0	85	0	6	0	0	0	91	91.00
Hourly Average	0.00	0.00	21.25	0.00	1.50	0.00	0.00	0.00	22.75	22.75
1500 - 1515	0	0	26	0	1	0	0	0	27	27.00
1515 - 1530	0	0	17	0	2	0	1	0	20	21.30
1530 - 1545	0	0	23	0	3	0	0	0	26	26.00
1545 - 1600	0	0	33	0	0	0	0	0	33	33.00
Hourly Total	0	0	99	0	6	0	1	0	106	107.30
Hourly Average	0.00	0.00	24.75	0.00	1.50	0.00	0.25	0.00	26.50	26.83

Session Total	0	0	531	0	22	0	1	0	554	555.30
Session Average	0.00	0.00	22.13	0.00	0.92	0.00	0.04	0.00	23.08	23.14

Hoyland, Barnsley
Classified Junction Count

Site 3 of 5
ALDI Access
A61 Sheffield Road (South)
A61 Sheffield Road (North)

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 3.2: Right from ALDI Access to A61 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	11	0	1	0	0	0	12	12.00
1415 - 1430	0	0	10	0	0	0	0	0	10	10.00
1430 - 1445	0	0	9	0	1	0	0	0	10	10.00
1445 - 1500	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	**0**	**0**	**36**	**0**	**3**	**0**	**0**	**0**	39	39.00
Hourly Average	**0.00**	**0.00**	**9.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**9.75**	**9.75**
1500 - 1515	0	0	7	0	0	0	0	0	7	7.00
1515 - 1530	0	0	14	0	1	0	0	0	15	15.00
1530 - 1545	0	0	12	0	2	0	0	0	14	14.00
1545 - 1600	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	**0**	**0**	**43**	**0**	**3**	**0**	**0**	**0**	46	46.00
Hourly Average	**0.00**	**0.00**	**10.75**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**11.50**	**11.50**
1600 - 1615	0	0	8	0	0	0	0	0	8	8.00
1615 - 1630	0	0	14	0	1	0	0	0	15	15.00
1630 - 1645	0	1	13	0	2	0	0	0	16	15.40
1645 - 1700	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	**0**	**1**	**42**	**0**	**3**	**0**	**0**	**0**	46	45.40
Hourly Average	**0.00**	**0.25**	**10.50**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**11.50**	**11.35**
1700 - 1715	0	0	13	0	1	0	0	0	14	14.00
1715 - 1730	0	0	9	0	0	0	0	0	9	9.00
1730 - 1745	0	0	7	0	0	0	0	0	7	7.00
1745 - 1800	0	0	11	0	4	0	0	0	15	15.00
Hourly Total	**0**	**0**	**40**	**0**	**5**	**0**	**0**	**0**	45	45.00
Hourly Average	**0.00**	**0.00**	**10.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**11.25**	**11.25**
1800 - 1815	0	0	14	1	4	0	0	0	19	19.00
1815 - 1830	0	0	15	0	1	0	0	0	16	16.00
1830 - 1845	0	0	12	0	2	0	0	0	14	14.00
1845 - 1900	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	**0**	**0**	**53**	**1**	**8**	**0**	**0**	**0**	62	62.00
Hourly Average	**0.00**	**0.00**	**13.25**	**0.25**	**2.00**	**0.00**	**0.00**	**0.00**	**15.50**	**15.50**

Session Total	0	1	214	1	22	0	0	0	238	237.40
Session Average	0.00	0.05	10.70	0.05	1.10	0.00	0.00	0.00	11.90	11.87

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 3.2: Right from ALDI Access to A61 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	17	0	0	0	0	0	17	17.00
1015 - 1030	0	0	4	0	1	0	0	0	5	5.00
1030 - 1045	0	0	10	0	1	0	0	0	11	11.00
1045 - 1100	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	0	0	46	0	2	0	0	0	48	48.00
Hourly Average	0.00	0.00	11.50	0.00	0.50	0.00	0.00	0.00	12.00	12.00
1100 - 1115	0	0	9	0	0	0	0	0	9	9.00
1115 - 1130	0	0	12	0	0	0	0	0	12	12.00
1130 - 1145	0	0	14	0	0	0	0	0	14	14.00
1145 - 1200	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	0	0	52	0	2	0	0	0	54	54.00
Hourly Average	0.00	0.00	13.00	0.00	0.50	0.00	0.00	0.00	13.50	13.50
1200 - 1215	0	0	12	0	1	0	0	0	13	13.00
1215 - 1230	0	0	12	1	0	0	0	0	13	13.00
1230 - 1245	0	0	13	0	1	0	0	0	14	14.00
1245 - 1300	0	0	7	0	3	0	0	0	10	10.00
Hourly Total	0	0	44	1	5	0	0	0	50	50.00
Hourly Average	0.00	0.00	11.00	0.25	1.25	0.00	0.00	0.00	12.50	12.50
1300 - 1315	0	0	8	0	0	0	0	0	8	8.00
1315 - 1330	0	2	9	0	1	0	0	0	12	10.80
1330 - 1345	0	0	14	0	0	0	0	0	14	14.00
1345 - 1400	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	2	44	0	1	0	0	0	47	45.80
Hourly Average	0.00	0.50	11.00	0.00	0.25	0.00	0.00	0.00	11.75	11.45
1400 - 1415	0	0	12	0	1	0	0	0	13	13.00
1415 - 1430	0	0	15	0	0	0	0	0	15	15.00
1430 - 1445	0	0	21	0	0	0	0	0	21	21.00
1445 - 1500	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	57	0	1	0	0	0	58	58.00
Hourly Average	0.00	0.00	14.25	0.00	0.25	0.00	0.00	0.00	14.50	14.50
1500 - 1515	0	0	17	0	2	0	0	0	19	19.00
1515 - 1530	0	0	15	0	2	0	0	0	17	17.00
1530 - 1545	0	0	11	0	0	0	0	0	11	11.00
1545 - 1600	0	1	14	0	0	0	0	0	15	14.40
Hourly Total	0	1	57	0	4	0	0	0	62	61.40
Hourly Average	0.00	0.25	14.25	0.00	1.00	0.00	0.00	0.00	15.50	15.35

Session Total	0	3	300	1	15	0	0	0	319	317.20
Session Average	0.00	0.13	12.50	0.04	0.63	0.00	0.00	0.00	13.29	13.22

Hoyland, Barnsley
Classified Junction Count

Site 3 of 5
ALDI Access
A61 Sheffield Road (South)
A61 Sheffield Road (North)

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 3.3: Northbound from A61 Sheffield Road (South) to A61 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	1	3	147	1	36	2	0	0	190	188.40
1415 - 1430	1	0	162	0	47	4	2	0	216	219.80
1430 - 1445	0	1	180	0	37	2	6	2	228	238.20
1445 - 1500	0	2	183	0	59	5	4	3	256	265.50
Hourly Total	**2**	**6**	**672**	**1**	**179**	**13**	**12**	**5**	890	911.90
Hourly Average	**0.50**	**1.50**	**168.00**	**0.25**	**44.75**	**3.25**	**3.00**	**1.25**	222.50	227.98
1500 - 1515	1	1	202	1	39	5	3	2	254	261.00
1515 - 1530	0	1	203	2	55	4	5	1	271	279.90
1530 - 1545	1	3	170	1	49	1	3	1	229	231.80
1545 - 1600	0	1	183	1	44	2	1	4	236	241.70
Hourly Total	**2**	**6**	**758**	**5**	**187**	**12**	**12**	**8**	990	1014.40
Hourly Average	**0.50**	**1.50**	**189.50**	**1.25**	**46.75**	**3.00**	**3.00**	**2.00**	247.50	253.60
1600 - 1615	0	1	193	0	45	2	2	1	244	248.00
1615 - 1630	0	2	184	0	48	1	2	4	241	246.90
1630 - 1645	0	0	202	0	43	2	0	2	249	252.00
1645 - 1700	0	0	202	1	39	0	2	1	245	248.60
Hourly Total	**0**	**3**	**781**	**1**	**175**	**5**	**6**	**8**	979	995.50
Hourly Average	**0.00**	**0.75**	**195.25**	**0.25**	**43.75**	**1.25**	**1.50**	**2.00**	244.75	248.88
1700 - 1715	0	0	204	0	35	1	2	2	244	249.10
1715 - 1730	0	5	212	0	34	0	4	1	256	259.20
1730 - 1745	1	2	200	1	39	1	2	2	248	251.10
1745 - 1800	2	2	180	0	21	1	0	3	209	209.70
Hourly Total	**3**	**9**	**796**	**1**	**129**	**3**	**8**	**8**	957	969.10
Hourly Average	**0.75**	**2.25**	**199.00**	**0.25**	**32.25**	**0.75**	**2.00**	**2.00**	239.25	242.28
1800 - 1815	0	2	196	1	15	2	1	0	217	218.10
1815 - 1830	0	2	179	0	20	0	1	1	203	204.10
1830 - 1845	0	2	166	0	16	0	2	2	188	191.40
1845 - 1900	0	0	159	0	15	0	0	2	176	178.00
Hourly Total	**0**	**6**	**700**	**1**	**66**	**2**	**4**	**5**	784	791.60
Hourly Average	**0.00**	**1.50**	**175.00**	**0.25**	**16.50**	**0.50**	**1.00**	**1.25**	196.00	197.90

Session Total	7	30	3707	9	736	35	42	34	4600	4682.50
Session Average	0.35	1.50	185.35	0.45	36.80	1.75	2.10	1.70	230.00	234.13

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 3.3: Northbound from A61 Sheffield Road (South) to A61 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	136	2	18	0	2	0	158	160.60
1015 - 1030	1	0	151	0	20	1	0	3	176	178.70
1030 - 1045	0	0	163	0	18	1	0	2	184	186.50
1045 - 1100	0	2	153	0	13	1	0	1	170	170.30
Hourly Total	1	2	603	2	69	3	2	6	688	696.10
Hourly Average	0.25	0.50	150.75	0.50	17.25	0.75	0.50	1.50	172.00	174.03
1100 - 1115	0	0	158	1	20	1	1	0	181	182.80
1115 - 1130	0	1	174	2	17	0	1	3	198	201.70
1130 - 1145	2	2	158	1	17	2	1	2	185	186.50
1145 - 1200	0	0	181	1	24	0	0	0	206	206.00
Hourly Total	2	3	671	5	78	3	3	5	770	777.00
Hourly Average	0.50	0.75	167.75	1.25	19.50	0.75	0.75	1.25	192.50	194.25
1200 - 1215	0	1	180	0	10	0	1	0	192	192.70
1215 - 1230	1	1	185	0	15	0	0	3	205	206.60
1230 - 1245	1	0	173	0	16	0	0	0	190	189.20
1245 - 1300	0	2	165	1	15	1	0	1	185	185.30
Hourly Total	2	4	703	1	56	1	1	4	772	773.80
Hourly Average	0.50	1.00	175.75	0.25	14.00	0.25	0.25	1.00	193.00	193.45
1300 - 1315	2	0	179	0	23	0	1	1	206	206.70
1315 - 1330	0	1	185	0	14	1	0	2	203	204.90
1330 - 1345	0	2	186	0	16	0	0	2	206	206.80
1345 - 1400	0	2	168	0	12	0	1	2	185	187.10
Hourly Total	2	5	718	0	65	1	2	7	800	805.50
Hourly Average	0.50	1.25	179.50	0.00	16.25	0.25	0.50	1.75	200.00	201.38
1400 - 1415	1	2	175	1	17	0	0	0	196	194.00
1415 - 1430	0	1	147	0	22	0	0	1	171	171.40
1430 - 1445	0	3	120	1	16	2	0	4	146	149.20
1445 - 1500	0	0	175	0	18	0	1	2	196	199.30
Hourly Total	1	6	617	2	73	2	1	7	709	713.90
Hourly Average	0.25	1.50	154.25	0.50	18.25	0.50	0.25	1.75	177.25	178.48
1500 - 1515	0	0	145	0	10	0	1	0	156	157.30
1515 - 1530	0	2	143	0	18	0	1	3	167	170.10
1530 - 1545	1	1	132	0	14	1	2	1	152	154.70
1545 - 1600	0	3	155	0	16	0	0	1	175	174.20
Hourly Total	1	6	575	0	58	1	4	5	650	656.30
Hourly Average	0.25	1.50	143.75	0.00	14.50	0.25	1.00	1.25	162.50	164.08

Session Total	9	26	3887	10	399	11	13	34	4389	4422.60
Session Average	0.38	1.08	161.96	0.42	16.63	0.46	0.54	1.42	182.88	184.28

Hoyland, Barnsley
Classified Junction Count

Site 3 of 5
ALDI Access
A61 Sheffield Road (South)
A61 Sheffield Road (North)

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 3.4: Right from A61 Sheffield Road (South) to ALDI Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	16	0	0	0	0	0	16	16.00
1415 - 1430	0	0	16	0	2	0	0	0	18	18.00
1430 - 1445	0	0	22	0	1	0	0	0	23	23.00
1445 - 1500	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	**0**	**0**	**75**	**0**	**4**	**0**	**0**	**0**	79	79.00
Hourly Average	**0.00**	**0.00**	**18.75**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**19.75**	**19.75**
1500 - 1515	0	0	15	0	2	0	0	0	17	17.00
1515 - 1530	0	0	11	0	3	0	0	0	14	14.00
1530 - 1545	0	0	20	0	1	0	0	0	21	21.00
1545 - 1600	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	**0**	**0**	**61**	**0**	**8**	**0**	**0**	**0**	69	69.00
Hourly Average	**0.00**	**0.00**	**15.25**	**0.00**	**2.00**	**0.00**	**0.00**	**0.00**	**17.25**	**17.25**
1600 - 1615	0	0	20	0	0	0	0	0	20	20.00
1615 - 1630	0	0	17	0	1	0	0	0	18	18.00
1630 - 1645	0	0	13	0	3	0	0	0	16	16.00
1645 - 1700	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	**0**	**0**	**68**	**0**	**5**	**0**	**0**	**0**	73	73.00
Hourly Average	**0.00**	**0.00**	**17.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**18.25**	**18.25**
1700 - 1715	0	0	21	0	1	0	0	0	22	22.00
1715 - 1730	0	0	19	0	0	0	0	0	19	19.00
1730 - 1745	0	0	29	0	3	0	0	0	32	32.00
1745 - 1800	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	**0**	**0**	**84**	**0**	**6**	**0**	**0**	**0**	90	90.00
Hourly Average	**0.00**	**0.00**	**21.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**22.50**	**22.50**
1800 - 1815	0	0	17	0	2	0	0	0	19	19.00
1815 - 1830	0	0	19	0	1	0	0	0	20	20.00
1830 - 1845	0	0	20	0	0	0	0	0	20	20.00
1845 - 1900	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	**0**	**0**	**68**	**0**	**3**	**0**	**0**	**0**	71	71.00
Hourly Average	**0.00**	**0.00**	**17.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**17.75**	**17.75**

Session Total	0	0	356	0	26	0	0	0	382	382.00
Session Average	0.00	0.00	17.80	0.00	1.30	0.00	0.00	0.00	19.10	19.10

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 3.4: Right from A61 Sheffield Road (South) to ALDI Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	18	0	0	0	0	0	18	18.00
1015 - 1030	0	0	26	0	1	0	0	0	27	27.00
1030 - 1045	0	0	23	0	0	0	0	0	23	23.00
1045 - 1100	0	0	24	0	0	0	0	0	24	24.00
Hourly Total	0	0	91	0	1	0	0	0	92	92.00
Hourly Average	0.00	0.00	22.75	0.00	0.25	0.00	0.00	0.00	23.00	23.00
1100 - 1115	0	0	21	0	2	0	0	0	23	23.00
1115 - 1130	0	0	20	0	0	0	0	0	20	20.00
1130 - 1145	0	0	26	0	1	0	0	0	27	27.00
1145 - 1200	0	0	22	0	2	0	0	0	24	24.00
Hourly Total	0	0	89	0	5	0	0	0	94	94.00
Hourly Average	0.00	0.00	22.25	0.00	1.25	0.00	0.00	0.00	23.50	23.50
1200 - 1215	0	0	26	0	1	0	0	0	27	27.00
1215 - 1230	0	0	27	0	1	0	0	0	28	28.00
1230 - 1245	0	0	17	0	0	0	0	0	17	17.00
1245 - 1300	0	0	20	0	0	0	0	0	20	20.00
Hourly Total	0	0	90	0	2	0	0	0	92	92.00
Hourly Average	0.00	0.00	22.50	0.00	0.50	0.00	0.00	0.00	23.00	23.00
1300 - 1315	0	1	21	0	0	0	0	0	22	21.40
1315 - 1330	0	0	28	0	0	0	0	0	28	28.00
1330 - 1345	0	0	19	0	0	0	0	0	19	19.00
1345 - 1400	0	0	23	0	2	0	1	0	26	27.30
Hourly Total	0	1	91	0	2	0	1	0	95	95.70
Hourly Average	0.00	0.25	22.75	0.00	0.50	0.00	0.25	0.00	23.75	23.93
1400 - 1415	0	0	22	0	0	0	0	0	22	22.00
1415 - 1430	0	0	24	0	3	0	0	0	27	27.00
1430 - 1445	0	0	22	0	1	0	0	0	23	23.00
1445 - 1500	0	0	30	0	3	0	0	0	33	33.00
Hourly Total	0	0	98	0	7	0	0	0	105	105.00
Hourly Average	0.00	0.00	24.50	0.00	1.75	0.00	0.00	0.00	26.25	26.25
1500 - 1515	0	0	18	0	1	0	0	0	19	19.00
1515 - 1530	0	0	19	0	1	0	0	0	20	20.00
1530 - 1545	0	1	27	0	1	0	0	0	29	28.40
1545 - 1600	0	0	31	0	2	0	0	0	33	33.00
Hourly Total	0	1	95	0	5	0	0	0	101	100.40
Hourly Average	0.00	0.25	23.75	0.00	1.25	0.00	0.00	0.00	25.25	25.10

Session Total	0	2	554	0	22	0	1	0	579	579.10
Session Average	0.00	0.08	23.08	0.00	0.92	0.00	0.04	0.00	24.13	24.13

Hoyland, Barnsley
Classified Junction Count

Site 3 of 5
ALDI Access
A61 Sheffield Road (South)
A61 Sheffield Road (North)

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 3.5: Left from A61 Sheffield Road (North) to ALDI Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	11	0	0	0	0	0	11	11.00
1415 - 1430	0	0	17	0	0	0	0	0	17	17.00
1430 - 1445	0	0	7	0	1	0	0	0	8	8.00
1445 - 1500	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	**0**	**0**	**43**	**0**	**1**	**0**	**0**	**0**	44	44.00
Hourly Average	**0.00**	**0.00**	**10.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**11.00**	**11.00**
1500 - 1515	0	0	18	0	0	0	0	0	18	18.00
1515 - 1530	0	0	10	0	0	0	0	0	10	10.00
1530 - 1545	0	0	9	0	0	0	0	0	9	9.00
1545 - 1600	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	**0**	**0**	**55**	**0**	**1**	**0**	**0**	**0**	56	56.00
Hourly Average	**0.00**	**0.00**	**13.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**14.00**	**14.00**
1600 - 1615	0	0	15	0	2	0	0	0	17	17.00
1615 - 1630	0	0	9	0	2	0	0	0	11	11.00
1630 - 1645	0	0	9	0	1	0	0	0	10	10.00
1645 - 1700	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	**0**	**0**	**47**	**0**	**6**	**0**	**0**	**0**	53	53.00
Hourly Average	**0.00**	**0.00**	**11.75**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**13.25**	**13.25**
1700 - 1715	0	0	7	0	1	0	0	0	8	8.00
1715 - 1730	0	0	12	0	1	0	0	0	13	13.00
1730 - 1745	0	0	10	0	0	0	0	0	10	10.00
1745 - 1800	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	**0**	**0**	**42**	**0**	**4**	**0**	**0**	**0**	46	46.00
Hourly Average	**0.00**	**0.00**	**10.50**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**11.50**	**11.50**
1800 - 1815	0	0	13	1	0	0	0	0	14	14.00
1815 - 1830	0	0	14	0	0	0	0	0	14	14.00
1830 - 1845	0	0	13	0	3	0	0	0	16	16.00
1845 - 1900	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	**0**	**0**	**50**	**1**	**4**	**0**	**0**	**0**	55	55.00
Hourly Average	**0.00**	**0.00**	**12.50**	**0.25**	**1.00**	**0.00**	**0.00**	**0.00**	**13.75**	**13.75**

Session Total	0	0	237	1	16	0	0	0	254	254.00
Session Average	0.00	0.00	11.85	0.05	0.80	0.00	0.00	0.00	12.70	12.70

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 3.5: Left from A61 Sheffield Road (North) to ALDI Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	11	0	0	0	0	0	11	11.00
1015 - 1030	0	0	11	0	2	0	0	0	13	13.00
1030 - 1045	0	0	15	0	0	0	0	0	15	15.00
1045 - 1100	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	43	0	2	0	0	0	45	45.00
Hourly Average	0.00	0.00	10.75	0.00	0.50	0.00	0.00	0.00	11.25	11.25
1100 - 1115	0	0	13	0	1	0	0	0	14	14.00
1115 - 1130	0	0	12	0	0	0	0	0	12	12.00
1130 - 1145	0	0	8	0	2	0	0	0	10	10.00
1145 - 1200	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	44	0	3	0	0	0	47	47.00
Hourly Average	0.00	0.00	11.00	0.00	0.75	0.00	0.00	0.00	11.75	11.75
1200 - 1215	0	0	11	0	1	0	0	0	12	12.00
1215 - 1230	0	0	4	0	0	0	0	0	4	4.00
1230 - 1245	0	0	9	0	0	0	0	0	9	9.00
1245 - 1300	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	34	0	3	0	0	0	37	37.00
Hourly Average	0.00	0.00	8.50	0.00	0.75	0.00	0.00	0.00	9.25	9.25
1300 - 1315	0	0	11	0	0	0	0	0	11	11.00
1315 - 1330	0	1	13	0	0	0	0	0	14	13.40
1330 - 1345	0	0	10	0	2	0	0	0	12	12.00
1345 - 1400	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	1	50	0	3	0	0	0	54	53.40
Hourly Average	0.00	0.25	12.50	0.00	0.75	0.00	0.00	0.00	13.50	13.35
1400 - 1415	0	0	12	0	0	0	0	0	12	12.00
1415 - 1430	0	0	13	0	0	0	0	0	13	13.00
1430 - 1445	0	0	12	0	1	0	0	0	13	13.00
1445 - 1500	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	47	0	1	0	0	0	48	48.00
Hourly Average	0.00	0.00	11.75	0.00	0.25	0.00	0.00	0.00	12.00	12.00
1500 - 1515	0	0	18	0	2	0	0	0	20	20.00
1515 - 1530	0	0	11	0	1	0	0	0	12	12.00
1530 - 1545	0	0	12	0	1	0	0	0	13	13.00
1545 - 1600	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	51	0	4	0	0	0	55	55.00
Hourly Average	0.00	0.00	12.75	0.00	1.00	0.00	0.00	0.00	13.75	13.75

Session Total	0	1	269	0	16	0	0	0	286	285.40
Session Average	0.00	0.04	11.21	0.00	0.67	0.00	0.00	0.00	11.92	11.89

Hoyland, Barnsley
Classified Junction Count

Site 3 of 5
ALDI Access
A61 Sheffield Road (South)
A61 Sheffield Road (North)

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 3.6: Southbound from A61 Sheffield Road (North) to A61 Sheffield Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	1	153	0	25	2	4	4	189	198.60
1415 - 1430	0	1	136	0	20	1	3	0	161	164.80
1430 - 1445	0	2	147	0	24	3	1	1	178	180.60
1445 - 1500	0	1	137	2	30	1	2	1	174	177.50
Hourly Total	**0**	**5**	**573**	**2**	**99**	**7**	**10**	**6**	702	721.50
Hourly Average	**0.00**	**1.25**	**143.25**	**0.50**	**24.75**	**1.75**	**2.50**	**1.50**	**175.50**	**180.38**
1500 - 1515	0	2	137	1	34	2	2	0	178	180.40
1515 - 1530	0	1	124	0	30	1	1	2	159	162.20
1530 - 1545	0	2	148	0	39	0	4	1	194	199.00
1545 - 1600	1	0	178	0	20	2	1	3	205	209.50
Hourly Total	**1**	**5**	**587**	**1**	**123**	**5**	**8**	**6**	736	751.10
Hourly Average	**0.25**	**1.25**	**146.75**	**0.25**	**30.75**	**1.25**	**2.00**	**1.50**	**184.00**	**187.78**
1600 - 1615	0	3	160	0	30	0	0	2	195	195.20
1615 - 1630	1	1	165	0	21	1	1	2	192	194.40
1630 - 1645	1	2	212	1	30	1	1	2	250	251.80
1645 - 1700	0	3	166	0	14	3	0	0	186	185.70
Hourly Total	**2**	**9**	**703**	**1**	**95**	**5**	**2**	**6**	823	827.10
Hourly Average	**0.50**	**2.25**	**175.75**	**0.25**	**23.75**	**1.25**	**0.50**	**1.50**	**205.75**	**206.78**
1700 - 1715	0	1	175	1	17	0	0	3	197	199.40
1715 - 1730	0	1	153	0	13	2	0	0	169	169.40
1730 - 1745	0	3	176	1	13	1	2	2	198	201.30
1745 - 1800	0	0	139	0	16	1	1	2	159	162.80
Hourly Total	**0**	**5**	**643**	**2**	**59**	**4**	**3**	**7**	723	732.90
Hourly Average	**0.00**	**1.25**	**160.75**	**0.50**	**14.75**	**1.00**	**0.75**	**1.75**	**180.75**	**183.23**
1800 - 1815	0	0	147	2	13	0	0	0	162	162.00
1815 - 1830	0	1	172	1	11	1	0	2	188	189.90
1830 - 1845	0	0	111	0	15	0	0	2	128	130.00
1845 - 1900	0	0	129	0	14	0	0	1	144	145.00
Hourly Total	**0**	**1**	**559**	**3**	**53**	**1**	**0**	**5**	622	626.90
Hourly Average	**0.00**	**0.25**	**139.75**	**0.75**	**13.25**	**0.25**	**0.00**	**1.25**	**155.50**	**156.73**

Session Total	3	25	3065	9	429	22	23	30	3606	3659.50
Session Average	0.15	1.25	153.25	0.45	21.45	1.10	1.15	1.50	180.30	182.98

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 3.6: Southbound from A61 Sheffield Road (North) to A61 Sheffield Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	1	0	154	1	16	0	0	3	175	177.20
1015 - 1030	0	4	171	1	15	0	0	1	192	190.60
1030 - 1045	0	1	148	0	18	1	1	2	171	174.20
1045 - 1100	1	2	154	0	16	1	0	1	175	174.50
Hourly Total	2	7	627	2	65	2	1	7	713	716.50
Hourly Average	0.50	1.75	156.75	0.50	16.25	0.50	0.25	1.75	178.25	179.13
1100 - 1115	0	2	175	0	18	2	0	2	199	200.80
1115 - 1130	0	3	160	0	22	0	0	2	187	187.20
1130 - 1145	0	0	152	0	14	0	0	1	167	168.00
1145 - 1200	0	3	158	1	14	2	0	0	178	177.20
Hourly Total	0	8	645	1	68	4	0	5	731	733.20
Hourly Average	0.00	2.00	161.25	0.25	17.00	1.00	0.00	1.25	182.75	183.30
1200 - 1215	0	4	178	0	16	0	0	1	199	197.60
1215 - 1230	1	3	165	0	14	0	0	3	186	186.40
1230 - 1245	1	9	176	0	9	0	1	0	196	191.10
1245 - 1300	1	0	177	0	17	0	0	1	196	196.20
Hourly Total	3	16	696	0	56	0	1	5	777	771.30
Hourly Average	0.75	4.00	174.00	0.00	14.00	0.00	0.25	1.25	194.25	192.83
1300 - 1315	1	2	159	0	18	1	1	3	185	187.80
1315 - 1330	0	1	184	0	15	1	1	1	203	205.20
1330 - 1345	0	2	186	0	16	2	0	2	208	209.80
1345 - 1400	0	0	161	1	14	0	0	0	176	176.00
Hourly Total	1	5	690	1	63	4	2	6	772	778.80
Hourly Average	0.25	1.25	172.50	0.25	15.75	1.00	0.50	1.50	193.00	194.70
1400 - 1415	0	2	141	0	14	2	0	2	161	162.80
1415 - 1430	0	1	151	0	5	1	0	3	161	163.90
1430 - 1445	1	0	151	3	8	1	1	1	166	168.00
1445 - 1500	1	2	131	0	10	1	0	1	146	145.50
Hourly Total	2	5	574	3	37	5	1	7	634	640.20
Hourly Average	0.50	1.25	143.50	0.75	9.25	1.25	0.25	1.75	158.50	160.05
1500 - 1515	1	2	119	0	8	0	0	2	132	132.00
1515 - 1530	0	1	130	0	14	0	0	3	148	150.40
1530 - 1545	3	4	149	0	12	0	1	1	170	167.50
1545 - 1600	0	1	119	0	10	0	0	0	130	129.40
Hourly Total	4	8	517	0	44	0	1	6	580	579.30
Hourly Average	1.00	2.00	129.25	0.00	11.00	0.00	0.25	1.50	145.00	144.83

Session Total	12	49	3749	7	333	15	6	36	4207	4219.30
Session Average	0.50	2.04	156.21	0.29	13.88	0.63	0.25	1.50	175.29	175.80

Hoyland, Barnsley
Classified Junction Count

Site 4 of 5
Bradberry Balk Lane (East)
Local Access
Bradberry Balk Lane (West)

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 4.1: Left from Bradberry Balk Lane (East) to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	4	0	1	0	0	0	5	5.00
1415 - 1430	0	0	3	0	0	0	0	0	3	3.00
1430 - 1445	0	0	8	0	0	0	0	0	8	8.00
1445 - 1500	0	0	4	0	0	1	0	0	5	5.50
Hourly Total	**0**	**0**	**19**	**0**	**1**	**1**	**0**	**0**	21	21.50
Hourly Average	**0.00**	**0.00**	**4.75**	**0.00**	**0.25**	**0.25**	**0.00**	**0.00**	**5.25**	**5.38**
1500 - 1515	0	0	3	0	0	0	0	0	3	3.00
1515 - 1530	0	0	5	0	0	0	0	0	5	5.00
1530 - 1545	0	0	5	0	0	0	0	0	5	5.00
1545 - 1600	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	**0**	**0**	**17**	**0**	**1**	**0**	**0**	**0**	18	18.00
Hourly Average	**0.00**	**0.00**	**4.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**4.50**	**4.50**
1600 - 1615	0	0	5	0	1	0	0	0	6	6.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	6	0	0	0	0	0	6	6.00
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	**0**	**0**	**15**	**0**	**2**	**0**	**0**	**0**	17	17.00
Hourly Average	**0.00**	**0.00**	**3.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	7	0	0	0	0	0	7	7.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	13	13.00
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.25**	**3.25**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	1	4	0	0	0	0	0	5	4.40
1830 - 1845	0	0	2	0	1	0	0	0	3	3.00
1845 - 1900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	**0**	**1**	**9**	**0**	**2**	**0**	**0**	**0**	12	11.40
Hourly Average	**0.00**	**0.25**	**2.25**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.00**	**2.85**

Session Total	0	1	73	0	6	1	0	0	81	80.90
Session Average	0.00	0.05	3.65	0.00	0.30	0.05	0.00	0.00	4.05	4.05

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 4.1: Left from Bradberry Balk Lane (East) to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	8	0	0	0	0	0	8	8.00
1015 - 1030	0	0	9	0	1	0	0	0	10	10.00
1030 - 1045	0	0	6	0	0	0	0	0	6	6.00
1045 - 1100	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	25	0	2	0	0	0	27	27.00
Hourly Average	0.00	0.00	6.25	0.00	0.50	0.00	0.00	0.00	6.75	6.75
1100 - 1115	0	0	2	0	0	0	0	0	2	2.00
1115 - 1130	0	0	4	0	0	0	0	0	4	4.00
1130 - 1145	0	0	5	0	0	0	0	0	5	5.00
1145 - 1200	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	15	0	1	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.00	0.00	4.00	4.00
1200 - 1215	0	0	4	0	0	0	0	0	4	4.00
1215 - 1230	0	0	4	0	0	0	0	0	4	4.00
1230 - 1245	0	0	6	0	0	0	0	0	6	6.00
1245 - 1300	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	17	0	0	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.25	0.00	0.00	0.00	0.00	0.00	4.25	4.25
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	4	0	0	0	0	0	4	4.00
1330 - 1345	0	0	6	0	0	0	0	0	6	6.00
1345 - 1400	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	15	0	0	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.75	0.00	0.00	0.00	0.00	0.00	3.75	3.75
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	3	0	0	0	0	0	3	3.00
1445 - 1500	1	0	5	0	0	0	0	0	6	5.20
Hourly Total	1	0	11	0	0	0	0	0	12	11.20
Hourly Average	0.25	0.00	2.75	0.00	0.00	0.00	0.00	0.00	3.00	2.80
1500 - 1515	0	0	4	0	0	0	0	0	4	4.00
1515 - 1530	0	0	9	0	1	0	0	0	10	10.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	18	0	1	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.50	0.00	0.25	0.00	0.00	0.00	4.75	4.75

Session Total	1	0	101	0	4	0	0	0	106	105.20
Session Average	0.04	0.00	4.21	0.00	0.17	0.00	0.00	0.00	4.42	4.38

Hoyland, Barnsley
Classified Junction Count

Site 4 of 5
Bradberry Balk Lane (East)
Local Access
Bradberry Balk Lane (West)

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 4.2: Westbound from Bradberry Balk Lane (East) to Bradberry Balk Lane (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	48	0	3	0	0	0	51	51.00
1415 - 1430	0	1	31	0	2	0	0	0	34	33.40
1430 - 1445	0	0	32	0	5	0	0	0	37	37.00
1445 - 1500	0	1	24	0	6	0	1	0	32	32.70
Hourly Total	**0**	**2**	**135**	**0**	**16**	**0**	**1**	**0**	154	154.10
Hourly Average	**0.00**	**0.50**	**33.75**	**0.00**	**4.00**	**0.00**	**0.25**	**0.00**	**38.50**	**38.53**
1500 - 1515	0	0	40	0	8	0	0	0	48	48.00
1515 - 1530	0	1	34	0	5	0	0	0	40	39.40
1530 - 1545	0	1	30	0	4	0	0	0	35	34.40
1545 - 1600	0	0	31	0	6	0	0	0	37	37.00
Hourly Total	**0**	**2**	**135**	**0**	**23**	**0**	**0**	**0**	160	158.80
Hourly Average	**0.00**	**0.50**	**33.75**	**0.00**	**5.75**	**0.00**	**0.00**	**0.00**	**40.00**	**39.70**
1600 - 1615	0	0	47	1	6	0	0	0	54	54.00
1615 - 1630	0	0	33	0	3	0	1	0	37	38.30
1630 - 1645	0	0	31	0	7	0	1	0	39	40.30
1645 - 1700	0	0	24	0	6	0	0	0	30	30.00
Hourly Total	**0**	**0**	**135**	**1**	**22**	**0**	**2**	**0**	160	162.60
Hourly Average	**0.00**	**0.00**	**33.75**	**0.25**	**5.50**	**0.00**	**0.50**	**0.00**	**40.00**	**40.65**
1700 - 1715	0	1	38	0	8	0	0	1	48	48.40
1715 - 1730	0	0	24	0	7	0	0	0	31	31.00
1730 - 1745	0	1	30	0	1	0	0	0	32	31.40
1745 - 1800	0	1	24	0	5	0	0	0	30	29.40
Hourly Total	**0**	**3**	**116**	**0**	**21**	**0**	**0**	**1**	141	140.20
Hourly Average	**0.00**	**0.75**	**29.00**	**0.00**	**5.25**	**0.00**	**0.00**	**0.25**	**35.25**	**35.05**
1800 - 1815	0	0	23	0	3	0	0	0	26	26.00
1815 - 1830	0	1	20	0	1	0	0	0	22	21.40
1830 - 1845	0	0	10	0	4	0	0	0	14	14.00
1845 - 1900	0	0	19	0	3	0	0	0	22	22.00
Hourly Total	**0**	**1**	**72**	**0**	**11**	**0**	**0**	**0**	84	83.40
Hourly Average	**0.00**	**0.25**	**18.00**	**0.00**	**2.75**	**0.00**	**0.00**	**0.00**	**21.00**	**20.85**

Session Total	0	8	593	1	93	0	3	1	699	699.10
Session Average	0.00	0.40	29.65	0.05	4.65	0.00	0.15	0.05	34.95	34.96

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 4.2: Westbound from Bradberry Balk Lane (East) to Bradberry Balk Lane (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	23	0	8	0	0	0	31	31.00
1015 - 1030	0	0	25	0	5	0	0	0	30	30.00
1030 - 1045	0	0	19	0	5	0	0	0	24	24.00
1045 - 1100	0	0	24	0	5	0	0	0	29	29.00
Hourly Total	0	0	91	0	23	0	0	0	114	114.00
Hourly Average	0.00	0.00	22.75	0.00	5.75	0.00	0.00	0.00	28.50	28.50
1100 - 1115	0	0	25	0	7	0	0	0	32	32.00
1115 - 1130	0	0	21	0	2	0	0	0	23	23.00
1130 - 1145	0	0	15	0	2	0	0	0	17	17.00
1145 - 1200	0	0	30	0	1	0	0	0	31	31.00
Hourly Total	0	0	91	0	12	0	0	0	103	103.00
Hourly Average	0.00	0.00	22.75	0.00	3.00	0.00	0.00	0.00	25.75	25.75
1200 - 1215	0	0	43	0	3	0	0	1	47	48.00
1215 - 1230	0	2	32	0	4	0	0	0	38	36.80
1230 - 1245	0	0	26	0	5	0	0	0	31	31.00
1245 - 1300	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	0	2	122	0	14	0	0	1	139	138.80
Hourly Average	0.00	0.50	30.50	0.00	3.50	0.00	0.00	0.25	34.75	34.70
1300 - 1315	0	0	24	0	1	0	0	0	25	25.00
1315 - 1330	0	1	17	0	1	0	0	0	19	18.40
1330 - 1345	0	0	21	0	4	0	0	0	25	25.00
1345 - 1400	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	0	1	75	0	8	0	0	0	84	83.40
Hourly Average	0.00	0.25	18.75	0.00	2.00	0.00	0.00	0.00	21.00	20.85
1400 - 1415	0	0	22	0	3	0	0	0	25	25.00
1415 - 1430	0	0	12	0	0	0	0	0	12	12.00
1430 - 1445	0	0	24	0	3	0	0	0	27	27.00
1445 - 1500	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	0	74	0	7	0	0	0	81	81.00
Hourly Average	0.00	0.00	18.50	0.00	1.75	0.00	0.00	0.00	20.25	20.25
1500 - 1515	0	0	10	0	1	0	0	0	11	11.00
1515 - 1530	0	0	15	0	1	0	0	0	16	16.00
1530 - 1545	0	0	16	0	1	0	0	0	17	17.00
1545 - 1600	0	0	23	0	2	0	0	0	25	25.00
Hourly Total	0	0	64	0	5	0	0	0	69	69.00
Hourly Average	0.00	0.00	16.00	0.00	1.25	0.00	0.00	0.00	17.25	17.25

Session Total	0	3	517	0	69	0	0	1	590	589.20
Session Average	0.00	0.13	21.54	0.00	2.88	0.00	0.00	0.04	24.58	24.55

Hoyland, Barnsley
Classified Junction Count

Site 4 of 5
Bradberry Balk Lane (East)
Local Access
Bradberry Balk Lane (West)

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 4.3: Left from Local Access to Bradberry Balk Lane (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	27	0	0	0	0	0	27	27.00
1415 - 1430	0	0	29	0	4	0	0	0	33	33.00
1430 - 1445	0	0	11	0	1	0	0	0	12	12.00
1445 - 1500	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	**0**	**0**	**80**	**0**	**5**	**0**	**0**	**0**	85	85.00
Hourly Average	**0.00**	**0.00**	**20.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**21.25**	**21.25**
1500 - 1515	0	0	19	0	2	1	0	0	22	22.50
1515 - 1530	0	0	15	0	1	0	0	0	16	16.00
1530 - 1545	0	0	29	0	2	0	0	0	31	31.00
1545 - 1600	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	**0**	**0**	**80**	**0**	**6**	**1**	**0**	**0**	87	87.50
Hourly Average	**0.00**	**0.00**	**20.00**	**0.00**	**1.50**	**0.25**	**0.00**	**0.00**	**21.75**	**21.88**
1600 - 1615	0	0	24	0	2	0	0	0	26	26.00
1615 - 1630	0	0	14	0	2	0	0	0	16	16.00
1630 - 1645	0	0	19	0	2	0	0	0	21	21.00
1645 - 1700	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	**0**	**0**	**70**	**0**	**7**	**0**	**0**	**0**	77	77.00
Hourly Average	**0.00**	**0.00**	**17.50**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**19.25**	**19.25**
1700 - 1715	0	0	21	0	1	0	0	0	22	22.00
1715 - 1730	0	0	18	0	0	0	0	0	18	18.00
1730 - 1745	0	0	15	0	0	0	0	0	15	15.00
1745 - 1800	0	0	23	0	0	0	0	0	23	23.00
Hourly Total	**0**	**0**	**77**	**0**	**1**	**0**	**0**	**0**	78	78.00
Hourly Average	**0.00**	**0.00**	**19.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**19.50**	**19.50**
1800 - 1815	0	0	15	0	1	0	0	0	16	16.00
1815 - 1830	0	0	28	0	1	0	0	0	29	29.00
1830 - 1845	0	0	14	0	1	0	0	0	15	15.00
1845 - 1900	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	**0**	**0**	**73**	**0**	**3**	**0**	**0**	**0**	76	76.00
Hourly Average	**0.00**	**0.00**	**18.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**19.00**	**19.00**

Session Total	0	0	380	0	22	1	0	0	403	403.50
Session Average	0.00	0.00	19.00	0.00	1.10	0.05	0.00	0.00	20.15	20.18

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 4.3: Left from Local Access to Bradberry Balk Lane (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	22	0	0	0	0	0	22	22.00
1015 - 1030	0	0	28	0	0	0	1	0	29	30.30
1030 - 1045	0	0	21	0	1	0	0	0	22	22.00
1045 - 1100	0	0	22	0	2	0	0	0	24	24.00
Hourly Total	0	0	93	0	3	0	1	0	97	98.30
Hourly Average	0.00	0.00	23.25	0.00	0.75	0.00	0.25	0.00	24.25	24.58
1100 - 1115	0	0	22	0	1	0	0	0	23	23.00
1115 - 1130	0	1	35	0	1	0	0	0	37	36.40
1130 - 1145	0	0	33	0	1	0	0	0	34	34.00
1145 - 1200	0	0	26	0	1	0	0	0	27	27.00
Hourly Total	0	1	116	0	4	0	0	0	121	120.40
Hourly Average	0.00	0.25	29.00	0.00	1.00	0.00	0.00	0.00	30.25	30.10
1200 - 1215	0	0	21	0	1	0	0	0	22	22.00
1215 - 1230	0	0	29	0	1	0	0	0	30	30.00
1230 - 1245	0	0	27	0	1	1	0	0	29	29.50
1245 - 1300	0	1	31	0	2	0	0	0	34	33.40
Hourly Total	0	1	108	0	5	1	0	0	115	114.90
Hourly Average	0.00	0.25	27.00	0.00	1.25	0.25	0.00	0.00	28.75	28.73
1300 - 1315	0	0	24	0	0	0	0	0	24	24.00
1315 - 1330	0	0	24	0	1	0	0	0	25	25.00
1330 - 1345	0	0	29	0	2	0	0	0	31	31.00
1345 - 1400	0	0	24	0	0	0	0	0	24	24.00
Hourly Total	0	0	101	0	3	0	0	0	104	104.00
Hourly Average	0.00	0.00	25.25	0.00	0.75	0.00	0.00	0.00	26.00	26.00
1400 - 1415	0	0	27	0	1	0	0	0	28	28.00
1415 - 1430	0	0	24	0	0	0	0	0	24	24.00
1430 - 1445	0	0	18	0	1	0	0	0	19	19.00
1445 - 1500	0	1	23	0	0	0	0	0	24	23.40
Hourly Total	0	1	92	0	2	0	0	0	95	94.40
Hourly Average	0.00	0.25	23.00	0.00	0.50	0.00	0.00	0.00	23.75	23.60
1500 - 1515	0	0	31	0	0	0	0	0	31	31.00
1515 - 1530	0	0	25	0	0	0	0	0	25	25.00
1530 - 1545	0	0	22	0	0	0	0	0	22	22.00
1545 - 1600	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	0	0	97	0	1	0	0	0	98	98.00
Hourly Average	0.00	0.00	24.25	0.00	0.25	0.00	0.00	0.00	24.50	24.50

Session Total	0	3	607	0	18	1	1	0	630	630.00
Session Average	0.00	0.13	25.29	0.00	0.75	0.04	0.04	0.00	26.25	26.25

Hoyland, Barnsley
Classified Junction Count

Site 4 of 5
Bradberry Balk Lane (East)
Local Access
Bradberry Balk Lane (West)

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 4.4: Right from Local Access to Bradberry Balk Lane (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	2	0	1	0	0	0	3	3.00
1415 - 1430	0	0	4	0	0	0	0	0	4	4.00
1430 - 1445	0	0	5	0	0	0	0	0	5	5.00
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**14**	**0**	**1**	**0**	**0**	**0**	15	15.00
Hourly Average	**0.00**	**0.00**	**3.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**3.75**	**3.75**
1500 - 1515	0	0	1	0	1	0	0	0	2	2.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	8	0	1	0	0	0	9	9.00
1545 - 1600	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**15**	**0**	**2**	**0**	**0**	**0**	17	17.00
Hourly Average	**0.00**	**0.00**	**3.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**
1600 - 1615	0	0	6	0	0	0	0	0	6	6.00
1615 - 1630	0	0	5	0	0	0	0	0	5	5.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	**0**	**0**	**17**	**0**	**1**	**0**	**0**	**0**	18	18.00
Hourly Average	**0.00**	**0.00**	**4.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**4.50**	**4.50**
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	18	18.00
Hourly Average	**0.00**	**0.00**	**4.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.50**	**4.50**
1800 - 1815	0	0	2	1	0	0	0	0	3	3.00
1815 - 1830	0	0	4	0	1	0	0	0	5	5.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**10**	**1**	**1**	**0**	**0**	**0**	12	12.00
Hourly Average	**0.00**	**0.00**	**2.50**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	**3.00**	**3.00**

Session Total	**0**	**0**	**74**	**1**	**5**	**0**	**0**	**0**	**80**	**80.00**
Session Average	**0.00**	**0.00**	**3.70**	**0.05**	**0.25**	**0.00**	**0.00**	**0.00**	**4.00**	**4.00**

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 4.4: Right from Local Access to Bradberry Balk Lane (East)								**Original Data**	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	**TOTAL**	PCU TOTAL
1000 - 1015	0	0	4	0	0	0	0	0	**4**	**4.00**
1015 - 1030	0	0	3	0	0	0	0	0	**3**	**3.00**
1030 - 1045	0	0	3	0	0	0	0	0	**3**	**3.00**
1045 - 1100	0	0	6	0	1	0	0	0	**7**	**7.00**
Hourly Total	**0**	**0**	**16**	**0**	**1**	**0**	**0**	**0**	17	**17.00**
Hourly Average	**0.00**	**0.00**	**4.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**
1100 - 1115	0	0	2	0	0	0	0	0	**2**	**2.00**
1115 - 1130	0	0	1	0	0	0	0	0	**1**	**1.00**
1130 - 1145	0	0	4	0	0	0	0	0	**4**	**4.00**
1145 - 1200	0	0	6	0	0	0	0	0	**6**	**6.00**
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	13	**13.00**
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.25**	**3.25**
1200 - 1215	0	0	4	0	0	0	0	0	**4**	**4.00**
1215 - 1230	0	0	3	0	0	0	0	0	**3**	**3.00**
1230 - 1245	0	0	3	0	0	0	0	0	**3**	**3.00**
1245 - 1300	0	0	7	0	0	0	0	0	**7**	**7.00**
Hourly Total	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	17	**17.00**
Hourly Average	**0.00**	**0.00**	**4.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**
1300 - 1315	0	0	4	0	0	0	0	0	**4**	**4.00**
1315 - 1330	0	0	1	0	0	0	0	0	**1**	**1.00**
1330 - 1345	0	0	3	0	0	0	0	0	**3**	**3.00**
1345 - 1400	0	0	4	0	0	0	0	0	**4**	**4.00**
Hourly Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	12	**12.00**
Hourly Average	**0.00**	**0.00**	**3.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.00**	**3.00**
1400 - 1415	0	0	2	0	0	0	0	0	**2**	**2.00**
1415 - 1430	0	0	2	0	0	0	0	0	**2**	**2.00**
1430 - 1445	0	0	2	0	0	0	0	0	**2**	**2.00**
1445 - 1500	0	0	9	0	0	0	0	0	**9**	**9.00**
Hourly Total	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	15	**15.00**
Hourly Average	**0.00**	**0.00**	**3.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.75**	**3.75**
1500 - 1515	0	0	3	0	0	0	0	0	**3**	**3.00**
1515 - 1530	0	0	8	0	0	0	0	0	**8**	**8.00**
1530 - 1545	0	0	4	0	0	0	0	0	**4**	**4.00**
1545 - 1600	0	0	4	0	0	0	0	0	**4**	**4.00**
Hourly Total	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	19	**19.00**
Hourly Average	**0.00**	**0.00**	**4.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.75**	**4.75**

Session Total	**0**	**0**	**92**	**0**	**1**	**0**	**0**	**0**	**93**	**93.00**
Session Average	**0.00**	**0.00**	**3.83**	**0.00**	**0.04**	**0.00**	**0.00**	**0.00**	**3.88**	**3.88**

Hoyland, Barnsley
Classified Junction Count

Site 4 of 5
Bradberry Balk Lane (East)
Local Access
Bradberry Balk Lane (West)

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 4.5: Eastbound from Bradberry Balk Lane (West) to Bradberry Balk Lane (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	1	25	0	10	0	1	0	37	37.70
1415 - 1430	1	0	34	0	9	0	1	0	45	45.50
1430 - 1445	0	0	25	0	7	0	0	0	32	32.00
1445 - 1500	0	1	46	0	2	0	1	0	50	50.70
Hourly Total	**1**	**2**	**130**	**0**	**28**	**0**	**3**	**0**	164	165.90
Hourly Average	**0.25**	**0.50**	**32.50**	**0.00**	**7.00**	**0.00**	**0.75**	**0.00**	**41.00**	**41.48**
1500 - 1515	0	0	33	0	1	0	0	0	34	34.00
1515 - 1530	0	0	37	1	4	1	1	0	44	45.80
1530 - 1545	0	0	28	0	10	0	1	0	39	40.30
1545 - 1600	0	0	34	0	9	0	1	0	44	45.30
Hourly Total	**0**	**0**	**132**	**1**	**24**	**1**	**3**	**0**	161	165.40
Hourly Average	**0.00**	**0.00**	**33.00**	**0.25**	**6.00**	**0.25**	**0.75**	**0.00**	**40.25**	**41.35**
1600 - 1615	0	1	34	0	6	0	1	0	42	42.70
1615 - 1630	3	1	19	0	7	0	0	1	31	29.00
1630 - 1645	0	0	29	0	5	2	0	0	36	37.00
1645 - 1700	0	0	25	0	7	0	0	3	35	38.00
Hourly Total	**3**	**2**	**107**	**0**	**25**	**2**	**1**	**4**	144	146.70
Hourly Average	**0.75**	**0.50**	**26.75**	**0.00**	**6.25**	**0.50**	**0.25**	**1.00**	**36.00**	**36.68**
1700 - 1715	0	0	39	0	2	0	0	2	43	45.00
1715 - 1730	0	0	30	0	4	0	1	0	35	36.30
1730 - 1745	0	1	27	0	4	0	0	0	32	31.40
1745 - 1800	0	0	29	0	2	0	0	0	31	31.00
Hourly Total	**0**	**1**	**125**	**0**	**12**	**0**	**1**	**2**	141	143.70
Hourly Average	**0.00**	**0.25**	**31.25**	**0.00**	**3.00**	**0.00**	**0.25**	**0.50**	**35.25**	**35.93**
1800 - 1815	0	0	26	0	3	0	0	0	29	29.00
1815 - 1830	0	2	42	0	5	0	1	0	50	50.10
1830 - 1845	0	0	28	0	2	0	0	0	30	30.00
1845 - 1900	0	0	23	0	3	0	0	0	26	26.00
Hourly Total	**0**	**2**	**119**	**0**	**13**	**0**	**1**	**0**	135	135.10
Hourly Average	**0.00**	**0.50**	**29.75**	**0.00**	**3.25**	**0.00**	**0.25**	**0.00**	**33.75**	**33.78**

Session Total	4	7	613	1	102	3	9	6	745	756.80
Session Average	0.20	0.35	30.65	0.05	5.10	0.15	0.45	0.30	37.25	37.84

