BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Project Name:	Proposed Lidl Foodstore, A6135 Sheffield Road, Hoyland				
Client:	Lidl Great Britain				
Subject:	Technical Note				
BGH Reference:	20-369-007.02				
Date:	20th October 2022				
Prepared by:	Nick Calder	**Checked by:**	Stuart Wilkins	**Overview by:**	Martin Crabtree

Introduction

1. This Technical Note (TN) has been prepared by Bryan G Hall (BGH) as part of a full planning application submitted by Lidl Great Britain to erect a new Lidl foodstore on land to the north of A6135 Sheffield Road, Hoyland.

2. The planning application was submitted to Barnsley Metropolitan Borough Council (BMBC) on 22nd February 2022 (application reference 2022/0194). A Transport Assessment (TA) and Travel Plan (TP) were prepared by BGH and submitted as part of the planning application. An initial consultation response was provided by Highway Development Control (HDC) at BMBC (no date). The initial consultation response set out a number of issues / requests for further information.

3. A holding recommendation on the application was also submitted by National Highways (NH) with regard to the impact on the M1 Junction 36, which forms part of the Strategic Road Network (SRN). An accompanying letter to the holding response was issued by NH which set out a number of issues / requests for further information.

4. A TN was prepared by BGH to address the initial consultation response from BMBC and the further information requested by NH, dated 8th July 2022 (report reference 20-369-005.02). This is attached at **Appendix BGH1**.

5. A further full consultation response was subsequently provided by BMBC on 18th July. The full highways consultation response from BMBC is attached at **Appendix BGH2**.

6. A Teams meeting was then held between BGH and highways officers at BMBC on 19th August 2022 to discuss and agree the scope of further work. Subsequent email correspondence between BGH and BMBC is attached at **Appendix BGH3** and confirms the scope for additional work, which is the subject of this TN. Also attached at **Appendix BGH3** are the flow diagram excerpts attached to the email correspondence.

7. This TN has been prepared to address the full highways consultation response from BMBC in accordance with the agreed scope set out within email correspondence at **Appendix BGH3**.

BMBC Comment 1

8. BMBC state that the application would be made more robust if a survey of existing movements were made at the nearby Aldi foodstore approximately 600 metres to the west of the proposals.

BGH Response

9. As agreed with BMBC, traffic surveys have been undertaken at the existing Aldi foodstore on A61 Sheffield Road. Traffic surveys were also undertaken at a nearby Lidl foodstore on Bradberry Bank Lane in Wombwell, as the nearest Lidl foodstore to the site. The surveys were undertaken on Friday 16th September between the hours of 2:00pm - 7:00pm, and on Saturday 17th September between the hours of 10:00am – 4:00pm. The peak periods for the Aldi store was observed to be 5.30pm – 6.30pm during the weekday evening period and 1.45pm – 2.45pm during the Saturday midday period. The peak periods for the Lidl store was observed to be 3.15pm – 4.15pm and 11.00am – 12.00pm respectively for the weekday and Saturday peaks. The results of these traffic surveys are attached at **Appendix BGH4**.

10. The number of vehicles generated to and from each of these stores is set out in Table 1 below, along with the calculated trip rates per 100m^2. The foodstore gross floor areas (gfa) have been extracted from their respective planning applications on the BMBC planning portal, these are 1,571m^2 gfa for the Aldi and 2,470m^2 for the Lidl (application references 2013/0808 and 2015/0927 respectively). The trip rates adopted within the submitted TA are also included in Table 1 for comparison.

Table 1

Surveyed Vehicle Flows and Calculated Trip Rates

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

11. The calculated trip rates in Table 1 show that the Aldi trip rates are significantly higher than the Lidl and TRICS trip rates. A review of the local area in Birdwell shows that Aldi is the only major foodstore in Birdwell or in west Hoyland. The closest 'major' foodstore to these two areas is the Tesco superstore on B6096 Wombwell Road, north Hoyland. It is considered that the majority of the residents of Birdwell and west Hoyland currently visit the Aldi foodstore as the closest practical option, whereas generally in other locations there are typically a number of foodstores to offer choice to local residents. The calculated trip rates for the Lidl foodstore at Bradberry Bank Lane are more in line with the expected trip rates for a Lidl foodstore and comparable to the derived TRICS trip rates. Information provided by Lidl also confirm that the Bradberry Bank Lane store trades at around the regional average, from a sales point of view. In practice is expected that the proposed Lidl store at Hoyland will trade at a similar level to other regional stores.

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

13. However, in order to ensure a robust revised assessment of the Lidl store, the higher Aldi trip rates will be used within revised modelling assessments, as set out further below.

BMBC Comment 2

14. BMBC state that further work is required before agreement can be reached on the reduction of new trips to the network as a result of discounting existing movements, and that the Travel Plan requires more substance in terms of targets.

BGH Response

15. It has been clarified that this comment refers to the trip type proportions set out within the original submitted TA and the lack of individual flow diagrams submitted for each of these different trip types. Whilst individual flow diagrams were submitted as part of the first BGH TN, these are now superseded by the revised modelling assessments set out within this TN. The trip type proportions have not been queried by NH and are considered to be acceptable.

16. With regard to the targets in the Travel Plan, it is difficult to set specific targets until the initial travel survey has been undertaken. As an initial target a 10% reduction in single occupancy car trips has been committed to, with a corresponding increase in other sustainable modes of transport. The specific modal shift targets for each travel mode will be established following the results of the initial travel survey and will be agreed with BMBC.

BMBC Comment 3

17. BMBC request that updated traffic surveys are undertaken of the same junctions assessed within the TA, as well as the Sheffield Road / Tankersley Lane / B6096 Hoyland Road junction to the south-east of the site. The reason for this is the recent opening of the 'Evri

Link Road' to the south of the site (it is noted that 'Evri' has recently changed their company name from 'Hermes').

BGH Response

18. As agreed these junctions were re-surveyed in September 2022. The traffic survey results are attached at **Appendix BGH4** along with the traffic survey results for the Aldi - Birdwell and Lidl - Wombwell surveys. The revised modelling assessments using these updated traffic flows is set out below.

BMBC Comment 4

19. BMBC request that a comparison is made between the traffic surveys reported in the original submitted TA (October 2021) and pre-pandemic traffic levels, to ensure traffic levels are representative.

BGH Response

20. In summary, the comparison between traffic flows on Sheffield Road immediately to the east of the junction with Cross Keys Lane, in March 2019 and October 2021 as set out in the first TN, show that the volume of eastbound traffic increased by some 27% and the volume of westbound traffic increased by some 57%. The volume of two-way traffic increased by some 41%. This is a significant increase in traffic and is well above the expected increase in background traffic growth over a period of 2 years. It is clear then that the post Covid-19 pandemic surveys originally used represented a significantly higher flow than the pre-Covid-19 pandemic surveys.

21. A comparison to the recently undertaken September 2022 traffic surveys is set out further below, following the opening of the Evri Link Road.

BMBC Comment 5

22. BMBC state that a network peak hour of 3.30pm – 4.30pm was assessed. It is requested that a single worst hour (base plus development) is assessed, as the TRICS trip rates would be higher in the later hours.

BGH Response

23. The network peak of 3.30pm – 4.30pm set out in the TA was identified from the traffic surveys. We can confirm that the peak hour from the TRICS output, from 4.00pm – 5.00pm, was applied to the identified network peak of 3.30pm – 4.30pm. Although these time periods do not match, they are the highest peak periods from each dataset and ensure the assessment is robust. The same approach has been adopted within the revised modelling assessments set out in this TN.

BMBC Comment 6

24. BMBC request that vehicle trips associated with additional committed developments are included, these are:

- 2021/0479
- 2021/1007
- 2021/1691
- 2019/1573 – Outline application that covers both 2021/1007 and 2021/1691

BGH Response

25. This is accepted, vehicle trips predicted to be generated by these developments onto the local highway network have been retrieved from their respective planning applications on the BMBC planning portal. Details of this are set out in this TN.

BMBC Comment 7

26. BMBC confirm that there are a number of Public Rights of Way (PRoW) surrounding the site and there is no consideration of how the proposals may affect the movement of pedestrians along Footpaths 10 and 12.

BGH Response

27. Reference is made to the first BGH TN which responded on this point.

28. It was agreed with BMBC that the updated traffic surveys would record any pedestrians crossing over Sheffield Road from the Rockingham Centre to Cross Keys Lane, to observe the interaction between the two PRoWs. Any pedestrians observed undertaking this movement would be assumed to be travelling between these two PRoWs.

29. The pedestrian count survey is included within the survey data at **Appendix BGH4** and shows that across the surveyed periods on both Friday 16th September and Saturday 17th September, no pedestrians crossed over Sheffield Road to / from the Rockingham Centre to / from Cross Keys Lane. On this basis it is considered that very few pedestrians are crossing Sheffield Road to travel between these PRoWs, and therefore the proposal has little impact on the use of these PRoW's.

BMBC Comment 8

30. BMBC state the vehicle swept path for a HGV accessing and egressing the site shows that the vehicle uses the full junction. This could lead to incidents of conflict which could impact on the free movement of traffic on the highway. This is not acceptable and needs to be amended.

BGH Response

31. This point was partly addressed within the first BGH TN, however the access arrangement to the Lidl store has since been revisited and relocated further north along Cross Keys Lane. As a result of the relocation, the separation distance between the proposed site access junction with Cross Keys Lane and the Cross Keys Lane junction with Sheffield Road has increased from some 25 metres to some 55 metres. The Cross Keys Lane junction with Sheffield Road will also be widened to ensure turning HGV's do not encroach onto the opposing carriageway. To improve pedestrian safety, a pedestrian refuge island is proposed

to allow pedestrians to cross Cross Keys Lane in two movements. The updated access arrangement is shown on the drawing at **Appendix BGH5**.

32. The relocation of the site access has resulted in modifications to the internal layout, the revised site layout plan is attached at **Appendix BGH6**. The southern extent of the site has been modified accordingly and parking spaces relocated to fit, there is no change to the central and northern extent of the site. The number of parking spaces has been reduced from 107 to 100 spaces, this is still within the recommended provision of 95 – 136 parking spaces when applying guidance set out within BMBC's Parking SPD (November 2019), i.e., 1 parking space per 14 – 20m^2 based on a proposed gross floor area of 1,900m^2.

33. The drawing at **Appendix BGH5** includes vehicle swept path analysis of the amended internal layout at the southern extent of the site, demonstrating the layout is satisfactory.

BMBC Comment 9

34. BMBC request details of the retaining wall(s) to be provided as part of the proposals, adjacent to Sheffield Road and also to the north adjacent to Cross Keys Lane.

BGH Response

35. Details of these retaining walls will be provided by the structural engineer under separate cover.

BMBC Comment 10

36. BMBC request additional information is provided with regard to the footbridge shown on the site layout plan to the western edge of the site.

BGH Response

37. This point was addressed in the first BGH TN where it is confirmed that there is currently a French drain and level change which form a swale along the western boundary of the site. To provide pedestrian access from the existing footway into the site, a bridging structure will be required to span the swale, with handrails to be provided on both sides. The detail of this bridging structure has not been fully designed at this stage, however, full details will be provided and agreed with BMBC following the grant of any planning permission and prior to construction.

Revised Modelling Assessments

Traffic Flow Methodology

38. As discussed above and agreed with BMBC, updated junction turning count surveys have been undertaken at the following junctions:

1. Cross Keys Lane / Sheffield Road / Rockingham Centre crossroads,
2. Sheffield Road / Evri Link Road / A6195 Dearne Valley Parkway roundabout, and
3. Sheffield Road / Tankersley Lane / B6096 Hoyland Road traffic signals.

39. Traffic flow diagrams showing the peak hour turning movements through each of these junctions are attached at **Appendix BGH7**, along with the flow diagrams for all other intermediate and assessed scenarios set out below. The network peak hours through the 3 surveyed junctions has been calculated to be 3.15pm – 4.15pm during the weekday evening survey period, and 11.30am – 12.30pm during the Saturday midday survey period.

40. With regard to the volume of traffic on Sheffield Road adjacent to the site, it can be seen that in the recent September 2022 surveys there is a two-way flow of 952 during the weekday evening peak and 906 during the Saturday peak. This is a reduction in traffic flows compared to the October 2021 surveys when there was an observed two-way flow of 1,646 and 1,354 respectively. The Evri link road has since been opened (believed to have been opened in August 2022) and acts as a bypass for Hoyland and Sheffield Road, this is the reason for the reduction in traffic flows.

41. The existing traffic flows have been growthed to a future year of 2027, consistent with the growth rates and approach adopted within the TA.

42. Traffic associated with committed developments has then been accounted for and added on to the growthed traffic flows to result in the 2027 base year traffic flows. The committed developments considered are listed as follows with a brief commentary:

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

43. The number of vehicle trips likely to be generated by the proposed development has been recalculated using the higher and robust 'Aldi Sheffield Road' trip rates discussed above. These trip rates and resulting vehicular generation of the proposed Lidl foodstore are set out in Table 2 below. Also included in Table 2 are the split of vehicle trips by trip type, using the same proportions adopted within the TA.

Table 2

Trip Rates and Vehicular Generation

	Weekday Evening Peak			Saturday Peak		
	In	Out	Total	In	Out	Total
Aldi Trip Rates	8.975	9.102	18.078	9.739	10.376	20.115
Pass-by Trips (50%)	85	86	172	93	99	191
Transferred Trips (50%)	85	86	172	93	99	191
Total Vehicle Trips (100%)	**171**	**173**	**343**	**185**	**197**	**382**

44. With the robust Aldi trip rates the site will generate some 343 vehicle trips during the weekday evening peak period and some 382 vehicle trips during the Saturday peak period.

45. Pass-by trips have been applied using the same methodology described in the TA, i.e., they will turn onto Cross Keys Lane and then the site from Sheffield Road before egressing back onto Cross Keys Lane and returning on their original journey. Transferred trips have been applied using the revised methodology set out within the first BGH TN, i.e., taking full consideration of the RIA and considering from which stores these trips will be transferred (full details of this are set out within the first BGH TN at **Appendix BGH1**). Traffic flow diagrams showing the individual pass-by trips, transferred trips and total development trips are included at **Appendix BGH7**.

46. The predicted development trips have then been added to the 2027 base year trips, resulting in traffic flows on the network in the 2027 'predicted' scenario.

Junction 1 – Cross Keys Lane / Sheffield Road / Rockingham Centre

47. The Cross Keys Lane / Sheffield Road / Rockingham Centre crossroads has been modelled in the 2022 existing and 2027 base scenarios using the same model used within the TA. In the 2027 predicted scenario, the junction has been modelled in accordance with the revised layout shown at **Appendix BGH5**. The results of the revised assessment are set out in Table 3 below, with the operational outputs attached at **Appendix BGH8**.

Table 3

Junction 1 – Cross Keys Lane / Sheffield Road / Rockingham Centre

Movement	Weekday Evening Peak Hour		Saturday Peak Hour	
	RFC	Queue	RFC	Queue
2022 Existing				
Cross Keys Lane – Ahead, Left Turn	0.01	0	0.00	0
Cross Keys Lane – Ahead, Right Turn	0.01	0	0.00	0
Sheffield Road (W) – Ahead, Right and Left Turns	0.00	0	0.01	0
The Rockingham Centre – Ahead, Right Turn	0.01	0	0.05	0
The Rockingham Centre – Ahead, Left Turn	0.02	0	0.02	0
Sheffield Road (E) – Ahead, Right and Left Turns	0.05	0	0.00	0
2027 Base				
Cross Keys Lane – Ahead, Left Turn	0.01	0	0.00	0
Cross Keys Lane – Ahead, Right Turn	0.01	0	0.00	0
Sheffield Road (W) – Ahead, Right and Left Turns	0.00	0	0.02	0
The Rockingham Centre – Ahead, Right Turn	0.01	0	0.05	0
The Rockingham Centre – Ahead, Left Turn	0.01	0	0.02	0
Sheffield Road (E) – Ahead, Right and Left Turns	0.05	0	0.00	0
2027 Predicted				
Cross Keys Lane – Ahead, Left Turn	0.19	0	0.22	0
Cross Keys Lane – Ahead, Right Turn	0.31	0	0.35	1
Sheffield Road (W) – Ahead, Right and Left Turns	0.00	0	0.02	0
The Rockingham Centre – Ahead, Right Turn	0.01	0	0.05	0
The Rockingham Centre – Ahead, Left Turn	0.01	0	0.02	0
Sheffield Road (E) – Ahead, Right and Left Turns	0.30	1	0.26	1

48. It can be seen from Table 3 that the junction is expected to operate with a maximum ratio of flow to capacity (RFC) in the 2027 predicted scenario of 0.35 and an associated queue of 1 vehicle, occurring during the Saturday peak period on the Cross Keys Lane arm. This junction is expected to operate efficiently and with no issues.

Junction 2 – Sheffield Road / Evri Link Road / A6195 Dearne Valley Parkway Roundabout

49. The Sheffield Road / Evri Link Road A6195 Dearne Valley Parkway roundabout has been modelled in all scenarios using the same model used within the TA. The results of the revised assessment are set out in Table 4 below, with the operational outputs attached at **Appendix BGH8**.

Table 4

Junction 2 – Sheffield Road / Evri Link Road / A6195 Dearne Valley Parkway

Movement	Weekday Evening Peak Hour		Saturday Peak Hour	
	RFC	Queue	RFC	Queue
2022 Existing				
Sheffield Road (N)	0.07	0	0.07	0
Sheffield Road (E)	0.45	1	0.41	1
Evri Link Road (S)	0.19	0	0.13	0
A6195 Dearne Valley Parkway (W)	0.32	1	0.36	1
2027 Base				
Sheffield Road (N)	0.09	0	0.09	0
Sheffield Road (E)	0.47	1	0.46	1
Evri Link Road (S)	0.21	0	0.14	0
A6195 Dearne Valley Parkway (W)	0.34	1	0.32	1
2027 Predicted				
Sheffield Road (N)	0.19	0	0.09	0
Sheffield Road (E)	0.50	1	0.49	1
Evri Link Road (S)	0.21	0	0.14	0
A6195 Dearne Valley Parkway (W)	0.36	1	0.34	1

50. It can be seen from Table 4 that the junction is expected to operate with a maximum RFC in the 2027 predicted scenario of 0.50 and an associated queue of 1 vehicle, occurring during the weekday evening peak period on the Sheffield Road eastern arm. This junction is expected to operate efficiently and with no issues.

Junction 3 – Sheffield Road / Tankersley Lane / B6096 Hoyland Road Traffic Signals

51. The Sheffield Road / Tankersley Lane / B6096 Hoyland Road traffic signal-controlled junction has been modelled in all scenarios using LINSIG computer modelling software. The geometrical parameters have been measured from Ordnance Survey mapping and the signal specification identified from site visits. The results of the assessment are set out in Table 5 below, with the operational outputs attached at **Appendix BGH8**.

Table 5

Junction 3 – Sheffield Road / Tankersley Lane / B6096 Hoyland Road

Arm	Weekday Evening Peak Hour		Saturday Peak Hour	
	DoS	Queue	DoS	Queue
2022 Existing				
Tankersley Lane	11.6%	1	6.0%	0
Sheffield Road North-west	60.4%	10	55.3%	9
B6096 Hoyland Road	60.1%	9	55.5%	8
Sheffield Road South-east	30.7%	2	38.4%	3
2027 Base				
Tankersley Lane	12.2%	1	6.0%	0
Sheffield Road North-west	62.6%	10	57.5%	9
B6096 Hoyland Road	62.5%	9	57.8%	9
Sheffield Road South-east	33.5%	2	41.7%	3
2027 Predicted				
Tankersley Lane	13.7%	1	6.3%	0
Sheffield Road North-west	64.7%	11	60.7%	10
B6096 Hoyland Road	64.0%	9	59.5%	9
Sheffield Road South-east	34.5%	2	43.9%	3

52. It can be seen from Table 5 that the junction is expected to operate with a maximum Degree of Saturation (DoS) in the 2027 predicted scenario of 64.7% and a mean maximum queue (MMQ) of 11 vehicles, occurring during the weekday evening peak period on the Sheffield Road north-western arm. This junction is expected to operate efficiently and with no issues.

Summary and Conclusions

53. This TN has been prepared by BGH as part of a full planning application submitted by Lidl Great Britain to erect a new Lidl foodstore on land to the north of A6135 Sheffield Road, Hoyland. This TN has been prepared to address concerns raised by BMBC within their full consultation response, and builds upon the work prepared and set out within the first BGH TN which responded to the initial highways consultation response, as well as to concerns raised by NH.

54. It is considered that all concerns have been addressed and therefore the application should now be able to be supported by both BMBC and NH.

End.

Appendices

Appendix BGH1 – BGH Technical Note, report reference 20-369-005.02

Appendix BGH2 – BMBC Full Highways Consultation Response

Appendix BGH3 – Email Correspondence

Appendix BGH4 – Traffic Survey Results

Appendix BGH5 – Revised Access Arrangement, drawing reference 20/369/TR/006 Rev A

Appendix BGH6 – Revised Site Layout Plan, drawing reference 7579-SMR-00-ZZ-DR-A-8008-S3-P2

Appendix BGH7 – Traffic Flow Diagrams

Appendix BGH8 – Modelling Outputs

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APPENDIX BGH 1

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Project Name:	Proposed Lidl Foodstore, A6135 Sheffield Road, Hoyland				
Client:	Lidl Great Britain				
Subject:	Technical Note				
BGH Reference:	20-369-005.02				
Date:	July 2022				
Prepared by:	Nick Calder	**Checked by:**	Stuart Wilkins	**Overview by:**	Martin Crabtree

Introduction

1. This Technical Note (TN) has been prepared by Bryan G Hall (BGH) as part of a full planning application submitted by Lidl Great Britain to erect a new Lidl foodstore on land to the north of A6135 Sheffield Road, Hoyland.

2. The planning application was submitted to Barnsley Metropolitan Borough Council (BMBC) on 22nd February 2022 (application reference 2022/0194). A Transport Assessment (TA) and Travel Plan (TP) were prepared by BGH and submitted as part of the planning application. An initial consultation response was provided by Highway Development Control (HDC) at BMBC (no date), this states that a full review will be forthcoming. The initial consultation response is attached at **Appendix BGH1** and sets out a number of issues / requests for further information.

3. A holding recommendation on the application has also been submitted by National Highways (NH) with regard to the impact on the M1 J36, which forms part of the strategic road network (SRN). An accompanying letter to the holding response was also issued by NH which sets out a number of issues / requests for further information. The holding recommendation and accompanying letter (both dated 16th May 2022) are attached at **Appendix BGH2**.

4. This TN has been prepared to address the issues and requests for further information from both BMBC and NH.

BMBC Comment 1

5. Details need to be provided with regard to the retaining wall shown adjacent to the public highway on A6135 Sheffield Road.

BGH Response

6. This issue has been passed to the Project Structural Engineer and this will be responded on separately.

BMBC Comment 2

7. There is a possible footbridge shown on the layout to the west of the site, additional details of this are requested.

BGH Response

8. There is currently a French drain and level change which form a swale along the western boundary of the site. To provide pedestrian access from the existing footway into the site a bridging structure will be required to span this swale, with handrails to be provided on both sides. The detail of this bridging structure has not been fully designed at this stage, however, full details will be provided and agreed with BMBC following the grant of any planning permission and prior to construction.

BMBC Comment 3

9. The vehicle swept path drawings show the articulated servicing vehicle using both sides of Cross Keys Lane when turning onto this road from A6135 Sheffield Road. This could lead to incidents of conflict and is not acceptable.

BGH Response

10. It is acknowledged that the vehicle swept paths show a HGV is required to use both sides of Cross Keys Lane to access the site. The servicing vehicle, a 16.5-metre-long articulated HGV, would travel to / from the site once per day to undertake deliveries / servicing / refuse collection. With deliveries planned for non-peak periods, it is considered that this would result in minimal conflicts. Good visibility is available to ensure that conflicts would not occur.

11. Notwithstanding the above, the Cross Keys Lane junction with A6135 Sheffield Road could be widened to ensure that a HGV turning into the site does not encroach onto the other side of Cross Keys Lane. This significantly increases the width of Cross Keys Lane; therefore, a pedestrian refuge island would also be provided in the middle of the junction to allow pedestrians to cross the minor arm in two separate movements. The new alternative junction arrangement is shown on drawing No 20/369/ATR/002 at **Appendix BGH3**.

12. It can be seen from this drawing that the mouth of the junction has been widened to the west, i.e. into the proposed site. The extent of the widening has been determined as a result of the vehicle swept path analysis of a 16.5-metre-long HGV, this is shown on the drawing at **Appendix BGH3**. The radius at the site access has been maintained at 10 metres as with the original arrangement, and road markings have been amended accordingly. Visibility splays are also shown on this drawing, it is confirmed that low level planting will be used along the length of these visibility splays to a maximum height of 0.6 metres, to ensure they remain clear.

BMBC Comment 4

13. There are a number of Public Rights of Way (PROW) surrounding the site and there is no consideration of how the proposals may affect the movement of pedestrians along Footpaths 10 and 12. It is also queried if the PROW team have been consulted.

BGH Response

14. The route of these PROWs has been extracted from BMBC's online and interactive PROW map. A snip of this map showing Footpaths 10 and 12 is attached at **Appendix BGH4**.

15. Footpath No. 10 runs in a south-west to north-east alignment to the north of the proposed development site. To the south-west it meets with the Sheffield Road eastern arm of the gyratory, and to the north-west it meets with the northern extent of Cross Keys Lane. Footpath No. 10 then continues to the east of Cross Keys towards Tinker Lane.

16. Footpath No. 12 is located to the south of A6135 Sheffield Road and runs in a general north to south alignment. It meets with A6135 Sheffield Road immediately to the east of The Rockingham Centre access junction and continues south towards Tankersley Lane.

17. Neither of these two PROWs are within the red line extents of the proposed development and there will be no direct impact on either of these PROWs. Any user of these PROWs will continue to do so with no detrimental effect. Some pedestrians may walk between these two routes and will continue to do so once the development is operational. Footways will be provided adjacent to the site access on Cross Keys Lane, ensuring any pedestrians can use these facilities before continuing further north along Cross Keys Lane on-carriageway where the development has no impact.

18. A consultation response from the PROW team is awaited, however there will be no impact on the nearby PROWs so it should have no bearing on the determination of the application.

NH Comment 1

19. Consideration should be given to the following two policy documents:

- The National Highways document 'The Strategic Road Network, Planning for the future (2015)'; and
- The DfT Circular 02/2013.

BGH Response

20. These policy documents have been reviewed within this TN.

21. NH were formerly known as Highways England, and are referred to as the Highways Agency within the DfT Circular 02/2013. The document, 'The Strategic Road Network, Planning for the future' (September 2015) describes the approach of NH towards engaging with developers in the planning system. The document offers advice on the information which should be included in a planning application and outlines the support NH offer. The document outlines 5 planning values which NH follow, these are engaging early, working openly, sharing evidence, working collaboratively, and sharing knowledge and experience.

22. With regard to the key assessment considerations on all planning matters, paragraph 33 states *"the Circular states that development proposals are likely to be wholly acceptable if:*

they can be accommodated within the existing capacity of a section (link or junction) of the SRN, or, they do not increase demand for use of a section that is already at full capacity, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed."

23. The impact on the SRN is discussed within this TN at paragraph 42 where it is concluded that the impact of the proposals will be negligible and will not materially increase demand on the SRN.

24. The Department for Transport (DfT) Circular 02/2013 document, titled 'The Strategic Road Network and the Delivery of Sustainable Development' (September 2013), sets out the way in which NH will engage with communities and the development industry to deliver sustainable development, and economic growth.

25. Paragraph 9 of the DfT Circular sets out the point highlighted at paragraph 33 of the NH document 'The Strategic Road Network, Planning for the Future', and set out at paragraph 22 above. Paragraph 9 of the DfT Circular adds that *"development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."* This is a similar wording to paragraph 111 of the National Planning Policy Framework (NPPF). As described above and later within this TN it will be demonstrated that the proposals will have no material impact on the SRN.

26. The DfT Circular sets out that *"the preparation and implementation of a robust travel plan that promotes the use of sustainable transport modes such as walking, cycling and public transport is an effective means of managing the impact of development on the road network…"*. A Travel Plan has been submitted as part of the planning application and will be implemented in full.

NH Comment 2

27. NH request that the 2021 traffic survey data is verified against historic pre-pandemic data to ensure that it is representative and fit for purpose.

BGH Response

28. The traffic surveys were undertaken in October 2021 when there were no lockdown or travel restrictions in place in the UK. It is considered that traffic conditions are returning to a 'new normal' and comparison to pre-pandemic levels is becoming increasingly unnecessary, as people's travel patterns have clearly changed reflecting an element of home or remote working. Nevertheless, a comparison against pre-pandemic survey data has been undertaken to address this concern.

29. No traffic surveys were undertaken on the local highway network prior to the Covid-19 pandemic as part of this planning application, therefore local planning applications and the

DfT network of count points (https://roadtraffic.dft.gov.uk/) has been reviewed to source appropriate data.

30. With regard to DfT data, a review of their network shows several count points in the area, however none of this data is considered to be applicable. Count Point 77561 is located on A6135 Sheffield Road to the south-east of the site, however this traffic data is 'estimated from nearby links' with no manual counts undertaken. Count Point 75370 is located on A6135 Sheffield Road to the west of the site access junction, however the most recent manual count was undertaken here in 2012, with all subsequent years 'estimated using previous year's AADF on this link'. This data is 10 years old and considered to be unrepresentative.

31. Traffic survey data on the A6135 Sheffield Road has been extracted from the TA submitted as part of a hybrid planning permission for an employment use on land to the south of A6135 Sheffield Road (application reference 2020/0647), known as the Hermes site. Traffic surveys were undertaken in support of this application on A6135 Sheffield Road in March 2019. Table 1 below compares the one-way and two-way traffic flows on A6135 Sheffield Road between the March 2019 surveys and the October 2021 surveys undertaken as part of the proposed Lidl application. The weekday evening peak period has been used as a comparison as this is the only peak period which both application have in common.

Table 1

A6135 Sheffield Road – Weekday PM Traffic Flow Comparison

Direction	March 2019 Survey	October 2021 Survey
Eastbound	635	805
Westbound	535	841
Two-way	1170	1646

32. Table 1 shows the traffic flows on A6135 Sheffield Road to have increased significantly from March 2019 to October 2021. According to the surveys, the volume of eastbound traffic increased by some 27%, the volume of westbound traffic increased by some 57%, and the volume of two-way traffic increased by some 41%. This is a significant increase in traffic and is well above the expected increase in background traffic growth over a period of 2 years. This increase in traffic volume cannot be explained (it is understood that the Birdwell gyratory improvements were delivered in summer 2017), but it is clear that the post Covid-19 pandemic surveys represent a significantly higher flow than the pre Covid pandemic surveys and therefore provide a robust assessment of traffic conditions on the network.

