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TASE Barnsley

Transport Statement

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SCP GENERAL NOTES

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This work has been undertaken in accordance with the quality management system of SCP.

CONTENTS

1	INTRODUCTION	3
	Site visit	3
	Site location	3
	Proposed development.....	4
	Report structure	5
2	POLICY CONTEXT	7
	National policy	7
	Regional and local policy	7
3	SITE AND SURROUNDINGS	10
	Local highway network	10
	Accident review.....	11
	Air Quality Management Areas.....	13
	Pedestrian accessibility	13
	Cycling accessibility	15
	Public transport accessibility	16
	Summary	18
4	PROPOSED DEVELOPMENT.....	19
	Proposed development.....	19
	Parking.....	20
	Internal parking circulation.....	23
	Deliveries and servicing.....	24
	Emergency access	24
	Construction.....	24
5	TRIP GENERATION.....	25
	Baseline Information	25
6	TRAFFIC IMPACT.....	34
7	SUMMARY AND CONCLUSIONS.....	37

TABLES

Table 4-1 Existing parking demand	22
Table 5-1 Existing trip generation (pupils)	25
Table 5-2 New cohort trip generation (pupils, no intervention)	27
Table 5-3 Pupil trip estimates (no intervention and with intervention)	30
Table 5-4 Staff trip estimates (no intervention and with intervention)	31
Table 5-5 Anticipated arrivals and departures profile	32
Table 6-1 Development traffic distribution	34
Table 6-2 Development traffic impact (no intervention)	35
Table 6-3 Development traffic impact (with intervention)	35

FIGURES

Figure 1-1 Site location	4
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Figure 1-2 Site layout	5
Figure 3-1 School access (from Eastgate).....	10
Figure 3-2 Accident study area	12
Figure 3-3 Walking accessibility within 2km.....	14
Figure 3-4 School access (from County Way)	15
Figure 3-5 Cycle accessibility within 5km	16
Figure 3-6 Public Transport accessibility	18
Figure 4-1 Development proposals	19
Figure 4-2 Alternative parking provision for staff	20
Figure 4-3 Parking survey locations.....	21
Figure 4-4 Proposed cycle parking location.....	23

APPENDICES

APPENDIX 1	ACCIDENT SCREENING REPORT	39
APPENDIX 2	PARKING MANAGEMENT PLAN (PMP).....	40
APPENDIX 3	TRAFFIC SURVEY DATA	41

1 INTRODUCTION

- 1.1 SCP have produced this Transport Statement (TS) on behalf of the Department for Education (DfE) in support of a planning application for the erection of three temporary modular classrooms at the existing Trinity Academy St Edwards (TASE) school, Barnsley, to accommodate a temporary increase of 180 pupils and 20 staff for the coming academic year, 2023 to 2024.
- 1.2 The site is located at Eastgate House in Barnsley town centre and can be accessed from the west via Eastgate and from the east via County Way. This site in Barnsley town centre already hosts 360 pupils and 30 staff from TASE temporarily whilst their new site is being constructed in Kingstone, to the south-west of Barnsley. However, this planning application focuses on the erection of three temporary modular classrooms and the addition of 180 pupils and 20 staff from September 2023 for one year.
- 1.3 This report describes the temporary impact anticipated at Eastgate House across the 2023/24 academic year, as TASE will relocate to their permanent site in Kingstone for the 2024/25 academic year when construction of the new facility will be complete.
- 1.4 This report assesses the transport-related aspects of the temporary school expansion and will be submitted alongside a corresponding Travel Plan (TP) and Parking Management Plan (PMP). These documents seek to encourage pupils, staff and visitors to use sustainable modes of transport when travelling to and from school and alleviate the impact of additional pupils attending the Eastgate House site.

Site visit

- 1.5 A site walkover was conducted on Tuesday 6th June 2023 between the hours of 08:00-09:30 to observe the school's AM peak period to consider the existing access and parking arrangements/movements by pupils, staff and visitors.
- 1.6 The surrounding highway network, pedestrian and cycle facilities, public transport connections and car parking areas in the vicinity of the site were reviewed to support the development of this report.

Site location

- 1.7 The site is located within Barnsley town centre and occupies an existing building which is owned by Barnsley College, known as Eastgate House.
- 1.8 The north of the site is bound by an offices and existing BMBC operated car parking, the east is bound by County Way. Beyond County Way there is a large public car park and further office

buildings. The south and west of the site is also bound by offices and the Eastgate road link respectively.

- 1.9 The location of the site can be viewed in the figure below which shows the site location and the approximate red-line boundary.

Figure 1-1 Site location



Source: Google Imagery (Generated in My Maps), 2023

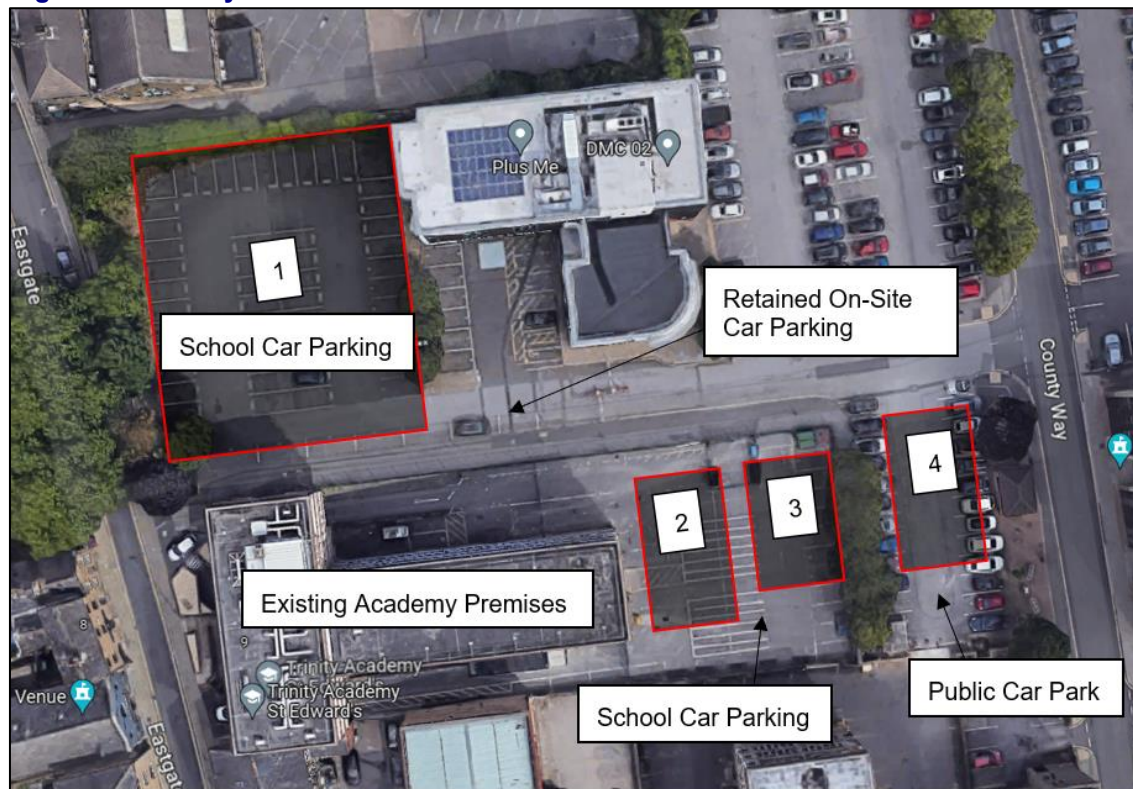
Proposed development

- 1.10 It is understood that access to the site is available via Eastgate and County Way. Pedestrian access and pupil drop off is possible only from Eastgate, whilst staff/visitor vehicular access is made from County Way.
- 1.11 The development proposals comprise the addition of three freestanding modular temporary classroom units within the existing parking areas, and the modification of an existing school car park into a new school playground, to accommodate the additional pupils. The following works will be undertaken as part of the proposals, which are identified in Figure 1-2.
- Area 1: Change of use from an existing school car park to a school playground. This will involve a loss of 53 TASE parking spaces.
 - Areas 2 and 3: Change of use from school playground to accommodate two modular classrooms. This will involve a loss of 30 TASE parking spaces (currently out of use to accommodate the existing playground).

- Area 4: Change of use from existing public car park to accommodate one modular classroom. This will involve a loss of 22 public parking spaces (car park currently blocked off).

1.12 To offset the parking losses, a new car parking area will be dedicated for staff use; this will be located to the north of the site, adjacent to Falcon Street. The dedicated car park will be accessed through the adjacent public car park and an access barrier will be installed. Up to 52 parking permits will be issued for this space to staff. Staff can access this car park via the footways on Falcon Street and Eastgate.

Figure 1-2 Site layout



Google Maps, 2023

Report structure

- 1.13 This report appraises the transport-aspects of the proposed development to ensure it meets the requirements of the local highway authority, Barnsley Metropolitan Borough Council (BMBC). The remainder of this report will be structured as follows:
- Chapter 2 will highlight national, regional and local policy relevant to the development;
 - Chapter 3 will describe the baseline context of the site and assesses the local accessibility
 - Chapter 4 will discuss the development proposals

- Chapter 5 will assess the anticipated trip generation of the site and considers the potential traffic impact
- Chapter 6 provides our summary and conclusions.

2 POLICY CONTEXT

- 2.1 It is necessary to understand the national, regional, and local planning policies which relate to the development in order to consider any impacts or opportunities associated with the proposals. Therefore, the following Chapter sets out the relevant policies and the report demonstrates how the development of the site would be able to meet these key policies.

National policy

National Planning Policy Framework (NPPF) – 2021

- 2.2 The revised National Planning Policy Framework (NPPF) sets out the current national planning policy and outlines the important role in what transport policies play in facilitating and enhancing sustainable development.
- 2.3 Paragraph 110 of this NPPF states that *“in assessing sites that may be allocated for development in plans, or specific applications for development it should ensure that:*
- *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*
 - *Safe and suitable access to the site can be achieved for all users*
 - *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*
 - *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively managed to an acceptable degree.”*
- 2.4 This TS has been designed to promote sustainable transport and reduce any potential impacts of the development on the local transport network for the duration of the development for the 2023/24 academic year.

Regional and local policy

Barnsley Local Plan – 2019

- 2.5 The Barnsley Local Plan was adopted in January 2019 and sets out the *“council’s strategic vision and priorities for housing, employment and commercial development, including transport*

infrastructure and protection of our local environment.” This document sets out key policies in relation to all developments, including education.

Policy SD1 Presumption in favour of Sustainable Development

2.6 *“When considering development proposals, we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.”*

2.7 The accompanying Travel Plan sets out objectives to reduce the need to travel especially by car and support sustainable travel and influence travel behaviour through encouraging walking, cycling and public transport.

Policy T3 New Development & Sustainable Travel

2.8 *“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 and guidance including where appropriate regard for cross boundary local authority impacts; 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 regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.”*

2.9 The town centre location and excellent public transport and active travel connections in the vicinity of the site will help to encourage sustainable travel and the pupils and staff will be informed of the most suitable travel options through the bespoke Travel Plan.

Barnsley Supplementary Planning Document: Parking – November 2019

2.10 The Parking Supplementary Planning Document sets out the level of car and cycle parking provision expected within new developments, which is as follows:

- *“For schools the car parking requirements would be: 1 space per 3 teaching staff and 1 space per 3 non-teaching staff.*
- *For schools, the cycle parking requirements would be: 1 long stay space per 10-30 pupils and 1 long stay space per 40 staff.*
- *The provision of parking for Powered two wheelers should be considered on the basis of 1 space per 20 car parking spaces.*
- *Disabled parking provision in non-residential development should be in addition to the maximum vehicle parking standards set out above and should be on a scale of 4% of the total number of spaces.”*

Barnsley Active Travel Strategy – 2019-2033

- 2.11 The Barnsley Active Travel Strategy sets out actions and targets to create a borough where active travel is a preferred choice. To achieve this the ATS sets out the target for travel to school by active travel; *“to increase the proportion of secondary school pupils to 65% (currently 31%) by 2033.”*
- 2.12 *“The main concern revolves around secondary school pupils with the numbers walking to school declining from 42.8% to just over 30%. Cycling levels for both primary and secondary school pupils have remained at low levels throughout the decade”*
- 2.13 The site is well located to encourage pupils and staff to walk, cycle or scoot to school considering the town centre location and surrounding footway network and cycle network provision and will be reviewed later in this document and supported by a TP encouraging active travel by all users.

3 SITE AND SURROUNDINGS

- 3.1 This chapter summarises the road network surrounding the site, reviews the most recently available reported 5-year accident data and presents a review of the accessibility of the site by walking, cycling and public transport modes.

Local highway network

Eastgate

- 3.2 Eastgate is a single carriageway one-way street which runs in a north to south alignment along the western perimeter of the development site. Eastgate provides the existing pedestrian access to the school, which is shown in Figure 3-1.

Figure 3-1 School access (from Eastgate)



- 3.3 Eastgate is accessed off the A635 and runs south past Barnsley College buildings before it reaches the school on the eastern edge of the carriageway. Eastgate then connects to Regent Street to the south of the school. The road is subject to a 30 mph speed limit and benefits from street lighting and footways on both sides of the carriageway.
- 3.4 There are double yellow parking restrictions along Eastgate for most of its length with some areas of on-street paid parking on the eastern side of the carriageway with room for approximately 7 vehicles.

- 3.5 To discourage parking directly outside the school pedestrian entrance there are some permanent bollards on the eastern side of the road; and it is understood that school staff place cones on both sides of the carriageway in the vicinity of the access during school opening and closing periods to further discourage waiting vehicles idling during drop-off or pick-up times.

County Way

- 3.6 County Way is a two-way single carriageway unadopted road which runs in a north to south direction to the east of the development site. County Way runs for approximately 340m, connecting to the A635 to the north and Regent Street to the south.
- 3.7 County Way currently provides vehicular access to the site including access to the staff car park which will be replaced by a playground as part of the development proposals as well as the bin and servicing area.
- 3.8 County Way is subject to a 30mph speed limit and benefits from street lighting and footways on both sides of the carriageway.

Regent Street

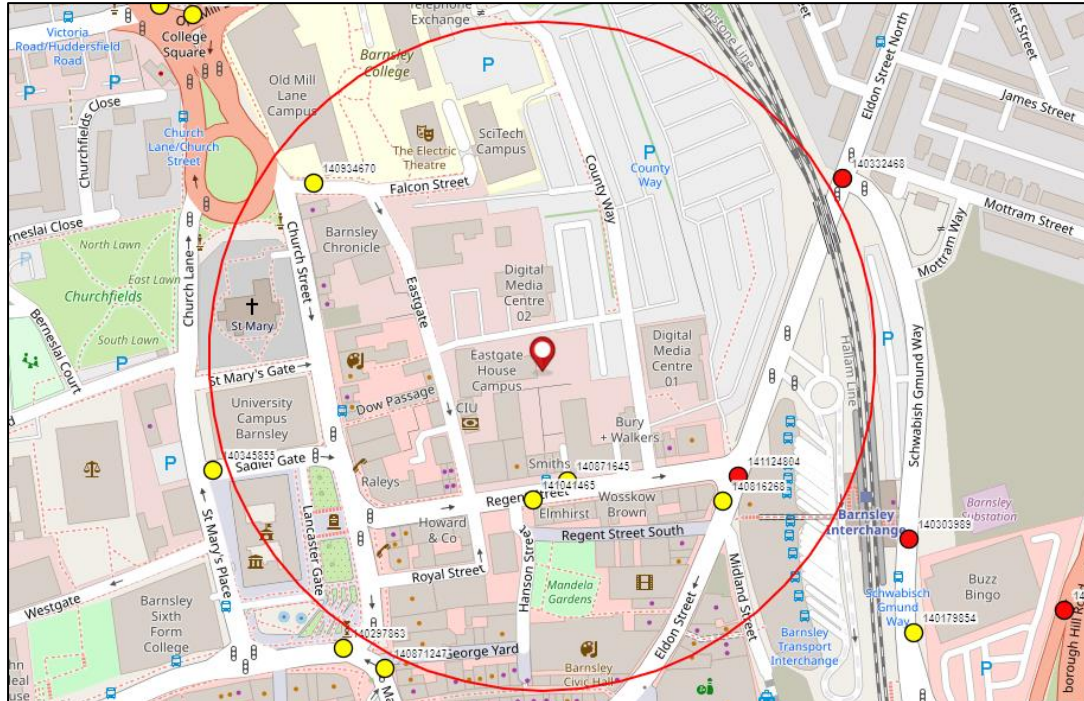
- 3.9 Regent Street is a one-way street which runs in a west to east direction approximately 60m to the west of the site, connected by both Eastgate and County Way. Regent Street runs for approximately 220m, connecting to the Church Street to the west and Eldon Street to the east, where Barnsley Interchange (bus and rail station) is located.
- 3.10 Regent Street is subject to a 30mph speed limit and benefits from street lighting and footways on both sides of the road.
- 3.11 There is a signalised pedestrian crossing located directly north of Regent Street's junction with County Way and another signalised crossing at its southern end where it connects to Eldon Street. These signalised crossings facilitate direct access to and from the site for pedestrians travelling between the school and the public transport services accessed from Barnsley Interchange.

Accident review

- 3.12 A review of reported accident data covering the most recently available five-year period has been undertaken using the published Department for Transport (DfT) data. This covers the years 2017-2021 and a map-based depiction of the available data has been provided, including the date, the number of vehicles involved, the number of casualties and the severity of any resulting injuries.

- 3.13 The accident study area covers the 200m area surrounding the site and includes the site access, the length of Eastgate, a 280m section of County Way, all of Regent Street and covers the entire route between the site and Barnsley Interchange (bus and rail station).

Figure 3-2 Accident study area



Source: SCP generated mapping using OpenStreetMap basemaps and DfT data, 2023

- 3.14 Across the study area, a total of 5 accidents were recorded within the 5-year period, with no accidents recorded at the site access or along either perimeter of the school. Of the 5 accidents recorded, 4 were categorised as 'slight' in severity, with one accident categorised as 'serious'.
- 3.15 The 'serious' accident occurred in December 2021 at the junction of Regent Street with Eldon Street in dark and wet conditions. The accident occurred outside of school drop-off and pick-up periods (c.22:00) when a vehicle collided with a pedestrian crossing the road, resulting in the 'serious' casualty of the pedestrian.
- 3.16 Of the remaining 'slight' accidents, one occurred on Eldon Street to the south of its junction with Regent Street in February 2019 when a vehicle collided with a pedestrian, resulting in the 'slight' casualty of the pedestrian.
- 3.17 Two 'slight' accidents were recorded on Regent Street. The first occurred in August 2019 when a bus collided with a pedestrian crossing the road and the second occurred in May 2021 in high winds and wet conditions when a car lost control and crashed their vehicle, resulting in the 'slight' casualty of the driver.

- 3.18 The final 'slight' accident occurred on Eastgate, just east of its junction with the A635 in February 2020 when a van collided with a pedestrian crossing the road, resulting in the 'slight' casualty of the pedestrian.
- 3.19 In summary, it is considered that the accident data does not demonstrate any significant trends or major insufficiencies in the highway network provision. No clusters of accidents have been identified across the study area within the five-year period, with no accidents recorded at the site access or around the immediate site perimeter. A full accident screening report can be found at [Appendix 1](#).

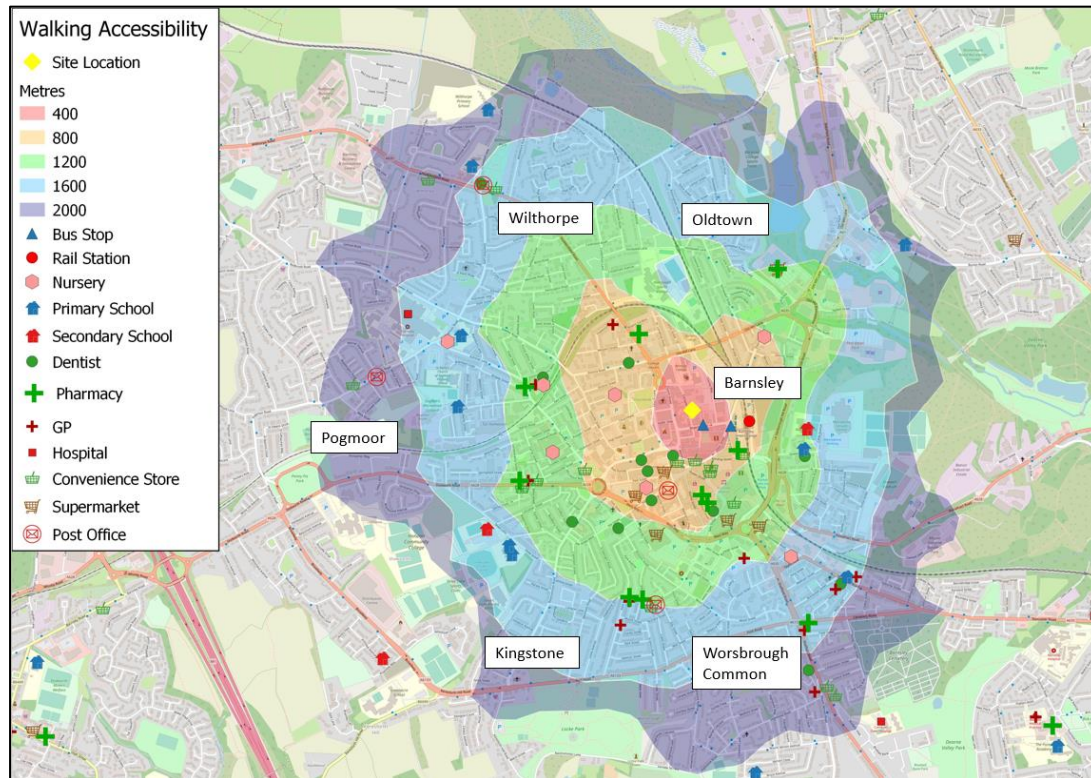
Air Quality Management Areas

- 3.20 Barnsley Air Quality Management Areas (AQMAs) have been reviewed. No AQMAs are in place in the vicinity of the site.