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 4.5: Eastbound from Bradberry Balk Lane (West) to Bradberry Balk Lane (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	29	0	3	0	0	0	32	32.00
1015 - 1030	0	0	20	0	4	0	0	0	24	24.00
1030 - 1045	0	0	18	0	6	0	0	0	24	24.00
1045 - 1100	0	0	18	0	4	0	0	0	22	22.00
Hourly Total	0	0	85	0	17	0	0	0	102	102.00
Hourly Average	0.00	0.00	21.25	0.00	4.25	0.00	0.00	0.00	25.50	25.50
1100 - 1115	0	0	34	0	6	0	0	0	40	40.00
1115 - 1130	0	1	21	0	2	1	0	0	25	24.90
1130 - 1145	1	0	26	0	3	0	0	0	30	29.20
1145 - 1200	0	0	36	0	3	0	0	0	39	39.00
Hourly Total	1	1	117	0	14	1	0	0	134	133.10
Hourly Average	0.25	0.25	29.25	0.00	3.50	0.25	0.00	0.00	33.50	33.28
1200 - 1215	0	0	28	0	1	0	0	0	29	29.00
1215 - 1230	0	0	18	0	1	0	0	0	19	19.00
1230 - 1245	0	0	34	0	1	0	0	0	35	35.00
1245 - 1300	0	0	28	0	3	0	0	0	31	31.00
Hourly Total	0	0	108	0	6	0	0	0	114	114.00
Hourly Average	0.00	0.00	27.00	0.00	1.50	0.00	0.00	0.00	28.50	28.50
1300 - 1315	0	0	20	0	1	0	0	0	21	21.00
1315 - 1330	0	1	26	0	1	0	1	0	29	29.70
1330 - 1345	1	0	27	0	1	0	0	0	29	28.20
1345 - 1400	0	0	28	0	3	0	0	0	31	31.00
Hourly Total	1	1	101	0	6	0	1	0	110	109.90
Hourly Average	0.25	0.25	25.25	0.00	1.50	0.00	0.25	0.00	27.50	27.48
1400 - 1415	0	0	33	0	0	0	0	0	33	33.00
1415 - 1430	0	0	15	0	3	0	0	0	18	18.00
1430 - 1445	0	0	27	0	2	0	0	0	29	29.00
1445 - 1500	0	1	20	0	0	0	0	0	21	20.40
Hourly Total	0	1	95	0	5	0	0	0	101	100.40
Hourly Average	0.00	0.25	23.75	0.00	1.25	0.00	0.00	0.00	25.25	25.10
1500 - 1515	0	0	26	0	1	0	0	0	27	27.00
1515 - 1530	0	0	20	0	1	0	0	0	21	21.00
1530 - 1545	0	2	14	0	3	0	0	0	19	17.80
1545 - 1600	0	0	22	0	1	0	0	0	23	23.00
Hourly Total	0	2	82	0	6	0	0	0	90	88.80
Hourly Average	0.00	0.50	20.50	0.00	1.50	0.00	0.00	0.00	22.50	22.20

Session Total	2	5	588	0	54	1	1	0	651	648.20
Session Average	0.08	0.21	24.50	0.00	2.25	0.04	0.04	0.00	27.13	27.01

Hoyland, Barnsley
Classified Junction Count

Site 4 of 5
Bradberry Balk Lane (East)
Local Access
Bradberry Balk Lane (West)

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 4.6: Right from Bradberry Balk Lane (West) to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	19	0	1	0	0	0	20	20.00
1415 - 1430	0	0	16	0	2	0	0	0	18	18.00
1430 - 1445	0	0	9	0	1	0	0	0	10	10.00
1445 - 1500	0	0	18	0	3	0	0	0	21	21.00
Hourly Total	**0**	**0**	**62**	**0**	**7**	**0**	**0**	**0**	69	69.00
Hourly Average	**0.00**	**0.00**	**15.50**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**17.25**	**17.25**
1500 - 1515	0	0	18	0	1	0	0	0	19	19.00
1515 - 1530	0	0	22	0	2	0	0	0	24	24.00
1530 - 1545	0	0	21	0	1	0	0	0	22	22.00
1545 - 1600	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	**0**	**0**	**78**	**0**	**5**	**0**	**0**	**0**	83	83.00
Hourly Average	**0.00**	**0.00**	**19.50**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**20.75**	**20.75**
1600 - 1615	0	0	16	0	1	0	0	0	17	17.00
1615 - 1630	0	0	16	0	1	0	0	0	17	17.00
1630 - 1645	0	0	22	0	2	0	0	0	24	24.00
1645 - 1700	0	0	20	0	0	0	0	0	20	20.00
Hourly Total	**0**	**0**	**74**	**0**	**4**	**0**	**0**	**0**	78	78.00
Hourly Average	**0.00**	**0.00**	**18.50**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**19.50**	**19.50**
1700 - 1715	0	0	11	0	0	0	0	0	11	11.00
1715 - 1730	0	0	21	0	0	0	0	0	21	21.00
1730 - 1745	0	0	22	0	0	0	0	0	22	22.00
1745 - 1800	0	0	24	0	1	0	0	0	25	25.00
Hourly Total	**0**	**0**	**78**	**0**	**1**	**0**	**0**	**0**	79	79.00
Hourly Average	**0.00**	**0.00**	**19.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**19.75**	**19.75**
1800 - 1815	0	0	22	0	0	0	0	0	22	22.00
1815 - 1830	0	0	14	0	1	0	0	0	15	15.00
1830 - 1845	0	0	19	0	1	0	0	0	20	20.00
1845 - 1900	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	**0**	**0**	**71**	**0**	**2**	**0**	**0**	**0**	73	73.00
Hourly Average	**0.00**	**0.00**	**17.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**18.25**	**18.25**

Session Total	**0**	**0**	**363**	**0**	**19**	**0**	**0**	**0**	**382**	**382.00**
Session Average	**0.00**	**0.00**	**18.15**	**0.00**	**0.95**	**0.00**	**0.00**	**0.00**	**19.10**	**19.10**

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 4.6: Right from Bradberry Balk Lane (West) to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	21	0	0	0	0	0	**21**	**21.00**
1015 - 1030	0	0	23	0	1	0	0	0	**24**	**24.00**
1030 - 1045	0	0	25	0	0	0	0	0	**25**	**25.00**
1045 - 1100	0	0	25	0	0	0	0	0	**25**	**25.00**
Hourly Total	**0**	**0**	**94**	**0**	**1**	**0**	**0**	**0**	95	**95.00**
Hourly Average	**0.00**	**0.00**	**23.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**23.75**	**23.75**
1100 - 1115	0	1	35	0	4	0	0	0	**40**	**39.40**
1115 - 1130	0	0	31	0	0	0	0	0	**31**	**31.00**
1130 - 1145	0	0	28	0	0	0	0	0	**28**	**28.00**
1145 - 1200	0	0	21	0	0	0	0	0	**21**	**21.00**
Hourly Total	**0**	**1**	**115**	**0**	**4**	**0**	**0**	**0**	120	**119.40**
Hourly Average	**0.00**	**0.25**	**28.75**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**30.00**	**29.85**
1200 - 1215	0	0	21	0	0	0	0	0	**21**	**21.00**
1215 - 1230	0	0	37	0	2	0	0	0	**39**	**39.00**
1230 - 1245	0	1	25	0	3	1	0	0	**30**	**29.90**
1245 - 1300	0	0	23	0	0	0	0	0	**23**	**23.00**
Hourly Total	**0**	**1**	**106**	**0**	**5**	**1**	**0**	**0**	113	**112.90**
Hourly Average	**0.00**	**0.25**	**26.50**	**0.00**	**1.25**	**0.25**	**0.00**	**0.00**	**28.25**	**28.23**
1300 - 1315	0	0	18	0	0	0	0	0	**18**	**18.00**
1315 - 1330	0	0	35	0	0	0	0	0	**35**	**35.00**
1330 - 1345	0	0	22	0	2	0	0	0	**24**	**24.00**
1345 - 1400	0	0	29	0	0	0	0	0	**29**	**29.00**
Hourly Total	**0**	**0**	**104**	**0**	**2**	**0**	**0**	**0**	106	**106.00**
Hourly Average	**0.00**	**0.00**	**26.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**26.50**	**26.50**
1400 - 1415	0	0	25	0	11	0	0	0	**36**	**36.00**
1415 - 1430	0	0	14	0	0	0	0	0	**14**	**14.00**
1430 - 1445	0	1	27	0	0	0	0	0	**28**	**27.40**
1445 - 1500	0	0	25	0	0	0	0	0	**25**	**25.00**
Hourly Total	**0**	**1**	**91**	**0**	**11**	**0**	**0**	**0**	103	**102.40**
Hourly Average	**0.00**	**0.25**	**22.75**	**0.00**	**2.75**	**0.00**	**0.00**	**0.00**	**25.75**	**25.60**
1500 - 1515	0	0	21	0	0	0	0	0	**21**	**21.00**
1515 - 1530	0	0	27	0	0	0	0	0	**27**	**27.00**
1530 - 1545	0	0	16	0	3	0	0	0	**19**	**19.00**
1545 - 1600	0	0	14	0	0	0	0	0	**14**	**14.00**
Hourly Total	**0**	**0**	**78**	**0**	**3**	**0**	**0**	**0**	81	**81.00**
Hourly Average	**0.00**	**0.00**	**19.50**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**20.25**	**20.25**

Session Total	**0**	**3**	**588**	**0**	**26**	**1**	**0**	**0**	**618**	**616.70**
Session Average	**0.00**	**0.13**	**24.50**	**0.00**	**1.08**	**0.04**	**0.00**	**0.00**	**25.75**	**25.70**

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.1: Left from B6096 Hoyland Road to A6135 Sheffield Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	10	0	1	0	0	0	11	11.00
1415 - 1430	0	0	9	0	2	0	0	0	11	11.00
1430 - 1445	0	0	4	0	1	1	0	0	6	6.50
1445 - 1500	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	**0**	**0**	**35**	**0**	**6**	**1**	**0**	**0**	42	42.50
Hourly Average	**0.00**	**0.00**	**8.75**	**0.00**	**1.50**	**0.25**	**0.00**	**0.00**	**10.50**	**10.63**
1500 - 1515	0	1	14	0	3	0	0	0	18	17.40
1515 - 1530	0	0	8	0	7	0	0	0	15	15.00
1530 - 1545	0	0	16	0	2	0	0	0	18	18.00
1545 - 1600	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	**0**	**1**	**54**	**0**	**13**	**0**	**0**	**0**	68	67.40
Hourly Average	**0.00**	**0.25**	**13.50**	**0.00**	**3.25**	**0.00**	**0.00**	**0.00**	**17.00**	**16.85**
1600 - 1615	0	2	12	0	1	0	0	0	15	13.80
1615 - 1630	0	0	14	0	1	0	0	0	15	15.00
1630 - 1645	0	3	16	0	1	0	0	0	20	18.20
1645 - 1700	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	**0**	**5**	**55**	**0**	**5**	**0**	**0**	**0**	65	62.00
Hourly Average	**0.00**	**1.25**	**13.75**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**16.25**	**15.50**
1700 - 1715	0	0	13	0	2	0	0	0	15	15.00
1715 - 1730	0	0	13	0	2	0	0	0	15	15.00
1730 - 1745	0	0	8	0	1	0	0	0	9	9.00
1745 - 1800	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	**0**	**0**	**44**	**0**	**6**	**0**	**0**	**0**	50	50.00
Hourly Average	**0.00**	**0.00**	**11.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**12.50**	**12.50**
1800 - 1815	0	0	14	0	1	0	0	0	15	15.00
1815 - 1830	0	0	9	0	3	0	0	0	12	12.00
1830 - 1845	0	0	8	0	0	0	0	0	8	8.00
1845 - 1900	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	**0**	**0**	**39**	**0**	**6**	**0**	**0**	**0**	45	45.00
Hourly Average	**0.00**	**0.00**	**9.75**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**11.25**	**11.25**

Session Total	0	6	227	0	36	1	0	0	270	266.90
Session Average	0.00	0.30	11.35	0.00	1.80	0.05	0.00	0.00	13.50	13.35

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 5.1: Left from B6096 Hoyland Road to A6135 Sheffield Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	12	0	3	0	0	0	15	15.00
1015 - 1030	0	1	10	0	0	0	0	0	11	10.40
1030 - 1045	0	0	9	0	0	0	0	0	9	9.00
1045 - 1100	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	1	43	0	4	0	0	0	48	47.40
Hourly Average	0.00	0.25	10.75	0.00	1.00	0.00	0.00	0.00	12.00	11.85
1100 - 1115	0	0	12	0	0	0	0	0	12	12.00
1115 - 1130	0	0	18	0	0	0	0	0	18	18.00
1130 - 1145	0	0	15	0	3	0	0	0	18	18.00
1145 - 1200	0	0	9	0	3	0	0	0	12	12.00
Hourly Total	0	0	54	0	6	0	0	0	60	60.00
Hourly Average	0.00	0.00	13.50	0.00	1.50	0.00	0.00	0.00	15.00	15.00
1200 - 1215	0	1	19	0	1	0	0	0	21	20.40
1215 - 1230	0	0	17	0	2	0	0	0	19	19.00
1230 - 1245	0	0	14	0	1	0	0	0	15	15.00
1245 - 1300	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	1	66	0	5	0	0	0	72	71.40
Hourly Average	0.00	0.25	16.50	0.00	1.25	0.00	0.00	0.00	18.00	17.85
1300 - 1315	0	0	15	0	1	0	0	0	16	16.00
1315 - 1330	1	0	13	0	1	0	0	0	15	14.20
1330 - 1345	0	0	13	0	2	0	0	0	15	15.00
1345 - 1400	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	1	0	52	0	4	0	0	0	57	56.20
Hourly Average	0.25	0.00	13.00	0.00	1.00	0.00	0.00	0.00	14.25	14.05
1400 - 1415	0	1	11	0	1	0	0	0	13	12.40
1415 - 1430	0	2	16	0	1	0	0	0	19	17.80
1430 - 1445	0	0	14	0	0	0	0	0	14	14.00
1445 - 1500	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	3	52	0	3	0	0	0	58	56.20
Hourly Average	0.00	0.75	13.00	0.00	0.75	0.00	0.00	0.00	14.50	14.05
1500 - 1515	0	1	6	0	3	0	0	0	10	9.40
1515 - 1530	0	0	12	0	0	0	0	0	12	12.00
1530 - 1545	0	1	8	0	0	0	0	0	9	8.40
1545 - 1600	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	2	37	0	3	0	0	0	42	40.80
Hourly Average	0.00	0.50	9.25	0.00	0.75	0.00	0.00	0.00	10.50	10.20

Session Total	1	7	304	0	25	0	0	0	337	332.00
Session Average	0.04	0.29	12.67	0.00	1.04	0.00	0.00	0.00	14.04	13.83

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.2: Westbound from B6096 Hoyland Road to Tankersley Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	4	0	0	0	0	0	4	4.00
1445 - 1500	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	10	10.00
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.50**	**2.50**
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	1	0	1	0	0	0	2	2.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	10	10.00
Hourly Average	**0.00**	**0.00**	**2.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**2.50**	**2.50**
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	1	0	0	0	0	0	0	0	1	0.20
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	4	3.20
Hourly Average	**0.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**0.80**
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**

Session Total	1	0	31	0	2	0	0	0	34	33.20
Session Average	0.05	0.00	1.55	0.00	0.10	0.00	0.00	0.00	1.70	1.66

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 5.2: Westbound from B6096 Hoyland Road to Tankersley Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	2	0	0	0	0	0	2	2.00
1045 - 1100	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	1	0	5	0	0	0	0	0	6	5.20
Hourly Average	0.25	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.50	1.30
1100 - 1115	0	0	3	0	0	0	0	0	3	3.00
1115 - 1130	0	0	3	0	0	0	0	0	3	3.00
1130 - 1145	0	0	2	1	0	0	0	0	3	3.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	9	1	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.25	0.00	0.00	0.00	0.00	2.50	2.50
1200 - 1215	0	0	2	0	0	0	0	0	2	2.00
1215 - 1230	0	0	4	0	1	0	0	0	5	5.00
1230 - 1245	0	0	2	0	0	0	0	0	2	2.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	8	0	1	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.25	2.25
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	1	0	1	0	1	0	0	0	3	2.20
1345 - 1400	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	6	0	1	0	0	0	8	7.20
Hourly Average	0.25	0.00	1.50	0.00	0.25	0.00	0.00	0.00	2.00	1.80
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	1	0	0	0	0	0	0	0	1	0.20
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30

Session Total	3	0	33	1	2	0	0	0	39	36.60
Session Average	0.13	0.00	1.38	0.04	0.08	0.00	0.00	0.00	1.63	1.53

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.3: Right from B6096 Hoyland Road to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	1	46	0	8	1	0	0	56	55.90
1415 - 1430	0	0	49	0	8	1	0	1	59	60.50
1430 - 1445	0	0	70	0	11	0	1	3	85	89.30
1445 - 1500	0	0	93	0	16	1	0	0	110	110.50
Hourly Total	**0**	**1**	**258**	**0**	**43**	**3**	**1**	**4**	310	316.20
Hourly Average	**0.00**	**0.25**	**64.50**	**0.00**	**10.75**	**0.75**	**0.25**	**1.00**	**77.50**	**79.05**
1500 - 1515	0	0	59	0	7	3	0	0	69	70.50
1515 - 1530	0	2	80	0	11	0	0	0	93	91.80
1530 - 1545	0	1	67	1	8	0	0	3	80	82.40
1545 - 1600	0	0	72	0	10	0	0	0	82	82.00
Hourly Total	**0**	**3**	**278**	**1**	**36**	**3**	**0**	**3**	324	326.70
Hourly Average	**0.00**	**0.75**	**69.50**	**0.25**	**9.00**	**0.75**	**0.00**	**0.75**	**81.00**	**81.68**
1600 - 1615	0	1	61	0	12	0	0	1	75	75.40
1615 - 1630	0	0	74	0	5	0	0	0	79	79.00
1630 - 1645	0	1	60	0	9	0	0	1	71	71.40
1645 - 1700	0	0	71	0	10	0	0	0	81	81.00
Hourly Total	**0**	**2**	**266**	**0**	**36**	**0**	**0**	**2**	306	306.80
Hourly Average	**0.00**	**0.50**	**66.50**	**0.00**	**9.00**	**0.00**	**0.00**	**0.50**	**76.50**	**76.70**
1700 - 1715	0	0	57	0	7	0	0	2	66	68.00
1715 - 1730	0	2	65	0	1	0	0	0	68	66.80
1730 - 1745	0	0	76	0	5	0	0	1	82	83.00
1745 - 1800	2	1	54	0	6	0	0	2	65	64.80
Hourly Total	**2**	**3**	**252**	**0**	**19**	**0**	**0**	**5**	281	282.60
Hourly Average	**0.50**	**0.75**	**63.00**	**0.00**	**4.75**	**0.00**	**0.00**	**1.25**	**70.25**	**70.65**
1800 - 1815	1	0	56	0	5	0	0	0	62	61.20
1815 - 1830	0	0	49	0	4	0	0	2	55	57.00
1830 - 1845	0	0	59	0	3	0	0	0	62	62.00
1845 - 1900	0	0	50	0	4	0	0	1	55	56.00
Hourly Total	**1**	**0**	**214**	**0**	**16**	**0**	**0**	**3**	234	236.20
Hourly Average	**0.25**	**0.00**	**53.50**	**0.00**	**4.00**	**0.00**	**0.00**	**0.75**	**58.50**	**59.05**

Session Total	3	9	1268	1	150	6	1	17	1455	1468.50
Session Average	0.15	0.45	63.40	0.05	7.50	0.30	0.05	0.85	72.75	73.43

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 5.3: Right from B6096 Hoyland Road to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	71	0	5	0	0	0	76	76.00
1015 - 1030	0	1	53	0	8	0	0	3	65	67.40
1030 - 1045	0	0	83	0	7	0	0	2	92	94.00
1045 - 1100	0	0	79	0	6	0	0	1	86	87.00
Hourly Total	0	1	286	0	26	0	0	6	319	324.40
Hourly Average	0.00	0.25	71.50	0.00	6.50	0.00	0.00	1.50	79.75	81.10
1100 - 1115	0	0	72	0	3	1	0	0	76	76.50
1115 - 1130	0	1	83	0	4	0	0	2	90	91.40
1130 - 1145	0	0	60	1	7	0	0	2	70	72.00
1145 - 1200	0	2	65	0	6	0	0	1	74	73.80
Hourly Total	0	3	280	1	20	1	0	5	310	313.70
Hourly Average	0.00	0.75	70.00	0.25	5.00	0.25	0.00	1.25	77.50	78.43
1200 - 1215	0	1	77	0	6	0	0	1	85	85.40
1215 - 1230	0	0	71	1	7	0	0	1	80	81.00
1230 - 1245	1	0	57	0	3	0	0	1	62	62.20
1245 - 1300	1	0	63	0	5	0	0	0	69	68.20
Hourly Total	2	1	268	1	21	0	0	3	296	296.80
Hourly Average	0.50	0.25	67.00	0.25	5.25	0.00	0.00	0.75	74.00	74.20
1300 - 1315	0	0	59	2	2	1	0	1	65	66.50
1315 - 1330	0	0	74	0	3	0	0	2	79	81.00
1330 - 1345	0	2	66	0	1	1	0	1	71	71.30
1345 - 1400	0	0	71	0	3	0	0	2	76	78.00
Hourly Total	0	2	270	2	9	2	0	6	291	296.80
Hourly Average	0.00	0.50	67.50	0.50	2.25	0.50	0.00	1.50	72.75	74.20
1400 - 1415	0	0	56	0	5	3	0	1	65	67.50
1415 - 1430	0	0	63	0	2	2	0	0	67	68.00
1430 - 1445	0	2	45	0	6	0	0	3	56	57.80
1445 - 1500	0	0	63	0	6	0	0	1	70	71.00
Hourly Total	0	2	227	0	19	5	0	5	258	264.30
Hourly Average	0.00	0.50	56.75	0.00	4.75	1.25	0.00	1.25	64.50	66.08
1500 - 1515	0	0	57	0	5	0	0	1	63	64.00
1515 - 1530	0	2	39	0	3	0	0	1	45	44.80
1530 - 1545	0	0	45	0	5	0	0	1	51	52.00
1545 - 1600	0	0	53	0	6	0	0	2	61	63.00
Hourly Total	0	2	194	0	19	0	0	5	220	223.80
Hourly Average	0.00	0.50	48.50	0.00	4.75	0.00	0.00	1.25	55.00	55.95

Session Total	2	11	1525	4	114	8	0	30	1694	1719.80
Session Average	0.08	0.46	63.54	0.17	4.75	0.33	0.00	1.25	70.58	71.66

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.4: Left from A6135 Sheffield Road (South) to Tankersley Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1500 - 1515	0	0	4	0	0	0	0	0	4	4.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	7	7.00
Hourly Average	**0.00**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	2	0	1	0	0	0	3	3.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	4	3.20
Hourly Average	**0.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**0.80**
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	5	5.00
Hourly Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**

Session Total	1	0	23	0	2	0	0	0	26	25.20
Session Average	0.05	0.00	1.15	0.00	0.10	0.00	0.00	0.00	1.30	1.26

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 5.4: Left from A6135 Sheffield Road (South) to Tankersley Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	2	0	0	0	0	0	2	2.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	2	0	0	0	0	0	2	2.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	2	0	0	0	0	0	2	2.00
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	8	0	1	0	0	0	0	0	9	2.60
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	8	0	2	0	0	0	0	0	10	3.60
Hourly Average	2.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	2.50	0.90
1400 - 1415	0	2	0	0	0	0	0	0	2	0.80
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	2	1	0	0	0	0	0	3	1.80
Hourly Average	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.00	0.75	0.45
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

Session Total	8	2	17	0	0	0	0	0	27	19.40
Session Average	0.33	0.08	0.71	0.00	0.00	0.00	0.00	0.00	1.13	0.81

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.5: Northbound from A6135 Sheffield Road (South) to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	12	0	1	0	0	0	13	13.00
1415 - 1430	0	0	9	0	4	0	0	2	15	17.00
1430 - 1445	0	0	18	0	3	0	0	0	21	21.00
1445 - 1500	0	0	21	0	5	1	1	1	29	31.80
Hourly Total	**0**	**0**	**60**	**0**	**13**	**1**	**1**	**3**	78	82.80
Hourly Average	**0.00**	**0.00**	**15.00**	**0.00**	**3.25**	**0.25**	**0.25**	**0.75**	**19.50**	**20.70**
1500 - 1515	0	0	16	0	4	1	0	0	21	21.50
1515 - 1530	0	0	10	0	5	0	1	0	16	17.30
1530 - 1545	0	0	12	0	2	0	0	0	14	14.00
1545 - 1600	0	0	12	0	6	0	0	1	19	20.00
Hourly Total	**0**	**0**	**50**	**0**	**17**	**1**	**1**	**1**	70	72.80
Hourly Average	**0.00**	**0.00**	**12.50**	**0.00**	**4.25**	**0.25**	**0.25**	**0.25**	**17.50**	**18.20**
1600 - 1615	0	0	22	0	3	0	0	0	25	25.00
1615 - 1630	0	0	18	0	2	0	0	2	22	24.00
1630 - 1645	0	1	16	0	3	0	0	0	20	19.40
1645 - 1700	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	**0**	**1**	**74**	**0**	**9**	**0**	**0**	**2**	86	87.40
Hourly Average	**0.00**	**0.25**	**18.50**	**0.00**	**2.25**	**0.00**	**0.00**	**0.50**	**21.50**	**21.85**
1700 - 1715	0	0	16	0	2	0	0	1	19	20.00
1715 - 1730	0	1	12	0	3	0	0	0	16	15.40
1730 - 1745	0	0	18	0	2	0	0	1	21	22.00
1745 - 1800	1	0	19	0	2	0	0	1	23	23.20
Hourly Total	**1**	**1**	**65**	**0**	**9**	**0**	**0**	**3**	79	80.60
Hourly Average	**0.25**	**0.25**	**16.25**	**0.00**	**2.25**	**0.00**	**0.00**	**0.75**	**19.75**	**20.15**
1800 - 1815	0	0	16	0	0	0	0	0	16	16.00
1815 - 1830	0	0	12	0	2	0	0	1	15	16.00
1830 - 1845	0	0	6	0	1	0	0	0	7	7.00
1845 - 1900	0	0	5	0	4	0	0	0	9	9.00
Hourly Total	**0**	**0**	**39**	**0**	**7**	**0**	**0**	**1**	47	48.00
Hourly Average	**0.00**	**0.00**	**9.75**	**0.00**	**1.75**	**0.00**	**0.00**	**0.25**	**11.75**	**12.00**

Session Total	1	2	288	0	55	2	2	10	360	371.60
Session Average	0.05	0.10	14.40	0.00	2.75	0.10	0.10	0.50	18.00	18.58

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 5.5: Northbound from A6135 Sheffield Road (South) to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	18	0	4	0	0	0	22	22.00
1015 - 1030	0	0	15	0	3	0	0	1	19	20.00
1030 - 1045	0	0	20	0	1	0	0	1	22	23.00
1045 - 1100	0	0	22	0	3	0	0	0	25	25.00
Hourly Total	0	0	75	0	11	0	0	2	88	90.00
Hourly Average	0.00	0.00	18.75	0.00	2.75	0.00	0.00	0.50	22.00	22.50
1100 - 1115	0	0	17	0	1	0	0	0	18	18.00
1115 - 1130	1	0	20	0	1	0	0	1	23	23.20
1130 - 1145	0	0	22	0	5	0	0	0	27	27.00
1145 - 1200	0	0	24	0	5	0	0	1	30	31.00
Hourly Total	1	0	83	0	12	0	0	2	98	99.20
Hourly Average	0.25	0.00	20.75	0.00	3.00	0.00	0.00	0.50	24.50	24.80
1200 - 1215	0	1	38	0	1	0	0	0	40	39.40
1215 - 1230	0	1	17	0	3	0	0	1	22	22.40
1230 - 1245	0	0	21	0	2	0	0	0	23	23.00
1245 - 1300	0	0	13	0	0	0	0	1	14	15.00
Hourly Total	0	2	89	0	6	0	0	2	99	99.80
Hourly Average	0.00	0.50	22.25	0.00	1.50	0.00	0.00	0.50	24.75	24.95
1300 - 1315	0	0	26	0	1	0	0	0	27	27.00
1315 - 1330	0	0	20	0	2	0	0	2	24	26.00
1330 - 1345	0	0	23	0	1	0	0	0	24	24.00
1345 - 1400	0	0	13	0	0	0	0	1	14	15.00
Hourly Total	0	0	82	0	4	0	0	3	89	92.00
Hourly Average	0.00	0.00	20.50	0.00	1.00	0.00	0.00	0.75	22.25	23.00
1400 - 1415	0	1	27	0	0	0	0	0	28	27.40
1415 - 1430	0	1	18	0	0	0	0	1	20	20.40
1430 - 1445	0	1	13	0	3	0	0	1	18	18.40
1445 - 1500	0	0	10	0	2	0	0	1	13	14.00
Hourly Total	0	3	68	0	5	0	0	3	79	80.20
Hourly Average	0.00	0.75	17.00	0.00	1.25	0.00	0.00	0.75	19.75	20.05
1500 - 1515	0	0	12	0	1	0	0	1	14	15.00
1515 - 1530	0	0	10	0	0	0	0	1	11	12.00
1530 - 1545	0	0	12	0	1	0	0	0	13	13.00
1545 - 1600	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	48	0	3	0	0	2	53	55.00
Hourly Average	0.00	0.00	12.00	0.00	0.75	0.00	0.00	0.50	13.25	13.75

Session Total	1	5	445	0	41	0	0	14	506	516.20
Session Average	0.04	0.21	18.54	0.00	1.71	0.00	0.00	0.58	21.08	21.51

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.6: Right from A6135 Sheffield Road (South) to B6096 Hoyland Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	11	0	0	0	0	0	11	11.00
1415 - 1430	0	0	11	0	0	0	0	0	11	11.00
1430 - 1445	0	0	5	0	3	0	0	0	8	8.00
1445 - 1500	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	**0**	**0**	**38**	**0**	**5**	**0**	**0**	**0**	43	43.00
Hourly Average	**0.00**	**0.00**	**9.50**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**10.75**	**10.75**
1500 - 1515	0	0	19	0	1	0	0	0	20	20.00
1515 - 1530	0	0	10	0	1	0	0	0	11	11.00
1530 - 1545	0	0	5	0	3	0	0	0	8	8.00
1545 - 1600	0	0	12	1	0	0	0	0	13	13.00
Hourly Total	**0**	**0**	**46**	**1**	**5**	**0**	**0**	**0**	52	52.00
Hourly Average	**0.00**	**0.00**	**11.50**	**0.25**	**1.25**	**0.00**	**0.00**	**0.00**	**13.00**	**13.00**
1600 - 1615	0	0	13	0	1	0	0	0	14	14.00
1615 - 1630	0	0	9	0	0	0	0	0	9	9.00
1630 - 1645	0	0	21	0	1	0	0	0	22	22.00
1645 - 1700	0	1	14	0	3	0	0	0	18	17.40
Hourly Total	**0**	**1**	**57**	**0**	**5**	**0**	**0**	**0**	63	62.40
Hourly Average	**0.00**	**0.25**	**14.25**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**15.75**	**15.60**
1700 - 1715	0	0	10	0	3	0	0	0	13	13.00
1715 - 1730	0	0	13	0	2	0	0	0	15	15.00
1730 - 1745	0	0	10	0	2	0	0	0	12	12.00
1745 - 1800	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	**0**	**0**	**44**	**0**	**7**	**0**	**0**	**0**	51	51.00
Hourly Average	**0.00**	**0.00**	**11.00**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**12.75**	**12.75**
1800 - 1815	0	0	13	0	2	0	0	0	15	15.00
1815 - 1830	0	0	12	0	0	0	0	0	12	12.00
1830 - 1845	0	0	9	0	0	0	0	0	9	9.00
1845 - 1900	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	**0**	**0**	**43**	**0**	**2**	**0**	**0**	**0**	45	45.00
Hourly Average	**0.00**	**0.00**	**10.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**11.25**	**11.25**

Session Total	0	1	228	1	24	0	0	0	254	253.40
Session Average	0.00	0.05	11.40	0.05	1.20	0.00	0.00	0.00	12.70	12.67

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 5.6: Right from A6135 Sheffield Road (South) to B6096 Hoyland Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	1	8	0	1	0	0	0	10	9.40
1015 - 1030	0	0	9	0	1	0	0	0	10	10.00
1030 - 1045	0	1	4	0	0	0	0	0	5	4.40
1045 - 1100	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	2	31	0	2	0	0	0	35	33.80
Hourly Average	0.00	0.50	7.75	0.00	0.50	0.00	0.00	0.00	8.75	8.45
1100 - 1115	0	1	5	0	0	0	0	0	6	5.40
1115 - 1130	0	1	12	0	1	0	0	0	14	13.40
1130 - 1145	0	0	10	0	2	0	0	0	12	12.00
1145 - 1200	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	2	39	0	3	0	0	0	44	42.80
Hourly Average	0.00	0.50	9.75	0.00	0.75	0.00	0.00	0.00	11.00	10.70
1200 - 1215	0	0	11	0	0	0	0	0	11	11.00
1215 - 1230	0	1	13	0	1	0	0	0	15	14.40
1230 - 1245	0	0	14	0	3	0	0	0	17	17.00
1245 - 1300	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	1	48	0	4	0	0	0	53	52.40
Hourly Average	0.00	0.25	12.00	0.00	1.00	0.00	0.00	0.00	13.25	13.10
1300 - 1315	0	0	8	0	0	0	0	0	8	8.00
1315 - 1330	0	2	9	0	2	0	0	0	13	11.80
1330 - 1345	0	0	12	0	0	0	0	0	12	12.00
1345 - 1400	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	2	38	0	4	0	0	0	44	42.80
Hourly Average	0.00	0.50	9.50	0.00	1.00	0.00	0.00	0.00	11.00	10.70
1400 - 1415	0	0	3	0	2	0	0	0	5	5.00
1415 - 1430	0	1	10	0	1	0	0	0	12	11.40
1430 - 1445	0	0	13	0	1	0	0	0	14	14.00
1445 - 1500	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	1	32	0	4	0	0	0	37	36.40
Hourly Average	0.00	0.25	8.00	0.00	1.00	0.00	0.00	0.00	9.25	9.10
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	1	5	0	0	0	0	0	6	5.40
1530 - 1545	0	1	9	0	0	0	0	0	10	9.40
1545 - 1600	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	2	27	0	0	0	0	0	29	27.80
Hourly Average	0.00	0.50	6.75	0.00	0.00	0.00	0.00	0.00	7.25	6.95

Session Total	0	10	215	0	17	0	0	0	242	236.00
Session Average	0.00	0.42	8.96	0.00	0.71	0.00	0.00	0.00	10.08	9.83

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.7: Left from Tankersley Lane to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	1	0	1	0	0	0	2	2.00
1430 - 1445	0	0	3	0	0	0	0	0	3	3.00
1445 - 1500	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	**0**	**0**	**7**	**0**	**2**	**0**	**0**	**0**	**9**	**9.00**
Hourly Average	**0.00**	**0.00**	**1.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**2.25**	**2.25**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	6	0	0	0	0	0	6	6.00
1530 - 1545	0	0	7	0	1	0	0	0	8	8.00
1545 - 1600	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**13**	**0**	**2**	**0**	**0**	**0**	**15**	**15.00**
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.75**	**3.75**
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**7**	**7.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
1700 - 1715	0	0	0	0	1	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**5**	**5.00**
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**5.00**
Hourly Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**

Session Total	0	0	35	0	6	0	0	0	41	41.00
Session Average	0.00	0.00	1.75	0.00	0.30	0.00	0.00	0.00	2.05	2.05

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 5.7: Left from Tankersley Lane to A6135 Sheffield Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	4	0	0	0	0	0	4	4.00
1030 - 1045	0	0	5	0	0	0	0	0	5	5.00
1045 - 1100	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	0	0	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.00	0.00	3.25	3.25
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	3	1	0	0	0	0	4	4.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	1	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.25	0.00	0.00	0.00	0.00	1.75	1.75
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	2	0	1	0	0	0	3	3.00
1230 - 1245	0	0	3	0	1	0	0	0	4	4.00
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	2	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.00	0.00	0.50	0.00	0.00	0.00	2.50	2.50
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	2	0	0	0	0	0	2	2.00
1330 - 1345	0	0	4	0	1	0	0	0	5	5.00
1345 - 1400	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	12	0	1	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.00	0.00	0.25	0.00	0.00	0.00	3.25	3.25
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	5	0	0	0	0	0	5	5.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	1	0	0	0	1	1.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50

Session Total	0	0	52	1	4	0	0	0	57	57.00
Session Average	0.00	0.00	2.17	0.04	0.17	0.00	0.00	0.00	2.38	2.38

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.8: Eastbound from Tankersley Lane to B6096 Hoyland Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	3	0	0	0	0	0	3	3.00
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	8	0	0	0	0	0	8	8.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**13**	**13.00**
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.25**	**3.25**
1600 - 1615	2	0	1	0	0	0	0	0	3	1.40
1615 - 1630	0	0	0	0	1	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**2**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**6**	**4.40**
Hourly Average	**0.50**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.50**	**1.10**
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	1	0	4	0	0	0	0	0	5	4.20
Hourly Total	**1**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**10**	**9.20**
Hourly Average	**0.25**	**0.00**	**2.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.50**	**2.30**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**

Session Total	3	0	37	0	1	0	0	0	41	38.60
Session Average	0.15	0.00	1.85	0.00	0.05	0.00	0.00	0.00	2.05	1.93

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 5.8: Eastbound from Tankersley Lane to B6096 Hoyland Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	1	0	4	0	0	0	0	0	5	4.20
1045 - 1100	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	2	0	7	0	0	0	0	0	9	7.40
Hourly Average	0.50	0.00	1.75	0.00	0.00	0.00	0.00	0.00	2.25	1.85
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	3	0	0	0	0	0	3	3.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	1	0	3	0	0	0	0	0	4	3.20
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	5	0	0	0	0	0	6	5.20
Hourly Average	0.25	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.50	1.30
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	2	0	0	0	0	0	0	0	2	0.40
Hourly Total	2	0	2	0	0	0	0	0	4	2.40
Hourly Average	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	1.00	0.60
1500 - 1515	0	0	3	0	0	0	0	0	3	3.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25

Session Total	5	0	29	0	0	0	0	0	34	30.00
Session Average	0.21	0.00	1.21	0.00	0.00	0.00	0.00	0.00	1.42	1.25

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.9: Right from Tankersley Lane to A6135 Sheffield Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	7	0	0	0	0	0	7	7.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	11	11.00
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.75**	**2.75**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	0	0	18	0	1	0	0	0	19	19.00
Session Average	0.00	0.00	0.90	0.00	0.05	0.00	0.00	0.00	0.95	0.95

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 5.9: Right from Tankersley Lane to A6135 Sheffield Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	2	0	0	0	0	0	2	2.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	1	0	0	0	1	1.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	2	0	0	0	0	0	2	2.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	2	0	0	0	0	0	2	2.00
1345 - 1400	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	16	0	2	0	0	0	18	18.00
Session Average	0.00	0.00	0.67	0.00	0.08	0.00	0.00	0.00	0.75	0.75

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.10: Left from A6135 Sheffield Road (North) to B6096 Hoyland Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	1	0	74	0	11	1	1	1	89	91.00
1415 - 1430	0	1	74	0	13	1	0	1	90	90.90
1430 - 1445	0	0	68	0	10	1	0	1	80	81.50
1445 - 1500	1	1	64	0	4	0	0	1	71	70.60
Hourly Total	**2**	**2**	**280**	**0**	**38**	**3**	**1**	**4**	330	334.00
Hourly Average	**0.50**	**0.50**	**70.00**	**0.00**	**9.50**	**0.75**	**0.25**	**1.00**	**82.50**	**83.50**
1500 - 1515	1	3	53	0	12	0	0	1	70	68.40
1515 - 1530	0	1	60	0	13	0	0	1	75	75.40
1530 - 1545	0	1	74	0	11	0	1	3	90	93.70
1545 - 1600	0	0	73	0	10	0	0	2	85	87.00
Hourly Total	**1**	**5**	**260**	**0**	**46**	**0**	**1**	**7**	320	324.50
Hourly Average	**0.25**	**1.25**	**65.00**	**0.00**	**11.50**	**0.00**	**0.25**	**1.75**	**80.00**	**81.13**
1600 - 1615	0	1	65	0	12	0	0	0	78	77.40
1615 - 1630	0	0	63	0	11	0	0	0	74	74.00
1630 - 1645	1	1	69	0	15	0	0	1	87	86.60
1645 - 1700	0	0	70	0	10	0	0	2	82	84.00
Hourly Total	**1**	**2**	**267**	**0**	**48**	**0**	**0**	**3**	321	322.00
Hourly Average	**0.25**	**0.50**	**66.75**	**0.00**	**12.00**	**0.00**	**0.00**	**0.75**	**80.25**	**80.50**
1700 - 1715	0	0	63	0	14	0	0	1	78	79.00
1715 - 1730	2	0	80	2	10	0	0	1	95	94.40
1730 - 1745	0	0	69	0	11	0	0	0	80	80.00
1745 - 1800	0	0	89	0	10	0	0	2	101	103.00
Hourly Total	**2**	**0**	**301**	**2**	**45**	**0**	**0**	**4**	354	356.40
Hourly Average	**0.50**	**0.00**	**75.25**	**0.50**	**11.25**	**0.00**	**0.00**	**1.00**	**88.50**	**89.10**
1800 - 1815	0	0	72	0	5	0	0	1	78	79.00
1815 - 1830	0	0	89	0	13	0	0	2	104	106.00
1830 - 1845	0	0	62	0	3	0	0	1	66	67.00
1845 - 1900	0	0	60	0	5	0	0	0	65	65.00
Hourly Total	**0**	**0**	**283**	**0**	**26**	**0**	**0**	**4**	313	317.00
Hourly Average	**0.00**	**0.00**	**70.75**	**0.00**	**6.50**	**0.00**	**0.00**	**1.00**	**78.25**	**79.25**

Session Total	6	9	1391	2	203	3	2	22	1638	1653.90
Session Average	0.30	0.45	69.55	0.10	10.15	0.15	0.10	1.10	81.90	82.70

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 5.10: Left from A6135 Sheffield Road (North) to B6096 Hoyland Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	56	0	3	1	0	2	62	64.50
1015 - 1030	1	0	68	0	7	0	2	1	79	81.80
1030 - 1045	0	0	56	0	3	0	0	2	61	63.00
1045 - 1100	3	0	57	1	7	0	0	0	68	65.60
Hourly Total	4	0	237	1	20	1	2	5	270	274.90
Hourly Average	1.00	0.00	59.25	0.25	5.00	0.25	0.50	1.25	67.50	68.73
1100 - 1115	0	1	60	0	6	1	0	1	69	69.90
1115 - 1130	0	0	69	0	5	0	0	2	76	78.00
1130 - 1145	0	0	41	0	3	0	0	1	45	46.00
1145 - 1200	0	1	68	1	5	0	0	1	76	76.40
Hourly Total	0	2	238	1	19	1	0	5	266	270.30
Hourly Average	0.00	0.50	59.50	0.25	4.75	0.25	0.00	1.25	66.50	67.58
1200 - 1215	0	1	56	0	4	0	0	0	61	60.40
1215 - 1230	0	2	67	0	8	0	0	2	79	79.80
1230 - 1245	0	0	53	0	8	0	0	1	62	63.00
1245 - 1300	1	0	55	1	6	1	0	1	65	65.70
Hourly Total	1	3	231	1	26	1	0	4	267	268.90
Hourly Average	0.25	0.75	57.75	0.25	6.50	0.25	0.00	1.00	66.75	67.23
1300 - 1315	1	1	55	0	6	1	0	1	65	65.10
1315 - 1330	0	0	68	0	2	1	0	2	73	75.50
1330 - 1345	0	4	46	0	4	0	0	1	55	53.60
1345 - 1400	0	0	54	0	5	0	0	1	60	61.00
Hourly Total	1	5	223	0	17	2	0	5	253	255.20
Hourly Average	0.25	1.25	55.75	0.00	4.25	0.50	0.00	1.25	63.25	63.80
1400 - 1415	0	0	39	1	3	2	0	1	46	48.00
1415 - 1430	0	0	59	0	5	0	0	2	66	68.00
1430 - 1445	0	1	51	2	4	0	0	1	59	59.40
1445 - 1500	0	1	53	0	6	0	0	1	61	61.40
Hourly Total	0	2	202	3	18	2	0	5	232	236.80
Hourly Average	0.00	0.50	50.50	0.75	4.50	0.50	0.00	1.25	58.00	59.20
1500 - 1515	0	1	44	0	4	0	0	1	50	50.40
1515 - 1530	1	1	50	0	3	0	0	2	57	57.60
1530 - 1545	0	0	44	0	4	0	0	2	50	52.00
1545 - 1600	0	0	51	0	5	0	1	0	57	58.30
Hourly Total	1	2	189	0	16	0	1	5	214	218.30
Hourly Average	0.25	0.50	47.25	0.00	4.00	0.00	0.25	1.25	53.50	54.58

Session Total	7	14	1320	6	116	7	3	29	1502	1524.40
Session Average	0.29	0.58	55.00	0.25	4.83	0.29	0.13	1.21	62.58	63.52

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.11: Southbound from A6135 Sheffield Road (North) to A6135 Sheffield Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	29	0	4	0	1	1	35	37.30
1415 - 1430	0	0	30	0	7	1	0	0	38	38.50
1430 - 1445	0	0	37	0	9	0	2	1	49	52.60
1445 - 1500	0	1	29	0	5	1	0	1	37	37.90
Hourly Total	**0**	**1**	**125**	**0**	**25**	**2**	**3**	**3**	159	166.30
Hourly Average	**0.00**	**0.25**	**31.25**	**0.00**	**6.25**	**0.50**	**0.75**	**0.75**	**39.75**	**41.58**
1500 - 1515	0	0	21	0	8	0	0	0	29	29.00
1515 - 1530	0	0	25	0	1	0	1	0	27	28.30
1530 - 1545	0	0	28	0	4	0	1	0	33	34.30
1545 - 1600	0	0	26	0	6	0	1	2	35	38.30
Hourly Total	**0**	**0**	**100**	**0**	**19**	**0**	**3**	**2**	124	129.90
Hourly Average	**0.00**	**0.00**	**25.00**	**0.00**	**4.75**	**0.00**	**0.75**	**0.50**	**31.00**	**32.48**
1600 - 1615	0	0	29	0	4	0	1	0	34	35.30
1615 - 1630	0	0	30	0	1	0	0	1	32	33.00
1630 - 1645	1	0	27	0	2	0	0	1	31	31.20
1645 - 1700	0	1	26	0	4	0	0	0	31	30.40
Hourly Total	**1**	**1**	**112**	**0**	**11**	**0**	**1**	**2**	128	129.90
Hourly Average	**0.25**	**0.25**	**28.00**	**0.00**	**2.75**	**0.00**	**0.25**	**0.50**	**32.00**	**32.48**
1700 - 1715	0	0	35	0	3	0	0	0	38	38.00
1715 - 1730	0	0	36	0	1	0	0	1	38	39.00
1730 - 1745	0	0	18	0	5	0	0	0	23	23.00
1745 - 1800	0	0	25	0	3	0	1	1	30	32.30
Hourly Total	**0**	**0**	**114**	**0**	**12**	**0**	**1**	**2**	129	132.30
Hourly Average	**0.00**	**0.00**	**28.50**	**0.00**	**3.00**	**0.00**	**0.25**	**0.50**	**32.25**	**33.08**
1800 - 1815	0	0	19	0	2	0	1	0	22	23.30
1815 - 1830	0	0	22	0	2	0	1	0	25	26.30
1830 - 1845	0	0	21	0	3	0	0	1	25	26.00
1845 - 1900	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	**0**	**0**	**74**	**0**	**8**	**0**	**2**	**1**	85	88.60
Hourly Average	**0.00**	**0.00**	**18.50**	**0.00**	**2.00**	**0.00**	**0.50**	**0.25**	**21.25**	**22.15**

Session Total	1	2	525	0	75	2	10	10	625	647.00
Session Average	0.05	0.10	26.25	0.00	3.75	0.10	0.50	0.50	31.25	32.35

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

	Movement 5.11: Southbound from A6135 Sheffield Road (North) to A6135 Sheffield Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	34	1	3	0	0	1	39	40.00
1015 - 1030	0	1	38	0	5	0	0	0	44	43.40
1030 - 1045	0	0	40	0	1	0	0	1	42	43.00
1045 - 1100	0	0	31	0	2	0	0	0	33	33.00
Hourly Total	0	1	143	1	11	0	0	2	158	159.40
Hourly Average	0.00	0.25	35.75	0.25	2.75	0.00	0.00	0.50	39.50	39.85
1100 - 1115	0	0	35	0	3	0	0	1	39	40.00
1115 - 1130	0	0	27	1	3	0	0	0	31	31.00
1130 - 1145	0	0	45	0	6	0	0	1	52	53.00
1145 - 1200	0	1	31	0	3	0	0	0	35	34.40
Hourly Total	0	1	138	1	15	0	0	2	157	158.40
Hourly Average	0.00	0.25	34.50	0.25	3.75	0.00	0.00	0.50	39.25	39.60
1200 - 1215	0	0	28	0	3	0	0	1	32	33.00
1215 - 1230	0	0	47	0	1	0	0	0	48	48.00
1230 - 1245	0	1	30	0	3	0	0	1	35	35.40
1245 - 1300	1	0	43	0	2	0	0	0	46	45.20
Hourly Total	1	1	148	0	9	0	0	2	161	161.60
Hourly Average	0.25	0.25	37.00	0.00	2.25	0.00	0.00	0.50	40.25	40.40
1300 - 1315	0	0	28	0	2	0	0	1	31	32.00
1315 - 1330	0	0	40	0	3	0	0	0	43	43.00
1330 - 1345	0	0	42	0	2	0	0	1	45	46.00
1345 - 1400	0	0	40	0	2	0	0	0	42	42.00
Hourly Total	0	0	150	0	9	0	0	2	161	163.00
Hourly Average	0.00	0.00	37.50	0.00	2.25	0.00	0.00	0.50	40.25	40.75
1400 - 1415	0	1	40	0	2	0	0	0	43	42.40
1415 - 1430	0	0	30	0	1	0	0	1	32	33.00
1430 - 1445	0	1	28	0	2	0	0	2	33	34.40
1445 - 1500	0	2	27	0	1	0	0	0	30	28.80
Hourly Total	0	4	125	0	6	0	0	3	138	138.60
Hourly Average	0.00	1.00	31.25	0.00	1.50	0.00	0.00	0.75	34.50	34.65
1500 - 1515	0	0	32	0	3	0	0	2	37	39.00
1515 - 1530	1	0	40	0	3	0	0	0	44	43.20
1530 - 1545	0	0	26	0	2	0	0	2	30	32.00
1545 - 1600	0	0	25	0	3	0	0	0	28	28.00
Hourly Total	1	0	123	0	11	0	0	4	139	142.20
Hourly Average	0.25	0.00	30.75	0.00	2.75	0.00	0.00	1.00	34.75	35.55

Session Total	2	7	827	2	61	0	0	15	914	923.20
Session Average	0.08	0.29	34.46	0.08	2.54	0.00	0.00	0.63	38.08	38.47

Hoyland, Barnsley
Classified Junction Count

Site 5 of 5
B6096 Hoyland Road
A6135 Sheffield Road (South)
Tankersley Lane
A6135 Sheffield Road (North)

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

	Movement 5.12: Right from A6135 Sheffield Road (North) to Tankersley Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	4	0	0	0	0	0	4	4.00
1415 - 1430	0	0	3	0	1	0	0	0	4	4.00
1430 - 1445	0	0	4	0	1	0	0	0	5	5.00
1445 - 1500	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	**0**	**0**	**14**	**0**	**3**	**0**	**0**	**0**	17	17.00
Hourly Average	**0.00**	**0.00**	**3.50**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**
1500 - 1515	0	0	4	0	1	0	0	0	5	5.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	3	0	1	0	0	0	4	4.00
1545 - 1600	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	**0**	**0**	**11**	**0**	**3**	**0**	**0**	**0**	14	14.00
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**3.50**	**3.50**
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	10	10.00
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.50**	**2.50**
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	2	0	1	0	0	0	3	3.00
1830 - 1845	0	0	0	0	1	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	8	8.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**2.00**	**2.00**

Session Total	0	0	47	0	8	0	0	0	55	55.00
Session Average	0.00	0.00	2.35	0.00	0.40	0.00	0.00	0.00	2.75	2.75

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

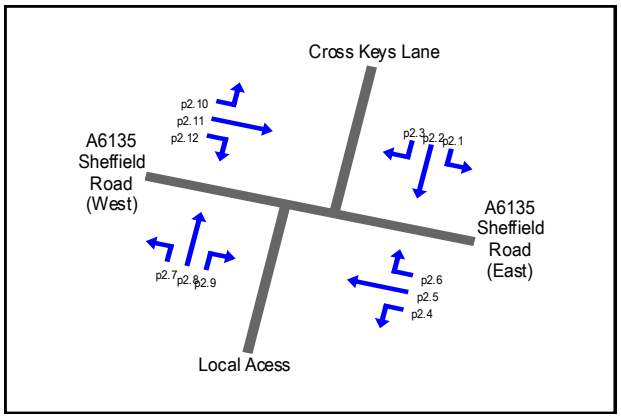
1000 - 1600 (Saturday 6H Session)

	Movement 5.12: Right from A6135 Sheffield Road (North) to Tankersley Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	9	0	1	0	0	0	10	10.00
1015 - 1030	0	0	3	0	0	0	0	0	3	3.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	16	0	1	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.00	0.00	0.25	0.00	0.00	0.00	4.25	4.25
1100 - 1115	0	0	3	0	0	0	0	0	3	3.00
1115 - 1130	0	0	2	0	0	0	0	0	2	2.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	3	0	0	0	0	0	3	3.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	10	0	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	2.50
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	3	0	1	0	0	0	4	4.00
1345 - 1400	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	3	0	1	0	0	0	4	4.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	2	0	1	0	0	0	3	3.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25

Session Total	0	0	49	0	4	0	0	0	53	53.00
Session Average	0.00	0.00	2.04	0.00	0.17	0.00	0.00	0.00	2.21	2.21

Hoyland, Barnsley
Pedestrian Survey

Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)



Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

TIME	p2.1	p2.2	p2.3	p2.4	p2.5	p2.6	p2.7	p2.8	p2.9	p2.10	p2.11	p2.12
1400 - 1415	0	0	0	0	1	2	0	0	1	0	2	0
1415 - 1430	2	0	0	0	1	0	0	0	0	0	0	0
1430 - 1445	1	0	0	0	4	1	0	0	0	0	1	0
1445 - 1500	1	0	0	0	16	6	0	0	0	0	0	0
Hourly Total	**4**	**0**	**0**	**0**	**22**	**9**	**0**	**0**	**1**	**0**	**3**	**0**
Hourly Average	**1.00**	**0.00**	**0.00**	**0.00**	**5.50**	**2.25**	**0.00**	**0.00**	**0.25**	**0.00**	**0.75**	**0.00**
1500 - 1515	1	0	0	0	7	2	0	0	1	0	7	0
1515 - 1530	0	0	0	7	5	5	0	0	1	0	2	0
1530 - 1545	0	0	1	0	20	0	0	0	0	0	2	0
1545 - 1600	0	0	0	0	3	1	0	0	0	0	2	0
Hourly Total	**1**	**0**	**1**	**7**	**35**	**8**	**0**	**0**	**2**	**0**	**13**	**0**
Hourly Average	**0.25**	**0.00**	**0.25**	**1.75**	**8.75**	**2.00**	**0.00**	**0.00**	**0.50**	**0.00**	**3.25**	**0.00**
1600 - 1615	0	0	0	0	4	1	0	0	0	0	1	0
1615 - 1630	1	0	0	0	4	4	0	0	0	0	4	0
1630 - 1645	4	0	0	0	2	1	0	0	1	0	5	0
1645 - 1700	1	0	0	0	3	1	0	0	0	0	3	0
Hourly Total	**6**	**0**	**0**	**0**	**13**	**7**	**0**	**0**	**1**	**0**	**13**	**0**
Hourly Average	**1.50**	**0.00**	**0.00**	**0.00**	**3.25**	**1.75**	**0.00**	**0.00**	**0.25**	**0.00**	**3.25**	**0.00**
1700 - 1715	1	0	0	0	2	1	0	0	0	0	7	0
1715 - 1730	0	0	0	0	0	0	0	0	0	2	1	0
1730 - 1745	9	0	0	0	3	2	0	0	0	0	3	0
1745 - 1800	0	0	0	1	1	0	0	0	0	0	1	0
Hourly Total	**10**	**0**	**0**	**1**	**6**	**3**	**0**	**0**	**0**	**2**	**12**	**0**
Hourly Average	**2.50**	**0.00**	**0.00**	**0.25**	**1.50**	**0.75**	**0.00**	**0.00**	**0.00**	**0.50**	**3.00**	**0.00**
1800 - 1815	0	0	0	0	3	0	0	0	0	0	5	0
1815 - 1830	0	0	0	0	5	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	1	0	0	0	0	5	0
1845 - 1900	0	0	0	0	1	0	0	0	0	0	4	0
Hourly Total	**0**	**0**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**14**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**2.25**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**3.50**	**0.00**

Session Total	21	0	1	8	85	28	0	0	4	2	55	0
Session Average	1.05	0.00	0.05	0.40	4.25	1.40	0.00	0.00	0.20	0.10	2.75	0.00

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

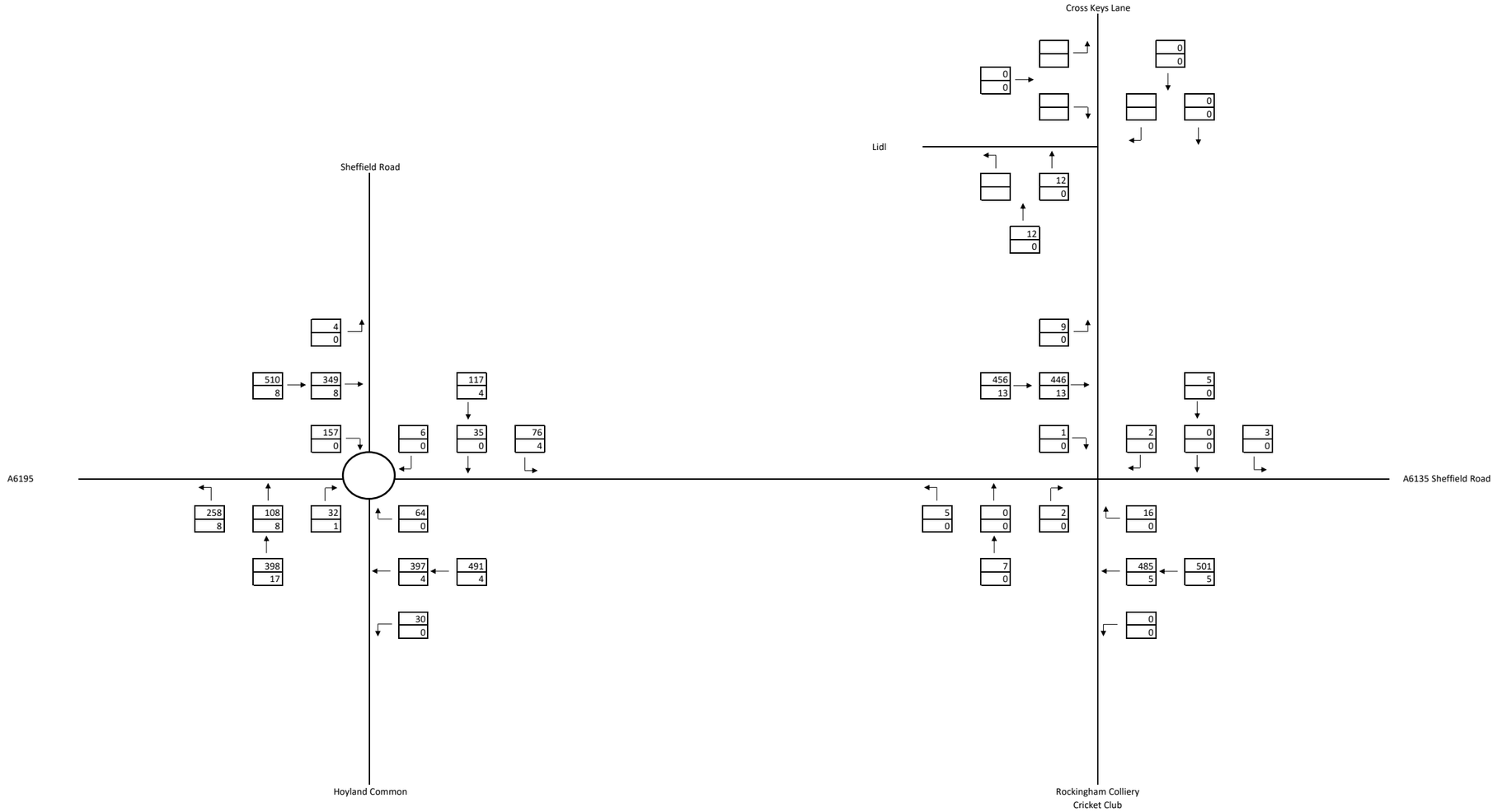
1000 - 1600 (Saturday 6H Session)

TIME	p2.1	p2.2	p2.3	p2.4	p2.5	p2.6	p2.7	p2.8	p2.9	p2.10	p2.11	p2.12
1000 - 1015	2	0	0	0	1	0	0	0	7	0	4	0
1015 - 1030	0	0	0	5	1	3	0	0	0	0	2	0
1030 - 1045	0	0	0	0	3	0	0	0	0	0	4	0
1045 - 1100	0	0	0	0	3	1	0	0	0	0	3	0
Hourly Total	2	0	0	5	8	4	0	0	7	0	13	0
Hourly Average	0.50	0.00	0.00	1.25	2.00	1.00	0.00	0.00	1.75	0.00	3.25	0.00
1100 - 1115	0	0	0	3	4	2	1	0	2	0	2	0
1115 - 1130	5	0	0	1	0	0	0	0	0	0	2	0
1130 - 1145	1	0	0	3	2	1	0	0	0	0	2	0
1145 - 1200	0	0	0	0	1	0	0	0	0	0	1	0
Hourly Total	6	0	0	7	7	3	1	0	2	0	7	0
Hourly Average	1.50	0.00	0.00	1.75	1.75	0.75	0.25	0.00	0.50	0.00	1.75	0.00
1200 - 1215	2	0	0	0	3	1	0	0	0	0	2	0
1215 - 1230	0	0	0	0	1	0	0	0	0	0	4	0
1230 - 1245	0	0	0	2	1	0	0	0	0	0	4	0
1245 - 1300	0	0	0	0	0	2	0	0	3	0	3	0
Hourly Total	2	0	0	2	5	3	0	0	3	0	13	0
Hourly Average	0.50	0.00	0.00	0.50	1.25	0.75	0.00	0.00	0.75	0.00	3.25	0.00
1300 - 1315	3	0	0	0	2	1	0	0	0	0	2	0
1315 - 1330	1	0	0	0	0	1	0	0	0	0	6	0
1330 - 1345	1	0	0	0	5	0	0	0	0	0	2	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	1	0
Hourly Total	5	0	0	0	7	2	0	0	0	0	11	0
Hourly Average	1.25	0.00	0.00	0.00	1.75	0.50	0.00	0.00	0.00	0.00	2.75	0.00
1400 - 1415	1	0	0	0	0	1	0	0	0	0	1	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	2	0
1430 - 1445	0	0	0	0	1	2	0	0	0	0	3	0
1445 - 1500	0	0	0	0	3	3	0	0	0	0	0	0
Hourly Total	1	0	0	0	4	6	0	0	0	0	6	0
Hourly Average	0.25	0.00	0.00	0.00	1.00	1.50	0.00	0.00	0.00	0.00	1.50	0.00
1500 - 1515	4	0	0	0	0	2	0	0	0	0	8	0
1515 - 1530	1	0	0	0	4	1	0	0	0	0	1	0
1530 - 1545	2	0	0	0	0	0	0	0	0	0	2	0
1545 - 1600	0	0	0	0	1	1	0	0	0	0	3	0
Hourly Total	7	0	0	0	5	4	0	0	0	0	14	0
Hourly Average	1.75	0.00	0.00	0.00	1.25	1.00	0.00	0.00	0.00	0.00	3.50	0.00

Session Total	23	0	0	14	36	22	1	0	12	0	64	0
Session Average	0.96	0.00	0.00	0.58	1.50	0.92	0.04	0.00	0.50	0.00	2.67	0.00

APPENDIX BGH 4

2022 EXISTING FLOWS
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



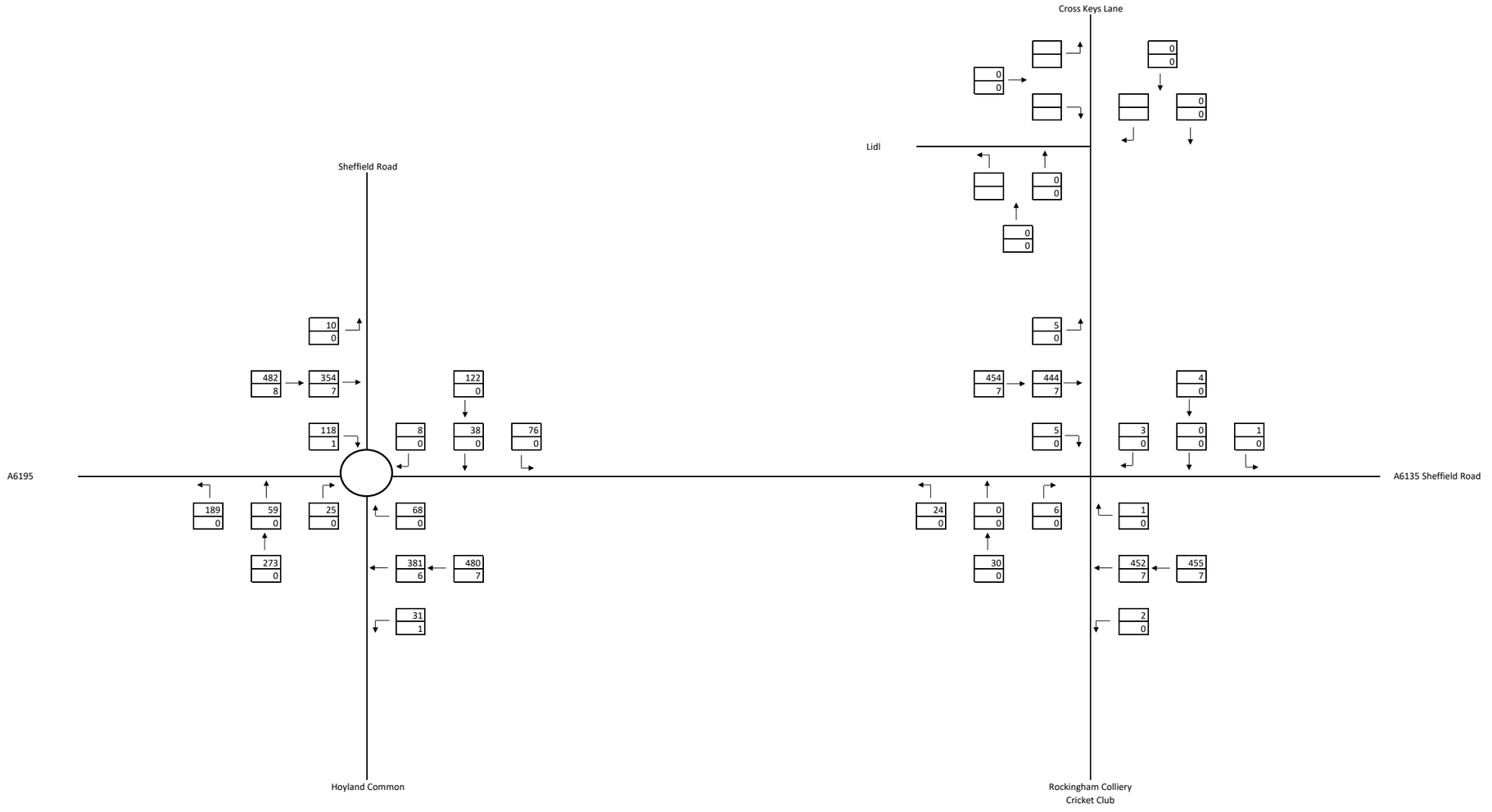
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2022 EXISTING FLOWS
LIDL, CROSS KEYS LANE, HOYLAND
SATURDAY PEAK



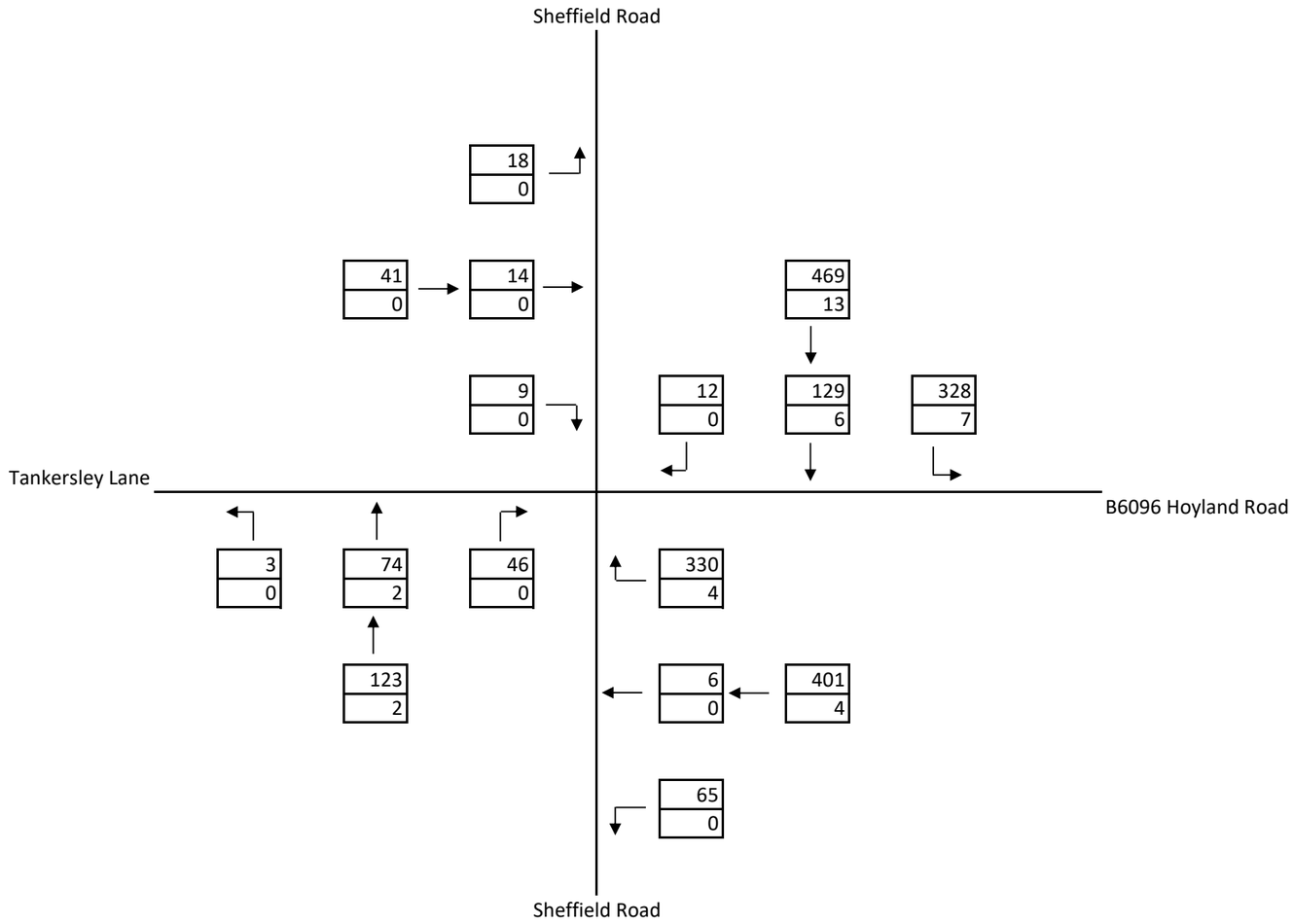
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2022 EXISTING FLOWS
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



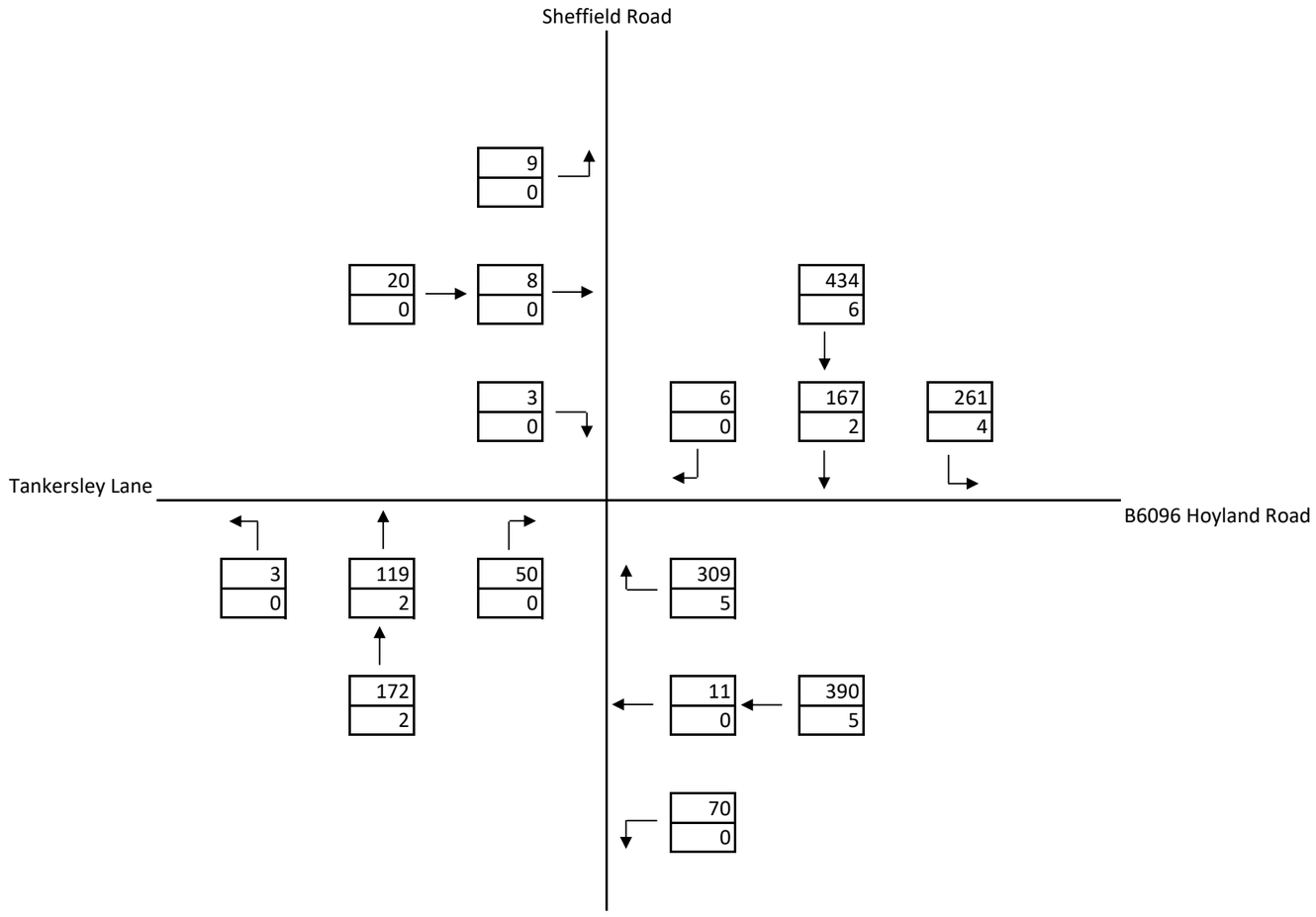
KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2022 EXISTING FLOWS
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
SAT PEAK



KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

APPENDIX BGH 5

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: A6135 Dearne Valley Parkway rbt.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:00:52

«Existing Junction - 2022 Existing, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2022 Existing					
1 - Sheffield Road (N)	D1	0.1	2.07	0.07	A	91 % [2 - Sheffield Road (E)]
2 - Sheffield Road (E)		0.8	5.30	0.45	A	
3 - A6135 Olympus Way		0.2	1.88	0.19	A	
4 - A6195		0.5	3.02	0.32	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	Sheffield Rd, Dearne Valley Pkwy Rdbt
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

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	2022 Existing	PM	ONE HOUR	11:45	13:15	15

Existing Junction - 2022 Existing, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.37	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	91	2 - Sheffield Road (E)

Arms

Arms

Arm	Name	Description
1	Sheffield Road (N)	
2	Sheffield Road (E)	
3	A6135 Olympus Way	
4	A6195	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Sheffield Road (N)	6.06	8.23	6.6	34.0	62.4	21.0	
2 - Sheffield Road (E)	4.31	4.67	2.2	18.2	62.4	39.0	
3 - A6135 Olympus Way	9.15	9.15	0.0	22.3	62.4	35.0	
4 - A6195	5.12	7.33	4.2	58.9	62.4	23.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sheffield Road (N)	0.653	2268
2 - Sheffield Road (E)	0.471	1327
3 - A6135 Olympus Way	0.716	2738
4 - A6195	0.592	1901

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sheffield Road (N)		✓	121	100.000
2 - Sheffield Road (E)		✓	495	100.000
3 - A6135 Olympus Way		✓	415	100.000
4 - A6195		✓	518	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	80	35	6
	2 - Sheffield Road (E)	64	0	30	401
	3 - A6135 Olympus Way	116	33	0	266
	4 - A6195	4	357	157	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	0	0	0
	2 - Sheffield Road (E)	0	0	0	0
	3 - A6135 Olympus Way	0	0	0	0
	4 - A6195	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sheffield Road (N)	0.07	2.07	0.1	A
2 - Sheffield Road (E)	0.45	5.30	0.8	A
3 - A6135 Olympus Way	0.19	1.88	0.2	A
4 - A6195	0.32	3.02	0.5	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	91	411	2000	0.046	91	0.0	1.884	A
2 - Sheffield Road (E)	373	149	1257	0.296	371	0.4	4.054	A
3 - A6135 Olympus Way	312	353	2486	0.126	312	0.1	1.655	A
4 - A6195	390	160	1806	0.216	389	0.3	2.539	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	109	491	1948	0.056	109	0.1	1.957	A
2 - Sheffield Road (E)	445	178	1244	0.358	444	0.6	4.502	A
3 - A6135 Olympus Way	373	423	2436	0.153	373	0.2	1.744	A
4 - A6195	466	191	1788	0.260	465	0.4	2.722	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	133	602	1875	0.071	133	0.1	2.065	A
2 - Sheffield Road (E)	545	218	1225	0.445	544	0.8	5.281	A
3 - A6135 Olympus Way	457	518	2368	0.193	457	0.2	1.883	A
4 - A6195	570	234	1762	0.324	570	0.5	3.016	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	133	602	1875	0.071	133	0.1	2.066	A
2 - Sheffield Road (E)	545	218	1225	0.445	545	0.8	5.296	A
3 - A6135 Olympus Way	457	519	2367	0.193	457	0.2	1.883	A
4 - A6195	570	235	1762	0.324	570	0.5	3.019	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	109	492	1947	0.056	109	0.1	1.958	A
2 - Sheffield Road (E)	445	178	1243	0.358	446	0.6	4.521	A
3 - A6135 Olympus Way	373	424	2435	0.153	373	0.2	1.748	A
4 - A6195	466	192	1788	0.260	466	0.4	2.726	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	91	412	1999	0.046	91	0.0	1.885	A
2 - Sheffield Road (E)	373	149	1257	0.296	373	0.4	4.076	A
3 - A6135 Olympus Way	312	355	2484	0.126	313	0.1	1.659	A
4 - A6195	390	160	1806	0.216	390	0.3	2.544	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: A6135 Dearne Valley Parkway rbt.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:01:28

«Existing Junction - 2022 Existing, Saturday
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2022 Existing					
1 - Sheffield Road (N)	D2	0.1	2.12	0.07	A	122 % [2 - Sheffield Road (E)]
2 - Sheffield Road (E)		0.7	4.69	0.41	A	
3 - A6135 Olympus Way		0.1	1.74	0.13	A	
4 - A6195		0.6	3.11	0.36	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	Sheffield Rd, Dearne Valley Pkwy Rdbt
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

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	2022 Existing	Saturday	ONE HOUR	11:45	13:15	15

Existing Junction - 2022 Existing, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	122	2 - Sheffield Road (E)

Arms

Arms

Arm	Name	Description
1	Sheffield Road (N)	
2	Sheffield Road (E)	
3	A6135 Olympus Way	
4	A6195	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Sheffield Road (N)	6.06	8.23	6.6	34.0	62.4	21.0	
2 - Sheffield Road (E)	4.31	4.67	2.2	18.2	62.4	39.0	
3 - A6135 Olympus Way	9.15	9.15	0.0	22.3	62.4	35.0	
4 - A6195	5.12	7.33	4.2	58.9	62.4	23.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sheffield Road (N)	0.653	2268
2 - Sheffield Road (E)	0.471	1327
3 - A6135 Olympus Way	0.716	2738
4 - A6195	0.592	1901

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sheffield Road (N)		✓	122	100.000
2 - Sheffield Road (E)		✓	487	100.000
3 - A6135 Olympus Way		✓	273	100.000
4 - A6195		✓	586	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	76	38	8
	2 - Sheffield Road (E)	68	0	32	387
	3 - A6135 Olympus Way	59	25	0	189
	4 - A6195	2	584	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	0	0	0
	2 - Sheffield Road (E)	0	0	0	0
	3 - A6135 Olympus Way	0	0	0	0
	4 - A6195	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sheffield Road (N)	0.07	2.12	0.1	A
2 - Sheffield Road (E)	0.41	4.69	0.7	A
3 - A6135 Olympus Way	0.13	1.74	0.1	A
4 - A6195	0.36	3.11	0.6	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	92	457	1970	0.047	92	0.0	1.915	A
2 - Sheffield Road (E)	367	35	1311	0.280	365	0.4	3.798	A
3 - A6135 Olympus Way	206	347	2490	0.083	205	0.1	1.575	A
4 - A6195	441	114	1834	0.241	440	0.3	2.580	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	110	547	1911	0.057	110	0.1	1.998	A
2 - Sheffield Road (E)	438	41	1308	0.335	437	0.5	4.133	A
3 - A6135 Olympus Way	245	416	2441	0.101	245	0.1	1.639	A
4 - A6195	527	137	1820	0.289	526	0.4	2.782	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	134	670	1831	0.073	134	0.1	2.121	A
2 - Sheffield Road (E)	536	51	1304	0.411	535	0.7	4.681	A
3 - A6135 Olympus Way	301	509	2374	0.127	300	0.1	1.735	A
4 - A6195	645	167	1802	0.358	645	0.6	3.108	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	134	671	1831	0.073	134	0.1	2.122	A
2 - Sheffield Road (E)	536	51	1304	0.411	536	0.7	4.691	A
3 - A6135 Olympus Way	301	510	2373	0.127	301	0.1	1.735	A
4 - A6195	645	167	1802	0.358	645	0.6	3.111	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	110	548	1911	0.057	110	0.1	2.000	A
2 - Sheffield Road (E)	438	41	1308	0.335	439	0.5	4.144	A
3 - A6135 Olympus Way	245	417	2440	0.101	246	0.1	1.642	A
4 - A6195	527	137	1820	0.289	527	0.4	2.785	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	92	459	1969	0.047	92	0.0	1.920	A
2 - Sheffield Road (E)	367	35	1311	0.280	367	0.4	3.814	A
3 - A6135 Olympus Way	206	349	2489	0.083	206	0.1	1.578	A
4 - A6195	441	115	1833	0.241	442	0.3	2.588	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Existing A6135 Sheffield Road, Cross Keys Lane Crossroads.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:04:09

«Existing Junction - 2022 Exisiting, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2022 Exisiting					
Stream B-CD	D1	0.0	7.24	0.01	A	113 % [Stream D-BC]
Stream B-AD		0.0	11.73	0.01	B	
Stream A-BCD		0.0	4.55	0.00	A	
Stream D-AB		0.0	6.60	0.01	A	
Stream D-BC		0.0	12.18	0.01	B	
Stream C-ABD		0.1	4.57	0.05	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	A6135 Sheffield Road, Cross Keys Lane Crossroads
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

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	2022 Exisiting	PM	ONE HOUR	08:00	09:30	15

Existing Junction - 2022 Exisiting, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cross Keys Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	113	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	Sheffield Road (W)		Major
B	Cross Keys Lane		Minor
C	Sheffield Road (E)		Major
D	Cricket Club		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Sheffield Road (W)	8.39			100.0	✓	0.00
C - Sheffield Road (E)	8.39			100.0	✓	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	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 - Cross Keys Lane	One lane plus flare	6.33	2.20	2.20	2.20	2.20	✓	1.00	60	25
D - Cricket Club	One lane plus flare	8.60	5.00	3.37	3.37	3.37	✓	1.00	24	13

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.219	0.313	0.219	-	-	-
B-A	485	0.079	0.200	0.200	-	-	-	0.126	0.286	-	0.200	0.200	0.100
B-C	609	0.084	0.211	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	485	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
B-D, offside lane	485	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
C-B	632	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	679	-	-	-	-	-	-	0.236	-	0.093	-	-	-
D-B, nearside lane	528	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
D-B, offside lane	468	0.121	0.121	0.276	-	-	-	0.193	0.193	0.076	-	-	-
D-C	468	-	0.121	0.276	0.097	0.193	0.193	0.193	0.193	0.076	-	-	-

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

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (W)		✓	469	100.000
B - Cross Keys Lane		✓	5	100.000
C - Sheffield Road (E)		✓	506	100.000
D - Cricket Club		✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	9	459	1
	B - Cross Keys Lane	2	0	3	0
	C - Sheffield Road (E)	490	16	0	0
	D - Cricket Club	5	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.01	7.24	0.0	A
B-AD	0.01	11.73	0.0	B
A-BCD	0.00	4.55	0.0	A
A-B				
A-C				
D-AB	0.01	6.60	0.0	A
D-BC	0.01	12.18	0.0	B
C-ABD	0.05	4.57	0.1	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-CD	2	535	0.004	2	0.0	6.759	A
B-AD	2	365	0.004	1	0.0	9.911	A
A-BCD	1	792	0.002	1	0.0	4.550	A
A-B	7			7			
A-C	345			345			
D-AB	4	591	0.006	4	0.0	6.128	A
D-BC	2	352	0.004	1	0.0	10.282	B
C-ABD	22	810	0.027	22	0.0	4.570	A
C-D	0			0			
C-A	359			359			

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-CD	3	520	0.005	3	0.0	6.954	A
B-AD	2	341	0.005	2	0.0	10.599	B
A-BCD	2	827	0.002	2	0.0	4.360	A
A-B	8			8			
A-C	412			412			
D-AB	4	574	0.008	4	0.0	6.319	A
D-BC	2	329	0.005	2	0.0	10.999	B
C-ABD	30	848	0.035	30	0.0	4.401	A
C-D	0			0			
C-A	425			425			

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-CD	3	500	0.007	3	0.0	7.242	A
B-AD	2	309	0.007	2	0.0	11.733	B
A-BCD	3	878	0.003	3	0.0	4.113	A
A-B	10			10			
A-C	504			504			
D-AB	6	550	0.010	5	0.0	6.604	A
D-BC	2	298	0.007	2	0.0	12.175	B
C-ABD	44	903	0.049	44	0.1	4.191	A
C-D	0			0			
C-A	513			513			

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-CD	3	500	0.007	3	0.0	7.243	A
B-AD	2	309	0.007	2	0.0	11.730	B
A-BCD	3	878	0.003	3	0.0	4.114	A
A-B	10			10			
A-C	504			504			
D-AB	6	550	0.010	6	0.0	6.605	A
D-BC	2	298	0.007	2	0.0	12.175	B
C-ABD	44	903	0.049	44	0.1	4.192	A
C-D	0			0			
C-A	513			513			

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-CD	3	520	0.005	3	0.0	6.955	A
B-AD	2	342	0.005	2	0.0	10.595	B
A-BCD	2	827	0.002	2	0.0	4.360	A
A-B	8			8			
A-C	412			412			
D-AB	4	574	0.008	5	0.0	6.323	A
D-BC	2	329	0.005	2	0.0	11.001	B
C-ABD	30	848	0.035	30	0.0	4.402	A
C-D	0			0			
C-A	425			425			

09:15 - 09:30

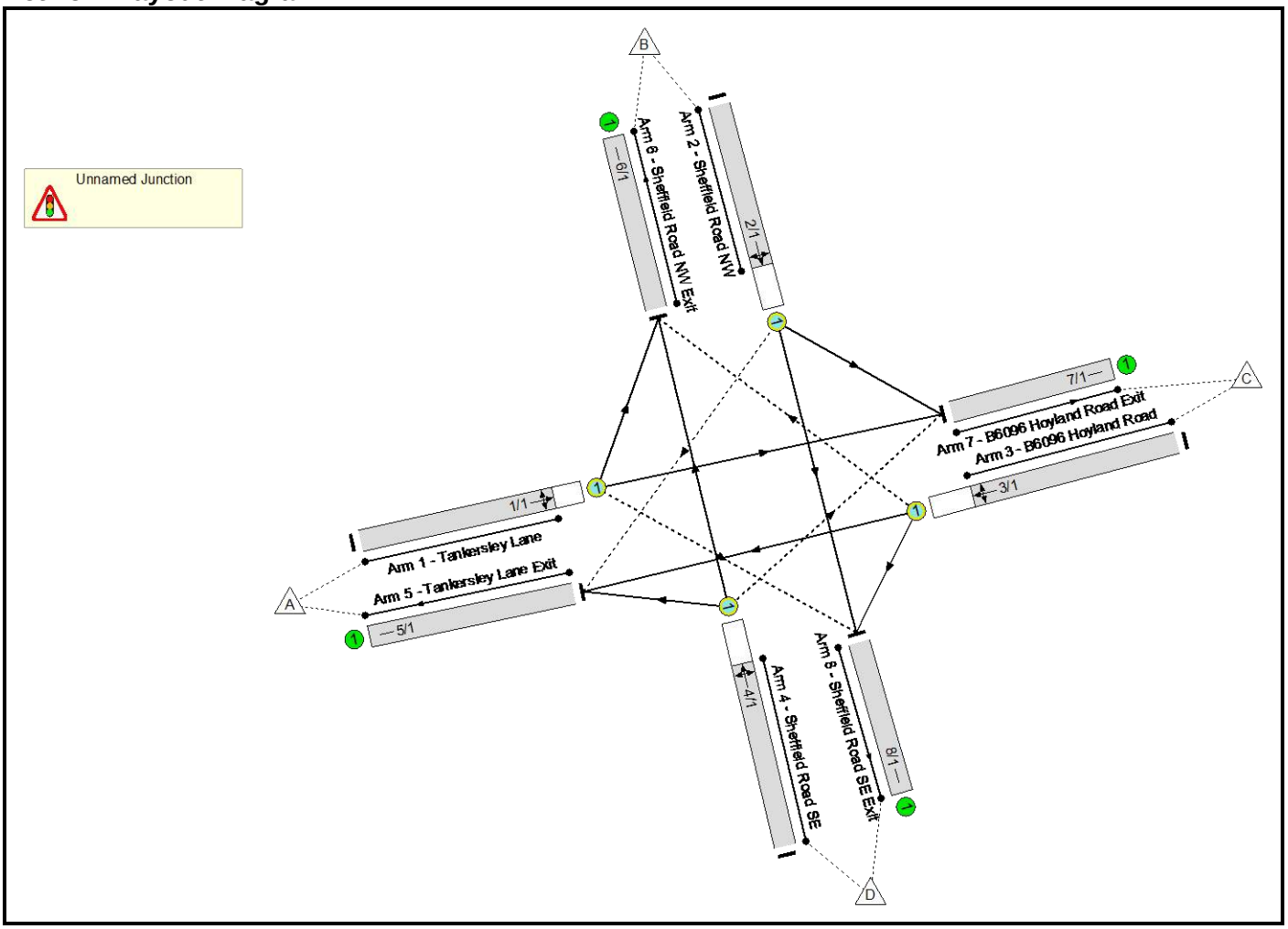
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	535	0.004	2	0.0	6.761	A
B-AD	2	365	0.004	2	0.0	9.906	A
A-BCD	1	792	0.002	1	0.0	4.552	A
A-B	7			7			
A-C	345			345			
D-AB	4	591	0.006	4	0.0	6.131	A
D-BC	2	352	0.004	2	0.0	10.282	B
C-ABD	22	810	0.027	22	0.0	4.573	A
C-D	0			0			
C-A	359			359			

Full Input Data And Results

User and Project Details

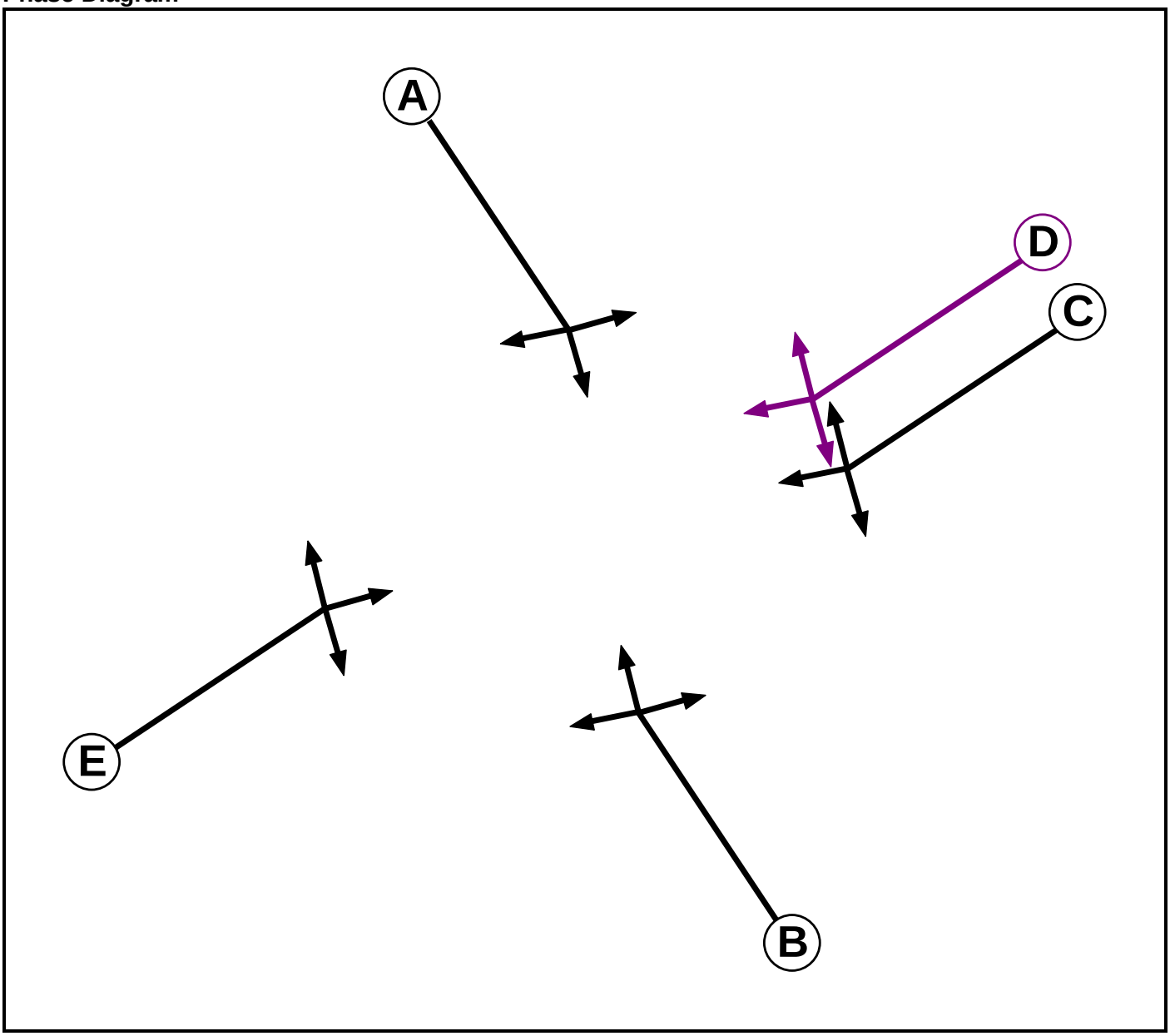
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Title:	**Sheffield Road / Tankersley Lane / Hoyland Road Signals**
Location:	
Client:	Lidl
Additional detail:	
File name:	Sheffield Road, Tankersley Lane, Hoyland Road.lsg3x
Author:	NC
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7

Full Input Data And Results

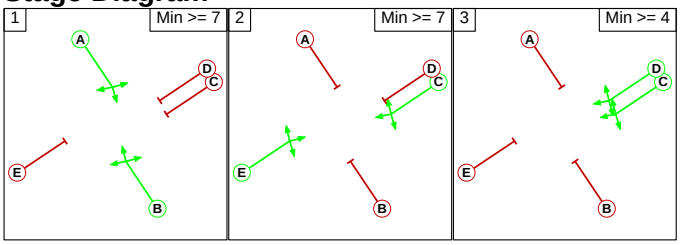
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	7	7	7
	B	-		7	7	7
	C	7	7		-	-
	D	7	7	-		7
	E	7	7	-	7	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C E
3	C D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	7
	2	7		7
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Tankersley Lane)	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	2.00	-	0.50	2	2.00
2/1 (Sheffield Road NW)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	3.00	-	0.50	3	3.00
3/1 (B6096 Hoyland Road)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	3.00	-	0.50	3	3.00
4/1 (Sheffield Road SE)	7/1 (Right)	1439	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	3.00	-	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Tankersley Lane)	O	E	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Left	6.00
											Arm 7 Ahead	Inf
											Arm 8 Right	10.00
2/1 (Sheffield Road NW)	O	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Right	10.00
											Arm 7 Left	6.00
											Arm 8 Ahead	Inf
3/1 (B6096 Hoyland Road)	O	C D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	6.00
4/1 (Sheffield Road SE)	O	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Left	6.00
											Arm 6 Ahead	Inf
											Arm 7 Right	10.00
5/1 (Tankersley Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Sheffield Road NW Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B6096 Hoyland Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Sheffield Road SE Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Existing PM'	17:00	18:00	01:00	
2: '2022 Existing Sat'	11:00	12:00	01:00	

Scenario 1: '2022 Existing PM' (FG1: '2022 Existing PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	18	14	9	41
	B	12	0	335	135	482
	C	6	334	0	65	405
	D	3	76	46	0	125
	Tot.	21	428	395	209	1053

Traffic Lane Flows

Lane	Scenario 1: 2022 Existing PM
Junction: Unnamed Junction	
1/1	41
2/1	482
3/1	405
4/1	125
5/1	21
6/1	428
7/1	395
8/1	209

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	43.9 %	1763	1763
				Arm 7 Ahead	Inf	34.1 %		
				Arm 8 Right	10.00	22.0 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	2.5 %	1711	1711
				Arm 7 Left	6.00	69.5 %		
				Arm 8 Ahead	Inf	28.0 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	1.5 %	1731	1731
				Arm 6 Right	10.00	82.5 %		
				Arm 8 Left	6.00	16.0 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	2.4 %	1899	1899
				Arm 6 Ahead	Inf	60.8 %		
				Arm 7 Right	10.00	36.8 %		
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 Existing Sat' (FG2: '2022 Existing Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	9	8	3	20
	B	6	0	265	169	440
	C	11	314	0	70	395
	D	3	121	50	0	174
	Tot.	20	444	323	242	1029

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 Existing Sat
Junction: Unnamed Junction	
1/1	20
2/1	440
3/1	395
4/1	174
5/1	20
6/1	444
7/1	323
8/1	242

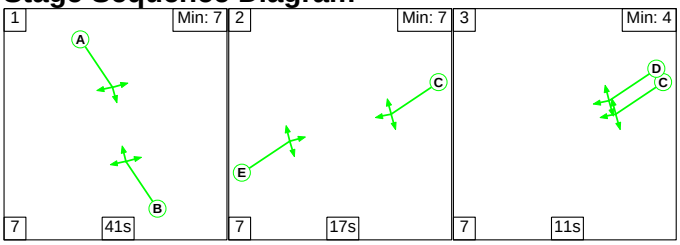
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	45.0 %	1775	1775
				Arm 7 Ahead	Inf	40.0 %		
				Arm 8 Right	10.00	15.0 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	1.4 %	1748	1748
				Arm 7 Left	6.00	60.2 %		
				Arm 8 Ahead	Inf	38.4 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	2.8 %	1732	1732
				Arm 6 Right	10.00	79.5 %		
				Arm 8 Left	6.00	17.7 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	1.7 %	1924	1924
				Arm 6 Ahead	Inf	69.5 %		
				Arm 7 Right	10.00	28.7 %		
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2022 Existing PM' (FG1: '2022 Existing PM', Plan 1: 'Network Control Plan 1')

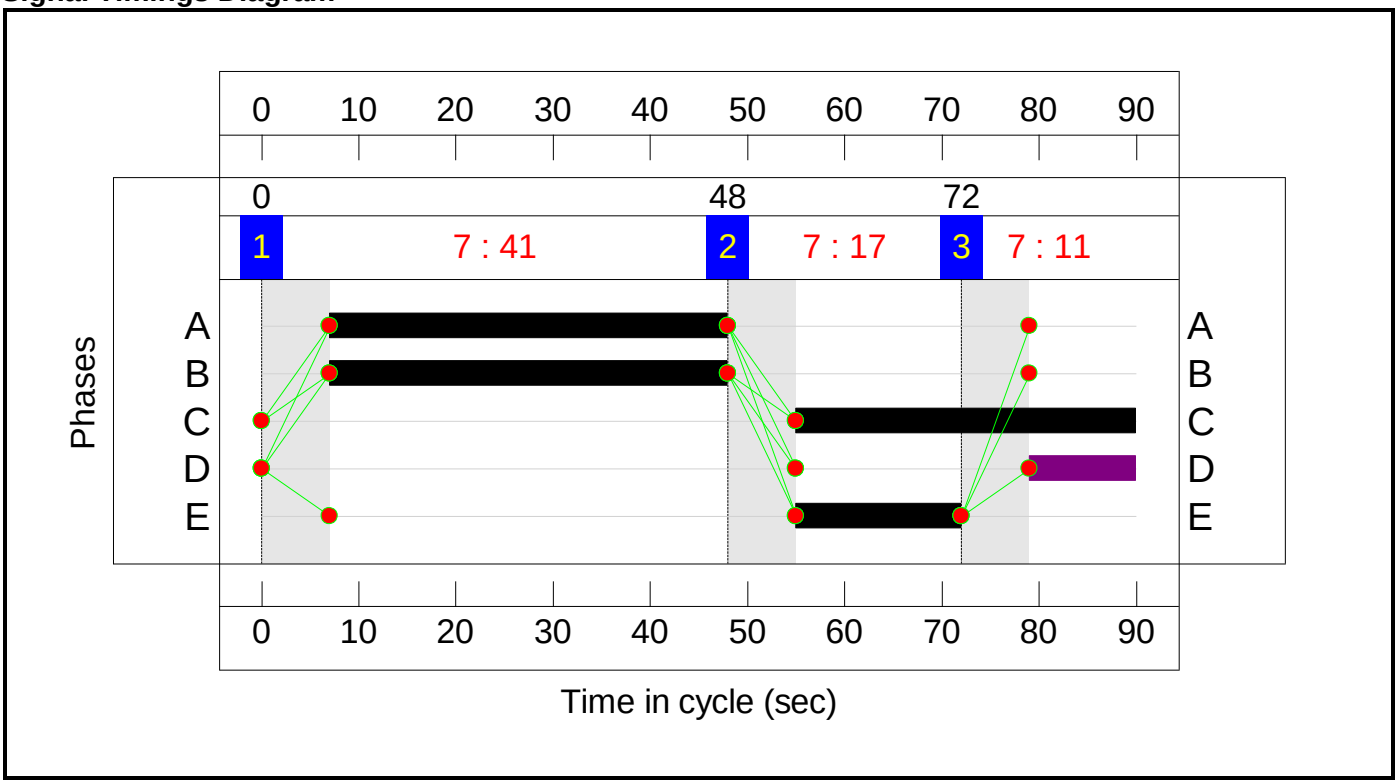
Stage Sequence Diagram



Stage Timings

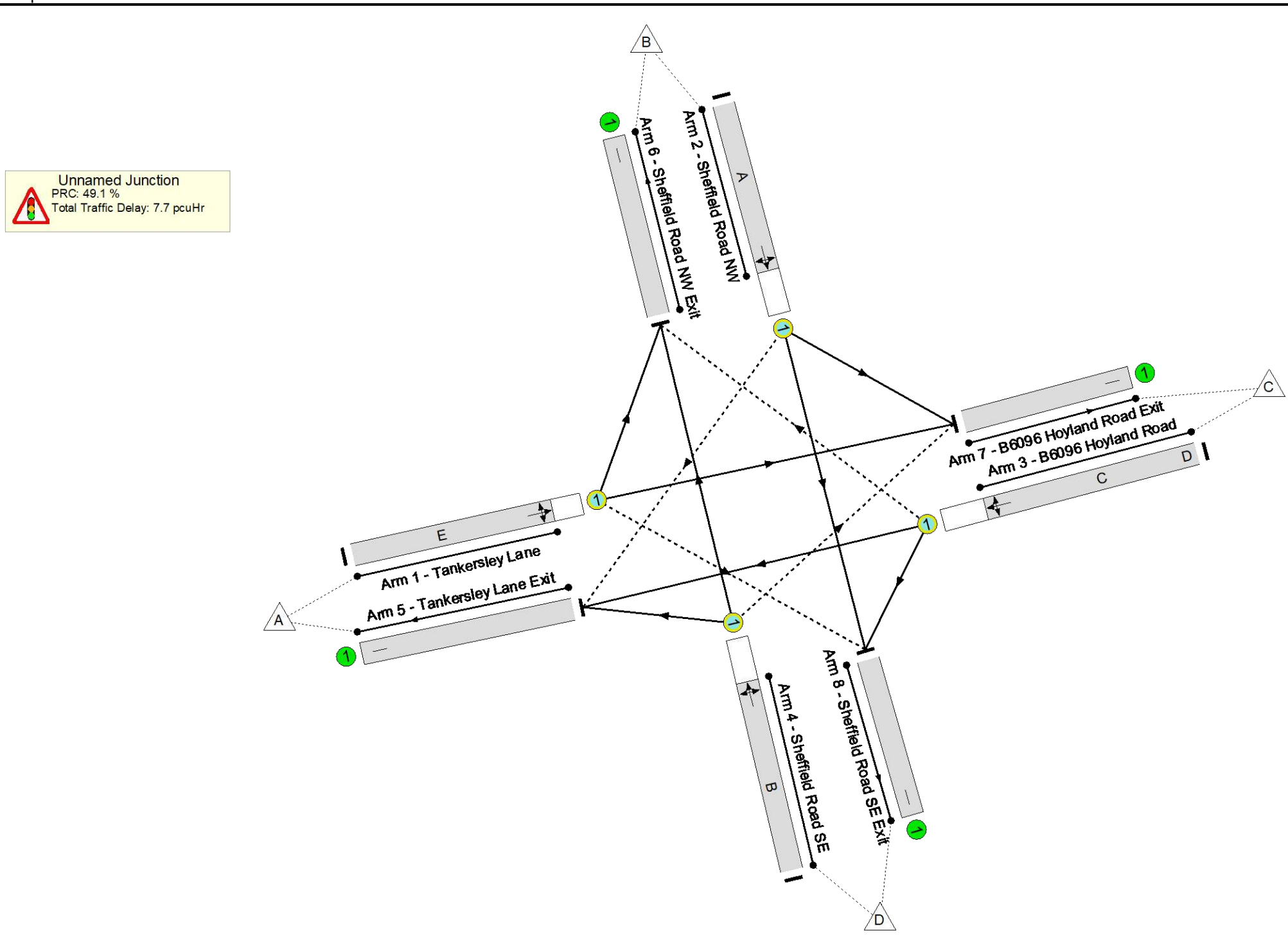
Stage	1	2	3
Duration	41	17	11
Change Point	0	48	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 49.1 %
Total Traffic Delay: 7.7 pcuHr
B
Arm 6 - Sheffield Road NW Exit
Arm 2 - Sheffield Road NW
A
C
Arm 7 - B6096 Hoyland Road Exit
Arm 3 - B6096 Hoyland Road
D
C
E
Arm 1 - Tankersley Lane
Arm 5 - Tankersley Lane Exit
A
B
Arm 4 - Sheffield Road SE
Arm 8 - Sheffield Road SE Exit
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.4%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.4%**
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	17	-	41	1763	353	11.6%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	41	-	482	1711	798	60.4%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	35	11	405	1731	674	60.1%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	41	-	125	1899	407	30.7%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%