NH Comment 3

33. NH request that the potential for the development trips to impact on the operation of Junction 36 of the M1 is considered further. Further to this, it is recommended that a more detailed review of development trip types is undertaken. This includes reflecting the findings of a Retail Impact Assessment (RIA).

BGH Response

34. The submitted TA discussed various research papers set out within the TRICS Research Report 14/1 and took an average of the reported figures. The 50% proportion of trips applied as pass-by and 50% of trips applied as transferred is considered to be appropriate based on this evidence.

35. The TA also confirmed that transferred trips were considered as totally new to the network, rather than being transferred from a competing store. This is a robust approach and assumes a higher vehicular impact than if they were to be considered as transferred trips some of which would already be on the network. Notwithstanding the above, the RIA submitted as part of the planning application has been reviewed and a distribution derived from the RIA has been applied to the transferred trips.

36. The RIA is attached at **Appendix BGH5** and was prepared by DPP Planning (February 2022). Figure 1 of the RIA shows the residential catchment used within the assessment, this has been used as the residential catchment for the proposed site. This area has been split into 4 main residential areas, these are summarised in Table 2 below along with their most recent population estimates and distance to the site (from the centre of the residential areas). Also shown in this table is the relative draw of residents from each of these residential areas to the site, measured as the population divided by the distance squared. This is shown in the penultimate column, with the final column showing a weighted percentage from each area.

Table 2
RIA Residential Catchments

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

37. A total of 43.9% of transferred trips will originate from Hoyland, 41.6% will originate from Birdwell, 11.1% will originate from Worsbrough and 3.4% will originate from Elsecar.

38. The next stage is to understand from which stores these trips will transfer from. For example, the 43.9% of trips originating from residential areas in Hoyland will currently travel to other foodstores; these trips need to be transferred to the proposed foodstore. Some of the trips will already be travelling close to the site on the A6135 Sheffield Road as part of their existing foodstore journey, in reality these trips will therefore not be new to the network. Other trips will undertake their existing foodstore journey away from the A6135 Sheffield Road, these will be new to the network when they are transferred.

39. Table 8 of the RIA shows the predicted trade diversion from foodstores in the local area to the proposed Lidl foodstore. The foodstores with the largest trade diversions have been considered, these are set out in Table 3 below.

Table 3

Trade Diversion Foodstores

Store / Centre	Trade Diversion	Relative Percentage
Hoyland Common Local Centre	£184,402	2.1%
Hoyland District Centre	£231,589	2.6%
Stairfoot Local Centre	£741,790	8.3%
Barnsley Town Centre	£1,403,096	15.7%
Aldi, Sheffield Road, Birdwell	£1,578,278	17.7%
Tesco, Wombwell Road, Hoyland	£1,052,185	11.8%
Asda, Thomas Street, Worsbrough	£913,883	10.2%
Tesco Extra, Wombwell Lane, Stairfoot	£657,346	7.4%
Jack's, Stairfoot	£697,477	7.8%
Asda, Chapeltown	£841,748	9.4%
M&S, Brampton	£210,437	2.4%
Morrison's, Brampton	£420,874	4.7%

40. For the residential areas set out within Table 2, it has been assumed that they visit the foodstores in Table 3 in accordance with the derived percentages. The route of each of these existing trips has been considered, and then redistributed to the proposed Lidl foodstore instead. The resulting distribution of transferred trips are shown on the traffic flow diagrams at **Appendix BGH6**. These have then been substituted for the originally considered transferred trips in the TA (when they were all considered as new), and the revised traffic flows on the network in the future year predicted scenario are shown on the traffic flow diagrams at **Appendix BGH7**.

41. Comparing the predicted traffic flows at **Appendix BGH7** with the predicted traffic flows set out within the TA, it is clear that there is a reduction in traffic flows at the Cross Keys Lane / A6135 Sheffield Road / Rockingham Centre junction. Therefore, any revised modelling assessments will show a lesser impact than that already set out within the TA where it was concluded that the junction would work satisfactorily. No revised modelling assessments have therefore been undertaken.

42. Following the revised approach to transferred trips discussed above, all trips will originate from one of the local residential areas of Hoyland, Birdwell, Worsbrough and Elsecar. None of the routes from these areas to the proposed foodstore will travel via Junction 36 of the M1, therefore there is no predicted impact on the SRN as a consequence of the development.

Summary and Conclusions

43. This TN has been prepared by BGH as part of a full planning application submitted by Lidl Great Britain to erect a new Lidl foodstore on land to the north of A6135 Sheffield Road, Hoyland. This TN has been prepared to address concerns raised by BMBC within their initial consultation response and by NH within their holding recommendation, relating to issues associated with the site access, public rights of way, trip types and impact on Junction 36 of the M1.

44. It is considered that all concerns have been addressed and therefore that the application should now be able to be supported by BMBC and NH in highways terms.

End.

Appendices

Appendix BGH1 – BMBC Highways Initial Consultation Response

Appendix BGH2 – NH Holding Recommendation and Letter

Appendix BGH3 – Proposed Access Arrangement (drawing 20/369/ATR/002)

Appendix BGH4 – BMBC PROW Map Snip

Appendix BGH5 – Retail Impact Assessment

Appendix BGH6 – Transferred Trips, Traffic Flow Diagrams

Appendix BGH7 – Predicted Traffic Flow Diagrams

APPENDIX BGH 1

Helen,

This is not a full review of the transport documents accompanying this application. I will have more comments to you next week on these.

However, from my initial review of the documents provided:

There looks to be a retaining wall proposed adjacent to the public highway but no details are provided (adjacent Sheffield Road and also to the north, close to Cross Keys Lane). Details will need to be submitted for this to be assessed. Advice on retaining structures in close proximity to the public highway is provided in the South Yorkshire Residential Design Guide, which is applicable in all cases where structures could impact the network.

Similarly there is a possible footbridge shown on the layout, to the western edge of the site. Can additional detail be requested for this. This may also have structural implications.

The layout plan notes that the access is to be tracked by the highways consultant. There are two swept paths for HGV in/out movements appended to the TA but these indicate that the required vehicle cannot enter and exit without using the full access junction. This could lead to incidents of conflict which could impact on the free movement on traffic on the highway. It is not clear if this has been fed back to the layout designers prior to submission but this not be acceptable in highways terms.

Whilst it is noted that pre-application advice was provided on this site, HDC have not been involved in either TA scoping or RSA brief production. There are a number of public rights of way surrounding the site and there does not look to be any consideration within the TA or RSA of how the proposals may affect the movements of pedestrians along Footpath 10 and 12, with the latter being directly opposite the proposed access junction and potentially leading to footpath users transitioning along Cross Keys Lane to connect between the two. Have the PROW team been consulted on the application?

Given the proximity to the Strategic Route Network, can you confirm if Highways England have been consulted and provided on this application?

Highways DC

APPENDIX BGH 2

National Highways Planning Response (NHPR 21-09)
Formal Recommendation to an Application for Planning Permission

From: Simon Boyle (Regional Director)
Operations Directorate
North East Region
National Highways
Planningyne@highwaysengland.co.uk

To: Barnsley Metropolitan Borough Council FAO Helen Willows

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: 2022/0194

Location: Land to the north of Sheffield Road, Hoyland Barnsley S74 0PN

Proposal: Erection of a foodstore (use class E(a)) with associated access, car parking and landscaping

National Highways Ref: 94775

Referring to the consultation on a planning application dated 16th May 2022 referenced above, in the vicinity of the M1 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection (see reasons at Annex A);~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~

c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is/is not relevant to this application.[1]

[1] Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: C.Campbell	**Date: 16/05/2022**
Name: Cat Campbell **National Highways**	**Position: Spatial Planning**

Annex A National Highway's assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommended Temporary Non-Approval

The application seeks planning permission for the development of a foodstore (use class E(a)) with associated access, car parking and landscaping.

There are outstanding matters in relation to the Transport Assessment and Travel Plan that accompany the application 2022/0194 (as stated in the accompanied application Response Letter). We require further information to ensure the proposals do not adversely impact on the operation of the SRN.

It is recommended that the application should not be approved until the outstanding matters have been addressed. I will re-visit this recommendation no later than 16th November 2022.

Reason:
To ensure the safe and continued operation of the SRN.

Our ref: NHPR 21
Your ref: 2022/0194

Planning Development Management
PO Box 634
Barnsley
S70 9GG

National Highways
8 City Walk
Leeds
LS11 9AT

Tel: 0300 470 1234

16th May 2022

Dear Sir/Madam,

LAND TO THE NORTH OF SHEFFIELD ROAD, FOOD STORE, HOYLAND (PLANNING REFERENCE: 2022/0194)

We have reviewed the Transport Assessment and Travel Plan submitted in support of the above planning application. We would offer the following comments.

Existing situation

National Highways would comment that the application site is not allocated within the adopted BMBC Local Plan (2019), however, the site is located within close proximity to the Local Plan sites ES14 and ES13.

Policy review

National Highways would note that, of the three policy documents listed below, only the National Planning Policy Framework is considered within the TA:

- The National Highways document 'The Strategic Road Network planning for the future' (2015);
- The DfT Circular 02/2013; and
- National Planning Policy Framework [NPPF] (2021).

It is important that the application seeks to address all relevant, transport related polices, particularly those relating to the Strategic Road Network, given the location of the application site relative to the SRN.

Existing traffic surveys

National Highways would recommend that given the traffic survey data was procured in 2021, during the period of the COVID-19 pandemic, all data should be verified for use against historic, pre-pandemic, data to ensure that is it representative and fit for purpose. National Highways also note that no traffic survey data has been collected at the M1/A61 junction.

Trip rates and trip generations

National Highways has reviewed the proposed vehicle trip rates and generations associated with the 1,900m² food store and would accept them as being appropriate. The accepted vehicle trip generation is shown in Table 1.

Table 1. Proposed vehicle trip generation

Weekday AM Peak Period (08:00 – 09:00)			Weekday PM Peak Period (17:00 – 18:00)		
Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
46	32	78	77	77	154

Saturday Peak Hour (12:00 – 13:00)		
Arrivals	Departures	Two-way
119	131	250

National Highways considers that 78 two-way vehicle trips in the AM peak period; 154 two-way vehicle trips in the PM peak period; and 250 two-way vehicle trips in the Saturday peak have the potential to materially impact the operation of M1 J36. This should be considered further by the applicant.

Trip types

National Highways would note that the total number of trips generated by retail development is not comprised wholly of new or 'primary' trips onto the local highway network. Nonetheless, an element of new traffic generation can be reasonably anticipated, albeit potentially modest. The remaining 'non-primary' trips are typically linked with another journey or are already using the local road network and 'pass-by' or divert into the development from another route. In some cases, trips to retail developments are those that would otherwise visit another retail opportunity and 'transfer'. Consequently, some trips are either:

- Already present on the road network directly adjacent to the site; or are
- Present on the local road network but not the road(s) from which access is taken and would divert from their existing route.

National Highways would recommend, therefore, that a more detailed review of the TRICS Research Report 14/1 (Pass-By & Diverted Trips), and the applications site's surroundings, be undertaken to consider and derive representative proportions of both primary and non-primary trips that would be generated by the Proposed Development. These should include:

- New trips;
- Pass-by trips;
- Diverted trips; and
- Transferred trips.

The TRICS Research Report 14/1 notes that a site-by-site consideration of the proportions of trip types should be undertaken and sets out an assessment methodology for doing so. This should consider:

- Location;
- Development Facilities;
- GFA; and
- Proximity to Infrastructure.

Particularly with regards to transferred trip, the assumptions made should reflect the finding of a Retail Impact Assessment (RIA) or in the absence of the report, further information should be provided relating to competing opportunities from which these trips will transfer.

Further, it is unlikely that the proportion of non-primary at the weekend will be the same as the weekday as the weekend peak will see fewer commuter journeys being made. This should be considered by the applicant and sufficient verification provided.

Trip distribution

National Highways would note that the distribution has not been applied to the SRN. Given the potential for a material impact on the operation of M1 J36, particularly in the weekday evening peak hour period, and considering the potential for diverted trips at the junction, National Highways would recommend that National Highways seek further information with regards to the impact of the development on the SRN.

Assessments

Subject to the impact of the proposed development on the SRN, junction capacity and other operational assessments may be required.

Travel plan

National Highways has reviewed the proposed TP and would make the following comments.
National Highways would suggest that the content is considered acceptable insofar as the following is included within the TP:

- Firm financial commitments with regards to funding for the measures proposed;
- Targets for vehicle trip generation;

- Monitoring strategy to confirm that vehicle trip targets are being met;
- A plan should be provided detailing the proposals in the event that targets are not being met.

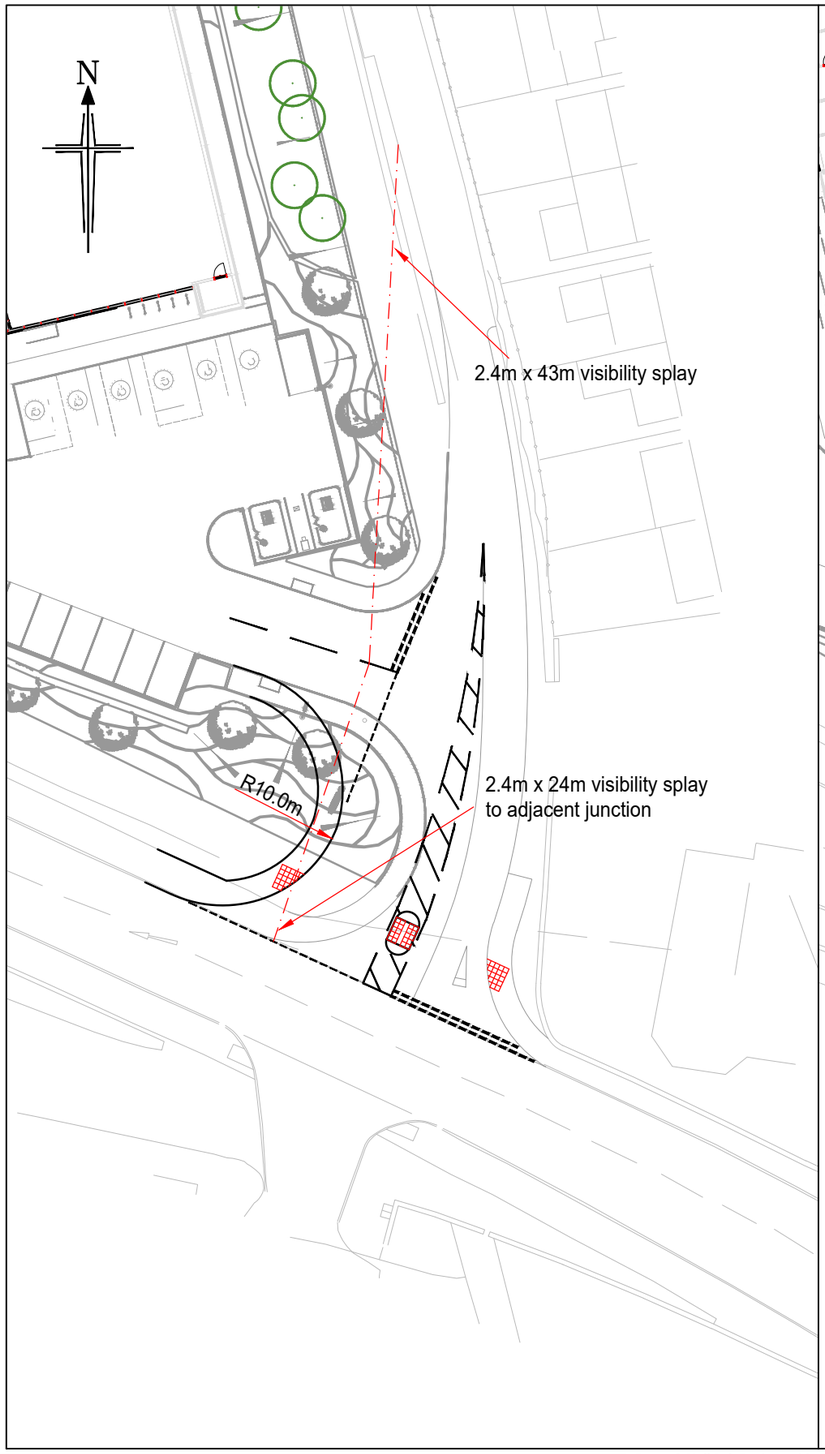
On the basis of the above, I enclose National Highways' formal NHPR 21-09 response recommending a holding direction. I will revisit this recommendation no later than 16th November 2022.

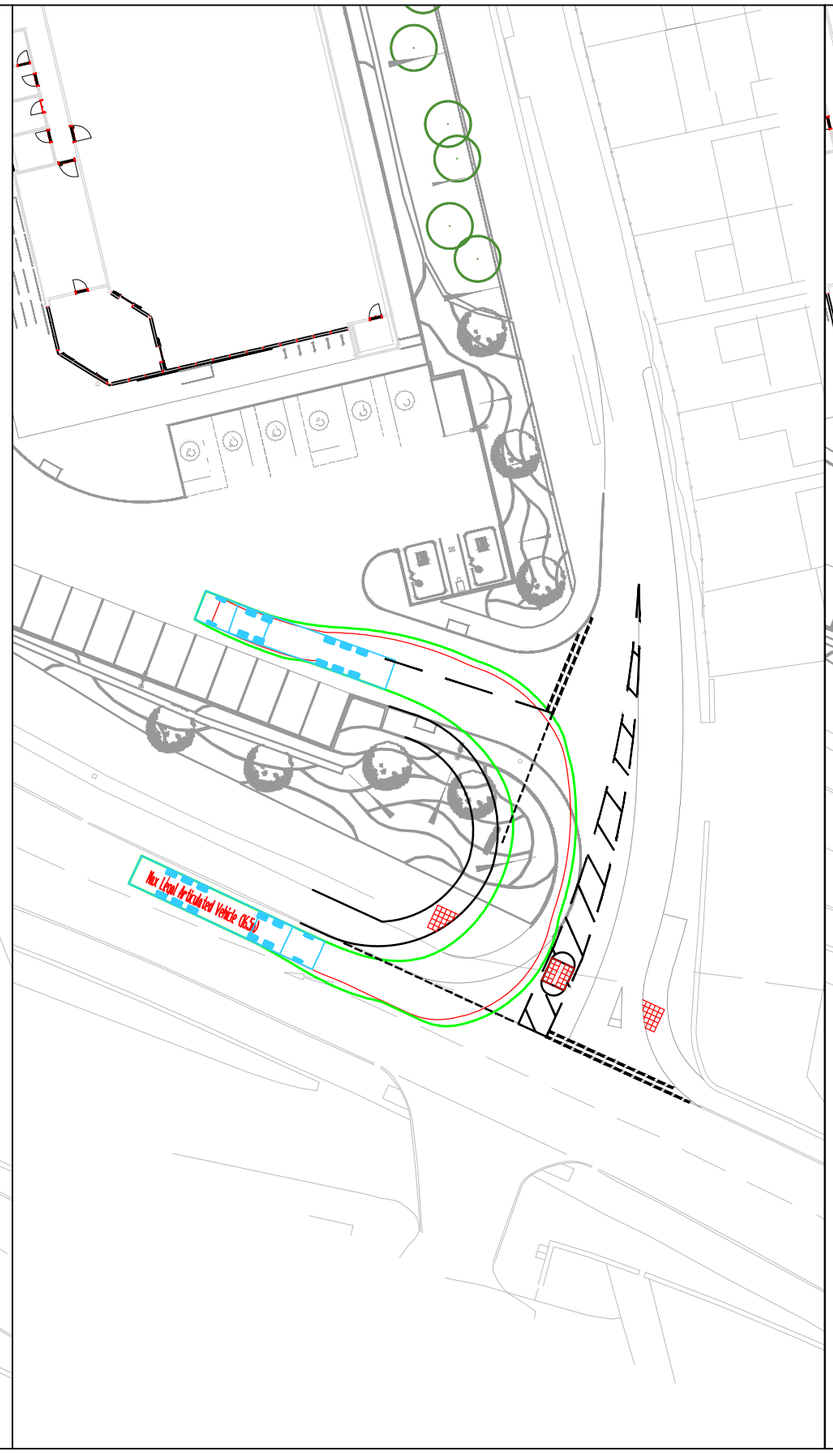
I trust this response is helpful, but should you require any further information please do not hesitate to contact me.

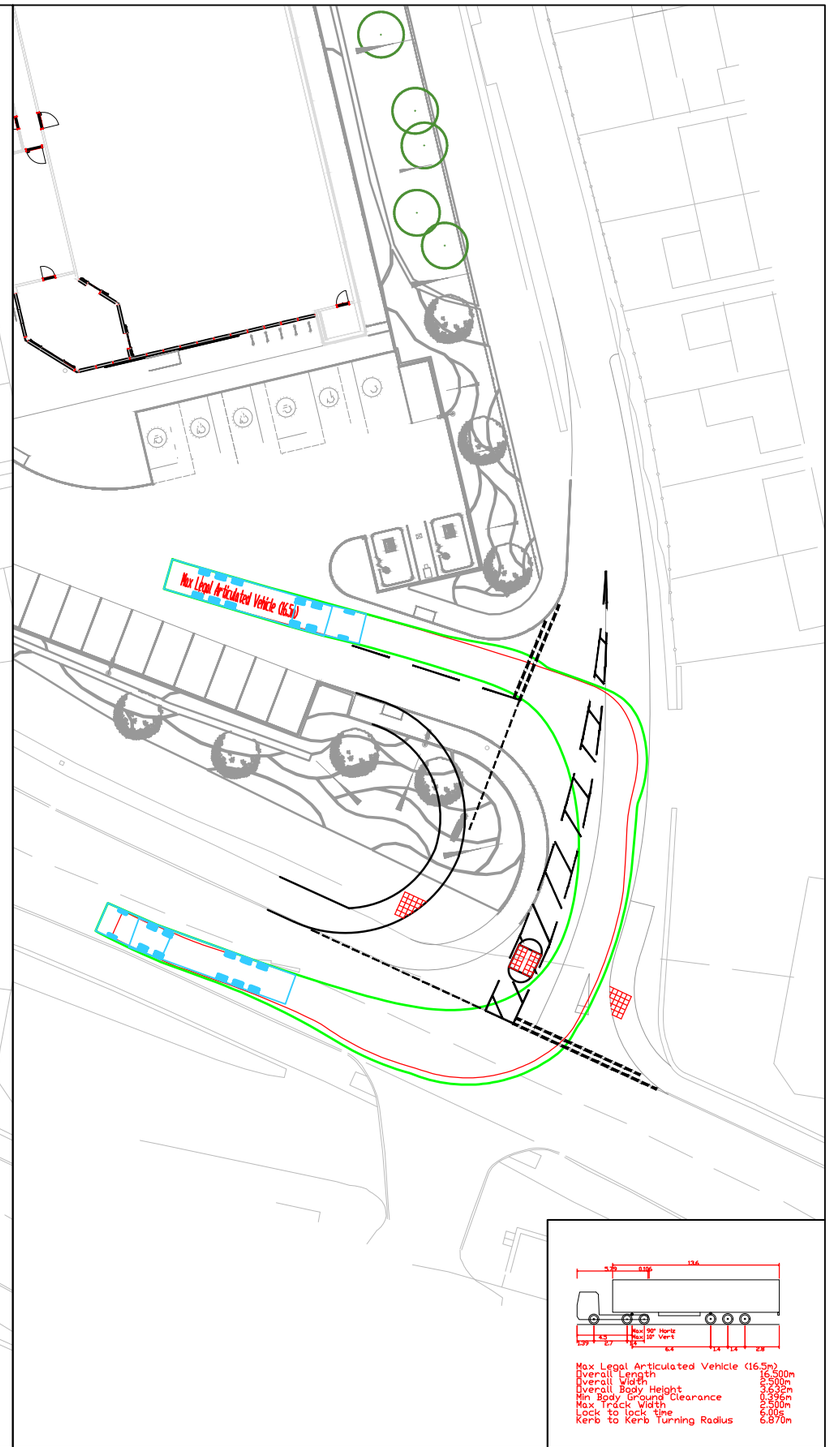
Yours sincerely

Cat Campbell
Spatial Planning
Operations Yorkshire, North East and Humberside, National Highways

APPENDIX BGH 3







BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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Status: FOR INFORMATION

Scale: 1:500 | Size: A3 - 420 x 297 | Drawn: NC | Chkd: BR | Appvd: -

Rev:	Date:	Amendment:	DRN	CHK	APR

Client: LIDL GREAT BRITAIN

Project: SHEFFIELD ROAD, HOYLAND

Drawing No: 20/369/ATR/002

Job No: 20-369

Revision: -

Date: 20/06/2022

APPENDIX BGH 4


HOYLAND COMMON
Allotment Gardens
REGENT COURT
REGENT STREET
STEELE STREET
SHEFFIELD ROAD
The Keys (PH)

APPENDIX BGH 5

SEQUENTIAL AND RETAIL IMPACT ASSESSMENT

LIDL GREAT BRITAIN LTD

HOYLAND



www.dppukltd.com

SEQUENTIAL AND RETAIL IMPACT ASSESSMENT

On behalf of: Lidl Great Britain Ltd

In respect of: Hoyland

Date: February 2022

Reference: 4124LE/R002

Author: WM

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Contents

1.0 INTRODUCTION 4
2.0 SITE DESCRIPTION AND PROPOSED DEVELOPMENT 5
3.0 PLANNING POLICY CONTEXT 6
4.0 SEQUENTIAL ASSESSMENT 8
5.0 RETAIL IMPACT ASSESSMENT 13
6.0 CONCLUSIONS 29
APPENDIX 1 – RETAIL TABLES 30
APPENDIX 2 – HOUSEHOLD SURVEY QUESTIONNAIRE 39

1.0 Introduction

1.1 This Retail Statement has been prepared on behalf of Lidl Great Britain Limited in support of a full planning application for the erection of a Lidl foodstore with associated access, car parking and landscaping on land to the north of Sheffield Road, Hoyland.

1.2 This Retail Statement provides a brief overview of the site and the development proposed. The Statement then considers the proposed development in relation to national and local retail planning policy in line with guidance set out in Section 7 of the NPPF entitled 'ensuring the vitality of town centres' and provides both a Sequential Assessment and a Retail Impact Assessment of the impact of the proposed development on the vitality and viability of nearby centres.

1.3 The statement is set out as follows:

- Chapter 1 – Introduction
- Chapter 2 – Site Description and Proposed Development
- Chapter 3 – Planning Policy
- Chapter 4 – Retail Impact Assessment
- Chapter 5 – Sequential Assessment
- Chapter 6 – Conclusions

1.4 In addition, the statement is supported by the following appendices:

- Appendix 1 – Retail Tables
- Appendix 2 – Household Survey Questionnaire

2.0 Site Description and Proposed Development

The Site

1.1 The site lies to the west of Hoyland and is approximately 6km South of Barnsley. In total, the site is approximately 0.86 hectares in size and was previously part of a large area of agricultural land. However, the construction of the Sheffield Road roundabout has isolated the land and forms the south and west boundaries of the site.

1.2 Immediately to the east, is Cross Keys Lane which provides access to an industrial site, which is currently home to GB Truck Services and Riverside Truck Rental. There are also a couple of dwellings present to the north.

1.3 In terms of access, there is currently no direct vehicle access onto the site. However, the site is well served by public transport with the closest bus stop located approximately 70m south east of the site. This provides a number of regular services Wombwell, Elsecar and Broomhill. Approximately 136m from the site on the opposite side of the road is a bus stop that provides services to Barnsley Town Centre. The closets railway station is located approximately 2.85km from the site in Elsecar.

Proposed Development

2.1 The proposed development involves the erection of a 1,900sqm (1,267sqm net sales) Lidl food store along with associated access, parking and landscaping.

2.2 Lidl GB Ltd is the identified occupier for and have specific requirements for 1,200sqm net sales area with 700sqm devoted to back of house.

2.3 Full details of the proposed development can be found on the suite of plans prepared by SMR and within the Planning Statement prepared by DPP Planning.

3.0 Planning Policy Context

National Planning Policy Framework (the 'NPPF')

3.1 The NPPF was updated in August 2021 and sets out the Government's proposed economic, environmental and social planning policies for England. This is an iteration of the earlier Framework which was published in February 2019. The NPPF carries forward the Government's commitment to supporting sustainable economic growth and indicates that significant weight should be placed on the need to support economic recovery through the planning system.

3.2 The NPPF confirms in Paragraph 2 that applications for planning permission will be determined in accordance with the Development Plan unless material considerations indicate otherwise.

3.3 It confirms that the NPPF must be taken into account as a material consideration in planning decisions.

Ensuring the vitality of town centres

3.4 Section 7 of the NPPF ensures the vitality of town centres. Paragraph 86 states that *"planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation."*. It further refers, at part (e), that sites within town centres should be suitable and viable for town centre uses.

3.5 Paragraph 87 states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are not in an existing centre nor in accordance with an up-to-date plan; it indicates that sites should be assessed sequentially, i.e., located within centres first, otherwise in edge of centre locations (within 300m), and only then should out of centre sites be considered.

3.6 Paragraph 90 states that when assessing proposed town centre uses outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over proportionate, locally set floorspace threshold. *"This should include assessment of:*

a. *The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and*

b. *The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme)."*

Relevant Local Plan Policies

Barnsley Local Plan – January 2019

3.7 The site lies within Barnsley Metropolitan Borough Council's jurisdiction. The development plan consists of the Local Plan which was adopted in January 2019 and the Joint Waste Plan adopted in March 2012.

3.8 Policy SD1 Presumption in favour of sustainable development - states "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."

3.9 Policy GD1 General Development – Outlines how proposed developments will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents; they are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land; adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas.

3.10 LG2 The location of growth – Gives priority to development in the following locations: Urban Barnsley; Principal towns (which Hoyland is identified as); and villages.

3.11 Policy TC1 Town Centres – Requires a sequential approach to assess proposals for new retail and town centre development. This will help to achieve the spatial strategy for the Borough and will focus development on identified centres in the first instance. Edge of centre and out of centre development will only be allowed where it meets the requirements of NPPF.

3.12 Policy TC3 Thresholds for Impact Assessments outlines how proposals for retail and leisure uses will be required to provide an impact assessment if they are of a scale, role or function where they could have a negative impact on the vitality and viability of the centre and are:

i) Located outside the Primary Shopping Area of a District Centre and are:

(a) Within the catchment of a District Centre, and

(b) Have a floorspace in excess of 1,000 square metres gross

4.0 Sequential Assessment

4.1 In accordance with Paragraph 87 of the NPPF and policies TC1 and TC3 of the Barnsley Local Plan a Sequential Assessment of sites has been prepared to support the application.