Pedestrian accessibility

- 3.21 Manual for Streets (MfS) guidance document developed by the Chartered Institute for Highways and Transportation (CIHT) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance, which site users may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.22 Industry standard Geographical Information System (GIS) TRACC software developed by Basemap and utilises the most up to date road and public transport network information to assess accessibility by a range of modes.
- 3.23 This software has been used to assess the accessibility of the development on foot for a 2km walk distance from the TASE site, as shown in Figure 3-3 below.
- 3.24 The plan shows the areas accessible within 400m from the site and demonstrates that a number of local residential areas such as Oldtown, Wilthorpe and Kingstone are all within walking distance of the site.

Figure 3-3 Walking accessibility within 2km



- 3.25 The TASE site is located within Barnsley town centre and as such has a range of facilities and amenities on offer within close proximity, including Barnsley Rail and Bus Interchange, and facilities including a post office, convenience stores, pharmacies, health facilities including a dentist and GP, and a post office.
- 3.26 The main pedestrian access to the site is from Eastgate which benefits from footways on both sides of the road, dropped kerbs, street lighting, and bollards to stop pavement parking along much of its length.
- 3.27 The TASE site can also be accessed from the eastern side of the site, from County Way as shown in Figure 3-4. As above, the pedestrian provision includes footways of both sides of the road, street lighting, dropped kerbs / tactile paving and level access.

Figure 3-4 School access (from County Way)

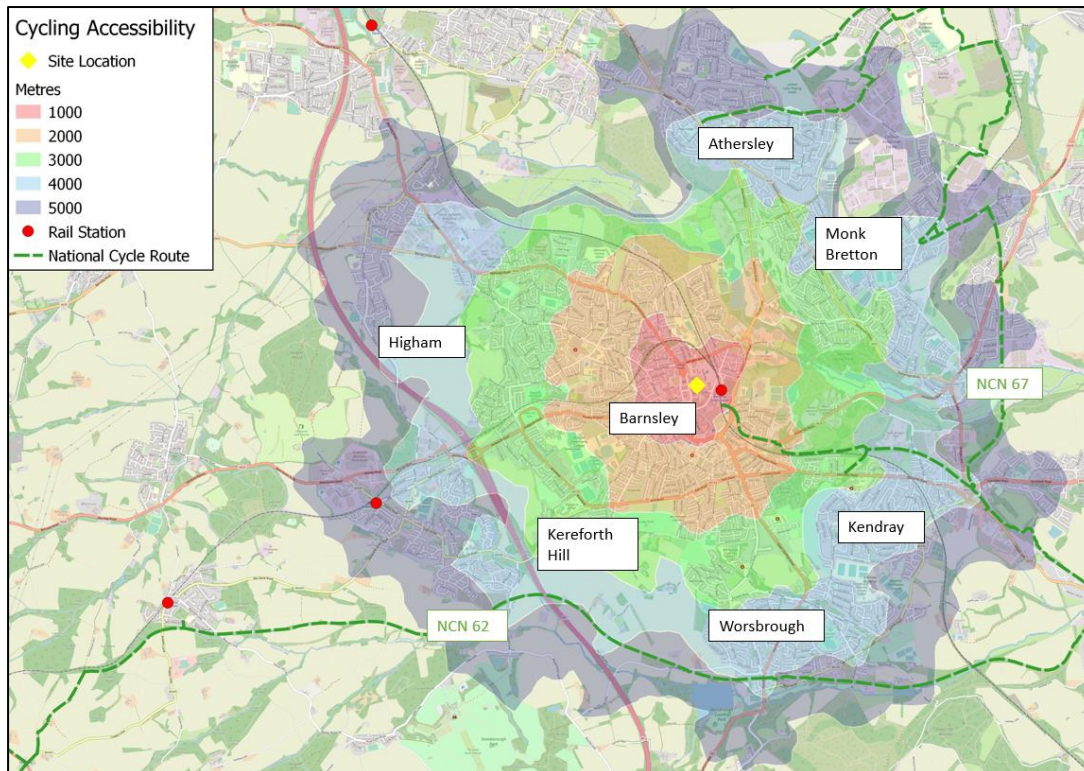


- 3.28 As noted above, Barnsley Rail and Bus Interchange is located in close proximity, within 300m of the site. Continuous pedestrian provision is in place for those travelling to the TASE site on foot from the local interchange, with a signalised crossing provided to the front of the interchange as well as dropped kerbs and tactile paving across the route, providing excellent access to the TASE site. Continuous footpaths are also provided between the school site and the bus stop on Regent Street.
- 3.29 Overall, the site benefits from good levels of accessibility by foot, with nearby residential areas only a short walk from the site. A number of transport connections are also provided in close proximity to the TASE site, enabling walking to be a viable alternative to private car use for existing and prospective staff and pupils of the school. The site is therefore considered to be well located to encourage pupils and staff to travel on foot.

Cycling accessibility

- 3.30 Transport policy identifies that cycling represents a realistic and healthy option, instead of the private car, for making journeys up to 8 miles/ 5km as a whole journey or as part of a longer journey by public transport.
- 3.31 As with the pedestrian analysis, TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown below.

Figure 3-5 Cycle accessibility within 5km



- 3.32 The analysis demonstrates that the nearby residential areas of Athersley, Monk Bretton and Higham, amongst others, are all located within the 5km catchment area from the TASE site.
- 3.33 Illustrated is the site's proximity to the National Cycle Route (NCR) network. It can be seen that NCR 62 and NCR 67 are in close proximity to the site, with route 62 forming part of the Trans-Pennine Trail providing local links between Penistone and Doncaster, and route 67 providing a connection between Chesterfield and Leeds, also as part of the Trans-Pennine Trail. The routes are provided as a mix of on-road and off-road routes.
- 3.34 As the application site is within a 5km cycle distance of a range of residential areas and associated facilities, cycling is considered to be a viable alternative to private car use for staff and pupils of TASE.

Public transport accessibility

Bus

- 3.35 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, in section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final

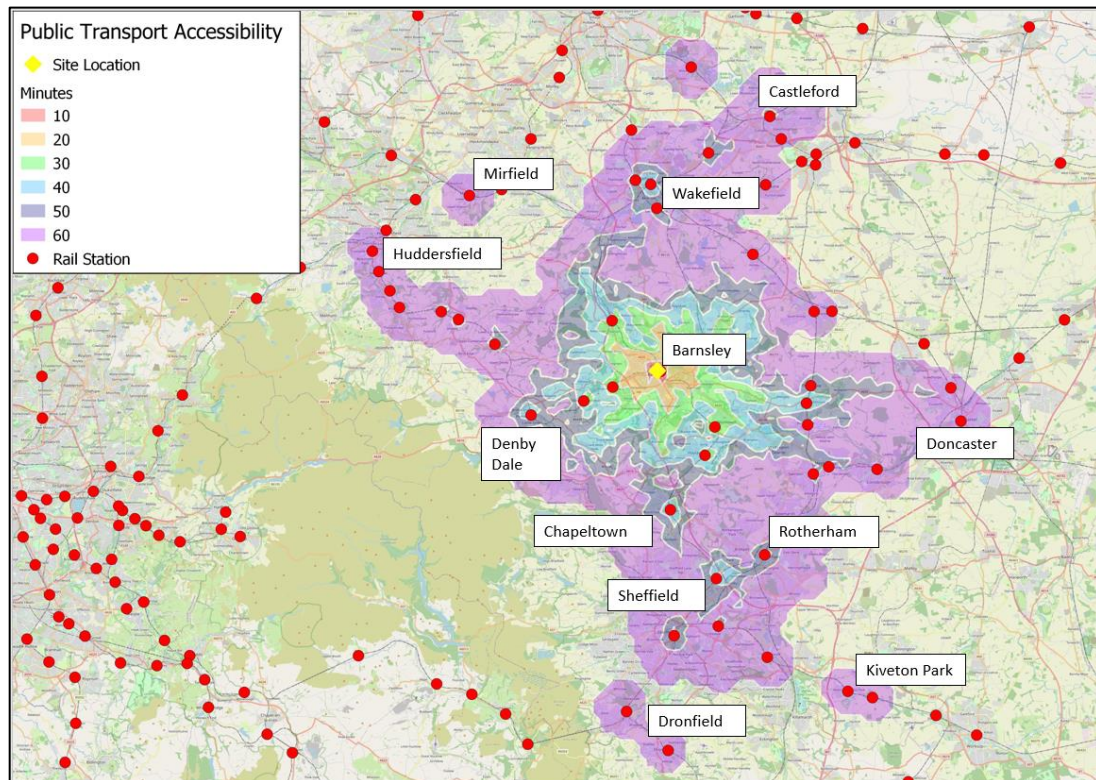
destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.”

- 3.36 As detailed earlier, there is a bus and rail interchange located on Eldon Street approximately 300m from the TASE site. Additional bus stops are located along Regent Street, in close proximity to the site.
- 3.37 Following review of the existing public transport data, it is considered that there is a good frequency of both school and standard bus services (in combination) stopping on Regent Street and nearby which provide convenient access to/from the TASE site to locations such as Rotherham, Doncaster, Wakefield and Sheffield centres, Pogmoor and Gilroyd amongst others.
- 3.38 The bus stop located on Regent Street is used by the dedicated school bus which runs from Keresford Close, where the new school site will be located, to the stop on Regent Street, arriving around 8.10am; and then reverses its route at the end of the school day, departing the stop at 14:45 on Mondays, Thursdays and Fridays, and at 15:45 on a Tuesday and Wednesday. The service is a single decker private coach which currently carries 25 pupils, as an average, with spare capacity.
- 3.39 The Regent Street bus stop provides a flag and pole, and a raised kerb for easier boarding/alighting. According to information provided by the client, a member of staff is on duty during the morning and after school periods to ensure that the pupils are behaving responsibly.

National Rail

- 3.40 Barnsley Railway Station is located within the Barnsley Interchange, which is within a 300m walk of the TASE site. It is a staffed station which provides both accessible ticket machines and a booking hall. Step-free access to all platforms is provided, along with a ramp for train access.
- 3.41 The station offers regular direct services throughout the week providing access to destinations including Leeds, Sheffield, Nottingham and Huddersfield, amongst other destinations.
- 3.42 The level of accessibility by public transport has been analysed using the Basemap TRACC software and is shown on below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 3-6 Public Transport accessibility



- 3.43 The above figure demonstrates that the site is within close proximity to a number of bus and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Wakefield, Huddersfield, Sheffield, Rotherham, Doncaster and Castleford, amongst others, are within an acceptable 60-minute commute time.

Summary

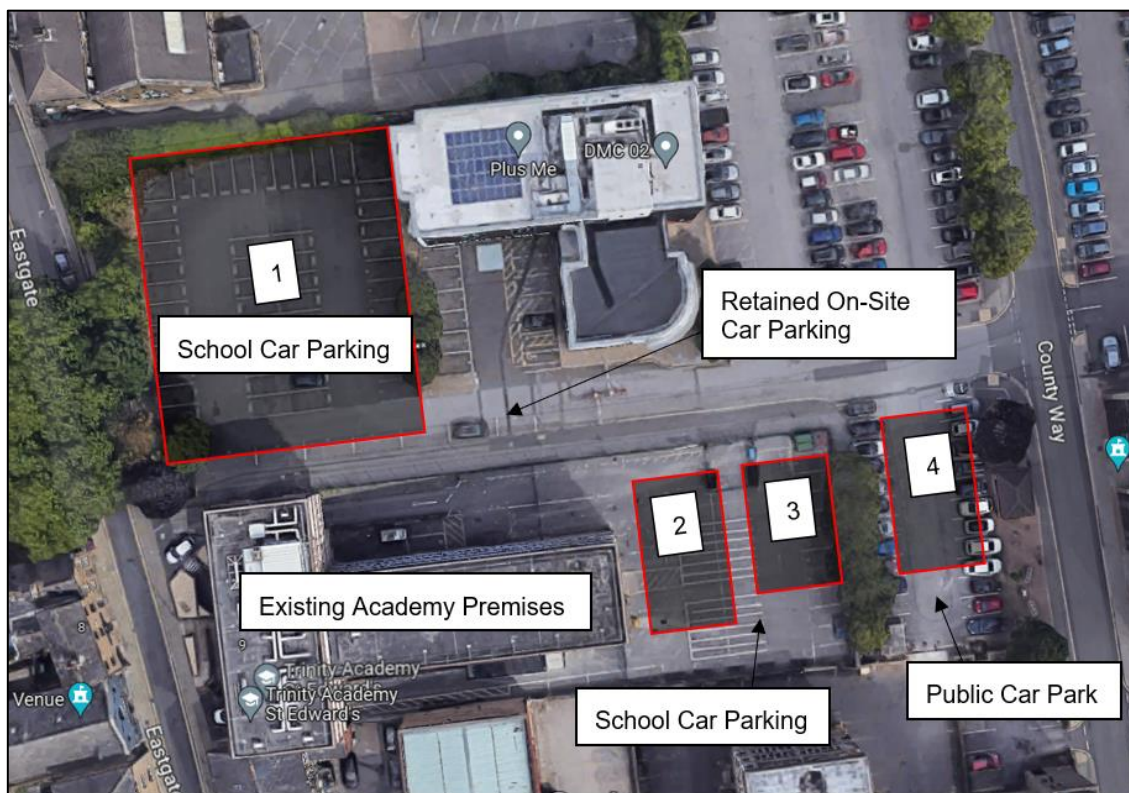
- 3.44 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes, due to its location within Barnsley town centre. Access to the site on foot and by cycle is well facilitated and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that staff and pupils at TASE will have a range of sustainable travel options available for use as an alternative to the private car.

4 PROPOSED DEVELOPMENT

Proposed development

- 4.1 The development proposals consist of the addition of three temporary freestanding modular classroom units to be located within existing parking areas on the Barnsley College site currently being used by TASE. The temporary modular classroom blocks will host pupils for the 2023/24 academic year before the school relocates to a different site in Kingstone.
- 4.2 The plan below highlights the existing premises being utilised by TASE, the locations of the three additional modular classrooms (areas 2, 3 and 4), the car park being repurposed as a school playground (area 1).

Figure 4-1 Development proposals



Google Maps, 2023

- 4.3 TASE currently accommodate 360 pupils and 30 members of staff at the Barnsley College site and have confirmed that they anticipate the development proposals will result in an additional 180 pupils attending the college and an additional 20 members of staff.
- 4.4 The addition of the temporary classrooms and school playground area will result in the loss of 83 school parking spaces and 22 public parking spaces.

- 4.5 The alternative arrangements for the lost parking spaces associated with the site proposals are discussed within the parking section of this chapter.

Parking

Car parking

- 4.6 As noted above within the proposed development section of this report, 83 TASE parking spaces are to be lost as a result of the development proposals, along with 22 public car parking spaces.
- 4.7 To offset the TASE parking losses, a new car parking area will be dedicated for use by staff, this will be located to the north of the site, adjacent to Falcon Street, as can be seen in Figure 4-2.
- 4.8 The dedicated staff park will be accessed through the public car park to the east, from County Way. An access barrier will be installed and up to 52 parking permits will be issued for use of this space to members of staff on a first come first served basis. No reservations will be in place at the time of occupation, however priority car share parking spaces will be considered if demand dictates.

Figure 4-2 Alternative parking provision for staff



Source: Google Maps, 2023

- 4.9 It is known that the Falcon Street car park is currently in use by Barnsley College SciTech Centre students. However, parking data received from BMBC has been analysed, and demonstrates the additional available capacity across the car parks in the local area.
- 4.10 Analysis of the existing parking demand using BMBC provided data has been undertaken to determine the potential impact of the loss of the 22 public parking spaces and take into account the loss of the 83 school parking spaces.
- 4.11 The BMBC provided parking surveys were conducted across a 7-day period in May 2022 and demonstrate the parking demand across four public parking areas surrounding the site, including the 22 spaces public parking spaces which will be lost and the area with 52 spaces to be dedicated for use by staff. The plan below highlights the four areas surveyed in relation to the approximate red-line boundary of the site.

Figure 4-3 Parking survey locations



Source: Google Maps, 2023

- 4.12 The number of vehicles parked in each of the four parking areas were recorded at three intervals throughout each day over a seven-day period. The maximum number of vehicles recorded at each parking site on a weekday has been taken to provide a snapshot of the capacity of these car parks.

- 4.13 The table below presents the total number of legal parking spaces available, the maximum number of vehicles recorded at 12pm on a weekday, the percentage of parking spaces used and the remaining available spaces for each of the four areas.

Table 4-1 Existing parking demand

Location	Total capacity	Max vehicles parked	% Capacity utilised	Available spaces
Area 1	458	270	59%	188
Area 2	245	221	90%	24
Area 3	116	115	99%	1
Area 4	174	146	84%	28
Total	993	752	83%	241

- 4.14 The table above shows that whilst the areas closest to the school (2 and 3) were found to have high maximum occupancies of between 90 and 99% respectively. However, plenty of capacity was available slightly further afield even at the busiest periods. Area 1 was recorded as having the lowest recorded occupancy rate of 59%, leaving 188 spaces vacant.
- 4.15 This analysis has shown that whilst 22 public parking spaces will be lost due to the modular classrooms and up to a further 52 public parking spaces to be lost due to the new dedicated staff parking area, there is capacity in the local area to accommodate any losses. A total of 74 public parking spaces may be lost, however, even at the busiest period recorded over a week, there were 241 vacant spaces in the area surrounding the school.
- 4.16 The accompanying PMP, found at Appendix 2, explores the changes to parking provision in further detail. However, in summary, the proposals are not anticipated to have an adverse impact on parking availability. Some vehicles may need to relocate from their current preferred parking locations, however nearby parking will be available for them to use during the temporary use of public parking areas during the 2023/24 academic year.

Disabled parking

- 4.17 BMBC guidance dictates provision of “one space for every employee who is a disabled motorist, plus 5% of the total actual provision for visitors and customers, plus a further 4% should be capable of enlargement or laid out as enlarged standard spaces. Spaces designated for disabled parking should be close to the building entrances. BS8300 sets out that spaces should be

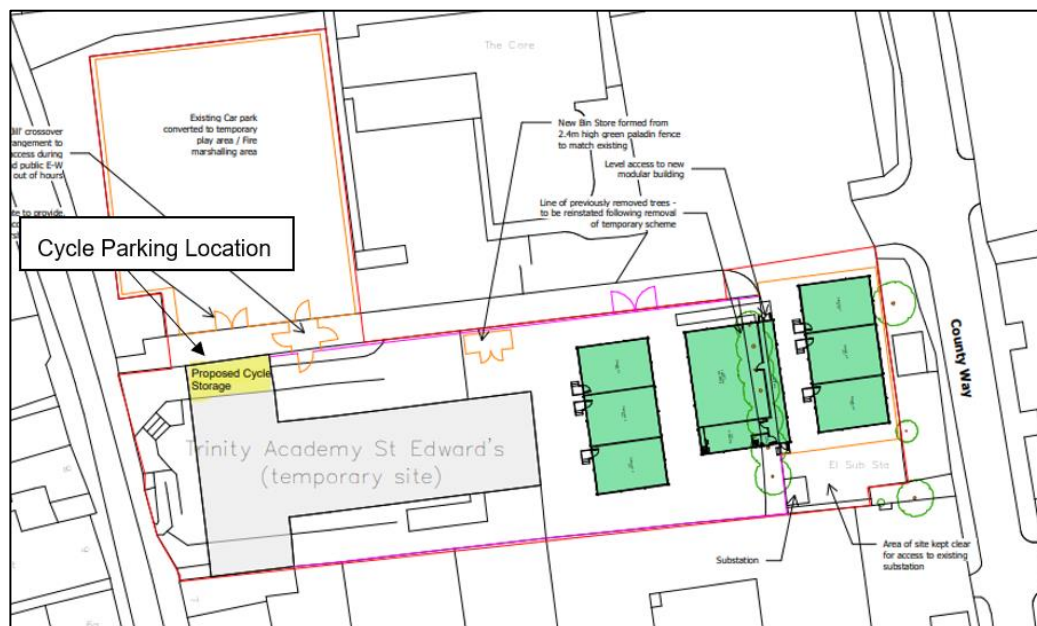
2400mm x 4800mm with a 1200mm wide marked access zone between spaces and a 1200mm wide safety zone for boot / rear access”.