Full Input Data And Results

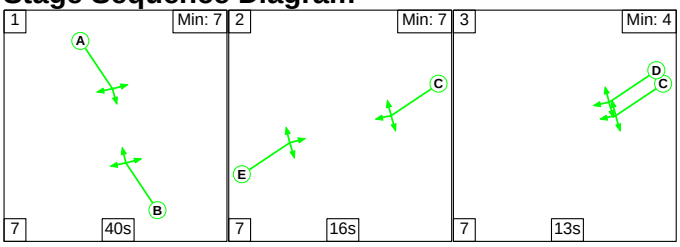
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**268**	**120**	**13**	**5.6**	**1.8**	**0.3**	**7.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**268**	**120**	**13**	**5.6**	**1.8**	**0.3**	**7.7**	**-**	**-**	**-**	**-**
1/1	41	41	9	0	0	0.3	0.1	0.0	0.4	35.4	0.8	0.1	0.9
2/1	482	482	12	0	0	2.4	0.8	0.0	3.1	23.5	8.8	0.8	9.6
3/1	405	405	203	120	11	2.4	0.7	0.2	3.4	29.9	8.0	0.7	8.7
4/1	125	125	44	0	2	0.5	0.2	0.1	0.8	23.0	1.8	0.2	2.0
5/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 49.1 Total Delay for Signalled Lanes (pcuHr): 7.71 Cycle Time (s): 90
PRC Over All Lanes (%): 49.1 Total Delay Over All Lanes(pcuHr): 7.71

Full Input Data And Results

Scenario 2: '2022 Existing Sat' (FG2: '2022 Existing Sat', Plan 1: 'Network Control Plan 1')

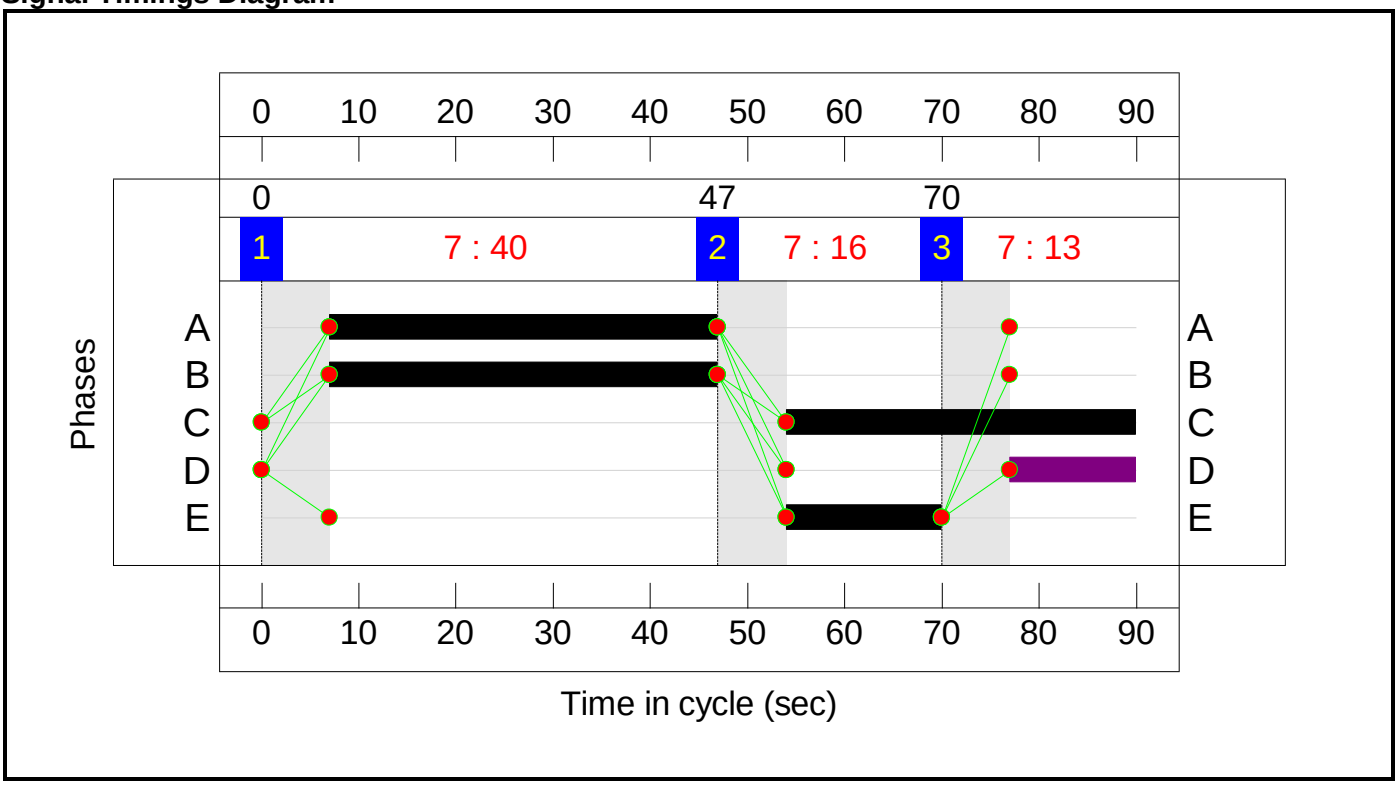
Stage Sequence Diagram



Stage Timings

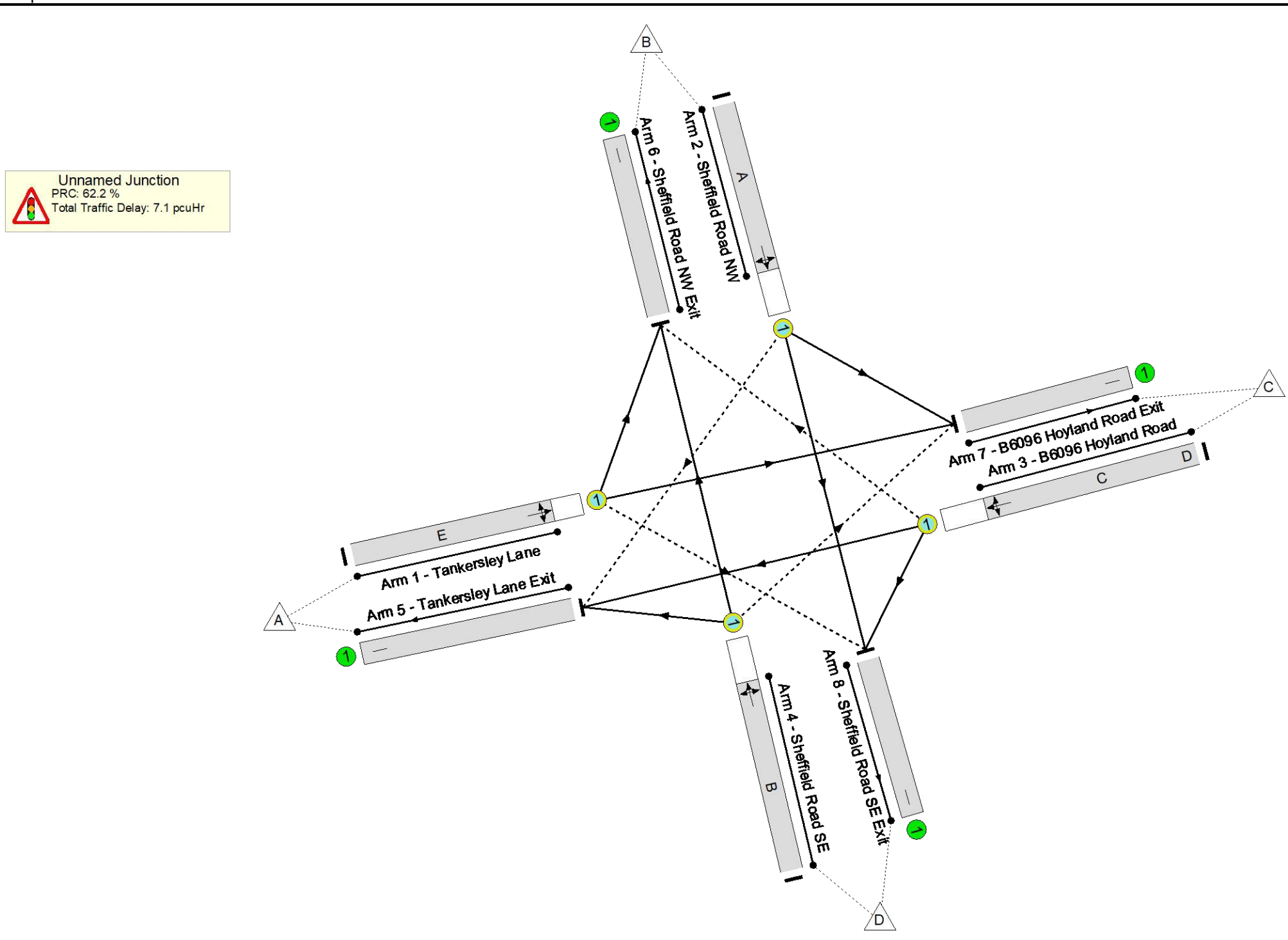
Stage	1	2	3
Duration	40	16	13
Change Point	0	47	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 62.2 %
Total Traffic Delay: 7.1 pcuHr
B
Arm 6 - Sheffield Road NW Exit
Arm 2 - Sheffield Road NW
A
C
Arm 7 - B6096 Hoyland Road Exit
Arm 3 - B6096 Hoyland Road
D
C
E
Arm 1 - Tankersley Lane
Arm 5 - Tankersley Lane Exit
A
B
Arm 4 - Sheffield Road SE
Arm 8 - Sheffield Road SE Exit
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.5%**
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	16	-	20	1775	335	6.0%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	40	-	440	1748	796	55.3%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	36	13	395	1732	712	55.5%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	40	-	174	1924	453	38.4%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**253**	**107**	**12**	**5.3**	**1.6**	**0.3**	**7.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**253**	**107**	**12**	**5.3**	**1.6**	**0.3**	**7.1**	**-**	**-**	**-**	**-**
1/1	20	20	3	0	0	0.2	0.0	0.0	0.2	35.8	0.4	0.0	0.4
2/1	440	440	6	0	0	2.2	0.6	0.0	2.8	22.9	7.9	0.6	8.6
3/1	395	395	196	107	10	2.2	0.6	0.2	3.0	27.3	7.5	0.6	8.1
4/1	174	174	48	0	2	0.7	0.3	0.1	1.1	23.6	2.6	0.3	2.9
5/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 62.2 Total Delay for Signalled Lanes (pcuHr): 7.13 Cycle Time (s): 90
PRC Over All Lanes (%): 62.2 Total Delay Over All Lanes(pcuHr): 7.13

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Existing A6135 Sheffield Road, Cross Keys Lane Crossroads.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:04:45

«Existing Junction - 2022 Exisiting, Saturday
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2022 Exisiting					
Stream B-CD	D2	0.0	0.00	0.00	A	119 % [Stream D-BC]
Stream B-AD		0.0	0.00	0.00	A	
Stream A-BCD		0.0	4.58	0.01	A	
Stream D-AB		0.0	6.74	0.05	A	
Stream D-BC		0.0	12.22	0.02	B	
Stream C-ABD		0.0	4.53	0.00	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	A6135 Sheffield Road, Cross Keys Lane Crossroads
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

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	2022 Exisiting	Saturday	ONE HOUR	08:00	09:30	15

Existing Junction - 2022 Exisiting, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cross Keys Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	119	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	Sheffield Road (W)		Major
B	Cross Keys Lane		Minor
C	Sheffield Road (E)		Major
D	Cricket Club		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Sheffield Road (W)	8.39			100.0	✓	0.00
C - Sheffield Road (E)	8.39			100.0	✓	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	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 - Cross Keys Lane	One lane plus flare	6.33	2.20	2.20	2.20	2.20	✓	1.00	60	25
D - Cricket Club	One lane plus flare	8.60	5.00	3.37	3.37	3.37	✓	1.00	24	13

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.219	0.313	0.219	-	-	-
B-A	478	0.078	0.197	0.197	-	-	-	0.124	0.282	-	0.197	0.197	0.099
B-C	650	0.089	0.226	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	518	0.084	0.214	0.214	-	-	-	0.134	0.305	0.134	-	-	-
B-D, offside lane	478	0.078	0.197	0.197	-	-	-	0.124	0.282	0.124	-	-	-
C-B	632	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	684	-	-	-	-	-	-	0.238	-	0.094	-	-	-
D-B, nearside lane	532	0.138	0.138	0.314	-	-	-	0.220	0.220	0.087	-	-	-
D-B, offside lane	457	0.119	0.119	0.269	-	-	-	0.189	0.189	0.075	-	-	-
D-C	457	-	0.119	0.269	0.094	0.189	0.189	0.189	0.189	0.075	-	-	-

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

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (W)		✓	461	100.000
B - Cross Keys Lane		✓	4	100.000
C - Sheffield Road (E)		✓	462	100.000
D - Cricket Club		✓	30	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	5	451	5
	B - Cross Keys Lane	3	0	1	0
	C - Sheffield Road (E)	459	1	0	2
	D - Cricket Club	24	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.01	4.58	0.0	A
A-B				
A-C				
D-AB	0.05	6.74	0.0	A
D-BC	0.02	12.22	0.0	B
C-ABD	0.00	4.53	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-CD	0	469	0.000	0	0.0	0.000	A
B-AD	0	365	0.000	0	0.0	0.000	A
A-BCD	7	793	0.008	7	0.0	4.578	A
A-B	4			4			
A-C	337			337			
D-AB	18	600	0.030	18	0.0	6.183	A
D-BC	5	351	0.013	4	0.0	10.400	B
C-ABD	1	795	0.002	1	0.0	4.533	A
C-D	2			2			
C-A	345			345			

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-CD	0	448	0.000	0	0.0	0.000	A
B-AD	0	343	0.000	0	0.0	0.000	A
A-BCD	9	827	0.011	9	0.0	4.397	A
A-B	4			4			
A-C	401			401			
D-AB	22	584	0.037	22	0.0	6.405	A
D-BC	5	330	0.016	5	0.0	11.094	B
C-ABD	2	831	0.002	2	0.0	4.343	A
C-D	2			2			
C-A	412			412			

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-CD	0	418	0.000	0	0.0	0.000	A
B-AD	0	313	0.000	0	0.0	0.000	A
A-BCD	13	877	0.015	13	0.0	4.165	A
A-B	5			5			
A-C	489			489			
D-AB	26	561	0.047	26	0.0	6.736	A
D-BC	7	301	0.022	7	0.0	12.219	B
C-ABD	3	881	0.003	3	0.0	4.098	A
C-D	2			2			
C-A	504			504			

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-CD	0	418	0.000	0	0.0	0.000	A
B-AD	0	313	0.000	0	0.0	0.000	A
A-BCD	13	877	0.015	13	0.0	4.165	A
A-B	5			5			
A-C	489			489			
D-AB	26	561	0.047	26	0.0	6.737	A
D-BC	7	301	0.022	7	0.0	12.218	B
C-ABD	3	881	0.003	3	0.0	4.098	A
C-D	2			2			
C-A	504			504			

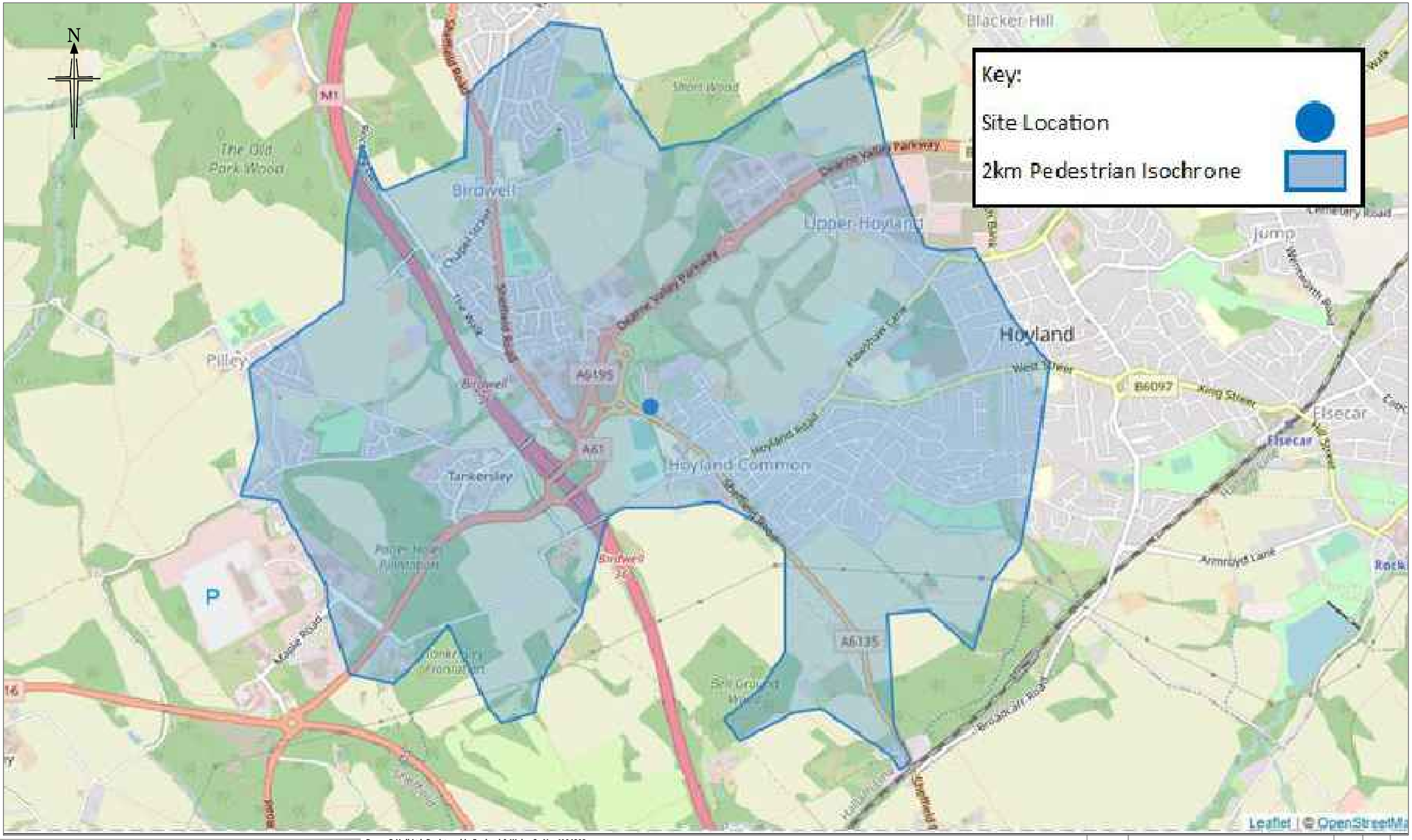
09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	448	0.000	0	0.0	0.000	A
B-AD	0	343	0.000	0	0.0	0.000	A
A-BCD	9	828	0.011	9	0.0	4.399	A
A-B	4			4			
A-C	401			401			
D-AB	22	583	0.037	22	0.0	6.409	A
D-BC	5	330	0.016	5	0.0	11.096	B
C-ABD	2	831	0.002	2	0.0	4.345	A
C-D	2			2			
C-A	412			412			

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-CD	0	469	0.000	0	0.0	0.000	A
B-AD	0	365	0.000	0	0.0	0.000	A
A-BCD	7	793	0.008	7	0.0	4.578	A
A-B	4			4			
A-C	337			337			
D-AB	18	600	0.030	18	0.0	6.189	A
D-BC	5	351	0.013	5	0.0	10.403	B
C-ABD	1	795	0.002	1	0.0	4.535	A
C-D	2			2			
C-A	345			345			

APPENDIX BGH 6



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Rev:	Date:	Amendment:	DRN	CHK	APR

Title: 2KM PEDESTRIAN ISOCHRONE

Status: FOR INFORMATION

Client: LIDL GREAT BRITAIN

Project: SHEFFIELD ROAD, HOYLAND

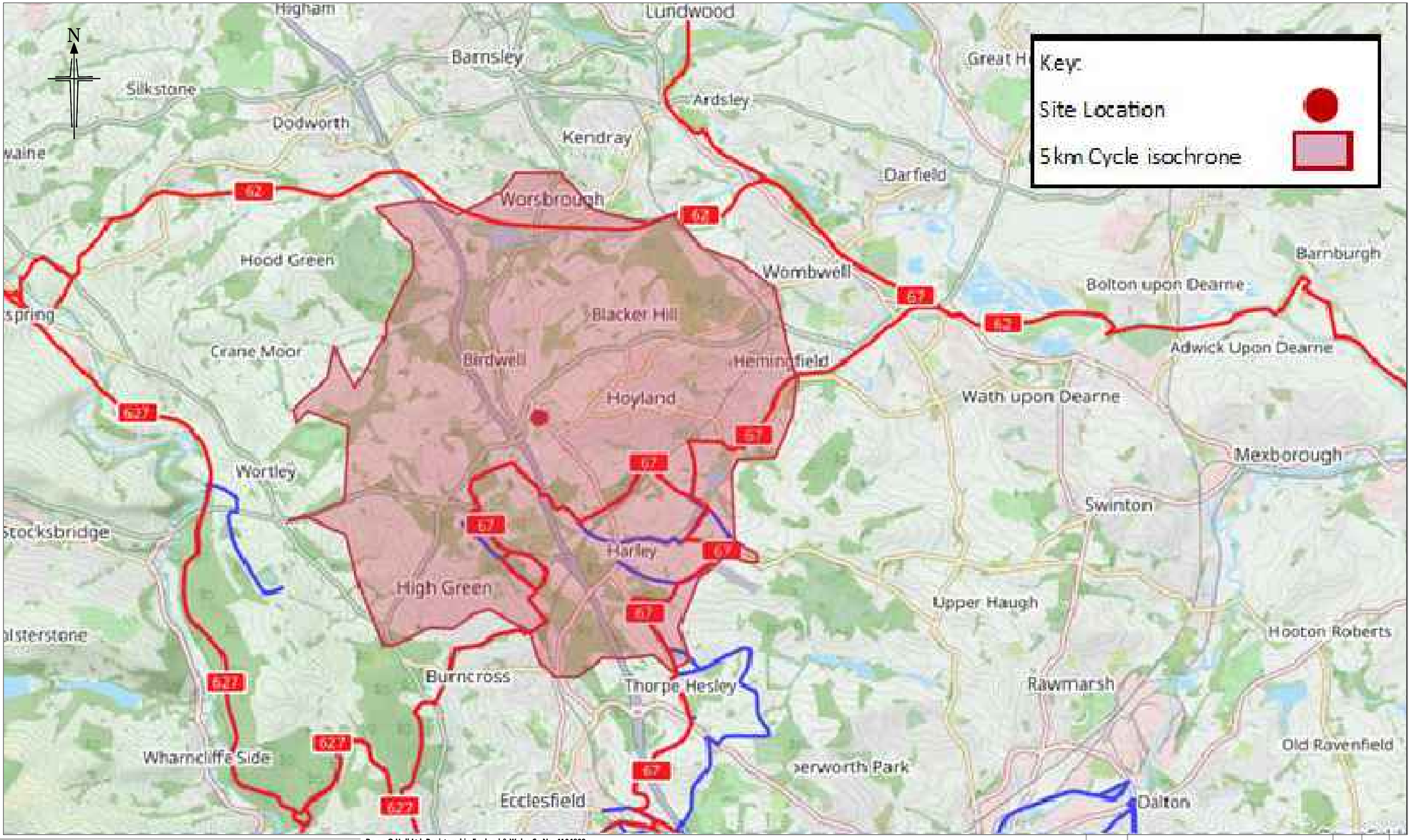
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Size: A3 - 420 x 297

Drawn: AH | Chkd: GH | Appvd: NC

Drawing No: 20/369/TR/002
Job No: 20-369

Revision: -
Date: 22/12/2021

APPENDIX BGH 7



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Title: 5KM CYCLING ISOCHRONE

Status: FOR INFORMATION

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

Drawn: AH | Chkd: GH | Appvd: NC

Rev:	Date:	Amendment:	DRN	CHK	APR

Client: LIDL GREAT BRITAIN

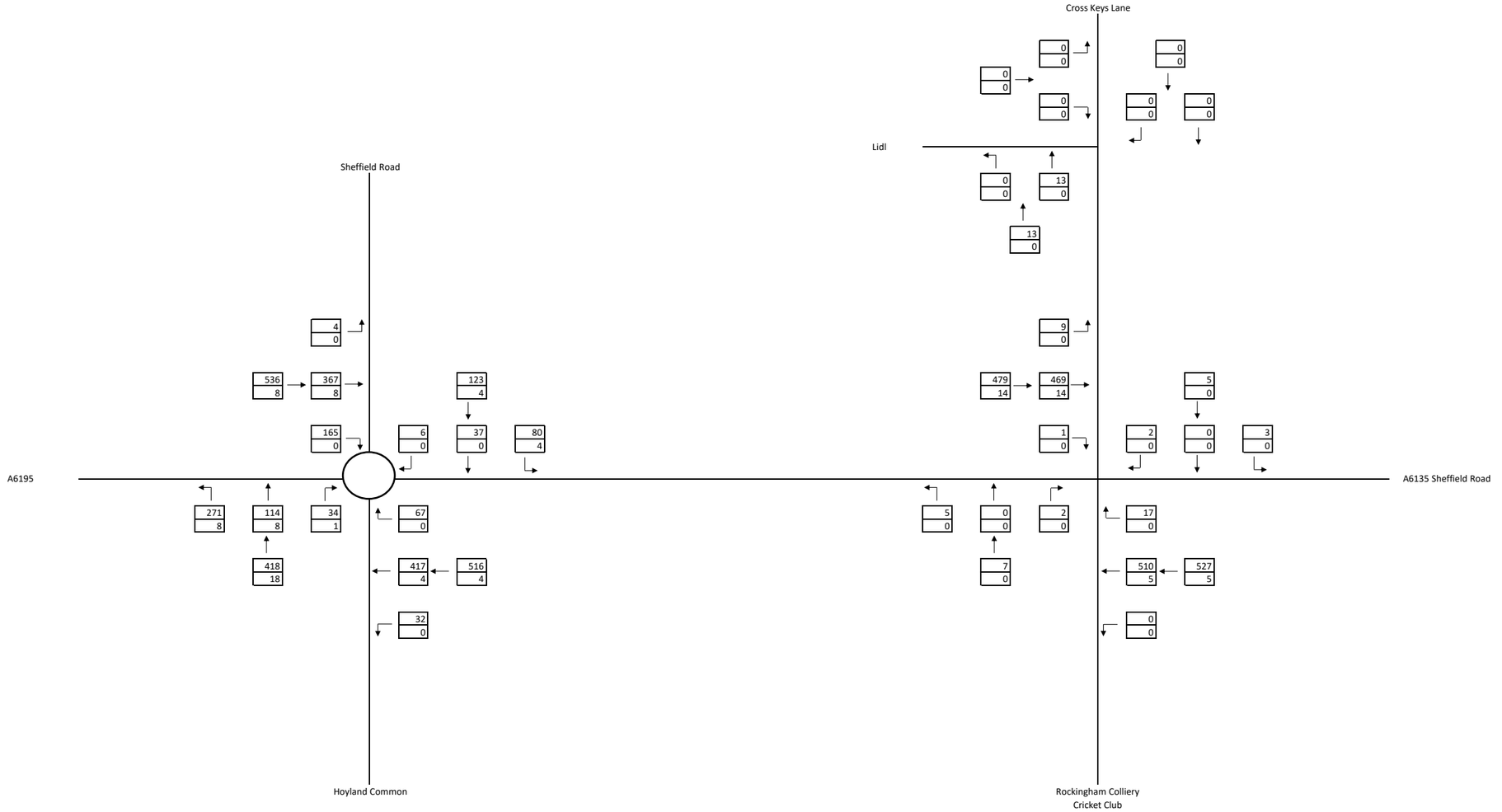
Project: SHEFFIELD ROAD, HOYLAND

Drawing No: 20/369/TR/004
Job No: 20-369

Revision: -
Date: 23/12/2021

APPENDIX BGH 8

2028 GROWTHED FLOWS
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



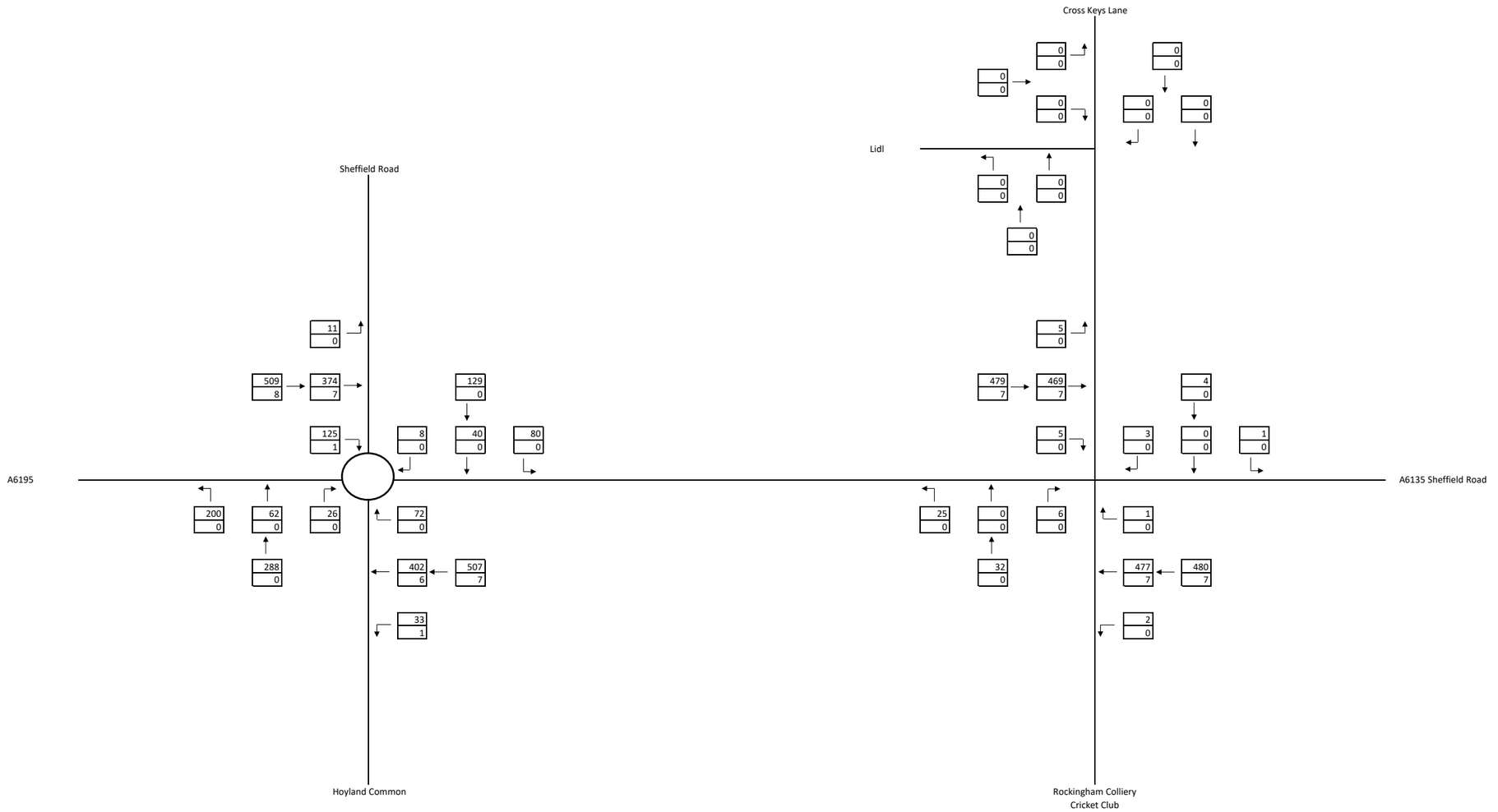
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 GROWTHED FLOWS
LIDL, CROSS KEYS LANE, HOYLAND
SATURDAY PEAK



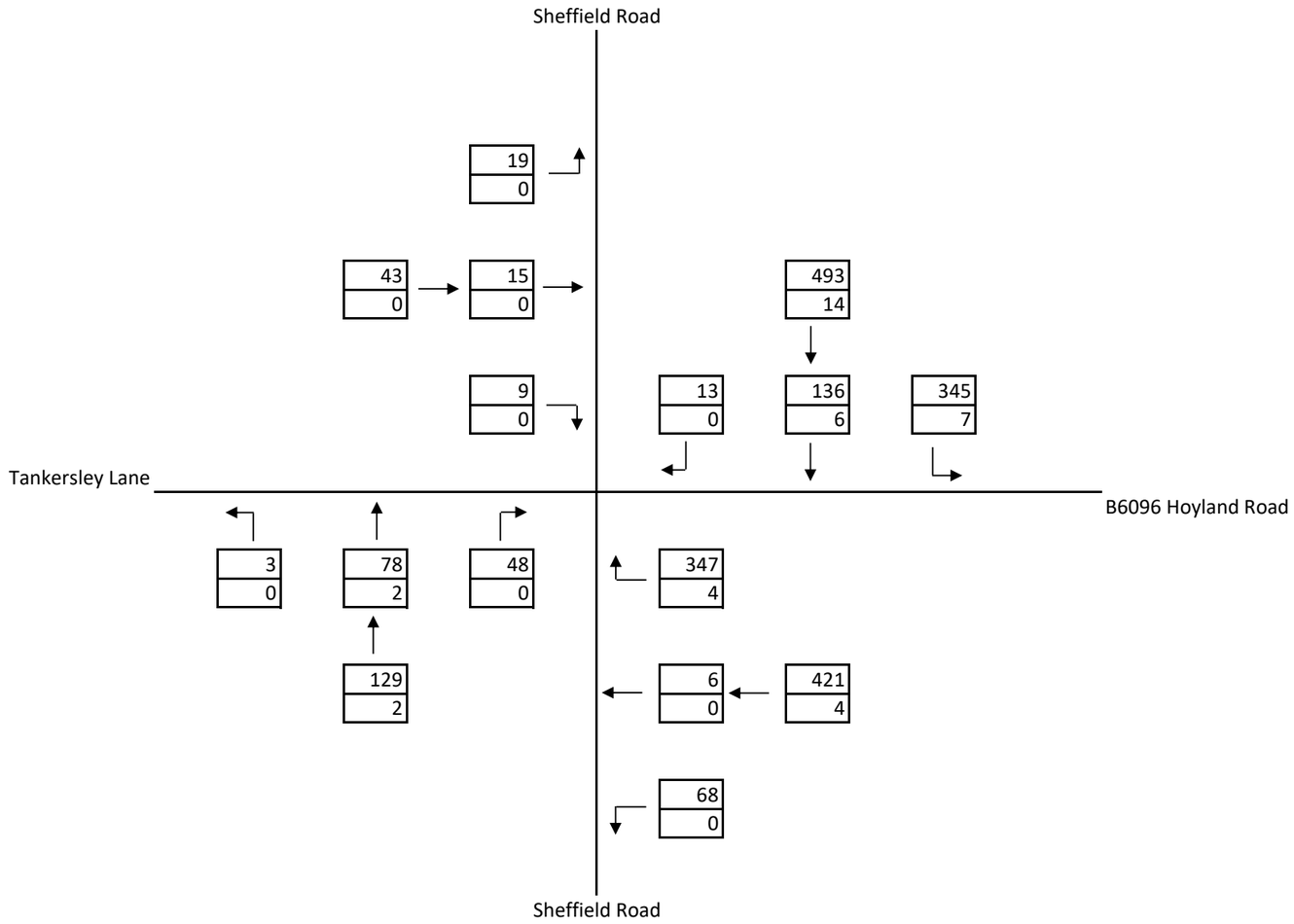
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 GROWTHED
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



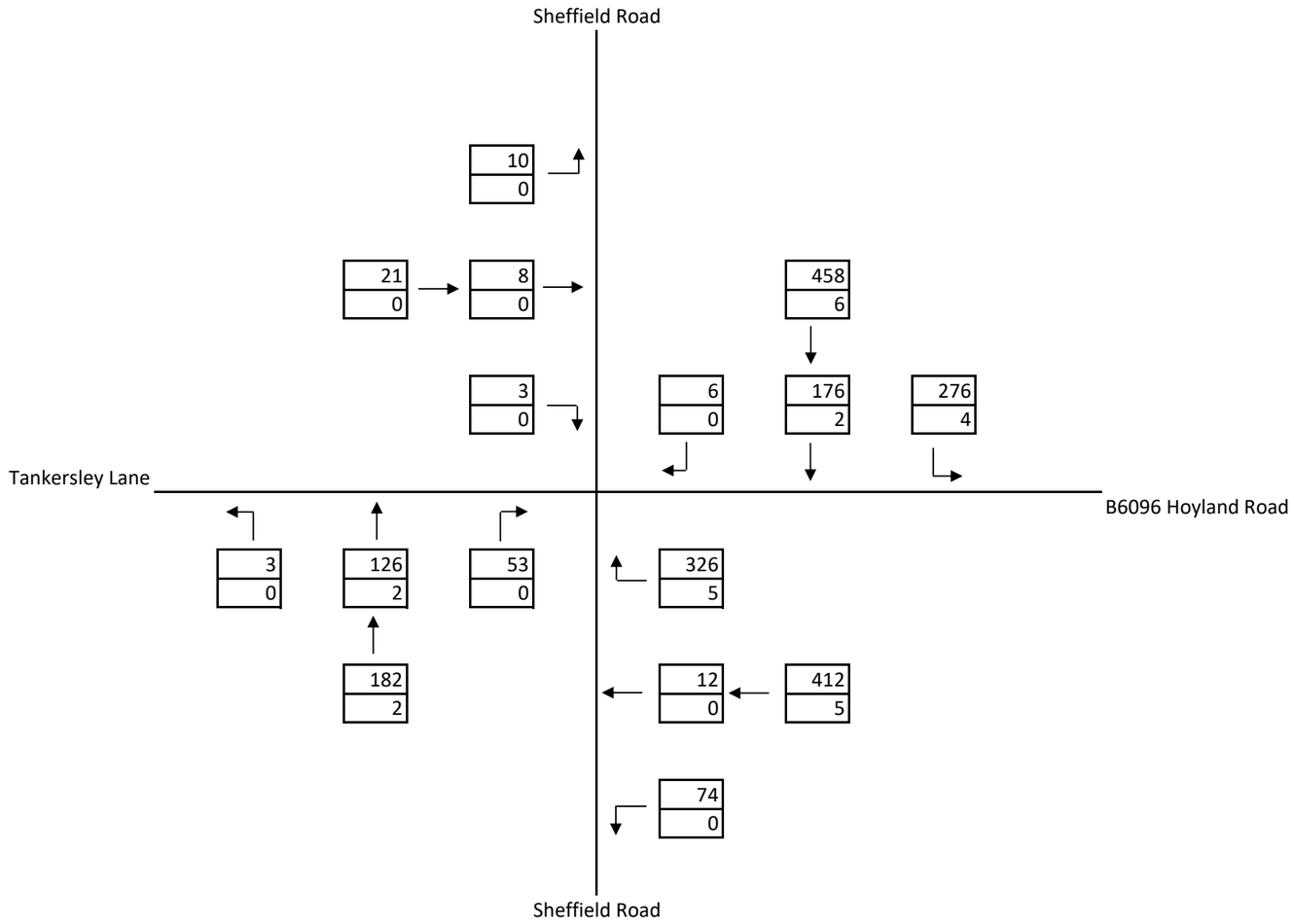
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	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 GROWTHED
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
SAT PEAK



KEY

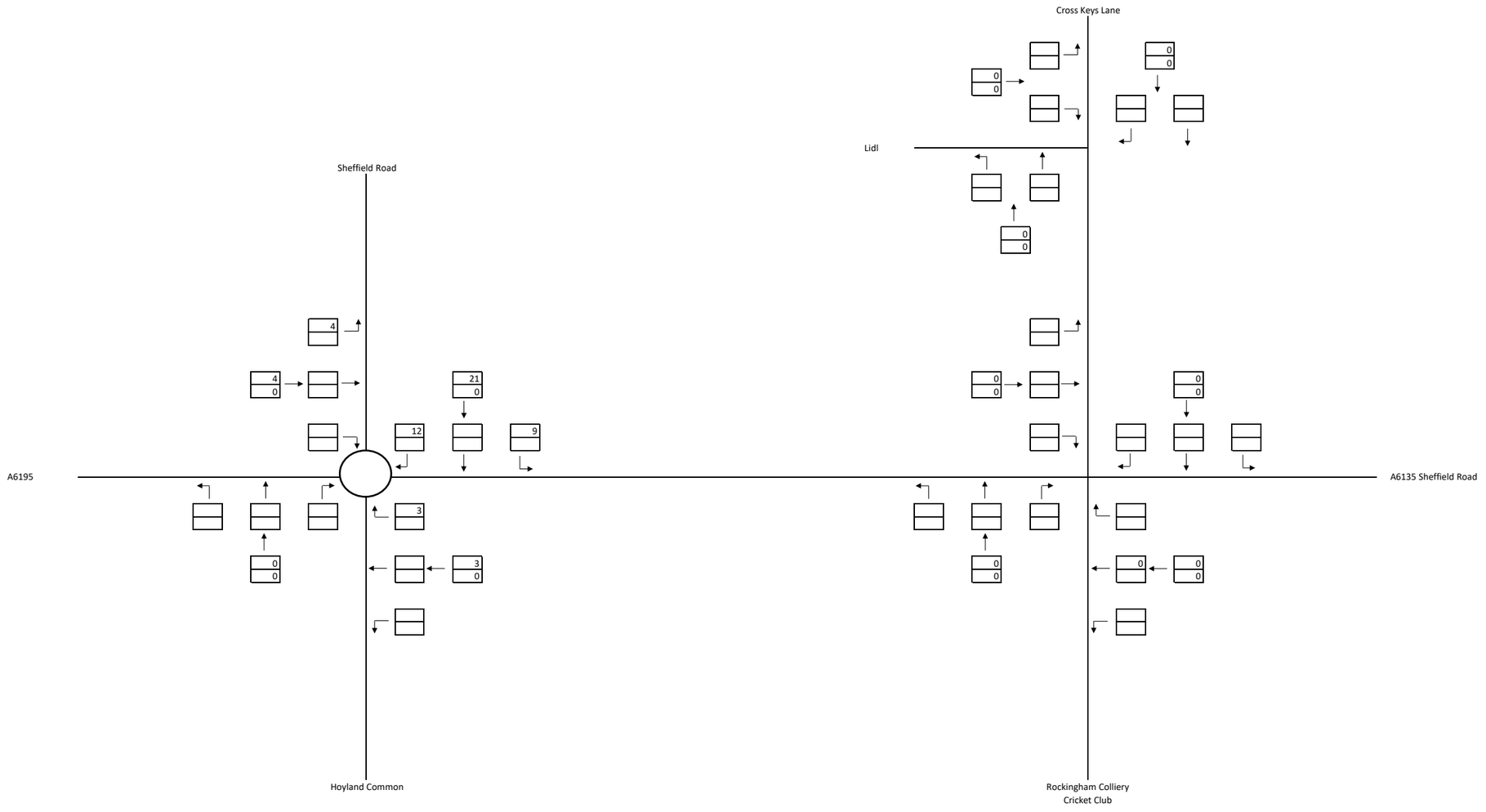
	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

APPENDIX BGH 9

COMMITTED DEVELOPMENT - 2021/0479
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



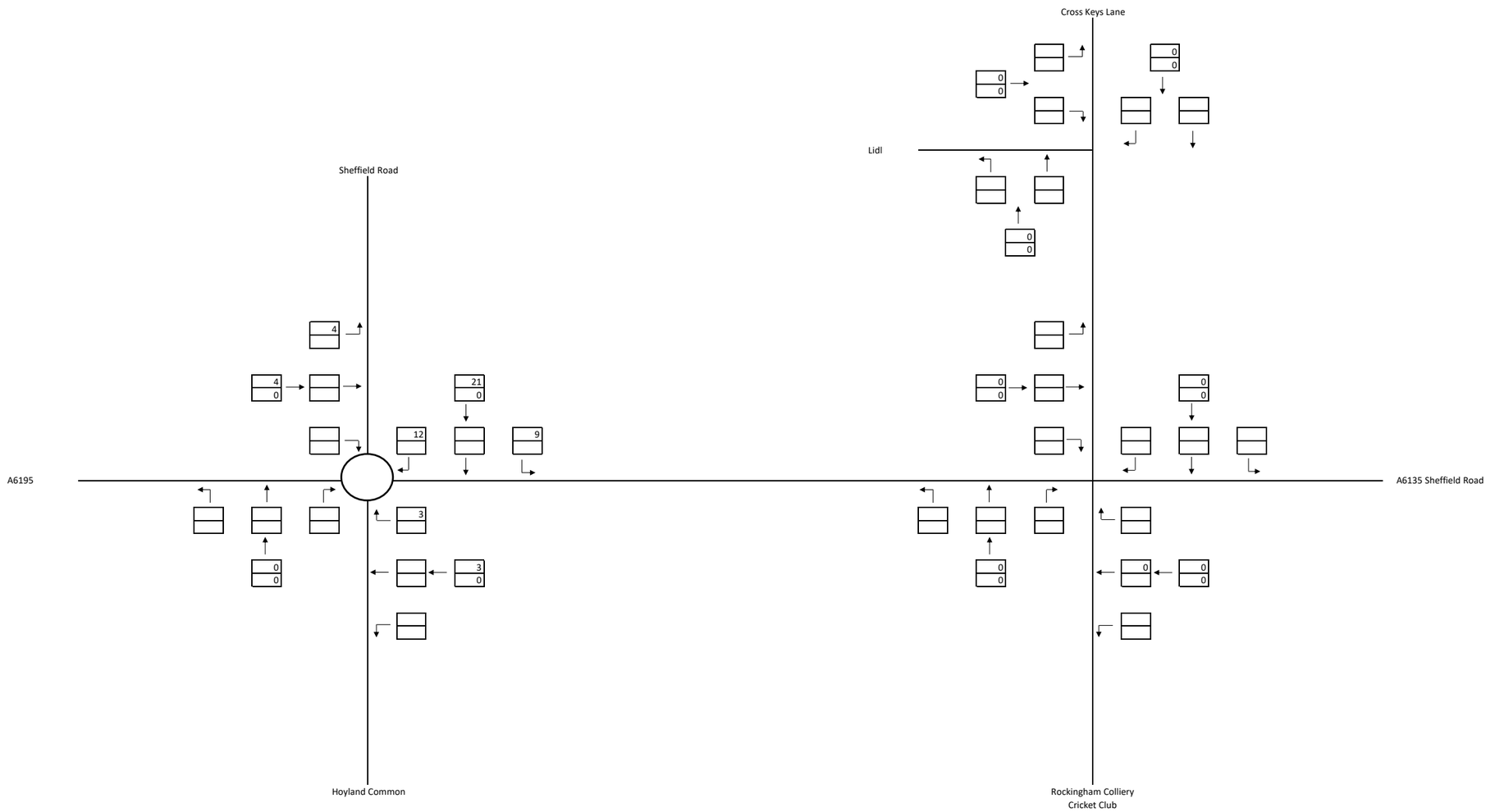
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

COMMITTED DEVELOPMENT - 2021/0479
LIDL, CROSS KEYS LANE, HOYLAND
SATURDAY PEAK



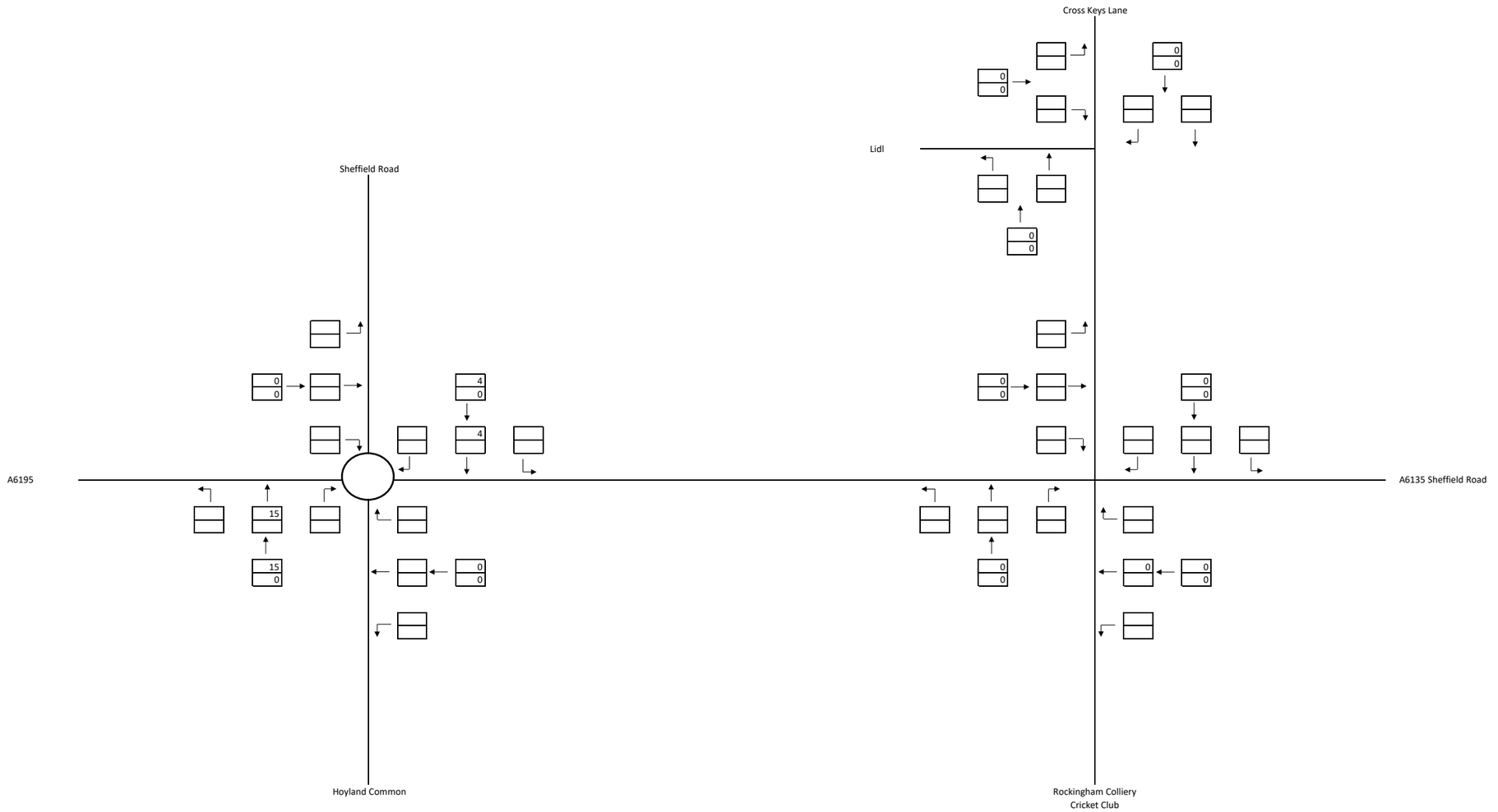
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

COMMITTED DEVELOPMENT - 2019/1573
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