4.2 The following section addresses the sequential assessment, first dealing with the scope of the assessment and defining its interpretation through case law; followed by an assessment of any sequentially preferable sites.

The Requirement for the Sequential Assessment

4.3 The application seeks the development of a new Lidl store with associated plant, delivery bay, parking, and landscaping. As the site is located 250m away from the nearest defined centre for retail purposes, which is Hoyland Common Local Centre, it is necessary to demonstrate compliance with the sequential approach outlined in paragraphs 87 and 88 of the NPPF. Consequently, it is necessary to demonstrate that there are no suitable, available and viable sequentially preferable sites that could accommodate the proposed development in accordance with the relevant provisions of both local and national planning policy.

4.4 In undertaking the sequential assessment, it is important to establish an appropriate area of search. Following the establishment of the proposed development's PCA, it is considered appropriate and proportionate (in line with the guidance of the PPG) to use the Primary Catchment Area (PCA) as the outer edge of the sequential search area. It is also necessary to consider existing Lidl stores within the locality which include one within Barnsley Town Centre and one at Wombwell. Lidl would have no desire to establish a new store too close to their existing provision within the area. In light of the above Hoyland District Centre, Hoyland Common Local Centre, and Stairfoot Local Centre have been assessed in sequential terms.

Case Law

4.5 It is important at the outset to correctly interpret and apply the sequential test, considering best practice and relevant appeal decisions. The NPPF has removed the specific need to address disaggregation and is supported by the absence of any reference to disaggregation in the updated Planning Policy Guidance Notice issued in 2020.

4.6 Case law on the issue of disaggregation and the sequential approach can be summarised as follows:

- The Supreme Court Decision in 2012 re Dundee established as a matter of law, that a site has to be suitable for the commercial needs of the operator and that provided that flexibility has been shown in terms of format and scale then a proposed development should not have to be altered or reduced to fit a site.

- The English application of Dundee was established in 2012 through High Court case of North Lincs. The decision maker is 'bound' to take the Applicant's assessment that a site is neither commercially viable nor suitable for their commercial requirements.
- A 2014 High Court Decision at Moreton-in-Marsh applied Dundee to guidance now set out in the NPPF and concluded no material difference between NPPF and Scottish policy statement.
- 2014 Rushden Lakes High Court Decision establishes that the Secretary of State agrees that the sequential assessment relates to the accommodation of the proposal.

4.7 As such, in considering the requirements of the sequential test, we have considered the application proposals as a whole, whilst applying a reasonable degree of flexibility in terms of scale and format, as required by national policy.

The Scheme to be Assessed

4.8 The context for the sequential assessment is that the proposed convenience store would have a floorspace and net sales area of 1,267sqm. In addition, the store is to be served by a car park (107 spaces) and associated land required for servicing/deliveries. In total, the functional land required to deliver the proposed development (excluding grassed areas and landscaping) amounts to approximately 0.8 hectares. It is acknowledged however that where units are identified within or on the edge of local centres which benefit from existing on-street parking or good public transport access; as a result, the sequential search exercise has also assessed smaller sites in such locations rather than dismissing them in the initial site sift exercise.

4.9 Lidl have an immediate need for the store and therefore any potential site needs to be available prior to the end of 2022. Lidl also require a site that provides good visibility from main highways in order to attract passing trade and provide easy and legible access into the store and associated car park.

Methodology

4.10 As the operator, Lidl GB Ltd have advised of site parameters which would enable them to occupy a site, having regard to the need to demonstrate flexibility. These are set out below.

Size Requirements	
Minimum suitable site area	0.6ha (1.5 acres) for a stand-alone store. Up to 1.6a (4 acres) for a mixed-use development
Unit Size	Between 1,672 sq.m. to 2,461 sq.m.
Vacant Units (for conversion/occupation)	Units at least 90% of the proposed unit size
Other Requirements	
A site that can allow for the safe manoeuvring of customer vehicles	
A prominent site with the ability to attract passing trade	
A site that is able to offer adjacent surface level car parking, so that customers can easily transfer food to their vehicles	
A site that can accommodate a dedicated service area to the rear of the store and associated	

HGV deliveries and manoeuvres
A single storey, open and unrestricted sales floor area which benefits from a generally level/flat topography, or which has the ability to be developed as such

4.11 Vacant sites were identified through online marketing databases such as Rightmove, Property link, Zoopla, PrimeLocation and OnTheMarket; through the online websites of commercial agents such as JLL, Carter Towler, Ryden and Knight Frank; and based on local knowledge of the district and the availability and history of a number of potential sites. DPP also looked for potentially vacant units as part of the physical health checks undertaken in November 2021.

4.12 Thus, in accordance with the retail hierarchy, the following centres were assessed:

- District Centres:
  - Hoyland
- Local Centres:
  - Hoyland Common
  - Stairfoot
- Edge of Centre Boundaries

4.13 Any identified sites were then assessed based on their capacity to accommodate the proposed development as a whole in accordance with the 'Dundee' approach cited above. Any site that is not capable of accommodating the proposed development, in terms of physical size, cannot be considered suitable.

4.14 Should any sites be found to be suitable, they will also need to be sufficiently available and viable for development. For example, sites must be actively marketed as available for development/occupation.

Sequential Sites

Hoyland Common Local Centre

4.15 Whilst our health check visit to Hoyland Common Local Centre discovered three vacant units, none of these have been found advertised online or with local agents. No further sites were discovered and therefore there are no sequentially preferable sites identified.

Hoyland District Centre

4.16 Our survey of Hoyland District Centre identified the following vacant sites:

1. 2 King Street, S74 9JP
2. 12-14 High Street, S74 9AB
3. 12A & 12B Hall Street, S74 9JR
4. Kiosks 1-9, Mallin Croft, S74 9QR

4.17 The location of the above sites and their relationship to the District Centre are shown on the below map:

Figure One: Map of advertised sites within Hoyland District Centre



Site 1 – 2 King Street, S74 9JP

4.18 2 King Street is located at the heart of District Centre at the junction of King Street, High Street and Market Street. It is currently occupied by Bargain Booze and advertised with the existing tenant in situ. The size of the unit is 124.1sqm and therefore inadequate for the purposes of a retail foodstore similar to that proposed. It is therefore considered that this site is not sequentially preferable.

Site 2 – 12-14 High Street, S74 9AB

4.19 The site consists of two units and is currently operating as a takeaway and restaurant and a hot-food takeaway and therefore tenanted. There is also a 2-bed self-contained flat on the first floor. Ground floor retail floorspace totals 121sqm and therefore the size of the site precludes it being sequentially preferable.

Site 3 – 12A & 12B Hall Street, S74 9JR

4.20 Located in the south of the District Centre, the site is currently occupied with five tenancies in place. In total, the units comprise 120sqm of space and therefore the site is not sequentially preferable.

Site 4 – Kiosks 1-9, Mallin Croft, S74 9QR

4.21 Site 4 consists of nine smaller retail spaces located behind the B&M Store on Market Street, but also access from Mallin Croft to the east. Total floorspace is 368sqm and tenants are in place. The site is therefore not considered sequentially preferable.

Stairfoot Local Centre

4.22 Our survey of Stairfoot Local Centre did not identify any suitable vacant sites that were within the centre and were being promoted for sale. As such, there are no sequentially preferable sites identified.

Conclusion

4.23 There are no sites identified in the sequential search which fulfil the criteria to accommodate the application proposals, even when demonstrating a reasonable degree of flexibility in the format and size of the proposed development.

4.24 There were no suitable vacant units being marketed within Hoyland Common Local Centre, Hoyland District Centre or Stairfoot Local Centre and therefore we consider, given the above, this gives a suitable interpretation and application of the sequential approach towards the site selection. As a result, it is considered that the sequential test is passed.

5.0 Retail Impact Assessment

5.1 In accordance with paragraph 87 of the NPPF and Policy TC1 of the Local Plan, as the development is in an out-of-centre location this section assesses the impact of the proposed development on defined town centres. This should be read in conjunction with the economic tables at Appendix 1 which are referred to throughout this section.

5.2 The NPPF requires an assessment of the impact on existing, committed and planned public and private investment in a centre or centres, and the impact of the proposal on town centre vitality and viability, including local consumer choice and trade.

5.3 The RIA should also be read in conjunction with the NEMS Market Research Household Survey Questionnaire in Appendix 2 and has been informed by existing health checks carried out by DPP in November 2021.

Methodology

5.4 This sub-section provides details on the methodology adopted in the preparation of the retail impact assessment having regard to the guidance set out within the Planning Practice Guidance (PPG).

5.5 As set out previously, Paragraph 17 of the PPG sets out a step-by-step approach in the preparation of Retail Impact Assessments, as follows:

1. Establish the state of existing centres at the base year;
2. Establish the nature of current shopping patterns at the base year;
3. Determine the appropriate time frame for assessing impact, focussing on impact in the first five years, as this is when most impact is likely to occur;
4. Examine the 'no development' scenario;
5. Assess the proposal's turnover and trade draw;
6. Consider a range of plausible scenarios in assessing the impact of the proposal on existing centres and facilities (which may require breaking the PCA down into a series of zones to gain a finer-grain analysis);
7. Set out the likely impact of that proposal clearly, along with any associated assumptions and reasoning, including in respect of quantitative and qualitative issues; and
8. A judgement as to whether the likely adverse impacts are significant can only be reached in light of local circumstances.

Primary Catchment Area (PCA)

5.6 Defining the PCA seeks to establish the areas of population from which the majority of the proposal's trade would be drawn from.

5.7 There is no firm guidance on the extent of a catchment area for a proposed development, however it is reasonable to establish a catchment area based on the type of development

proposed, the context of the surrounding area (including existing shopping provision) and the scale of the development. In this context, the proposed development is for a Lidl food store to serve a localised population on a frequent basis; it is likely that the majority of customers of the proposed development would arrive by car from nearby areas within a 5-10 minute drive time.

5.8 As such, the first step in establishing the PCA is to establish an isochrone area around the site which represents a 5-minute off peak drive time catchment of the site. However, in order to be robust, the catchment has been expanded to include adjacent suburbs such as Elsecar, Worsbrough and all of Hoyland. This is considered to be a robust and appropriate driving catchment for a proposal of this scale. The area is shown in the image below:

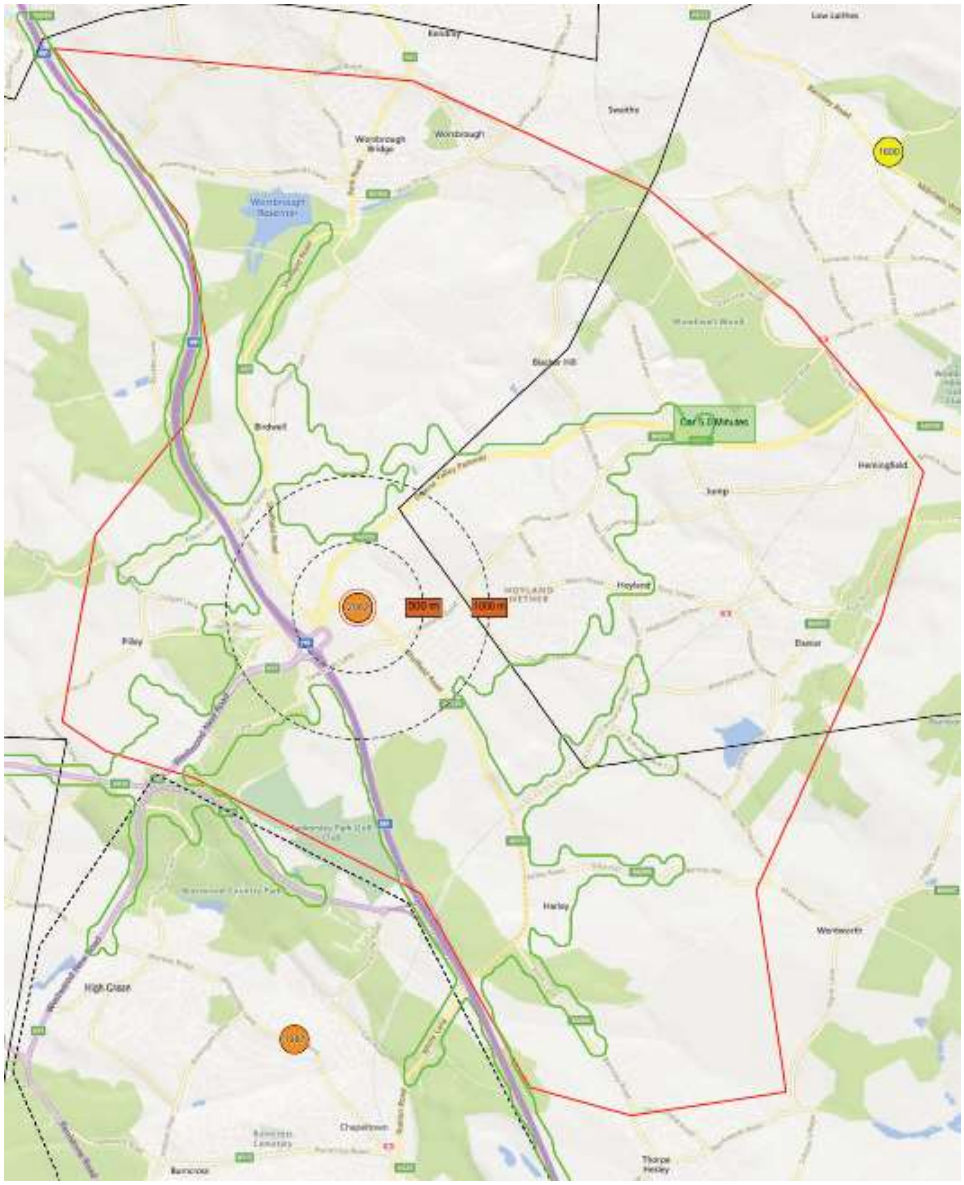


Figure 1: Map showing 5-min off peak drive time isochrone (green) and the wider established catchment (red) alongside the site (2082) and adjacent suburbs.

5.9 In terms of nearby existing convenience provision there are a small number of major retailers within the area, mainly to the east and north in Hoyland and Birdwell. Further afield there are additional retailers within or near to their respective centres such as Wombwell, Chapeltown, Stocksbridge and the periphery of Barnsley Town Centre itself. These shopping destinations will restrict the PCA to the east, south, west and north respectively as residents will shop closer to home. In addition, major retailers such as Tesco Hoyland, Asda Chapeltown, Asda Worsbrough and Morrisons Corton Wood are likely to remain the main food shopping destinations within their own catchment areas as evidenced by the HHS results. In light of this existing provision, it is unlikely that residents from beyond the PCA will drive past these existing destinations to access the proposed development. In addition, areas to the west where there is a lack of stores due to the rural nature of the area are expected to use destinations at Penistone and Stocksbridge rather than that proposed due to the increased travel distance and better offer in those centres.

5.10 As a result of the above, the PCA does not extend beyond the M1 and Tankersley to the west, Hoyland to the east, and Worsbrough to the north.

Household Survey Area

5.11 In determining a PCA it is also relevant to assess the existing shopping provision and patterns within the area. However, due to the age of the evidence base used to inform the Local Plan, which comes in the form of the Town Centre Retail Study 2014 (TCRS) and the Smaller Centres Study Report 2010 (SCSR), it was decided that an updated household survey is required to accurately depict these patterns. As such, NEMS Market Research were commissioned to carry out a household survey of 500 local residents. A copy of the questionnaire is attached at Appendix 2.

5.12 Due to the response rate of telephone surveys and the need to get a reliable sample size, the area surveyed was beyond the catchment outlined above. The expanded survey area included Thorpe Hesley, Barnsley Town Centre, and Stairfoot, and is partially based on postcode sectors in the local area.

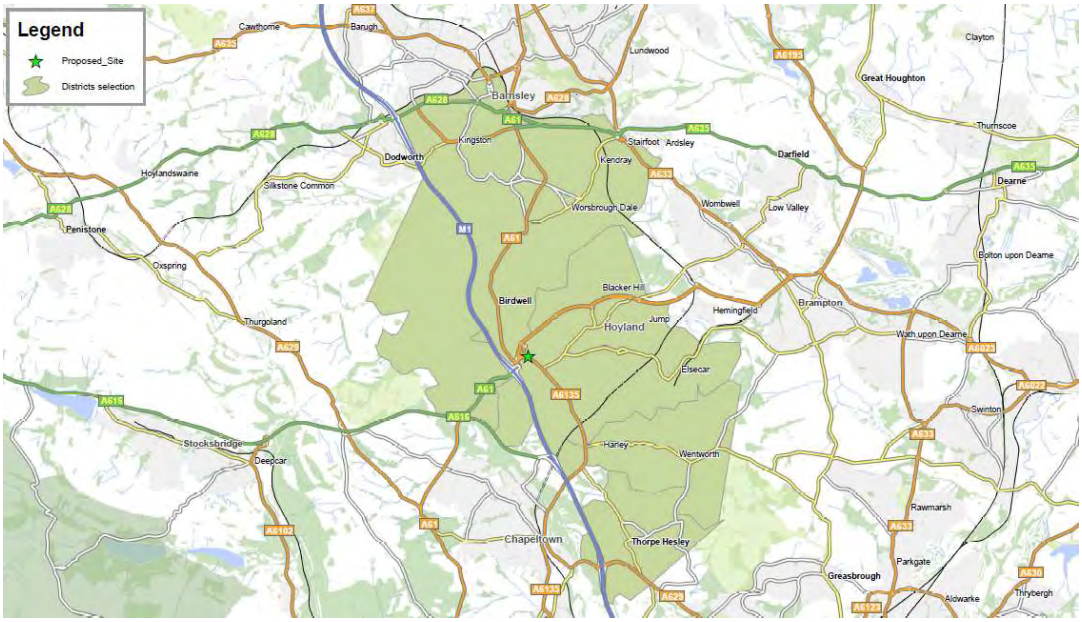


Figure 2: Map showing household survey (HHS) area (green).

Population and Expenditure

5.13 The population and projected growth within the HHS area are shown in Table 1 of the Retail Tables in Appendix 1, and are taken from an Experian Retail Planner Report commissioned specifically for this purpose. This report uses Experian's latest data for the region dating to 2019 and indicates that the total population for the HHS area is expected to remain relatively static with a population of 66,745 in 2019 rising to 68,990 in 2025.

5.14 In considering the available convenience and comparison 'per capita' expenditure, we have again used the Experian report for the specific HHS area. Base data is provided for 2019 with special forms of trading (SFT) stripped out at this base year using Appendix 3: Figure 5 of the Experian Retail Planner Briefing Note (RPBN) 19 (January 2022). We have then applied expenditure growth in line with the Briefing Note to our design year of 2025. The per capita convenience and comparison expenditure figures are provided at Tables 2B and 3B respectively. All prices are expressed in a 2019 price base.

5.15 Based on the above population and per capita expenditure figures, our assessment shows that in 2022, total convenience goods expenditure within the HHS area stands at £134.8m (Table 4A), while total comparison goods expenditure stands at £163m (Table 4B). After population and expenditure growth is taken into account, it is estimated that in 2025 convenience expenditure will increase slightly to £135m whilst 2025 comparison expenditure will increase to £169.7m.

Turnover of the Proposed Development

5.16 The proposal is for a Class E(a) convenience retail unit with a net sales area of 1,267sqm, proposed to be occupied by Lidl. In order to calculate the likely turnover of the proposed development, the following methodology has been relied upon:

- The Lidl unit (1,267sqm net floorspace) has been assessed as 80% convenience retailing based on information provided by Lidl.
- The convenience goods sales density figure for Lidl has been taken from the Global Data Foodstores Densities December 2021, expressed in 2019 prices.
- The sales density figure has been multiplied by the floorspace of the proposal to provide a turnover figure for 2022.
- The turnover figure has then been multiplied by the growth rates for sales densities provided by the RPBN 19 to allow for growth up to the 2025 design year.

5.17 Table 1 below sets out the calculation of the proposed retail unit's likely turnover at the design year of 2025.

Table 1 – Turnover of Proposal

Lidl Store	Net Sales Area (sqm)	Sales Density (£ p.sq.m.)	Turnover at 2022 (£m)	Turnover at 2025 (£m)
Convenience	1,014	8883	9.00	9.22
Comparison	253	4,789	1.21	1.30
Totals	**1,267**		**10.22**	**10.52**

5.18 As can be seen from the above table, the proposed development would turnover at approximately £10.22m in 2022 rising slightly to £10.52m in 2025.

Existing Centres

5.19 There are two Local Centres and one District Centre located within the Study Area in the form of Hoyland Common and Stairfoot, and Hoyland respectively. As such, these centres will be assessed as part of the retail assessment. For robustness, health checks have also been carried out for Barnsley Town Centre, however this centre has not been included within the Sequential Test.

5.20 All health checks were carried out by DPP on 23rd November 2021 and there were no national or local lockdown measures in place. Weather was dry and the visits were also before the omicron coronavirus variant was identified in the UK and, as such, the conditions are considered to be normal with no reduced footfall. Hoyland Common Local Centre

5.21 Hoyland Common Local Centre is located at the junction of Sheffield Road and Hoyland Road, extending approximately 190m north and east respectively along these roads. The 2010 SCSR describes Hoyland Common as one of the largest local centres in the Borough with a 'fair' diversity of main town centre uses and 'fair' number of shops. The amount of floorspace, leisure offer, and supply of offices was also considered to be 'fair', however there was a 'poor' provision of pubs, restaurants and cafes within the centre. The SCSR also determined that there was a higher than UK average proportion of retail units however a lower than average convenience offer. In total there was also a 15% vacancy rate.

5.22 The SCSR describes Hoyland Common's role as supplementary to the retail offer in Hoyland District Centre to the east and identified an opportunity to expand or consolidate through vacant units and redevelop the site on the corner of Sheffield Road and Tankersley Road. Evidence of recent investment was also evidenced by an 'excellent standard' of shop front maintenance and the fact that only one charity shop was present.

5.23 Accessibility was considered to be mixed with poor car parking facilities but good public transport options to Hoyland and Barnsley Town Centre. In addition, ease of movement for pedestrians and cyclists and ease of access to main attractions was rated as poor due to the busy main road junction with infrequent pedestrian crossings and narrow pavements. However, the environmental quality and safety and security conditions were judged to be 'fair' and 'good' respectively.

5.24 Due to the age of the SCSR, Hoyland Common was visited to re-assess the conditions and centre health in November 2021. The health check included looking at the diversity of uses within the centre, the number of national retailers represented, pedestrian flows, the number of vacant units, overall accessibility, the quality of the environment, whether the centre feels safe for visitors/shoppers and the presence of any redevelopment sites.

5.25 In terms of existing convenience provision, DPP found that the centre includes a Co-op Food store and a butcher shop. In terms of wider provision, there is a range of services on offer including beauticians/salons, takeaways, offices, and a range of specialist retail including a fishing shop, auto part shops. Also present was a pharmacy which represented one of two national retailers, the other being Co-op.

5.26 Figure 4 below details the number and type of units within the centre, and their respective percentages, alongside the SCSR data. Types of occupiers have been taken from the SCSR survey which utilised the Experian Goad Classification of Retail and Service Uses, for clarity examples of these are as follows:

- Convenience:
  - Bakers
  - Butcher
  - Confectionery, Tobacco & News
  - Greengrocers
  - Off Licences

- Comparison
  - Antiques
  - Carpets & Flooring
  - Charity Shops
  - Furniture Stores
  - Crafts & Gifts
  - Toiletries, Cosmetics & Beauty Products
  - Toys, Games & Hobbies
  - DIY & Home Improvements
  - Clothing Store
- Retail Services
  - Dry Cleaners & Laundrettes
  - Health & Beauty Salons
  - Opticians
  - Post Offices
  - Travel Agents
- Leisure
  - Public Houses, Bars, Cafes, & Restaurants
  - Takeaways
  - Sports & Leisure Facilities
  - Hotels
- Finance & Business Services
  - Building Societies & Banks
  - Building Supplies
  - Financial Services
  - Legal Services
  - Property Services
  - Printing & Copying

	SCSR 2010		November 2021 Health Check		Difference	
	Number	Percentage	Number	Percentage	Number	Percentage
Convenience	2	6%	2	5%	±0	-1%
Comparison	15	44%	5	13%	-10	-31%
Total Retail	**17**	**50%**	**7**	**18%**	**-10**	**-32%**
Vacant Units	5	15%	3	8%	-2	-7%

	SCSR 2010		November 2021 Health Check		Difference	
Services						
Financial & Business	0	0%	6	16%	+6	+16%
Leisure Services	7	21%	10	26%	+3	+5%
Retail Services	5	15%	12	32%	+7	+17%
Total Services	**12**	**35%**	**28**	**74%**	**+16**	**+39%**
Total Retail and Service	**34**	**100%**	**38**	**100%**	**+4**	

Figure Four: Hoyland Common Health Check Statistics comparing the 2010 and 2021 health checks and the differences.

5.27 The table above shows that since 2010 there has been a significant increase in leisure services and retail services within the centre which broadly reflects national trends as the high street evolves. Financial and business units have also increased to help create a more diverse centre where no sector dominates. Previously, the centre was heavily reliant on convenience retail. The number of vacant units has also reduced to three, representing 8% of the total units.

5.28 However, of these vacant units identified only one was advertised by way of signage on the building itself, the former Wesleyan Chapel, 41 Hoyland Road; though this was advertised for residential development subject to planning. No online advertisements have been found for any of the three vacant units.

5.29 Pedestrian flows in the area were fairly quiet when the health check was carried out, with footfall becoming busier nearest the Co-op which appeared to be the main destination for many shoppers. Car parking was found to still be limited with the car park adjacent Co-op being the only off-road parking facility in the area. This has a 30 minute limit for all but a few spaces which had parking restrictions for a stay of up to two hours. Pavements remain narrow as assessed in the SCSR however were considered adequate for the footfall and not congested. Only one pedestrian crossing is present on Hoyland Road and the road remains busy. Pavements were also well lit, and the area felt safe with some CCTV coverage near the Co-op area.

5.30 Areas to expand and facilitate growth are considered limited given the redevelopment of the site on the corner of Sheffield Road and Tankersley Lane for an assisted living residential home and the close relationship with residential units.

5.31 Overall, Hoyland Common Local Centre is considered to be healthy with a more diverse offering and an increased number of units since the SCSR was carried out in 2010. Vacant units have also reduced and there is good footfall for a centre of its size.

Hoyland District Centre

5.32 Hoyland District Centre is located to the east of Hoyland Common Local Centre and is concentrated around the junction of High Street, Market Street, and King Street. The SCSR describes Hoyland as the main settlement in the south of the Borough with a 'fair' diversity of town centre uses and a 'good' number and type of shops available. Provision of offices, pubs, cafes, leisure and cultural uses was also considered 'fair'.

5.33 As the main shopping district in the area, the SCSR stated that there was very little retail, leisure and office floorspace outside of the centre that could compete with it. However, the main leisure centre is located outside of it. Hoyland was also described as having limited potential for growth, with development of the Hoyland Centre and residential land on King Street already underway in 2010.

5.34 Retailer representation was also considered 'fair' with only one non-food multiple in the form of the Co-op Pharmacy present. Types of independent/specialist shops included a butcher, greengrocers, ladies fashion boutique, DIY store and florist. Hoyland Street Market also takes place every Tuesday and Saturday, with a further secondhand market on Thursday mornings. Products for sale include fruit and vegetables, plants, pet supplies, clothes, shoes, jewellery, cards, stationary, household goods, and small electrical goods. The Co-op supermarket was considered the anchor store when it comes to food shopping, with additional stores being Fulton Foods, a butcher, three bakers, two greengrocers and two sandwich shops. Evidence of recent investment by retailers at the time was considered poor with no new major stores opening and a number of shop fronts in need of repair.

5.35 There were three vacant units present in 2010 which represents just 5% of the total; significantly below the national average at the time of 11%. There were also no long term undeveloped sites present at the time.

5.36 The SCSR determined that footfall was 'good', in part due to the visit taking part on one of the market days. Car parking was considered to be 'fair' with parking available to the rear of the Council offices and market places; parking was also free. Hoyland centre also had a high frequency bus route to Barnsley and additional routes to other nearby settlements such as Birdwell, Elsecar, Brampton, and Worsbrough.

5.37 As with Hoyland Common, DPP visited Hoyland in November 2021 to re-assess the health of the centre and shopping conditions. The health check included looking at the diversity of uses within the centre, the number of national retailers represented, pedestrian flows, the number of vacant units, overall accessibility, the quality of the environment, whether the centre feels safe for visitors/shoppers and the presence of any redevelopment sites.

5.38 In terms of existing convenience provision, Heron Foods was the main national retailer, complimented by a fruit and veg shop, Bargain Booze, and a butcher. Wider provision included a diverse range including B&M, Boyes department store, gift shops, home furnishings shops, medical centre, Well pharmacy, animal care, beauticians/salons, takeaways, travel agent, and sport therapy. In addition to this was Hoyland Street Market which continues to run on Tuesdays, Thursdays and Saturdays and includes a wide range of changing products.

5.39 Figure 5 below details the number and type of units within the centre, and their respective percentages, alongside the SCSR data.

	SCSR 2010		November 2021 Health Check		Difference	
	Number	Percentage	Number	Percentage	Number	Percentage
Convenience	12	20%	4	7%	-8	-13%
Comparison	19	32%	8	15%	-11	-17%
Total Retail	**31**	**52%**	**12**	**22%**	**-19**	**-30%**
Vacant Units	3	5%	2	4%	-1	-1%
Services						
Financial & Business	4	7%	3	6%	-1	-1%
Leisure Services	12	20%	15	28%	+3	+8%
Retail Services	10	17%	22	41%	+12	+24%
Total Services	**26**	**43%**	**40**	**74%**	**+14**	**+31%**
Total Retail and Service	**60**	**100%**	**54**	**100%**	**-6**	

Figure Five: Hoyland Health Check Statistics comparing the 2010 and 2021 health checks and the differences.

5.40 Similar to Hoyland Common, leisure services and retail services have increased, with the latter increasing by 120%. These have replaced traditional retailing in both convenience and comparison goods whilst the overall number of units has reduced by six since 2010.

5.41 Within this centre there were two vacant units identified: the first was part of the former Town Hall which consisted of 9,000sqft retail/leisure unit, the second was a kiosk to the rear of the B&M store which forms part of a wider group of kiosks. In addition to this, a 'multi-let investment opportunity' is advertised by Brownhill Vickers on Hall Street.

5.42 Pedestrian footfall during the site visit was high, in part due to it being a market day with this area seeing the bulk of pedestrian flows, alongside Boyes and Heron Foods. There were numerous parking options present during the centre visit with both free and pay and display options available. Buses are still present with frequent routes to Barnsley, Wombwell, and Worsbrough. The environmental quality of the centre was considered to be good with ample space for pedestrians and the one way system limiting traffic. The centre also felt safe due to the high footfall and CCTV around the centre. No development sites or areas for growth were found, although there is space immediately outside the centre boundary.