- 4.18 Disabled parking will be allocated at the site on this basis. No new disabled staff members have been identified to date, and as such, 5% of the total replacement provision will be allocated to disabled visitors.

Cycle parking

- 4.19 BMBC guidance dictates that one long stay cycle parking space should be provided for every 10-30 pupils and one long stay space per 40 staff. This equates to 20 cycle parking spaces for the pupils and staff associated with the new cohort.
- 4.20 The cycle parking will be wall-mounted and provided within the student access tunnel, which provides cover from the elements and is in a secure area which is locked once pupils have arrived at the site. The cycle parking location is identified in Figure 4-4.

Figure 4-4 Proposed cycle parking location



Internal parking circulation

- 4.21 No drop-off or pick-up facility is currently provided on-site, and there are no plans to implement such a facility within the development proposals.
- 4.22 It is anticipated that any pupil pick-up and drop-off would take place on Eastgate, to the east of the site. As Eastgate is a one-way street with traffic restricted to north to south movements only, this naturally creates a pick-up circulatory system and should reduce any potential conflicts between vehicles using this route to pick-up and drop-off.

Deliveries and servicing

- 4.23 Refuse and recycling will be stored adjacent to the existing entrance to the TASE car park to the east of the existing building. Deliveries, refuse and recycling collection will be provided from County Way via a gated access to the waste disposal area.
- 4.24 Drivers of service vehicles (if they have not been on site before or obtained instructions in advance) should report to the reception desk at the main entrance. Drivers will be advised of the site rules in relation to the area they are parking at the time.
- 4.25 It is understood based on client provided information, that deliveries for food and other items are agreed prior with the site manager and delivered either before 8am or after 9am.
- 4.26 Should a vehicle need to be driven into the site, it should be done when the area is free from pupils. If this is not possible due to exceptional circumstances, then vehicles should be driven slowly through the site whilst sounding the horn and activating their hazard warning lights to alert all in the area. The site can be accessed via the waste disposal access gates from County Way.

Emergency access

- 4.27 Vehicular access from Eastgate is limited to vehicles less than 2.4m in height, as such emergency vehicle access is currently provided primarily from County Way. It is understood that this will continue. This provides access for the temporary classrooms and new playground location.

Construction

- 4.28 Construction of the three modular classroom blocks will take place over the school 2023 summer holiday period to avoid any potential conflict with pupils and staff currently attending the site.
- 4.29 During the short construction period, a small area of parking within the site, identified earlier as area 5, will be utilised as a welfare compound. This will result in the temporary loss of 10 parking spaces which will not impact staff parking due to the works taking place outside of term time.
- 4.30 Vehicles associated with the construction of the modular classrooms will access and depart the site using the existing access off County Way to the east of the site.

5 TRIP GENERATION

- 5.1 This chapter provides an estimate of the trips generated by the proposed development, for the existing pupils/staff at the site alongside the additional pupils/staff expected to attend the site from September 2023 during the weekday AM and PM peak hours.
- 5.2 This chapter sets out the methodology applied to the estimation of new trips and their distribution onto the surrounding transport networks associated with the new cohort for which this application applies.

Baseline Information

- 5.3 To estimate trip generation associated with the temporary increase of 180 pupils and 20 FTE staff, existing surveys undertaken by the Trust/School were requested. These datasets are summarised below.

Survey 1 – 2023 Existing pupils 'hands-up' survey

- 5.4 This survey identified by mode, how pupils on the day of the survey travelled to and from school on that day. The question stated was: “1. How did you travel here today” and “2. How will you travel home today”.
- 5.5 Of the 360 pupils enrolled, 301 provided responses in the AM and 302 in the PM. This data was factored to total enrolment of 360 pupils having provided responses. This is outlined below. Please note that all figures are subject to rounding:

Table 5-1 Existing trip generation (pupils)

Growth factor: 0.836 (301/360)			AM		PM	
Mode	AM	PM	Factored to 360 -Trips	%	Factored to 360 -Trips	%
Car	144	116	172	48%	139	39%
Bus (school)	15	22	18	5%	26	7%
Bus (public)	84	102	100	28%	122	34%
PT other	1	0	1	0%	0	0%
Cycle/Scooter	2	2	2	1%	2	1%
Walk	55	60	66	18%	72	20%
<i>* Rounded</i>	301	302	360	100%	361	100%

Survey 2 – 2023 Existing staff ‘hands-up’ survey

- 5.6 This survey identified by mode, how staff who were in on the day of survey travelled to and from school on that day. The question stated was: “1. How did you travel here today”.
- 5.7 Of the 30 staff, all assumed FTE for robustness, 47 responses were returned. This indicates that it is likely additional responses were provided (e.g., where a person may have travelled by train and then on-foot to the school). The results returned an estimate of 85% of staff travel by car; 6% travel by train and 9% walk. It is assumed that this is the same in the PM peak period.
- 5.8 As is typical of schools, it is assumed that the majority of staff arrive and depart outside of the peak period, however an assumption that 5% of the 85% arrive during the peak has been considered for robustness, which is considered to be reasonable as agreed with BMBC Highways.

Survey 3 – New cohort parent/guardian survey (June 2023)

- 5.9 A multiple-choice survey was conducted for new pupil parents/guardians. This indicated the anticipated modal choice for pupil travel to the temporary school upon occupation. The question posed was: “How will your child travel to Trinity St Edwards”. No guidance on number of modal responses parents/guardians would provide was outlined and as such, this survey returned multiple results by each respondent (193 responses by 130 respondents for a new cohort population of 180); for the purpose of comparison against the existing pupil travel choices and to estimate potential modal shift, additional analysis was required:
- 5.10 Of the 130 respondents, multiple responses were returned (193). The survey indicated that car was the preferred mode of travel (84), therefore the sustainable modes of transport have been adjusted accordingly where:
- 5.11 The remaining 109 responses (193-84) must be factored to account for the parent/guardians that have selected multiple modes of travel for any one pupil. This has been done by subtracting 84 (car) from 130 (total responses), giving a total of 46 users who may travel by sustainable modes. This is considered a robust and “worst case scenario” where, in reality, some pupils may travel by other methods on the majority of school days considering that the current access to public transport to the temporary school is known to be very good, for example.
- 5.12 To calculate what this factor is, we have divided 109/46, to get a factor of 2.37. This factor has then been applied to the sustainable travel mode totals, to provide the new estimated values provided in the table following. This was then converted to a percentage (based on 130 respondents). The percentage assigned to each mode of travel (based on 130 pupils) was then

applied to the new cohort total of 180, providing the new estimation of individual children travelling by each mode of transport.

- 193 total responses minus 84 car users = 109
- 130 minus 84 car users = 46
- Factor is: $109/46 = 2.37$

5.13 As noted below, based on the existing modal split illustrated by the survey, 116 (65%) of pupils could travel by car to the temporary school and the remainder (64 pupils, 35%) travel by sustainable modes.

Table 5-2 New cohort trip generation (pupils, no intervention)

How will your child travel to Trinity St Edwards?		= mode/factor 2.37 Single Day Trip by Mode (based on 130)	Modal Choice %	Trips by mode (based on 180 pupils)
Walk	47	20	15%	27
Bike	1	0	0.3%	1
DfE funded bus	23	10	7%	13
Public Bus	38	16	12%	22
Car	84	84	65%	116
Total	193	130	100	180
Total responses	130			

5.14 As noted above, based on the existing modal split, 116 (65%) of pupils could travel by car to the temporary school and the remainder (64 pupils, 35%) travel by sustainable modes.

5.15 It should be noted that as part of the additional temporary pupils/staff on-site, the existing DfE funded bus service will remain, and the required cycle provision to enable mode-shift for all users provided on-site for the duration of the anticipated 1 school year occupancy in this location. The detailed Travel Plan outlines all provisions required and is fundamentally linked to this assessment.

Estimated trip generation (intervention)

5.16 It is considered that modal choice indicated by the new cohort could be influenced by robust and realistic modal shift associated with the introduction of the Travel Plan report developed to support this application.

- 5.17 Below is a summary of the trip generation estimated following intervention. Additional detail of measures for achievement of these levels of modal shift are provided within the accompanying travel plan submitted as an appendix to this document. The modal splits indicated have been developed considering the approved application for the permanent school site and the existing survey information discussed above alongside review next to National Travel Survey (NTS) data. The NTS survey publicised modal splits were not used within the trip estimations for this temporary site, but considered as a tool with which to rationalise the targets identified for the new cohort.
- 5.18 Based on the new cohort survey, in the AM school peak, a reduction in single occupancy car usage by 10% and an increase in car sharing by 10% (resulting in 31% car usage), then sustainable travel might account for 59% of trips to school – of which 20% consist of walking; 6% cycling and 33% public transport.
- 5.19 In the PM period, by increasing the sustainable transport users, car usage can then again be reduced to 31% (car+car share) where of the additional 10% car usage reduction, 8% diverts to public transport and 2% travel home on foot. This behaviour is typical of schools where the existing pupil survey indicates difference in mode choice in PM and where schools are generally more car dominant in AM due to drop-off en-route to work but no pickup in PM as school peaks are typically 2 hours earlier than PM network (finish work) peak, as such, the predominance of sustainable travel home from school increases.
- 5.20 The table below illustrates the potential trip generation (1-way) associated with the 180 new pupil cohort both as a baseline (no intervention) and following potential mode-shift as the 'intervention' scenario. This is illustrated visually in the diagram for ease of understanding. The trip distribution illustrated has been based on information provided by the Trust indicating c.70% of pupils are dropped-off on Eastgate. The basis of the applied assumptions has been considered where we have existing modal split, projected new cohort modal split and with consideration to the National Travel Survey 2021 results. Additionally, considerations such as location, proximity to services/infrastructure etc, which have all been used to generate a realistic modal shift are all detailed within the Travel Plan.
- 5.21 Further method for the determination of the modal split targets applied to the new cohort has been outlined within the TP report, with this report to be read in conjunction.
- 5.22 Table 5-3 below illustrates potential intervention where modal-shift can influence mode choice for pupils and can reduce car trips to school. This has been estimated based on a variety of

assumptions as stated, all assumptions will be provided. In summary, it is considered that the new cohort could shift by the following:

Table 5-3 Pupil trip estimates (no intervention and with intervention)

PUPIL TRIP ESTIMATES																
Mode of travel	% of existing travelling by this mode		Existing 360 Pupils Trip Generation Summary* rounded		Anticipated % of 180 new cohort travelling by this mode (according to the survey)		No Intervention Trip Estimate		Intervention							
									180 cohort Trips rounded							
							Initial 180 cohort Trip Generation Summary* rounded		Potential mode split		Mode Shift Change		Potential mode split		Mode Shift Change	
AM	PM	AM	PM	AM	PM	AM	PM	AM	No.	%	PM	No.	%			
Walk	18%	20%	66	72	15%	17%	27	31	20%	36	+5%	22%	40	+7%		
Cycle	1%	1%	2	2	0.32%	0.32%	1	1	6%	11	+6%	6%	11	+6%		
Bus (school/public)	33%	41%	118	148	20%	28%	36	50	33%	59	+13%	41%	74	+8%		
Car (Including Car Share)	48%	39%	172	139	65%	55%	116	100	41%	74	10% car + 10% car share	31%	56	- 20% car + 10% car share		
Values subject to rounding	100%	100%	359	361	100%	101%	180	181	100%	180		100%	180			

Table 5-4 Staff trip estimates (no intervention and with intervention)

STAFF TRIP ESTIMATES												
Mode of travel	% travelling by this mode		Existing 30 Staff Trip Generation Summary* rounded		Anticipated % of 20 new staff travelling by this mode		No Intervention Trip Estimate (20 New Staff)		Intervention			
	AM	PM	AM	PM	AM	PM	AM	PM	Assume 80% of 85% car users travel outside of peak	Peak Staff Journeys	AM	PM
Car	85%	85%	26	26	85%	85%	17	17		5%	1	1
Sustainable Modes	15%	15%	4	4	15%	15%	3	3				
Values subject to rounding	100%	100%	30	30	100%	100%	20	20				

5.23 Table 5-3 and Table 5-4 above indicate that the proposed 180 pupil and 20 staff cohort following TP measure intervention and associated mode-shift. This information notes that travel by mode, following intervention can be broken down during the most robust assessment period during the AM school arrivals as:

- car 41% - 74 pupils (10% car share included);
- walk 20% - 36 pupils;
- cycling 6% - 11 pupils; and
- public transport/school bus 33% - 59 pupils.

- 5.24 In summary the two-way trip generation estimate for the proposed temporary additional pupils (180) is estimated as, following intervention, 74 pupil arrivals in the morning and 56 in the afternoon.
- 5.25 For staff, it is assumed that just 5% are likely to arrive/depart during the peak periods. Based on 20 new staff members, this results in 1 vehicle arriving during the peak period. A breakdown of the anticipated arrivals/departures of all vehicles to the school is demonstrated in Table 5-5.

Table 5-5 Anticipated arrivals and departures profile

<u>Summary of Arrival by time</u>		PUPILS		STAFF		<u>Summary of Departure by time</u>		PUPILS		STAFF	
TIME	PROP %	NO.	PROP %	NO.	TIME	PROP %	NO.	PROP %	NO.	TIME	PROP %
07:45-08:00	12%	9	85%	1	07:45-08:00	12%	9	0%	0		
08:00-08:15	37%	27	0%	0	08:00-08:15	37%	27	0%	0		
08:15-08:30	25%	18	10%	0	08:15-08:30	25%	18	0%	0		
08:30-08:45	27%	20	5%	0	08:30-08:45	27%	20	0%	0		
		74		1			74		0		
15:00-15:15	16%	9	0%	0	15:00-15:15	16%	9	0%	0		
15:15-15:30	21%	12	0%	0	15:15-15:30	21%	12	0%	0		
15:30-15:45	26%	14	0%	0	15:30-15:45	26%	14	15%	0		
15:45-16:00	38%	21	0%	0	15:45-16:00	38%	21	85%	1		
		56		0			56		1		

- 5.26 The arrival/departure profile has been determined using the June 2023 survey undertaken to determine trips associated with this development. As this information indicates, a maximum peak of 27 vehicles is likely to arrive at school during any one 15-minute period based on the observed traffic survey data (AM and PM). As discussed with BMBC Highways, visual validation of the survey footage indicates this to be true, with no anticipated queuing issues observed on the surveyed surrounding highway network.

-
- 5.27 The June 2023 traffic survey data can be found at Appendix 3.
- 5.28 In conclusion, following discussions between the DfE, BMBC Highways and SCP, the trips associated with the temporary uplift of 180 pupils to the existing temporary school site off Eastgate, Barnsley town centre, are detailed within this chapter. It is noted that the new 180 cohort of pupils will lead to a short-term increase in vehicular traffic associated with the temporary school however by nature of the proposal, this is temporary, with measures to discourage and minimise impact associated with vehicular traffic during this temporary uplift in cohort for the 2023/2024 academic year considered within this and the associated TP report.
- 5.29 This chapter has also outlined the raw user surveys undertaken by the School/Trust//DfE and BMBC on existing pupils/staff, and explained how this data has been utilised to determine a robust and realistic trip estimate for the 180 cohort whilst demonstrating mode-shift estimations to work towards or better, intrinsically linked to the associated Travel Plan and Parking Management Plan documents which accompany this application.
- 5.30 In summary, the temporary proposals are anticipated to have a short-term impact on the local highway network and are supported by a detailed and tangible Travel Plan report.

6 TRAFFIC IMPACT

- 6.1 The anticipated traffic impact of the scheme has been considered using both BMBC provided 2022 traffic data collected on County Way and bespoke surveys undertaken in 2023. Traffic associated with the development has been distributed across the local highway network based on estimated vehicle origins/destinations from the surrounding area. This impact assessment notes that vehicular movements on Eastgate (a one-way southbound link) are not two-way trips, and that all existing movements are likely to be school-based trips. A limited number of other road users are anticipated to utilise Eastgate during the typical school drop-off and pick-up periods.
- 6.2 Based on the assumption that 75% of vehicles associated with pupil pick-up / drop-off will use Eastgate and the remaining 25% and all staff vehicles will access via County Way, using information on routeing provided by the school, the estimated vehicle distribution for all vehicles associated with the development is outlined in Table 6-1 below.

Table 6-1 Development traffic distribution

Road link	Distribution
County Way (North)	20%
County Way (South)	5%
Eastgate (one-way)	75%
Regent Street (West, one-way)	75%
Regent Street (East, one-way)	80%

- 6.3 Based on the above traffic distribution, the potential traffic impact of the development for the 2023/24 academic year has been considered, as shown in

- 6.4 Table 6-2 below. This table indicates a ‘worst-case’ in respect to vehicular movement associated with the school, initially demonstrating the ‘No Intervention’ scenario during school peak periods.

Table 6-2 Development traffic impact (no intervention)

	Baseline Flow		Total Development		% Increase	
	AM	PM	AM	PM	AM	PM
County Way (North)	259	217	47	40	18%	18%
County Way (South)	195	66	12	10	6%	15%
Eastgate	124	86	88	75	71%	88%
Regent Street (West)	320	441	88	75	27%	17%
Regent Street (East)	331	441	94	80	28%	18%

- 6.5 Following intervention in the form of sustainable and non-motorised travel incentives as outlined in the associated travel plan, the ‘With Intervention’ scenario noted below indicates a reduction in the temporary impacts associated with proposed development vehicles.

Table 6-3 Development traffic impact (with intervention)

	Baseline Flow		Total Development		% Increase	
	AM	PM	AM	PM	AM	PM
County Way (North)	259	217	30	23	12%	10%
County Way (South)	195	66	7	6	4%	9%
Eastgate	124	86	56	43	45%	50%
Regent Street (West)	320	441	56	43	18%	10%
Regent Street (East)	331	441	60	46	18%	10%

- 6.6 As shown in the table above, the anticipated impact on County Way is minimal with all traffic associated with the operation of the school, including the addition of the

modular classrooms resulting in a maximum increase in vehicular traffic of 12% on the northern section of County Way during the AM peak period. On Eastgate, the anticipated temporary increase in traffic is noted whereby this link operates a one-way school dominated traffic link. As Eastgate is a one-way link with the predominant users of this link associated with school drop-off and pick up, the impacts on the local network/other users is anticipated to be limited. Additionally, review of the survey data video footage does not indicate any queuing back onto the A635 or at Regent Way from Eastgate.

- 6.7 It should be noted that alongside the submission of this TS, a bespoke Travel Plan has been produced for the school which will be used as a tool to encourage pupils and staff to travel to the site using sustainable modes, reducing the volume of vehicular trips associated with the scheme. It should be considered that the use of this site by the school is temporary in nature, and it will only be used for the 2023/24 academic year so any impacts are to be short-term and buoyed by the travel plan intervention aspirations.

Committed development

- 6.8 The area surrounding the proposed development site has been reviewed to consider any committed development in the area which has the potential to impact on the scheme or exacerbate any increases in vehicular traffic.
- 6.9 No committed developments were identified in the vicinity of the site which could be considered to have an impact on the development proposals. However, one relevant application which is currently under consideration and not yet decided or committed, is [2022/0736](#), a hybrid application for a multi-storey car park (386 spaces), active travel hub, public realm scheme, dwellings (136) and commercial space (1887 m²) located at the Seam car park. As this development is not yet decided or committed and due to the temporary nature of the proposed temporary school scheme, this development has not been considered within these assessments.

7 SUMMARY AND CONCLUSIONS

- 7.1 SCP have been instructed by Stock Leedham on behalf of the DfE to produce a Transport Statement in support of a planning application for the construction of three temporary modular teaching blocks and use of an existing car park as a playground for TASE at Eastgate House, in Barnsley town centre.
- 7.2 The works will be temporary in nature and the temporary classrooms will only be in place for the 2023/24 academic year to accommodate an increase in pupils and staff from September 2023 before the school relocates to a new location in Kingstone for the 2024/25 academic year.
- 7.3 A review of the accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 7.4 The development's level of sustainable accessibility is considered to be excellent due to the town centre location as shown through the TRACC analysis, with good walking and cycling routes for non-motorised users within the existing local highway network.
- 7.5 In terms of public transport, a wide range of destinations can be reached by bus or rail from the local 'Barnsley Interchange' which offers frequent bus and rail services throughout the local area. Additionally, a DfE school bus service is provided between Keresford Close (where the new school site will be located) and Regent Street at the beginning and end of the school day, providing a dedicated service alongside public services.
- 7.6 Regarding trip generation information, 85% of new staff are anticipated to travel by car to the site. However, parking demand has been carefully considered and parking has been allocated for staff within the Falcon Street car park currently used by Barnsley College SciTech Centre. The anticipated traffic impact of staff using County Way to access the car parking has also been considered and a temporary increase of 11% can be expected in the AM peak period on the northern section of County Way.
- 7.7 In terms of pupil drop off and pick up, this is encouraged to take place on Eastgate due to the natural circulation of the one-way street. A reasonable proportion of pupils are expected to travel to school by car with approximately 143 movements in the AM peak period and 84 movements in the PM peak period. However, the Travel Plan

document accompanying this document would seek to reduce this proportion of vehicle trips through the promotion of the excellent public transport connections and active travel network in the vicinity of the site.