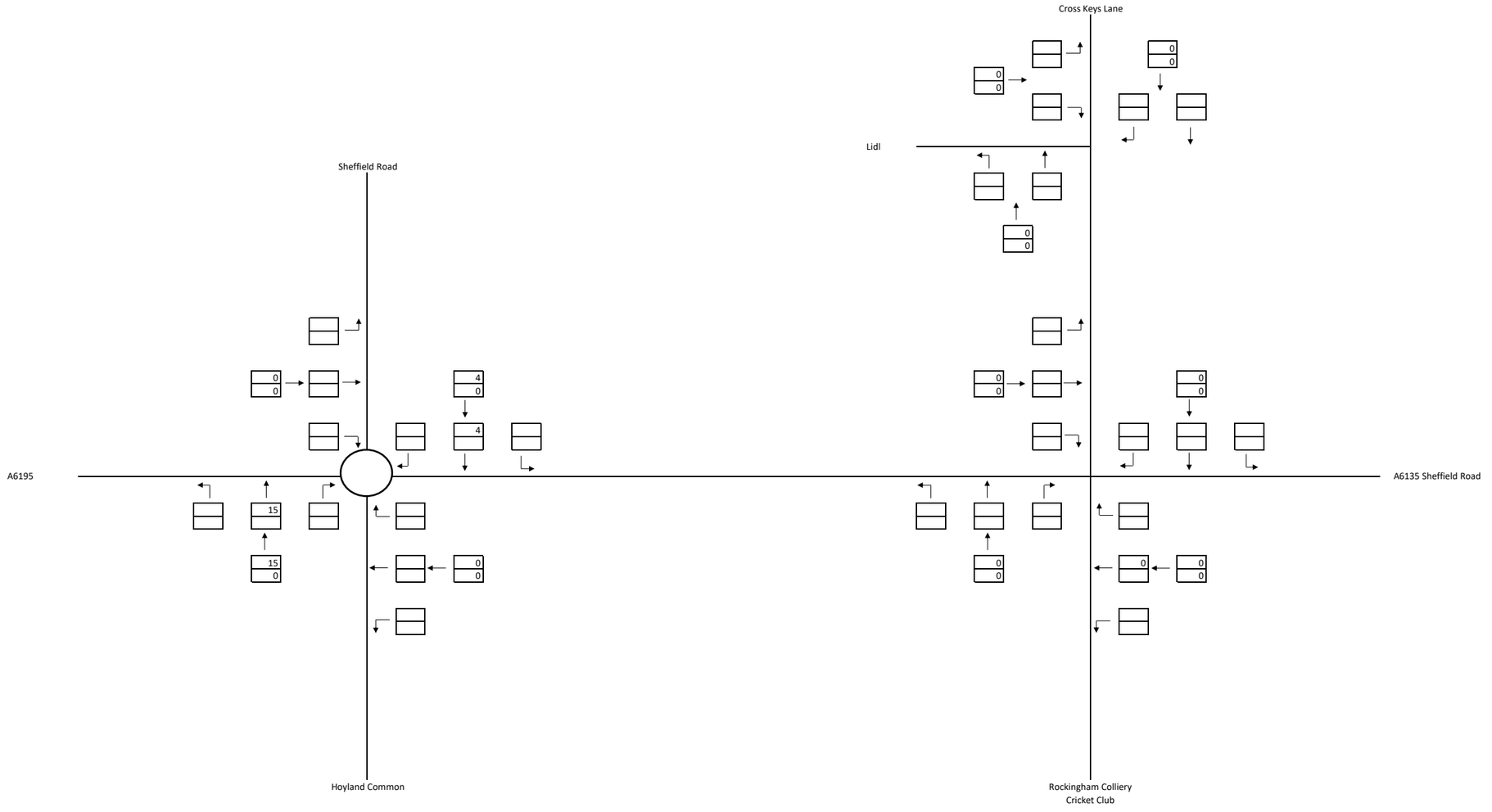
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
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Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

COMMITTED DEVELOPMENT - 2019/1573
LIDL, CROSS KEYS LANE, HOYLAND
SAT PEAK



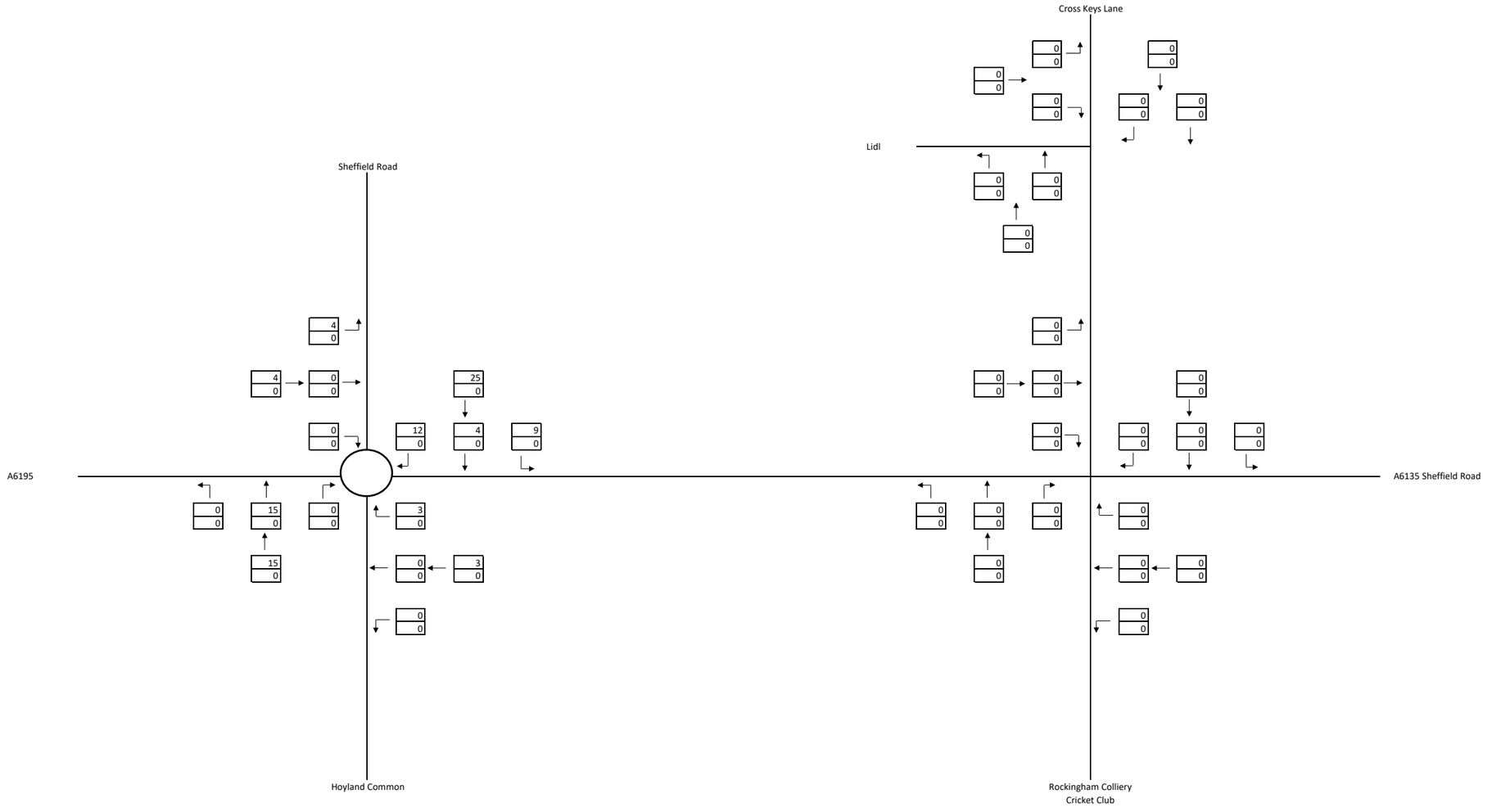
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

COMMITTED DEVELOPMENTS - TOTAL
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



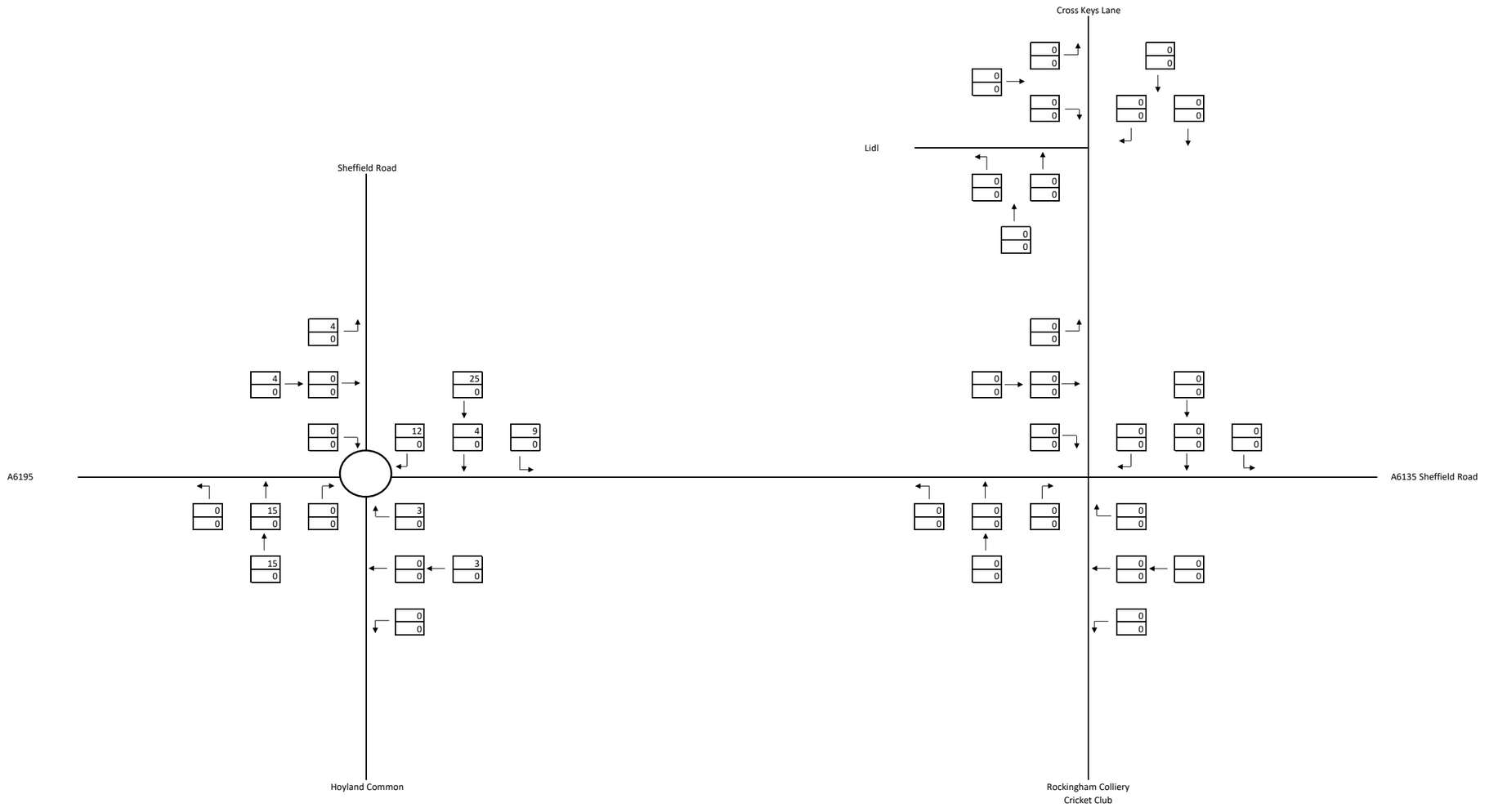
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

COMMITTED DEVELOPMENTS - TOTAL
LIDL, CROSS KEYS LANE, HOYLAND
SAT PEAK



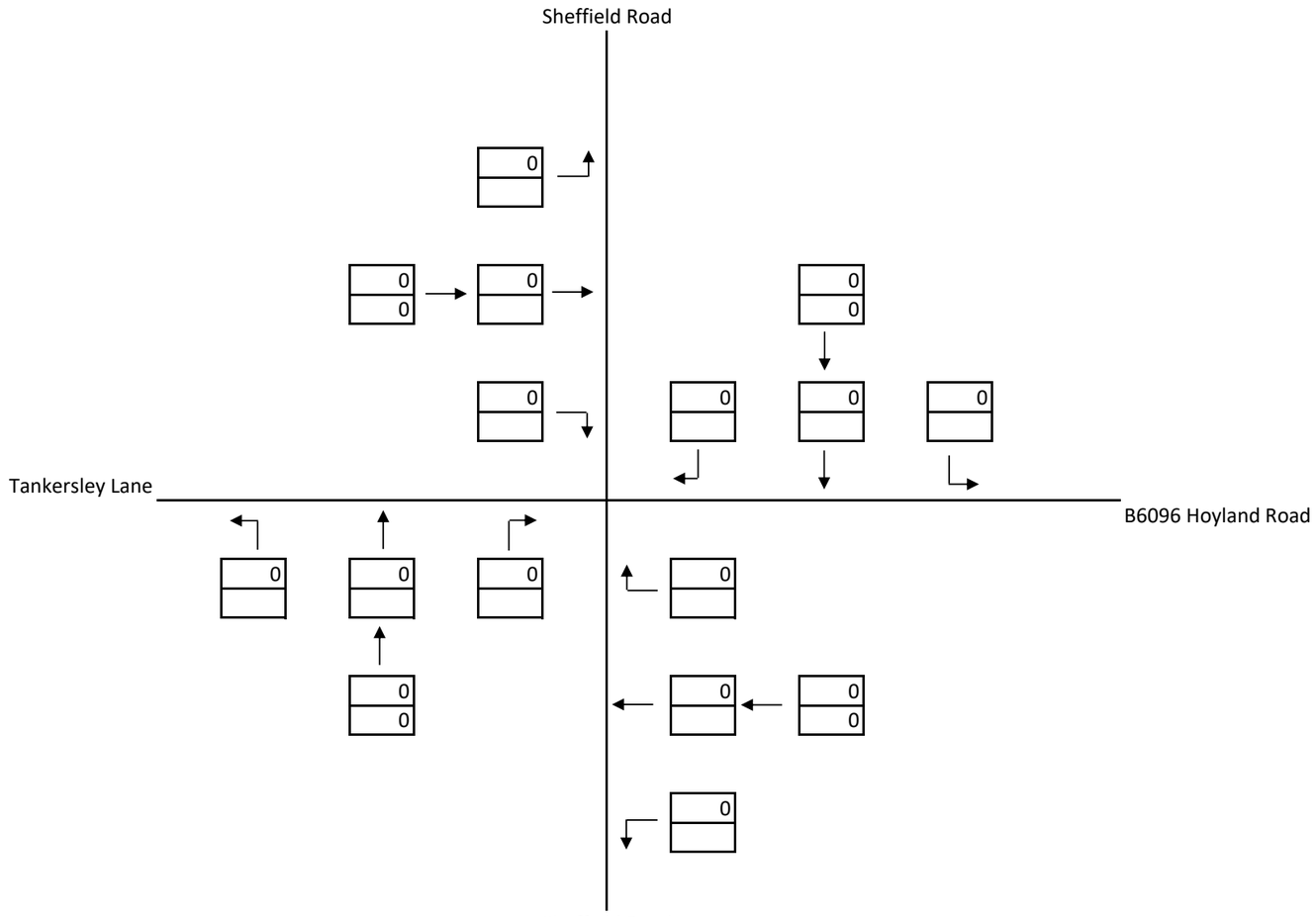
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

COMMITTED DEVELOPMENT
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



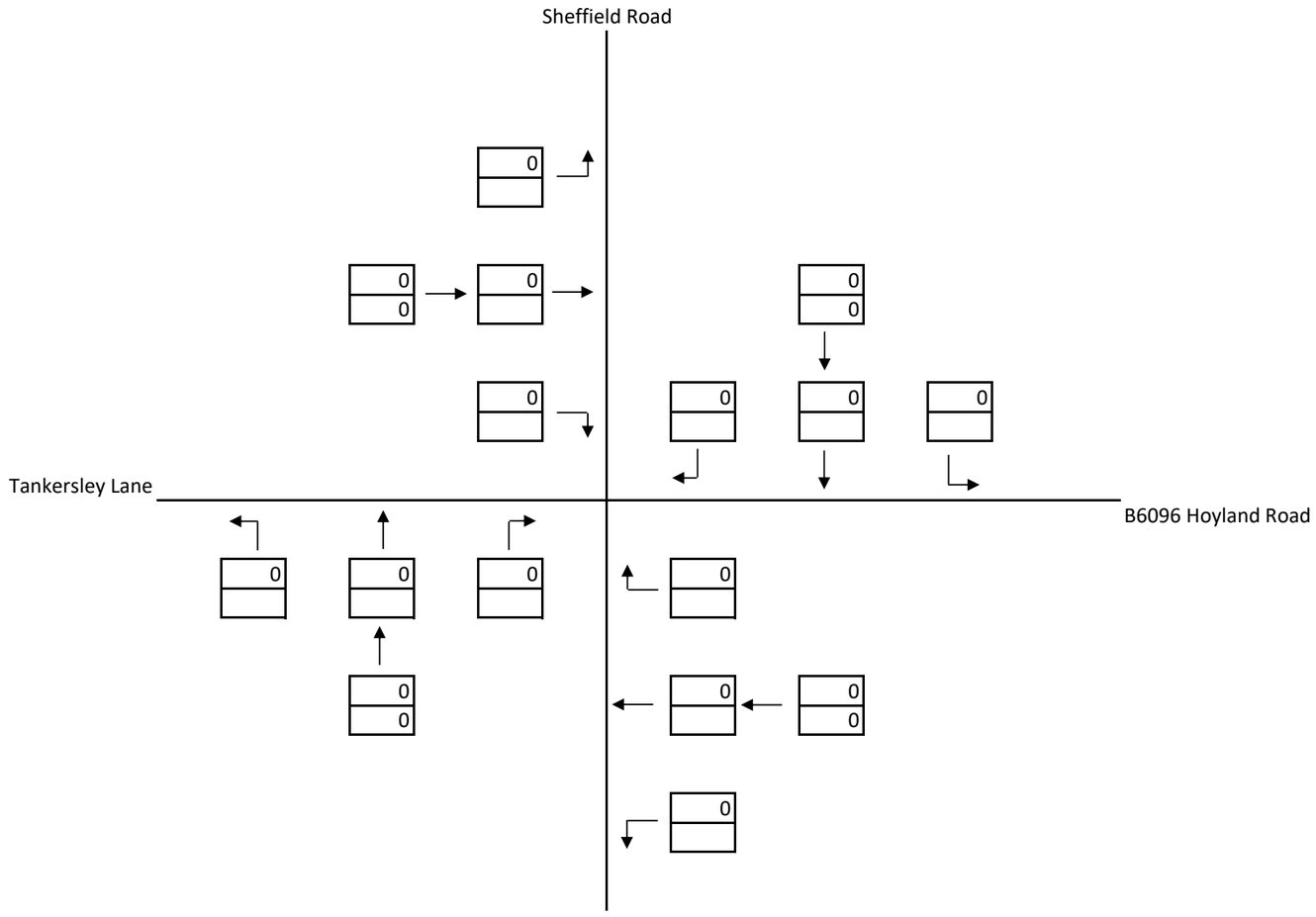
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	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

COMMITTED DEVELOPMENT
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
SAT PEAK



KEY

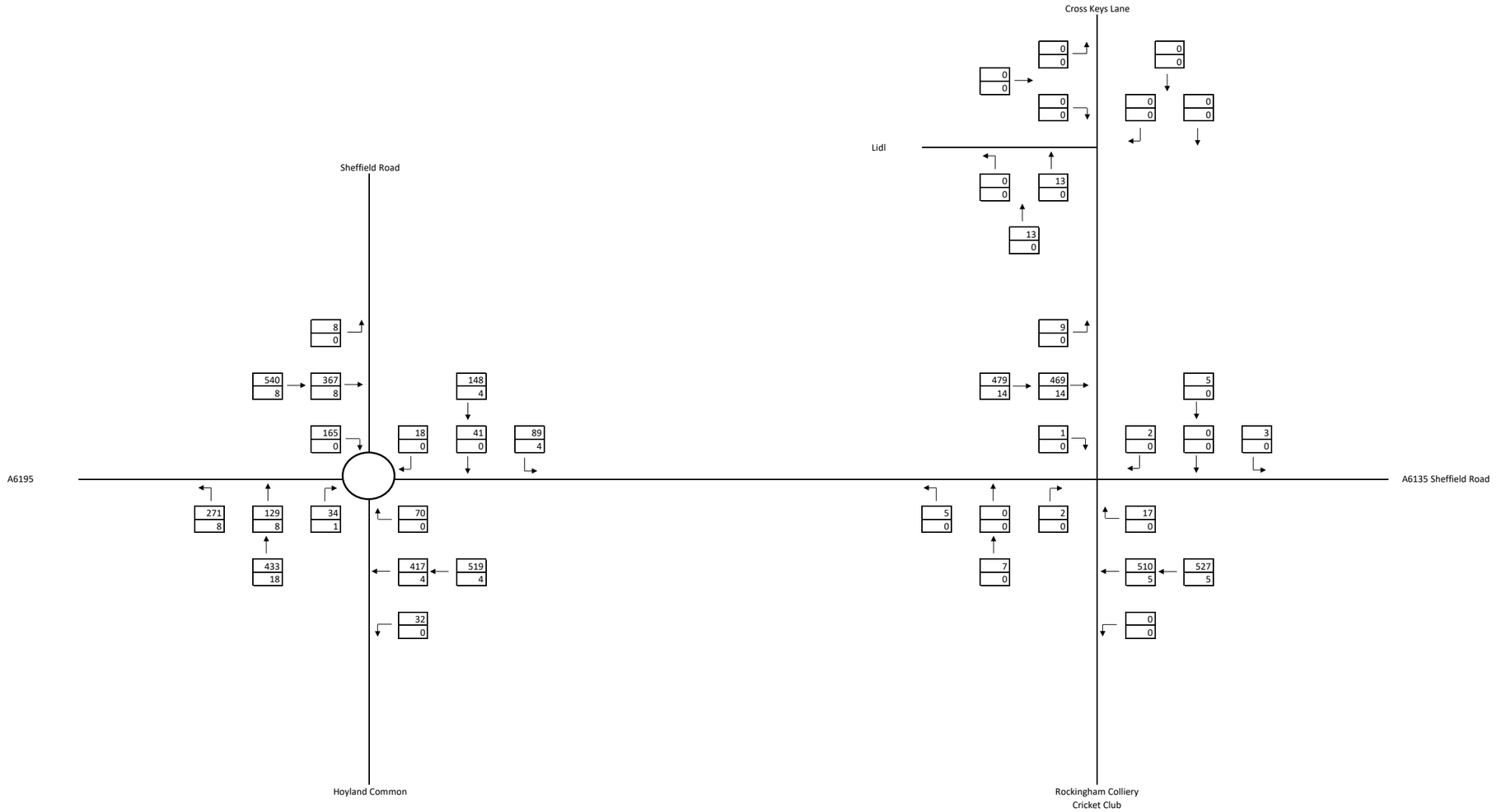
	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

APPENDIX BGH 10

2028 BASE FLOWS
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



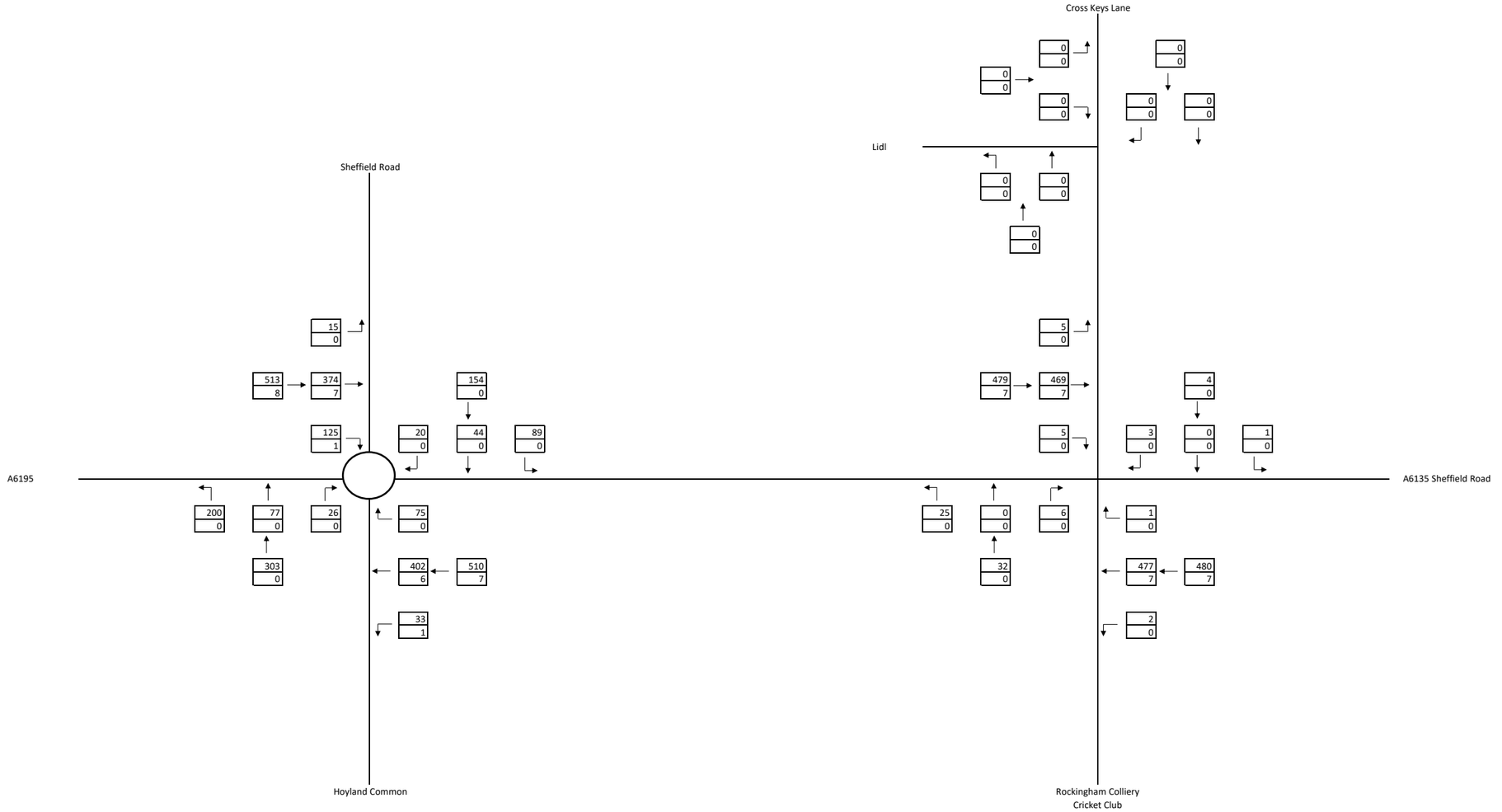
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 BASE FLOWS
LIDL, CROSS KEYS LANE, HOYLAND
SATURDAY PEAK



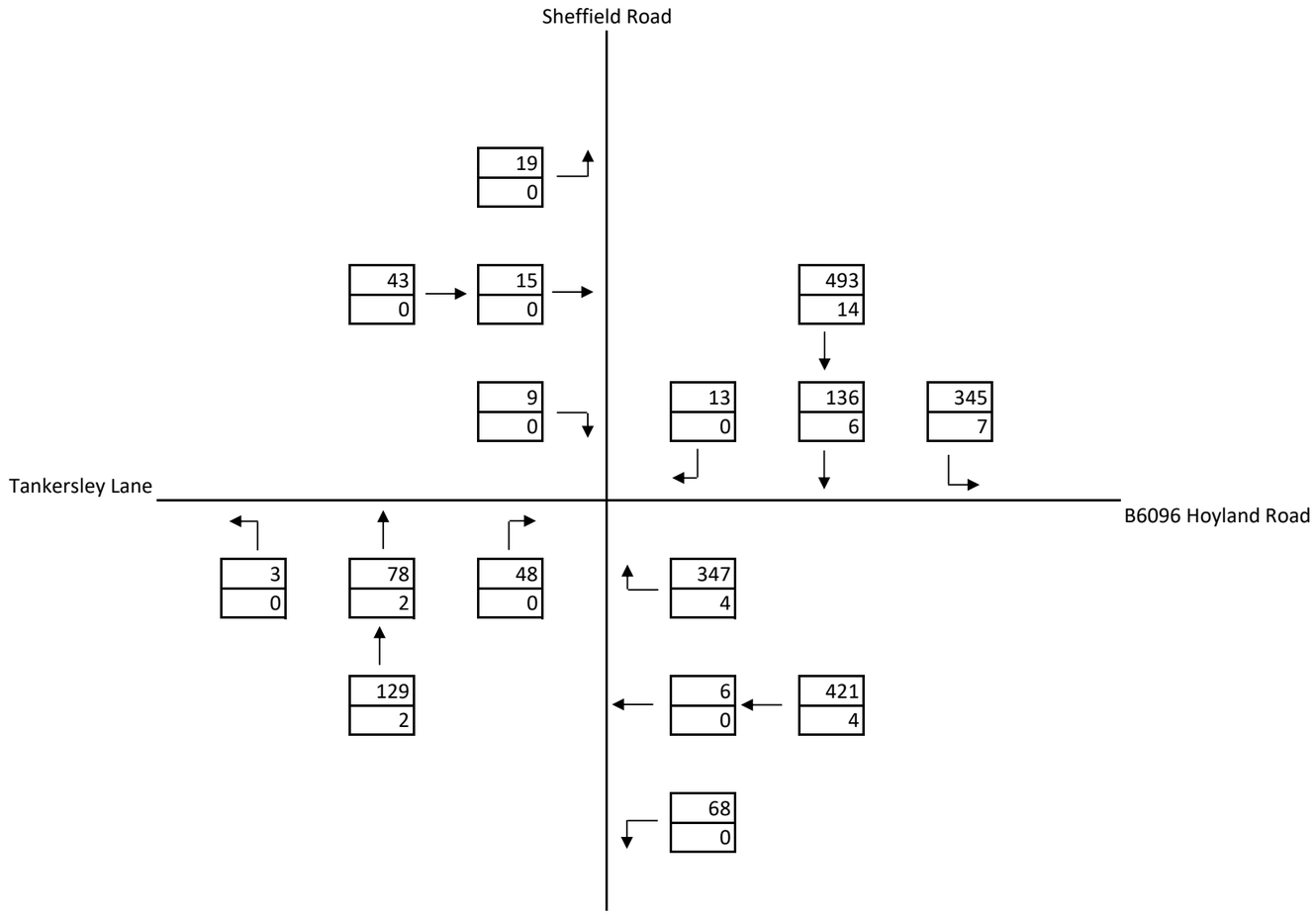
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 BASE TRAFFIC FLOWS
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



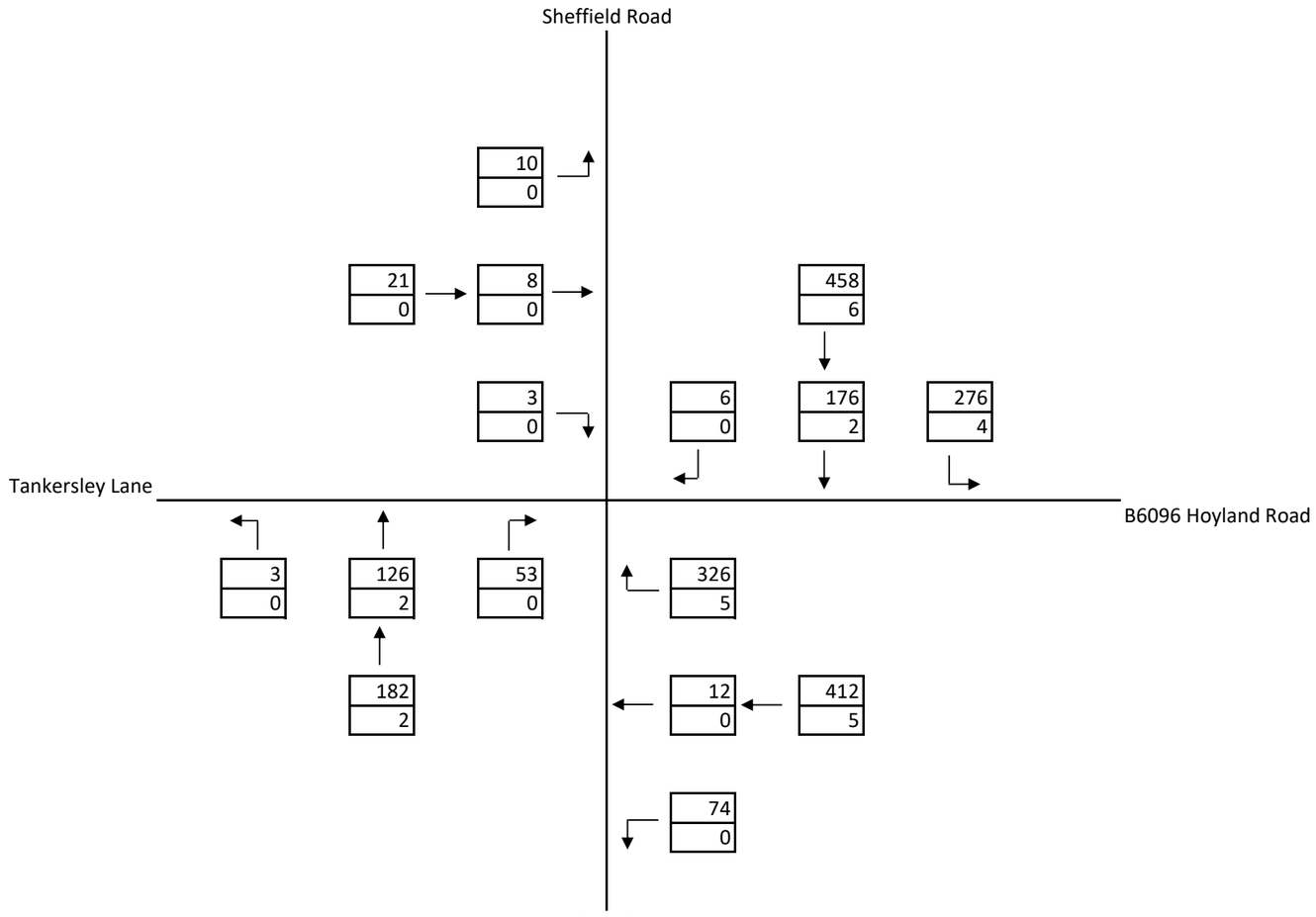
KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 BASE TRAFFIC FLOWS
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
SAT PEAK



KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

APPENDIX BGH 11

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: A6135 Dearne Valley Parkway rbt.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:01:53

«Existing Junction - 2028 Base, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2028 Base					
1 - Sheffield Road (N)	D3	0.1	2.13	0.09	A	79 % [2 - Sheffield Road (E)]
2 - Sheffield Road (E)		0.9	5.67	0.48	A	
3 - A6135 Olympus Way		0.3	1.96	0.21	A	
4 - A6195		0.5	3.16	0.35	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	Sheffield Rd, Dearne Valley Pkwy Rdbt
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

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	2028 Base	PM	ONE HOUR	11:45	13:15	15

Existing Junction - 2028 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	79	2 - Sheffield Road (E)

Arms

Arms

Arm	Name	Description
1	Sheffield Road (N)	
2	Sheffield Road (E)	
3	A6135 Olympus Way	
4	A6195	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Sheffield Road (N)	6.06	8.23	6.6	34.0	62.4	21.0	
2 - Sheffield Road (E)	4.31	4.67	2.2	18.2	62.4	39.0	
3 - A6135 Olympus Way	9.15	9.15	0.0	22.3	62.4	35.0	
4 - A6195	5.12	7.33	4.2	58.9	62.4	23.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sheffield Road (N)	0.653	2268
2 - Sheffield Road (E)	0.471	1327
3 - A6135 Olympus Way	0.716	2738
4 - A6195	0.592	1901

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sheffield Road (N)		✓	152	100.000
2 - Sheffield Road (E)		✓	523	100.000
3 - A6135 Olympus Way		✓	451	100.000
4 - A6195		✓	548	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	93	41	18
	2 - Sheffield Road (E)	70	0	32	421
	3 - A6135 Olympus Way	137	35	0	279
	4 - A6195	8	375	165	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	0	0	0
	2 - Sheffield Road (E)	0	0	0	0
	3 - A6135 Olympus Way	0	0	0	0
	4 - A6195	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sheffield Road (N)	0.09	2.13	0.1	A
2 - Sheffield Road (E)	0.48	5.67	0.9	A
3 - A6135 Olympus Way	0.21	1.96	0.3	A
4 - A6195	0.35	3.16	0.5	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	114	432	1987	0.058	114	0.1	1.922	A
2 - Sheffield Road (E)	394	168	1248	0.315	392	0.5	4.196	A
3 - A6135 Olympus Way	340	381	2465	0.138	339	0.2	1.692	A
4 - A6195	413	182	1794	0.230	411	0.3	2.602	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	137	517	1931	0.071	137	0.1	2.005	A
2 - Sheffield Road (E)	470	201	1233	0.381	470	0.6	4.714	A
3 - A6135 Olympus Way	405	457	2411	0.168	405	0.2	1.793	A
4 - A6195	493	217	1772	0.278	492	0.4	2.812	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	167	633	1855	0.090	167	0.1	2.132	A
2 - Sheffield Road (E)	576	246	1211	0.475	575	0.9	5.645	A
3 - A6135 Olympus Way	497	559	2338	0.212	496	0.3	1.954	A
4 - A6195	603	266	1744	0.346	603	0.5	3.154	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	167	633	1855	0.090	167	0.1	2.132	A
2 - Sheffield Road (E)	576	247	1211	0.475	576	0.9	5.665	A
3 - A6135 Olympus Way	497	560	2337	0.212	497	0.3	1.955	A
4 - A6195	603	266	1743	0.346	603	0.5	3.157	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	137	517	1930	0.071	137	0.1	2.008	A
2 - Sheffield Road (E)	470	202	1232	0.382	471	0.6	4.736	A
3 - A6135 Olympus Way	405	459	2410	0.168	406	0.2	1.798	A
4 - A6195	493	218	1772	0.278	493	0.4	2.817	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	114	433	1986	0.058	114	0.1	1.923	A
2 - Sheffield Road (E)	394	169	1248	0.316	394	0.5	4.222	A
3 - A6135 Olympus Way	340	384	2464	0.138	340	0.2	1.694	A
4 - A6195	413	182	1793	0.230	413	0.3	2.610	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: A6135 Dearne Valley Parkway rbt.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:02:28

«Existing Junction - 2028 Base, Saturday
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2028 Base					
1 - Sheffield Road (N)	D4	0.1	2.10	0.09	A	85 % [2 - Sheffield Road (E)]
2 - Sheffield Road (E)		0.9	5.46	0.46	A	
3 - A6135 Olympus Way		0.2	1.79	0.14	A	
4 - A6195		0.5	2.97	0.32	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	Sheffield Rd, Dearne Valley Pkwy Rdbt
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

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	2028 Base	Saturday	ONE HOUR	11:45	13:15	15

Existing Junction - 2028 Base, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.50	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	85	2 - Sheffield Road (E)

Arms

Arms

Arm	Name	Description
1	Sheffield Road (N)	
2	Sheffield Road (E)	
3	A6135 Olympus Way	
4	A6195	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Sheffield Road (N)	6.06	8.23	6.6	34.0	62.4	21.0	
2 - Sheffield Road (E)	4.31	4.67	2.2	18.2	62.4	39.0	
3 - A6135 Olympus Way	9.15	9.15	0.0	22.3	62.4	35.0	
4 - A6195	5.12	7.33	4.2	58.9	62.4	23.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sheffield Road (N)	0.653	2268
2 - Sheffield Road (E)	0.471	1327
3 - A6135 Olympus Way	0.716	2738
4 - A6195	0.592	1901

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sheffield Road (N)		✓	153	100.000
2 - Sheffield Road (E)		✓	517	100.000
3 - A6135 Olympus Way		✓	303	100.000
4 - A6195		✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	89	44	20
	2 - Sheffield Road (E)	75	0	34	408
	3 - A6135 Olympus Way	77	26	0	200
	4 - A6195	15	381	126	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	0	0	0
	2 - Sheffield Road (E)	0	0	0	0
	3 - A6135 Olympus Way	0	0	0	0
	4 - A6195	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sheffield Road (N)	0.09	2.10	0.1	A
2 - Sheffield Road (E)	0.46	5.46	0.9	A
3 - A6135 Olympus Way	0.14	1.79	0.2	A
4 - A6195	0.32	2.97	0.5	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	115	400	2007	0.057	115	0.1	1.901	A
2 - Sheffield Road (E)	389	143	1260	0.309	387	0.4	4.117	A
3 - A6135 Olympus Way	228	377	2468	0.092	228	0.1	1.606	A
4 - A6195	393	134	1822	0.216	392	0.3	2.516	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	138	479	1956	0.070	137	0.1	1.979	A
2 - Sheffield Road (E)	465	171	1247	0.373	464	0.6	4.596	A
3 - A6135 Olympus Way	272	452	2415	0.113	272	0.1	1.679	A
4 - A6195	469	160	1806	0.260	469	0.3	2.691	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	168	586	1886	0.089	168	0.1	2.096	A
2 - Sheffield Road (E)	569	209	1229	0.463	568	0.9	5.439	A
3 - A6135 Olympus Way	334	553	2343	0.142	333	0.2	1.791	A
4 - A6195	575	196	1785	0.322	574	0.5	2.971	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	168	587	1885	0.089	168	0.1	2.096	A
2 - Sheffield Road (E)	569	209	1229	0.463	569	0.9	5.457	A
3 - A6135 Olympus Way	334	554	2342	0.142	334	0.2	1.791	A
4 - A6195	575	196	1785	0.322	575	0.5	2.973	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	138	480	1955	0.070	138	0.1	1.982	A
2 - Sheffield Road (E)	465	171	1247	0.373	466	0.6	4.615	A
3 - A6135 Olympus Way	272	453	2414	0.113	273	0.1	1.680	A
4 - A6195	469	160	1806	0.260	470	0.4	2.693	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	115	402	2006	0.057	115	0.1	1.905	A
2 - Sheffield Road (E)	389	143	1260	0.309	390	0.4	4.139	A
3 - A6135 Olympus Way	228	379	2467	0.092	228	0.1	1.607	A
4 - A6195	393	134	1822	0.216	393	0.3	2.520	A

Junctions 9

PICADY 9 - Priority Intersection Module

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Filename: Existing A6135 Sheffield Road, Cross Keys Lane Crossroads.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:05:16

«Existing Junction - 2028 Base, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2028 Base					
Stream B-CD	D3	0.0	7.33	0.01	A	102 % [Stream D-BC]
Stream B-AD		0.0	12.09	0.01	B	
Stream A-BCD		0.0	4.50	0.00	A	
Stream D-AB		0.0	6.68	0.01	A	
Stream D-BC		0.0	12.55	0.01	B	
Stream C-ABD		0.1	4.53	0.05	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	A6135 Sheffield Road, Cross Keys Lane Crossroads
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

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	2028 Base	PM	ONE HOUR	08:00	09:30	15

Existing Junction - 2028 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cross Keys Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	102	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	Sheffield Road (W)		Major
B	Cross Keys Lane		Minor
C	Sheffield Road (E)		Major
D	Cricket Club		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Sheffield Road (W)	8.39			100.0	✓	0.00
C - Sheffield Road (E)	8.39			100.0	✓	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	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 - Cross Keys Lane	One lane plus flare	6.33	2.20	2.20	2.20	2.20	✓	1.00	60	25
D - Cricket Club	One lane plus flare	8.60	5.00	3.37	3.37	3.37	✓	1.00	24	13

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.219	0.313	0.219	-	-	-
B-A	485	0.079	0.200	0.200	-	-	-	0.126	0.286	-	0.200	0.200	0.100
B-C	609	0.084	0.211	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	485	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
B-D, offside lane	485	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
C-B	632	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	679	-	-	-	-	-	-	0.236	-	0.093	-	-	-
D-B, nearside lane	528	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
D-B, offside lane	468	0.121	0.121	0.276	-	-	-	0.193	0.193	0.076	-	-	-
D-C	468	-	0.121	0.276	0.096	0.193	0.193	0.193	0.193	0.076	-	-	-

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

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (W)		✓	493	100.000
B - Cross Keys Lane		✓	5	100.000
C - Sheffield Road (E)		✓	532	100.000
D - Cricket Club		✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	9	483	1
	B - Cross Keys Lane	2	0	3	0
	C - Sheffield Road (E)	515	17	0	0
	D - Cricket Club	5	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.01	7.33	0.0	A
B-AD	0.01	12.09	0.0	B
A-BCD	0.00	4.50	0.0	A
A-B				
A-C				
D-AB	0.01	6.68	0.0	A
D-BC	0.01	12.55	0.0	B
C-ABD	0.05	4.53	0.1	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-CD	2	531	0.004	2	0.0	6.808	A
B-AD	2	359	0.004	1	0.0	10.083	B
A-BCD	1	802	0.002	1	0.0	4.498	A
A-B	7			7			
A-C	363			363			
D-AB	4	587	0.006	4	0.0	6.174	A
D-BC	2	346	0.004	1	0.0	10.460	B
C-ABD	24	820	0.030	24	0.0	4.526	A
C-D	0			0			
C-A	376			376			

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-CD	3	516	0.005	3	0.0	7.016	A
B-AD	2	334	0.005	2	0.0	10.836	B
A-BCD	2	839	0.002	2	0.0	4.302	A
A-B	8			8			
A-C	433			433			
D-AB	4	569	0.008	4	0.0	6.379	A
D-BC	2	322	0.006	2	0.0	11.244	B
C-ABD	33	860	0.039	33	0.1	4.353	A
C-D	0			0			
C-A	445			445			

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-CD	3	495	0.007	3	0.0	7.325	A
B-AD	2	300	0.007	2	0.0	12.090	B
A-BCD	3	892	0.003	3	0.0	4.046	A
A-B	10			10			
A-C	530			530			
D-AB	6	544	0.010	5	0.0	6.684	A
D-BC	2	289	0.008	2	0.0	12.546	B
C-ABD	49	918	0.053	49	0.1	4.141	A
C-D	0			0			
C-A	537			537			

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-CD	3	495	0.007	3	0.0	7.325	A
B-AD	2	300	0.007	2	0.0	12.088	B
A-BCD	3	892	0.003	3	0.0	4.048	A
A-B	10			10			
A-C	530			530			
D-AB	6	544	0.010	6	0.0	6.685	A
D-BC	2	289	0.008	2	0.0	12.546	B
C-ABD	49	918	0.054	49	0.1	4.143	A
C-D	0			0			
C-A	537			537			

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-CD	3	516	0.005	3	0.0	7.017	A
B-AD	2	334	0.005	2	0.0	10.831	B
A-BCD	2	839	0.002	2	0.0	4.302	A
A-B	8			8			
A-C	433			433			
D-AB	4	569	0.008	5	0.0	6.382	A
D-BC	2	322	0.006	2	0.0	11.246	B
C-ABD	33	860	0.039	33	0.1	4.354	A
C-D	0			0			
C-A	445			445			

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-CD	2	531	0.004	2	0.0	6.810	A
B-AD	2	359	0.004	2	0.0	10.078	B
A-BCD	1	801	0.002	1	0.0	4.499	A
A-B	7			7			
A-C	363			363			
D-AB	4	587	0.006	4	0.0	6.176	A
D-BC	2	346	0.004	2	0.0	10.459	B
C-ABD	24	820	0.030	24	0.0	4.529	A
C-D	0			0			
C-A	376			376			

Junctions 9

PICADY 9 - Priority Intersection Module

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Filename: Existing A6135 Sheffield Road, Cross Keys Lane Crossroads.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:05:40

«Existing Junction - 2028 Base, Saturday
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2028 Base					
Stream B-CD	D4	0.0	0.00	0.00	A	108 % [Stream D-BC]
Stream B-AD		0.0	0.00	0.00	A	
Stream A-BCD		0.0	4.52	0.02	A	
Stream D-AB		0.1	6.83	0.05	A	
Stream D-BC		0.0	12.60	0.02	B	
Stream C-ABD		0.0	4.48	0.00	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	A6135 Sheffield Road, Cross Keys Lane Crossroads
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

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	2028 Base	Saturday	ONE HOUR	08:00	09:30	15

Existing Junction - 2028 Base, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cross Keys Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	108	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	Sheffield Road (W)		Major
B	Cross Keys Lane		Minor
C	Sheffield Road (E)		Major
D	Cricket Club		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Sheffield Road (W)	8.39			100.0	✓	0.00
C - Sheffield Road (E)	8.39			100.0	✓	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	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 - Cross Keys Lane	One lane plus flare	6.33	2.20	2.20	2.20	2.20	✓	1.00	60	25
D - Cricket Club	One lane plus flare	8.60	5.00	3.37	3.37	3.37	✓	1.00	24	13

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.219	0.313	0.219	-	-	-
B-A	478	0.078	0.197	0.197	-	-	-	0.124	0.282	-	0.197	0.197	0.099
B-C	650	0.089	0.226	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	518	0.084	0.214	0.214	-	-	-	0.134	0.305	0.134	-	-	-
B-D, offside lane	478	0.078	0.197	0.197	-	-	-	0.124	0.282	0.124	-	-	-
C-B	632	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	685	-	-	-	-	-	-	0.238	-	0.094	-	-	-
D-B, nearside lane	533	0.138	0.138	0.314	-	-	-	0.220	0.220	0.087	-	-	-
D-B, offside lane	457	0.118	0.118	0.269	-	-	-	0.188	0.188	0.074	-	-	-
D-C	457	-	0.118	0.269	0.094	0.188	0.188	0.188	0.188	0.074	-	-	-

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

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (W)		✓	486	100.000
B - Cross Keys Lane		✓	4	100.000
C - Sheffield Road (E)		✓	487	100.000
D - Cricket Club		✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	5	476	5
	B - Cross Keys Lane	3	0	1	0
	C - Sheffield Road (E)	484	1	0	2
	D - Cricket Club	25	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.02	4.52	0.0	A
A-B				
A-C				
D-AB	0.05	6.83	0.1	A
D-BC	0.02	12.60	0.0	B
C-ABD	0.00	4.48	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-CD	0	463	0.000	0	0.0	0.000	A
B-AD	0	359	0.000	0	0.0	0.000	A
A-BCD	7	803	0.009	7	0.0	4.523	A
A-B	4			4			
A-C	355			355			
D-AB	19	596	0.032	19	0.0	6.235	A
D-BC	5	344	0.013	4	0.0	10.596	B
C-ABD	1	805	0.002	1	0.0	4.478	A
C-D	2			2			
C-A	364			364			

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-CD	0	441	0.000	0	0.0	0.000	A
B-AD	0	336	0.000	0	0.0	0.000	A
A-BCD	9	839	0.011	9	0.0	4.336	A
A-B	4			4			
A-C	423			423			
D-AB	22	578	0.039	22	0.0	6.473	A
D-BC	5	322	0.017	5	0.0	11.355	B
C-ABD	2	843	0.002	2	0.0	4.282	A
C-D	2			2			
C-A	434			434			

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-CD	0	409	0.000	0	0.0	0.000	A
B-AD	0	304	0.000	0	0.0	0.000	A
A-BCD	14	892	0.015	14	0.0	4.095	A
A-B	5			5			
A-C	516			516			
D-AB	28	554	0.050	27	0.1	6.831	A
D-BC	7	292	0.023	7	0.0	12.603	B
C-ABD	3	896	0.003	3	0.0	4.028	A
C-D	2			2			
C-A	531			531			

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-CD	0	409	0.000	0	0.0	0.000	A
B-AD	0	304	0.000	0	0.0	0.000	A
A-BCD	14	892	0.015	14	0.0	4.095	A
A-B	5			5			
A-C	516			516			
D-AB	28	554	0.050	28	0.1	6.831	A
D-BC	7	292	0.023	7	0.0	12.602	B
C-ABD	3	896	0.003	3	0.0	4.028	A
C-D	2			2			
C-A	531			531			

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-CD	0	441	0.000	0	0.0	0.000	A
B-AD	0	336	0.000	0	0.0	0.000	A
A-BCD	9	839	0.011	9	0.0	4.336	A
A-B	4			4			
A-C	423			423			
D-AB	22	578	0.039	23	0.0	6.478	A
D-BC	5	322	0.017	5	0.0	11.357	B
C-ABD	2	843	0.002	2	0.0	4.283	A
C-D	2			2			
C-A	434			434			

09:15 - 09:30

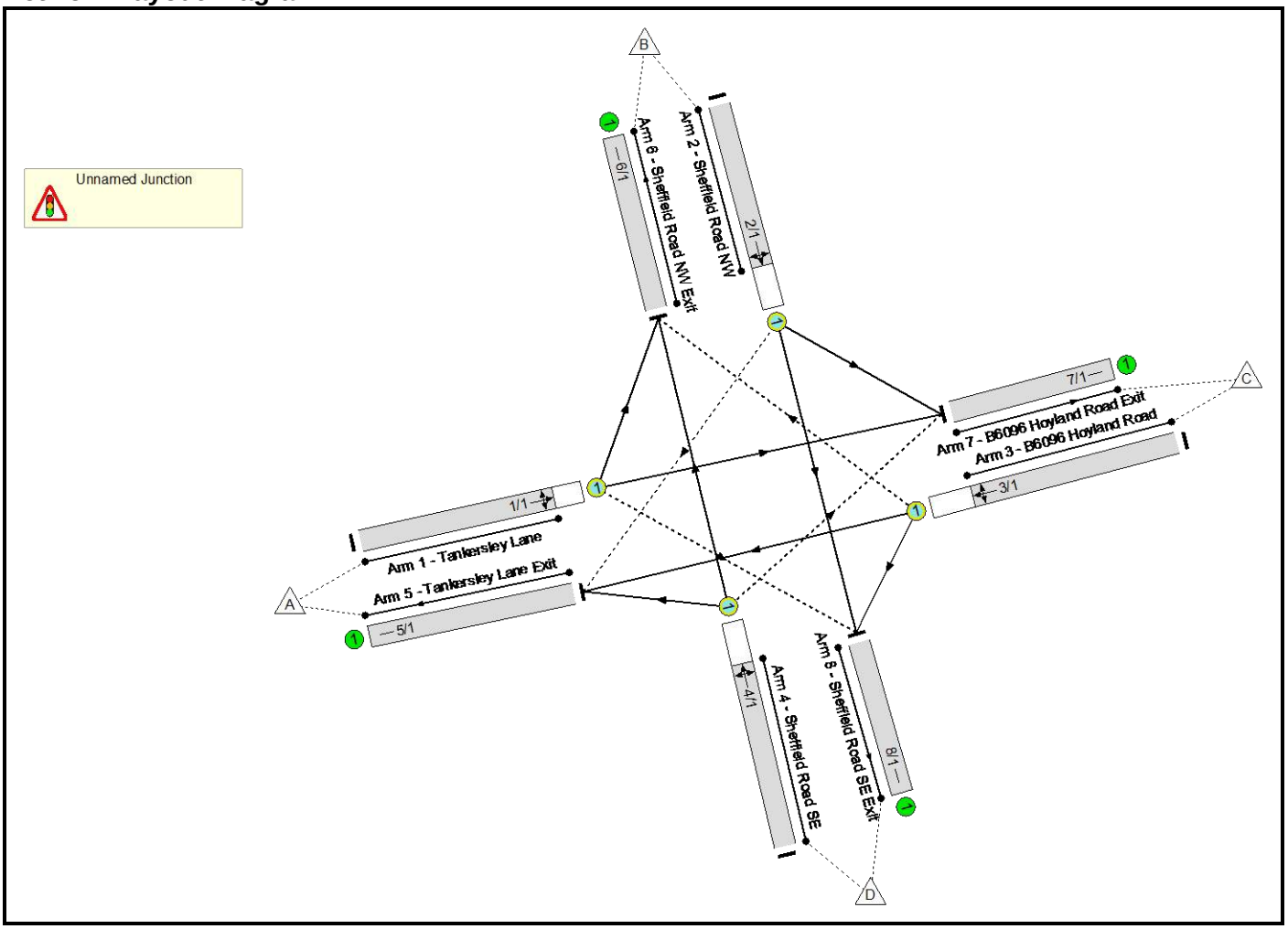
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	463	0.000	0	0.0	0.000	A
B-AD	0	359	0.000	0	0.0	0.000	A
A-BCD	7	803	0.009	7	0.0	4.524	A
A-B	4			4			
A-C	355			355			
D-AB	19	596	0.032	19	0.0	6.239	A
D-BC	5	344	0.013	5	0.0	10.596	B
C-ABD	1	805	0.002	1	0.0	4.478	A
C-D	2			2			
C-A	364			364			