5.43 Overall, despite the reduction in units since 2010 and the loss of retail, the health of Hoyland Centre is considered to be good due to the increased diversification of the retail services and leisure offer. Vacant units are also few despite the Fulton Foods unit remaining unoccupied.

Appropriate Timeframe

5.44 Subject to planning approval it is estimated that that construction of the proposed development will start in late 2022. Upon completion and opening of the store it is also anticipated that there will be a period of 'settling in' before the store is considered to be trading at full capacity. As such, 2025 has been used as the 'design year' for the purposes of this assessment, which is within the 5-year period suggested by the PPG.

Turnover of Existing Stores and Centres

5.45 In accordance with the NPPG, the existing turnover figures have been established by calculating the benchmark turnover of existing stores and centres using the Global Data Foodstore Sales Densities December 2021 (for Tesco, Sainsbury's, Asda, Morrisons, M&S, Co-op, Iceland, Aldi, and Lidl) and Mintel Foodstore Densities August 2021 (for Farmfoods, Spar, Heron Foods, One Stop, McColls, Premier, Costcutter, B&M, and Home Bargains). Floorspace for stores has been calculated through review of planning applications, business rates figures, and previous listings combined with floor space mix outlined in the Global Data and Mintel reports. The benchmark turnover provides a baseline position which can be utilised to determine if stores are over- or under-trading.

5.46 The HHS then provides a more accurate position of local shopping patterns within the HHS area to determine the most popular convenience shopping destinations. For those stores within Hoyland and Hoyland Common centres, the HHS is considered to be an accurate representation

of existing turnover other than where no response was given. Turnover figures derived from the HHS have been calculated using the 2022 convenience expenditure for the area and assumes a 70/30 split between main food shopping and top-up shopping respectively. This results in £94.37m of expenditure for main food shops and £40.44m for top-up shopping. These figures have then been multiplied by the percentage of respondents who said that they shop at that store for both main and top-up shopping. For example, 42 respondents stated that they do their main food shopping at Aldi, Birdwell which, as a percentage, is 10.42% and therefore £9.83m of HHS main food shop expenditure. Similarly, 23 respondents stated that they do their top-up food shopping at the same store which, as a percentage, is 5.10% and therefore £2.49m of HHS top-up food shopping. Therefore the expenditure attributed to that store from the HHS is the total of these amounts, equating to £12.33m in this example.

5.47 The results of this show that Co-op Food within Hoyland Common and Heron Foods within Hoyland are both under-trading when compared to the benchmark figures. Other instances where the HHS turnover has been used rather than the benchmark include B&M Hoyland, 'Other Convenience' in Stairfoot, and M&S Queen Street in Barnsley.

5.48 On this basis, the following are the most popular convenience shopping destinations within the HHS:

- Morrisons, Lower Thomas Street, Barnsley (9.45% of main and top-up shopping)
- Aldi, Sheffield Road, Birdwell (8.82% of main and top-up shopping)
- Tesco Superstore, Wombwell Road, Hoyland (9.89% of main and top-up shopping)
- Tesco Extra, Wombwell Lane, Stairfoot (7.47% of main and top-up shopping)

5.49 In terms of the centres within the HHS area, the following table summarises the existing benchmark convenience and comparison turnovers in 2022 and 2025:

Centre	2022			2025		
	Conv	Comp	Total	Conv	Comp	Total
Hoyland Common Local Centre	£2.65m	£0.08m	**£2.73m**	£2.65m	£0.08m	**£2.73m**
Hoyland District Centre	£3.28m	£7.20m	**£10.49m**	£3.28m	£7.57m	**£10.83m**
Stairfoot Local Centre	£19.27m	£0.42m	**£19.70m**	£19.30m	£0.45m	**£19.75m**
Barnsley Town Centre	£153.38m	£53.34m	**£206.72m**	£153.07m	£56.20m	**£209.27m**

5.50 As can be seen from the above, and as expected, Barnsley Town Centre has the highest turnover within the HHS Area with Stairfoot Local Centre being second largest, primarily due to the presence of Aldi. Hoyland District and Hoyland Common Local centres then follow the hierarchy within the area.

5.51 Those stores that are on the edge of the HHS area are not correctly represented by the survey results due to the fact that they receive a significant of their turnover from outside of the HHS area. For example, Lidl Peel Street in Barnsley Town Centre receives just 23% of its benchmark turnover from the HHS area based on the HHS results. For these stores the benchmark turnover has been used. What this demonstrates is that there is a need for residents within the HHS area to travel outside of their immediate neighbourhood in order to conduct food shopping.

5.52 In addition, due to the PCA being smaller than the HHS area, there are a number of stores which fall outside of the PCA but draw trade from within it and will therefore be impacted by the proposed store.

5.53 Full details of the existing turnovers for all stores and centres within the HHS area can be found within Table 5 of the Retail Tables under Appendix 1.

Impact on Vitality and Viability

5.54 Lidl is a food retailer which predominantly sells convenience goods, such as grocery items, chilled and frozen food, and toiletries, with a small comparison offer that sells seasonal items which will vary throughout the year. Lidl's business model is to provide quality ingredients at low cost, often under-pricing the bigger chain stores such as Tesco, Asda, Morrisons, and Sainsbury's. However, this pricing structure is achieved through limited use of warehousing and therefore stock levels and items can vary from week to week and store to store.

5.55 In this regard, the retail unit will principally compete against other supermarkets and similarly priced retailers being a main food shopping destination. However, the changing stock levels and the size of the store will likely mean that the store is used for top-up shopping or that further top-up shopping is required following the main food shop at the store.

5.56 In order to undertake the impact workings, we have used the following methodology:

- Existing convenience turnover for stores in 2022 calculated using household data survey results or benchmark figures where appropriate
- Convenience turnover has been grown to 2025 using Experian Retail Planner Briefing Note 2022

5.57 In undertaking our assessment, we have followed Planning Practice Guidance in largely relying on the existing trading patterns and trends within the study area and then to apportion the trade diverted based upon the character of development, geographic location and brand loyalty factors.

5.58 As a result of this, Table 2 in Appendix 1 sets out the expected convenience trade diversion of the proposed development and the impact on the existing shopping destinations within the area. The total impact on a designated centre (accounting for any stores within that centre, listed above the total) is shown in **bold**.

5.59 As reflected in Table 8, it is anticipated that the majority of the proposal's turnover will be diverted from the most popular main food convenience destinations both within and outside of the PCA.

5.60 The majority of trade in monetary terms will be diverted from the nearby Aldi on Sheffield Road, Birdwell approximately 450 metres west of the proposed store (**£1.6m**), the Tesco Superstore on Wombwell Road, Hoyland (**£1m**), and Asda Thomas Street, Worsbrough (**£0.9m**). This reflects the shopping patterns found in the Household Survey and the fact these are the main retailers within the area. Additional stores that are anticipated to see trade diversions of over £0.5m are Lidl Wombwell (**£0.8m**), Asda Chapeltown (**£0.8m**), Aldi Stairfoot (**£0.7m**), Jack's Stairfoot (**£0.7m**), Tesco Extra Stairfoot (**£0.6m**), and Lidl Peel Street, Barnsley (**£0.6m**). All of these were popular destinations within the Household Survey.

5.61 We have not anticipated any trade draw from beyond the Household Survey Study Area due to the high number of retailers and offer available within and on the boundaries of this zone which are unlikely to warrant trips beyond it.

5.62 With regards to Hoyland Common Local Centre, we anticipate all trade diversion to be from the Co-op (**£184k**) due to loss of top-up shopping. However, it is expected that the Co-op will continue its role as a local convenience store for top-up shopping as opposed to the main shopping offer of the proposed store. For the other local convenience and comparison stores within the centre, we do not anticipate any overall impact due to the fact that these are specialist independents whose offer is different to that of the proposed store. Such stores include a fishing tackle shop, auto-part shop, charity shop, clothes shop, interiors shop, and pharmacy. It is therefore anticipated that the overall impact on Hoyland Common Local Centre will be **6.75%** (**£184k**). As all of this impact will be on the Co-op Food unit and mainly for convenience goods, the proposed development is not considered to be a threat to the health of the centre which are independent stores that specialise in areas which the proposed store does not. As such, there will be not be a significant adverse impact to the health of Hoyland Common Local Centre.

5.63 With regards to Hoyland District Centre, we anticipate trade draw from Heron Foods (**£1784k**) due to the similarities in convenience offer and B&M (**£31k**) due to the similar comparison offer. Similarly to Hoyland Common, the remaining stores are considered to be specialist independents which will be largely unaffected by the proposed store due to the goods on offer. The Boyes department store, furniture shops, clothes shops, gift shops, and flower shop all sell items that will not be present in the proposed store other than occasional seasonal items. Hoyland Market will also continue to be a major draw for footfall and visitors to the area and again offers goods that cannot be replicated in the proposed store. It is therefore anticipated that the overall impact

on Hoyland District Centre will be 2.13% (£232k). This is sufficiently low enough to have no adverse impacts on the health of the centre nor impact its viability and vitality. Hoyland District Centre will continue to be the main location for comparison shopping in the area, complimented by the retail services offer available.

5.64 With regards to Stairfoot Local Centre, we anticipate trade draw of £737k from the only major retailer within the centre which is that of Aldi. This is due to the similarities to the discount retailer intended at the proposed store and similarities in both offer and business model. Due to the distance between the proposed site and Stairfoot this results in a reduced trade draw when compared to the Aldi on Sheffield Road, Birdwell. A similar rhetoric is used for the smaller independent convenience and comparison stores within the Local Centre which consist of a bakery, vape shop, McColl's, and newsagents. The nature of these as 'true' convenience stores means that shoppers are unlikely to deviate to the proposed store for small items when Stairfoot is closer. It is therefore anticipated that the overall impact on Stairfoot Local Centre will be 3.76%. This represents a low impact on the centre thus protecting its vitality and viability.

5.65 Regarding Barnsley Town Centre, we do not anticipate a large amount of trade diversion to the new store due to the distance of the centre from the site. In addition, the more comprehensive offer available within the centre, which includes a large range of comparison goods as well as leisure and services not present in other centres, increases the attractiveness to shoppers and therefore means they are unlikely to travel to the proposed store for comparison goods unless nearby. Those stores that are anticipated to be impacted upon most are Lidl, Peel Street (£631k), Morrisons, Lower Thomas Street (£316k), M&S, Queen Street (£210k), and the two Iceland stores on Peel Street and within the Alhambra (both (£105k). It is therefore anticipated that the overall impact on Barnsley Town Centre will be 0.67%. This represents a negligible impact on Barnsley Town Centre due to the distance from the proposed store and the variety of goods on offer. The appeal of Barnsley Town Centre is also boosted by the unrivalled leisure offer in the Borough which boasts a wide range of cafes, restaurants, pubs, and Barnsley Metrodome. The proposed development will therefore not adversely impact the centre as a whole.

Impact on Planned Investment

5.66 There are no committed developments of an appropriate scale or proximity to the site to be impacted upon by the proposed development. A new Lidl within the suburb of Chapeltown gained approval in 2021 and is currently planned to be opened early 2022, however as it is outside of both the HHS area and PCA it is not considered that there will be any conflict or cumulative impact. In addition, there are no allocations or proposed future expansions or renovations of retail centres within the Local Plan and within the PCA.

5.67 It is noted that there are significant allocations to the north, west, and south of Hoyland for both employment and residential uses and therefore the future need for retail in the area will subsequently increase once these are built.

Conclusion

5.68 The RIA has provided a robust and thorough assessment of the impact of the proposed development on designated centres within the PCA, and it is concluded that the impact on Hoyland District Centre, Hoyland Common Local Centre, Stairfoot Local Centre, and Barnsley Town Centre would be minimal and not of a level which would harm the vitality and viability of the centre.

6.0 Conclusions

6.1 This Retail Statement has been prepared on behalf of Lidl GB Ltd for a full application for the erection of a Lidl foodstore store, with associated plant, delivery bay, parking and landscaping on land to the north of Sheffield Road, Hoyland.

6.2 The Retail Impact Assessment has provided a robust and thorough assessment of the impact of the proposed development on designated centres within the primacy catchment of the proposed development, in accordance with paragraph 90 of the NPPF and policies TC1 and TC3 of the Barnsley Local Plan.

6.3 The assessment has confirmed that the impact on the designated centres within the PCA would be negligible and would not harm the vitality and viability of those centres. We are also unaware of any impact on existing, planned or committed private or public sector investment in any of these centres that would be impacted. Conversely the proposed development constitutes a major investment and will increase consumer choice within the area.

6.4 The Sequential Assessment has examined a number of sites within the PCA for their suitability for the proposed development, however no sequentially preferable sites have been identified either within or on the edge of any designated centres.

6.5 Overall, it is considered that both the sequential test and the Retail Impact Assessments as set out within the NPPF have been passed.

Appendix 1 – Retail Tables

TABLE 1 - POPULATION

	2019	2020	2021	2022	2023	2024	2025
TOTAL	**66,745**	**67,084**	**67,528**	**67,934**	**68,311**	**68,684**	**68,990**

Table 1 Notes

Source: Experian Retail Planner Report for Catchment Area. November 2021.

TABLE 2A- PER CAPITA CONVENIENCE EXPENDITURE (£)

	2019	2020	2021	2022	2023	2024	2025
	2,087	2,237	2,134	2,104	2,100	2,096	2,094
Growth Rate		1.072	0.954	0.986	0.998	0.998	0.999
Total Per Capita Expenditure		**2,237**	**2,134**	**2,104**	**2,100**	**2,096**	**2,094**

Table 2A Notes

Source: 2019 figure from Experian Retail Planner Report for Catchment Area. 2020-2024 figures based on growth rates taken from Experian Retail Planner Briefing Note 19 (January 2022) Appendix 3: Figure 6 'Growth in sales volumes (retail spend) per head 2010-40 (% per annum) total'.

TABLE 2B - PER CAPITA CONVENIENCE EXPENDITURE (£) ADJUSTED FOR SFT

	2019	2020	2021	2022	2023	2024	2025
	2,001	2,116	2,000	1,985	1,974	1,964	1,958
Annual Deduction	4.10%	5.40%	6.30%	5.70%	6.00%	6.30%	6.50%
Multiplier	0.959	0.946	0.937	0.943	0.940	0.937	0.935
Expenditure	**2,001**	**2,116**	**2,000**	**1,985**	**1,974**	**1,964**	**1,958**

Table 2B Notes

Source: Reduction for Non Retail Forms of Trading taken from yearly rates contained in Experian Retail Planner Briefing Note 19 (January 2022), Appendix 3, Figure 5: 'Estimated and projected market share of non-store retail sales', 'Adjusted for SFT sales from stores' column.

TABLE 3A - PER CAPITA COMPARISON EXPENDITURE (£)

	2019	2020	2021	2022	2023	2024	2025
All	3,206	2,962	2,977	3,153	3,210	3,267	3,329
Growth Rate		0.924	1.005	1.059	1.018	1.018	1.019

Table 3A Notes

Source: 2019 figure from Experian Retail Planner Report for Catchment Area. 2020-2024 figures based on growth rates taken from Experian Retail Planner Briefing Note 19 (January 2022) Appendix 3: Figure 6 'Growth in sales volumes (retail spend) per head 2010-2040 (% per annum) total'

TABLE 3B - PER CAPITA COMPARISON EXPENDITURE (£) ADJUSTED FOR SFT

	2019	2020	2021	2022	2023	2024	2025
All	2,623	2,204	2,185	2,399	2,417	2,437	2,460
Annual Deduction	18.20%	25.60%	26.60%	23.90%	24.70%	25.40%	26.10%
Multiplier	0.818	0.744	0.734	0.761	0.753	0.746	0.739
Total Per Capita	**2,623**	**2,204**	**2,185**	**2,399**	**2,417**	**2,437**	**2,460**

Table 3B Notes

Source: Reduction for Non Retail Forms of Trading taken from yearly rates contained in Experian Retail Planner Briefing Note 18 (October 2020), Appendix 3, Figure 5: 'Estimated and projected market share of non-store retail sales', 'Adjusted for SFT sales from stores' column.

TABLE 4A TOTAL AVAILABLE CONVENIENCE EXPENDITURE (£)

	2019	2020	2021	2022	2023	2024	2025
All	£ 133,585,646	£ 141,980,049	£ 135,048,289	£ 134,815,990	£ 134,862,610	£ 134,895,908	£ 135,072,473
TOTAL	**£ 133,585,646**	**£ 141,980,049**	**£ 135,048,289**	**£ 134,815,990**	**£ 134,862,610**	**£ 134,895,908**	**£ 135,072,473**

TABLE 4B TOTAL AVAILABLE COMPARISON EXPENDITURE (£)

	2019	2020	2021	2022	2023	2024	2025
All	£ 175,039,296	£ 147,852,058	£ 147,564,367	£ 162,993,151	£ 165,093,855	£ 167,412,343	£ 169,745,330
TOTAL	**£ 175,039,296**	**£ 147,852,058**	**£ 147,564,367**	**£ 162,993,151**	**£ 165,093,855**	**£ 167,412,343**	**£ 169,745,330**

Tables 4A and 4B Notes

Source: Experian Comparison Report for Catchment Area November 2021.

TABLE 5 - TURNOVER OF THE PROPOSAL

Lidl Store	Net Sales Area (sqm)	Sales Density (£ p.sq.m.)	Turnover at 2022 (£m)	Turnover at 2025 (£m)
Convenience	1,014	8,883	9.00	9.22
Comparison	253	4,789	1.21	1.30
Totals	**1,267**		**10.22**	**10.52**

Notes:

2019 Prices

Convenience/comparison floorspace split informed by Lidl at 80/20%

Sales Densities taken from Global Data Foodstore Sales Densities - December 2021

Convenience Turnover 2019-2025 grown using Retail Planner Briefing Note 19 January 2022

Comparison Turnover 2019-2025 grown using Retail Planner Briefing Note 19 January 2022

TABLE 6 - TURNOVER OF EXISTING STORES AND CENTRES

	Net Floorspace (sq.m.)	Floorspace Split		Convenience						Comparison						Total	
		Convenience	Comparison	Net Sales Area (sqm)	Sales Density (£/sqm)	Benchmark Turnover @ 2022 (£m)	Benchmark Turnover @ 2025 (£m)	HHS Turnover 2022	HHS Turnover at 2025	Net Sales Area (sqm)	Sales Density (£/sqm)	Turnover @ 2022 (£m)	Benchmark Turnover @ 2025 (£m)	HHS Turnover 2022	HHS Turnover at 2025	Total Turnover @ 2022 (£m)	Total Turnover @ 2025 (£m)
Growth Rate							1.000		1.000			1.029	1.019		1.014		
Allocated Centres within the Study Area																	
Hoyland Common Local Centre																	
Co-op Food, Hoyland Road	321	299	22	299	11,169	£ 3,340,388	£ 3,333,707	£ 2,594,746	£ 2,589,556	22	9,043	£ 204,653	£ 218,456	£ -	£ -	£ 2,594,746	£ 2,589,556
Other Convenience				19	3,000	£ 56,400	£ 56,287								£ -	£ 56,400	£ 56,287
Other Comparison										**20**	4,000	£ 80,674	£ 86,114		£ -	£ 80,674	£ 86,114
Total						**£ 3,396,788**	**£ 3,389,994**	**£ 3,020,868**	**£ 3,014,826**			**£ 285,327**	**£ 304,570**		**£ -**	**£ 2,731,819**	**£ 2,731,958**
Hoyland District Centre																	
B&M, Market Street, Hoyland					3,544		£ -	£ 426,122	£ 425,270	0	3,575			£ -	£ -	£ 426,122	£ 425,270
Heron Foods	267	267	0	267	9,735	£ 2,603,139	£ 2,597,933	£ 1,921,140	£ 1,917,298	0	9,821	£ -	£ -	£ -	£ -	£ 1,921,140	£ 1,917,298
Other Convenience				269	3,500	£ 941,360	£ 939,477					£ -	£ -		£ -	£ 941,360	£ 939,477
Other Comparison										**693**	4,500	£ 3,210,388	£ 3,426,907	£ 7,198,265	£ 7,571,514	£ 7,198,265	£ 7,571,514
Total						**£ 3,544,499**	**£ 3,537,410**	**£ 1,921,140**	**£ 1,917,298**			**£ 3,210,388**	**£ 3,426,907**		**£ -**	**£ 10,486,887**	**£ 10,853,559**
Stairfoot Local Centre																	
Aldi, Doncaster Road	1,688	1,600	89	1,600	11,199	£ 17,914,341	£ 17,878,512	£ 3,270,114	£ 3,263,573	89	7,876	£ 719,772	£ 768,316	£ -	£ -	£ 18,613,828	£ 18,646,828
Other Convenience				219	3,000	£ 657,900	£ 656,584					£ -	£ -		£ -	£ 657,900	£ 656,584
Other Comparison										43	4,000	£ 177,770	£ 189,759	£ 423,315	£ 445,265	£ 423,315	£ 445,265
Total						**£ 18,572,241**	**£ 18,535,096**	**£ 3,270,114**	**£ 3,263,573**			**£ 897,542**	**£ 958,075**	**£ 423,315**	**£ 445,265**	**£ 19,695,043**	**£ 19,748,677**
Barnsley Town Centre																	
Morrisons, Lower Thomas Street	6,076	5,287	789	5,287	13,154	£ 69,549,607	£ 69,410,508	£ 12,903,578	£ 12,877,771	789	6,369	£ 5,168,673	£ 5,517,265	£ 564,632	£ 593,910	£ 74,718,281	£ 74,927,773
Lidl, Peel Street	1,596	1,497	98	1,497	8,883	£ 13,299,863	£ 13,273,264	£ 3,044,949	£ 3,038,859	98	4,789	£ 485,167	£ 517,888	£ -	£ -	£ 13,785,030	£ 13,791,152
M&S, Queen Street	3,927	3,849	79	3,849	11,275	£ 43,393,596	£ 43,306,809	£ 2,533,992	£ 2,528,924	79	9,033	£ 730,063	£ 779,301	£ 1,693,897	£ 1,781,730	£ 4,227,889	£ 4,310,654
Iceland, Alhambra Centre	802	730	72	730	7,568	£ 5,523,278	£ 5,512,231	£ 526,618	£ 525,565	72	2,651	£ 196,898	£ 210,178	£ -	£ -	£ 5,720,176	£ 5,722,409
Iceland, Peel Street	459	434	25	434	7,568	£ 3,283,373	£ 3,276,806	£ 1,263,194	£ 1,260,668	25	2,651	£ 68,880	£ 73,526	£ -	£ -	£ 3,352,253	£ 3,350,332
Other Convenience						£ 59,188,331	£ 59,069,954	£ -	£ -			£ -			£ -	£ 59,188,331	£ 59,069,954
Other Comparison											5,500	£ 164,255,745	£ 175,333,688	£ 45,731,392	£ 48,102,684	£ 45,731,392	£ 48,102,684
Total						**£ 194,238,048**	**£ 193,849,572**	**£ 20,272,331**	**£ 20,231,786**			**£ 170,905,427**	**£ 182,431,847**	**£ 47,989,921**	**£ 50,478,324**	**£ 206,723,352**	**£ 209,274,959**
Totals		**13,963**	**1,174**	**14,470**		**£ 245,265,103**	**£ 244,774,573**	**£ 56,968,905**	**£ 56,854,967**	1,174	9,230	**£ 175,298,684**	**£ 187,121,399**	**£ 56,034,816**	**£ 58,940,368**	**£ 239,637,101**	**£ 242,609,152**
Totals							£ -										
Company Shop, Tankersley	1,365	1,365	0	1,365	5,000	£ 6,825,000	£ 6,811,350	£ -	£ -		0	£ -	£ -	£ -	£ -	£ 6,825,000	£ 6,811,350
Aldi, Sheffield Road, Birdwell	1,688	1,600	89	1,600	11,199	£ 17,914,341	£ 17,878,512	£ 12,328,217	£ 12,303,561	89	7,876	£ 719,772	£ 768,316	£ -	£ -	£ 18,634,113	£ 18,646,828
One Stop, Hoyland	348	348	0	348	10,612	£ 3,693,126	£ 3,685,740	£ 216,618	£ 216,185	0	10,623	£ -	£ -	£ -	£ -	£ 3,693,126	£ 3,685,740
Tesco Superstore, Wombwell Road, Hoyland	2,637	2,161	476	2,161	14,304	£ 30,910,175	£ 30,848,355	£ 13,931,300	£ 13,903,437	476	8,722	£ 4,274,617	£ 4,562,911	£ -	£ -	£ 35,184,792	£ 35,411,266
McColl's, Birdwell	107	107	0	107	5,515	£ 589,567	£ 588,387	£ -	£ -	0	5,677	£ -	£ -	£ -	£ -	£ 589,567	£ 588,387
McColl's, High Street, Worsbrough	68	68	0	68	5,515	£ 376,131	£ 375,379	£ 108,553	£ 108,336	0	5,677	£ -	£ -	£ -	£ -	£ 376,131	£ 375,379
Asda, Thomas Street, Worsbrough	919	681	238	681	14,480	£ 9,859,674	£ 9,839,955	£ 5,205,970	£ 5,195,558	238	5,959	£ 1,460,127	£ 1,558,603	£ 282,634	£ 297,289	£ 11,319,801	£ 11,398,558
Premier, Worsbrough	57	57	0	57	6,265	£ 357,105	£ 356,391	£ -	£ -	0	6,320	£ -	£ -	£ -	£ -	£ 357,105	£ 356,391
Tesco Extra, Wombwell Lane, Stairfoot	10,548	8,643	1,905	8,643	14,304	£ 123,635,075	£ 123,387,805	£ 10,298,524	£ 10,277,927	1,905	8,722	£ 17,097,690	£ 18,250,814	£ 3,528,474	£ 3,711,435	£ 140,732,765	£ 141,638,619
Jack's Stairfoot	1,149	977	172	977	8,128	£ 7,941,056	£ 7,925,174	£ -	£ -	172	6,920	£ 1,224,757	£ 1,307,359	£ -	£ -	£ 9,165,813	£ 9,232,532
Co-op, Keresforth Hill Road, Kingstone	280	261	19	261	11,169	£ 2,913,099	£ 2,907,272	£ 2,594,746	£ 2,589,556	19	9,043	£ 178,475	£ 190,512	£ -	£ -	£ 3,091,573	£ 3,097,784
Village Store, Thorpe Hesley	39	39	0	39	3,000	£ 115,800	£ 115,568	£ -	£ -	0	3,000	£ -	£ -	£ -	£ -	£ 115,800	£ 115,568
Premier, Doncaster Road	57	57	0	57	6,265	£ 359,736	£ 359,017	£ 108,553	£ 108,336	0	6,320	£ -	£ -	£ -	£ -	£ 359,736	£ 359,017
Birdwell						£ -	£ -	£ 426,122	£ 425,270	0	3,000	£ -		£ 423,952	£ 445,935	£ -	£ -
Totals		**30,327**	**4,073**	**30,834**		**£ 450,754,989**	**£ 449,853,479**	**£ 102,187,508**	**£ 158,838,100**	**4,073**		**£ 550,851,490**	**£ 588,002,710**	**£ 164,294,613**	**£ 172,813,719**	**£ 230,445,323**	**£ 231,717,420**
Commitments within the Study Area															£ -	£ -	£ -
None															£ -	£ -	£ -
Other Locations outside the Study Area															£ -	£ -	£ -
Aldi, The Common, Ecclesfield	1,435	1,360	75	1,360	11,199	£ 15,232,646	£ 15,202,180	£ 1,363,690	£ 1,360,963	75	7,876	£ 606,379	£ 647,275	**£ -**	£ -	£ 1,363,690	£ 1,360,963
Aldi, Old Mill Lane, Barnsley	1,108	1,050	58	1,050	11,199	£ 11,761,513	£ 11,737,990	£ 844,186	£ 842,498	58	7,876	£ 468,200	£ 463,650	£ -	£ -	£ 844,186	£ 842,498
Aldi, Great Eastern Way, Parkgate, Rotherha	1,527	1,447	80	1,447	11,199	£ 16,210,083	£ 16,177,663	£ 418,064	£ 417,228	80	7,876	£ 645,288	£ 639,017	£ -	£ -	£ 418,064	£ 417,228
Aldi, Park Street, Masbrough	1,324	1,255	69	1,255	11,199	£ 14,058,511	£ 14,030,394	£ 851,789	£ 850,086	69	7,876	£ 559,639	£ 554,200		£ -	£ 851,789	£ 850,086
Aldi, Claycliffe Road, Barnsley	1,783	1,690	93	1,690	11,199	£ 18,926,695	£ 18,888,842	£ 1,046,577	£ 1,044,483	93	7,876	£ 753,431	£ 746,109	£ -	£ -	£ 1,046,577	£ 1,044,483
Asda, Market Street, Chapeltown	5,798	4,295	1,502	4,295	14,480	£ 62,196,925	£ 62,072,531	£ 6,292,288	£ 6,279,704	1,502	5,959	£ 9,210,791	£ 9,121,279	£ 847,267	£ 891,200	£ 7,139,555	£ 7,170,904
Asda, High Street, Wath Upon Dearne	1,099	814	285	814	14,480	£ 11,793,116	£ 11,769,530	£ 209,504	£ 209,085	285	5,959	£ 1,746,452	£ 1,729,479	£ -	£ -	£ 209,504	£ 209,085
Asda, Old Mill Lane, Barnsley	8,446	6,258	2,188	6,258	14,480	£ 90,609,575	£ 90,428,355	£ 4,928,598	£ 4,918,741	2,188	5,959	£ 13,418,442	£ 13,288,040	£ 1,270,582	£ 1,336,465	£ 6,199,180	£ 6,255,206