- 7.8 Having regard to the vehicle trips associated with pupils and staff travelling to and from the site, the proposed development is not anticipated to result in a material intensification of the local highway network as the school is already operating at this location. The additional staff and pupils on site are only expected to produce an additional 18 vehicle movements in the AM peak period and 10 vehicle movements in the PM peak period, with most movements associated with the existing operation of the school in this location.
- 7.9 Based on the analysis conducted within this TS report, it is considered that from a traffic and transport perspective, that these proposals are acceptable where the travel plan report interventions and with modal shift achievement, the impacts are likely to be minimal, further to the temporary nature of these proposals.

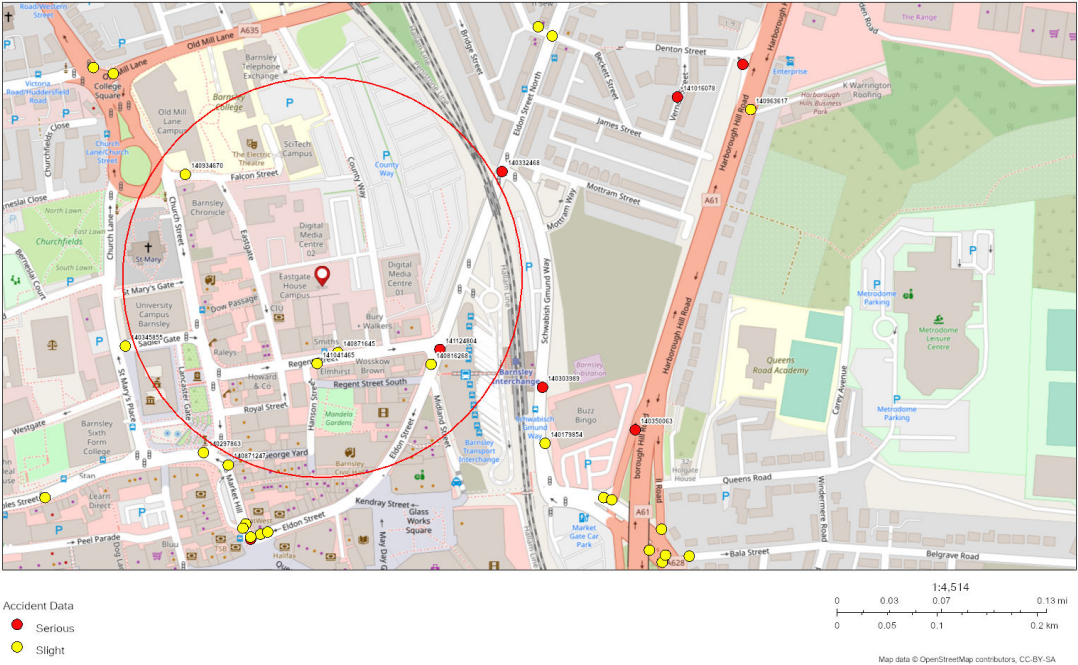
APPENDIX 1

ACCIDENT SCREENING REPORT

Area of Interest (AOI) Information

Area : 125,380.35 m²

Jun 6 2023 12:23:13 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Accident Data	5	N/A	N/A
Vehicle Data	5	N/A	N/A
Casualty Data	5	N/A	N/A

Accident Data

#	Easting	Northing	Year	Accident Severity	Number of Vehicles	Number of Casualties	Date	Day of
1	434641	406542	2019	Slight	1	1	14/02/2019	Thursday
2	434548	406553	2019	Slight	1	1	27/08/2019	Tuesday
3	434394	406730	2020	Slight	1	1	26/02/2020	Wednesday
4	434527	406542	2021	Slight	1	1	03/05/2021	Monday
5	434650	406557	2021	Serious	1	1	17/12/2021	Friday

#	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail	Junction
1	2:48 PM	Barnsley	Unclassified	0	Single carriageway	30	Not at junction or within 20 metres	Data missing of range
2	11:00 AM	Barnsley	Unclassified	0	Single carriageway	30	Not at junction or within 20 metres	Data missing of range
3	12:30 PM	Barnsley	Unclassified	0	Single carriageway	30	Other junction	Give way or uncontrolled
4	3:00 PM	Barnsley	Unclassified	0	Single carriageway	20	More than 4 arms (not roundabout)	Give way or uncontrolled
5	10:05 PM	Barnsley	Unclassified	0	Single carriageway	30	T or staggered junction	Auto traffic

#	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control	Pedestrian Crossing - Facilities
1	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Zebra
2	Daylight	Fine no high winds	Dry	None	None	Urban	Control by other authorised person	Zebra
3	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	No physical facilities within 50 metres
4	Daylight	Raining + high winds	Wet or damp	None	None	Urban	None within 50 metres	No physical facilities within 50 metres
5	Darkness - lights lit	Fine no high winds	Wet or damp	None	None	Urban	None within 50 metres	Zebra

#	Did Police Officer Attend Scene of Accident	Accident Reference	Category	Count
1	Yes	140816268	Accident	1
2	No	140871645	Accident	1
3	No	140934670	Accident	1
4	Yes	141041465	Accident	1
5	Yes	141124804	Accident	1

Vehicle Data

#	Year	Category	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction
1	2,019	Vehicle	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
2	2,019	Vehicle	1	Bus or coach (17 or more pass seats)	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
3	2,020	Vehicle	1	Van / Goods 3.5 tonnes mgw or under	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Leaving roundabout
4	2,021	Vehicle	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Cleared junction waiting/parallel junction exit
5	2,021	Vehicle	1	Car	No tow/articulation	Turning right	On main c'way - not in restricted lane	Entering main road

#	Skidding and Overturning	Hit Object in Carriageway	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Accident Reference	C
1	None	None	Nearside	Not known	Not known	16 - 20	2	Data missing or out of range	140816268	1
2	None	None	Front	Journey as part of work	Male	56 - 65	5	Urban area	140871645	1
3	None	None	Nearside	Other	Male	21 - 25	6	Small town	140934670	1
4	None	None	Front	Not known	Female	26 - 35	10	Urban area	141124804	1
5	None	None	Front	Other	Male	Over 75	16	Urban area	141041465	1

Casualty Data

#	Year	Category	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty
1	2,019	Casualty	1	1	Pedestrian	Male	36 - 45	Slight
2	2,019	Casualty	1	1	Pedestrian	Female	Data missing or out of range	Slight
3	2,020	Casualty	1	1	Pedestrian	Female	26 - 35	Slight
4	2,021	Casualty	1	1	Driver or rider	Male	Over 75	Slight
5	2,021	Casualty	1	1	Pedestrian	Male	16 - 20	Serious

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Accident_Reference	Co
1	Unknown or other	Unknown or other	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	140816268	1
2	On footway or verge	Unknown or other	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	140871645	1
3	In carriageway, crossing elsewhere	Crossing from driver's nearside	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	140934670	1
4	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	141041465	1
5	In carriageway, not crossing	Unknown or other	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	141124804	1

APPENDIX 2

PARKING MANAGEMENT PLAN (PMP)

Department for Education

Trinity Academy St Edward's

Parking Management Plan

230404

AUGUST 2023



SCP GENERAL NOTES

Project No.: 230404-TP-F (1.0)

Title: Trinity Academy St Edward's, Parking Management Plan

Client: Department for Education

Date: 15 August 2023

Author	<u>SS / AT</u>	Reviewer	<u>SS / AF</u>
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Revision	Date	Status	Prepared by	Approved by
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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

CONTENTS

1	INTRODUCTION	1
2	DEVELOPMENT PROPOSALS.....	2
3	CAR PARKING DATA	6
4	PARKING MANAGEMENT PLAN	9
	General Vehicle, Traffic Flow and Pupil Management	9
	Operation of the Standard On-Site and Falcon Street Parking Bays	9
	Operation of the Disabled Parking Bays.....	10
	After-School and Special Events	11
	Staff Training Events	12
	Overspill Parking.....	12
	Taxi / Private Vehicle Drop-Off Arrangements	13
	Parking Management.....	13
	Car Parking Management Communication.....	13
5	CONCLUSION.....	15

1 INTRODUCTION

- 1.1 This Parking Management Plan (PMP) has been prepared for Trinity Academy St Edward's (TASE) on behalf of the Department for Education (DfE), to support a planning application for the erection of three temporary modular classrooms, to accommodate a temporary increase of 180 pupils and 20 staff for the coming educational year, 2023 to 2024.
- 1.2 This PMP is submitted to Barnsley Metropolitan Borough Council (BMBC) to support the Transport Statement, and BMBC's requirements with regard to parking management at the site.
- 1.3 The following report sets out TASE's approach to parking management at the existing school and as part of the required management to enable the temporary additional pupils on site. This document should be read in conjunction with the associated Transport Statement (TS) and Travel Plan (TP) reports.

2 DEVELOPMENT PROPOSALS

- 2.1 The location of the site can be viewed in Figure 2-1 below which shows the site location and the approximate red-line boundary.

Figure 2-1 Site location



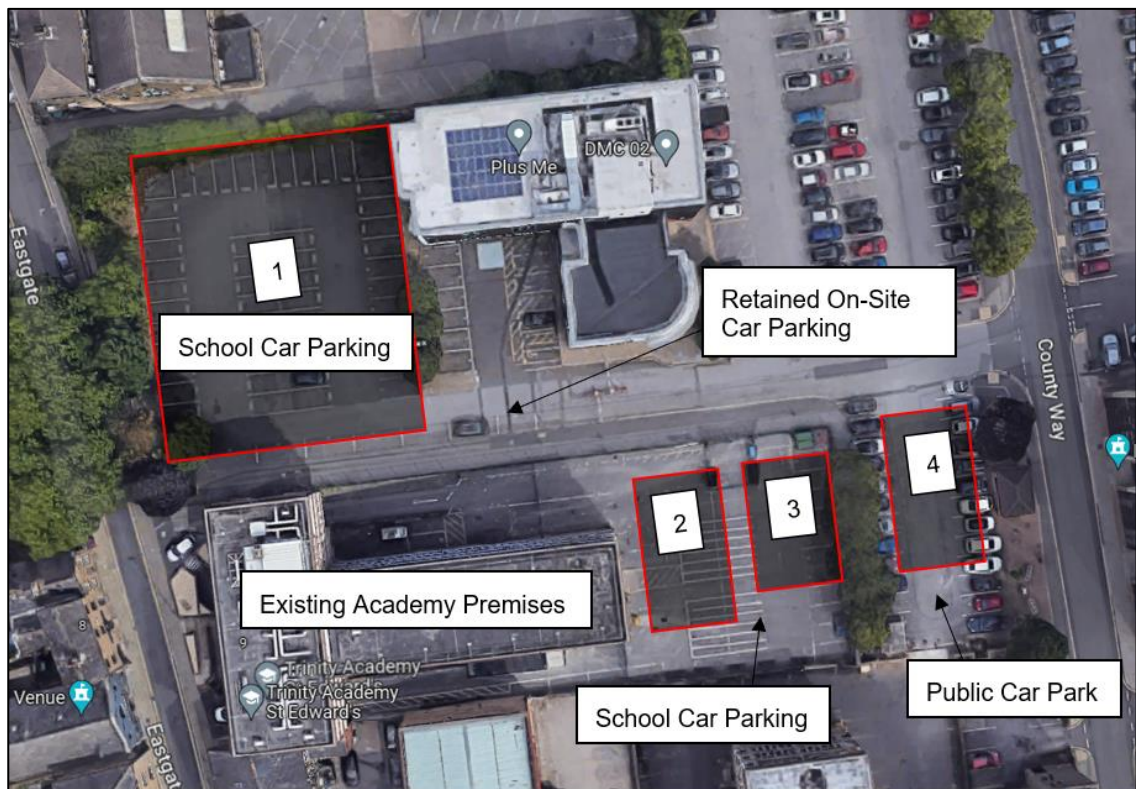
Source: Google Maps

- 2.2 The development proposals comprise the addition of three freestanding modular classroom units within the existing parking areas, and the modification of an existing school car park into a new school playground, to accommodate the additional pupils. The following works will be undertaken as part of the proposals, which are identified in Figure 2-2:

- Area 1: Change of use from an existing school car park to a school playground. This will involve a loss of 53 TASE parking spaces.
- Areas 2 and 3: Change of use from school playground to accommodate two modular classrooms. This will involve a loss of 30 TASE parking spaces (currently out of use to accommodate the existing playground).
- Area 4: Change of use from existing public car park to accommodate one modular classroom. This will involve a loss of 22 public parking spaces (car park currently blocked off).

- 2.3 To offset the parking losses, a new car parking area will be dedicated for staff use; this will be located to the north of the site, adjacent to Falcon Street. The dedicated car park will be accessed through the adjacent public car park and an access barrier will be installed. Up to 52 parking permits will be issued for this space to staff. Staff can access this car park via the footways on Falcon Street and Eastgate.

Figure 2-2 Development proposals



Source: Google Maps

- 2.4 83 TASE parking spaces are to be lost as a result of the development proposals, along with 22 public car parking spaces.
- 2.5 To offset the parking losses, a new car parking area will be dedicated for staff; this will be located to the north of the site, adjacent to Falcon Street, as can be seen in Figure 2-3.

Figure 2-3 Car parking replacement proposals



Source: Google Maps

- 2.6 The dedicated car park will be accessed through the public car park to the east, from County Way. An access barrier will be installed and up to 52 parking permits will be issued for this space to staff on a first come first served basis. No reservations are proposed in place at the time of occupation; however, priority car share parking spaces will be considered if demand dictates.
- 2.7 It is known that the Falcon Street car park is currently in use by Barnsley College SciTech Centre students. However, parking data received from BMBC has been analysed (see chapter 3 of this report) and demonstrates that additional capacity is

available in the adjacent Seam car parks to offset the losses resultant from the development proposals. This is further explored in Section 3 and in the accompanying TS.

- 2.8 Disabled car parking and cycle parking will be provided in line with BMBC guidance.
- 2.9 The layout of the car park will remain unchanged, with car parking to the north and south of the aisle, and manoeuvre space within the central area.
- 2.10 The method of operation of the car park and existing on-site car parking is detailed in the following chapters.
- 2.11 The car park will provide sufficient accommodation for the predicted demand from staff and visitors, thereby ensuring that overspill parking onto local roads does not take place, and that the staff car park is able to satisfactorily accommodate all demand on-site. This is demonstrated in the associated Transport Statement which accompanies this PMP.
- 2.12 The following chapter reviews the parking data provided by BMBC and summarises the approach that TASE will take to management of the car parking provision.

3 CAR PARKING CONSIDERATIONS

- 3.1 Analysis of the existing parking demand using BMBC provided data has been undertaken to determine the potential impact of the loss of the 22 public parking spaces and 83 school parking spaces. Additionally, anecdotal evidence from a site walkover which was conducted on Tuesday 6th June 2023 has contributed information on existing car parking arrangements and demand in the area surrounding the site.
- 3.2 The parking surveys, provided by BMBC, were conducted over a seven day period in May 2022 and the data demonstrates the parking demand across four public parking areas surrounding the site, including the 22 public parking spaces which will be lost and the Falcon Street parking area with 52 spaces which will be allocated for use by staff.
- 3.3 The plan below highlights the four parking areas surveyed by BMBC in relation to the approximate red-line boundary of the site. This information was provided in surveys supplied by BMBC. Surveys were undertaken by Arcadis in 2022, for all four car parks in question.

Figure 3-1 Parking survey locations



Source: Google Maps

- 3.4 The number of vehicles parked in each of the four areas were recorded at three intervals throughout each day over a seven day period. The maximum number of vehicles recorded at each of the parking sites on any of the five weekdays covered during the seven day period has been taken to provide a snapshot of the existing capacity of these car parks.
- 3.5 The table below presents the total number of legal parking spaces, the maximum number of vehicles recorded at each site at 12pm on a weekday, the percentage of parking spaces used and the remaining available spaces for each of the four areas.

Table 3-1 Parking demand

Location	Total capacity	Max vehicles parked	% capacity used	Spaces remaining
Area 1	458	270	59%	188
Area 2	245	221	90%	24
Area 3	116	115	99%	1
Area 4	174	146	84%	28
Total	993	752	83%	241

- 3.6 The data summary in the table above shows that whilst the areas closest to the school site (areas 2 and 3) were found to have high maximum occupancies of between 90-99%, plenty of capacity was available slightly further afield, even at the busiest periods. Area 1 for instance, had a highest occupancy rate of 59% across the five weekdays surveyed, leaving 188 spaces vacant in this car park.
- 3.7 When the car parks were reviewed as part of the site walkover on Tuesday 6th June 2023, parking demand across the four parking areas aligned with the data collected above by BMBC. However, the public car park containing 22 spaces within area 3 which will be lost as part of the proposals was already closed off for public use at the time of the visit. This allowed for a more accurate consideration of parking demand across the local car parks as this parking provision was unavailable for public use at the time of visit.
- 3.8 During the visit, areas 3 and 4 were reasonably full but not reaching capacity at 9:00am when reviewed, area 2 was beginning to fill up and reach capacity, especially at its southern end, whilst area 1 was very quiet with limited vehicles parked. The figure below shows the available capacity within area 1 at the time of the site visit.

Figure 3-2 Car park capacity (area 1, 9:00am Tuesday 6 June 2023)



Source: SCP photograph

- 3.9 This analysis has shown that whilst 22 public parking spaces will be lost due to the modular classrooms and up to a further 52 public parking spaces will be lost from Falcon Street due to the new staff parking allocation, there is capacity in the local area to accommodate these losses.
- 3.10 A maximum total of 74 public parking spaces may be lost as a result of the proposals, however, even at the busiest period during the week long parking surveys, there were 241 vacant spaces in the area surrounding the school. Therefore, the data demonstrates that the existing adjacent car parking spaces have available capacity to offset the losses resultant from the TASE temporary development proposals.

4 PARKING MANAGEMENT PLAN

General Vehicle, Traffic Flow and Pupil Management

- 4.1 Staff will be on duty from 8am every morning and will be present at the front of the building and staff will position themselves in the County Way car park. Staff will also be positioned on Eastgate to monitor the safety of pedestrians and to monitor dropping off. Staff will position themselves to move parents on who are stopping on double yellow lines on Eastgate.
- 4.2 Other staff will be monitoring bays in County Way to make sure parents who choose to drive their children to school are parking safely and not in disabled bays or double parked.
- 4.3 When dropping children off or picking them up, parents are requested not to park indiscriminately on the highway, and where possible are encouraged to walk their children to school, in line with the travel plan. They should not be parked on double yellow lines on Eastgate.

Operation of the Standard On-Site and Falcon Street Parking Bays

- 4.4 In order to ensure that the car park operates efficiently during normal operations, the following will pertain to the standard on-site and Falcon Street parking areas:
- The car park will be open over the same period as the school. Parking outside of school opening hours will not be permitted.
 - The car park will operate on a first come, first served basis.
 - Staff should always proceed slowly within the car park.
 - Staff will be required to park within marked bays to maximise the available capacity whilst providing space for manoeuvres. Staff found parking outside of marked bays will be notified of their contravention against TASE policies. Repeat offenders will be disciplined.
 - Regular parking surveys will be undertaken to identify usage and monitor driver parking behaviour.
 - All staff who drive to the site will be encouraged to park their vehicles within the car park.
 - Staff will not be permitted to use the car park for anything other than parking of private vehicles.

- Staff will be encouraged to use sustainable modes of transport when viable, including public transport, car sharing, cycling and walking, as part of the travel plan. Car share priority parking bays will be identified if demand is present, to encourage greater levels of this activity.
- Visitors may park in available designated TASE parking bays. If none are free, they must park in the County Way car park. Visitors should exercise extreme caution when driving on the school grounds, in order to protect pupils and pedestrians from traffic movements.
- Visitors are required to leave a note of their registration via visitor log in system at reception.
- Charges for parking will not be levied to staff or visitors.
- TASE will maintain and undertake repairs within the car park, as required, to include lighting; sundry repairs to signage; general car park repairs including white lining and superficial repairs.
- Contractors should arrange to visit the site by appointment and are informed not to arrive or depart at the start/end of the day or break/lunchtime.

Operation of the Disabled Parking Bays

- 4.5 A proportion of the available spaces within the Falcon Street car park will be dedicated for use by blue badge holders, in line with BMBC guidance, in a convenient location close to the car park pedestrian access.
- 4.6 To ensure that only those in receipt of a disabled badge are making use of the accessible parking bays, the following measures will be undertaken:
- Signage will be erected within each disabled parking bay to identify the bay as being for Blue Badge users only.
 - Only registered disabled users with a Blue Badge will be permitted to use the bays.
 - The disabled bays will operate on a first come, first served basis.
 - Blue Badge car park users will be required to park within marked disabled bays to maximise the available capacity whilst providing space for manoeuvres.
 - Regular parking surveys will be undertaken to ensure that only vehicles displaying a Blue Badge are making use of the spaces.