Full Input Data And Results

User and Project Details

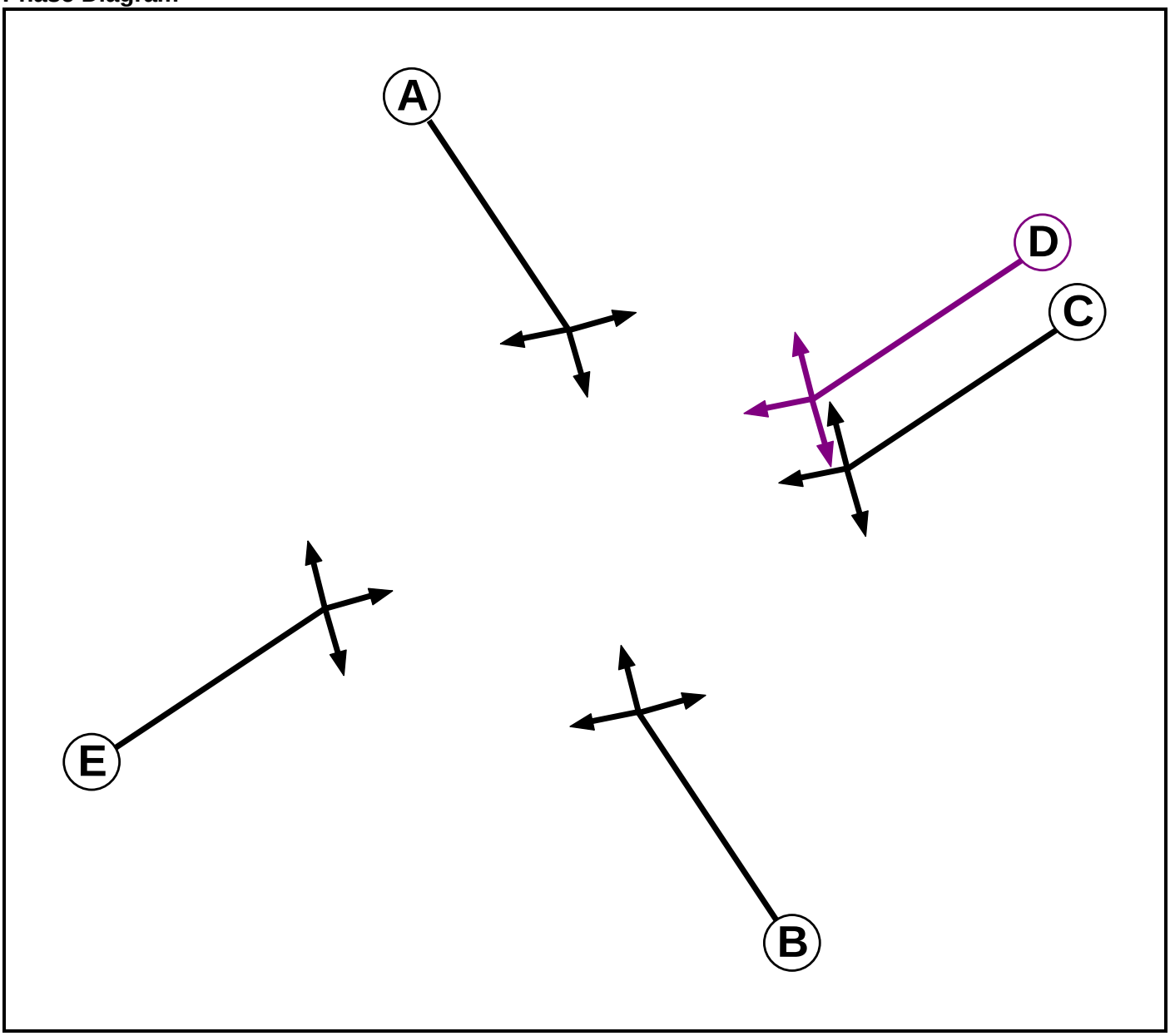
Project:	**Hoyland**
Title:	**Sheffield Road / Tankersley Lane / Hoyland Road Signals**
Location:	
Client:	Lidl
Additional detail:	
File name:	Sheffield Road, Tankersley Lane, Hoyland Road.lsg3x
Author:	NC
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7

Full Input Data And Results

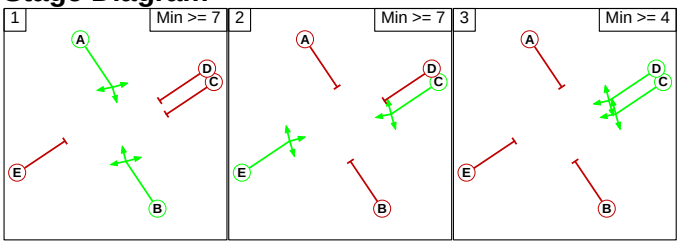
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	7	7	7
	B	-		7	7	7
	C	7	7		-	-
	D	7	7	-		7
	E	7	7	-	7	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C E
3	C D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	7
	2	7		7
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Tankersley Lane)	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	2.00	-	0.50	2	2.00
2/1 (Sheffield Road NW)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	3.00	-	0.50	3	3.00
3/1 (B6096 Hoyland Road)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	3.00	-	0.50	3	3.00
4/1 (Sheffield Road SE)	7/1 (Right)	1439	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	3.00	-	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Tankersley Lane)	O	E	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Left	6.00
											Arm 7 Ahead	Inf
											Arm 8 Right	10.00
2/1 (Sheffield Road NW)	O	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Right	10.00
											Arm 7 Left	6.00
											Arm 8 Ahead	Inf
3/1 (B6096 Hoyland Road)	O	C D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	6.00
4/1 (Sheffield Road SE)	O	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Left	6.00
											Arm 6 Ahead	Inf
											Arm 7 Right	10.00
5/1 (Tankersley Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Sheffield Road NW Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B6096 Hoyland Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Sheffield Road SE Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2028 Base PM'	17:00	18:00	01:00	
4: '2028 Base Sat'	11:00	12:00	01:00	

Scenario 3: '2028 Base PM' (FG3: '2028 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	19	15	9	43
	B	13	0	352	142	507
	C	6	351	0	68	425
	D	3	80	48	0	131
	Tot.	22	450	415	219	1106

Traffic Lane Flows

Lane	Scenario 3: 2028 Base PM
Junction: Unnamed Junction	
1/1	43
2/1	507
3/1	425
4/1	131
5/1	22
6/1	450
7/1	415
8/1	219

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	44.2 %	1765	1765
				Arm 7 Ahead	Inf	34.9 %		
				Arm 8 Right	10.00	20.9 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	2.6 %	1711	1711
				Arm 7 Left	6.00	69.4 %		
				Arm 8 Ahead	Inf	28.0 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	1.4 %	1731	1731
				Arm 6 Right	10.00	82.6 %		
				Arm 8 Left	6.00	16.0 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	2.3 %	1900	1900
				Arm 6 Ahead	Inf	61.1 %		
				Arm 7 Right	10.00	36.6 %		
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 Base Sat' (FG4: '2028 Base Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	10	8	3	21
	B	6	0	280	178	464
	C	12	331	0	74	417
	D	3	128	53	0	184
	Tot.	21	469	341	255	1086

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2028 Base Sat
Junction: Unnamed Junction	
1/1	21
2/1	464
3/1	417
4/1	184
5/1	21
6/1	469
7/1	341
8/1	255

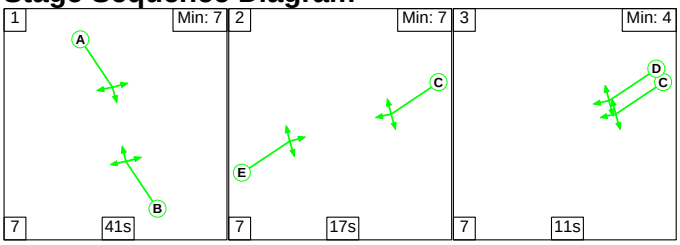
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	47.6 %	1767	1767
				Arm 7 Ahead	Inf	38.1 %		
				Arm 8 Right	10.00	14.3 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	1.3 %	1748	1748
				Arm 7 Left	6.00	60.3 %		
				Arm 8 Ahead	Inf	38.4 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	2.9 %	1732	1732
				Arm 6 Right	10.00	79.4 %		
				Arm 8 Left	6.00	17.7 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	1.6 %	1924	1924
				Arm 6 Ahead	Inf	69.6 %		
				Arm 7 Right	10.00	28.8 %		
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2028 Base PM' (FG3: '2028 Base PM', Plan 1: 'Network Control Plan 1')

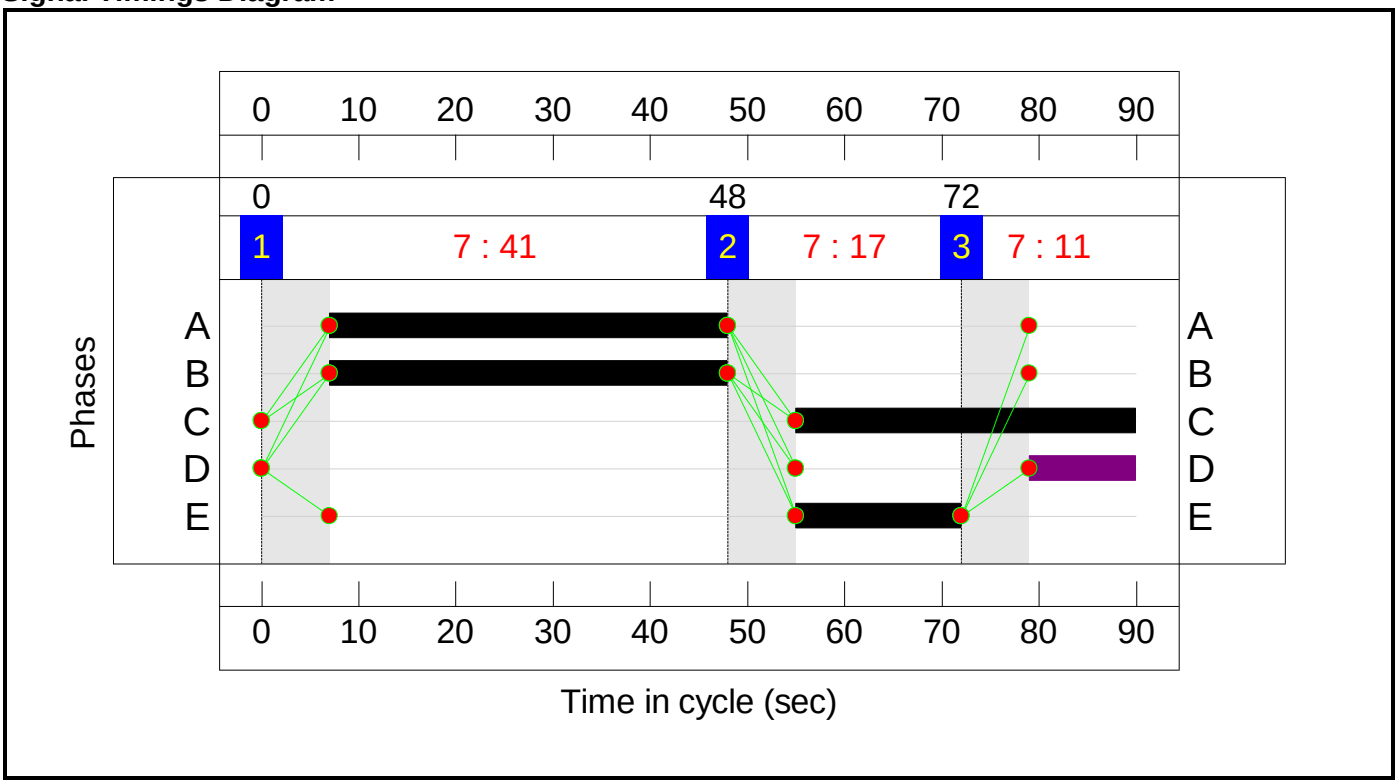
Stage Sequence Diagram



Stage Timings

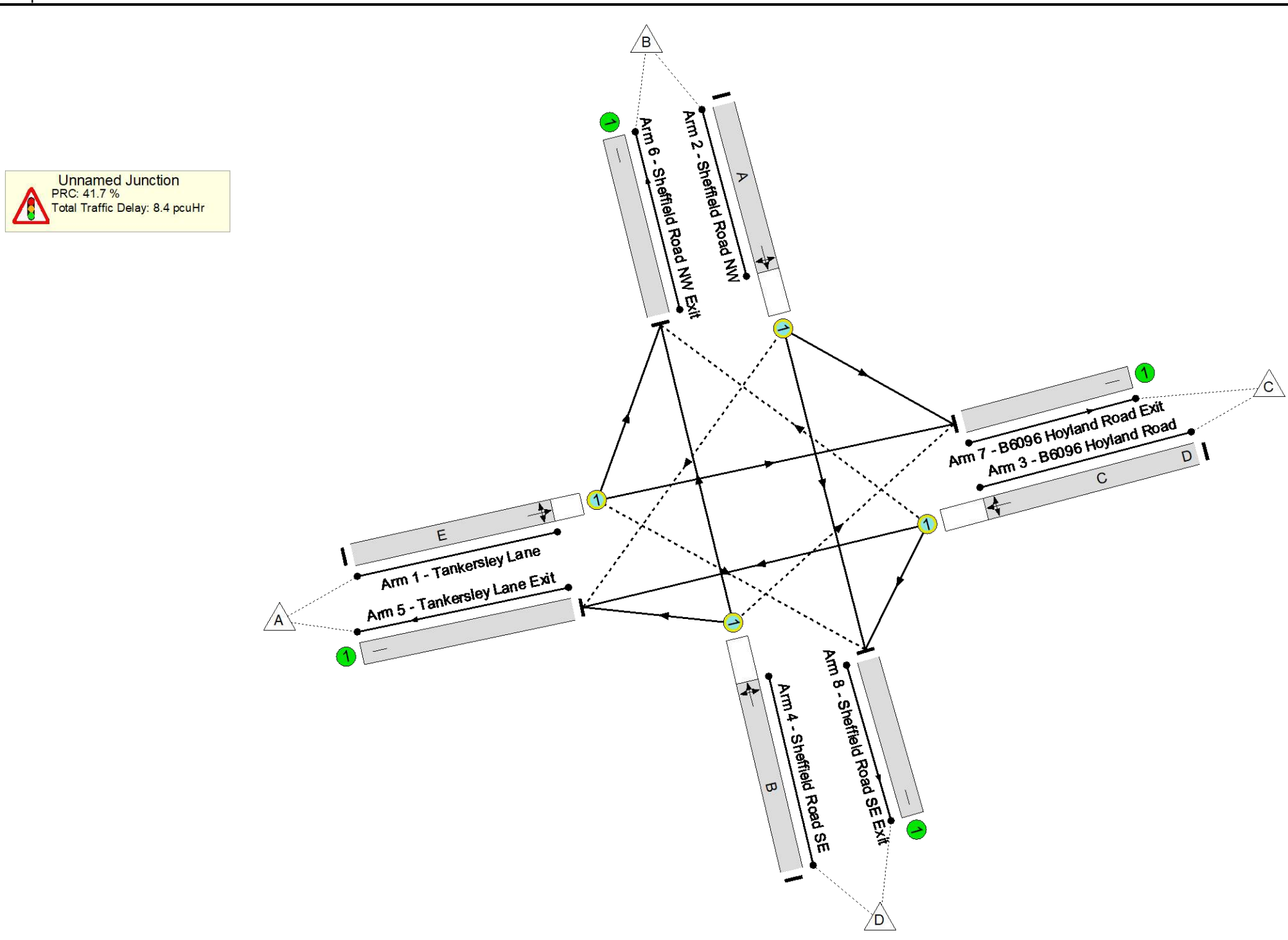
Stage	1	2	3
Duration	41	17	11
Change Point	0	48	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 41.7 %
Total Traffic Delay: 8.4 pcuHr
B
Arm 6 - Sheffield Road NW Exit
Arm 2 - Sheffield Road NW
A
C
Arm 7 - B6096 Hoyland Road Exit
Arm 3 - B6096 Hoyland Road
D
C
E
Arm 1 - Tankersley Lane
Arm 5 - Tankersley Lane Exit
A
B
Arm 4 - Sheffield Road SE
Arm 8 - Sheffield Road SE Exit
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.5%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.5%**
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	17	-	43	1765	353	12.2%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	41	-	507	1711	798	63.5%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	35	11	425	1731	672	63.3%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	41	-	131	1900	378	34.7%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%

Full Input Data And Results

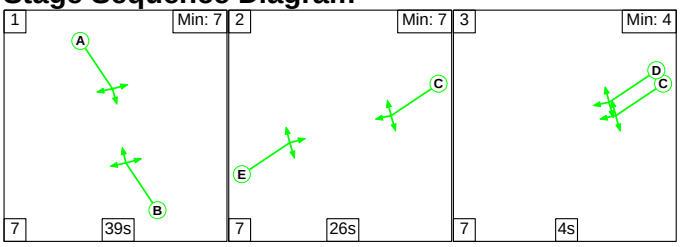
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**269**	**138**	**14**	**6.0**	**2.1**	**0.4**	**8.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**269**	**138**	**14**	**6.0**	**2.1**	**0.4**	**8.4**	**-**	**-**	**-**	**-**
1/1	43	43	9	0	0	0.4	0.1	0.0	0.4	35.5	0.9	0.1	0.9
2/1	507	507	13	0	0	2.6	0.9	0.0	3.4	24.3	9.6	0.9	10.4
3/1	425	425	201	138	12	2.6	0.9	0.2	3.7	31.1	8.5	0.9	9.4
4/1	131	131	46	0	2	0.5	0.3	0.1	0.9	24.4	1.9	0.3	2.1
5/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 41.7 Total Delay for Signalled Lanes (pcuHr): 8.41 Cycle Time (s): 90
PRC Over All Lanes (%): 41.7 Total Delay Over All Lanes(pcuHr): 8.41

Full Input Data And Results

Scenario 4: '2028 Base Sat' (FG4: '2028 Base Sat', Plan 1: 'Network Control Plan 1')

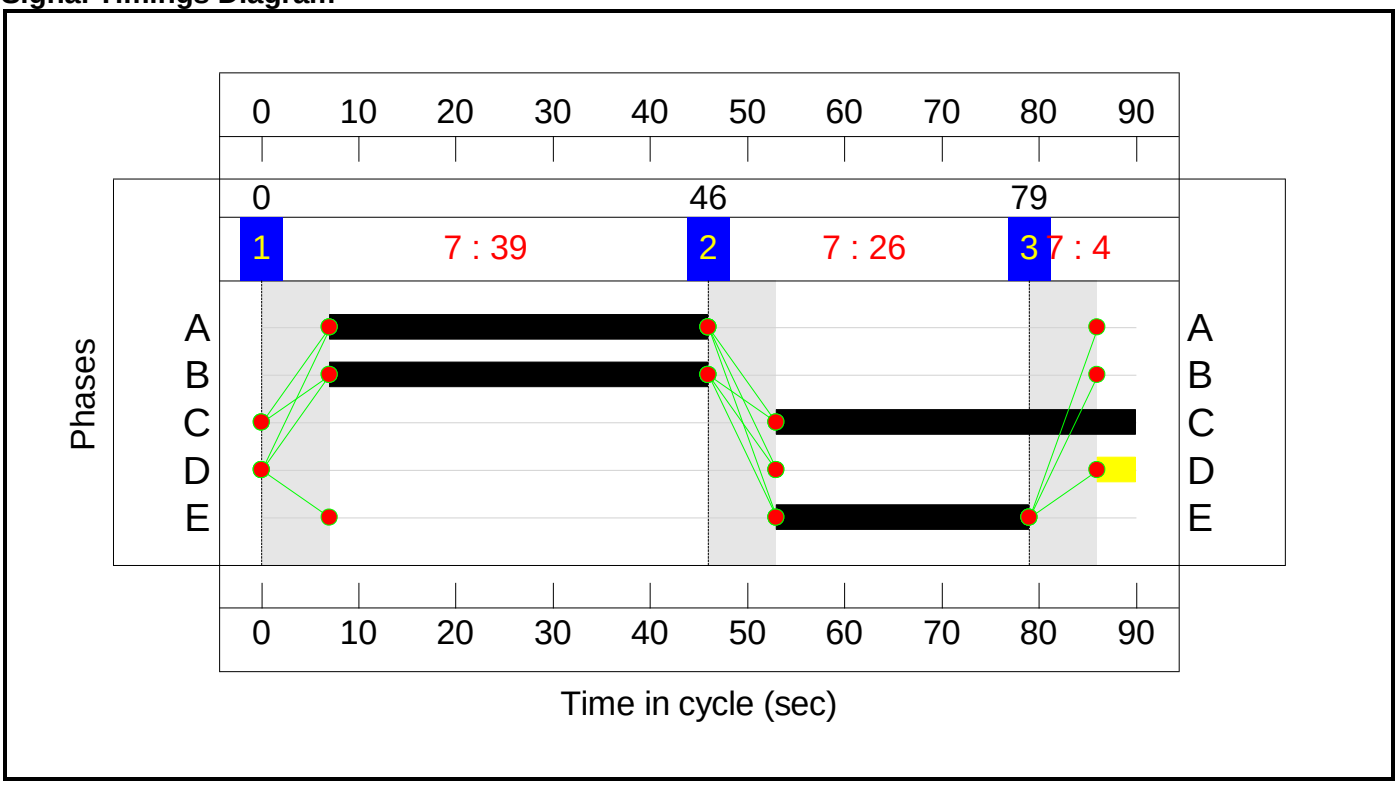
Stage Sequence Diagram



Stage Timings

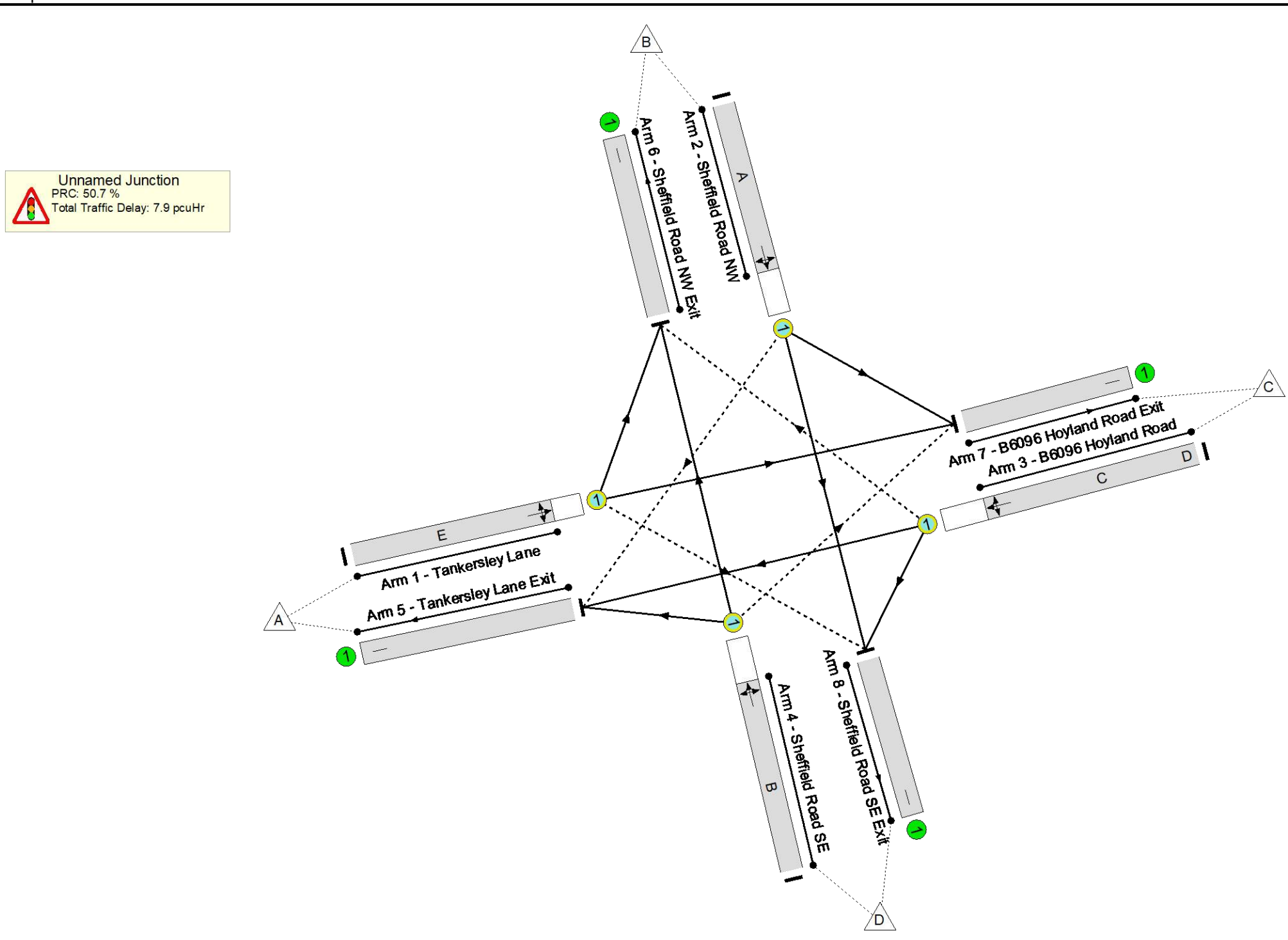
Stage	1	2	3
Duration	39	26	4
Change Point	0	46	79

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 50.7 %
Total Traffic Delay: 7.9 pcuHr
B
Arm 6 - Sheffield Road NW Exit
Arm 2 - Sheffield Road NW
A
C
Arm 7 - B6096 Hoyland Road Exit
Arm 3 - B6096 Hoyland Road
D
C
E
Arm 1 - Tankersley Lane
Arm 5 - Tankersley Lane Exit
A
B
Arm 4 - Sheffield Road SE
Arm 8 - Sheffield Road SE Exit
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.7%**
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	26	-	21	1767	530	4.0%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	39	-	464	1748	777	59.7%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	37	4	417	1732	705	59.1%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	39	-	184	1924	401	45.9%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**347**	**33**	**13**	**5.6**	**1.9**	**0.3**	**7.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**347**	**33**	**13**	**5.6**	**1.9**	**0.3**	**7.9**	**-**	**-**	**-**	**-**
1/1	21	21	3	0	0	0.1	0.0	0.0	0.2	26.0	0.4	0.0	0.4
2/1	464	464	6	0	0	2.4	0.7	0.0	3.2	24.6	8.8	0.7	9.5
3/1	417	417	287	33	11	2.3	0.7	0.2	3.2	27.4	7.9	0.7	8.6
4/1	184	184	51	0	2	0.8	0.4	0.2	1.4	26.7	2.8	0.4	3.2
5/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 50.7 Total Delay for Signalled Lanes (pcuHr): 7.87 Cycle Time (s): 90
PRC Over All Lanes (%): 50.7 Total Delay Over All Lanes(pcuHr): 7.87

APPENDIX BGH 12



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SITE AREA			
		ACRES	HECTARES
	SITE APPLICATION BOUNDARY	2.24	0.91

PARKING SCHEDULE	
LIDL ACCESSIBLE SPACES	6
LIDL EVC SPACES	2
LIDL PARENT & TODDLER SPACES	9
LIDL STANDARD SPACES	91
GRAND TOTAL	108

KEY:

RETAINING WALL

N

5 0 5 10 15 20 25

SCALE 1:500 m

Rev	Description	Date	Drn	Ckd
C4	PLANNING ISSUE	31.01.23	MN	JM
P2	ACCESS TO THE STORE WIDENED. DRAFT ISSUE TO LANDSCAPE ARCHITECT	23.01.23	DM	JM
C3	UPDATES TO THE LANDSCAPING PLAN FOLLOWING THE RECENT CHANGES	11.07.22	MN	DM
C2	ACCESS JUNCTION UPDATED	04.07.22	MN	JM
C1	PLANNING ISSUE	04.02.22	DM	PW
P1	DRAFT ISSUE	08.11.21	DM	JM

Status

PLANNING

SMR
SMALLEY MARSEY RISPIN
ARCHITECTS
Floor 2 The Exchange Station Parade Harrogate HG1 1TS
01423 707 757 admin@smrarchitects.co.uk

Project

HOYLAND, CROSS KEYS LANE

Client

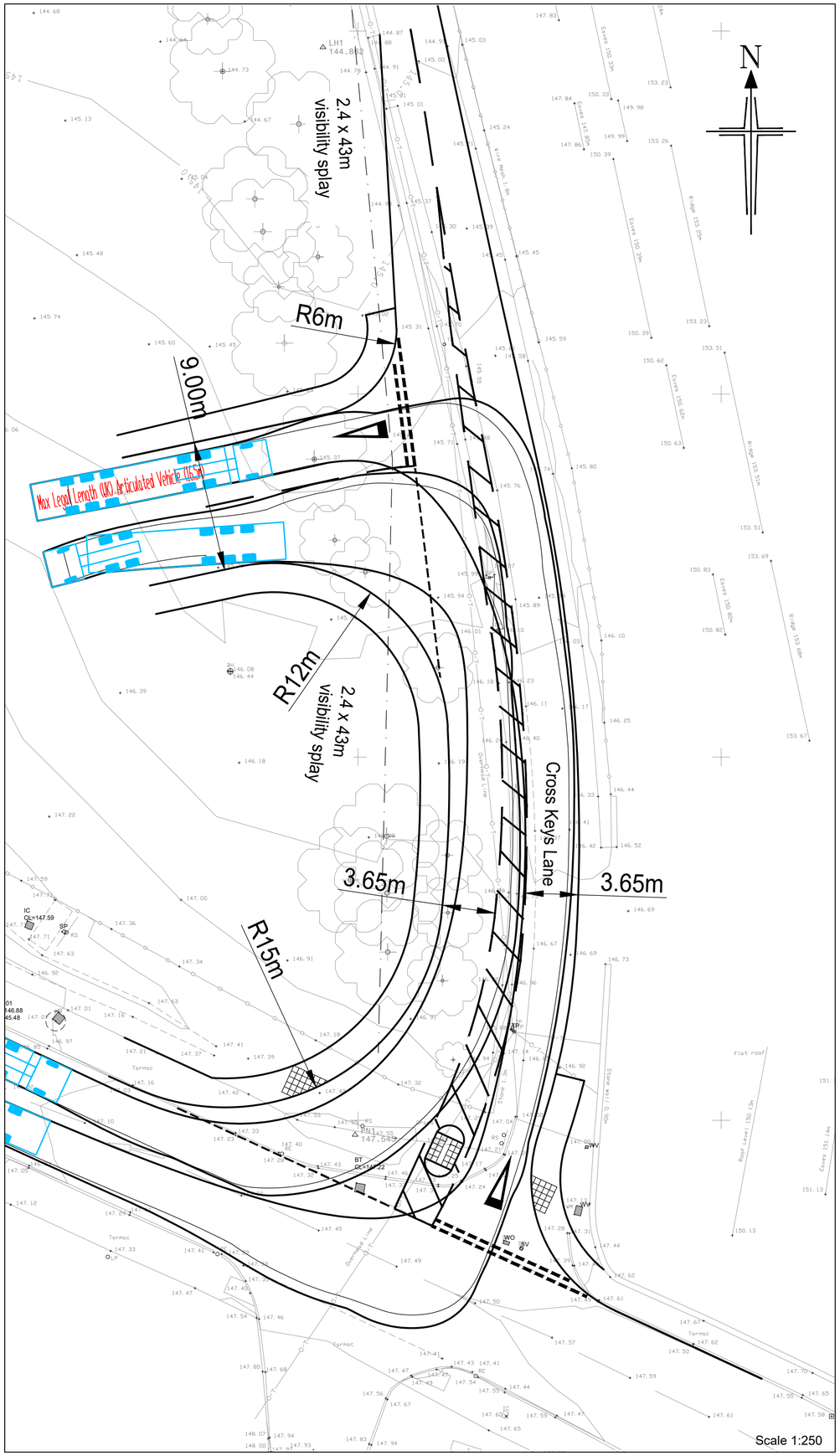
Drawing Title

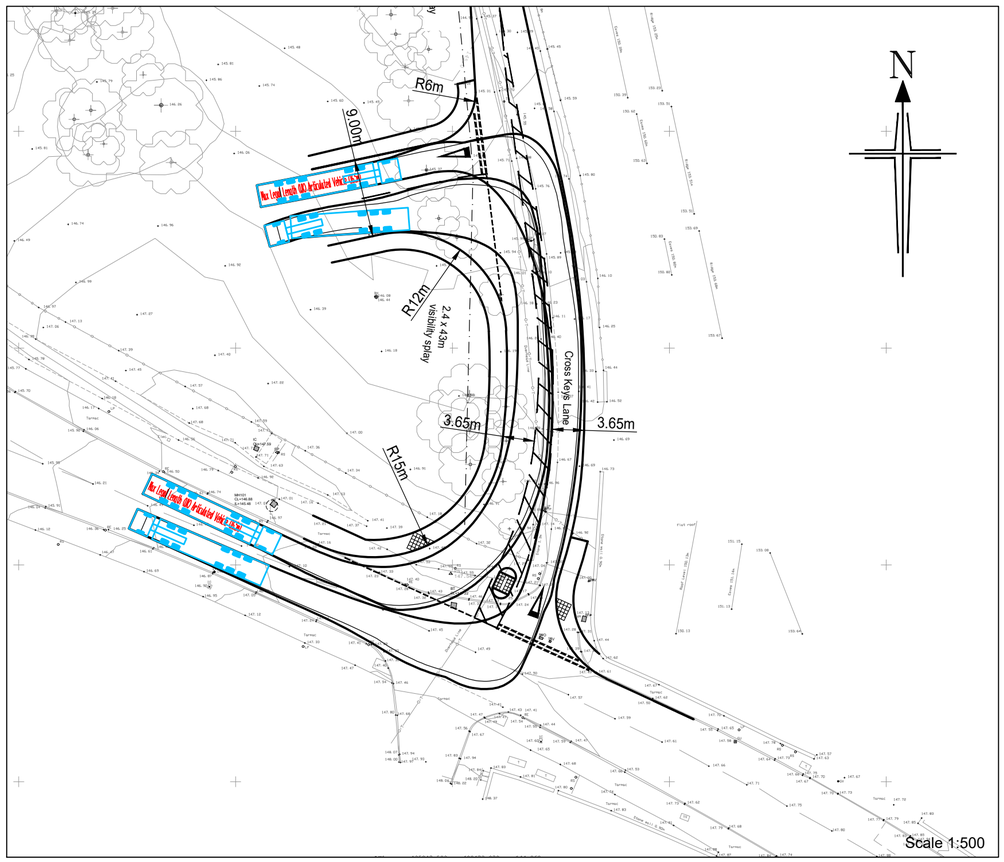
PROPOSED SITE PLAN.

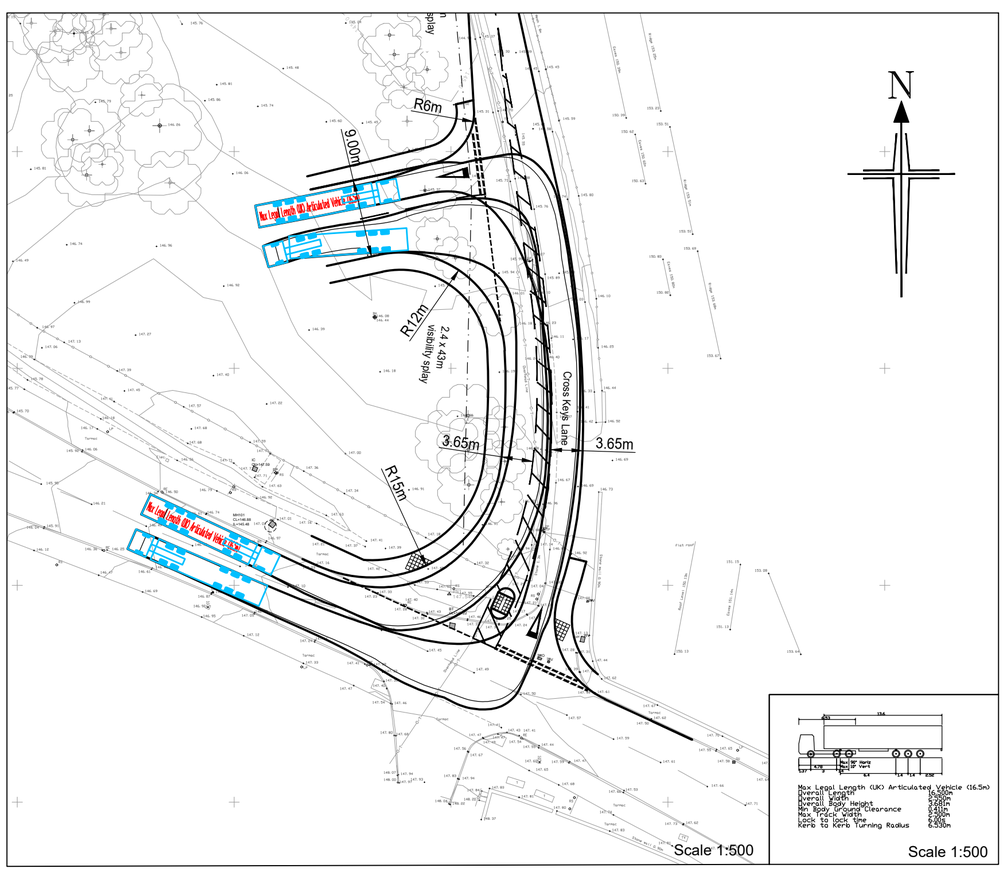
Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev
- - 7579	- SMR	- 00	- ZZ	- DR	- A	- 2003	- A3	- C4

SMR Job Ref	Sheet	Scale	Drawn
7579-00-2003	A2	**NOTED**	BC/MN

APPENDIX BGH 13







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Rev:	Date:	Amendment:	DRN	CHK	APR
D	07.02.23	Removed line of former widening	NC	-	-
C	20.01.23	Widened access width to 9.0m, increased access radius to 12m	NC	BR	SCW
B	19.01.23	Widened Cross Keys Lane and extend central hatched area.	NC	SCW	-
A	07.10.22	Removed site plan overlay	NC	-	-

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CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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Client: LIDL GREAT BRITAIN

Status: PLANNING

Scale: 1:250
Size: A2 - 594 x 420

Drawn: NC | Chkd: BR | Appvd: SCW

Project: SHEFFIELD ROAD, HOYLAND

Title: PROPOSED ACCESS ARRANGEMENT

Drawing No: 20/369/TR/006
Job No: 20-369

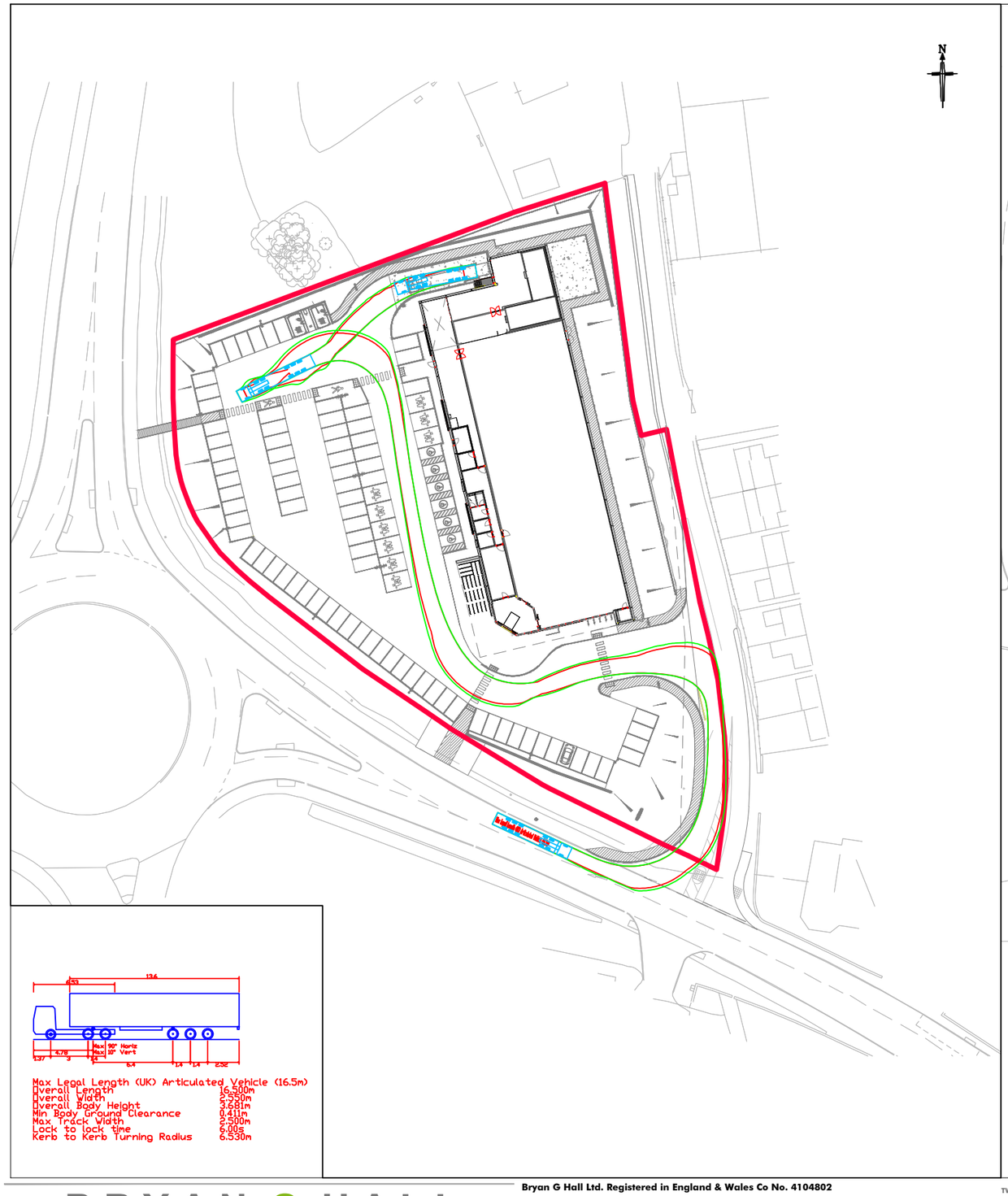
Revision: D
Date: 12.08.22

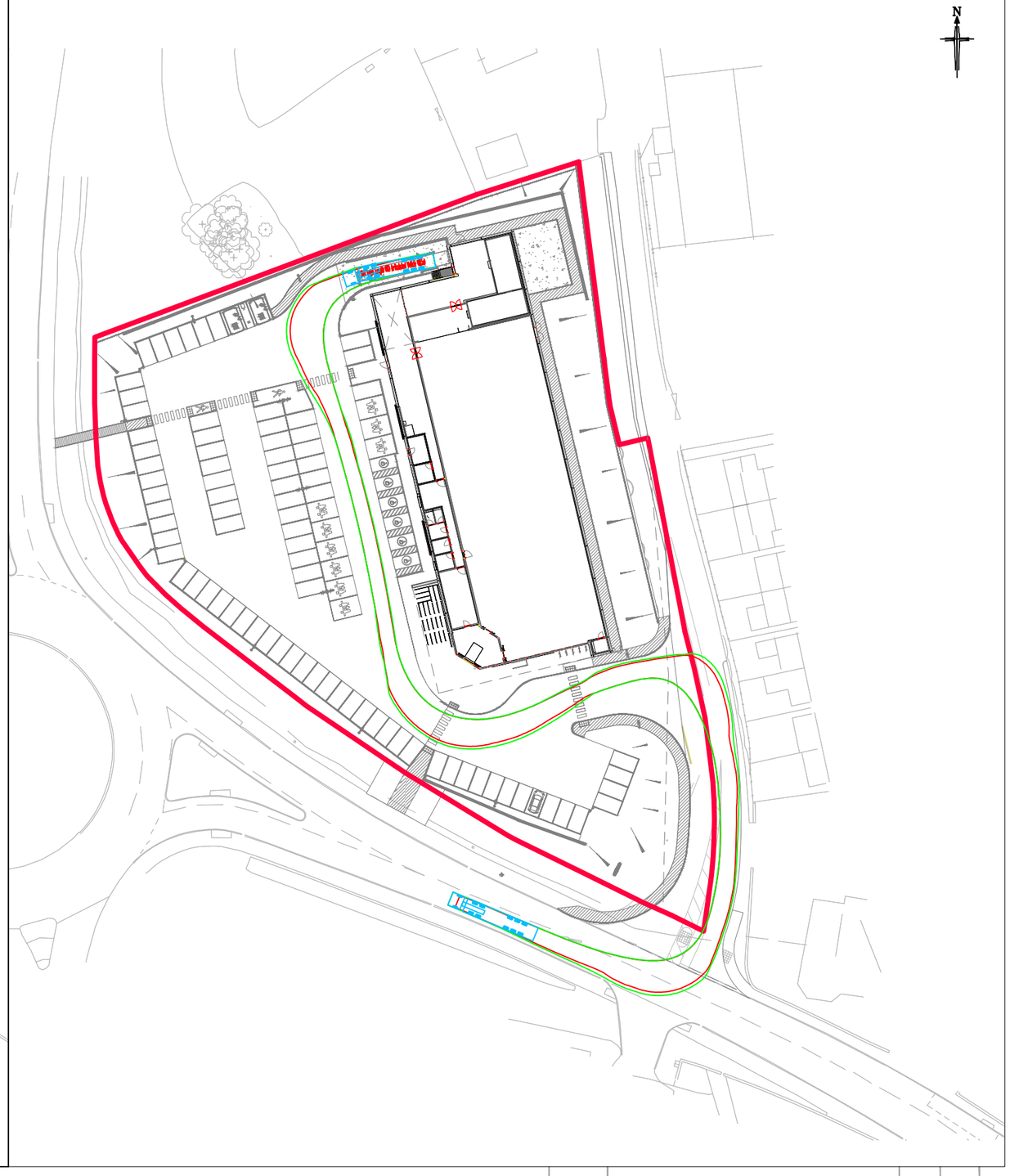
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APPENDIX BGH 14





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Rev:	Date:	Amendment:	DRN	CHK	APR
A	07.02.23	Updated swept path for revised site plan	NC	-	-

Title: SWEPT PATH ANALYSIS OF MAX LEGAL HGV AT SITE ACCESS AND IN SERVICE AREA

Client: LIDL GREAT BRITAIN

Project: SHEFFIELD ROAD, HOYLAND

Status: PLANNING

Scale: 1:1000

Size: A3 - 420 x 297

Drawn: LD

Chkd: NC

Appvd: SCW

Drawing No: 20-369-ATR-003

Job No: 20/369

Revision: A

Date: 23/08/2022

APPENDIX BGH 15

Calculation Reference: AUDIT-604801-211213-1250

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	AD	ABERDEEN CITY	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1559 to 2568 (units: sqm)
Range Selected by User: 1500 to 2703 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 28/11/20

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	5

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

Selected Location Sub Categories:

Industrial Zone	2
Development Zone	1

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

Secondary Filtering selection:

Use Class:

E(a)	10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	4 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	10 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	1 days
No	8 days

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

PTAL Rating:

No PTAL Present	10 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AD-01-C-01 LIDL ABERDEEN CITY
GREENWELL ROAD
ABERDEEN
EAST TULLOS IND. ESTATE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1950 sqm
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

2 CF-01-C-01 LIDL CARDIFF
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2568 sqm
Survey date: THURSDAY *29/06/17* *Survey Type: MANUAL*

3 DL-01-C-01 LIDL DUBLIN
SALLYNOGGIN ROAD
DUBLIN
THOMASTOWN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 2163 sqm
Survey date: WEDNESDAY *20/06/18* *Survey Type: MANUAL*

4 NF-01-C-01 LIDL NORFOLK
AYLSHAM ROAD
NORWICH

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 2555 sqm
Survey date: FRIDAY *29/11/19* *Survey Type: MANUAL*

5 NT-01-C-01 LIDL NOTTINGHAMSHIRE
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Gross floor area: 2440 sqm
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

6 SM-01-C-01 LIDL SOMERSET
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Gross floor area: 2247 sqm
Survey date: THURSDAY *22/06/17* *Survey Type: MANUAL*

7 TW-01-C-01 ALDI TYNE & WEAR
EDGEFIELD AVENUE
NEWCASTLE
FAWDON
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 1798 sqm
Survey date: TUESDAY *30/04/19* *Survey Type: MANUAL*

8 WM-01-C-01 LIDL WEST MIDLANDS
MACKADOWN LANE
BIRMINGHAM
KITT'S GREEN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 2085 sqm
Survey date: TUESDAY *12/07/16* *Survey Type: MANUAL*

9 WM-01-C-02 LIDL WEST MIDLANDS
HIGH STREET
WEST BROMWICH
GUNS VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 2085 sqm
Survey date: TUESDAY *12/07/16* *Survey Type: MANUAL*

10 WO-01-C-01 LIDL WORCESTERSHIRE
BLACKPOLE ROAD
WORCESTER
BRICKFIELDS
Edge of Town
Retail Zone
Total Gross floor area: 2417 sqm
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SR-01-C-02	09/09/20	Covid
WS-01-C-01	20/10/20	Covid
WS-01-C-02	21/10/20	Covid

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	2231	0.251	10	2231	0.036	10	2231	0.287
08:00 - 09:00	10	2231	2.421	10	2231	1.668	10	2231	4.089
09:00 - 10:00	10	2231	3.160	10	2231	2.613	10	2231	5.773
10:00 - 11:00	10	2231	3.335	10	2231	3.080	10	2231	6.415
11:00 - 12:00	10	2231	3.909	10	2231	3.662	10	2231	7.571
12:00 - 13:00	10	2231	4.133	10	2231	4.052	10	2231	8.185
13:00 - 14:00	10	2231	4.102	10	2231	4.438	10	2231	8.540
14:00 - 15:00	10	2231	3.878	10	2231	4.008	10	2231	7.886
15:00 - 16:00	10	2231	3.972	10	2231	3.972	10	2231	7.944
16:00 - 17:00	10	2231	4.043	10	2231	4.034	10	2231	8.077
17:00 - 18:00	10	2231	3.716	10	2231	3.976	10	2231	7.692
18:00 - 19:00	10	2231	3.497	10	2231	3.792	10	2231	7.289
19:00 - 20:00	10	2231	2.640	10	2231	2.891	10	2231	5.531
20:00 - 21:00	10	2231	1.623	10	2231	2.013	10	2231	3.636
21:00 - 22:00	10	2231	0.740	10	2231	1.098	10	2231	1.838
22:00 - 23:00	9	2238	0.000	9	2238	0.144	9	2238	0.144
23:00 - 24:00									
Total Rates:			45.420			45.477			90.897

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

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

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Parameter summary

Trip rate parameter range selected:	1559 - 2568 (units: sqm)
Survey date date range:	01/01/13 - 28/11/20
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-604801-211213-1237

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	SM	SOMERSET	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
10	WALES		
	CF	CARDIFF	1 days
12	CONNAUGHT		
	LT	LEITRIM	1 days
14	LEINSTER		
	WC	WICKLOW	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1550 to 2568 (units: sqm)
Range Selected by User: 1500 to 2703 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 28/11/20

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

Selected survey days:

Saturday	8 days
Sunday	2 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Retail Zone	2
High Street	1
No Sub Category	5

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

Secondary Filtering selection:

Use Class:

E(a)	10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	7 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	10 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	1 days
No	8 days

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

PTAL Rating:

No PTAL Present	10 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BR-01-C-02 LIDL BRISTOL CITY
BATH ROAD
BRISTOL
BRISLINGTON RETAIL PK
Edge of Town
Retail Zone
Total Gross floor area: 1550 sqm
Survey date: SUNDAY *20/09/15* *Survey Type: MANUAL*

2 CF-01-C-01 LIDL CARDIFF
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2568 sqm
Survey date: SATURDAY *01/07/17* *Survey Type: MANUAL*

3 LN-01-C-02 LIDL LINCOLNSHIRE
DIXON STREET
LINCOLN
NEW BOULTHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 2233 sqm
Survey date: SATURDAY *28/10/17* *Survey Type: MANUAL*

4 LT-01-C-01 LIDL LEITRIM
BOYLE ROAD
CARRICK-ON-SHANNON
CORTOBER
Edge of Town
No Sub Category
Total Gross floor area: 1755 sqm
Survey date: SUNDAY *19/04/15* *Survey Type: MANUAL*