Asda, Chaucer Road, Parson Cross, Sheffield	7,830	5,801	2,029	5,801	14,480	£	84,000,984	£	83,832,982	£	837,072	£	835,398	2,029	5,959	£	12,439,771	£	12,318,879	£ -	£ -	£ 837,072	£ 835,398
Asda, High Street, Grimethorpe, Barnsley	888	658	230	658	14,480	£	9,527,743	£	9,508,687	£	318,057	£	317,421	230	5,959	£	1,410,971	£	1,397,259	£ -	£ -	£ 318,057	£ 317,421
Farmfoods, Rotherham Road, Barnsley	727	727	0	727	5,361	£	3,897,393	£	3,889,599	£	209,504	£	209,085	0	5,408	£	-	£	-	£ -	£ -	£ 209,504	£ 209,085
Food Warehouse (Iceland), Peel Centre Retai	1,042	966	75	966	7,568	£	7,313,408	£	7,298,781	£	318,057	£	317,421	75	2,651	£	205,138	£	203,145	£ -	£ -	£ 318,057	£ 317,421
Lidl, Mitchell's Way, Wombwell	1,424	1,336	88	1,336	8,883	£	11,868,925	£	11,845,187	£	736,122	£	734,650	88	4,789	£	432,968	£	428,760	£ 141,317	£ 148,645	£ 877,439	£ 883,294
Marks & Spencer, Cortonwood, Brampton	1,018	1,018	0	1,018	11,275	£	11,477,950	£	11,454,994	£	1,905,480	£	1,901,669	0	9,033	£	-	£	-	£ 141,317	£ 148,645	£ 2,046,797	£ 2,050,313
Morrisons, Corton Wood, Brampton	7,209	5,205	2,004	5,205	13,154	£	68,466,463	£	68,329,530	£	6,703,694	£	6,690,286	2,004	6,369	£	13,134,522	£	13,006,879	£ 141,317	£ 148,645	£ 6,845,011	£ 6,838,931
Morrisons, Stadium Way, Parkgate, Rotherha	7,992	5,770	2,222	5,770	13,154	£	75,897,728	£	75,745,932	£	627,568	£	626,313	2,222	6,369	£	14,560,127	£	14,418,629	£ -	£ -	£ 627,568	£ 626,313
Sainsbury's Local, Helens Way, Barnsley	224	224	0	224	12,685	£	2,841,440	£	2,835,757	£	209,504	£	209,085	0		£	-	£	-	£ -	£ -	£ 209,504	£ 209,085
Tesco Extra, Biscay Way, Wath-upon-Dearne	7,009	3,217	3,792	3,217	14,304	£	46,017,448	£	45,925,413	£	952,740	£	950,834	3,792	8,722	£	34,031,498	£	33,700,774	£ 141,317	£ 148,645	£ 1,094,057	£ 1,099,479
Morrisons, The Common, Ecclesfield, Sheffie	6,405	4,625	1,781	4,625	13,154	£	60,832,813	£	60,711,148	£	3,874,908	£	3,867,158	1,781	6,369	£	11,670,092	£	11,556,680	£ -	£ -	£ 3,874,908	£ 3,867,158
Aldi, Colliery Avenue, Wath upon Dearne S63	1,506	1,331	175	1,331	11,199	£	14,908,086	£	14,878,269	£	418,064	£	417,228	175	7,876	£	1,415,694	£	1,401,936	£ -	£ -	£ 418,064	£ 417,228
Asda, Dewsbury Road, Wakefield, WF2 9BL	1,200	1,126	74	1,126	14,480	£	16,298,466	£	16,265,869	£	209,504	£	209,085	74	5,959	£	453,848	£	449,437	£ -	£ -	£ 209,504	£ 209,085
Asda, Handsworth Road, Handsworth, Sheffi	11,584	5,757	5,827	5,757	14,480	£	83,363,512	£	83,196,785	£	209,504	£	209,085	5,827	5,959	£	35,727,925	£	35,380,715	£ 141,317	£ 148,645	£ 350,821	£ 357,730
Costco, The Parkway, Parkway Drive, Sheffiel	10,406	9,764	642	9,764		£	-	£	-	£	209,504	£	209,085	642		£	-	£	-	£ 564,632	£ 593,910	£ 774,136	£ 802,995
Lidl, Catley Rd, Darnall, Sheffield S9 5JA	1,641	1,492	149	1,492	8,883	£	13,249,608	£	13,223,108	£	209,504	£	209,085	149	4,789	£	735,836	£	728,685	£ -	£ -	£ 209,504	£ 209,085
M&S, Meadowhall Shopping Centre, Sheffield		0	0	0	11,275	£	-	£	-	£	736,122	£	734,650	0	9,033	£	-	£	-	£ -	£ -	£ 736,122	£ 734,650
Sainsbury's, Clay Wheels Ln, Sheffield S6 1LZ	7,355	4,825	2,530	4,825	12,685	£	61,200,357	£	61,077,957	£	627,568	£	626,313	2,530	8,506	£	22,144,141	£	21,928,941	£ 282,634	£ 297,289	£ 910,202	£ 923,603
Tesco Extra, Drummond St, Rotherham S65 1	9,163	4,554	4,609	4,554	14,304	£	65,137,588	£	65,007,312	£	1,580,308	£	1,577,148	4,609	8,722	£	41,363,494	£	40,961,517	£ 275,514	£ 289,800	£ 1,855,822	£ 1,866,948
Lidl Chapeltown [Under Construction]	1,267	1,014	253	1,014	8,883	£	9,007,362	£	8,989,347	N/A		N/A		253	4,789	£	1,246,754	£	1,234,638	N/A	N/A	£ 10,254,116	£ 10,269,764
Other						£	-	£	-	£	21,885,634	£	21,841,863							£ 64,130,969	£ 67,456,328	£ 86,016,603	£ 89,298,190
Totals						**£**	**886,096,336**	**£**	**884,324,143**	**£**	**58,733,117**	**£**	**58,615,651**			**£**	**218,381,403**	**£**	**216,305,923**	**£ 68,078,183**	**£ 71,608,215**	**£ 137,065,416**	**£ 140,493,629**
Overall Totals						**£**	**1,336,851,325**	**£**	**1,334,177,622**	**£**	**160,920,625**	**£**	**217,453,750**			**£**	**769,232,892**	**£**	**804,308,633**	**£ 232,372,796**	**£ 244,421,934**	**£ 607,147,840**	**£ 614,820,201**

Notes:

2019 Prices

Convenience/comparison floorspace split informed by Lidl at 80/20%

Sales Densities for Aldi, Asda, Co-op, Iceland, Lidl, M&S, Morrisons, Sainsbury's, Tesco, Waitrose taken from Global Data Foodstore Sales Densities - December 2021

Sales Densities for remaining sourced from Mintel Retail Rankings August 2021

Convenience Turnover 2019-2025 grown using Retail Planner Briefing Note 19 January 2022

Comparison Turnover 2019-2025 grown using Retail Planner Briefing Note 19 January 2022

Floorspace for stores derived from business rates figures and planning applications

TABLE 7 TRADE DRAW

		Convenience			Comparison			Total
Study Area Zone		Total Convenience Expenditure at 2025	Trade Draw (%) of Store Turnover	Trade Draw £m	Total Comparison Expenditure at 2025	Trade Draw (%) of Store Turnover	Trade Draw £m	
Study Area		135,072,473	100%	9,220,107	169,745,330	100%	1,301,743	**10,521,851**
Beyond			0%	0		0%	0	**0**
TOTALS		**135,072,473**	**100%**	**9,220,107**	**169,745,330**	**100%**	**1,301,743**	**10,521,851**

TABLE 8 - TRADE DIVERSION AND IMPACT

	Estimated 2025 Convenience Turnover	Estimated 2025 Comparison Turnover	Total 2025 Turnover	Convenience Trade Diversion (£)	Comparison trade Diversion (£)	Total Trade Diversion (£)	Total Turnover Post Construction (£)	Impact (%)
				£ 9,220,107	£ 1,301,743			
Allocated Centres within the Study Area								
Hoyland Common Local Centre								
Co-op Food, Hoyland Road	£2,589,556	£0	£2,589,556	£184,402	£0	£184,402	2,405,154	7.12%
Other Convenience	£56,287	£0	£56,287	£0	£0	£0	56,287	0.00%
Other Comparison	£0	£86,114	£86,114	£0	£0	£0	86,114	0.00%
Total	**£2,645,844**	**£86,114**	**£2,731,958**	**£184,402**	**£0**	**£184,402**	**2,547,556**	**6.75%**
Hoyland District Centre								
B&M, Market Street, Hoyland	£425,270	£0	£425,270	£18,440	£13,017	£31,458	393,812	7.40%
Heron Foods	£1,917,298	£0	£1,917,298	£184,402	£0	£184,402	1,732,895	9.62%
Other Convenience	£939,477	£0	£939,477	£9,220	£0	£9,220	930,257	0.98%
Other Comparison	£0	£7,571,514	£7,571,514	£0	£6,509	£6,509	7,565,005	0.09%
Total	**£3,282,045**	**£7,571,514**	**£10,853,559**	**£212,062**	**£19,526**	**£231,589**	**10,621,970**	**2.13%**
Stairfoot Local Centre								
Aldi, Doncaster Road	£17,878,512	£768,316	£18,646,828	£645,408	£91,122	£736,530	17,910,298	3.95%
Other Convenience	£656,584	£0	£656,584	£4,610	£0	£4,610	651,974	0.70%
Other Comparison	£0	£445,265	£445,265	£0	£651	£651	444,614	0.15%
Total	**£18,535,096**	**£1,213,581**	**£19,748,677**	**£650,018**	**£91,773**	**£741,790**	**19,006,887**	**3.76%**
Barnsley Town Centre								
Morrisons, Lower Thomas Street	£69,410,508	£5,517,265	£74,927,773	£276,603	£39,052	£315,656	74,612,118	0.42%
Lidl, Peel Street	£13,273,264	£517,888	£13,791,152	£553,206	£78,105	£631,311	13,159,841	4.58%
M&S, Queen Street	£2,528,924	£1,781,730	£4,310,654	£184,402	£26,035	£210,437	4,100,217	4.88%
Iceland, Alhambra Centre	£5,512,231	£210,178	£5,722,409	£92,201	£13,017	£105,219	5,617,190	1.84%
Iceland, Peel Street	£3,276,806	£73,526	£3,350,332	£92,201	£13,017	£105,219	3,245,114	3.14%
Other Convenience	£59,069,954	£0	£59,069,954	£9,220	£0	£9,220	59,060,734	0.02%
Other Comparison	£0	£48,102,684	£48,102,684	£0	£26,035	£26,035	48,076,650	0.05%
Total	**£153,071,687**	**£56,203,272**	**£209,274,959**	**£1,207,834**	**£195,261**	**£1,403,096**	**207,871,863**	**0.67%**
Out of centre locations within the Study Area								
Company Shop, Tankersley	£6,811,350	£0	£6,811,350	£184,402	£0	£184,402	6,626,948	2.71%
Aldi, Sheffield Road, Birdwell	£17,878,512	£768,316	£18,646,828	£1,383,016	£195,261	£1,578,278	17,068,550	8.46%
One Stop, Hoyland	£3,685,740	£0	£3,685,740	£36,880	£0	£36,880	3,648,859	1.00%
Tesco Superstore, Wombwell Road, Hoyland	£30,848,355	£4,562,911	£35,411,266	£922,011	£130,174	£1,052,185	34,359,081	2.97%
McColl's, Birdwell	£588,387	£0	£588,387	£36,880	£0	£36,880	551,507	6.27%
McColl's, High Street, Worsbrough	£375,379	£0	£375,379	£36,880	£0	£36,880	338,499	9.82%
Asda, Thomas Street, Worsbrough	£9,839,955	£1,558,603	£11,398,558	£783,709	£130,174	£913,883	10,484,674	8.02%
Premier, Worsbrough	£356,391	£0	£356,391	£36,880	£0	£36,880	319,510	10.35%
Tesco Extra, Wombwell Lane, Stairfoot	£123,387,805	£18,250,814	£141,638,619	£553,206	£104,139	£657,346	140,981,273	0.46%

Jack's Stairfoot	£7,925,174	£1,307,359	£9,232,532	£645,408	£52,070	£697,477	8,535,055	7.55%
Co-op, Keresforth Hill Road, Kingstone	£2,907,272	£190,512	£3,097,784	£36,880	£0	£36,880	3,060,904	1.19%
Village Store, Thorpe Hesley	£115,568	£0	£115,568	£9,220	£0	£9,220	106,348	7.98%
Premier, Doncaster Road	£359,017	£0	£359,017	£36,880	£0	£36,880	322,136	10.27%
Birdwell	£0	£0	£0	£0	£0	£0	0	
Total	**£205,078,906**	**£26,638,514**	**£231,717,420**	**£4,702,255**	**£611,819**	**£5,314,074**	**226,403,346**	**2.29%**
Totals	**£382,613,577**	**£91,712,995**	**£474,326,572**	**£6,956,571**	**£918,380**	**£7,874,951**	**466,451,621**	**1.66%**
Commitments within the PCA								
Other Locations outside the PCA								
Aldi, The Common, Ecclesfield	£15,202,180	£647,275	£15,849,455	£46,101	£6,509	£52,609	15,796,846	0.33%
Aldi, Old Mill Lane, Barnsley	£11,737,990	£463,650	£12,201,641	£46,101	£6,509	£52,609	12,149,031	0.43%
Aldi, Great Eastern Way, Parkgate, Rotherham	£16,177,663	£639,017	£16,816,680	£0	£0	£0	16,816,680	0.00%
Aldi, Park Street, Masbrough	£14,030,394	£554,200	£14,584,595	£0	£0	£0	14,584,595	0.00%
Aldi, Claycliffe Road, Barnsley	£18,888,842	£746,109	£19,634,951	£0	£0	£0	19,634,951	0.00%
Asda, Market Street, Chapeltown	£62,072,531	£9,121,279	£71,193,810	£737,609	£104,139	£841,748	70,352,062	1.18%
Asda, High Street, Wath Upon Dearne	£11,769,530	£1,729,479	£13,499,010	£0	£0	£0	13,499,010	0.00%
Asda, Old Mill Lane, Barnsley	£90,428,355	£13,288,040	£103,716,395	£0	£0	£0	103,716,395	0.00%
Asda, Chaucer Road, Parson Cross, Sheffield	£83,832,982	£12,318,879	£96,151,861	£0	£0	£0	96,151,861	0.00%
Asda, High Street, Grimethorpe, Barnsley	£9,508,687	£1,397,259	£10,905,946	£0	£0	£0	10,905,946	0.00%
Farmfoods, Rotherham Road, Barnsley	£3,889,599	£0	£3,889,599	£0	£0	£0	3,889,599	0.00%
Iceland, Peel Centre Retail Park, Barnsley	£7,298,781	£203,145	£7,501,926	£0	£0	£0	7,501,926	0.00%
Lidl, Mitchell's Way, Wombwell	£11,845,187	£428,760	£12,273,947	£737,609	£104,139	£841,748	11,432,199	6.86%
Marks & Spencer, Cortonwood, Brampton	£11,454,994	£0	£11,454,994	£184,402	£26,035	£210,437	11,244,557	1.84%
Morrisons, Corton Wood, Brampton	£68,329,530	£13,006,879	£81,336,409	£368,804	£52,070	£420,874	80,915,535	0.52%
Morrisons, Stadium Way, Parkgate, Rotherham	£75,745,932	£14,418,629	£90,164,561	£0	£0	£0	90,164,561	0.00%
Sainsbury's Local, Helens Way, Barnsley	£2,835,757	£0	£2,835,757	£0	£0	£0	2,835,757	0.00%
Tesco Extra, Biscay Way, Wath-upon-Dearne	£45,925,413	£33,700,774	£79,626,187	£46,101	£6,509	£52,609	79,573,578	0.07%
Morrisons, The Common, Ecclesfield, Sheffield	£60,711,148	£11,556,680	£72,267,828	£92,201	£13,017	£105,219	72,162,609	0.15%
Aldi, Colliery Avenue, Wath upon Dearne S63 7EX	£14,878,269	£1,401,936	£16,280,206	£0	£0	£0	16,280,206	0.00%
Asda, Dewsbury Road, Wakefield, WF2 9BL	£16,265,869	£449,437	£16,715,307	£0	£0	£0	16,715,307	0.00%
Asda, Handsworth Road, Handsworth, Sheffield, S13 9LR	£83,196,785	£35,380,715	£118,577,500	£0	£0	£0	118,577,500	0.00%
Costco, The Parkway, Parkway Drive, Sheffield, S9 4WU	£209,085	£593,910	£802,995	£0	£0	£0	802,995	0.00%
Lidl, Catley Rd, Darnall, Sheffield S9 5JA	£13,223,108	£728,685	£13,951,793	£0	£0	£0	13,951,793	0.00%
M&S, Meadowhall Shopping Centre, Sheffield	£627,568	£0	£627,568	£0	£0	£0	627,568	0.00%
Sainsbury's, Clay Wheels Ln, Sheffield S6 1LZ	£61,077,957	£21,928,941	£83,006,897	£0	£0	£0	83,006,897	0.00%
Tesco Extra, Drummond St, Rotherham S65 1HY	£65,007,312	£40,961,517	£105,968,829	£0	£0	£0	105,968,829	0.00%
Lidl Chapeltown [Under Construction]	£8,989,347	£1,234,638	£10,223,985	£4,610	£651	£5,261	10,218,724	0.05%
Other	£21,841,863	£67,456,328	£89,298,190	£0	£63,785	£63,785	89,234,405	0.07%
Outside PCA Total	**£907,002,659**	**£284,356,161**	**£1,191,358,820**	**£2,263,536**	**£383,363**	**£2,646,900**	**1,188,711,920**	**0.22%**
Overall Totals	**£1,289,616,236**	**£376,069,156**	**£1,665,685,392**	**£9,220,107**	**£1,301,743**	**£10,521,851**	**1,655,163,541**	**0.63%**

Appendix 2 – Household Survey Questionnaire

Job No: 131121

Hoyland Household Survey

Good morning / afternoon / evening, I am …… from NEMS market research and we are conducting a short survey in your area about shopping. Do you have time to answer some questions? It will take about 6-7 minutes.

QA **Are you the main shopper, or joint main shopper in your household?**

1 Yes - start questionnaire
2 No - ask if main shopper is available, if not - Close

PC **Could you please provide your post code?**
RECORD POSTCODE - CHECK POSTCODE IS WITHIN STUDY CATCHMENT

READ OUT: We now have a few questions about where you go food shopping. In answering these questions the location may be a store, a centre, a specific road or area, or the internet.

Q01 **Where do you usually undertake your household's main food shopping?**
DO NOT READ OUT. ONE ANSWER ONLY. IF THEY SAY VARIES ASK IF THERE'S SOMEWHERE THEY USE MORE OFTEN, EVEN IF SLIGHTLY.

#Food	Food Shopping List	GO TO Q03
	Internet / delivered	GO TO Q02
	(Don't know / varies)	CLOSE
	(Don't do this type of shopping)	CLOSE

Those who do their main food shopping via the Internet at Q01

Q02 **Which internet / home delivery retailer do you usually use for your main food shopping?**
DO NOT READ OUT. ONE ANSWER ONLY

1 Amazon
2 Asda
3 Co-op
4 Iceland
5 Morrisons
6 Ocado
7 Riverford
8 Sainsbury's
9 Tesco
A Waitrose
B Other (PLEASE WRITE IN)
C (Don't know / varies)

Q03 **What is the MAIN reason you choose (LOCATION MENTIONED AT Q01) for your main food shopping?**
DO NOT READ OUT. ONE ANSWER ONLY

#FReasons Food Shopping Reasons List

Excluding those who do their main food shopping via the Internet at Q01

Q04 **How do you normally travel when you do your main food shopping at (LOCATION MENTIONED AT Q01)?**
DO NOT READ OUT. ONE ANSWER ONLY

1 Car - driver
2 Car - passenger
3 Bicycle
4 Bus
5 Disability vehicle (e.g. mobility scooter, wheelchair)
6 Motorbike / moped
7 Park & Ride
8 Taxi
9 Train
A Walk
B Other (PLEASE WRITE IN)
C (Don't know / varies)

Excluding those who do their main food shopping via the Internet at Q01

Q05 **How long does it normally take to travel to (LOCATION MENTIONED AT Q01)?**
DO NOT READ OUT. ONE ANSWER ONLY

X Amount of time taken to nearest whole minute (PLEASE WRITE IN)
Y (Don't know / can't remember)
Z (Refused)

Q06 **How often do you normally do your main food shopping at (LOCATION MENTIONED AT Q01)?**
DO NOT READ OUT. ONE ANSWER ONLY

1 7 times a week
2 5 - 6 times a week
3 3 - 4 times a week
4 Twice a week
5 Once a week
6 Once every two weeks
7 Once a month
8 Once every two months
9 Less often
A (Don't know / varies)

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Q07 **How much do you normally spend on your main food shopping trip to (LOCATION MENTIONED AT Q01)?**
PLEASE WRITE IN TO THE NEAREST £

X To the nearest £: (PLEASE WRITE IN)
Y (Don't know / varies)
Z (Refused)

Excluding those who do their main food shopping via the Internet at Q01

Q08 **When you undertake your main food and grocery shopping at (LOCATION MENTIONED AT Q01), do you or other members of your household usually visit other shops, services, or leisure facilities on the same shopping trip?**
DO NOT READ OUT. CAN BE MULTICODED. PROBE FULLY. Anything else?

1 Yes - NON-FOOD shopping
2 Yes - other FOOD shopping
3 Yes - visiting the market
4 Yes - visiting service such as post office / bank / financial institutions etc.
5 Yes - visiting health service such as doctor, dentist, hospital
6 Yes - visiting other service such as laundrette, hairdresser, recycling
7 Yes - leisure activity (e.g. leisure centre, gym, cinema, park, etc)
8 Yes - buy fuel
9 Yes - travelling to or from work / education
A Yes - visiting bars / cafés / restaurants
B Yes - visiting church / place of worship
C Yes - visiting friends or family
D Yes - visiting library
E Yes - window shopping / browsing
F Yes - Other (PLEASE WRITE IN)
G (No)
H (Don't know)

Q09 **Apart from (LOCATION MENTIONED AT Q01), where else do you do your household's main food shopping?**
DO NOT READ OUT. ONE ANSWER ONLY. IF THEY SAY VARIES ASK IF THERE'S SOMEWHERE THEY USE MORE OFTEN, EVEN IF SLIGHTLY.

#Food Food Shopping List

Q10 **Where do you do most of your household's small scale 'top-up' food shopping?**
DO NOT READ OUT. ONE ANSWER ONLY. IF THEY SAY VARIES ASK IF THERE'S SOMEWHERE THEY USE MORE OFTEN, EVEN IF SLIGHTLY.

#Food	Food Shopping List	GO TO Q12
	Internet / delivered	GO TO Q11
	(Don't know / varies)	GO TO Q18
	(Don't do this type of shopping)	GO TO Q18

Those who do their main food shopping via the Internet at Q10

Q11 **Which internet / home delivery retailer do you use for your 'top-up' food shopping?**
DO NOT READ OUT. ONE ANSWER ONLY

1 Amazon
2 Asda
3 Co-op
4 Iceland
5 Morrisons
6 Ocado
7 Riverford
8 Sainsbury's
9 Tesco
A Waitrose
B Other (PLEASE WRITE IN)
C (Don't know / varies)

Q12 **What is the MAIN reason you choose (LOCATION MENTIONED AT Q10) for your 'top-up' food shopping?**
DO NOT READ OUT. ONE ANSWER ONLY

#FReasons Food Shopping Reasons List

Excluding those who do their top-up food shopping via the Internet at Q10

Q13 **How do you normally travel when you do your 'top-up' food shopping at (LOCATION MENTIONED AT Q10)?**
DO NOT READ OUT. ONE ANSWER ONLY

1 Car - driver
2 Car - passenger
3 Bicycle
4 Bus
5 Disability vehicle (e.g. mobility scooter, wheelchair)
6 Motorbike / moped
7 Park & Ride
8 Taxi
9 Train
A Walk
B Other (PLEASE WRITE IN)
C (Don't know / varies)

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Excluding those who do their main food shopping via the Internet at Q10

Q14 **How long does it normally take to travel to (LOCATION MENTIONED AT Q10)?**
DO NOT READ OUT. ONE ANSWER ONLY

X Amount of time taken to nearest whole minute (PLEASE WRITE IN)
Y (Don't know / can't remember)
Z (Refused)

Q15 **How often do you normally do your 'top-up' food shopping at (LOCATION MENTIONED AT Q10)?**
DO NOT READ OUT. ONE ANSWER ONLY

1 7 times a week
2 5 - 6 times a week
3 3 - 4 times a week
4 Twice a week
5 Once a week
6 Once every two weeks
7 Once a month
8 Once every two months
9 Less often
A (Don't know / varies)

Q16 **How much do you normally spend on your 'top-up' food shopping trip to (LOCATION MENTIONED AT Q10)?**
PLEASE WRITE IN TO THE NEAREST £

X To the nearest £: (PLEASE WRITE IN)
Y (Don't know / varies)
Z (Refused)

Q17 **Apart from (LOCATION MENTIONED AT Q10), where else do you do your household's 'top-up' food shopping?**
DO NOT READ OUT. ONE ANSWER ONLY. IF THEY SAY VARIES ASK IF THERE'S SOMEWHERE THEY USE MORE OFTEN, EVEN IF SLIGHTLY.

#Food Food Shopping List
Internet / delivered

READ OUT: We now have a few questions about where you go for non-food shopping. In answering these questions, the location may be a town centre, a retail park, a free-standing store, or it could be facilities such as the internet, TV shopping or catalogue.

Q18 **Where do you normally undertake most of your non-food shopping (e.g clothes, household items, DIY goods etc.)?**
DO NOT READ OUT. ONE ANSWER ONLY. IF THEY SAY VARIES ASK IF THERE'S SOMEWHERE THEY USE MORE OFTEN, EVEN IF SLIGHTLY.

#NFood Non-food Shopping List
(Don't know / varies) GO TO Q21

Q19 **How often do you normally visit (LOCATION MENTIONED AT Q18) for your non-food shopping?**
DO NOT PROMPT. ONE ANSWER ONLY.

1 7 times a week
2 5 - 6 times a week
3 3 - 4 times a week
4 Twice a week
5 Once a week
6 Once every two weeks
7 Once a month
8 Once every 2 months
9 Once every 3 months
A Less often
B (Don't know / varies)

Q20 **How much do you normally spend on your non-food shopping at (LOCATION MENTIONED AT Q18)?**
DO NOT PROMPT. ONE ANSWER ONLY. IF RESPONDENT SAYS IT VARIES ASK HOW MUCH ON AVERAGE. IF THEY STILL CAN'T STATE A FIGURE - ASK HOW MUCH THEY SPENT LAST TIME.

X To the nearest £: (PLEASE WRITE IN)
Y (Don't know / varies)
Z (Refused)

READ OUT: Now thinking more about more specific non-food shopping…

Q21 **Where do you normally do most of your household's shopping for clothes, footwear and other fashion goods?**
DO NOT PROMPT. ONE ANSWER ONLY.

#NFood Non-food Shopping List

Q22 **Where do you normally do most of your household's shopping for furniture, floor coverings and household textiles?**
DO NOT PROMPT. ONE ANSWER ONLY.

#NFood Non-food Shopping List

Q23 **Where do you normally do most of your household's shopping for DIY and decorating goods?**
DO NOT PROMPT. ONE ANSWER ONLY.

#NFood Non-food Shopping List

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Q24 **Where do you normally do most of your household's shopping for domestic appliances such as washing machines, fridges, cookers and kettles?**
DO NOT PROMPT. ONE ANSWER ONLY.

#NFood Non-food Shopping List

Q25 **Where do you normally do most of your household's shopping for TV, Hi Fi, Radio, Photographic and Computer equipment?**
DO NOT PROMPT. ONE ANSWER ONLY.

#NFood Non-food Shopping List

Q26 **Where do you normally do most of your household's shopping on personal / luxury goods including books, jewellery, china, glass, cosmetics and medical goods?**
DO NOT PROMPT. ONE ANSWER ONLY.

#NFood Non-food Shopping List

Q27 **Where do you normally do most of your household's shopping on recreational goods including bicycles, games, toys, sports and camping equipment?**
DO NOT PROMPT. ONE ANSWER ONLY.