After-School and Special Events

- 4.7 A range of on-site events take place at TASE, both during the daytime and outside of ordinary working hours. Events include parents' evenings, 'after school' clubs, training sessions and seminars. Attendees travel in a variety of ways, including single occupancy vehicle travel, by public transport, active modes of transport and organised car share groups.
- 4.8 Where school fixtures take place and students are transported to other schools or are arriving from other schools, the arrangement will be for them to arrive on-site outside of the 2.35-3.00 timeslot to ensure minimal traffic impact on the local area.
- 4.9 Should an arriving party from another school arrive during this timeslot due to delay, staff will guide them round the back of school site onto the staff car park, rather than taking up space on Eastgate.
- 4.10 Where school trips are organised, coaches will pick up on County Way and not on Eastgate, therefore helping to ease any disruption.
- 4.11 The following measures will be undertaken to reduce the impact of after school events:
- 4.12 After-school clubs: The collection of students from after-school clubs is likely to take place over a 90-minute time period, with most clubs finishing between 4.30pm and 6pm. This will provide a lower impact on the local road network than a standardised finish time. The staggered collection times will assist in providing capacity within the local area for parents' vehicles.
- 4.13 In order to ensure that the local impact is low, parents will be asked to collect students in a sustainable manner to reduce the local impact of the trips.
- 4.14 Parents' evenings: Parents' evenings take place once each year, with each year group having their own session. Appointments are booked with the relevant teachers in advance, with the slots allocated on a first come, first served basis. It is likely that a high level of car sharing will take place as a matter of course.
- 4.15 Parents will be requested to car share or travel to the site sustainably (walk, cycle or use public transport) if possible, to reduce the potential local area congestion at these times.
 - Staff and visitors found parking in an accessible bay without a Blue Badge will be notified of their contravention against TASE policies. Repeat staff

offenders will be disciplined; repeat visitor offenders will be given two warnings and upon the third offence will be informed that they are no longer allowed to use the car park and must travel by other means.

- All parents/carers who drive to the site will be encouraged to park their vehicles within the adjacent public car park, rather than on local roads.
- Charges for use of the disabled parking bays will not be levied to staff or visitors.

Staff Training Events

- 4.16 Training events for TASE staff occasionally take place at the site, both during the daytime and outside of ordinary working hours. Attendees travel in a variety of ways, including by car (alone) and in organised car share groups.
- 4.17 The following measures will be undertaken to reduce the impact of the events:
- Staff from other sites will be transported to the site in a minibus to reduce the local area highway impact of the training and reduce demand on the car park.
 - Training will be arranged to ensure that it takes place at the quietest time for the site in terms of car park capacity.
 - Where staff are travelling from other sites and are unable to make use of a minibus, it will be requirement of the training that they travel by either car share arrangement, or using public transport, cycling or walking. Transport information will therefore be placed within the pack of information issued to attendees.
 - Where attendees have travelled in a car share arrangement, they will be directed to use the marked car parking bays or adjacent public car park, and refrain from parking on the local streets.
 - Training will take place outside of the peak hours to reduce the impact on the local highway and reduce local congestion.

Overspill Parking

- 4.18 To ensure that adequate parking space is provided for staff and visitors, the following measures will be undertaken:

- Spot checks will take place on a frequent basis to ensure that all car park users are leaving their vehicles in marked bays, and to check that adequate spare capacity is available.
- Where limited capacity is available, TASE will instruct staff and visitors to park in the adjacent Seam car park.
- If capacity is reached on multiple occasions, enquiries into further Falcon Street / Seam car parking passes will be investigated.

Taxi / Private Vehicle Drop-Off Arrangements

- 4.19 In terms of drop off arrangements for pupils arriving in vehicles / via a car share arrangement, this will continue as undertaken currently, with all vehicles accessing the site via Eastgate, and staff vehicles via County Way.
- 4.20 No drop-off or pick-up facility is currently provided on-site, and there are no plans to implement such a facility within the development proposals.
- 4.21 Eastgate is a one-way street with traffic restricted to north to south movements only. This naturally creates a pick-up circulatory system and should reduce any potential conflicts between vehicles using this route to pick-up and drop-off.

Parking Management

- 4.22 To ensure that parking only takes place in allocated bays, the following measures will be undertaken:
- Signage will be erected to identify the purpose of the disabled spaces within the car park.
 - Spot checks will take place on a frequent basis each day to ensure that all car park users are leaving their vehicles in marked bays.
 - Staff and visitors found parking outside of marked bays will be notified of their contravention against TASE policies. Repeat staff offenders will be disciplined; repeat visitor and staff offenders will be given two warnings and upon the third offence will be informed that they are no longer allowed to use the car park and must travel by other means.

Car Parking Management Communication

- 4.23 To ensure that all staff car park users are aware of the CPMP, the following actions will take place:

- Staff will be provided with a summary and key points of the CPMP as part of their induction session at the site, and provided with details of the location of the full plan for their perusal at a later date.
- A noticeboard in the reception area and within staff room(s) will outline the key points of the CPMP to keep awareness of the plan high on an ongoing basis.
- Staff will be reminded of the CPMP at regular staff meetings to keep awareness of the plan high on an ongoing basis.
- An all-staff email will be sent out on a regular basis outlining the key points of the CPMP.
- Following each parking offence noted by staff, an email will be sent to that staff member, summarising the CPMP and key points, along with a link to the full plan.

4.24 To ensure that all visitor car park users are aware of the CPMP, the following actions will take place:

- Visitors will receive a summarised copy of the CPMP when they arrange an appointment at the site.
- A noticeboard in the reception area will outline the key points of the CPMP to keep awareness of the plan high on an ongoing basis.
- The CPMP summary will also be made available on the TASE website.
- Following each parking offence noted by a visitor, an email will be sent to that visitor, summarising the CPMP and key points, along with a link to the full plan.

5 CONCLUSION

- 5.1 The car parking management plan for TASE is enclosed and demonstrates how TASE will manage the disabled and standard vehicle parking bays at the site.
- 5.2 Local area parking data has been analysed and demonstrates that the local Seam car parks have sufficient capacity to accommodate vehicles which would previously have utilised the public and College car parks adjacent to TASE, thereby ensuring that overspill parking onto local roads does not take place.
- 5.3 An accompanying travel plan is in place to encourage use of alternatives modes of transport, including support to walk, cycle, car share and use public transport to access the site; this is focused on staff, pupils and visitors accessing the TASE site.
- 5.4 It is therefore considered that the parking management strategy element of the application has been addressed.
- 5.5 This PMP forms a framework for future development once the planning application has been approved and the additional modular classrooms are operational.

APPENDIX 3

TRAFFIC SURVEY DATA

Barnsley

Tuesday 20th June 2023

Junction: 1

Approach: Barnsley College

	Left to A635 (E)										Ahead to County Way										Right to A635 (W)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	1	1.0		
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	1	1.0		
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0		
08:15 - 08:30	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0		
08:30 - 08:45	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0		
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	3	0	0	0	0	3	3.0	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0.0		
09:00 - 09:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0		
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0		
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0		
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	0	2	0	0	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0		
Hourly Total	0	0	2	0	0	0	0	2	2.0	0	0	3	0	0	0	0	3	3.0	0	0	4	0	0	0	0	0	4	4.0		

TOTAL	0	0	5	0	0	0	0	5	5.0	0	0	7	0	0	0	0	0	7	7.0	0	0	5	0	0	0	0	5	5.0
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14:00 - 14:15	0	0	0	2	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	2	2	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
15:00 - 15:15	0	0	3	0	0	0	0	3	3.0	0	0	1	0	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	4	2	0	0	0	6	6.0	0	0	1	0	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
15:30 - 15:45	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	8	2	0	0	0	10	10.0	0	0	3	0	0	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0
16:00 - 16:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	1	0	0	1	1.5
16:30 - 16:45	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	1	0	0	2	2.5
17:00 - 17:15	0	0	4	1	0	0	0	5	5.0	0	0	1	0	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	3	1	0	0	0	4	4.0	0	0	1	0	0	0	0	0	1	1.0	0	0	2	0	0	0	0	2	2.0
17:30 - 17:45	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	10	2	0	0	0	12	12.0	0	0	2	0	0	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0

TOTAL	0	0	24	6	0	0	0	30	30.0	0	0	5	0	0	0	0	0	5	5.0	0	0	7	0	1	0	0	8	8.5
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 1

Approach: A635 East

	Left to County Way										Ahead to A635 (W)										Right to Barnsley College									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
07:00 - 07:15	0	0	10	1	0	0	0	11	11.0	0	0	38	12	1	0	1	52	53.5	0	0	1	0	0	0	0	1	1.0			
07:15 - 07:30	0	0	13	2	0	0	0	15	15.0	0	0	57	10	3	0	1	71	73.5	0	0	2	0	0	0	0	2	2.0			
07:30 - 07:45	0	0	11	1	1	0	0	13	13.5	0	0	96	14	3	0	0	113	114.5	0	0	2	0	0	0	0	2	2.0			
07:45 - 08:00	0	0	28	3	0	0	0	31	31.0	0	1	95	14	2	0	0	112	112.4	0	0	1	0	0	0	0	1	1.0			
Hourly Total	0	0	62	7	1	0	0	70	70.5	0	1	286	50	9	0	2	348	353.9	0	0	6	0	0	0	0	6	6.0			
08:00 - 08:15	0	0	42	0	0	0	0	42	42.0	0	0	112	12	1	0	0	125	125.5	0	0	2	0	0	0	0	2	2.0			
08:15 - 08:30	0	0	51	3	0	0	0	54	54.0	0	1	111	12	0	1	2	127	129.7	0	0	1	0	0	0	0	1	1.0			
08:30 - 08:45	0	0	35	2	0	0	0	37	37.0	0	0	111	12	1	0	2	126	128.5	0	0	0	0	0	0	0	0	0.0			
08:45 - 09:00	0	0	50	3	0	0	0	53	53.0	0	0	85	10	2	2	0	99	102.6	0	0	0	0	0	0	0	0	0.0			
Hourly Total	0	0	178	8	0	0	0	186	186.0	0	1	419	46	4	3	4	477	486.3	0	0	3	0	0	0	0	0	3	3.0		
09:00 - 09:15	0	1	31	1	0	0	0	33	32.4	0	0	68	12	3	0	0	83	84.5	0	0	0	0	0	0	0	0	0	0.0		
09:15 - 09:30	0	0	35	1	0	0	0	36	36.0	0	0	62	14	0	0	0	76	76.0	0	0	0	0	0	0	0	0	0.0			
09:30 - 09:45	0	0	26	3	0	0	0	29	29.0	0	0	50	8	0	0	1	59	60.0	0	0	1	0	0	0	0	1	1.0			
09:45 - 10:00	0	0	15	3	0	0	0	18	18.0	0	0	61	7	6	0	0	74	77.0	0	0	1	0	0	0	0	1	1.0			
Hourly Total	0	1	107	8	0	0	0	116	115.4	0	0	241	41	9	0	1	292	297.5	0	0	2	0	0	0	0	2	2.0			
TOTAL	0	1	347	23	1	0	0	372	371.9	0	2	946	137	22	3	7	1117	1137.7	0	0	11	0	0	0	0	11	11.0			
14:00 - 14:15	0	0	6	3	0	0	0	9	9.0	0	0	77	6	1	1	0	85	86.8	0	0	1	0	0	0	0	1	1.0			
14:15 - 14:30	0	0	6	0	0	0	0	6	6.0	0	0	71	6	1	0	1	79	80.5	0	0	0	0	0	0	0	0	0.0			
14:30 - 14:45	0	0	19	4	0	0	0	23	23.0	0	0	70	12	1	0	0	83	83.5	0	0	0	0	0	0	0	0	0.0			
14:45 - 15:00	0	0	12	1	0	0	0	13	13.0	0	1	80	5	2	0	0	88	88.4	0	0	1	0	0	0	0	1	1.0			
Hourly Total	0	0	43	8	0	0	0	51	51.0	0	1	298	29	5	1	1	335	339.2	0	0	2	0	0	0	0	2	2.0			
15:00 - 15:15	0	0	8	1	0	0	0	9	9.0	0	0	73	10	2	0	0	85	86.0	0	0	1	0	0	0	0	1	1.0			
15:15 - 15:30	0	0	26	2	0	0	0	28	28.0	0	0	72	11	2	0	0	85	86.0	0	0	2	3	0	0	0	5	5.0			
15:30 - 15:45	0	0	12	4	0	0	0	16	16.0	0	0	75	8	0	2	2	87	91.6	0	0	1	0	0	0	0	1	1.0			
15:45 - 16:00	0	0	10	0	0	0	0	10	10.0	0	0	82	5	3	1	0	91	93.8	0	0	1	0	0	0	0	1	1.0			
Hourly Total	0	0	56	7	0	0	0	63	63.0	0	0	302	34	7	3	2	348	357.4	0	0	5	3	0	0	0	8	8.0			
16:00 - 16:15	0	0	7	3	0	0	0	10	10.0	0	0	74	13	0	1	0	88	89.3	0	0	0	0	0	0	0	0	0.0			
16:15 - 16:30	0	1	4	3	0	0	0	8	7.4	0	0	86	11	1	0	0	98	98.5	0	0	0	0	0	0	0	0	0.0			
16:30 - 16:45	0	0	12	1	0	0	0	13	13.0	0	0	73	10	0	0	2	85	87.0	0	0	0	0	0	0	0	0	0.0			
16:45 - 17:00	0	0	18	1	0	0	0	19	19.0	0	0	71	7	0	1	0	79	80.3	0	0	1	0	0	0	0	1	1.0			
Hourly Total	0	1	41	8	0	0	0	50	49.4	0	0	304	41	1	2	2	350	355.1	0	0	1	0	0	0	0	1	1.0			
17:00 - 17:15	0	0	12	1	0	0	0	13	13.0	0	1	93	6	0	1	0	101	101.7	0	0	1	0	0	0	0	1	1.0			
17:15 - 17:30	0	0	10	1	0	0	0	11	11.0	0	0	62	9	1	0	0	72	72.5	0	0	1	0	0	0	0	1	1.0			
17:30 - 17:45	0	0	10	1	0	0	0	11	11.0	0	1	68	13	0	1	0	83	83.7	0	0	0	0	0	0	0	0	0.0			
17:45 - 18:00	0	0	7	0	0	0	0	7	7.0	0	0	83	5	1	0	0	89	89.5	0	0	0	0	0	0	0	0	0.0			
Hourly Total	0	0	39	3	0	0	0	42	42.0	0	2	306	33	2	2	0	345	347.4	0	0	2	0	0	0	0	2	2.0			
TOTAL	0	1	179	26	0	0	0	206	205.4	0	3	1210	137	15	8	5	1378	1399.1	0	0	10	3	0	0	0	13	13.0			

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 1

Approach: County Way

	Left to A635 (W)										Ahead to Barnsley College										Right to A635 (E)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
07:00 - 07:15	0	0	1	1	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0			
07:45 - 08:00	0	0	4	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0.0	0	0	3	0	1	0	0	4	4.5			
Hourly Total	0	0	5	2	2	0	0	9	10.0	0	0	2	0	0	0	0	2	2.0	0	0	4	0	1	0	0	5	5.5			
08:00 - 08:15	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	4	5	0	0	0	9	9.0			
08:15 - 08:30	0	0	21	0	0	0	0	21	21.0	0	0	0	0	0	0	0	0	0.0	0	0	3	3	0	0	0	6	6.0			
08:30 - 08:45	0	0	4	2	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	3	3.0			
08:45 - 09:00	0	0	5	1	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	5	0	0	0	0	5	5.0			
Hourly Total	0	0	38	3	0	0	0	41	41.0	0	0	0	0	0	0	0	0	0.0	0	0	15	8	0	0	0	23	23.0			
09:00 - 09:15	0	0	8	3	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0			
09:15 - 09:30	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0			
09:30 - 09:45	0	0	4	3	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0			
09:45 - 10:00	0	0	9	1	0	0	0	10	10.0	0	0	0	0	0	0	0	0	0.0	0	0	10	1	0	0	0	11	11.0			
Hourly Total	0	0	27	7	0	0	0	34	34.0	0	0	0	0	0	0	0	0	0.0	0	0	13	2	0	0	0	15	15.0			
TOTAL	0	0	70	12	2	0	0	84	85.0	0	0	2	0	0	0	0	2	2.0	0	0	32	10	1	0	0	43	43.5			
14:00 - 14:15	0	0	16	3	0	0	0	19	19.0	0	0	0	1	0	0	0	1	1.0	0	1	13	2	0	0	0	16	15.4			
14:15 - 14:30	0	0	10	2	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0.0	0	0	9	4	0	0	0	13	13.0			
14:30 - 14:45	0	0	17	1	0	0	0	18	18.0	0	0	0	0	0	0	0	0	0.0	0	0	12	1	0	0	0	13	13.0			
14:45 - 15:00	0	0	27	1	0	0	0	28	28.0	0	0	0	0	0	0	0	0	0.0	0	0	15	2	0	0	0	17	17.0			
Hourly Total	0	0	70	7	0	0	0	77	77.0	0	0	0	1	0	0	0	1	1.0	0	1	49	9	0	0	0	59	58.4			
15:00 - 15:15	0	0	19	3	0	0	0	22	22.0	0	0	1	0	0	0	0	1	1.0	0	0	7	3	0	0	0	10	10.0			
15:15 - 15:30	0	0	14	4	0	0	0	18	18.0	0	0	0	0	0	0	0	0	0.0	0	0	13	1	0	0	0	14	14.0			
15:30 - 15:45	0	0	16	6	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0.0	0	0	12	2	0	0	0	14	14.0			
15:45 - 16:00	0	0	28	2	0	0	0	30	30.0	0	0	0	0	0	0	0	0	0.0	0	0	19	0	0	0	0	19	19.0			
Hourly Total	0	0	77	15	1	0	0	93	93.5	0	0	1	0	0	0	0	1	1.0	0	0	51	6	0	0	0	57	57.0			
16:00 - 16:15	0	0	27	2	0	0	0	29	29.0	0	0	0	0	0	0	0	0	0.0	0	0	8	0	0	0	0	8	8.0			
16:15 - 16:30	0	0	22	3	0	0	0	25	25.0	0	0	0	0	0	0	0	0	0.0	0	0	15	1	0	0	0	16	16.0			
16:30 - 16:45	0	0	17	1	0	0	0	18	18.0	0	0	1	0	0	0	0	1	1.0	0	0	1	1	0	0	0	2	2.0			
16:45 - 17:00	0	0	28	1	0	0	0	29	29.0	0	0	0	0	0	0	0	0	0.0	0	0	13	1	0	0	0	14	14.0			
Hourly Total	0	0	94	7	0	0	0	101	101.0	0	0	1	0	0	0	0	1	1.0	0	0	37	3	0	0	0	40	40.0			
17:00 - 17:15	0	0	31	2	0	0	0	33	33.0	0	0	0	0	0	0	0	0	0.0	0	0	24	1	0	0	0	25	25.0			
17:15 - 17:30	0	0	25	1	0	0	0	26	26.0	0	0	0	0	0	0	0	0	0.0	0	0	4	1	0	0	0	5	5.0			
17:30 - 17:45	0	0	22	0	0	0	0	22	22.0	0	0	0	0	0	0	0	0	0.0	0	0	5	0	0	0	0	5	5.0			
17:45 - 18:00	0	0	14	0	0	0	0	14	14.0	0	0	0	0	0	0	0	0	0.0	0	0	12	0	0	0	0	12	12.0			
Hourly Total	0	0	92	3	0	0	0	95	95.0	0	0	0	0	0	0	0	0	0.0	0	0	45	2	0	0	0	47	47.0			
TOTAL	0	0	333	32	1	0	0	366	366.5	0	0	2	1	0	0	0	3	3.0	0	1	182	20	0	0	0	203	202.4			