5 NT-01-C-01 LIDL NOTTINGHAMSHIRE
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Gross floor area: 2440 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

6 SM-01-C-01 LIDL SOMERSET
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Gross floor area: 2247 sqm
Survey date: SATURDAY *24/06/17* *Survey Type: MANUAL*

7 WC-01-C-01 ALDI WICKLOW
PINEWOOD CLOSE
BRAY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 1672 sqm
Survey date: SATURDAY *05/10/19* *Survey Type: MANUAL*

8 WM-01-C-01 LIDL WEST MIDLANDS
MACKADOWN LANE
BIRMINGHAM
KITT'S GREEN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 2085 sqm
Survey date: SATURDAY *09/07/16* *Survey Type: MANUAL*

9 WM-01-C-02 LIDL WEST MIDLANDS
HIGH STREET
WEST BROMWICH
GUNS VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 2085 sqm
Survey date: SATURDAY *09/07/16* *Survey Type: MANUAL*

10 WO-01-C-01 LIDL WORCESTERSHIRE
BLACKPOLE ROAD
WORCESTER
BRICKFIELDS
Edge of Town
Retail Zone
Total Gross floor area: 2417 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BD-01-C-01	17/10/20	Covid
DL-01-C-02	24/10/20	Covid
LU-01-C-01	07/11/20	Covid
MM-01-C-01	28/11/20	Covid
NR-01-C-03	24/10/20	Covid
TV-01-C-01	05/09/20	Covid

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	2203	0.426	8	2203	0.096	8	2203	0.522
08:00 - 09:00	10	2105	1.943	10	2105	1.368	10	2105	3.311
09:00 - 10:00	10	2105	3.335	10	2105	2.655	10	2105	5.990
10:00 - 11:00	10	2105	5.311	10	2105	4.370	10	2105	9.681
11:00 - 12:00	10	2105	6.579	10	2105	6.175	10	2105	12.754
12:00 - 13:00	10	2105	6.270	10	2105	6.888	10	2105	13.158
13:00 - 14:00	10	2105	6.156	10	2105	5.942	10	2105	12.098
14:00 - 15:00	10	2105	5.491	10	2105	5.657	10	2105	11.148
15:00 - 16:00	10	2105	5.467	10	2105	5.634	10	2105	11.101
16:00 - 17:00	10	2105	4.793	10	2105	5.263	10	2105	10.056
17:00 - 18:00	10	2105	4.171	10	2105	4.218	10	2105	8.389
18:00 - 19:00	9	2167	3.400	9	2167	3.928	9	2167	7.328
19:00 - 20:00	9	2167	2.302	9	2167	2.774	9	2167	5.076
20:00 - 21:00	9	2167	1.328	9	2167	1.590	9	2167	2.918
21:00 - 22:00	9	2167	0.508	9	2167	0.882	9	2167	1.390
22:00 - 23:00	7	2296	0.000	7	2296	0.118	7	2296	0.118
23:00 - 24:00									
Total Rates:			57.480			57.558			115.038

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

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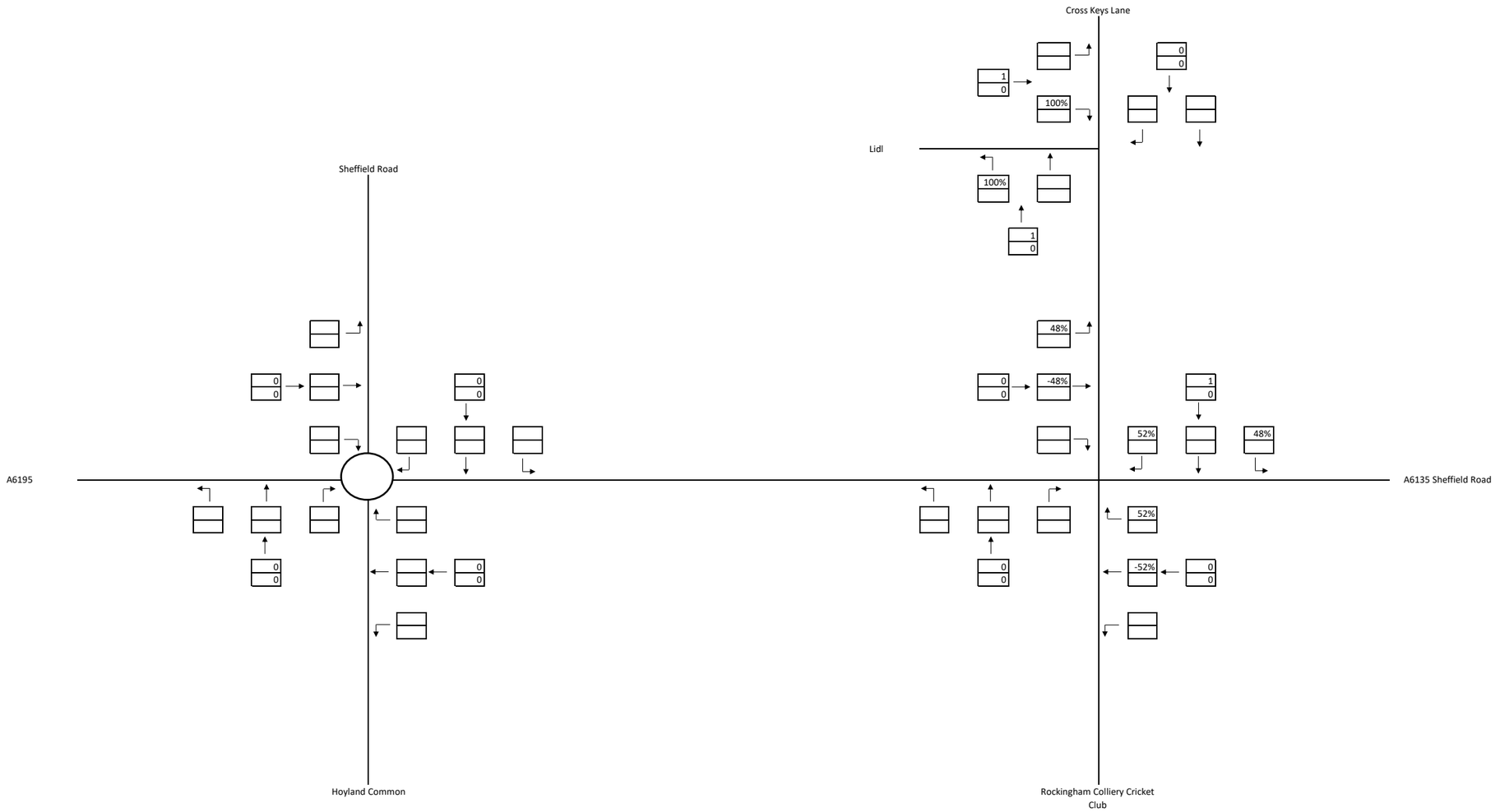
Parameter summary

Trip rate parameter range selected:	1550 - 2568 (units: sqm)
Survey date date range:	01/01/13 - 28/11/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	14
Number of Sundays:	2
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

APPENDIX BGH 16

PASS-BY DISTRIBUTION
LIDL, CROSS KEYS LANE, HOYLAND
15:30-16:30
PM PEAK



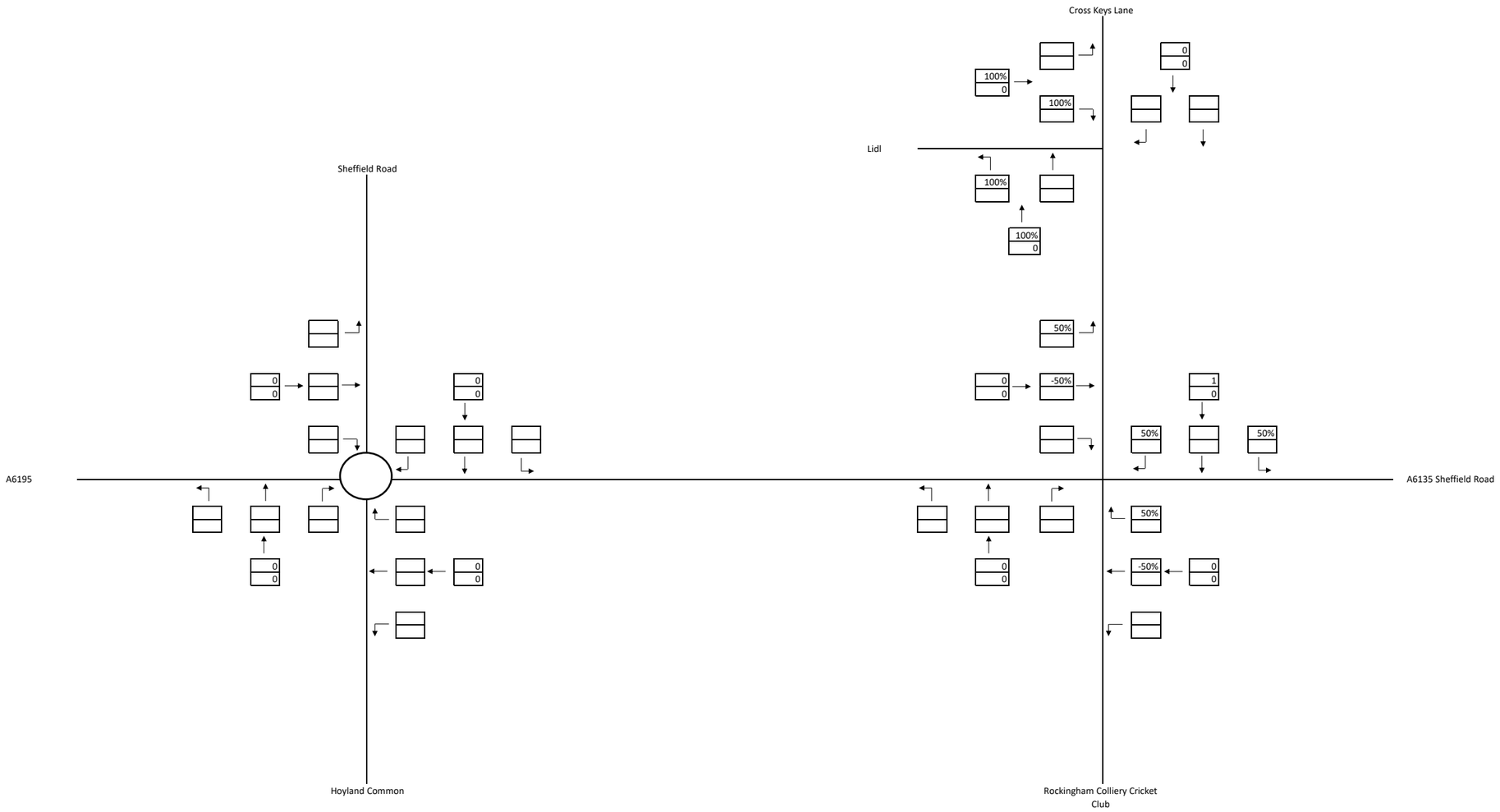
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

PASS-BY DISTRIBUTION
LIDL, CROSS KEYS LANE, HOYLAND
11:30-12:30
SATURDAY PEAK



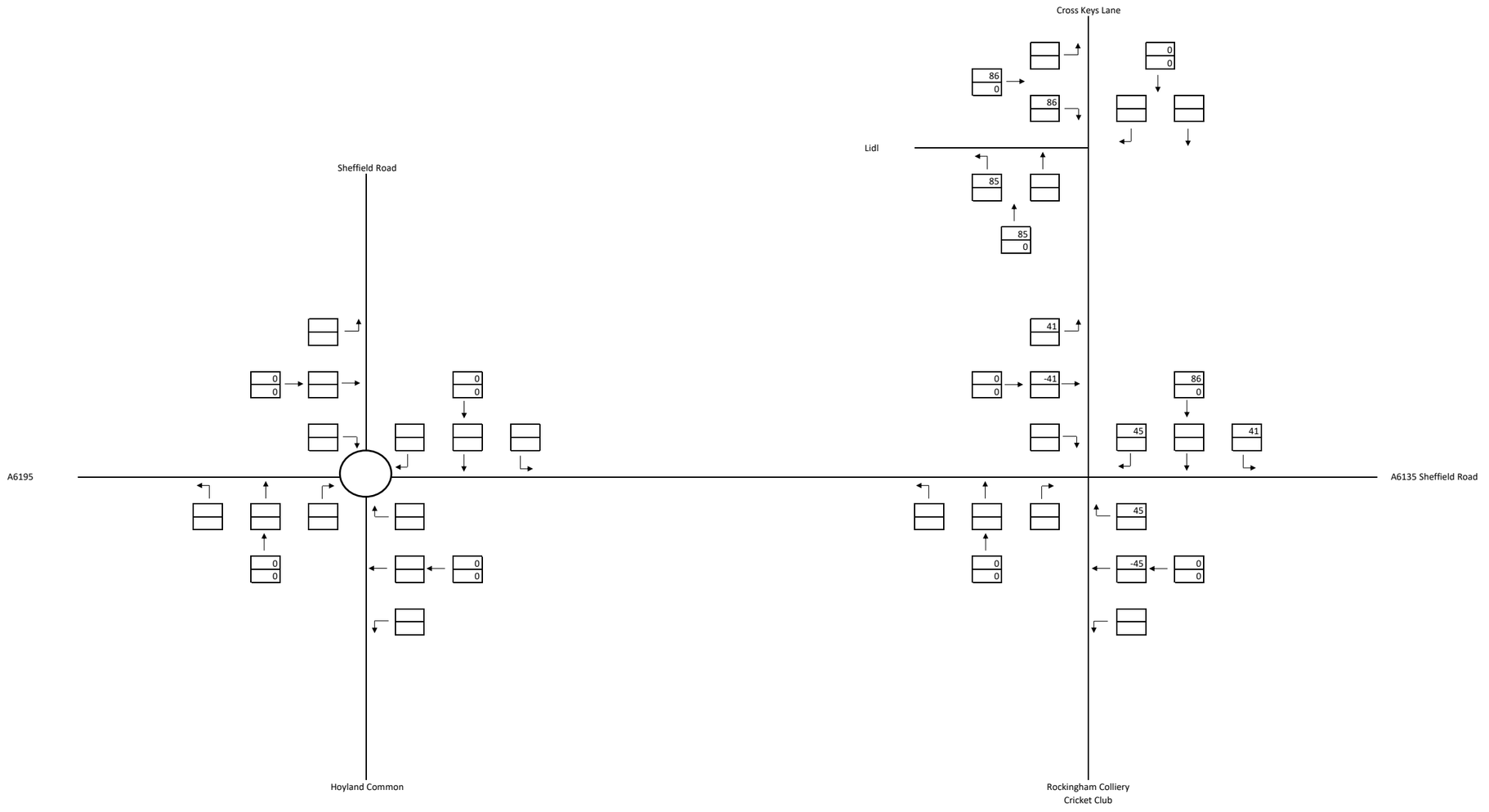
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Total Vehicles
Total HGVs and Buses

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Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

PASS-BY DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



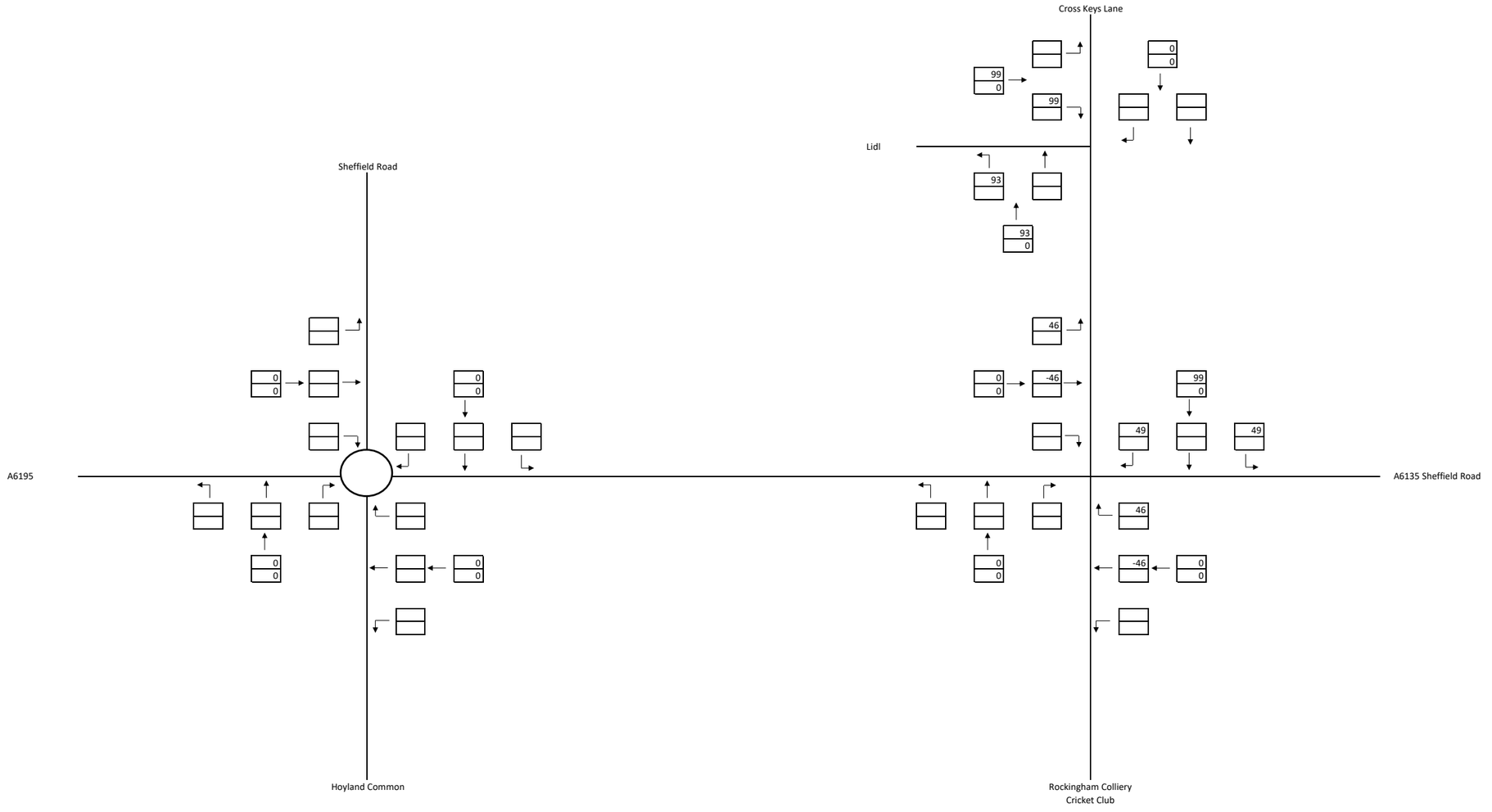
KEY

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Total HGVs and Buses

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PASS-BY DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
SATURDAY PEAK



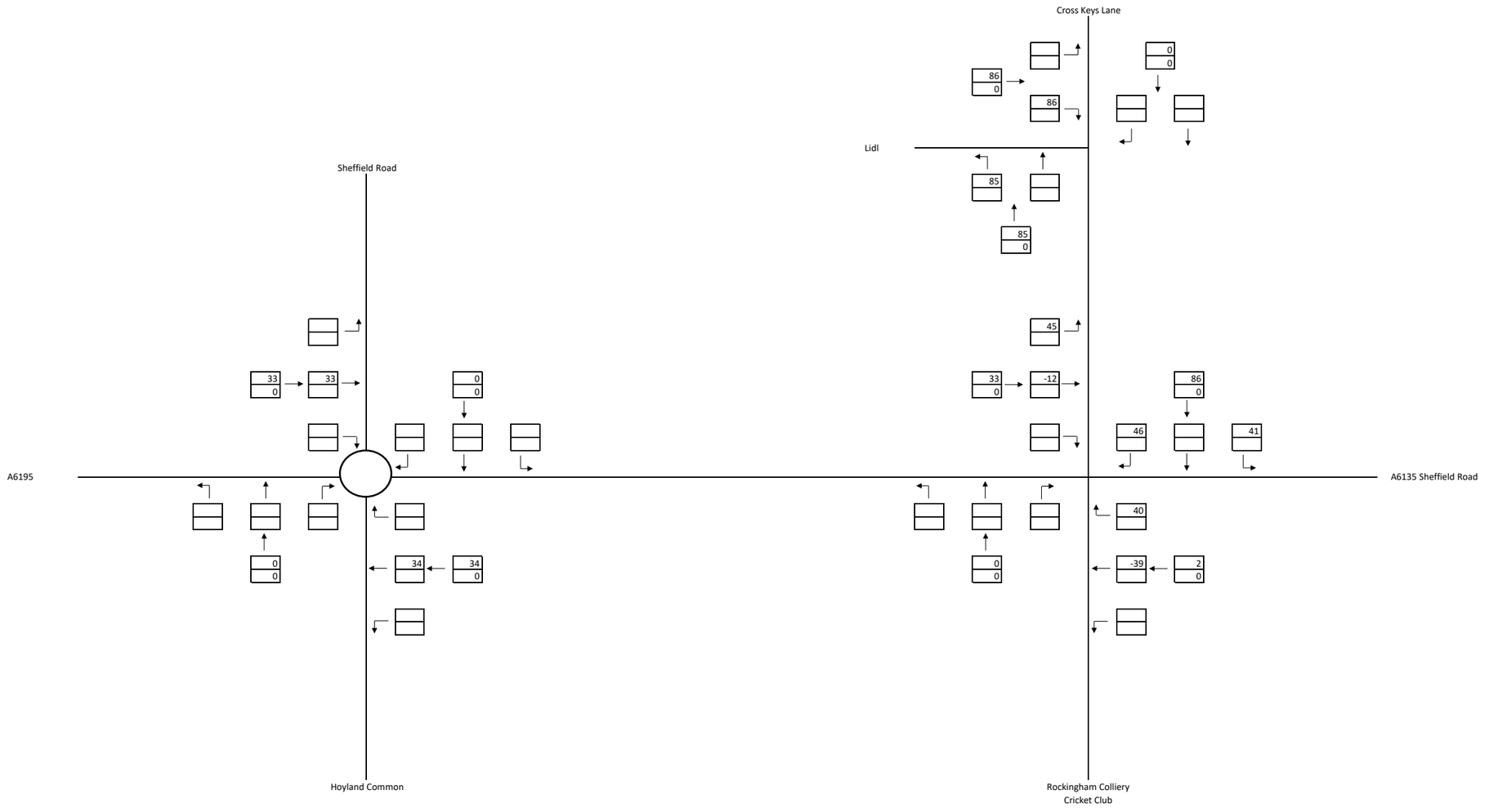
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Total Vehicles
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TRANSFERRED DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



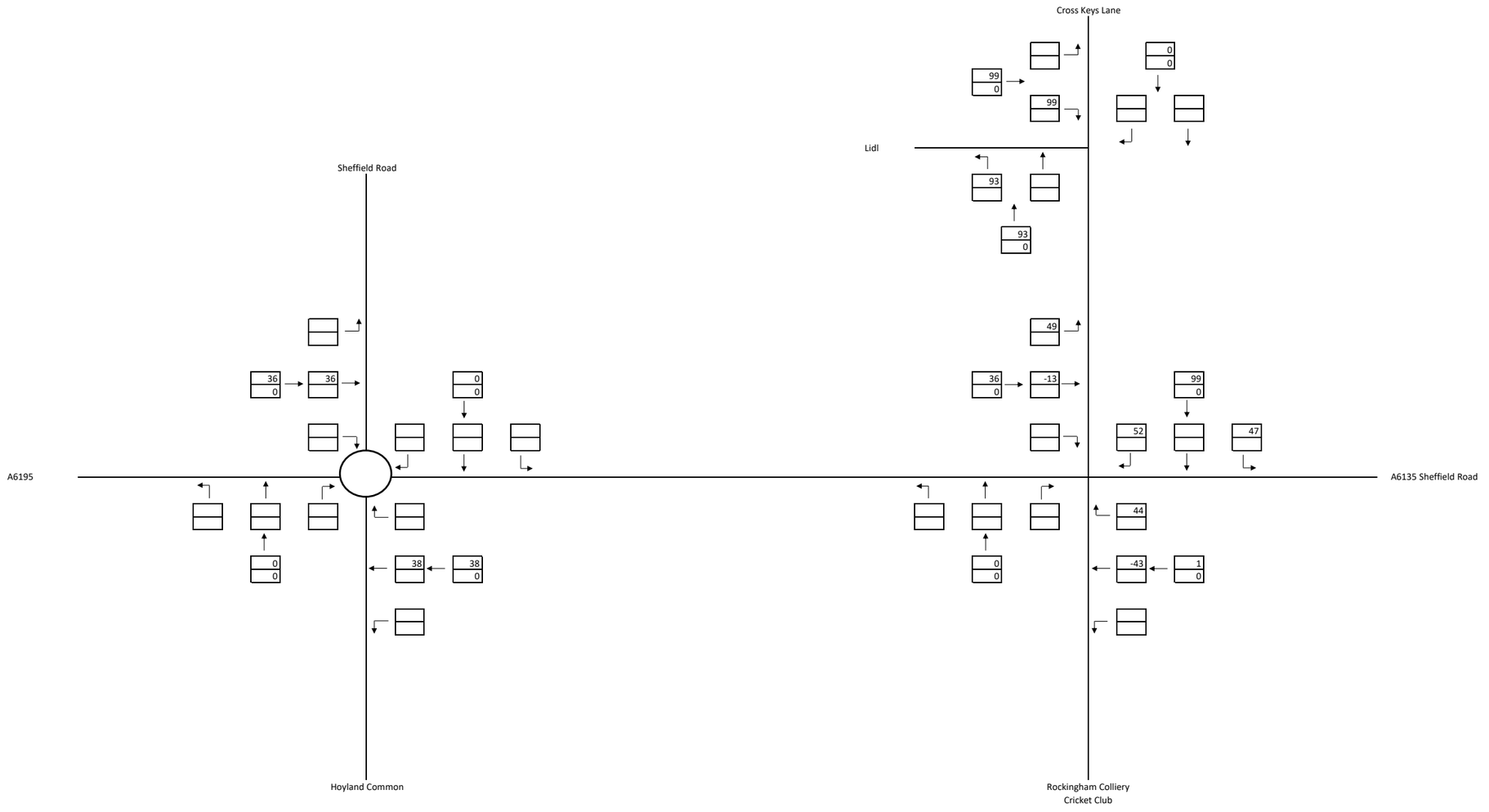
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TRANSFERRED DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
SATURDAY PEAK



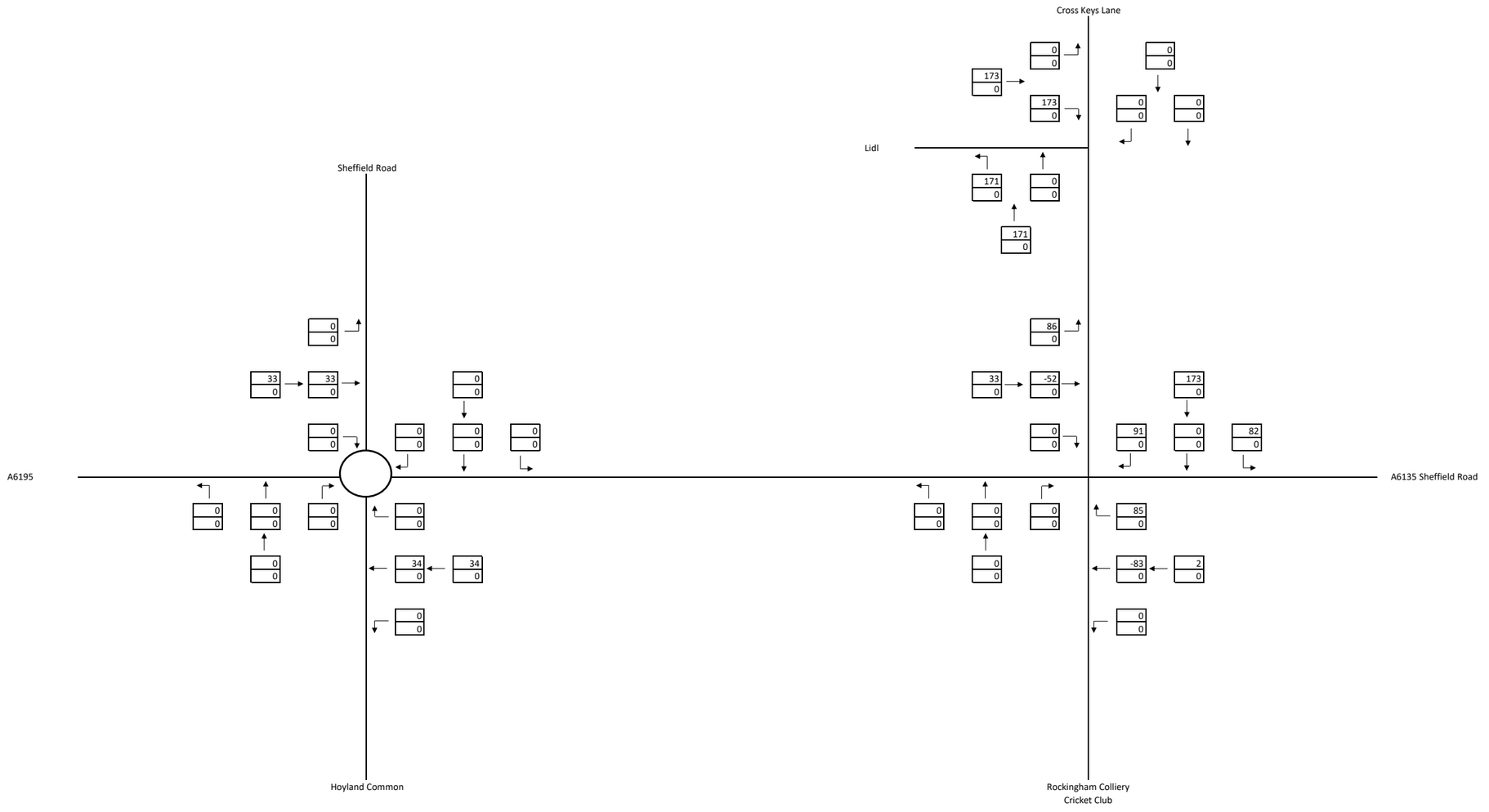
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Total Vehicles
Total HGVs and Buses

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TOTAL DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



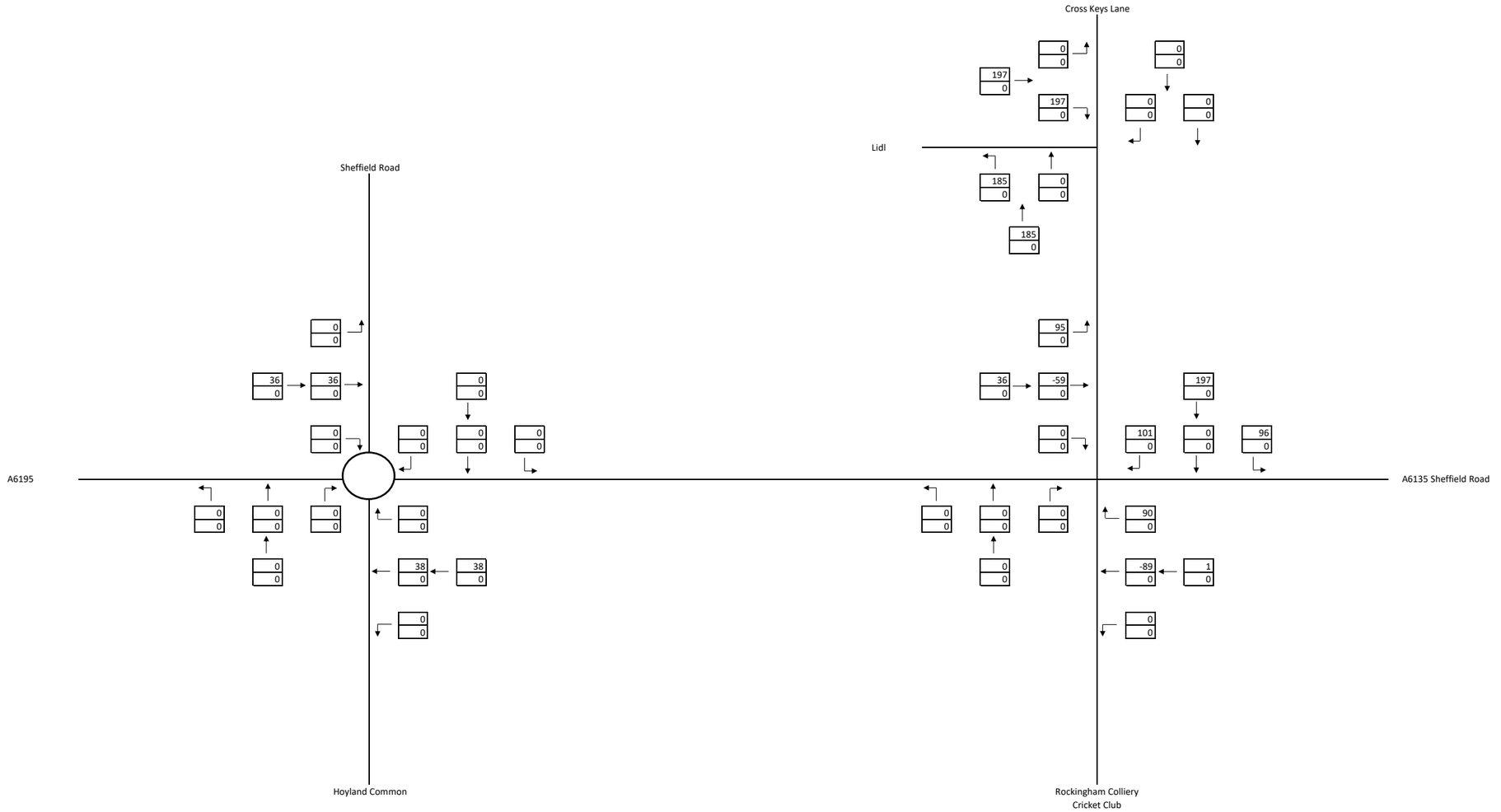
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TOTAL DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
SATURDAY PEAK



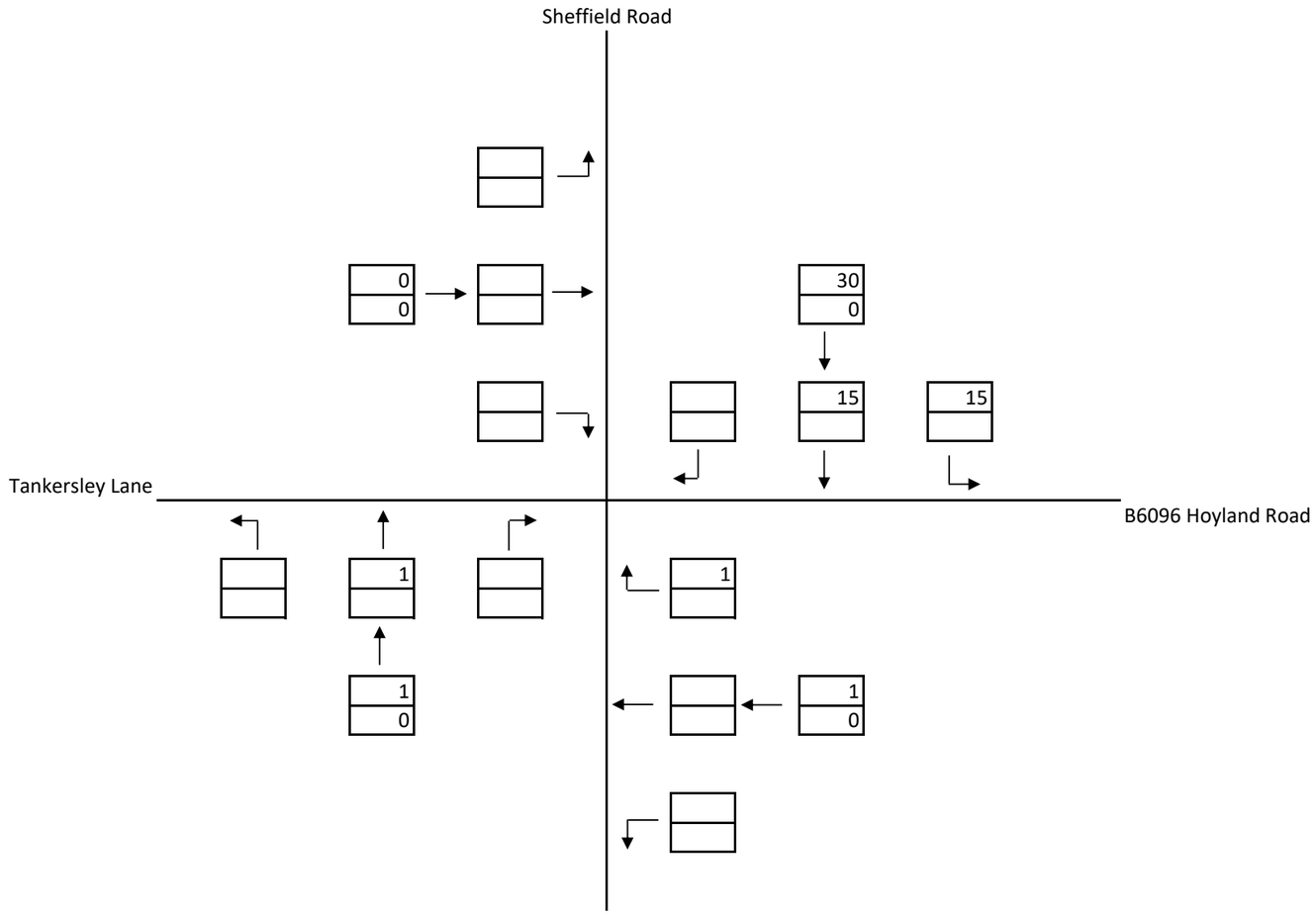
KEY

Total Vehicles
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Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

DEVELOPMENT TRIPS
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



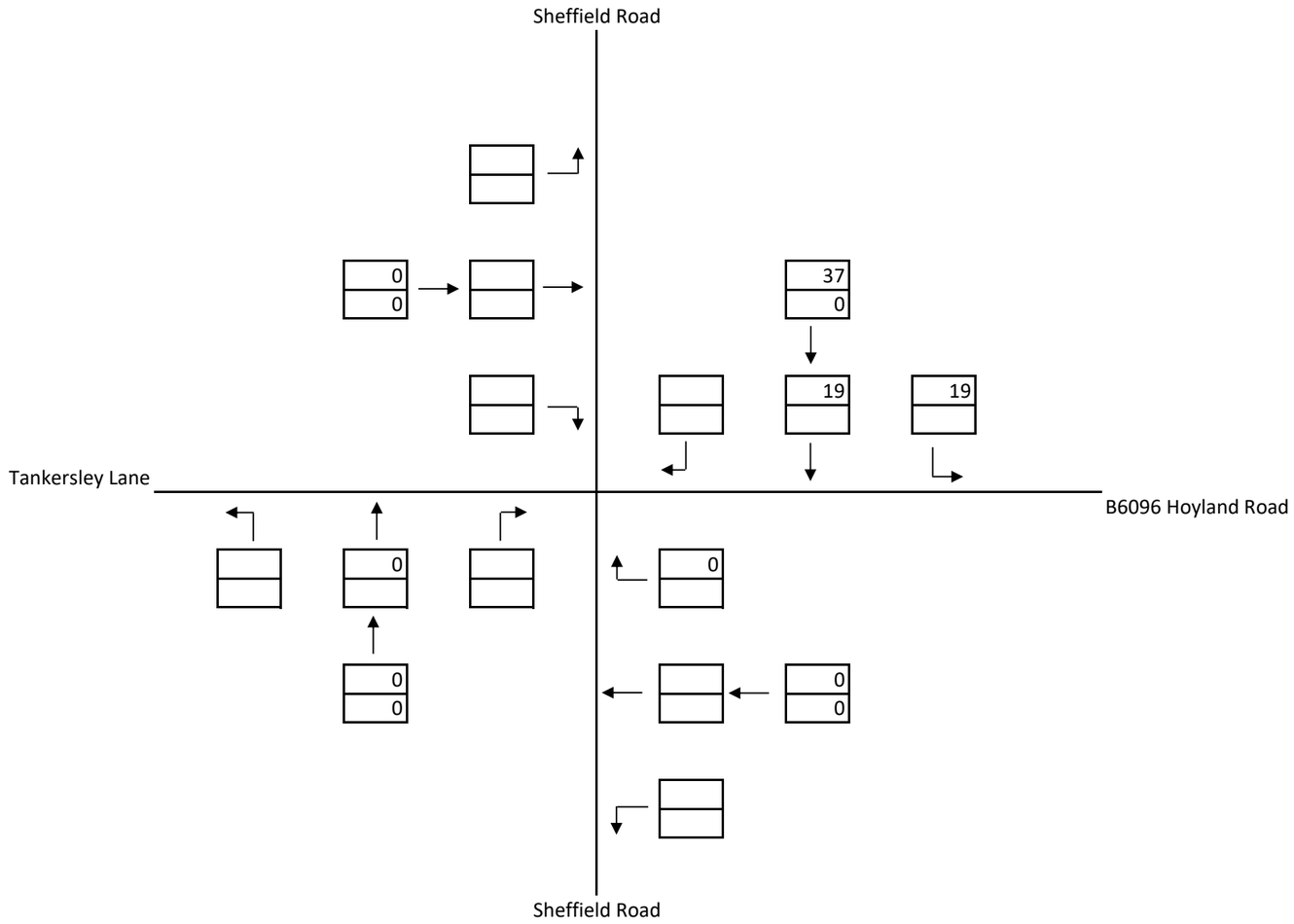
KEY

Total Vehicles
Total HGVs and Buses

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Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

DEVELOPMENT TRIPS
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
SAT PEAK



KEY

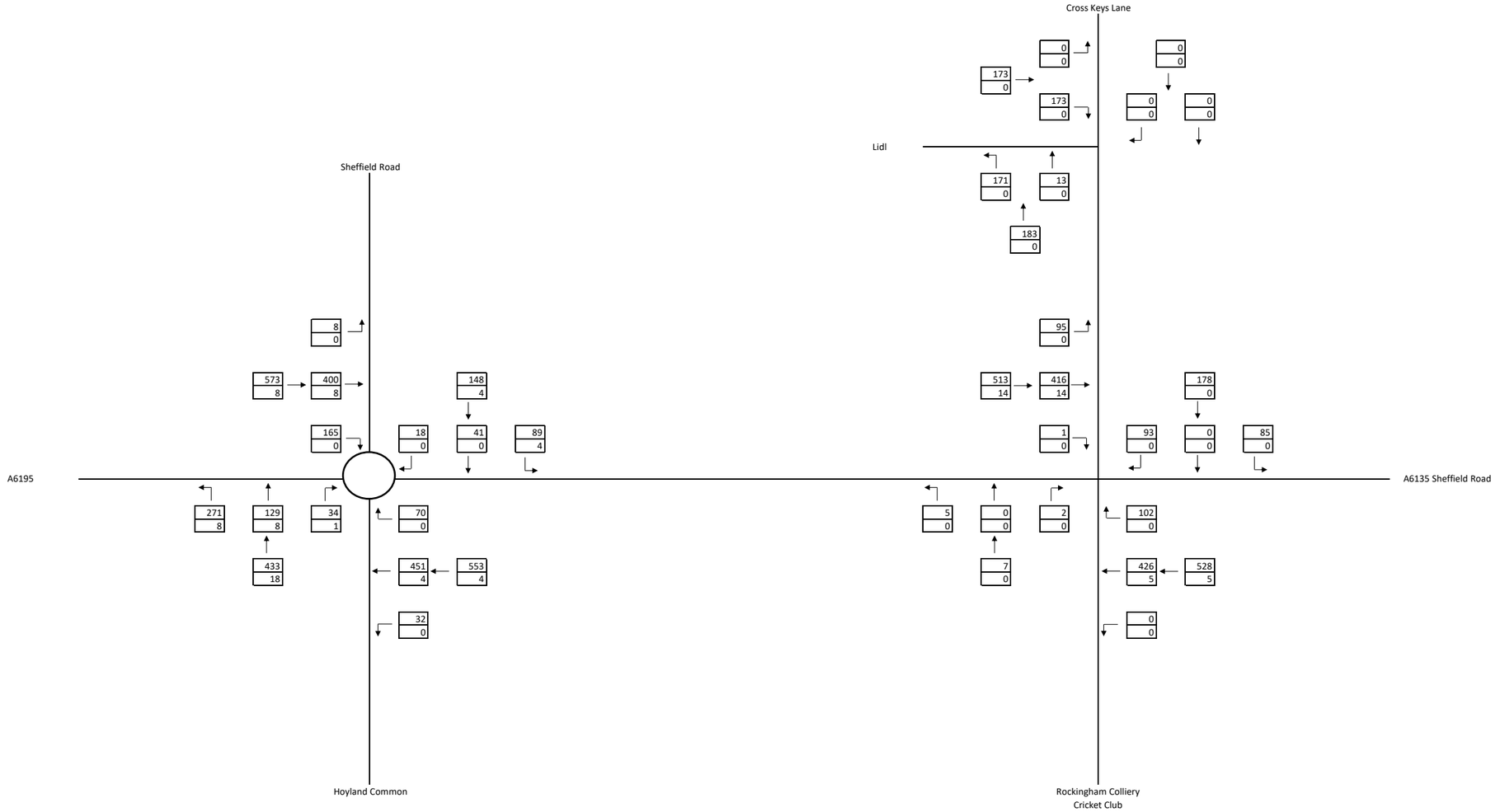
Total Vehicles
Total HGVs and Buses

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Checked by:	Nick Calder

APPENDIX BGH 17

2028 PREDICTED TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



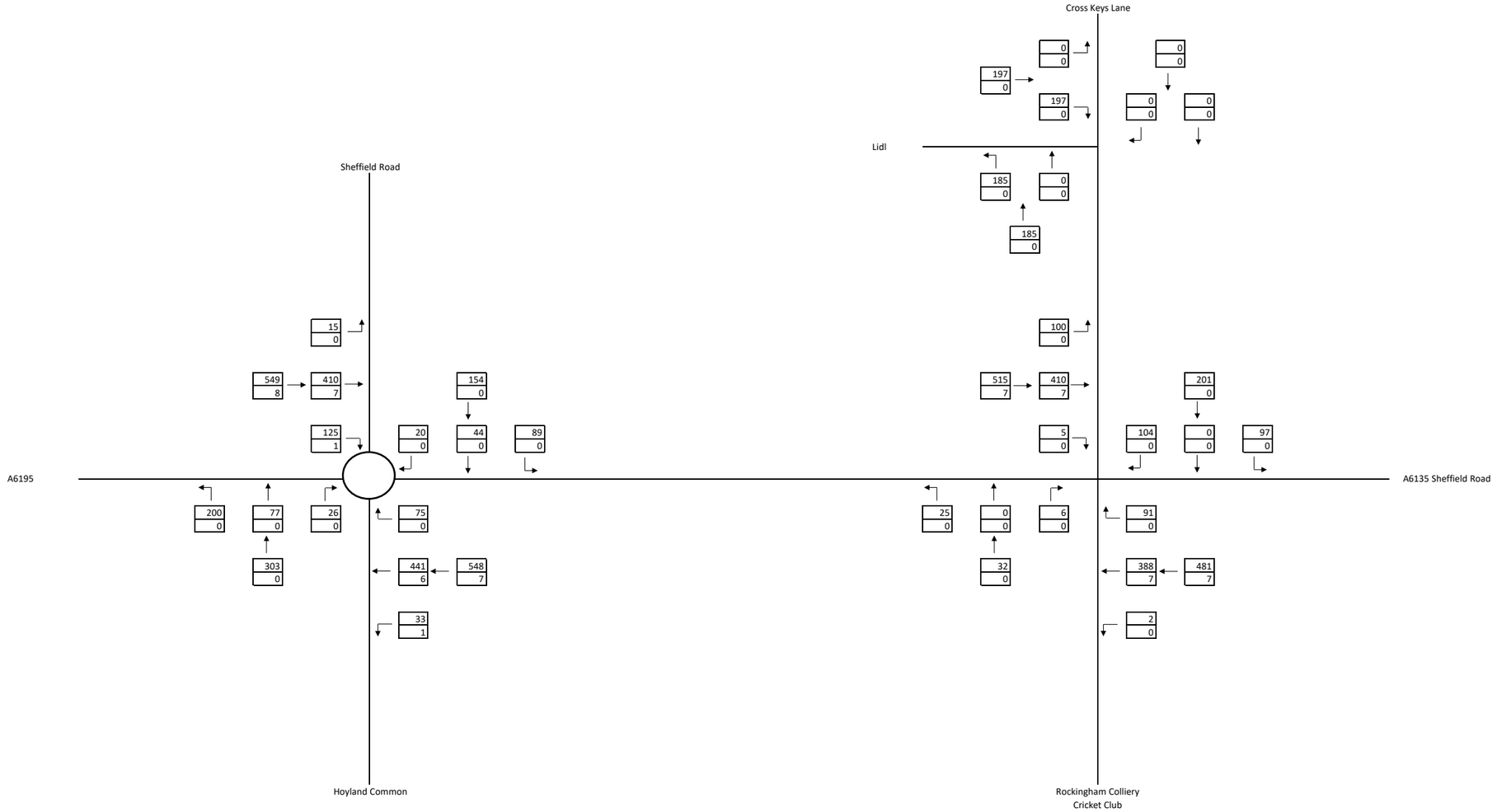
KEY

Total Vehicles
Total HGVs and Buses

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CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 PREDICTED TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
SATURDAY PEAK



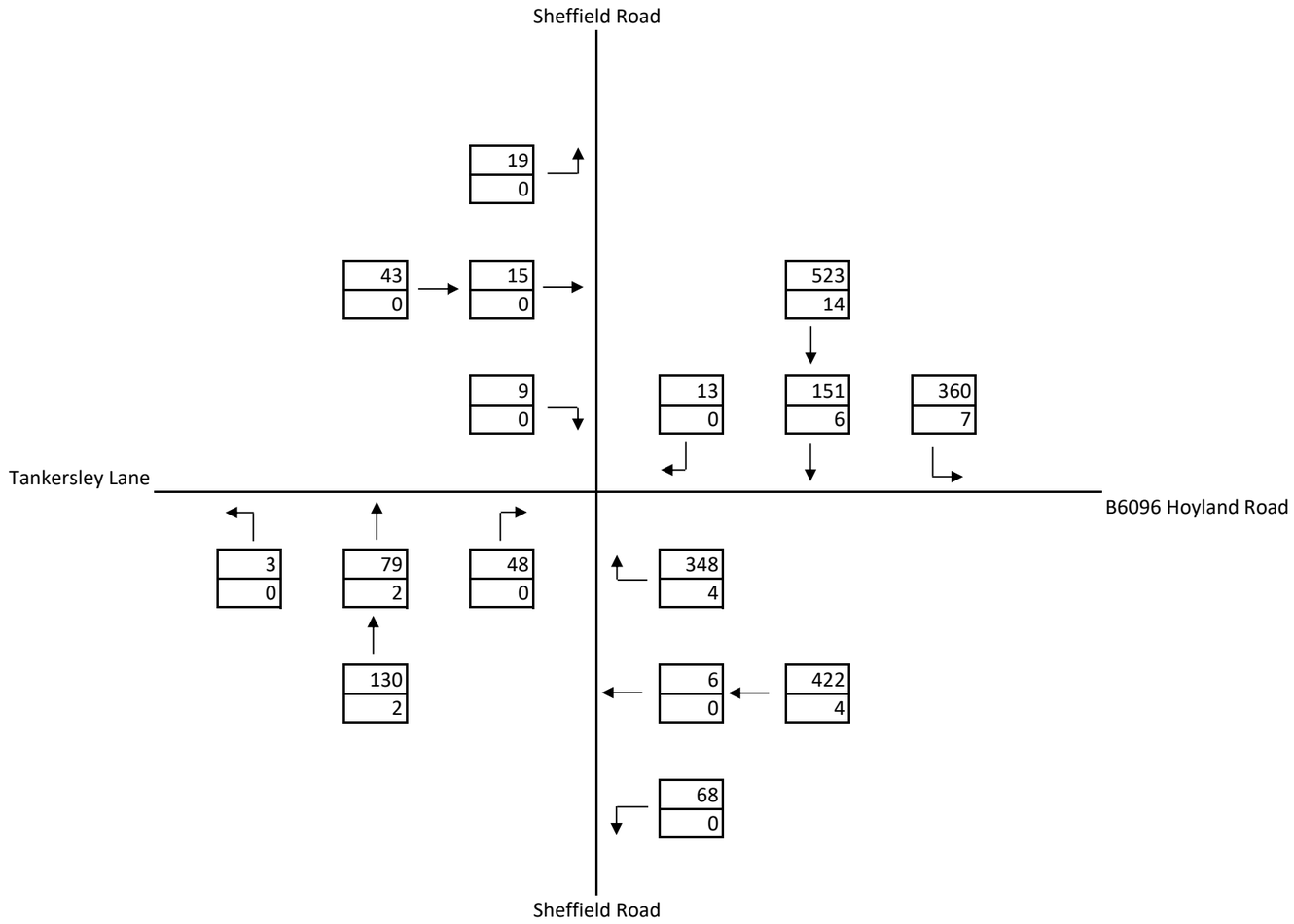
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2028 PREDICTED TRAFFIC FLOWS
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