#NFood Non-food Shopping List

GEN **Gender of respondent:**
CODE FROM OBSERVATION

1 Male
2 Female

AGE **Could I ask how old you are please?**
DO NOT READ OUT. ONE ANSWER ONLY

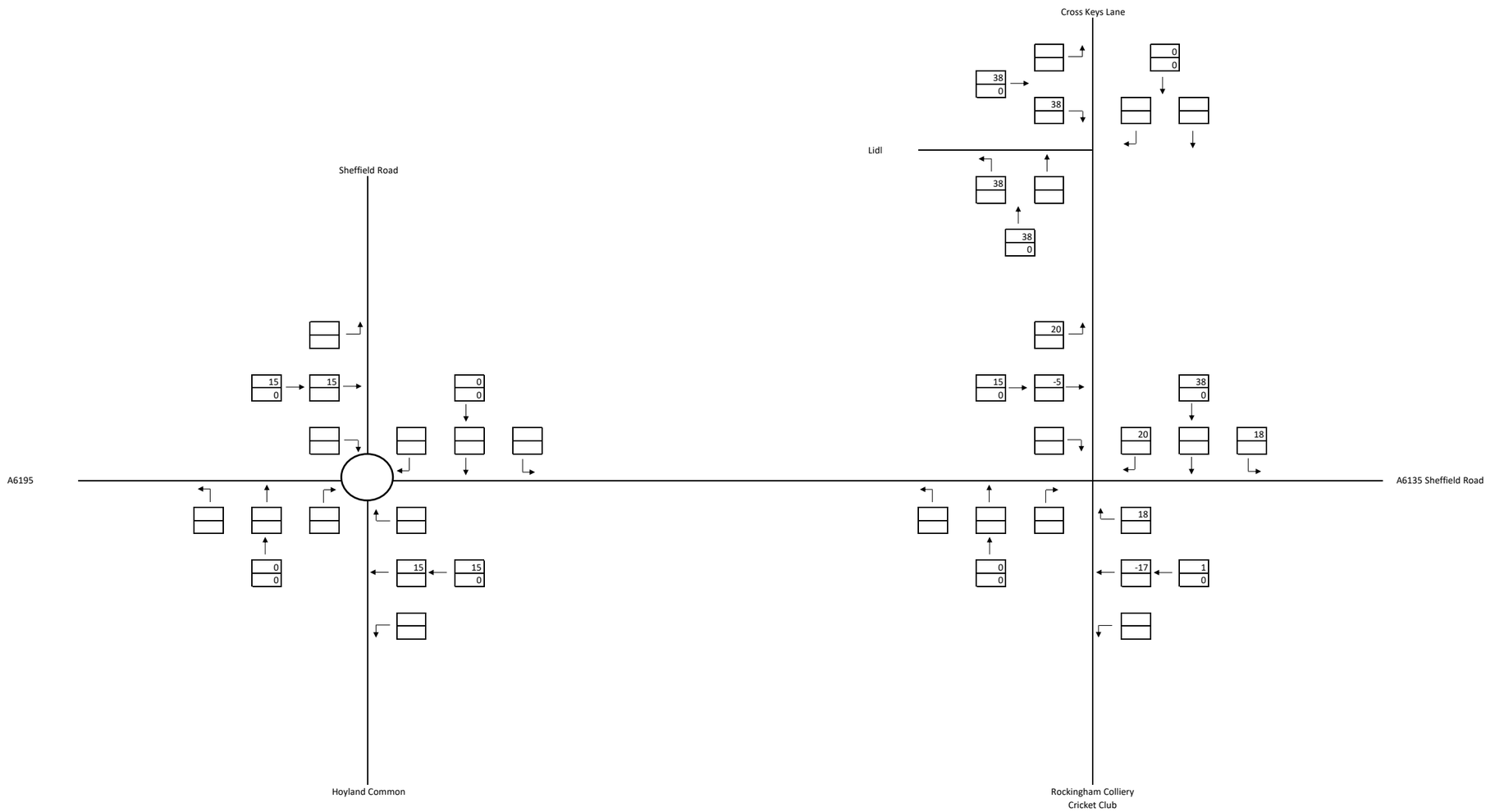
1 18 to 24
2 25 to 34
3 35 to 44
4 45 to 54
5 55 to 64
6 65 +
7 (Refused)

Thank & close

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APPENDIX BGH 6

TRANSFERRED DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
15:30-16:30
PM PEAK



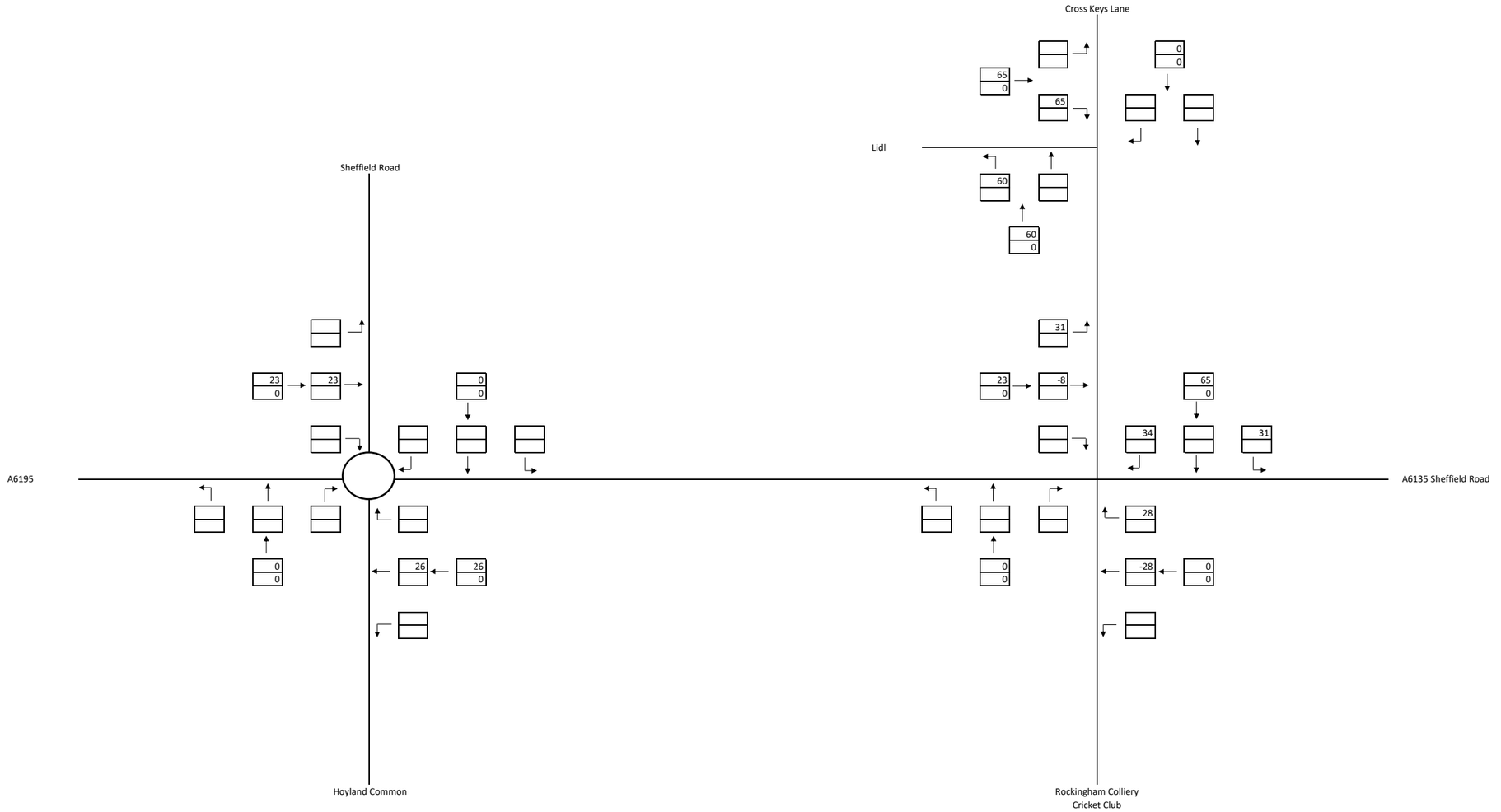
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

TRANSFERRED DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
11:30-12:30
SATURDAY PEAK



KEY

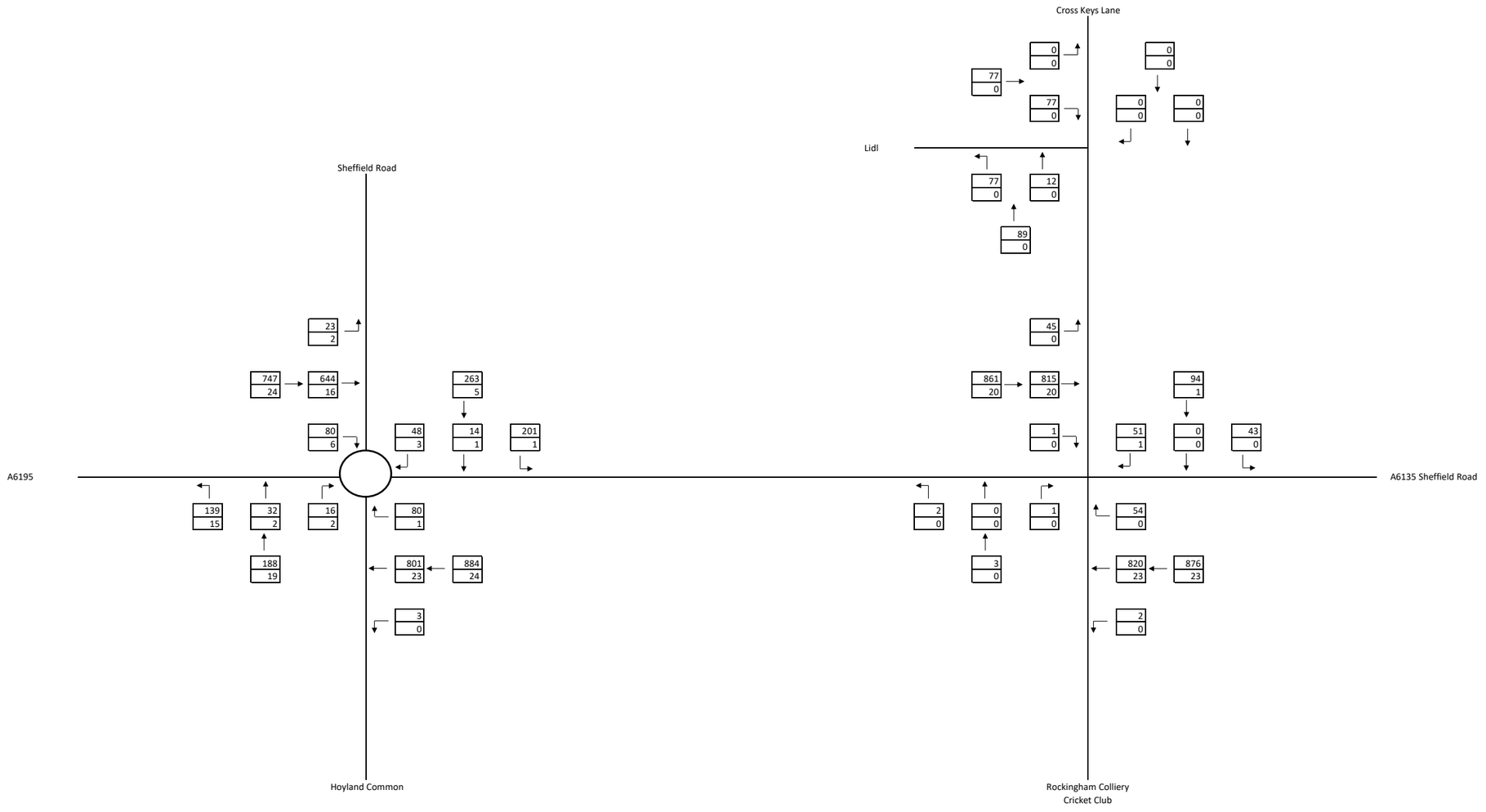
Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

APPENDIX BGH 7

2027 PREDICTED TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
15:30-16:30
PM PEAK



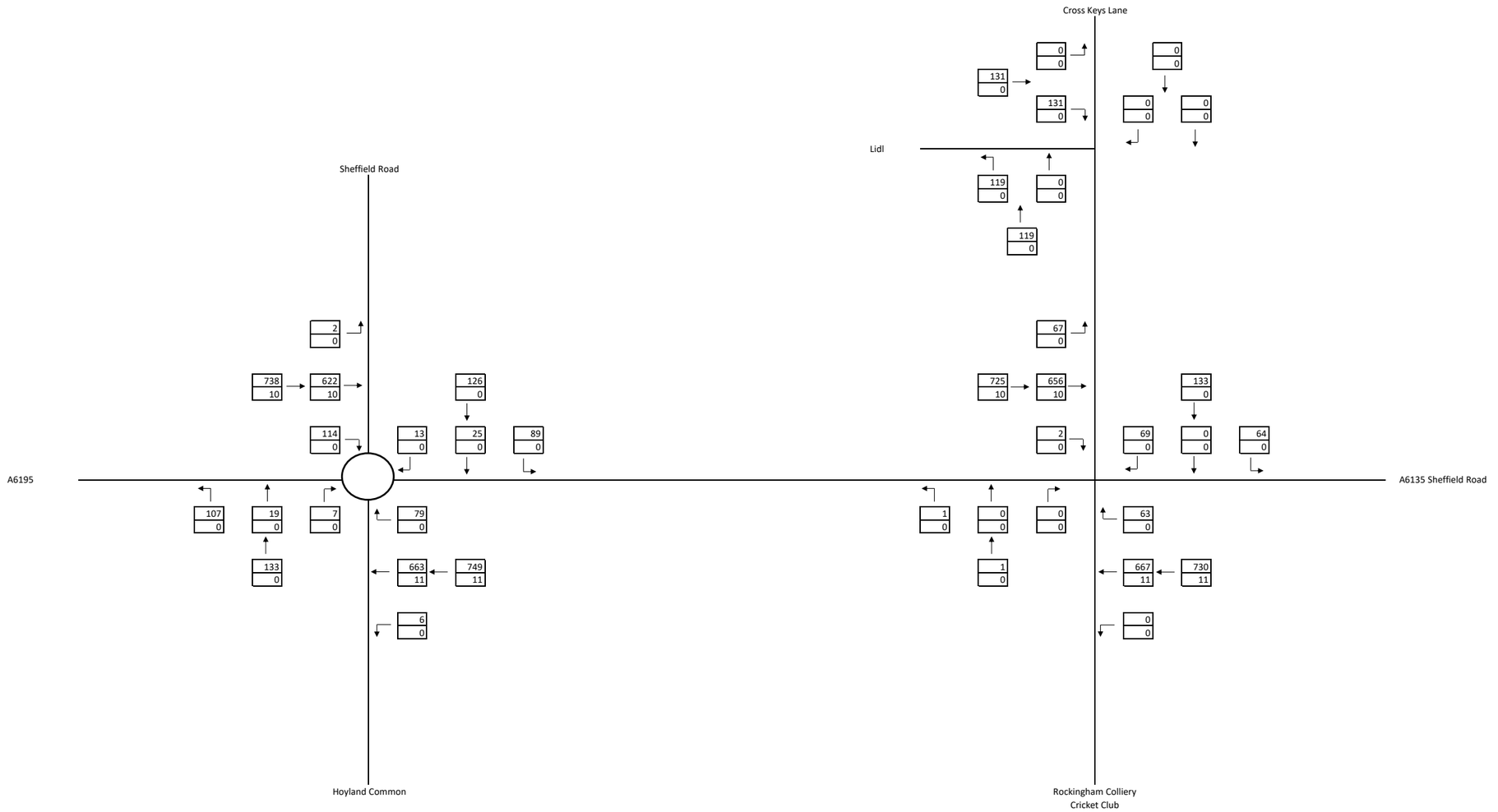
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

2027 PREDICTED TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
11:30-12:30
SATURDAY PEAK



KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
Project:	Sheffield Road, Hoyland
Job Number:	20-369
Prepared by:	Amy Hoyle
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APPENDIX BGH 2

Helen,

Further to my initial comments on this application and the subsequently received National Highways response I can provide the following. This includes my previous comments for completeness as no information has yet been received in response to these.

HDC support the position of National Highways in terms of trip generations, however in terms of new vehicle trip generations, the application would be made more robust if a survey of existing movements were made to the nearby Aldi store located approximately 600m west of the proposals. This will also assist in determining the most appropriate form of access junction into the site as at peak periods the aforementioned nearby store can cause issues of congestion along the A61.

HDC also agree that further work is required before agreement can be reached on the reduction of new trips to the network as a result of discounting existing movements and that the Travel Plan requires more substance in terms of targets.

The flow diagrams appended in the TA to show development generate trips are difficult to decipher. I suspect that some of this may be due to both the proposed approach to discounting and some commonality between values, however either additional explanation or separation of total and discounted numbers should be provided to enable a thorough review to be undertaken. In line with National Highways requests, once a final approach to discounting has been agreed, a total new trips to the network sheet should be provided.

In terms of survey data, attention is drawn to the recent opening of the new Hermes Link Road and the possibility of very different actual vehicle movements on the network as a result of this. At present, the TA only assesses the proposed access junction and the Cross Keys roundabout to the west. The applicant is advised that we require full junction assessments of all junctions where a greater than 30 two way trip impact is predicted. So, as a minimum this would include the signal junction to the east at Hoyland Road. The applicant is also advised to provide trip distribution diagrams to include all junctions where this threshold is exceeded.

Should the applicant wish to proceed with current data for the junctions currently assessed in the TA, a comparison against some pre-covid survey data could initially suggest that the two-way traffic flow survey is above what has been previously accepted for Sheffield Road, however this in part may be due to the current closure of Tankersley Lane and the subsequent re-routing of traffic. In line with National Highway's request, further checks on this are required by the applicant.

Also, the visual form of the appended survey data makes it difficult to review and a copy of the raw survey sheet is requested to enable a more detailed check of this. Similarly, the TA has selected to assess a network peak hour of 3.30-4.30pm and comment on acceptability or otherwise will be provided following review of the raw data. A total (base + development) worst single hour period is required within the assessment. It is noted that the current trics based trip generation outputs would be higher in the following hour.

The TA recognises that although the application site is not allocated it is within an immediate area of allocated and forthcoming development and it should therefore be recognised that development at the site is acceptable. The TA also references PPG (and by virtue TAG guidance) and states that only vehicles associated with committed development should only be considered where there is a reasonable degree of certainty, they will be delivered within three years. Yet the TA has only selected a very limited amount of committed of development within this area of growth and development.

As mentioned above, the new Link Road is now open. In addition, a reserved matters application (2021/1159) has also been approved. The completion of the link road and continued influx of applications within the Hoyland West Masterplan area would require the TA to consider the full impact of all trips associated with the Hermes/Hoyland West application (2020/0647). There has been continued development at the Hoyland North Masterplan where the TA will also be required to review and take account of any trips associated with the following applications:

- 2021/0479
- 2021/1007
- 2021/1691
- 2019/1573 Outline that covers both 2021/1007 + 2021/1691

Whilst it is noted that pre-application advice was provided on this site, HDC have not been involved in either TA scoping or RSA brief production. There are a number of public rights of way surrounding the site and there does not look to be any consideration within the TA or RSA of how the proposals may affect the movements of pedestrians along Footpath 10 and 12, with the latter being directly opposite the proposed access junction and potentially leading to increased crossing of Sheffield Road as a result of any new creating a new desire line. The applicant is advised to consider any existing pedestrian movements across Sheffield Road and any impact the proposals may have on these.

The layout plan notes that the access is to be tracked by the highways consultant. There are two swept paths for HGV in/out movements appended to the TA but these indicate that the required vehicle cannot enter and exit without using the full access junction. This could lead to incidents of conflict which could impact on the free movement on traffic on the highway. It is not clear if this has been fed back to the layout designers prior to submission but this not be acceptable in highways terms.

There looks to be a retaining wall proposed adjacent to the public highway but no details are provided (adjacent Sheffield Road and also to the north, close to Cross Keys Lane). Details will need to be submitted for this to be assessed. Advice on retaining structures in close proximity to the public highway is provided in the South Yorkshire Residential Design Guide, which is applicable in all cases where structures could impact the network.

Similarly there is a possible footbridge shown on the layout, to the western edge of the site. Can additional detail be requested for this. This may also have structural implications.

APPENDIX BGH 3

Nick Calder

From: Lake , Wayne (GROUP LEADER HDC) <WayneLake@barnsley.gov.uk>
Sent: 07 September 2022 08:08
To: Nick Calder
Cc: Thomas , Jason (GROUP LEADER TRANSPORT)
Subject: FW: 2022/0194 Land to the North of Sheffield Road, Hoyland
Attachments: Pass-by Trips.pdf; Transferred Trips.pdf; Total Development Trips.pdf; 20-369-005.02 Technical Note.pdf; Barnsley.zip

Good morning Nick,

Please see comments appended to your e-mail in blue below.

Kind regards

Wayne

Wayne Lake MSc MCIHT
Group Leader - Highways Development Control
Transport
Growth and Sustainability
Barnsley Council

Telephone: 01226 772587
Email: waynelake@barnsley.gov.uk
Mail: PO Box 634, BARNSLEY. S70 9GG

*Sat Nav reference: S70 2DR

From: Nick Calder <NickCalder@bryanghall.co.uk>
Sent: 26 August 2022 12:35
To: Lake , Wayne (GROUP LEADER HDC) <WayneLake@barnsley.gov.uk>; Thomas , Jason (GROUP LEADER TRANSPORT) <jasonthomas@barnsley.gov.uk>
Cc: Stuart Wilkins <stuartwilkins@bryanghall.co.uk>
Subject: 2022/0194 Land to the North of Sheffield Road, Hoyland

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Hi Wayne / Jason

Thanks again for your time last Friday to talk through your consultation response on this scheme and apologies for the delay in responding. I have set out some of the points we discussed below, and I would be grateful for your comment / agreement on these points before we undertake any further work, with the key points for agreement being the flow diagrams and the further surveys.

Trip Rates

To substantiate the trip rates used in our TA, we will commission traffic surveys at the nearby Aldi store on the A61 Sheffield Road towards Birdwell. We would also survey the nearby Lidl store on Bradberry Bank Lane in Wombwell, as the nearest Lidl store to the site. We would calculate bespoke trip rates for these sites based on their store gfa's and compare these against the trip rates adopted in the TA.

Agreed

Trip Types and Flow Diagrams

I have attached traffic flow diagrams showing the development trips broken down into pass-by trips and transferred trips, along with the total development trips. One thing to note is that the transferred trips have been updated following consideration of the Retail Impact Assessment as requested by National Highways in their consultation response. I have attached our Technical Note which was initially submitted to address your interim comments as well as the NH comments, which includes further details of the RIA.

These flow diagrams show that there will be less than 30 two-way trips on A6135 Sheffield Road to the south-east of the site, and on this basis it is not considered necessary to survey or assess the A6135 Sheffield Road junction with Tankersley Lane and Hoyland Road.

The traffic flow diagrams are still confusing and to reiterate previous comment: The flow diagrams appended in the TA to show development generate trips are difficult to decipher. I suspect that some of this may be due to both the proposed approach to discounting and some commonality between values, however either additional explanation or separation of total and discounted numbers should be provided to enable a thorough review to be undertaken. Checks have revealed disparity between values on total Dev trips diagrams and those on pass by and transferred trips. Please check, confirm and provide a total new trips to the network sheets.

In the absence of meaningful data at this stage I request that the A6135 Sheffield Road / Hoyland Road / Tankersley Lane signal controlled junction is surveyed and operationally assessed as part of the submission.

Survey Data and Hermes Link Road

I have attached the raw traffic survey data to this email as requested.

As discussed in the meeting, I would refer you to the attached Technical Note which compares the pre- and post-Covid survey data used within the TA, noting that the post-Covid data is significantly higher than the pre-Covid data. Nevertheless, and considering the recent opening of the Hermes Link Road, we will re-survey and re-assess the Cross Keys Lane junction with A6135 Sheffield Road, and the adjacent roundabout junction to the west. The survey dates will be the second week of the schools returning, with the surveys to be undertaken on Friday 16th September and Saturday 17th September.

Agreed. Also see comment above regarding A6135 Sheffield Road / Hoyland Road / Tankersley Lane signal controlled junction

Committed Development

It is confirmed that we will account for vehicle trips associated with the developments you have listed in your response.

Agreed – A full set of updated traffic flow diagrams to be provided to enable model data input checks to be carried out.

Public Rights of Way

As discussed, the traffic survey at the Cross Keys Lane junction with A6135 Sheffield Road will include a video survey to pick up any pedestrians/PROW users crossing the A6135 Sheffield Road. The results of this would be assessed before any next steps are considered.

Agreed

Vehicle Access

As discussed we will widen the Cross Keys Lane junction with A6135 Sheffield Road to ensure no overhang for turning HGV's. We are also looking at relocating the Lidl access with Cross Keys Lane further to the north, to provide a larger separation distance with the A6135 Sheffield Road. Details of this along with a revised site layout plan will be submitted in due course.

Whilst the technical note refers to an amended junction layout, we await the full revised layout plans referred to above before making further comment at this stage

Retaining Walls

Structural details of all retaining walls to be provided on the site will be provided in due course.

Please note: The definition of a highway structure can fall into one of two types, either:

- Any structure or building built in, under, or over, the highway where the span dimension at any point is equal to, or exceeds 1.0m. This includes amongst others, bridges, footbridges, culverts, pipes, tunnels, chambers, cellars, shafts, manholes and storm water balancing tanks etc. or

- ***Any structure or building built in - or within 3.66 metres of - the highway, which supports the highway, or ground above it and regardless of the retained height that if it were to fail would, in the view of the Highway Authority, endanger users of the highway. This includes amongst others, retaining walls, headwalls, basements and cellars etc.***

It should be noted that any highways structures will require technical approval in accordance with the approval procedure based on DMRB CG300. The developer will be responsible for preparing and submitting the AIP, with the technical approving body being the Highway Authority. The approval procedure is to be followed for the construction or alteration of any highway structure whether to be adopted or not.

I trust that all makes sense and I look forward to hearing back. If you do wish to discuss any of these points further, please get in touch.

Regards

Nick Calder
Principal Engineer
Mobile: 07562 640546

BRYAN G HALL
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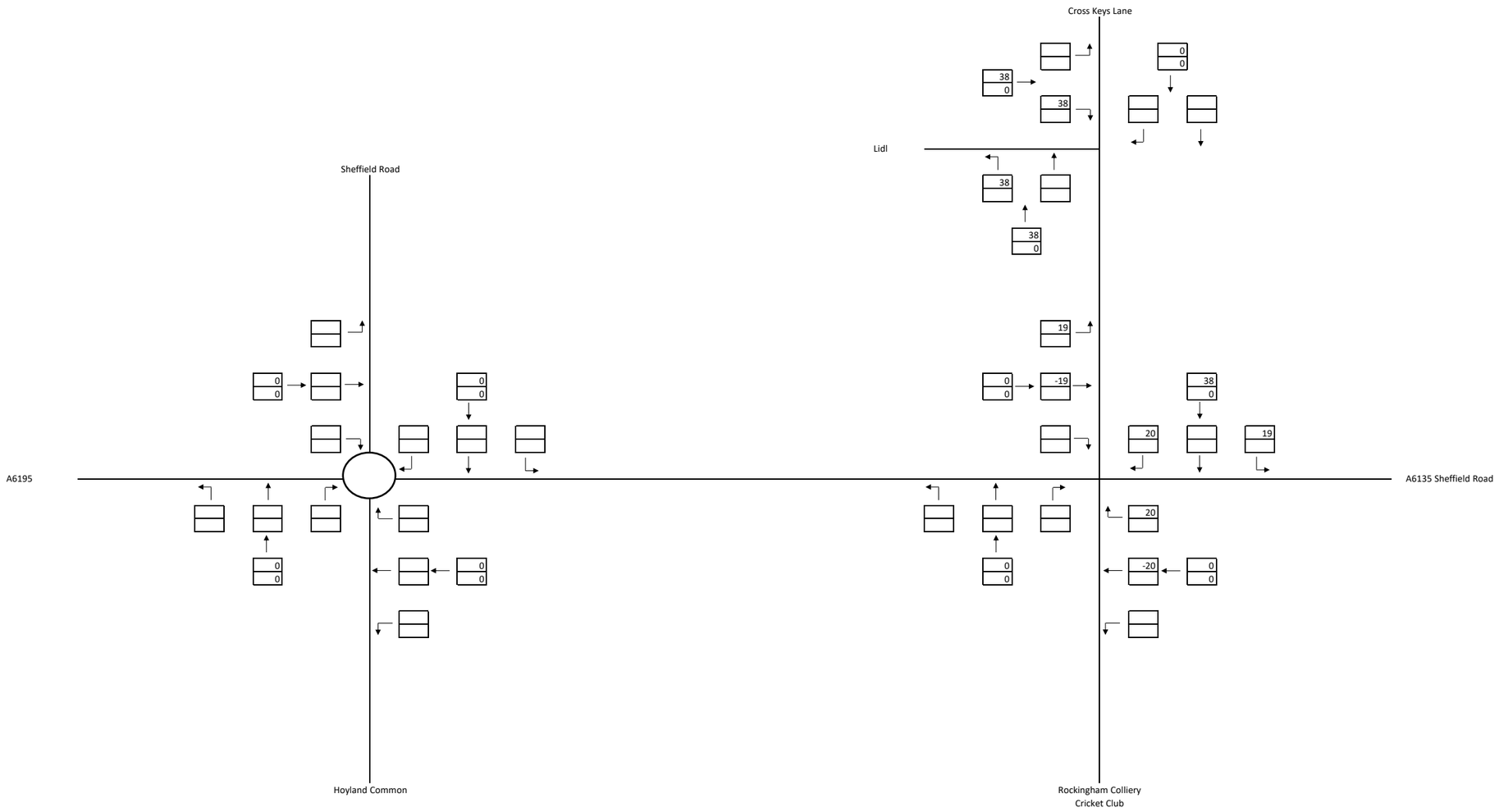
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PASS-BY DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
15:30-16:30
PM PEAK



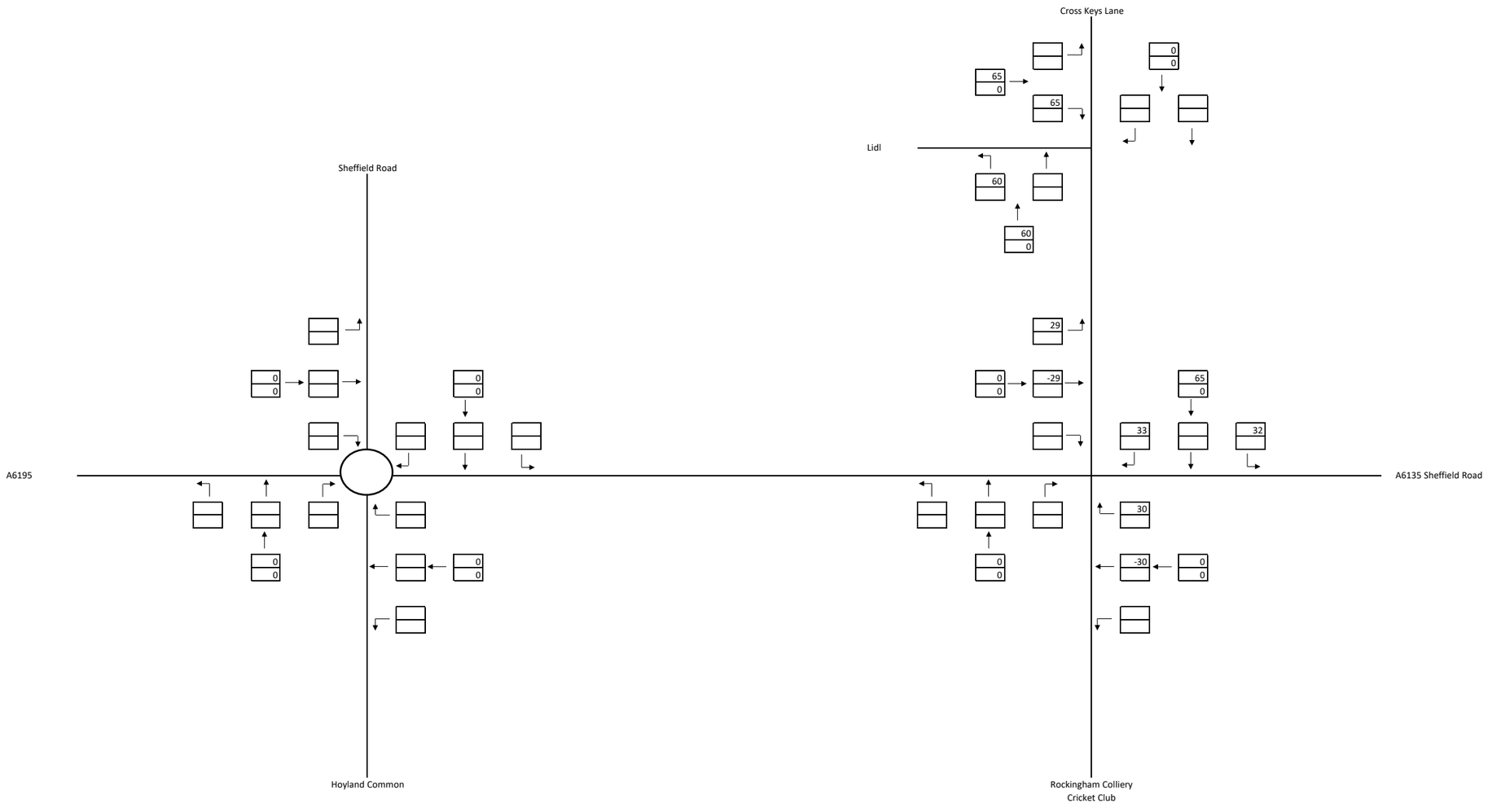
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

PASS-BY DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
11:30-12:30
SATURDAY PEAK