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 1

Approach: A635 West

	Left to Barnsley College										Ahead to A635 (E)										Right to County Way									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
07:00 - 07:15	0	0	4	0	0	0	0	4	4.0	0	2	55	15	1	1	1	75	76.6	0	0	1	0	0	0	0	1	1.0			
07:15 - 07:30	0	0	8	0	0	0	0	8	8.0	0	0	60	18	4	0	0	82	84.0	0	0	1	0	0	0	0	1	1.0			
07:30 - 07:45	0	0	12	1	0	0	0	13	13.0	0	0	94	20	5	0	0	119	121.5	0	0	0	0	0	0	0	0	0.0			
07:45 - 08:00	0	0	10	2	0	0	0	12	12.0	0	0	91	21	3	1	0	116	118.8	0	0	1	0	0	0	0	0	1	1.0		
Hourly Total	0	0	34	3	0	0	0	37	37.0	0	2	300	74	13	2	1	392	400.9	0	0	3	0	0	0	0	0	3	3.0		
08:00 - 08:15	0	0	19	2	0	0	0	21	21.0	0	0	101	16	5	1	1	124	128.8	0	0	1	0	0	0	0	0	1	1.0		
08:15 - 08:30	0	0	14	2	0	0	0	16	16.0	0	0	75	17	7	0	0	99	102.5	0	0	1	0	0	0	0	0	1	1.0		
08:30 - 08:45	0	0	29	1	0	0	0	30	30.0	0	0	88	20	2	1	1	112	115.3	0	0	1	0	0	0	0	0	1	1.0		
08:45 - 09:00	0	0	36	3	0	0	0	39	39.0	0	0	89	13	2	0	0	104	105.0	0	0	2	0	0	0	0	0	2	2.0		
Hourly Total	0	0	98	8	0	0	0	106	106.0	0	0	353	66	16	2	2	439	451.6	0	0	5	0	0	0	0	0	5	5.0		
09:00 - 09:15	0	0	34	1	0	0	0	35	35.0	0	0	112	7	4	2	0	125	129.6	0	0	1	0	0	0	0	0	1	1.0		
09:15 - 09:30	0	0	21	2	0	0	0	23	23.0	0	0	99	22	4	0	0	125	127.0	0	0	1	0	0	0	0	0	1	1.0		
09:30 - 09:45	0	0	21	2	1	0	0	24	24.5	0	0	88	16	6	2	2	114	121.6	0	0	1	0	0	0	0	0	1	1.0		
09:45 - 10:00	0	0	11	1	0	0	0	12	12.0	0	0	116	22	2	0	0	140	141.0	0	0	2	0	0	0	0	0	2	2.0		
Hourly Total	0	0	87	6	1	0	0	94	94.5	0	0	415	67	16	4	2	504	519.2	0	0	5	0	0	0	0	0	5	5.0		
TOTAL	0	0	219	17	1	0	0	237	237.5	0	2	1068	207	45	8	5	1335	1371.7	0	0	13	0	0	0	0	0	13	13.0		
14:00 - 14:15	0	0	4	1	0	0	0	5	5.0	0	3	116	20	4	1	2	146	149.5	0	0	0	0	0	0	0	0	0	0.0		
14:15 - 14:30	0	0	7	1	0	0	0	8	8.0	0	0	117	16	2	0	0	135	136.0	0	0	0	0	0	0	0	0	0	0.0		
14:30 - 14:45	0	0	7	4	0	0	0	11	11.0	0	2	120	20	4	1	0	147	149.1	0	0	0	0	0	0	0	0	0	0.0		
14:45 - 15:00	0	0	14	0	0	0	0	14	14.0	1	0	94	19	0	0	0	114	113.2	0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	32	6	0	0	0	38	38.0	1	5	447	75	10	2	2	542	547.8	0	0	0	0	0	0	0	0	0	0.0		
15:00 - 15:15	0	0	10	2	0	0	0	12	12.0	0	1	141	17	6	2	0	167	172.0	0	0	3	0	0	0	0	0	3	3.0		
15:15 - 15:30	0	0	6	3	0	0	0	9	9.0	0	0	113	18	2	1	0	134	136.3	0	0	2	0	0	0	0	0	2	2.0		
15:30 - 15:45	0	0	6	1	0	0	0	7	7.0	0	0	142	12	4	2	1	161	166.6	0	0	0	0	0	0	0	0	0	0.0		
15:45 - 16:00	0	0	15	2	0	0	0	17	17.0	0	0	136	15	4	0	1	156	159.0	0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	37	8	0	0	0	45	45.0	0	1	532	62	16	5	2	618	633.9	0	0	5	0	0	0	0	0	5	5.0		
16:00 - 16:15	0	0	4	0	0	0	0	4	4.0	1	0	171	22	2	0	0	196	196.2	0	0	0	0	0	0	0	0	0	0.0		
16:15 - 16:30	0	0	5	1	0	0	0	6	6.0	0	0	152	24	1	0	1	178	179.5	0	0	1	0	1	0	0	0	2	2.5		
16:30 - 16:45	0	0	12	1	0	0	0	13	13.0	1	0	143	12	1	0	1	158	158.7	0	0	0	0	0	0	0	0	0	0.0		
16:45 - 17:00	0	0	10	1	0	0	0	11	11.0	1	0	144	20	2	1	0	168	169.5	0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	31	3	0	0	0	34	34.0	3	0	610	78	6	1	2	700	703.9	0	0	1	0	1	0	0	0	2	2.5		
17:00 - 17:15	0	0	11	0	0	0	0	11	11.0	1	0	159	23	2	0	1	186	187.2	0	0	0	0	0	0	0	0	0	0.0		
17:15 - 17:30	0	0	6	0	0	0	0	6	6.0	0	0	164	13	1	1	0	179	180.8	0	0	1	0	0	0	0	0	1	1.0		
17:30 - 17:45	0	0	9	1	0	0	0	10	10.0	0	0	155	14	0	0	0	169	169.0	0	0	0	0	0	0	0	0	0	0.0		
17:45 - 18:00	0	0	9	0	1	0	0	10	10.5	0	0	128	13	0	0	1	142	143.0	0	0	0	1	0	0	0	0	1	1.0		
Hourly Total	0	0	35	1	1	0	0	37	37.5	1	0	606	63	3	1	2	676	680.0	0	0	1	1	0	0	0	0	2	2.0		
TOTAL	0	0	135	18	1	0	0	154	154.5	5	6	2195	278	35	9	8	2536	2565.6	0	0	7	1	1	0	0	0	9	9.5		

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 2

Approach: A635 North

TIME	Left to Old Mill Lane									Ahead to A635 (S)									Right to Victoria Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	32	11	1	1	1	47	49.2	0	0	29	7	6	0	0	42	45.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	34	15	3	0	0	52	53.5	1	0	37	16	3	0	0	57	57.7	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	38	11	3	0	0	52	53.5	0	0	50	16	3	0	0	69	70.5	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	64	11	2	1	0	78	80.3	1	0	74	12	1	0	0	88	87.7	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	168	48	9	2	1	229	236.5	2	0	190	51	13	0	0	256	260.9	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	57	9	3	1	1	71	74.8	0	0	83	7	1	0	0	91	91.5	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	55	12	5	0	0	72	74.5	0	0	92	13	2	1	1	109	112.3	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	56	11	2	1	0	70	72.3	1	0	66	13	5	0	0	85	86.7	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	64	8	0	0	0	72	72.0	0	0	83	13	2	0	0	98	99.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	232	40	10	2	1	285	293.6	1	0	324	46	10	1	1	383	389.5	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	84	5	1	2	0	92	95.1	0	0	85	14	1	0	0	100	100.5	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	67	9	3	0	0	79	80.5	0	0	60	11	0	0	0	71	71.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	1	58	5	3	2	1	70	74.5	0	0	72	15	1	0	1	89	90.5	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	73	9	1	0	0	83	83.5	0	0	59	11	1	0	0	71	71.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	282	28	8	4	1	324	333.6	0	0	276	51	3	0	1	331	333.5	0	0	0	0	0	0	0	0	0.0
TOTAL	0	2	682	116	27	8	3	838	863.7	3	0	790	148	26	1	2	970	983.9	0	0	0	0	0	0	0	0	0.0
14:00 - 14:15	0	1	52	14	2	1	0	70	71.7	0	0	70	18	4	0	0	92	94.0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	53	4	0	0	0	57	57.0	0	0	58	9	2	0	0	69	70.0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	46	10	2	1	0	59	61.3	0	0	61	11	1	0	2	75	77.5	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	43	7	0	0	0	50	50.0	0	0	63	17	0	0	0	80	80.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	194	35	4	2	0	236	240.0	0	0	252	55	7	0	2	316	321.5	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	1	54	7	3	2	0	67	70.5	0	0	71	17	2	0	0	90	91.0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	40	10	0	1	0	51	52.3	0	0	62	9	1	0	0	72	72.5	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	61	5	1	1	1	69	71.8	0	0	70	9	0	0	2	81	83.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	68	5	2	0	0	75	76.0	0	2	83	18	2	1	0	106	107.1	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	223	27	6	4	1	262	270.6	0	2	286	53	5	1	2	349	353.6	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	1	71	5	0	0	0	77	76.4	0	0	86	12	1	0	0	99	99.5	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	56	6	0	0	0	62	62.0	0	0	71	10	2	0	0	83	84.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	62	10	0	0	0	72	72.0	0	0	83	12	1	0	0	96	96.5	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	55	16	1	0	0	72	72.5	0	0	70	15	0	0	0	85	85.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	244	37	1	0	0	283	282.9	0	0	310	49	4	0	0	363	365.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	64	7	0	0	0	71	71.0	0	0	105	6	0	0	1	112	113.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	60	6	1	0	0	67	67.5	1	0	84	10	2	0	0	97	97.2	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	74	6	0	0	0	80	80.0	0	0	80	6	0	1	0	87	88.3	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	57	3	1	0	0	61	61.5	0	1	68	7	0	0	0	76	75.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	255	22	2	0	0	279	280.0	1	1	337	29	2	1	1	372	373.9	0	0	0	0	0	0	0	0	0.0
TOTAL	0	3	916	121	13	6	1	1060	1073.5	1	3	1185	186	18	2	5	1400	1414.0	0	0	0	0	0	0	0	0	0.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 2

Approach: Old Mill Lane

TIME	Left to A635 (S)									Ahead to Victoria Road								Right to A635 (N)									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	48	13	2	0	1	64	66.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	59	11	3	0	1	74	76.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	95	13	3	0	0	111	112.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	110	15	3	0	0	128	129.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	312	52	11	0	2	377	384.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	124	13	1	0	0	138	138.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	1	135	10	0	1	2	149	151.7	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	108	14	0	1	2	125	128.3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	91	11	4	1	0	107	110.3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	458	48	5	3	4	519	528.8	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	87	14	3	0	0	104	105.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	65	17	2	0	1	85	87.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	54	9	1	0	0	64	64.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	69	7	6	0	0	82	85.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	275	47	12	0	1	335	342.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	1	1045	147	28	3	7	1231	1255.3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:00 - 14:15	0	0	97	8	0	1	0	106	107.3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	72	7	1	0	1	81	82.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	84	11	2	0	0	97	98.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	1	114	8	2	0	0	125	125.4	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	367	34	5	1	1	409	413.2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	95	12	2	0	0	109	110.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	88	18	2	0	0	108	109.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	87	13	1	2	2	105	110.1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	120	7	2	1	0	130	132.3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	390	50	7	3	2	452	461.4	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	105	13	0	1	0	119	120.3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	115	14	1	0	0	130	130.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	92	12	0	0	2	106	108.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	103	9	0	1	0	113	114.3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	415	48	1	2	2	468	473.1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	1	125	8	0	1	0	135	135.7	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	99	7	1	0	0	107	107.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	1	96	13	0	1	0	111	111.7	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	99	4	1	0	0	104	104.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	2	419	32	2	2	0	457	459.4	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	3	1591	164	15	8	5	1786	1807.1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 2

Approach: A635 South

	Left to Victoria Road										Ahead to A635 (N)										Right to Old Mill Lane									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
07:00 - 07:15	0	0	13	2	0	0	2	17	19.0	2	0	50	19	2	1	2	76	78.7	0	1	15	3	0	0	0	19	18.4			
07:15 - 07:30	0	0	5	2	0	0	3	10	13.0	0	0	69	19	4	0	1	93	96.0	0	0	22	4	1	0	0	27	27.5			
07:30 - 07:45	0	0	31	3	0	0	1	35	36.0	0	0	101	14	4	0	1	120	123.0	0	0	33	5	1	0	0	39	39.5			
07:45 - 08:00	0	1	40	2	4	0	0	47	48.4	1	0	110	22	7	0	0	140	142.7	0	0	23	7	1	0	0	31	31.5			
Hourly Total	0	1	89	9	4	0	6	109	116.4	3	0	330	74	17	1	4	429	440.4	0	1	93	19	3	0	0	116	116.9			
08:00 - 08:15	0	0	24	6	0	0	1	31	32.0	0	1	108	15	2	0	1	127	128.4	0	0	30	5	0	0	0	35	35.0			
08:15 - 08:30	0	0	56	1	0	1	1	59	61.3	0	0	113	21	3	0	2	139	142.5	0	0	20	6	1	0	0	27	27.5			
08:30 - 08:45	0	0	34	2	1	0	1	38	39.5	0	0	100	24	1	0	0	125	125.5	0	0	28	2	0	0	0	31	32.0			
08:45 - 09:00	0	0	24	4	1	0	1	30	31.5	0	0	95	21	4	1	0	121	124.3	0	0	41	2	1	0	0	44	44.5			
Hourly Total	0	0	138	13	2	1	4	158	164.3	0	1	416	81	10	1	3	512	520.7	0	0	119	15	2	0	1	137	139.0			
09:00 - 09:15	0	0	25	5	1	0	3	34	37.5	0	0	73	18	3	0	1	95	97.5	0	0	32	1	1	0	0	34	34.5			
09:15 - 09:30	0	0	21	3	0	0	1	25	26.0	0	0	82	15	0	0	2	99	101.0	0	0	41	13	0	0	0	54	54.0			
09:30 - 09:45	0	0	23	1	0	0	1	25	26.0	0	0	74	22	1	0	0	97	97.5	0	0	29	5	3	0	1	38	40.5			
09:45 - 10:00	0	0	26	1	1	0	1	29	30.5	0	0	72	13	8	0	0	93	97.0	0	0	39	9	1	0	0	49	49.5			
Hourly Total	0	0	95	10	2	0	6	113	120.0	0	0	301	68	12	0	3	384	393.0	0	0	141	28	5	0	1	175	178.5			
TOTAL	0	1	322	32	8	1	16	380	400.7	3	1	1047	223	39	2	10	1325	1354.1	0	1	353	62	10	0	2	428	434.4			
14:00 - 14:15	0	0	29	4	0	0	2	35	37.0	0	0	110	15	2	1	0	128	130.3	0	0	47	5	1	0	2	55	57.5			
14:15 - 14:30	0	0	19	2	0	0	0	21	21.0	0	0	98	8	1	0	1	108	109.5	0	0	44	7	1	0	0	52	52.5			
14:30 - 14:45	0	0	20	0	1	0	2	23	25.5	0	0	93	13	2	1	0	109	111.3	0	0	46	10	2	0	0	58	59.0			
14:45 - 15:00	1	0	27	1	0	0	1	30	30.2	1	0	127	15	1	0	0	144	143.7	0	0	41	8	0	0	0	49	49.0			
Hourly Total	1	0	95	7	1	0	5	109	113.7	1	0	428	51	6	2	1	489	494.8	0	0	178	30	4	0	2	214	218.0			
15:00 - 15:15	0	0	35	1	1	0	1	38	39.5	0	0	125	16	2	0	0	143	144.0	0	0	65	5	3	0	0	73	74.5			
15:15 - 15:30	0	0	25	4	0	0	2	31	33.0	0	0	87	22	1	0	0	110	110.5	0	0	37	5	1	0	0	43	43.5			
15:30 - 15:45	0	0	19	5	0	0	1	25	26.0	0	0	117	14	1	1	0	133	134.8	0	0	56	3	1	0	0	60	60.5			
15:45 - 16:00	0	0	29	1	0	0	2	32	34.0	0	0	127	6	3	2	1	139	144.1	0	0	50	10	2	0	1	63	65.0			
Hourly Total	0	0	108	11	1	0	6	126	132.5	0	0	456	58	7	3	1	525	533.4	0	0	208	23	7	0	1	239	243.5			
16:00 - 16:15	0	0	32	6	0	0	1	39	40.0	0	0	125	15	0	1	0	141	142.3	0	0	55	8	0	0	0	63	63.0			
16:15 - 16:30	0	0	32	5	0	0	2	39	41.0	0	0	134	24	1	0	0	159	159.5	0	0	63	11	2	0	1	77	79.0			
16:30 - 16:45	0	0	20	4	0	0	1	25	26.0	1	0	142	25	0	1	0	169	169.5	0	0	58	4	0	0	1	63	64.0			
16:45 - 17:00	0	0	20	3	0	0	1	24	25.0	0	0	135	11	0	1	0	147	148.3	0	0	56	5	0	0	1	62	63.3			
Hourly Total	0	0	104	18	0	0	5	127	132.0	1	0	536	75	1	3	0	616	619.6	0	0	232	28	2	1	2	265	269.3			
17:00 - 17:15	0	0	31	2	0	0	1	34	35.0	0	1	173	20	0	1	0	195	195.7	0	0	59	5	0	1	0	65	66.3			
17:15 - 17:30	0	0	32	4	0	0	1	37	38.0	0	0	144	17	1	0	0	162	162.5	0	0	50	5	1	0	1	57	58.5			
17:30 - 17:45	0	0	19	4	0	1	1	25	27.3	0	0	132	11	1	1	0	145	146.8	0	0	58	3	0	0	0	61	61.0			
17:45 - 18:00	0	0	23	2	1	0	2	28	30.5	0	0	122	13	0	0	1	136	137.0	0	0	47	6	0	0	0	53	53.0			
Hourly Total	0	0	105	12	1	1	5	124	130.8	0	1	571	61	2	2	1	638	642.0	0	0	214	19	1	1	1	236	238.8			
TOTAL	1	0	412	48	3	1	21	486	509.0	2	1	1991	245	16	10	3	2268	2289.8	0	0	832	100	14	2	6	954	969.6			

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 2

Approach: Victoria Road

	Left to A635 (N)										Ahead to Old Mill Lane										Right to A635 (S)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
07:00 - 07:15	0	0	3	0	0	0	0	3	3.0	0	0	12	3	0	0	0	15	15.0	0	0	2	0	0	0	0	1	3	4.0		
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	12	3	0	0	0	15	15.0	0	0	2	0	0	0	0	2	4	6.0		
07:30 - 07:45	0	0	2	0	0	0	0	2	2.0	0	0	23	5	1	0	0	29	29.5	0	0	4	0	0	0	0	0	4	4.0		
07:45 - 08:00	0	0	4	1	0	0	0	5	5.0	0	0	19	4	0	0	0	23	23.0	0	0	4	1	0	0	0	2	7	9.0		
Hourly Total	0	0	9	1	0	0	0	10	10.0	0	0	66	15	1	0	0	82	82.5	0	0	12	1	0	0	0	5	18	23.0		
08:00 - 08:15	0	0	2	0	0	0	0	2	2.0	0	0	37	2	2	0	0	41	42.0	0	0	11	0	0	0	0	1	12	13.0		
08:15 - 08:30	0	0	2	0	0	0	0	2	2.0	0	0	17	2	1	0	0	20	20.5	0	0	8	0	0	0	0	1	9	10.0		
08:30 - 08:45	0	0	3	0	0	0	0	3	3.0	0	0	40	9	0	0	0	49	49.0	0	0	10	1	0	0	0	2	13	15.0		
08:45 - 09:00	0	0	2	0	1	0	0	3	3.5	0	0	26	2	1	0	0	29	29.5	0	0	16	3	0	0	0	3	22	25.0		
Hourly Total	0	0	9	0	1	0	0	10	10.5	0	0	120	15	4	0	0	139	141.0	0	0	45	4	0	0	0	7	56	63.0		
09:00 - 09:15	0	0	2	1	0	0	0	3	3.0	0	0	33	1	1	0	0	35	35.5	0	0	9	3	0	0	0	1	13	14.0		
09:15 - 09:30	0	0	2	0	2	0	0	4	5.0	0	0	18	3	2	0	0	23	24.0	0	0	5	0	0	0	0	1	6	7.0		
09:30 - 09:45	0	0	5	0	0	0	0	5	5.0	0	0	27	6	1	0	0	34	34.5	0	0	6	1	0	0	1	1	9	11.3		
09:45 - 10:00	0	0	2	0	0	0	0	2	2.0	0	0	17	2	0	0	0	19	19.0	0	0	8	2	1	0	0	2	13	15.5		
Hourly Total	0	0	11	1	2	0	0	14	15.0	0	0	95	12	4	0	0	111	113.0	0	0	28	6	1	1	5	41	47.8			
TOTAL	0	0	29	2	3	0	0	34	35.5	0	0	281	42	9	0	0	332	336.5	0	0	85	11	1	1	17	115	133.8			
14:00 - 14:15	0	0	4	0	0	0	1	5	6.0	0	1	23	1	0	0	0	25	24.4	0	0	9	2	2	0	0	1	14	16.0		
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0	0	27	5	0	0	0	32	32.0	0	0	11	0	1	0	0	1	13	14.5		
14:30 - 14:45	0	0	1	0	0	0	0	1	1.0	0	2	33	1	0	0	0	36	34.8	0	0	11	3	0	0	0	1	15	16.0		
14:45 - 15:00	0	0	2	0	0	0	0	2	2.0	1	0	19	6	0	0	0	26	25.2	0	0	6	2	0	0	0	1	9	10.0		
Hourly Total	0	0	7	0	0	0	1	8	9.0	1	3	102	13	0	0	0	119	116.4	0	0	37	7	3	0	0	4	51	56.5		
15:00 - 15:15	0	0	4	1	0	0	0	5	5.0	0	0	33	4	0	0	0	37	37.0	0	0	6	2	0	0	0	2	10	12.0		
15:15 - 15:30	0	0	3	0	0	0	0	3	3.0	0	0	43	7	0	0	0	50	50.0	0	0	13	2	1	0	0	0	16	16.5		
15:30 - 15:45	0	0	1	0	0	0	0	1	1.0	0	0	41	3	2	1	0	47	49.3	0	0	11	2	0	0	0	2	15	17.0		
15:45 - 16:00	0	0	3	0	0	0	0	3	3.0	0	0	26	2	0	0	0	28	28.0	0	0	14	1	0	0	0	2	17	19.0		
Hourly Total	0	0	11	1	0	0	0	12	12.0	0	0	143	16	2	1	0	162	164.3	0	0	44	7	1	0	0	6	58	64.5		
16:00 - 16:15	0	0	3	0	0	0	0	3	3.0	0	0	43	8	0	0	0	51	51.0	1	0	25	1	0	0	0	2	29	30.2		
16:15 - 16:30	0	0	1	0	0	0	0	1	1.0	0	0	38	5	1	0	0	44	44.5	0	0	12	3	0	0	0	2	17	19.0		
16:30 - 16:45	0	0	5	0	0	0	0	5	5.0	0	0	36	1	2	0	0	39	40.0	0	0	11	1	0	0	0	1	13	14.0		
16:45 - 17:00	0	0	2	0	0	0	0	2	2.0	0	0	44	3	0	0	0	47	47.0	0	0	9	0	0	0	0	1	10	11.0		
Hourly Total	0	0	11	0	0	0	0	11	11.0	0	0	161	17	3	0	0	181	182.5	1	0	57	5	0	0	0	6	69	74.2		
17:00 - 17:15	0	0	1	0	0	0	0	1	1.0	0	0	50	4	1	0	0	55	55.5	0	0	18	1	0	0	0	1	20	21.0		
17:15 - 17:30	0	0	2	1	0	0	0	3	3.0	0	0	51	4	0	0	0	55	55.0	1	1	13	0	0	0	0	2	17	17.6		
17:30 - 17:45	0	0	3	0	0	0	0	3	3.0	0	0	31	5	0	0	0	36	36.0	0	0	6	0	0	0	0	1	7	8.0		
17:45 - 18:00	0	0	3	0	0	0	0	3	3.0	0	0	32	3	0	0	1	36	37.0	0	0	8	2	0	0	0	1	11	12.0		
Hourly Total	0	0	9	1	0	0	0	10	10.0	0	0	164	16	1	0	1	182	183.5	1	1	45	3	0	0	0	5	55	58.6		
TOTAL	0	0	38	2	0	0	1	41	42.0	1	3	570	62	6	1	1	644	646.7	2	1	183	22	4	0	21	233	253.8			