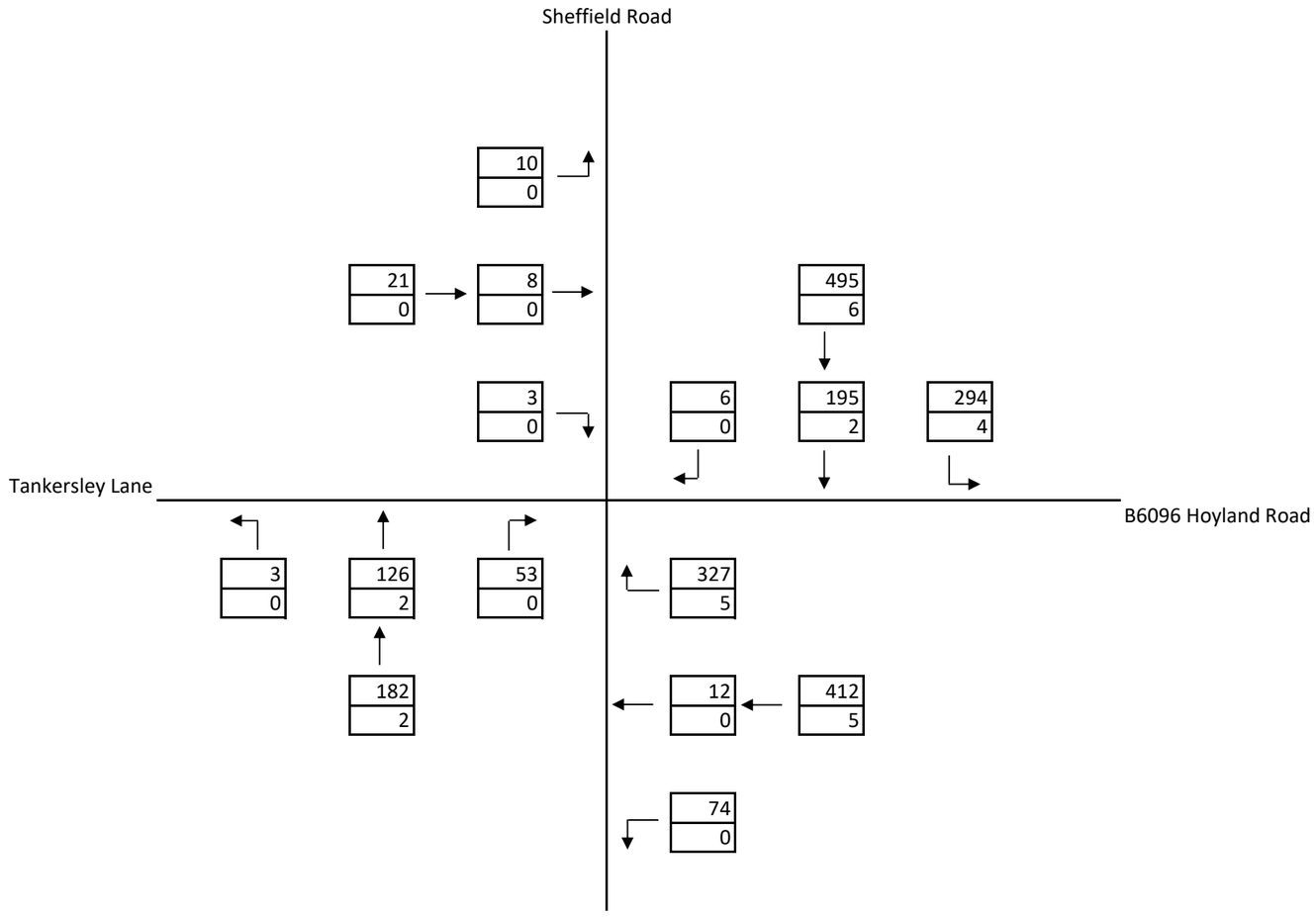
KEY

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2028 PREDICTED TRAFFIC FLOWS
SHEFFIELD ROAD / TANKERSLEY LANE / B6096 HOYLAND ROAD
LIDL, CROSS KEYS LANE, HOYLAND
SAT PEAK



KEY

	Total Vehicles
	Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

APPENDIX BGH 18

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: A6135 Dearne Valley Parkway rbt.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:03:00

«Existing Junction - 2028 Predicted, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2028 Predicted					
1 - Sheffield Road (N)	D5	0.1	2.16	0.09	A	70 % [2 - Sheffield Road (E)]
2 - Sheffield Road (E)		1.0	6.02	0.51	A	
3 - A6135 Olympus Way		0.3	1.98	0.21	A	
4 - A6195		0.6	3.26	0.37	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	Sheffield Rd, Dearne Valley Pkwy Rdbt
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Predicted	PM	ONE HOUR	11:45	13:15	15

Existing Junction - 2028 Predicted, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	70	2 - Sheffield Road (E)

Arms

Arms

Arm	Name	Description
1	Sheffield Road (N)	
2	Sheffield Road (E)	
3	A6135 Olympus Way	
4	A6195	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Sheffield Road (N)	6.06	8.23	6.6	34.0	62.4	21.0	
2 - Sheffield Road (E)	4.31	4.67	2.2	18.2	62.4	39.0	
3 - A6135 Olympus Way	9.15	9.15	0.0	22.3	62.4	35.0	
4 - A6195	5.12	7.33	4.2	58.9	62.4	23.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sheffield Road (N)	0.653	2268
2 - Sheffield Road (E)	0.471	1327
3 - A6135 Olympus Way	0.716	2738
4 - A6195	0.592	1901

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sheffield Road (N)		✓	152	100.000
2 - Sheffield Road (E)		✓	557	100.000
3 - A6135 Olympus Way		✓	451	100.000
4 - A6195		✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	93	41	18
	2 - Sheffield Road (E)	70	0	32	455
	3 - A6135 Olympus Way	137	35	0	279
	4 - A6195	8	408	165	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	0	0	0
	2 - Sheffield Road (E)	0	0	0	0
	3 - A6135 Olympus Way	0	0	0	0
	4 - A6195	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sheffield Road (N)	0.09	2.16	0.1	A
2 - Sheffield Road (E)	0.51	6.02	1.0	A
3 - A6135 Olympus Way	0.21	1.98	0.3	A
4 - A6195	0.37	3.26	0.6	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	114	456	1970	0.058	114	0.1	1.939	A
2 - Sheffield Road (E)	419	168	1248	0.336	417	0.5	4.323	A
3 - A6135 Olympus Way	340	407	2447	0.139	339	0.2	1.707	A
4 - A6195	437	182	1794	0.244	436	0.3	2.649	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	137	546	1912	0.071	137	0.1	2.027	A
2 - Sheffield Road (E)	501	201	1233	0.406	500	0.7	4.911	A
3 - A6135 Olympus Way	405	487	2389	0.170	405	0.2	1.813	A
4 - A6195	522	217	1772	0.295	522	0.4	2.879	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	167	669	1832	0.091	167	0.1	2.162	A
2 - Sheffield Road (E)	613	246	1211	0.506	612	1.0	5.993	A
3 - A6135 Olympus Way	497	597	2311	0.215	496	0.3	1.983	A
4 - A6195	640	266	1744	0.367	639	0.6	3.258	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	167	669	1831	0.091	167	0.1	2.163	A
2 - Sheffield Road (E)	613	247	1211	0.506	613	1.0	6.020	A
3 - A6135 Olympus Way	497	598	2310	0.215	497	0.3	1.984	A
4 - A6195	640	266	1743	0.367	640	0.6	3.261	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	137	547	1911	0.072	137	0.1	2.030	A
2 - Sheffield Road (E)	501	202	1232	0.406	502	0.7	4.939	A
3 - A6135 Olympus Way	405	489	2388	0.170	406	0.2	1.815	A
4 - A6195	522	218	1772	0.295	523	0.4	2.884	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	114	458	1969	0.058	114	0.1	1.942	A
2 - Sheffield Road (E)	419	169	1248	0.336	420	0.5	4.354	A
3 - A6135 Olympus Way	340	409	2445	0.139	340	0.2	1.711	A
4 - A6195	437	182	1793	0.244	438	0.3	2.656	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: A6135 Dearne Valley Parkway rbt.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:03:25

«Existing Junction - 2028 Predicted, Saturday
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2028 Predicted					
1 - Sheffield Road (N)	D6	0.1	2.13	0.09	A	74 % [2 - Sheffield Road (E)]
2 - Sheffield Road (E)		1.0	5.84	0.50	A	
3 - A6135 Olympus Way		0.2	1.82	0.14	A	
4 - A6195		0.5	3.07	0.34	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	Sheffield Rd, Dearne Valley Pkwy Rdbt
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Predicted	Saturday	ONE HOUR	11:45	13:15	15

Existing Junction - 2028 Predicted, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	74	2 - Sheffield Road (E)

Arms

Arms

Arm	Name	Description
1	Sheffield Road (N)	
2	Sheffield Road (E)	
3	A6135 Olympus Way	
4	A6195	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Sheffield Road (N)	6.06	8.23	6.6	34.0	62.4	21.0	
2 - Sheffield Road (E)	4.31	4.67	2.2	18.2	62.4	39.0	
3 - A6135 Olympus Way	9.15	9.15	0.0	22.3	62.4	35.0	
4 - A6195	5.12	7.33	4.2	58.9	62.4	23.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sheffield Road (N)	0.653	2268
2 - Sheffield Road (E)	0.471	1327
3 - A6135 Olympus Way	0.716	2738
4 - A6195	0.592	1901

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sheffield Road (N)		✓	153	100.000
2 - Sheffield Road (E)		✓	556	100.000
3 - A6135 Olympus Way		✓	303	100.000
4 - A6195		✓	558	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	89	44	20
	2 - Sheffield Road (E)	75	0	34	447
	3 - A6135 Olympus Way	77	26	0	200
	4 - A6195	15	417	126	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Sheffield Road (N)	2 - Sheffield Road (E)	3 - A6135 Olympus Way	4 - A6195
From	1 - Sheffield Road (N)	0	0	0	0
	2 - Sheffield Road (E)	0	0	0	0
	3 - A6135 Olympus Way	0	0	0	0
	4 - A6195	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Sheffield Road (N)	0.09	2.13	0.1	A
2 - Sheffield Road (E)	0.50	5.84	1.0	A
3 - A6135 Olympus Way	0.14	1.82	0.2	A
4 - A6195	0.34	3.07	0.5	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	115	427	1989	0.058	115	0.1	1.920	A
2 - Sheffield Road (E)	419	143	1260	0.332	417	0.5	4.259	A
3 - A6135 Olympus Way	228	406	2448	0.093	228	0.1	1.621	A
4 - A6195	420	134	1822	0.231	419	0.3	2.563	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	138	511	1935	0.071	137	0.1	2.002	A
2 - Sheffield Road (E)	500	171	1247	0.401	499	0.7	4.810	A
3 - A6135 Olympus Way	272	487	2390	0.114	272	0.1	1.699	A
4 - A6195	502	160	1806	0.278	501	0.4	2.758	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	168	626	1860	0.091	168	0.1	2.128	A
2 - Sheffield Road (E)	612	209	1229	0.498	611	1.0	5.814	A
3 - A6135 Olympus Way	334	596	2312	0.144	333	0.2	1.818	A
4 - A6195	614	196	1785	0.344	614	0.5	3.071	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	168	626	1859	0.091	168	0.1	2.128	A
2 - Sheffield Road (E)	612	209	1229	0.498	612	1.0	5.837	A
3 - A6135 Olympus Way	334	597	2311	0.144	334	0.2	1.819	A
4 - A6195	614	196	1785	0.344	614	0.5	3.074	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	138	512	1934	0.071	138	0.1	2.005	A
2 - Sheffield Road (E)	500	171	1247	0.401	501	0.7	4.837	A
3 - A6135 Olympus Way	272	488	2389	0.114	273	0.1	1.700	A
4 - A6195	502	160	1806	0.278	502	0.4	2.761	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sheffield Road (N)	115	429	1988	0.058	115	0.1	1.923	A
2 - Sheffield Road (E)	419	143	1260	0.332	419	0.5	4.287	A
3 - A6135 Olympus Way	228	409	2446	0.093	228	0.1	1.622	A
4 - A6195	420	134	1822	0.231	420	0.3	2.571	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Proposed A6135 Sheffield Road, Cross Keys Lane Crossroads.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:06:20

«Proposed Junction - 2028 Predicted , PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Proposed Junction - 2028 Predicted					
Stream B-CD	D5	0.2	8.84	0.19	A	35 % [Stream B-AD]
Stream B-AD		0.5	16.15	0.31	C	
Stream A-BCD		0.0	4.43	0.00	A	
Stream D-AB		0.0	6.43	0.01	A	
Stream D-BC		0.0	13.53	0.01	B	
Stream C-ABD		0.8	6.13	0.30	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	A6135 Sheffield Road, Cross Keys Lane Crossroads
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Predicted	PM	ONE HOUR	08:00	09:30	15

Proposed Junction - 2028 Predicted , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	35	Stream B-AD

Arms

Arms

Arm	Name	Description	Arm type
A	Sheffield Road (W)		Major
B	Cross Keys Lane		Minor
C	Sheffield Road (E)		Major
D	Cricket Club		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Sheffield Road (W)	8.39			100.0	✓	0.00
C - Sheffield Road (E)	8.39			100.0	✓	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	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 - Cross Keys Lane	One lane plus flare	10.00	5.00	3.65	3.65	3.65	✓	1.00	70	23
D - Cricket Club	One lane plus flare	8.61	5.00	3.37	3.37	3.37	✓	1.00	24	13

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.219	0.313	0.219	-	-	-
B-A	553	0.090	0.228	0.228	-	-	-	0.143	0.326	-	0.228	0.228	0.114
B-C	683	0.094	0.237	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	547	0.089	0.226	0.226	-	-	-	0.142	0.322	0.142	-	-	-
B-D, offside lane	553	0.090	0.228	0.228	-	-	-	0.143	0.326	0.143	-	-	-
C-B	632	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	679	-	-	-	-	-	-	0.236	-	0.093	-	-	-
D-B, nearside lane	528	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
D-B, offside lane	468	0.121	0.121	0.276	-	-	-	0.193	0.193	0.076	-	-	-
D-C	468	-	0.121	0.276	0.097	0.193	0.193	0.193	0.193	0.076	-	-	-

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

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (W)		✓	526	100.000
B - Cross Keys Lane		✓	178	100.000
C - Sheffield Road (E)		✓	533	100.000
D - Cricket Club		✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	95	430	1
	B - Cross Keys Lane	93	0	85	0
	C - Sheffield Road (E)	431	102	0	0
	D - Cricket Club	5	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.19	8.84	0.2	A
B-AD	0.31	16.15	0.5	C
A-BCD	0.00	4.43	0.0	A
A-B				
A-C				
D-AB	0.01	6.43	0.0	A
D-BC	0.01	13.53	0.0	B
C-ABD	0.30	6.13	0.8	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-CD	64	570	0.112	63	0.1	7.097	A
B-AD	70	399	0.176	69	0.2	10.891	B
A-BCD	1	814	0.002	1	0.0	4.429	A
A-B	71			71			
A-C	323			323			
D-AB	4	602	0.006	4	0.0	6.021	A
D-BC	2	332	0.005	1	0.0	10.893	B
C-ABD	133	771	0.172	131	0.3	5.623	A
C-D	0			0			
C-A	269			269			

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-CD	76	544	0.141	76	0.2	7.701	A
B-AD	84	368	0.227	83	0.3	12.620	B
A-BCD	2	854	0.002	2	0.0	4.225	A
A-B	85			85			
A-C	386			386			
D-AB	4	586	0.008	4	0.0	6.186	A
D-BC	2	305	0.006	2	0.0	11.866	B
C-ABD	178	802	0.222	178	0.5	5.773	A
C-D	0			0			
C-A	301			301			

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-CD	94	501	0.187	93	0.2	8.817	A
B-AD	102	325	0.315	102	0.4	16.050	C
A-BCD	3	912	0.003	3	0.0	3.959	A
A-B	104			104			
A-C	472			472			
D-AB	6	565	0.010	5	0.0	6.428	A
D-BC	2	268	0.008	2	0.0	13.519	B
C-ABD	257	847	0.304	256	0.8	6.108	A
C-D	0			0			
C-A	330			330			

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-CD	94	501	0.187	94	0.2	8.842	A
B-AD	102	325	0.315	102	0.5	16.150	C
A-BCD	3	912	0.003	3	0.0	3.962	A
A-B	104			104			
A-C	472			472			
D-AB	6	565	0.010	6	0.0	6.430	A
D-BC	2	268	0.008	2	0.0	13.534	B
C-ABD	258	847	0.304	258	0.8	6.130	A
C-D	0			0			
C-A	329			329			

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-CD	76	543	0.141	77	0.2	7.728	A
B-AD	84	368	0.227	84	0.3	12.715	B
A-BCD	2	854	0.002	2	0.0	4.226	A
A-B	85			85			
A-C	386			386			
D-AB	4	586	0.008	5	0.0	6.192	A
D-BC	2	305	0.006	2	0.0	11.886	B
C-ABD	179	803	0.223	180	0.5	5.804	A
C-D	0			0			
C-A	300			300			

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-CD	64	569	0.112	64	0.1	7.130	A
B-AD	70	399	0.176	70	0.2	10.979	B
A-BCD	1	814	0.002	1	0.0	4.432	A
A-B	71			71			
A-C	323			323			
D-AB	4	601	0.006	4	0.0	6.024	A
D-BC	2	331	0.005	2	0.0	10.910	B
C-ABD	133	772	0.173	134	0.3	5.657	A
C-D	0			0			
C-A	268			268			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Proposed A6135 Sheffield Road, Cross Keys Lane Crossroads.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Revised Submission Models February 2023
Report generation date: 07/02/2023 11:07:01

«Proposed Junction - 2028 Predicted, Saturday
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Proposed Junction - 2028 Predicted					
Stream B-CD	D6	0.3	9.29	0.22	A	31 % [Stream B-AD]
Stream B-AD		0.5	16.76	0.35	C	
Stream A-BCD		0.0	4.45	0.02	A	
Stream D-AB		0.0	6.55	0.05	A	
Stream D-BC		0.0	13.76	0.02	B	
Stream C-ABD		0.6	5.97	0.26	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	A6135 Sheffield Road, Cross Keys Lane Crossroads
Location	Hoyland
Site number	
Date	15/12/2021
Version	
Status	(new file)
Identifier	
Client	Lidl
Jobnumber	20-369
Enumerator	BRYANGHALL\design
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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Predicted	Saturday	ONE HOUR	08:00	09:30	15

Proposed Junction - 2028 Predicted, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.21	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	Stream B-AD

Arms

Arms

Arm	Name	Description	Arm type
A	Sheffield Road (W)		Major
B	Cross Keys Lane		Minor
C	Sheffield Road (E)		Major
D	Cricket Club		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Sheffield Road (W)	8.39			100.0	✓	0.00
C - Sheffield Road (E)	8.39			100.0	✓	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	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 - Cross Keys Lane	One lane plus flare	10.00	5.00	3.65	3.65	3.65	✓	1.00	70	23
D - Cricket Club	One lane plus flare	8.61	5.00	3.37	3.37	3.37	✓	1.00	24	13

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.219	0.313	0.219	-	-	-
B-A	552	0.090	0.228	0.228	-	-	-	0.143	0.325	-	0.228	0.228	0.114
B-C	684	0.094	0.237	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	548	0.089	0.226	0.226	-	-	-	0.142	0.323	0.142	-	-	-
B-D, offside lane	552	0.090	0.228	0.228	-	-	-	0.143	0.325	0.143	-	-	-
C-B	632	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	685	-	-	-	-	-	-	0.238	-	0.094	-	-	-
D-B, nearside lane	533	0.138	0.138	0.314	-	-	-	0.220	0.220	0.087	-	-	-
D-B, offside lane	457	0.119	0.119	0.269	-	-	-	0.188	0.188	0.075	-	-	-
D-C	457	-	0.119	0.269	0.094	0.188	0.188	0.188	0.188	0.075	-	-	-

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

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Sheffield Road (W)		✓	522	100.000
B - Cross Keys Lane		✓	201	100.000
C - Sheffield Road (E)		✓	488	100.000
D - Cricket Club		✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	100	417	5
	B - Cross Keys Lane	104	0	97	0
	C - Sheffield Road (E)	395	91	0	2
	D - Cricket Club	25	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Sheffield Road (W)	B - Cross Keys Lane	C - Sheffield Road (E)	D - Cricket Club
From	A - Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.22	9.29	0.3	A
B-AD	0.35	16.76	0.5	C
A-BCD	0.02	4.45	0.0	A
A-B				
A-C				
D-AB	0.05	6.55	0.0	A
D-BC	0.02	13.76	0.0	B
C-ABD	0.26	5.97	0.6	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-CD	73	569	0.128	72	0.1	7.248	A
B-AD	78	402	0.195	77	0.2	11.055	B
A-BCD	7	816	0.009	7	0.0	4.449	A
A-B	75			75			
A-C	311			311			
D-AB	19	612	0.031	19	0.0	6.069	A
D-BC	5	328	0.014	4	0.0	11.114	B
C-ABD	114	754	0.151	112	0.3	5.612	A
C-D	1			1			
C-A	253			253			

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-CD	87	541	0.161	87	0.2	7.932	A
B-AD	93	372	0.251	93	0.3	12.898	B
A-BCD	10	856	0.012	10	0.0	4.253	A
A-B	89			89			
A-C	371			371			
D-AB	22	597	0.038	22	0.0	6.263	A
D-BC	5	303	0.018	5	0.0	12.094	B
C-ABD	151	781	0.194	151	0.4	5.722	A
C-D	1			1			
C-A	286			286			

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-CD	107	495	0.216	106	0.3	9.256	A
B-AD	115	329	0.348	114	0.5	16.636	C
A-BCD	15	914	0.016	15	0.0	4.002	A
A-B	108			108			
A-C	452			452			
D-AB	28	577	0.048	27	0.0	6.549	A
D-BC	7	268	0.025	7	0.0	13.747	B
C-ABD	216	820	0.263	215	0.6	5.958	A
C-D	2			2			
C-A	320			320			

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-CD	107	494	0.216	107	0.3	9.291	A
B-AD	115	329	0.348	114	0.5	16.762	C
A-BCD	15	914	0.016	15	0.0	4.004	A
A-B	108			108			
A-C	452			452			
D-AB	28	577	0.048	28	0.0	6.551	A
D-BC	7	268	0.025	7	0.0	13.764	B
C-ABD	216	821	0.263	216	0.6	5.975	A
C-D	2			2			
C-A	320			320			

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-CD	87	540	0.162	88	0.2	7.968	A
B-AD	93	372	0.252	94	0.3	13.011	B
A-BCD	10	856	0.012	10	0.0	4.254	A
A-B	89			89			
A-C	371			371			
D-AB	22	597	0.038	23	0.0	6.267	A
D-BC	5	303	0.018	5	0.0	12.115	B
C-ABD	152	782	0.194	153	0.4	5.745	A
C-D	1			1			
C-A	285			285			

09:15 - 09:30

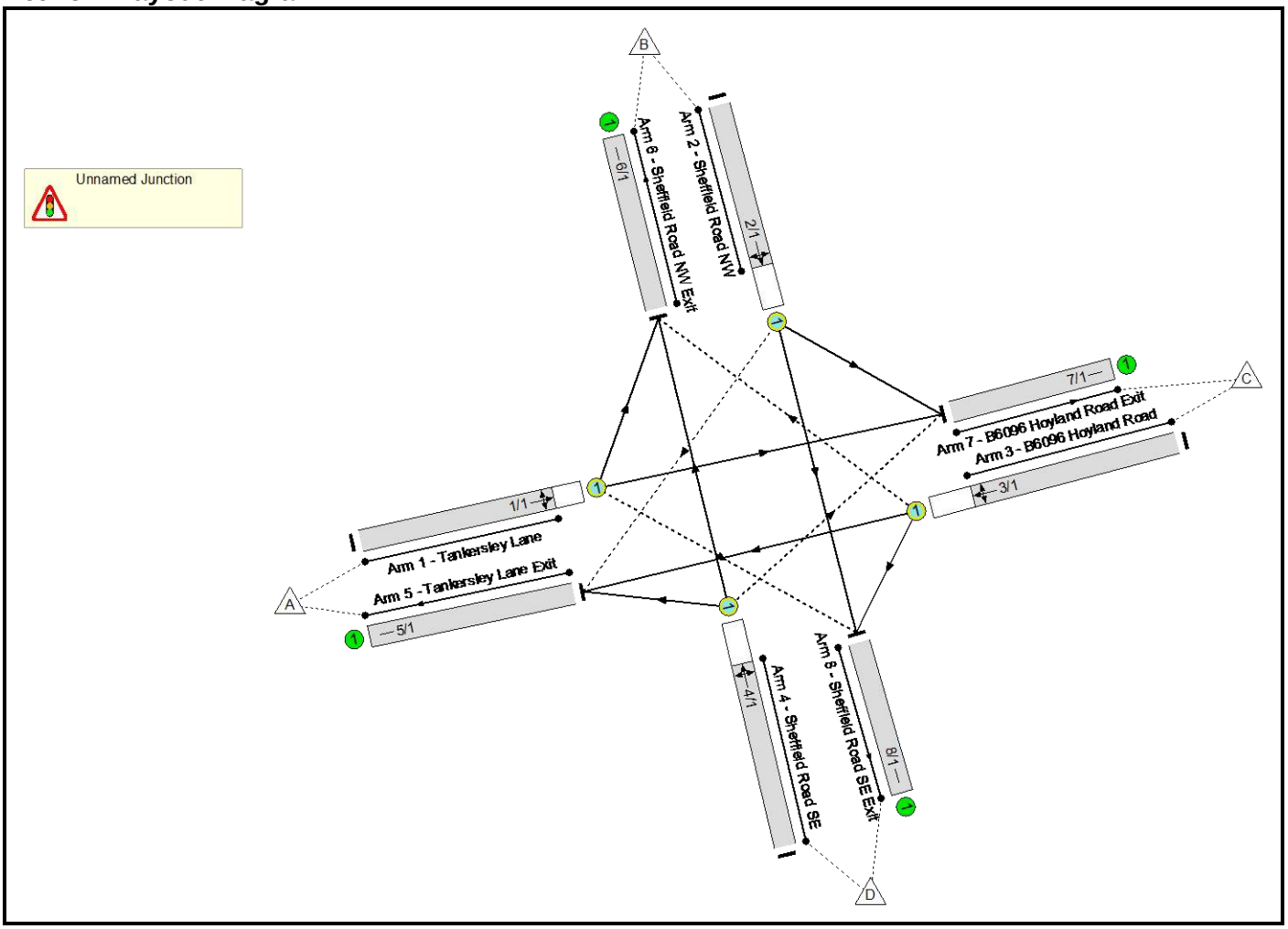
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	73	568	0.129	73	0.1	7.283	A
B-AD	78	402	0.195	79	0.2	11.158	B
A-BCD	7	816	0.009	7	0.0	4.453	A
A-B	75			75			
A-C	311			311			
D-AB	19	611	0.031	19	0.0	6.075	A
D-BC	5	328	0.014	5	0.0	11.137	B
C-ABD	114	754	0.151	115	0.3	5.640	A
C-D	1			1			
C-A	252			252			

Full Input Data And Results

User and Project Details

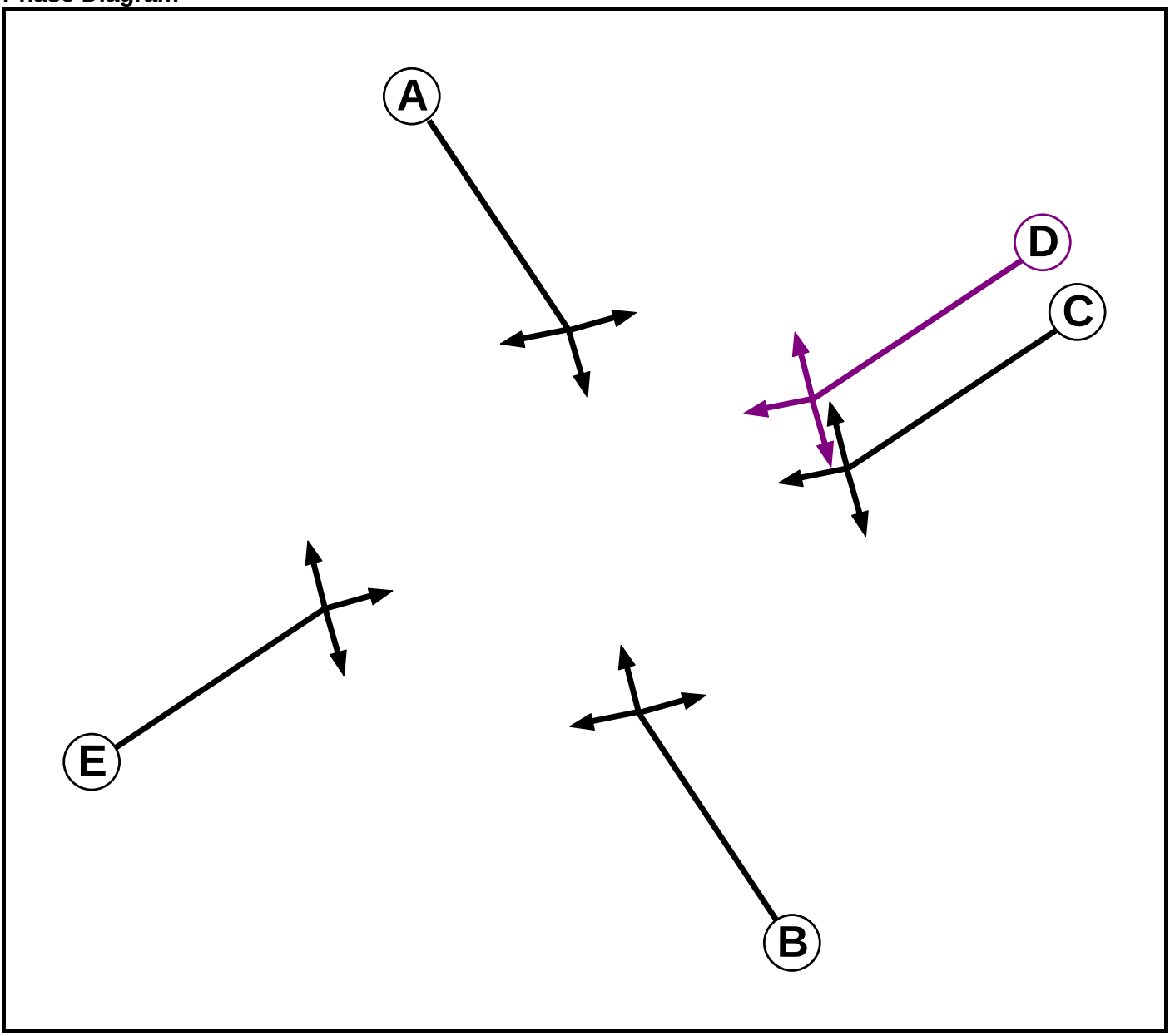
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Title:	**Sheffield Road / Tankersley Lane / Hoyland Road Signals**
Location:	
Client:	Lidl
Additional detail:	
File name:	Sheffield Road, Tankersley Lane, Hoyland Road.lsg3x
Author:	NC
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7

Full Input Data And Results

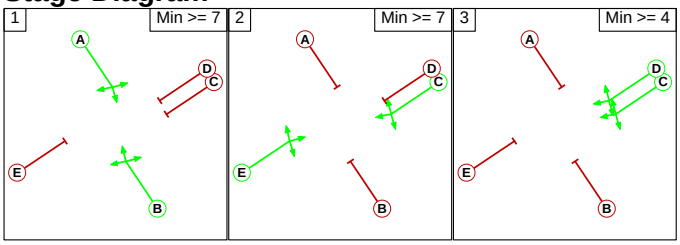
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	7	7	7
	B	-		7	7	7
	C	7	7		-	-
	D	7	7	-		7
	E	7	7	-	7	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C E
3	C D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	7
	2	7		7
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Tankersley Lane)	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	2.00	-	0.50	2	2.00
2/1 (Sheffield Road NW)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	3.00	-	0.50	3	3.00
3/1 (B6096 Hoyland Road)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	3.00	-	0.50	3	3.00
4/1 (Sheffield Road SE)	7/1 (Right)	1439	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	3.00	-	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Tankersley Lane)	O	E	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Left	6.00
											Arm 7 Ahead	Inf
											Arm 8 Right	10.00
2/1 (Sheffield Road NW)	O	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Right	10.00
											Arm 7 Left	6.00
											Arm 8 Ahead	Inf
3/1 (B6096 Hoyland Road)	O	C D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	6.00
4/1 (Sheffield Road SE)	O	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Left	6.00
											Arm 6 Ahead	Inf
											Arm 7 Right	10.00
5/1 (Tankersley Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Sheffield Road NW Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B6096 Hoyland Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Sheffield Road SE Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: '2028 Predicted PM'	17:00	18:00	01:00	
6: '2028 Predicted Sat'	11:00	12:00	01:00	

Scenario 5: '2028 Predicted PM' (FG5: '2028 Predicted PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	19	15	9	43
	B	13	0	367	157	537
	C	6	352	0	68	426
	D	3	81	48	0	132
	Tot.	22	452	430	234	1138

Traffic Lane Flows

Lane	Scenario 5: 2028 Predicted PM
Junction: Unnamed Junction	
1/1	43
2/1	537
3/1	426
4/1	132
5/1	22
6/1	452
7/1	430
8/1	234

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	44.2 %	1765	1765
				Arm 7 Ahead	Inf	34.9 %		
				Arm 8 Right	10.00	20.9 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	2.4 %	1716	1716
				Arm 7 Left	6.00	68.3 %		
				Arm 8 Ahead	Inf	29.2 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	1.4 %	1731	1731
				Arm 6 Right	10.00	82.6 %		
				Arm 8 Left	6.00	16.0 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	2.3 %	1901	1901
				Arm 6 Ahead	Inf	61.4 %		
				Arm 7 Right	10.00	36.4 %		
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Predicted Sat' (FG6: '2028 Predicted Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	10	8	3	21
	B	6	0	298	197	501
	C	12	332	0	74	418
	D	3	128	53	0	184
	Tot.	21	470	359	274	1124

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 Predicted Sat
Junction: Unnamed Junction	
1/1	21
2/1	501
3/1	418
4/1	184
5/1	21
6/1	470
7/1	359
8/1	274

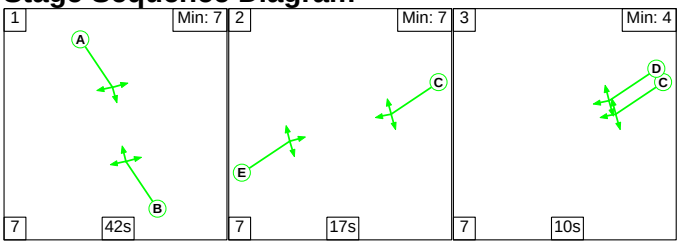
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	47.6 %	1767	1767
				Arm 7 Ahead	Inf	38.1 %		
				Arm 8 Right	10.00	14.3 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	1.2 %	1751	1751
				Arm 7 Left	6.00	59.5 %		
				Arm 8 Ahead	Inf	39.3 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	2.9 %	1732	1732
				Arm 6 Right	10.00	79.4 %		
				Arm 8 Left	6.00	17.7 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	1.6 %	1924	1924
				Arm 6 Ahead	Inf	69.6 %		
				Arm 7 Right	10.00	28.8 %		
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2028 Predicted PM' (FG5: '2028 Predicted PM', Plan 1: 'Network Control Plan 1')

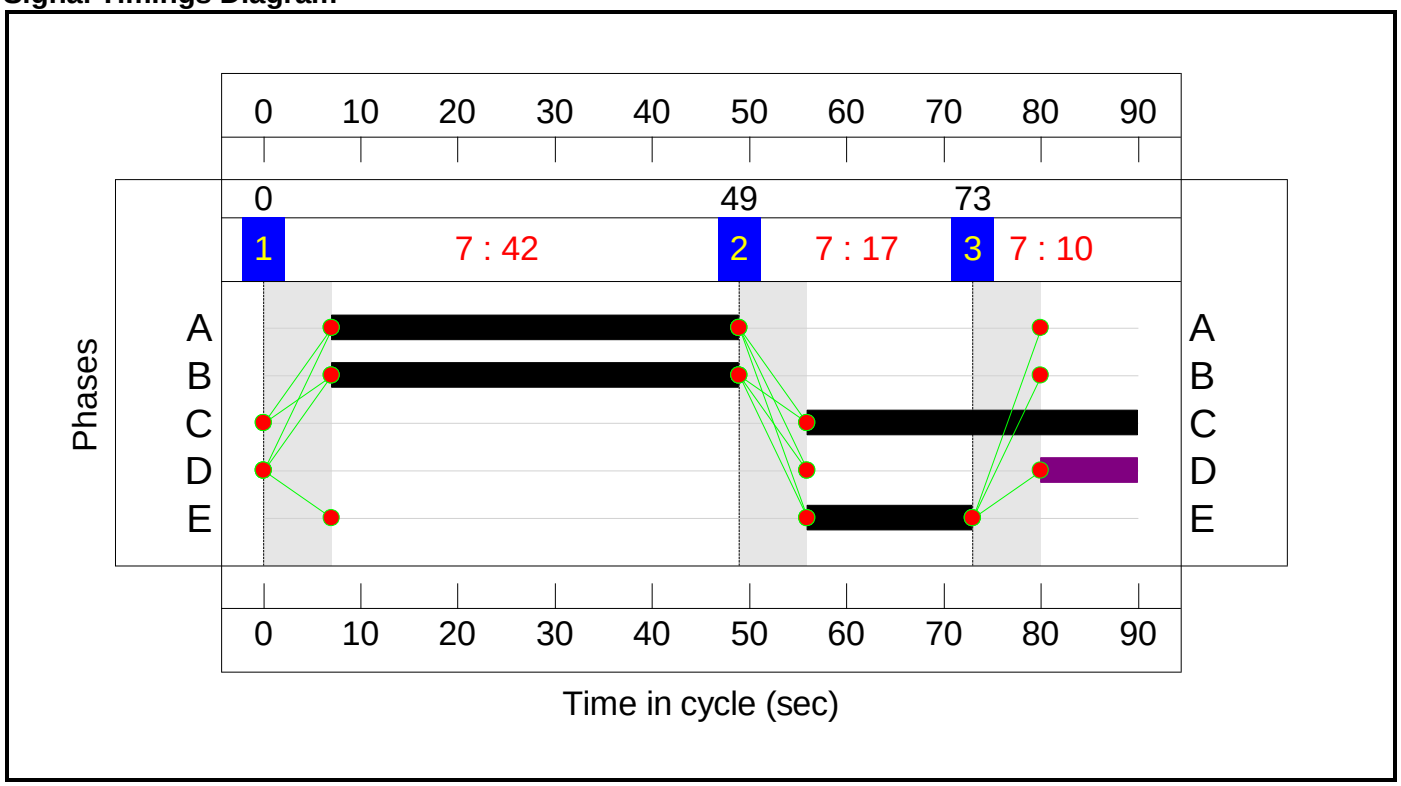
Stage Sequence Diagram



Stage Timings

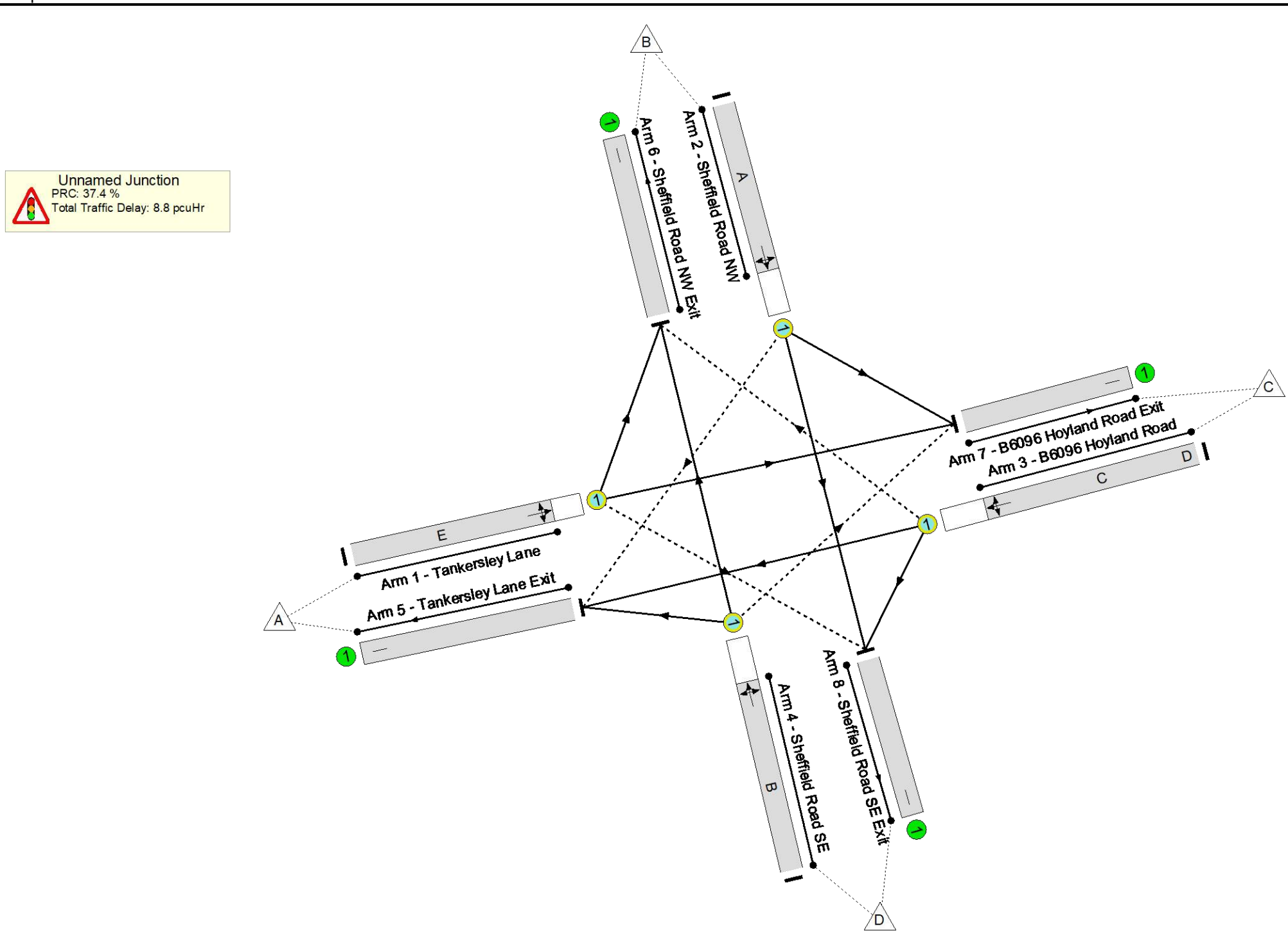
Stage	1	2	3
Duration	42	17	10
Change Point	0	49	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 37.4 %
Total Traffic Delay: 8.8 pcuHr
B
Arm 6 - Sheffield Road NW Exit
Arm 2 - Sheffield Road NW
A
C
Arm 7 - B6096 Hoyland Road Exit
Arm 3 - B6096 Hoyland Road
D
C
E
Arm 1 - Tankersley Lane
Arm 5 - Tankersley Lane Exit
A
B
Arm 4 - Sheffield Road SE
Arm 8 - Sheffield Road SE Exit
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.5%**
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	17	-	43	1765	353	12.2%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	42	-	537	1716	820	65.5%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	34	10	426	1731	652	65.3%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	42	-	132	1901	373	35.4%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%

Full Input Data And Results

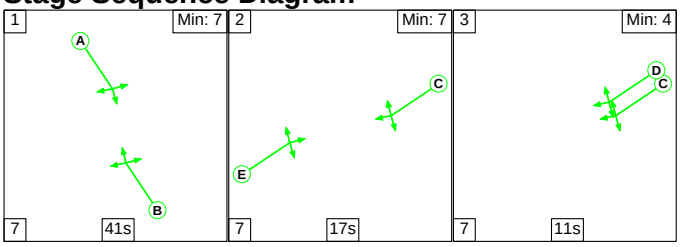
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**269**	**139**	**14**	**6.2**	**2.2**	**0.4**	**8.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**269**	**139**	**14**	**6.2**	**2.2**	**0.4**	**8.8**	**-**	**-**	**-**	**-**
1/1	43	43	9	0	0	0.4	0.1	0.0	0.4	35.4	0.9	0.1	0.9
2/1	537	537	13	0	0	2.7	0.9	0.0	3.6	24.2	10.1	0.9	11.1
3/1	426	426	202	139	12	2.7	0.9	0.2	3.9	32.6	8.8	0.9	9.7
4/1	132	132	46	0	2	0.5	0.3	0.1	0.9	24.1	1.8	0.3	2.1
5/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 37.4 Total Delay for Signalled Lanes (pcuHr): 8.78 Cycle Time (s): 90
PRC Over All Lanes (%): 37.4 Total Delay Over All Lanes(pcuHr): 8.78

Full Input Data And Results

Scenario 6: '2028 Predicted Sat' (FG6: '2028 Predicted Sat', Plan 1: 'Network Control Plan 1')

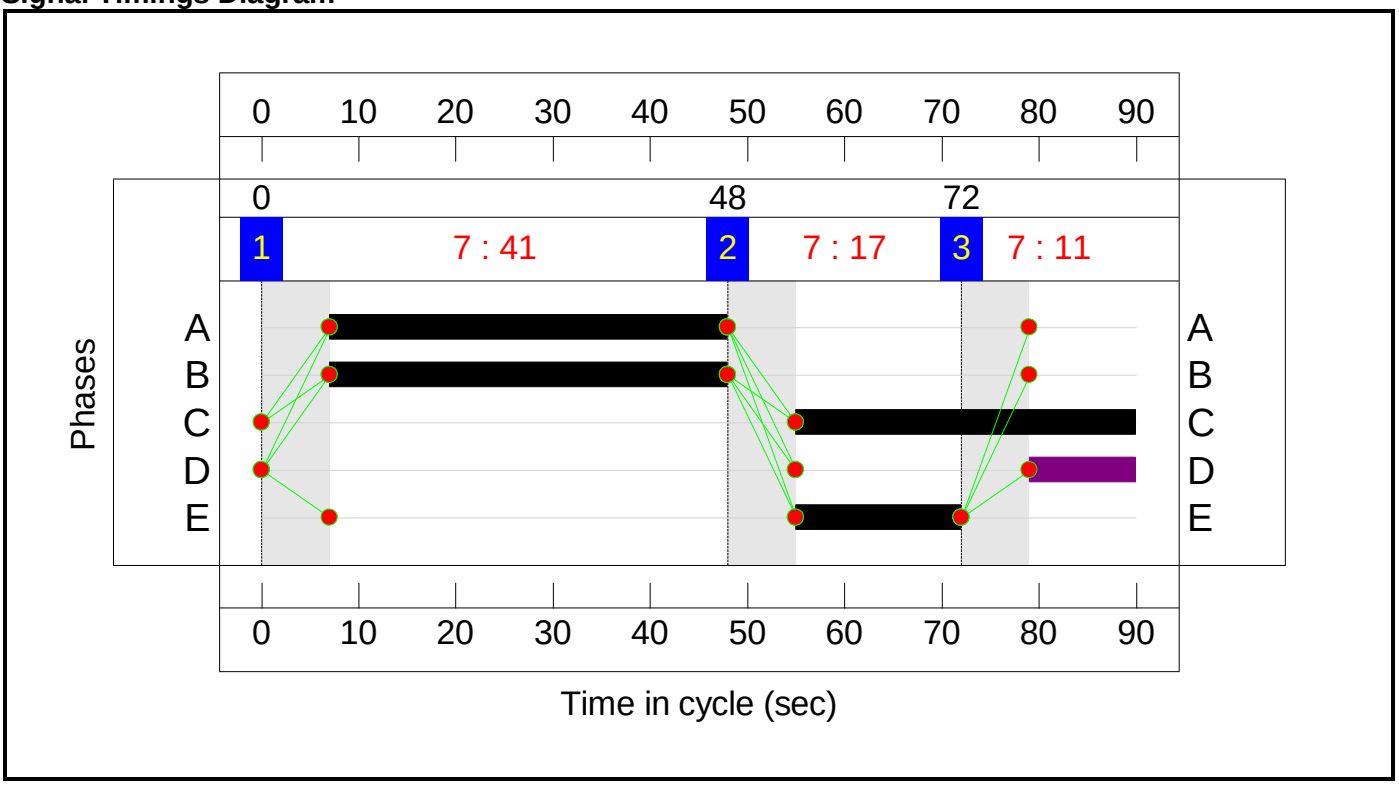
Stage Sequence Diagram



Stage Timings

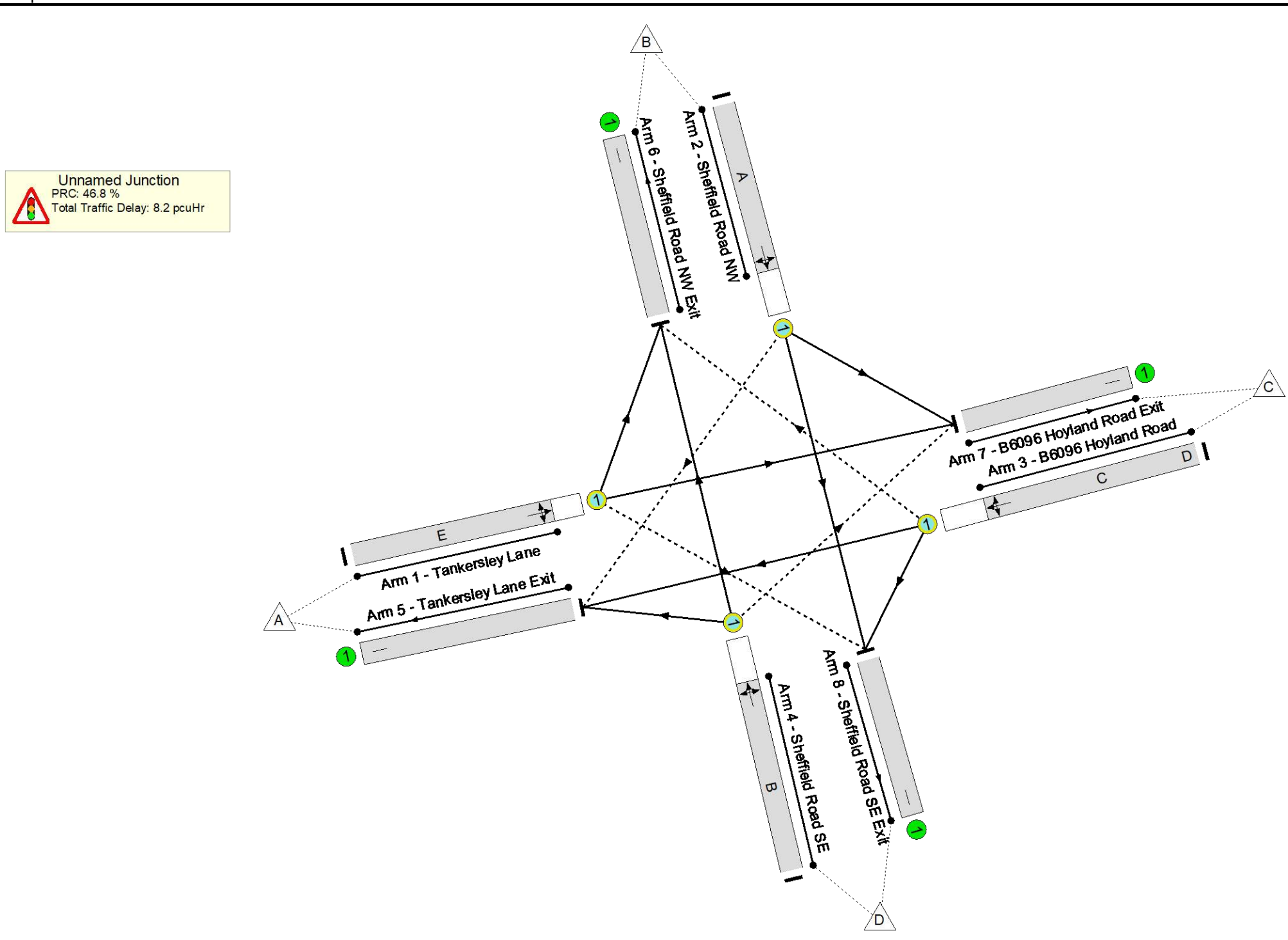
Stage	1	2	3
Duration	41	17	11
Change Point	0	48	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 46.8 %
Total Traffic Delay: 8.2 pcuHr
B
Arm 6 - Sheffield Road NW Exit
Arm 2 - Sheffield Road NW
A
C
Arm 7 - B6096 Hoyland Road Exit
Arm 3 - B6096 Hoyland Road
D
C
E
Arm 1 - Tankersley Lane
Arm 5 - Tankersley Lane Exit
A
B
Arm 4 - Sheffield Road SE
Arm 8 - Sheffield Road SE Exit
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.3%**
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	17	-	21	1767	353	5.9%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	41	-	501	1751	817	61.3%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	35	11	418	1732	690	60.6%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	41	-	184	1924	412	44.7%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**268**	**113**	**13**	**5.9**	**2.0**	**0.3**	**8.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**268**	**113**	**13**	**5.9**	**2.0**	**0.3**	**8.2**	**-**	**-**	**-**	**-**
1/1	21	21	3	0	0	0.2	0.0	0.0	0.2	34.7	0.4	0.0	0.5
2/1	501	501	6	0	0	2.5	0.8	0.0	3.3	23.6	9.3	0.8	10.1
3/1	418	418	208	113	11	2.5	0.8	0.2	3.4	29.5	8.2	0.8	9.0
4/1	184	184	51	0	2	0.7	0.4	0.2	1.3	25.1	2.7	0.4	3.1
5/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 46.8
PRC Over All Lanes (%): 46.8

Total Delay for Signalled Lanes (pcuHr): 8.19
Total Delay Over All Lanes(pcuHr): 8.19

Cycle Time (s): 90

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