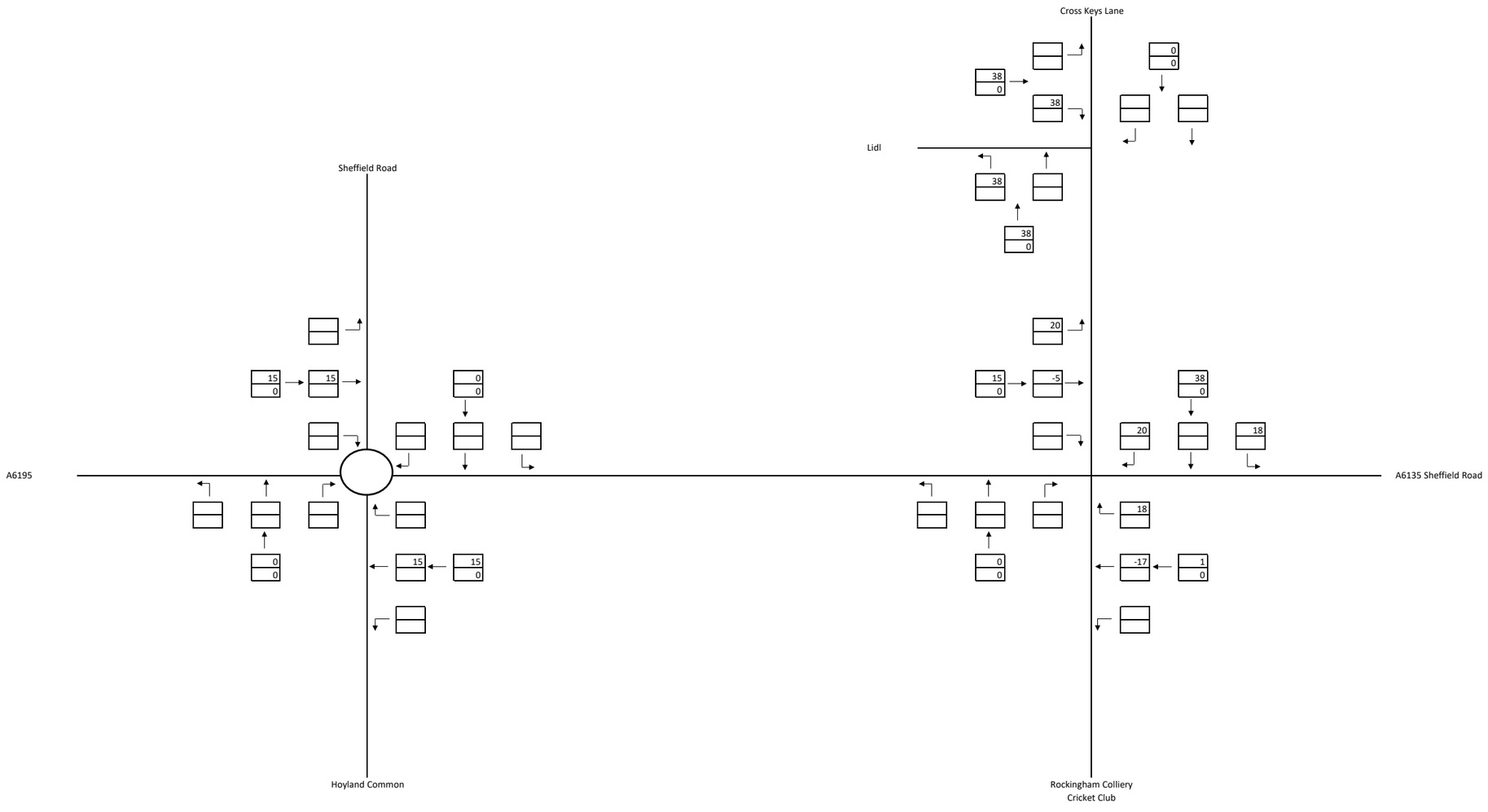
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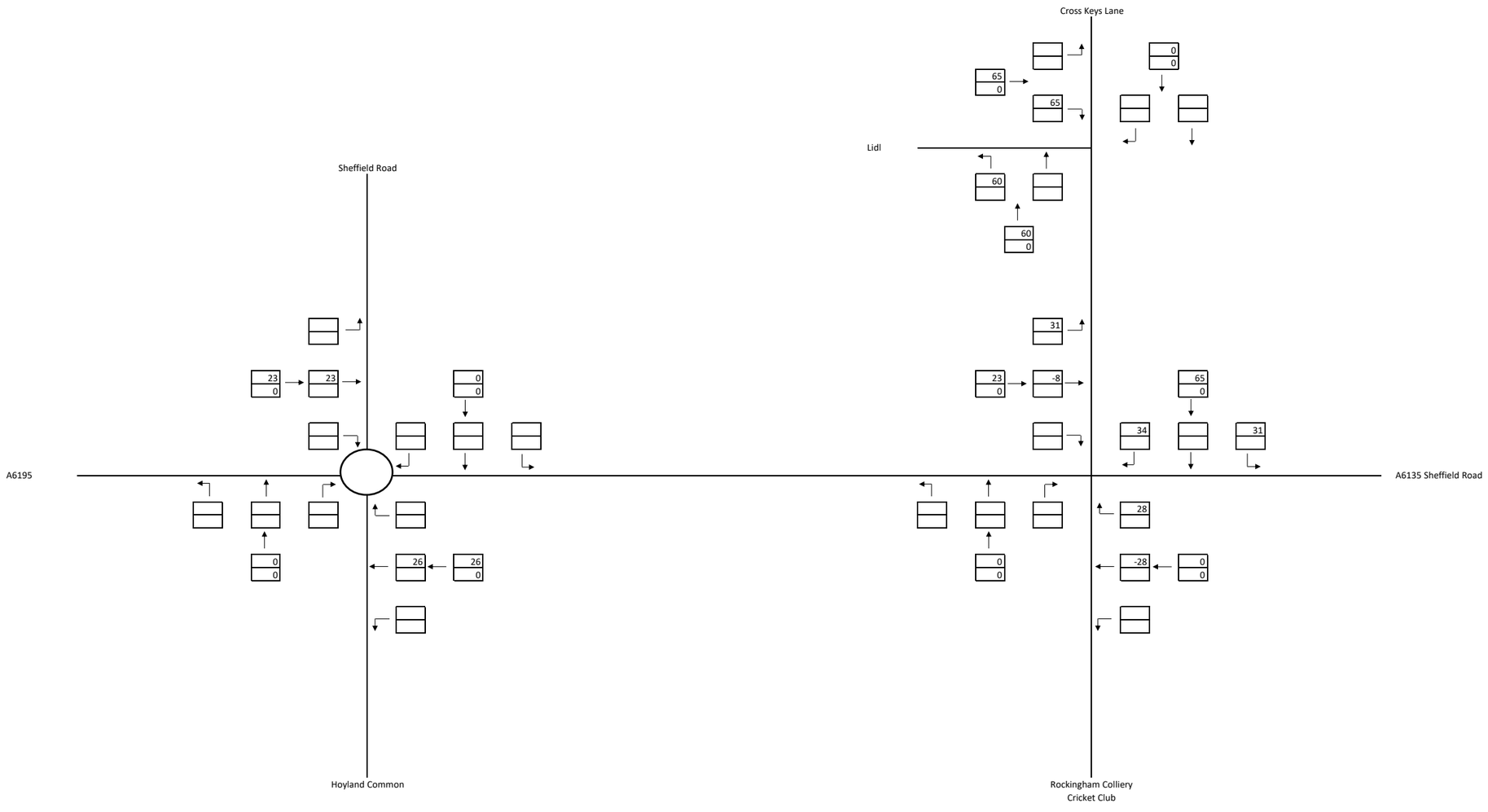
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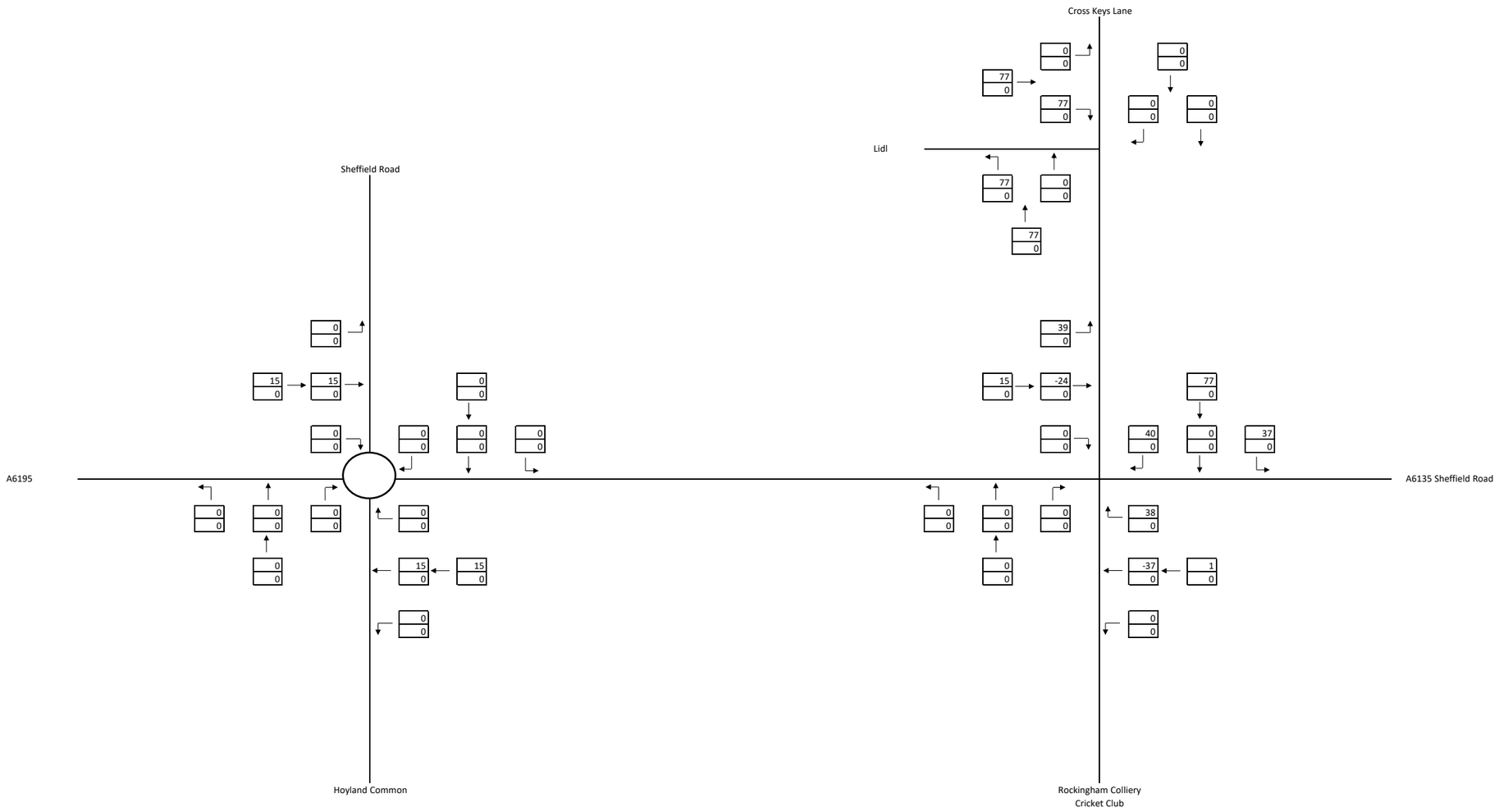
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Client:	Lidl Great Britain
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TOTAL DEVELOPMENT TRIPS
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15:30-16:30
PM PEAK



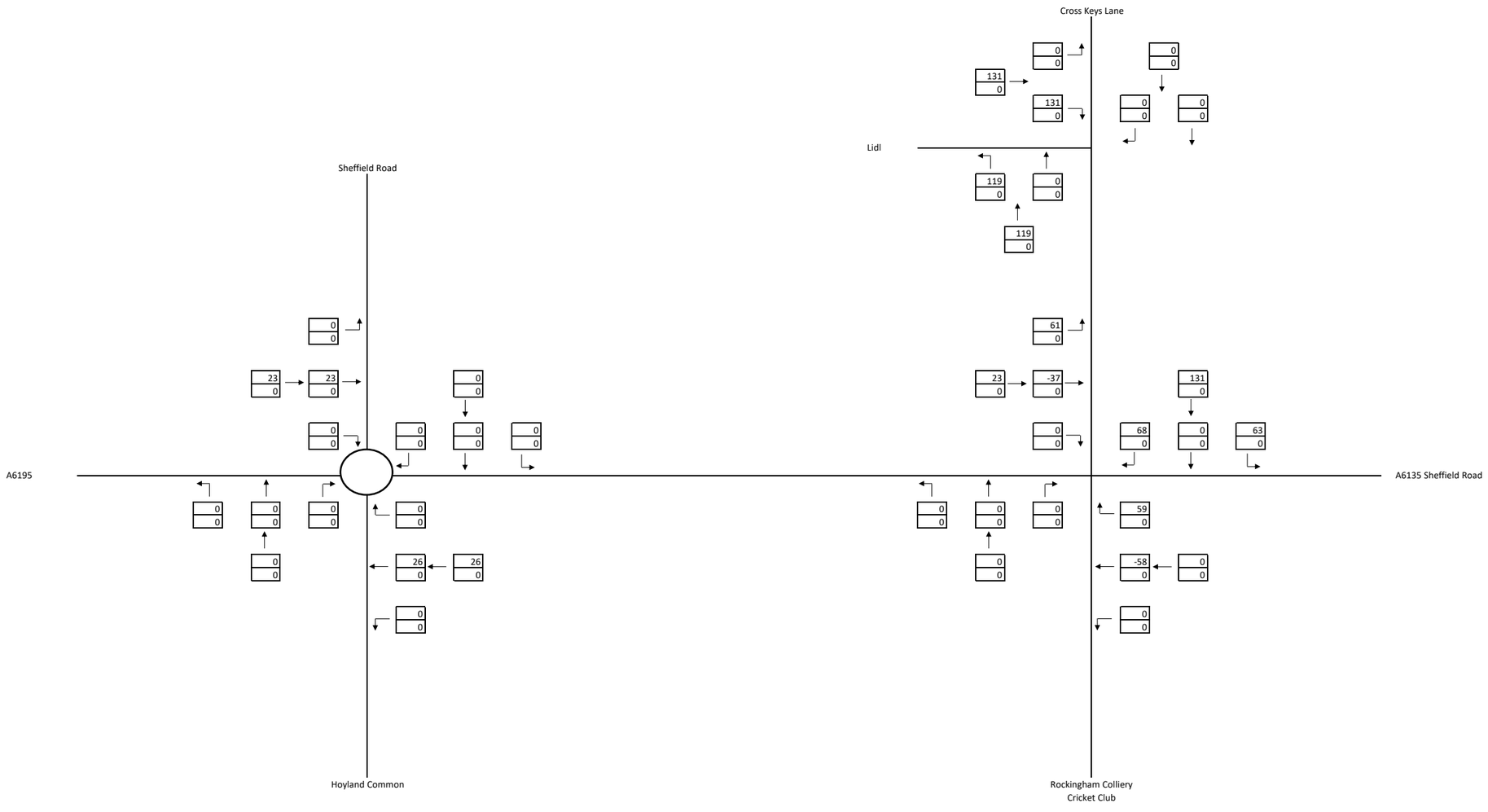
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

TOTAL DEVELOPMENT TRIPS
LIDL, CROSS KEYS LANE, HOYLAND
11:30-12:30
SATURDAY PEAK



KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

APPENDIX BGH 4

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

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Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499469° lon -1.471799°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.500668° lon -1.478209°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.530150° lon -1.408908°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Classified Junction Count

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

Lat/Long
lat 53.496851° lon -1.465419°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)

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

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

Date
Saturday 17 September 2022

Weather
Sunny Intervals
Temp: 15°C

1000 - 1600 (Saturday 6H Session)

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

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

Hoyland, Barnsley
Pedestrian Survey

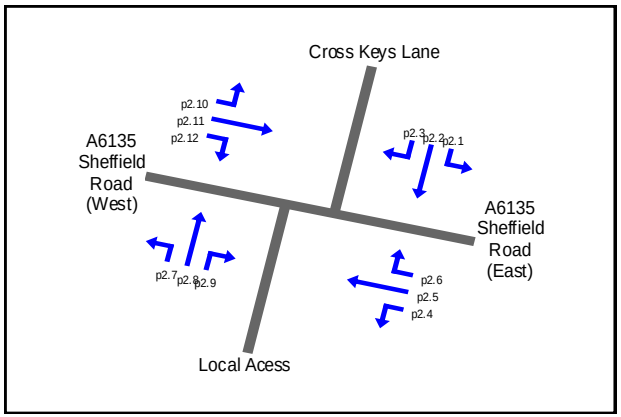
Site 2 of 5
Cross Keys Lane
A6135 Sheffield Road (East)
Local access
A6135 Sheffield Road (West)

Lat/Long
lat 53.499048° lon -1.469994°

Date
Friday 16 September 2022

Weather
Sunny Intervals
Temp: 14°C

1400 - 1900 (Friday 5H Session)



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

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

Date
Saturday 17 September 2022

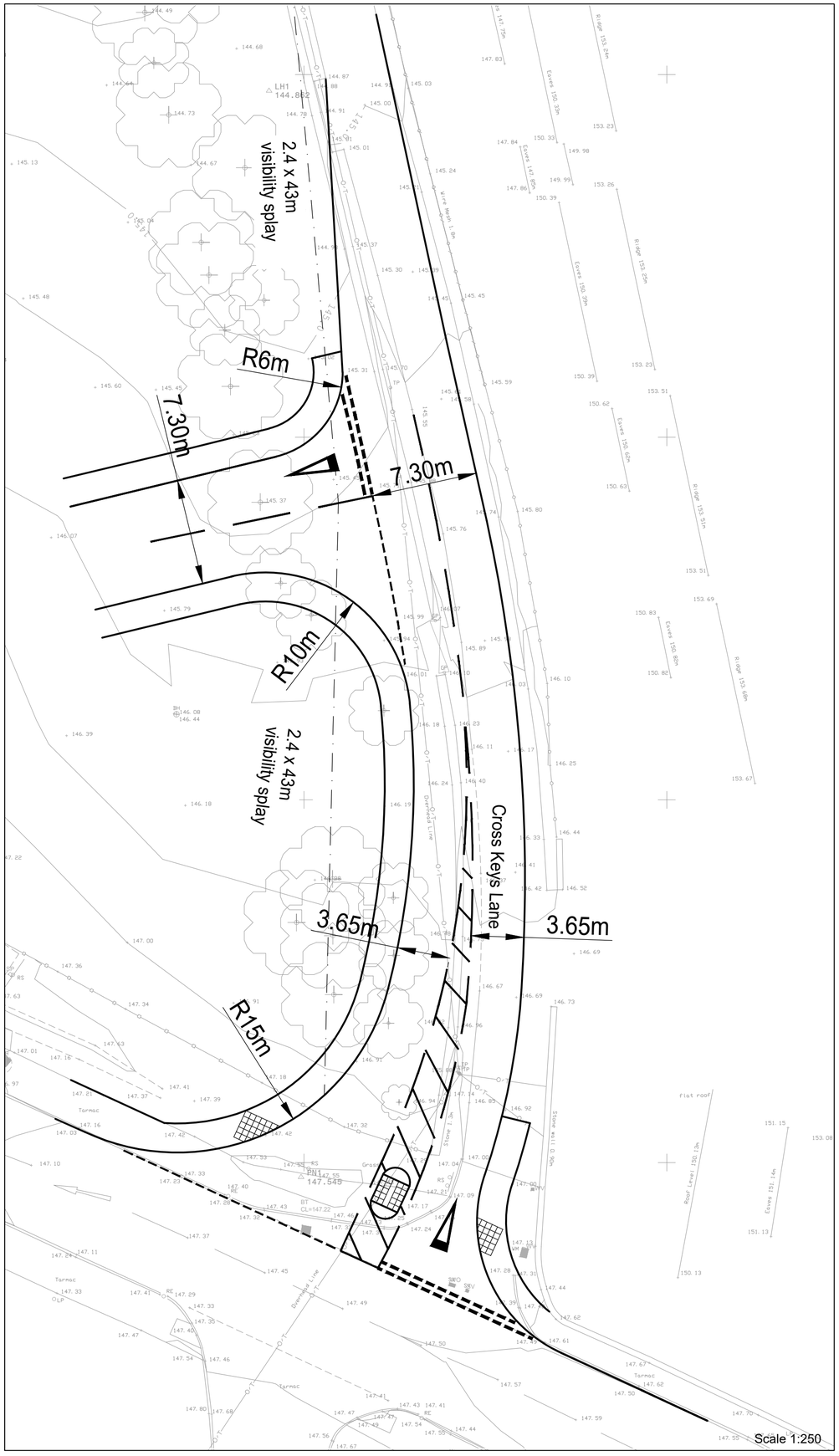
Weather
Sunny Intervals
Temp: 15°C

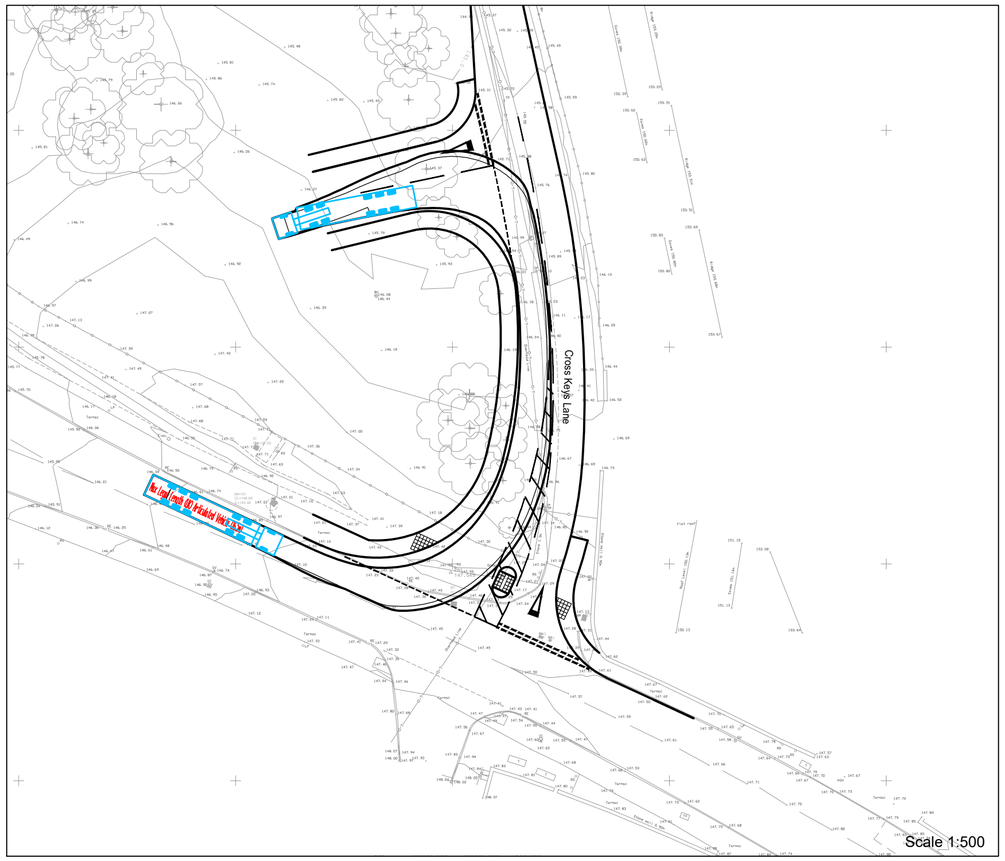
1000 - 1600 (Saturday 6H Session)

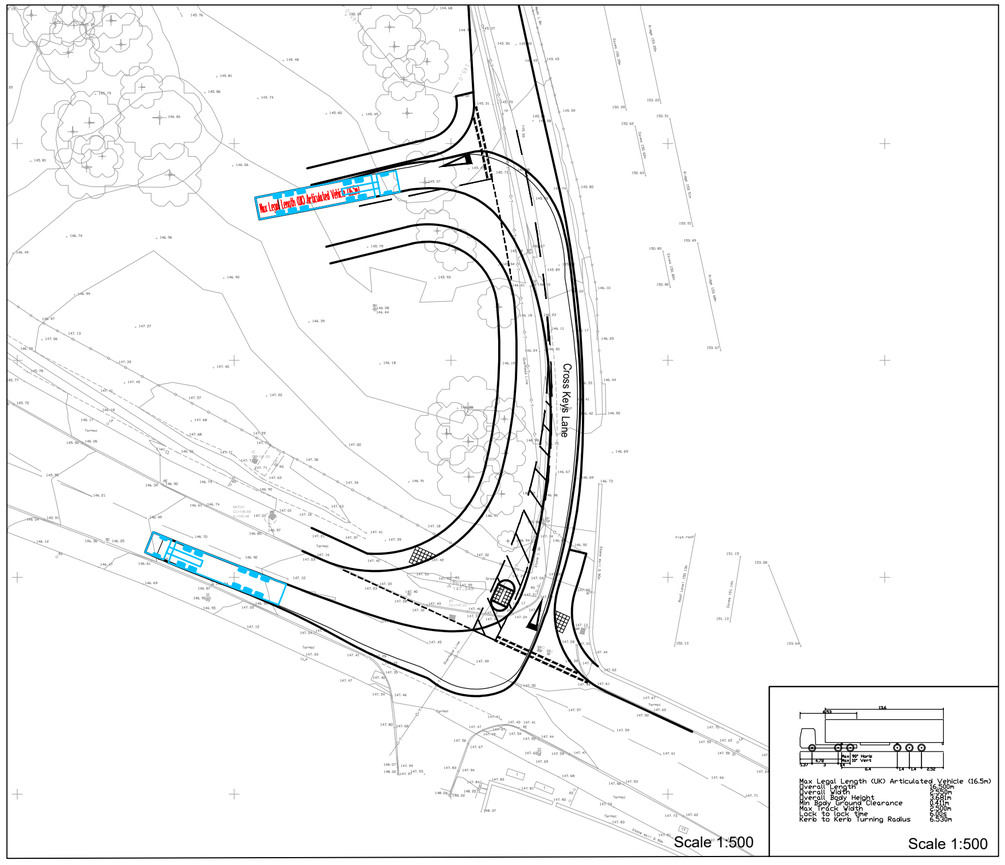
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1000 - 1015	2	0	0	0	1	0	0	0	7	0	4	0
1015 - 1030	0	0	0	5	1	3	0	0	0	0	2	0
1030 - 1045	0	0	0	0	3	0	0	0	0	0	4	0
1045 - 1100	0	0	0	0	3	1	0	0	0	0	3	0
Hourly Total	2	0	0	5	8	4	0	0	7	0	13	0
Hourly Average	0.50	0.00	0.00	1.25	2.00	1.00	0.00	0.00	1.75	0.00	3.25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

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

APPENDIX BGH 5







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Rev:	Date:	Amendment:	DRN	CHK	APR
A	07.10.22	Removed site plan overlay	NC	-	-

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

LEEDS T 0113 246 1555
NEWCASTLE T 0191 249 5100
LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB

W www.bryanghall.co.uk
E transportleeds@bryanghall.co.uk

Client: LIDL GREAT BRITAIN

Status: PLANNING

Scale: AS SHOWN
Size: A2 - 594 x 420

Drawn: NC
Chkd: BR
Appvd: SCW

Project: SHEFFIELD ROAD, HOYLAND

Title: PROPOSED ACCESS ARRANGEMENT

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

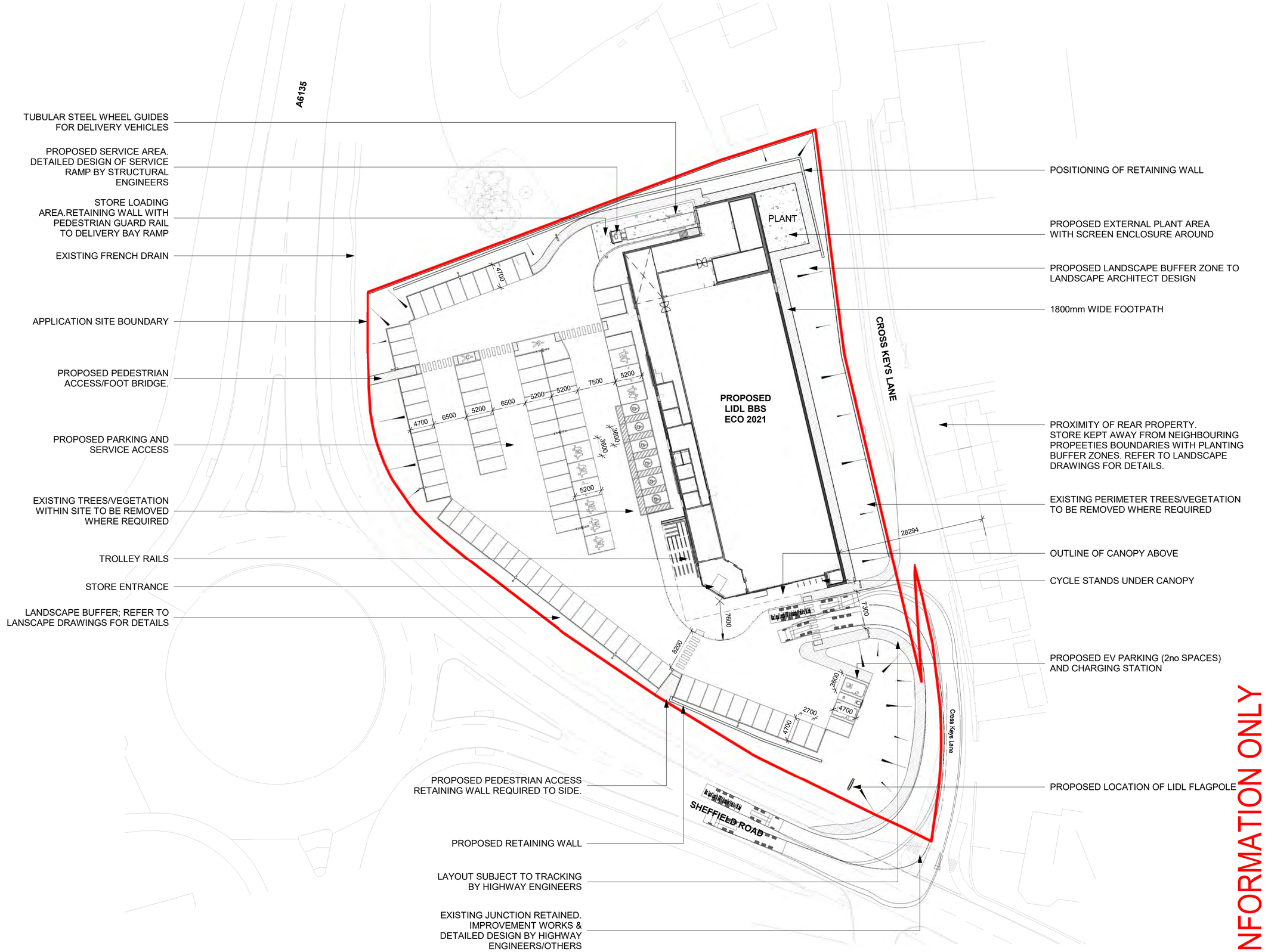
Revision: A
Date: 12.08.22

smas WORKSAFE
CHAS Assessed Contractor ClickLaunch

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APPENDIX BGH 6



TUBULAR STEEL WHEEL GUIDES FOR DELIVERY VEHICLES

PROPOSED SERVICE AREA. DETAILED DESIGN OF SERVICE RAMP BY STRUCTURAL ENGINEERS

STORE LOADING AREA.RETAINING WALL WITH PEDESTRIAN GUARD RAIL TO DELIVERY BAY RAMP

EXISTING FRENCH DRAIN

APPLICATION SITE BOUNDARY

PROPOSED PEDESTRIAN ACCESS/FOOT BRIDGE.