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 3

Approach: A635

	Left to Eastgate										Ahead to Church Street										U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	2	1	0	0	0	3	3.0	0	0	47	14	7	0	1	69	73.5	0	0	30	5	1	0	1	37	38.5	
07:15 - 07:30	1	0	2	1	0	0	0	4	3.2	0	0	45	19	2	0	2	68	71.0	0	0	51	7	4	0	1	63	66.0	
07:30 - 07:45	0	0	6	0	0	0	0	6	6.0	0	0	70	20	4	0	0	94	96.0	0	0	73	9	2	0	0	84	85.0	
07:45 - 08:00	1	0	6	0	0	0	0	7	6.2	0	0	89	17	0	0	2	108	110.0	0	0	93	11	4	0	0	108	110.0	
Hourly Total	2	0	16	2	0	0	0	20	18.4	0	0	251	70	13	0	5	339	350.5	0	0	247	32	11	0	2	292	299.5	
08:00 - 08:15	0	0	22	0	0	0	0	22	22.0	0	0	121	9	2	0	1	133	135.0	0	0	75	11	0	0	0	86	86.0	
08:15 - 08:30	0	0	15	0	0	0	0	15	15.0	0	1	113	13	2	1	2	132	135.7	0	0	107	10	0	1	2	120	123.3	
08:30 - 08:45	0	0	12	4	0	0	0	16	16.0	1	0	93	11	4	1	3	113	118.5	0	0	79	13	1	0	1	94	95.5	
08:45 - 09:00	0	0	21	1	0	0	0	22	22.0	0	0	114	20	2	0	3	139	143.0	0	0	55	6	4	1	0	66	69.3	
Hourly Total	0	0	70	5	0	0	0	75	75.0	1	1	441	53	10	2	9	517	532.2	0	0	316	40	5	2	3	366	374.1	
09:00 - 09:15	0	0	26	3	0	0	0	29	29.0	0	0	98	18	3	0	1	120	122.5	0	0	57	10	1	0	0	68	68.5	
09:15 - 09:30	0	0	10	1	0	0	0	11	11.0	0	0	72	18	2	0	2	94	97.0	0	0	48	9	0	0	0	57	57.0	
09:30 - 09:45	0	0	7	2	0	0	0	9	9.0	0	0	89	13	2	1	1	106	109.3	0	0	36	10	0	0	1	47	48.0	
09:45 - 10:00	0	0	8	1	0	0	0	9	9.0	0	0	80	15	4	0	2	101	105.0	0	0	48	4	4	0	0	56	58.0	
Hourly Total	0	0	51	7	0	0	0	58	58.0	0	0	339	64	11	1	6	421	433.8	0	0	189	33	5	0	1	228	231.5	

TOTAL	2	0	137	14	0	0	0	153	151.4	1	1	1031	187	34	3	20	1277	1316.5	0	0	752	105	21	2	6	886	905.1
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14:00 - 14:15	0	0	8	3	0	0	0	11	11.0	0	0	91	21	6	0	0	118	121.0	0	0	77	4	0	1	1	83	85.3
14:15 - 14:30	0	0	6	0	1	0	0	7	7.5	0	0	76	11	3	0	2	92	95.5	0	0	59	5	0	0	0	64	64.0
14:30 - 14:45	0	0	10	0	0	0	0	10	10.0	0	0	82	20	2	0	3	107	111.0	0	0	64	5	1	0	0	70	70.5
14:45 - 15:00	0	0	6	1	0	0	0	7	7.0	0	1	98	20	1	0	1	121	121.9	0	0	79	6	1	0	0	86	86.5
Hourly Total	0	0	30	4	1	0	0	35	35.5	0	1	347	72	12	0	6	438	449.4	0	0	279	20	2	1	1	303	306.3
15:00 - 15:15	0	0	7	2	0	0	0	9	9.0	0	0	84	23	3	0	2	112	115.5	0	0	81	6	1	0	0	88	88.5
15:15 - 15:30	0	0	11	1	0	0	0	12	12.0	0	0	85	15	2	0	0	102	103.0	0	0	67	13	2	0	0	82	83.0
15:30 - 15:45	0	0	13	2	0	0	0	15	15.0	0	0	93	13	0	1	6	113	120.3	0	0	62	9	1	1	0	73	74.8
15:45 - 16:00	0	1	20	1	0	0	0	22	21.4	0	1	124	20	2	1	2	150	153.7	0	0	73	5	2	1	0	81	83.3
Hourly Total	0	1	51	6	0	0	0	58	57.4	0	1	386	71	7	2	10	477	492.5	0	0	283	33	6	2	0	324	329.6
16:00 - 16:15	0	0	5	0	0	0	0	5	5.0	1	0	125	17	1	0	2	146	147.7	0	0	86	9	0	1	0	96	97.3
16:15 - 16:30	0	0	7	1	0	0	0	8	8.0	0	0	99	13	2	0	2	116	119.0	0	0	92	13	1	0	0	106	106.5
16:30 - 16:45	0	0	9	0	0	0	0	9	9.0	0	0	111	15	1	0	3	130	133.5	0	0	66	10	0	0	0	76	76.0
16:45 - 17:00	0	0	10	1	0	0	0	11	11.0	0	0	103	17	0	0	1	121	122.0	0	0	69	6	0	1	0	76	77.3
Hourly Total	0	0	31	2	0	0	0	33	33.0	1	0	438	62	4	0	8	513	522.2	0	0	313	38	1	2	0	354	357.1
17:00 - 17:15	0	0	17	0	0	0	0	17	17.0	0	1	139	11	0	0	1	152	152.4	0	0	92	4	0	1	1	98	100.3
17:15 - 17:30	0	0	4	0	0	0	0	4	4.0	2	1	110	11	2	0	2	128	128.8	0	0	82	6	1	0	0	89	89.5
17:30 - 17:45	0	1	9	0	0	0	0	10	9.4	0	0	98	12	0	0	1	111	112.0	0	0	75	7	0	2	0	84	86.6
17:45 - 18:00	0	0	5	1	0	0	0	6	6.0	0	1	101	9	0	0	1	112	112.4	0	0	69	3	1	0	0	73	73.5
Hourly Total	0	1	35	1	0	0	0	37	36.4	2	3	448	43	2	0	5	503	505.6	0	0	318	20	2	3	1	344	349.9

TOTAL	0	2	147	13	1	0	0	163	162.3	3	5	1619	248	25	2	29	1931	1969.7	0	0	1193	111	11	8	2	1325	1342.9
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 3

Approach: Eastgate

	Left to Church Street									Right to A635								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0

TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
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14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0

TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 3

Approach: Church Street

	Ahead to A635									Right to Eastgate									U-Turn								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	2	1	48	19	1	1	3	75	77.6	0	0	1	1	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	45	18	1	0	3	67	70.5	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	92	13	3	0	2	110	113.5	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	1	1	80	20	8	0	0	110	112.6	0	0	7	0	0	0	0	7	7.0	0	0	2	1	0	0	0	3	3.0
Hourly Total	3	2	265	70	13	1	8	362	374.2	0	0	10	1	0	0	0	11	11.0	0	0	3	1	0	0	0	4	4.0
08:00 - 08:15	0	1	87	15	2	0	2	107	109.4	0	0	13	1	0	0	0	14	14.0	0	0	5	1	0	0	0	6	6.0
08:15 - 08:30	0	0	82	18	4	0	1	105	108.0	0	0	15	0	0	0	0	15	15.0	0	0	5	0	2	0	0	7	8.0
08:30 - 08:45	0	0	83	15	1	0	1	100	101.5	0	0	7	4	1	0	0	12	12.5	0	0	9	0	0	0	0	9	9.0
08:45 - 09:00	0	0	105	21	2	0	1	129	131.0	0	0	7	1	0	0	0	8	8.0	0	0	9	1	1	0	0	11	11.5
Hourly Total	0	1	357	69	9	0	5	441	449.9	0	0	42	6	1	0	0	49	49.5	0	0	28	2	3	0	0	33	34.5
09:00 - 09:15	0	0	73	14	4	0	4	95	101.0	0	0	14	1	0	0	0	15	15.0	0	0	6	0	0	0	0	6	6.0
09:15 - 09:30	0	0	96	22	0	0	3	121	124.0	0	0	2	0	0	0	0	2	2.0	0	0	7	0	0	0	0	7	7.0
09:30 - 09:45	0	0	90	18	4	0	1	113	116.0	0	0	9	1	0	0	0	10	10.0	0	0	3	2	1	0	0	6	6.5
09:45 - 10:00	0	0	89	19	6	0	1	115	119.0	0	0	1	0	0	0	0	1	1.0	0	0	8	0	0	0	0	8	8.0
Hourly Total	0	0	348	73	14	0	9	444	460.0	0	0	26	2	0	0	0	28	28.0	0	0	24	2	1	0	0	27	27.5
TOTAL	3	3	970	212	36	1	22	1247	1284.1	0	0	78	9	1	0	0	88	88.5	0	0	55	5	4	0	0	64	66.0
14:00 - 14:15	0	0	109	20	3	0	3	135	139.5	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	3	3.0
14:15 - 14:30	0	0	102	12	2	0	1	117	119.0	0	0	3	0	0	0	0	3	3.0	0	0	5	2	0	0	0	7	7.0
14:30 - 14:45	0	0	95	18	4	1	2	120	125.3	0	0	5	1	0	0	0	6	6.0	0	0	5	2	0	0	0	7	7.0
14:45 - 15:00	2	0	116	18	0	0	1	137	136.4	0	0	5	0	0	0	0	5	5.0	0	0	5	0	0	0	0	5	5.0
Hourly Total	2	0	422	68	9	1	7	509	520.2	0	0	13	1	0	0	0	14	14.0	0	0	18	4	0	0	0	22	22.0
15:00 - 15:15	0	0	144	16	5	0	1	166	169.5	0	0	3	1	0	0	0	4	4.0	0	0	7	2	0	0	0	9	9.0
15:15 - 15:30	0	0	82	18	0	0	2	102	104.0	0	0	1	1	0	0	0	2	2.0	0	0	7	1	0	0	0	8	8.0
15:30 - 15:45	0	0	130	13	1	0	1	145	146.5	0	0	6	4	0	0	0	10	10.0	0	0	11	1	0	0	0	12	12.0
15:45 - 16:00	0	0	133	12	3	1	4	153	159.8	0	0	11	1	0	0	0	12	12.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	489	59	9	1	8	566	579.8	0	0	21	7	0	0	0	28	28.0	0	0	29	4	0	0	0	33	33.0
16:00 - 16:15	0	0	126	20	0	0	1	147	148.0	0	0	5	0	0	0	0	5	5.0	0	0	7	0	0	0	0	7	7.0
16:15 - 16:30	0	0	137	27	2	0	3	169	173.0	0	0	5	0	0	0	0	5	5.0	0	0	4	2	0	0	0	6	6.0
16:30 - 16:45	1	0	154	23	0	1	2	181	183.5	0	0	2	0	0	0	0	2	2.0	0	1	8	2	0	0	0	11	10.4
16:45 - 17:00	0	0	142	13	0	1	1	157	159.3	0	0	4	0	0	0	0	4	4.0	0	0	4	1	0	0	0	5	5.0
Hourly Total	1	0	559	83	2	2	7	654	663.8	0	0	16	0	0	0	0	16	16.0	0	1	23	5	0	0	0	29	28.4
17:00 - 17:15	0	1	171	23	0	1	0	196	196.7	0	0	6	1	0	0	0	7	7.0	0	1	6	0	0	0	0	7	6.4
17:15 - 17:30	0	0	144	20	1	0	2	167	169.5	0	0	6	1	0	0	0	7	7.0	0	0	7	3	0	0	0	10	10.0
17:30 - 17:45	0	0	134	11	1	0	1	147	148.5	0	0	2	0	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0
17:45 - 18:00	0	0	123	18	0	0	3	144	147.0	0	0	2	0	0	0	0	2	2.0	0	0	7	0	0	0	0	7	7.0
Hourly Total	0	1	572	72	2	1	6	654	661.7	0	0	16	2	0	0	0	18	18.0	0	1	22	3	0	0	0	26	25.4
TOTAL	3	1	2042	282	22	5	28	2383	2425.5	0	0	66	10	0	0	0	76	76.0	0	2	92	16	0	0	0	110	108.8

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 4

Approach: Eldon Street North

	Ahead to Eldon Street									Right to Regent Street								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	8	4	0	0	5	17	22.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	1	0	21	4	0	0	8	34	41.2	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	30	2	3	0	3	38	42.5	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	1	1	42	6	1	0	1	52	52.1	0	0	0	0	0	0	0	0	0.0
Hourly Total	2	1	101	16	4	0	17	141	157.8	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	1	1	38	6	1	0	3	50	52.1	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	62	5	2	0	2	71	74.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	44	17	2	0	2	65	68.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	1	45	4	3	0	4	57	61.9	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	2	189	32	8	0	11	243	256.0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	32	2	0	0	4	38	42.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	38	7	0	0	3	48	51.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	36	3	3	0	3	45	49.5	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	26	5	2	0	4	37	42.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	132	17	5	0	14	168	184.5	0	0	0	0	0	0	0	0	0.0

TOTAL	3	3	422	65	17	0	42	552	598.3	0	0	0	0	0	0	0	0	0.0
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14:00 - 14:15	0	1	42	9	1	0	4	57	60.9	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	46	4	1	0	4	55	59.5	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	31	2	0	0	8	41	49.0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	38	7	0	0	3	48	51.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	157	22	2	0	19	201	220.4	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	35	5	1	0	3	44	47.5	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	46	9	0	0	4	59	63.0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	44	5	0	0	3	52	55.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	1	0	49	5	0	0	2	57	58.2	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	174	24	1	0	12	212	223.7	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	45	18	0	0	3	66	69.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	39	11	0	0	3	53	56.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	49	9	0	0	4	62	66.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	1	39	5	0	0	3	48	50.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	172	43	0	0	13	229	241.4	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	1	0	49	6	1	0	2	59	60.7	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	1	0	41	7	0	0	4	53	56.2	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	47	4	0	0	3	54	57.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	30	2	0	0	4	36	40.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	2	0	167	19	1	0	13	202	213.9	0	0	0	0	0	0	0	0	0.0

TOTAL	3	2	670	108	4	0	57	844	899.4	0	0	0	0	0	0	0	0	0.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 4

Approach: Eldon Street

	Left to Regent Street									Ahead to Eldon Street North								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0

TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
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14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0

TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Barnsley

Tuesday 20th June 2023

Junction: 4

Approach: Regent Street

	Left to Eldon Street North									Right to Eldon Street								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	11	3	2	0	2	18	21.0	0	0	7	3	1	0	0	11	11.5
07:15 - 07:30	0	0	11	3	2	0	3	19	23.0	0	0	9	5	0	0	0	14	14.0
07:30 - 07:45	0	1	22	3	0	0	2	28	29.4	0	0	10	4	3	0	0	17	18.5
07:45 - 08:00	0	0	21	10	0	0	3	34	37.0	0	0	22	3	0	0	0	25	25.0
Hourly Total	0	1	65	19	4	0	10	99	110.4	0	0	48	15	4	0	0	67	69.0
08:00 - 08:15	0	0	31	4	2	0	3	40	44.0	0	0	31	2	0	0	0	33	33.0
08:15 - 08:30	0	0	54	9	0	0	1	64	65.0	1	0	37	4	1	0	0	43	42.7
08:30 - 08:45	0	0	23	6	1	0	9	39	48.5	0	0	22	4	2	0	0	28	29.0
08:45 - 09:00	0	0	34	9	1	0	5	49	54.5	0	0	31	4	0	0	0	35	35.0
Hourly Total	0	0	142	28	4	0	18	192	212.0	1	0	121	14	3	0	0	139	139.7
09:00 - 09:15	0	0	32	14	0	0	2	48	50.0	0	0	28	4	1	0	0	33	33.5
09:15 - 09:30	0	0	27	7	2	0	1	37	39.0	0	0	19	4	1	0	0	24	24.5
09:30 - 09:45	0	0	24	10	0	0	4	38	42.0	0	0	32	9	1	0	0	42	42.5
09:45 - 10:00	0	0	22	5	4	0	5	36	43.0	0	0	31	6	1	0	0	38	38.5
Hourly Total	0	0	105	36	6	0	12	159	174.0	0	0	110	23	4	0	0	137	139.0

TOTAL	0	1	312	83	14	0	40	450	496.4	1	0	279	52	11	0	0	343	347.7
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14:00 - 14:15	0	1	38	7	0	0	3	49	51.4	0	1	37	9	5	0	0	52	53.9
14:15 - 14:30	0	0	39	1	0	0	4	44	48.0	1	0	37	3	0	0	0	41	40.2
14:30 - 14:45	0	0	40	8	0	0	3	51	54.0	0	0	43	4	0	0	1	48	49.0
14:45 - 15:00	0	0	56	5	0	0	2	63	65.0	0	0	41	11	0	0	1	53	54.0
Hourly Total	0	1	173	21	0	0	12	207	218.4	1	1	158	27	5	0	2	194	197.1
15:00 - 15:15	0	0	31	10	3	0	6	50	57.5	0	0	42	7	1	0	0	50	50.5
15:15 - 15:30	0	0	30	10	1	0	0	41	41.5	1	0	39	9	0	0	0	49	48.2
15:30 - 15:45	0	0	46	6	0	0	6	58	64.0	0	0	40	7	1	0	0	48	48.5
15:45 - 16:00	0	1	79	10	0	0	7	97	103.4	0	1	40	3	3	0	1	48	49.9
Hourly Total	0	1	186	36	4	0	19	246	266.4	1	1	161	26	5	0	1	195	197.1
16:00 - 16:15	0	0	73	10	2	0	3	88	92.0	1	1	45	6	0	0	0	53	51.6
16:15 - 16:30	0	0	61	8	0	0	4	73	77.0	0	0	36	6	1	0	0	43	43.5
16:30 - 16:45	0	2	69	6	0	0	4	81	83.8	1	0	46	4	0	0	0	51	50.2
16:45 - 17:00	0	0	59	7	0	0	4	70	74.0	1	0	37	7	0	0	0	45	44.2
Hourly Total	0	2	262	31	2	0	15	312	326.8	3	1	164	23	1	0	0	192	189.5
17:00 - 17:15	0	0	114	11	0	0	4	129	133.0	2	1	49	2	0	0	0	54	51.8
17:15 - 17:30	1	0	94	10	0	0	5	110	114.2	1	2	26	4	0	0	0	33	31.0
17:30 - 17:45	1	0	47	4	0	0	3	55	57.2	0	1	38	3	0	0	0	42	41.4
17:45 - 18:00	0	0	41	1	1	0	2	45	47.5	0	0	36	2	0	0	0	38	38.0
Hourly Total	2	0	296	26	1	0	14	339	351.9	3	4	149	11	0	0	0	167	162.2

TOTAL	2	4	917	114	7	0	60	1104	1163.5	8	7	632	87	11	0	3	748	745.9
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Intelligent Data Collection Limited



Client: Arcadis
Project Number: ID06487
Junction Number: Site 2

Date of Survey: 18.05.2022
Junction Name: County Way / Regent Street
Junction Type: T-Junction

Arm A: County Way (N)
Arm B: Regent Street (E)

Arm C: Regent Street (W)

Time	A to A								A to C								A to B							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30								0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:45								0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
08:00								0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
08:15								0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
08:30								0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
08:45								0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
09:00								0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	11
09:15								0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
09:30								0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
09:45								0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
16:00								0	0	0	0	0	0	0	0	0	41	5	0	0	0	2	0	48
16:15								0	0	0	0	0	0	0	0	0	45	6	1	0	0	0	0	52
16:30								0	0	0	0	0	0	0	0	0	44	1	0	0	0	0	0	45
16:45								0	0	0	0	0	0	0	0	0	28	2	0	0	0	1	0	31
17:00								0	0	0	0	0	0	0	0	0	57	0	0	0	0	2	0	59
17:15								0	0	0	0	0	0	0	0	0	55	0	0	0	0	0	0	55
17:30								0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24
17:45								0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
18:00								0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
18:15								0	0	0	0	0	0	0	0	0	16	1	0	0	0	1	0	18
18:30								0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
18:45								0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
								Total								Total								Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	11
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	18
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	0	0	28
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	5	0	0	0	0	0	37
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	3	0	0	0	0	0	45
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	7	0	0	0	0	0	47
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	8	0	0	0	0	0	44
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	7	0	0	0	0	0	39
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	7	0	0	0	0	0	34
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	14	1	0	0	3	0	176
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	9	1	0	0	3	0	187
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	3	0	0	0	3	0	190
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	164	2	0	0	0	3	0	169
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	0	0	0	0	2	0	155
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	0	0	0	0	0	0	108
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	1	0	0	0	1	0	71
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	1	0	0	0	1	0	58
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	2	0	0	0	1	0	48

Intelligent Data Collection Limited



Client: Arcadis
 Project Number: ID06487
 Junction Number: Site 2

Date of Survey: 18.05.2022
 Junction Name: County Way / Regent Street
 Junction Type: T-Junction

Arm A: County Way (N)
 Arm B: Regent Street (E)

Arm C: Regent Street (W)

Time	B to B								B to A								B to C							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited



Client: Arcadis
Project Number: ID06487
Junction Number: Site 2

Date of Survey: 18.05.2022
Junction Name: County Way / Regent Street
Junction Type: T-Junction

Arm A: County Way (N)
Arm B: Regent Street (E)

Arm C: Regent Street (W)

	C to C								C to B								C to A										
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
07:00								0	13	5	0	0	4	0	0	22	4	0	0	0	0	0	0	4			
07:15								0	27	7	0	0	1	0	0	35	7	1	0	0	0	0	0	8			
07:30								0	24	5	0	0	2	0	0	31	8	4	0	0	0	0	0	12			
07:45								0	38	6	0	0	1	0	1	46	11	5	1	0	0	0	0	17			
08:00								0	48	4	0	0	5	0	0	57	20	0	0	0	0	0	0	20			
08:15								0	61	10	1	0	5	0	1	78	23	2	1	0	0	0	0	26			
08:30								0	59	4	0	0	7	0	0	70	18	0	0	0	0	0	0	18			
08:45								0	50	11	1	0	9	0	0	71	30	0	0	0	0	0	0	30			
09:00								0	64	9	0	0	2	0	1	76	28	2	0	0	0	0	0	30			
09:15								0	39	7	0	0	4	0	0	50	31	5	0	0	0	0	0	36			
09:30								0	46	7	0	0	3	0	0	56	27	7	0	0	0	0	0	34			
09:45								0	67	9	2	0	5	0	0	83	23	2	0	0	0	0	0	25			
16:00								0	81	13	0	0	4	0	1	99	14	0	0	0	0	0	0	14			
16:15								0	75	15	0	0	4	0	1	95	11	2	0	0	0	3	0	16			
16:30								0	91	10	0	0	4	1	0	106	8	0	0	0	0	0	0	8			
16:45								0	88	11	0	0	2	1	0	102	14	0	0	0	0	0	0	14			
17:00								0	124	11	0	0	5	1	0	141	17	1	0	0	0	0	0	18			
17:15								0	94	5	0	0	4	0	0	103	12	0	0	0	0	0	0	12			
17:30								0	80	9	0	0	4	2	0	95	12	0	0	0	0	0	0	12			
17:45								0	54	8	0	0	4	1	2	69	5	0	0	0	0	0	0	5			
18:00								0	70	3	0	0	5	1	0	79	4	0	0	0	0	0	0	4			
18:15								0	71	4	0	0	3	0	0	78	4	1	0	0	0	0	0	5			
18:30								0	53	1	0	0	3	0	0	57	11	0	0	0	0	0	0	11			
18:45								0	44	3	1	0	1	0	1	50	9	0	0	0	0	0	0	9			
Start Time	Rolling Hour								Total	Rolling Hour								Total	Rolling Hour								Total
07:00	0	0	0	0	0	0	0	0	102	23	0	0	8	0	1	134	30	10	1	0	0	0	0	41			
07:15	0	0	0	0	0	0	0	0	137	22	0	0	9	0	1	169	46	10	1	0	0	0	0	57			
07:30	0	0	0	0	0	0	0	0	171	25	1	0	13	0	2	212	62	11	2	0	0	0	0	75			
07:45	0	0	0	0	0	0	0	0	206	24	1	0	18	0	2	251	72	7	2	0	0	0	0	81			
08:00	0	0	0	0	0	0	0	0	218	29	2	0	26	0	1	276	91	2	1	0	0	0	0	94			
08:15	0	0	0	0	0	0	0	0	234	34	2	0	23	0	2	295	99	4	1	0	0	0	0	104			
08:30	0	0	0	0	0	0	0	0	212	31	1	0	22	0	1	267	107	7	0	0	0	0	0	114			
08:45	0	0	0	0	0	0	0	0	199	34	1	0	18	0	1	253	116	14	0	0	0	0	0	130			
09:00	0	0	0	0	0	0	0	0	216	32	2	0	14	0	1	265	109	16	0	0	0	0	0	125			
16:00	0	0	0	0	0	0	0	0	335	49	0	0	14	2	2	402	47	2	0	0	0	3	0	52			
16:15	0	0	0	0	0	0	0	0	378	47	0	0	15	3	1	444	50	3	0	0	0	3	0	56			
16:30	0	0	0	0	0	0	0	0	397	37	0	0	15	3	0	452	51	1	0	0	0	0	0	52			
16:45	0	0	0	0	0	0	0	0	386	36	0	0	15	4	0	441	55	1	0	0	0	0	0	56			
17:00	0	0	0	0	0	0	0	0	352	33	0	0	17	4	2	408	46	1	0	0	0	0	0	47			
17:15	0	0	0	0	0	0	0	0	298	25	0	0	17	4	2	346	33	0	0	0	0	0	0	33			
17:30	0	0	0	0	0	0	0	0	275	24	0	0	16	4	2	321	25	1	0	0	0	0	0	26			
17:45	0	0	0	0	0	0	0	0	248	16	0	0	15	2	2	283	24	1	0	0	0	0	0	25			
18:00	0	0	0	0	0	0	0	0	238	11	1	0	12	1	1	264	28	1	0	0	0	0	0	29			

Intelligent Data Collection Limited



Client: Arcadis
Project Number: ID06487
Junction Number: Site 2

Date of Survey: 18.05.2022
Junction Name: County Way / Regent Street
Junction Type: T-Junction

Time	Arm A Approach								Arm A Exit							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
07:15	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
07:30	1	1	0	0	0	0	0	2	8	4	0	0	0	0	0	12
07:45	3	3	0	0	0	0	0	6	11	5	1	0	0	0	0	17
08:00	9	0	0	0	0	0	0	9	20	0	0	0	0	0	0	20
08:15	11	0	0	0	0	0	0	11	23	2	1	0	0	0	0	26
08:30	9	2	0	0	0	0	0	11	18	0	0	0	0	0	0	18
08:45	13	1	0	0	0	0	0	14	30	0	0	0	0	0	0	30
09:00	7	4	0	0	0	0	0	11	28	2	0	0	0	0	0	30
09:15	7	1	0	0	0	0	0	8	31	5	0	0	0	0	0	36
09:30	5	1	0	0	0	0	0	6	27	7	0	0	0	0	0	34
09:45	8	1	0	0	0	0	0	9	23	2	0	0	0	0	0	25
16:00	41	5	0	0	0	2	0	48	14	0	0	0	0	0	0	14
16:15	45	6	1	0	0	0	0	52	11	2	0	0	0	3	0	16
16:30	44	1	0	0	0	0	0	45	8	0	0	0	0	0	0	8
16:45	28	2	0	0	0	1	0	31	14	0	0	0	0	0	0	14
17:00	57	0	0	0	0	2	0	59	17	1	0	0	0	0	0	18
17:15	55	0	0	0	0	0	0	55	12	0	0	0	0	0	0	12
17:30	24	0	0	0	0	0	0	24	12	0	0	0	0	0	0	12
17:45	17	0	0	0	0	0	0	17	5	0	0	0	0	0	0	5
18:00	12	0	0	0	0	0	0	12	4	0	0	0	0	0	0	4
18:15	16	1	0	0	0	1	0	18	4	1	0	0	0	0	0	5
18:30	11	0	0	0	0	0	0	11	11	0	0	0	0	0	0	11
18:45	6	1	0	0	0	0	0	7	9	0	0	0	0	0	0	9
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	7	4	0	0	0	0	0	11	30	10	1	0	0	0	0	41
07:15	14	4	0	0	0	0	0	18	46	10	1	0	0	0	0	57
07:30	24	4	0	0	0	0	0	28	62	11	2	0	0	0	0	75
07:45	32	5	0	0	0	0	0	37	72	7	2	0	0	0	0	81
08:00	42	3	0	0	0	0	0	45	91	2	1	0	0	0	0	94
08:15	40	7	0	0	0	0	0	47	99	4	1	0	0	0	0	104
08:30	36	8	0	0	0	0	0	44	107	7	0	0	0	0	0	114
08:45	32	7	0	0	0	0	0	39	116	14	0	0	0	0	0	130
09:00	27	7	0	0	0	0	0	34	109	16	0	0	0	0	0	125
16:00	158	14	1	0	0	3	0	176	47	2	0	0	0	3	0	52
16:15	174	9	1	0	0	3	0	187	50	3	0	0	0	3	0	56
16:30	184	3	0	0	0	3	0	190	51	1	0	0	0	0	0	52
16:45	164	2	0	0	0	3	0	169	55	1	0	0	0	0	0	56
17:00	153	0	0	0	0	2	0	155	46	1	0	0	0	0	0	47
17:15	108	0	0	0	0	0	0	108	33	0	0	0	0	0	0	33
17:30	69	1	0	0	0	1	0	71	25	1	0	0	0	0	0	26
17:45	56	1	0	0	0	1	0	58	24	1	0	0	0	0	0	25
18:00	45	2	0	0	0	1	0	48	28	1	0	0	0	0	0	29

Intelligent Data Collection Limited



Client: Arcadis
Project Number: ID06487
Junction Number: Site 2

Date of Survey: 18.05.2022
Junction Name: County Way / Regent Street
Junction Type: T-Junction

	Arm B Approach								Arm B Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	0	0	0	0	0	0	0	0	15	5	0	0	4	0	0	24		
07:15	0	0	0	0	0	0	0	0	28	7	0	0	1	0	0	36		
07:30	0	0	0	0	0	0	0	0	25	6	0	0	2	0	0	33		
07:45	0	0	0	0	0	0	0	0	41	9	0	0	1	0	1	52		
08:00	0	0	0	0	0	0	0	0	57	4	0	0	5	0	0	66		
08:15	0	0	0	0	0	0	0	0	72	10	1	0	5	0	1	89		
08:30	0	0	0	0	0	0	0	0	68	6	0	0	7	0	0	81		
08:45	0	0	0	0	0	0	0	0	63	12	1	0	9	0	0	85		
09:00	0	0	0	0	0	0	0	0	71	13	0	0	2	0	1	87		
09:15	0	0	0	0	0	0	0	0	46	8	0	0	4	0	0	58		
09:30	0	0	0	0	0	0	0	0	51	8	0	0	3	0	0	62		
09:45	0	0	0	0	0	0	0	0	75	10	2	0	5	0	0	92		
16:00	0	0	0	0	0	0	0	0	122	18	0	0	4	2	1	147		
16:15	0	0	0	0	0	0	0	0	120	21	1	0	4	0	1	147		
16:30	0	0	0	0	0	0	0	0	135	11	0	0	4	1	0	151		
16:45	0	0	0	0	0	0	0	0	116	13	0	0	2	2	0	133		
17:00	0	0	0	0	0	0	0	0	181	11	0	0	5	3	0	200		
17:15	0	0	0	0	0	0	0	0	149	5	0	0	4	0	0	158		
17:30	0	0	0	0	0	0	0	0	104	9	0	0	4	2	0	119		
17:45	0	0	0	0	0	0	0	0	71	8	0	0	4	1	2	86		
18:00	0	0	0	0	0	0	0	0	82	3	0	0	5	1	0	91		
18:15	0	0	0	0	0	0	0	0	87	5	0	0	3	1	0	96		
18:30	0	0	0	0	0	0	0	0	64	1	0	0	3	0	0	68		
18:45	0	0	0	0	0	0	0	0	50	4	1	0	1	0	1	57		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	0	0	0	0	0	0	0	0	109	27	0	0	8	0	1	145		
07:15	0	0	0	0	0	0	0	0	151	26	0	0	9	0	1	187		
07:30	0	0	0	0	0	0	0	0	195	29	1	0	13	0	2	240		
07:45	0	0	0	0	0	0	0	0	238	29	1	0	18	0	2	288		
08:00	0	0	0	0	0	0	0	0	260	32	2	0	26	0	1	321		
08:15	0	0	0	0	0	0	0	0	274	41	2	0	23	0	2	342		
08:30	0	0	0	0	0	0	0	0	248	39	1	0	22	0	1	311		
08:45	0	0	0	0	0	0	0	0	231	41	1	0	18	0	1	292		
09:00	0	0	0	0	0	0	0	0	243	39	2	0	14	0	1	299		
16:00	0	0	0	0	0	0	0	0	493	63	1	0	14	5	2	578		
16:15	0	0	0	0	0	0	0	0	552	56	1	0	15	6	1	631		
16:30	0	0	0	0	0	0	0	0	581	40	0	0	15	6	0	642		
16:45	0	0	0	0	0	0	0	0	550	38	0	0	15	7	0	610		
17:00	0	0	0	0	0	0	0	0	505	33	0	0	17	6	2	563		
17:15	0	0	0	0	0	0	0	0	406	25	0	0	17	4	2	454		
17:30	0	0	0	0	0	0	0	0	344	25	0	0	16	5	2	392		
17:45	0	0	0	0	0	0	0	0	304	17	0	0	15	3	2	341		
18:00	0	0	0	0	0	0	0	0	283	13	1	0	12	2	1	312		

Intelligent Data Collection Limited



Client: Arcadis
Project Number: ID06487
Junction Number: Site 2

Date of Survey: 18.05.2022
Junction Name: County Way / Regent Street
Junction Type: T-Junction

Time	Arm C Approach								Arm C Exit							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	17	5	0	0	4	0	0	26	0	0	0	0	0	0	0	0
07:15	34	8	0	0	1	0	0	43	0	0	0	0	0	0	0	0
07:30	32	9	0	0	2	0	0	43	0	0	0	0	0	0	0	0
07:45	49	11	1	0	1	0	1	63	0	0	0	0	0	0	0	0
08:00	68	4	0	0	5	0	0	77	0	0	0	0	0	0	0	0
08:15	84	12	2	0	5	0	1	104	0	0	0	0	0	0	0	0
08:30	77	4	0	0	7	0	0	88	0	0	0	0	0	0	0	0
08:45	80	11	1	0	9	0	0	101	0	0	0	0	0	0	0	0
09:00	92	11	0	0	2	0	1	106	0	0	0	0	0	0	0	0
09:15	70	12	0	0	4	0	0	86	0	0	0	0	0	0	0	0
09:30	73	14	0	0	3	0	0	90	0	0	0	0	0	0	0	0
09:45	90	11	2	0	5	0	0	108	0	0	0	0	0	0	0	0
16:00	95	13	0	0	4	0	1	113	0	0	0	0	0	0	0	0
16:15	86	17	0	0	4	3	1	111	0	0	0	0	0	0	0	0
16:30	99	10	0	0	4	1	0	114	0	0	0	0	0	0	0	0
16:45	102	11	0	0	2	1	0	116	0	0	0	0	0	0	0	0
17:00	141	12	0	0	5	1	0	159	0	0	0	0	0	0	0	0
17:15	106	5	0	0	4	0	0	115	0	0	0	0	0	0	0	0
17:30	92	9	0	0	4	2	0	107	0	0	0	0	0	0	0	0
17:45	59	8	0	0	4	1	2	74	0	0	0	0	0	0	0	0
18:00	74	3	0	0	5	1	0	83	0	0	0	0	0	0	0	0
18:15	75	5	0	0	3	0	0	83	0	0	0	0	0	0	0	0
18:30	64	1	0	0	3	0	0	68	0	0	0	0	0	0	0	0
18:45	53	3	1	0	1	0	1	59	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	132	33	1	0	8	0	1	175	0	0	0	0	0	0	0	0
07:15	183	32	1	0	9	0	1	226	0	0	0	0	0	0	0	0
07:30	233	36	3	0	13	0	2	287	0	0	0	0	0	0	0	0
07:45	278	31	3	0	18	0	2	332	0	0	0	0	0	0	0	0
08:00	309	31	3	0	26	0	1	370	0	0	0	0	0	0	0	0
08:15	333	38	3	0	23	0	2	399	0	0	0	0	0	0	0	0
08:30	319	38	1	0	22	0	1	381	0	0	0	0	0	0	0	0
08:45	315	48	1	0	18	0	1	383	0	0	0	0	0	0	0	0
09:00	325	48	2	0	14	0	1	390	0	0	0	0	0	0	0	0
16:00	382	51	0	0	14	5	2	454	0	0	0	0	0	0	0	0
16:15	428	50	0	0	15	6	1	500	0	0	0	0	0	0	0	0
16:30	448	38	0	0	15	3	0	504	0	0	0	0	0	0	0	0
16:45	441	37	0	0	15	4	0	497	0	0	0	0	0	0	0	0
17:00	398	34	0	0	17	4	2	455	0	0	0	0	0	0	0	0
17:15	331	25	0	0	17	4	2	379	0	0	0	0	0	0	0	0
17:30	300	25	0	0	16	4	2	347	0	0	0	0	0	0	0	0
17:45	272	17	0	0	15	2	2	308	0	0	0	0	0	0	0	0
18:00	266	12	1	0	12	1	1	293	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited



Client: Arcadis
Project Number: ID06487
Junction Number: Site 2

Date of Survey: 18.05.2022
Junction Name: County Way / Regent Street
Junction Type: T-Junction

Total Junction Flow								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	19	5	0	0	4	0	0	28
07:15	35	8	0	0	1	0	0	44
07:30	33	10	0	0	2	0	0	45
07:45	52	14	1	0	1	0	1	69
08:00	77	4	0	0	5	0	0	86
08:15	95	12	2	0	5	0	1	115
08:30	86	6	0	0	7	0	0	99
08:45	93	12	1	0	9	0	0	115
09:00	99	15	0	0	2	0	1	117
09:15	77	13	0	0	4	0	0	94
09:30	78	15	0	0	3	0	0	96
09:45	98	12	2	0	5	0	0	117
16:00	136	18	0	0	4	2	1	161
16:15	131	23	1	0	4	3	1	163
16:30	143	11	0	0	4	1	0	159
16:45	130	13	0	0	2	2	0	147
17:00	198	12	0	0	5	3	0	218
17:15	161	5	0	0	4	0	0	170
17:30	116	9	0	0	4	2	0	131
17:45	76	8	0	0	4	1	2	91
18:00	86	3	0	0	5	1	0	95
18:15	91	6	0	0	3	1	0	101
18:30	75	1	0	0	3	0	0	79
18:45	59	4	1	0	1	0	1	66
Start Time	Rolling Hour							Total
07:00	139	37	1	0	8	0	1	186
07:15	197	36	1	0	9	0	1	244
07:30	257	40	3	0	13	0	2	315
07:45	310	36	3	0	18	0	2	369
08:00	351	34	3	0	26	0	1	415
08:15	373	45	3	0	23	0	2	446
08:30	355	46	1	0	22	0	1	425
08:45	347	55	1	0	18	0	1	422
09:00	352	55	2	0	14	0	1	424
16:00	540	65	1	0	14	8	2	630
16:15	602	59	1	0	15	9	1	687
16:30	632	41	0	0	15	6	0	694
16:45	605	39	0	0	15	7	0	666
17:00	551	34	0	0	17	6	2	610
17:15	439	25	0	0	17	4	2	487
17:30	369	26	0	0	16	5	2	418
17:45	328	18	0	0	15	3	2	366
18:00	311	14	1	0	12	2	1	341