PROPOSED PARKING AND SERVICE ACCESS

EXISTING TREES/VEGETATION WITHIN SITE TO BE REMOVED WHERE REQUIRED

TROLLEY RAILS

STORE ENTRANCE

LANDSCAPE BUFFER; REFER TO LANSCAPE DRAWINGS FOR DETAILS

PROPOSED PEDESTRIAN ACCESS RETAINING WALL REQUIRED TO SIDE.

PROPOSED RETAINING WALL

LAYOUT SUBJECT TO TRACKING BY HIGHWAY ENGINEERS

EXISTING JUNCTION RETAINED. IMPROVEMENT WORKS & DETAILED DESIGN BY HIGHWAY ENGINEERS/OTHERS

POSITIONING OF RETAINING WALL

PROPOSED EXTERNAL PLANT AREA WITH SCREEN ENCLOSURE AROUND

PROPOSED LANDSCAPE BUFFER ZONE TO LANDSCAPE ARCHITECT DESIGN

1800mm WIDE FOOTPATH

PROXIMITY OF REAR PROPERTY. STORE KEPT AWAY FROM NEIGHBOURING PROPEETIES BOUNDARIES WITH PLANTING BUFFER ZONES. REFER TO LANDSCAPE DRAWINGS FOR DETAILS.

EXISTING PERIMETER TREES/VEGETATION TO BE REMOVED WHERE REQUIRED

OUTLINE OF CANOPY ABOVE

CYCLE STANDS UNDER CANOPY

PROPOSED EV PARKING (2no SPACES) AND CHARGING STATION

PROPOSED LOCATION OF LIDL FLAGPOLE

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For other information refer to the latest revision of any cross referenced drawings.
To be read in conjunction with relevant design standards/protocols

This is a colour drawing. In order to ensure any subsequent reproduction is viewed correctly it should be printed in full colour.

N

5 0 5 10 15 20 25

SCALE 1:500 m

PARKING SCHEDULE OPTION 5	
LIDL ACCESSIBLE SPACES	6
LIDL EVC SPACES	2
LIDL PARENT & TODDLER SPACES	9
LIDL STANDARD SPACES	83
GRAND TOTAL	100

Rev	Description	Date	Drn	Ckd
P2	CAR PARK UPDATED UPON CLIENTS' REQUEST	23.08.22	HF	JM
P1	FIRST ISSUE	16.08.22	HF	JM

Status

SKETCH - NOT FOR CONSTRUCTION

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

Project

HOYLAND, CROSS KEYS LANE

Client

LIDL

Drawing Title

PROPOSED SITE PLAN OPTION 5

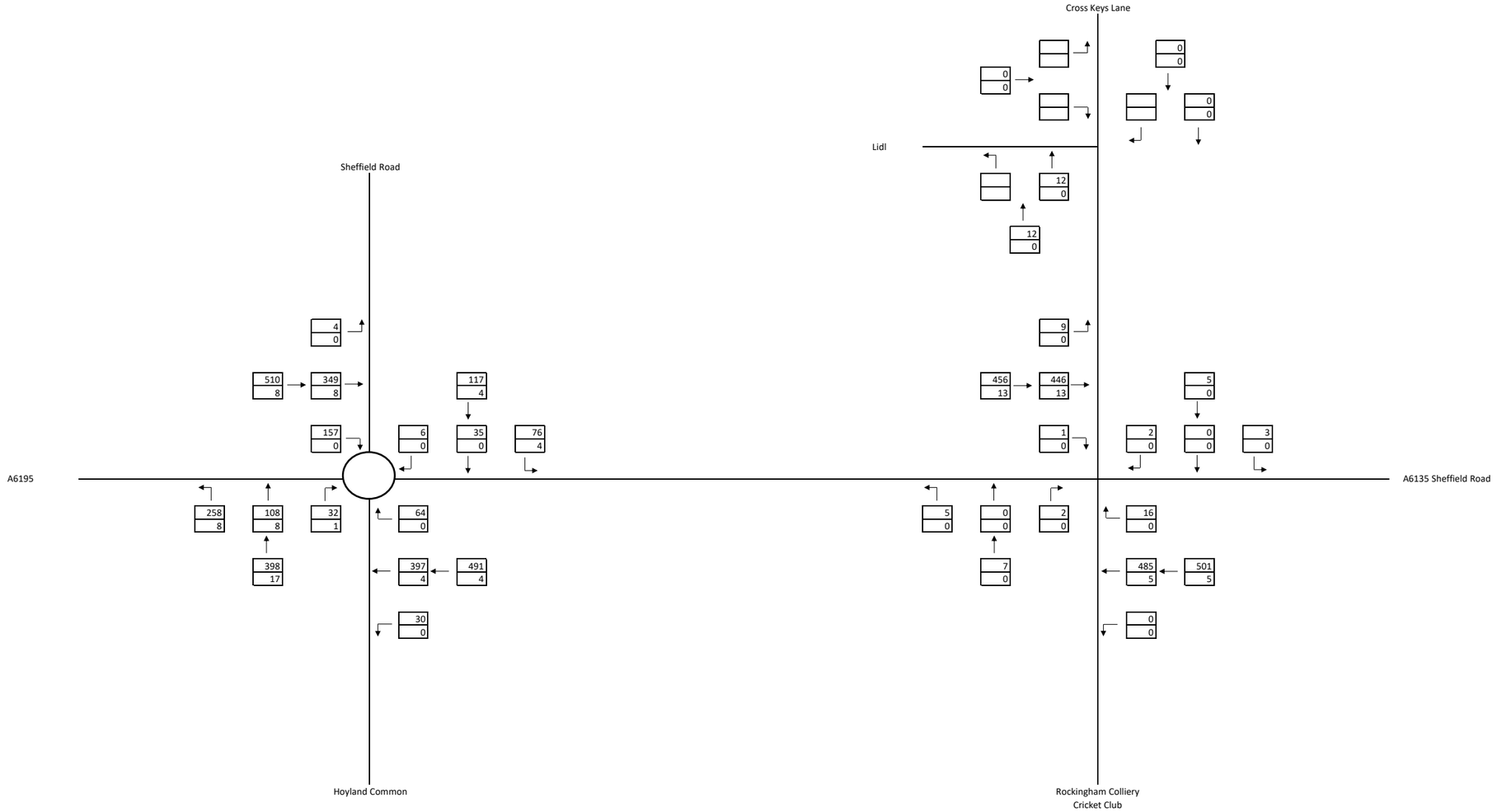
Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev
- - - 7579	- - SMR	- 00	- ZZ	- DR	- A	- 8008	- S3	- P2

SMR Job Ref	Sheet	Scale	Drawn
7579-00-8008	A2	1 : 500	HF

INFORMATION ONLY

APPENDIX BGH 7

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



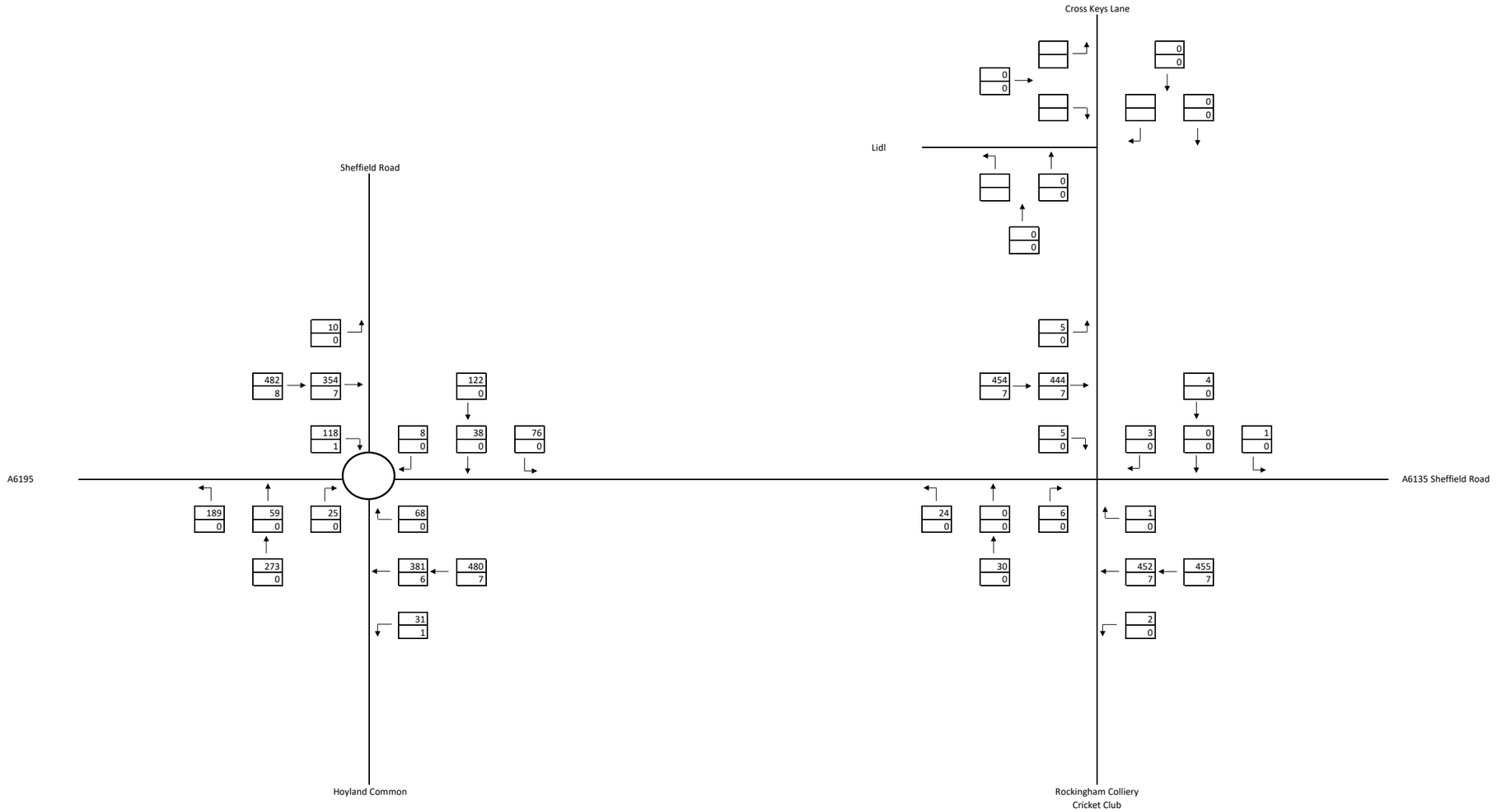
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

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



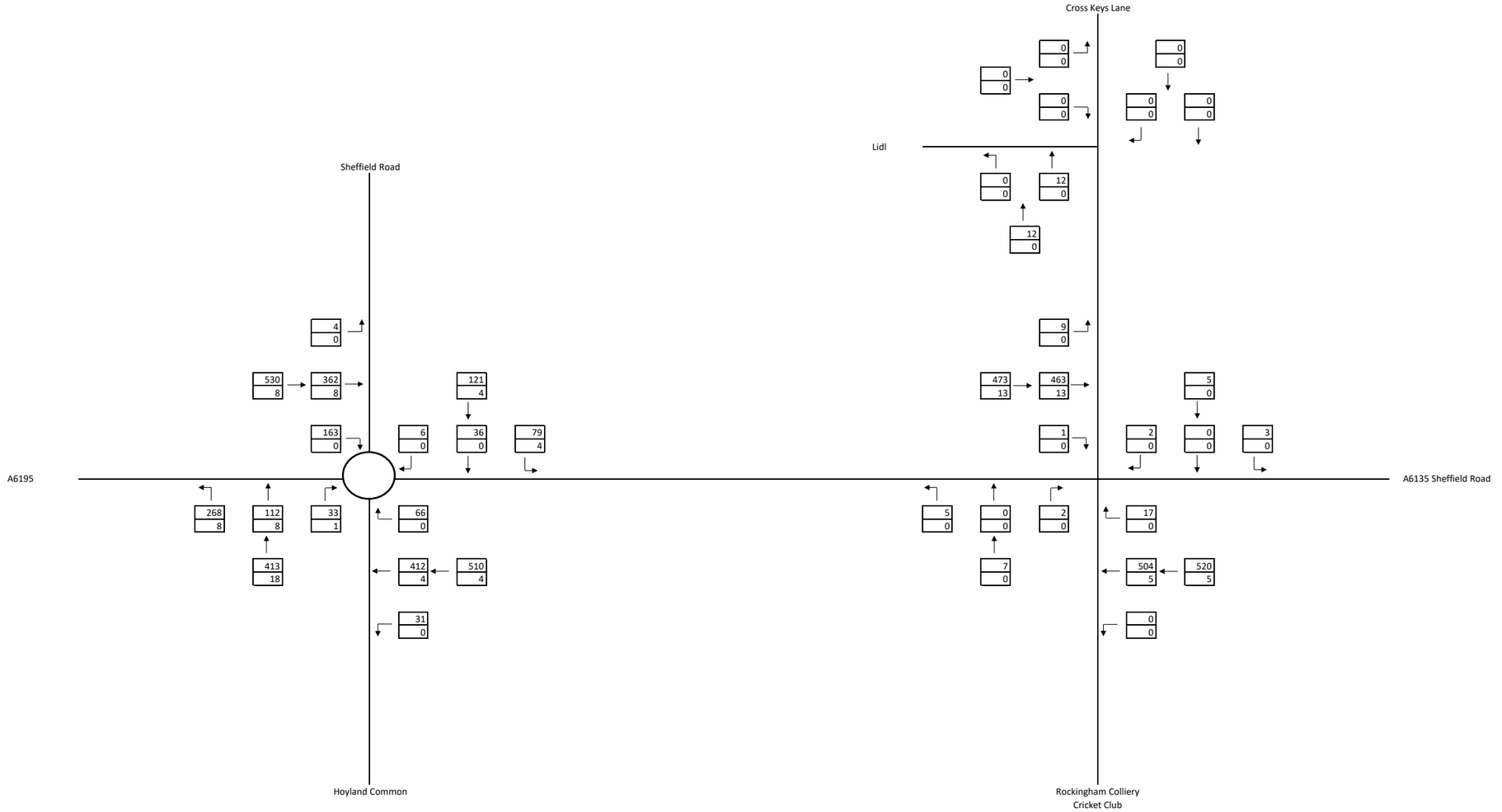
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

2027 GROWTHED FLOWS
LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



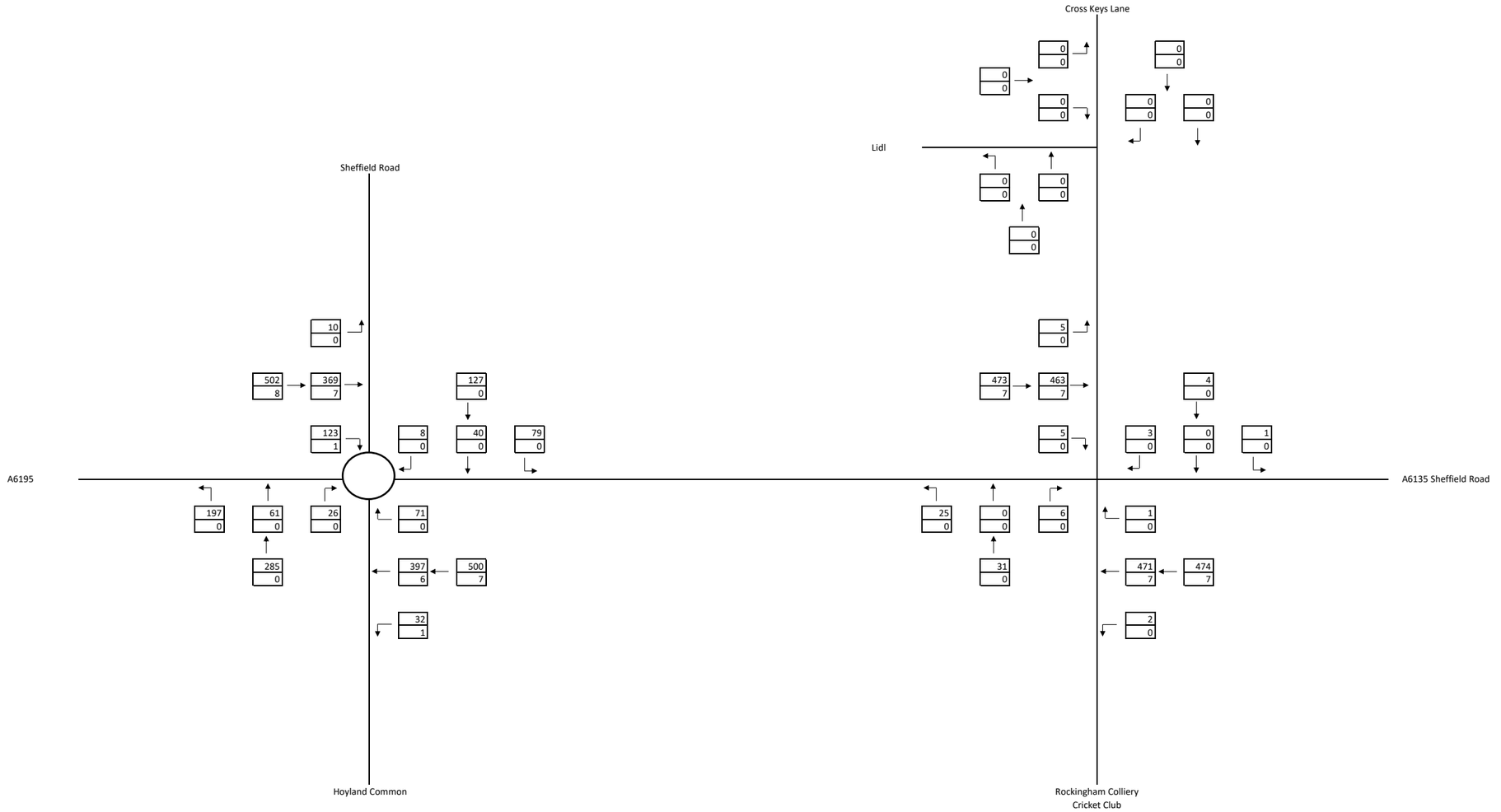
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Client:	Lidl Great Britain
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Job Number:	20-369
Prepared by:	Amy Hoyle
Checked by:	Nick Calder

2027 GROWTHED FLOWS
LIDL, CROSS KEYS LANE, HOYLAND
SATURDAY PEAK



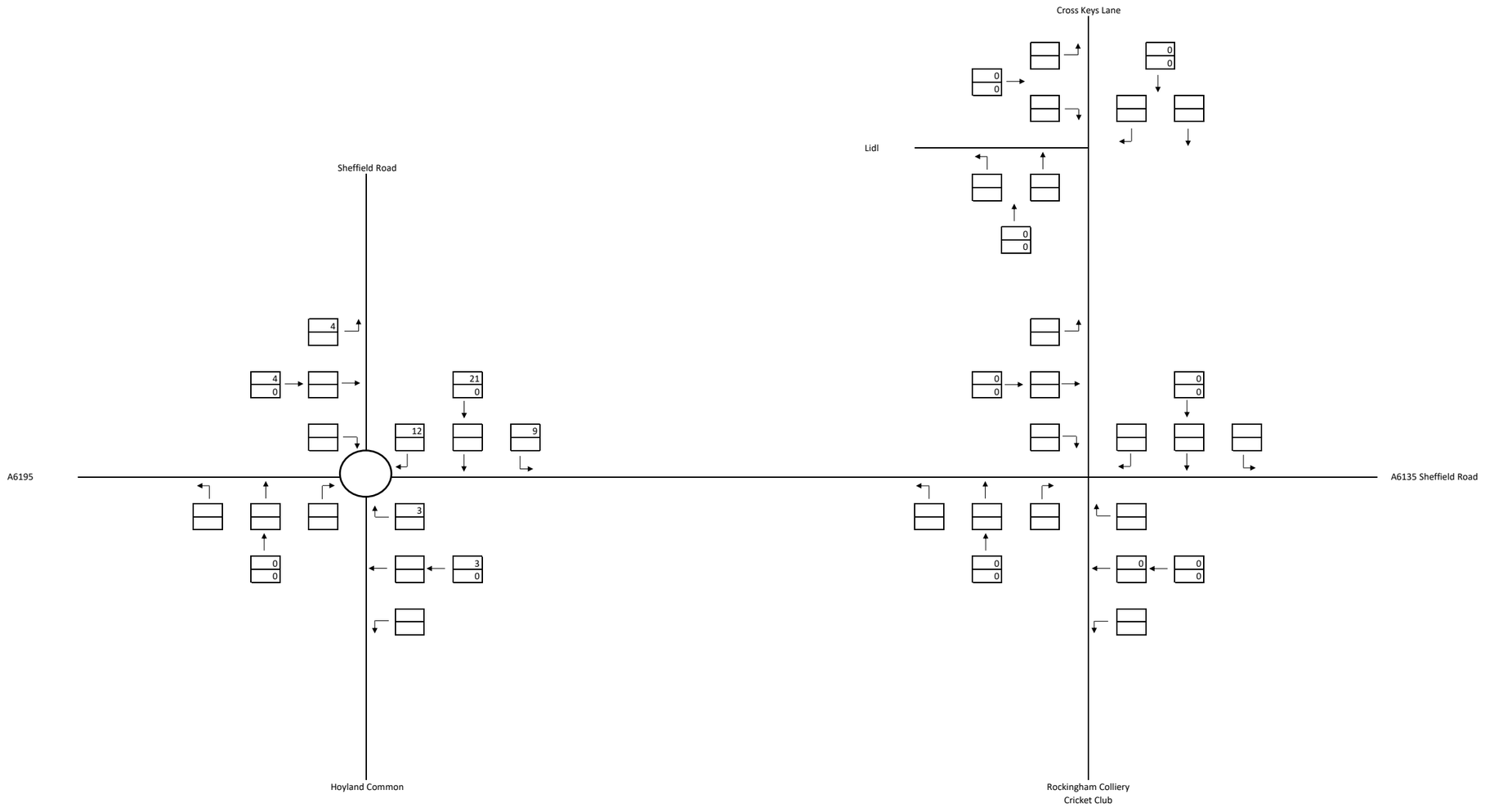
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

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



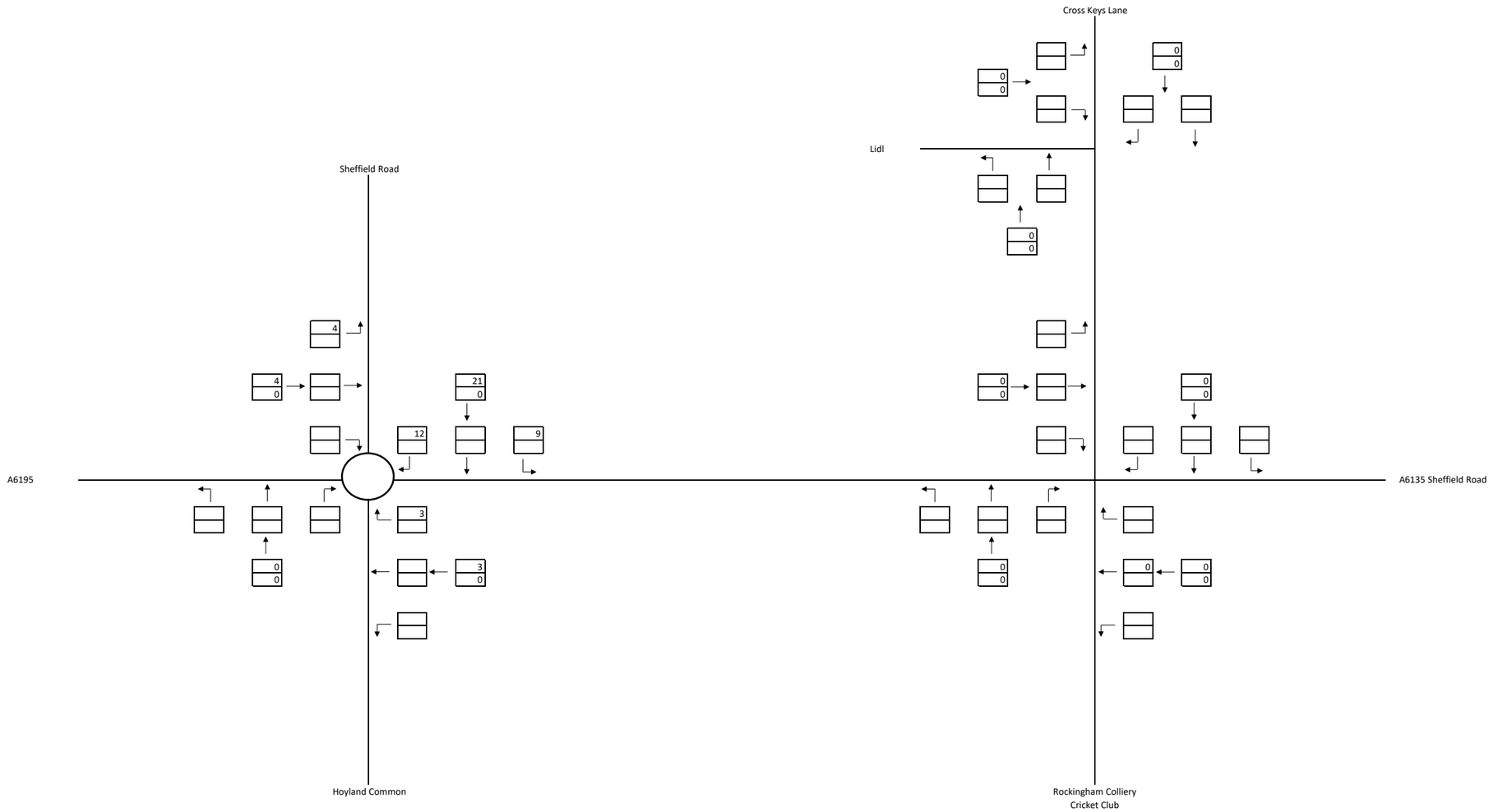
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

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



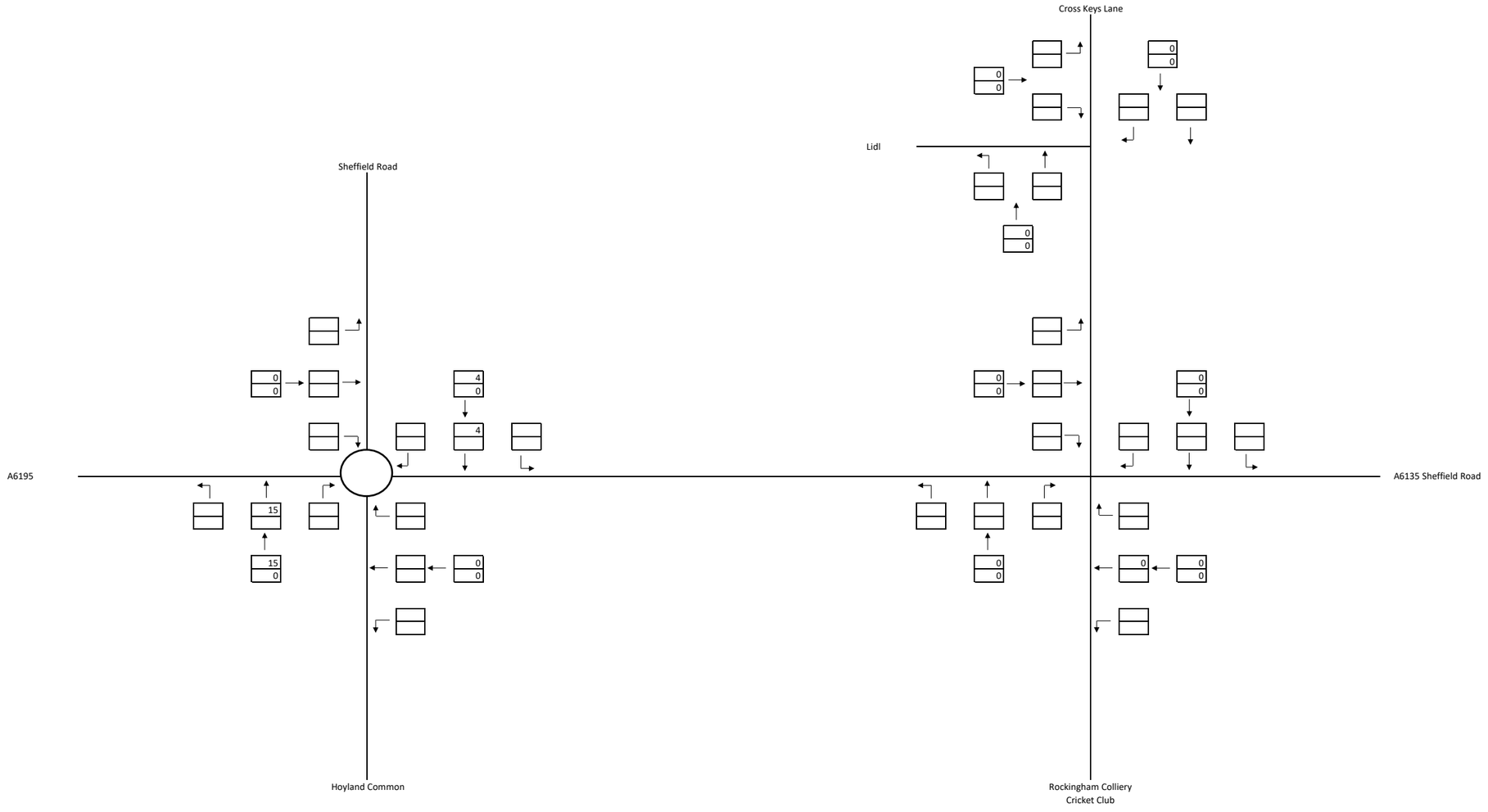
KEY

Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

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



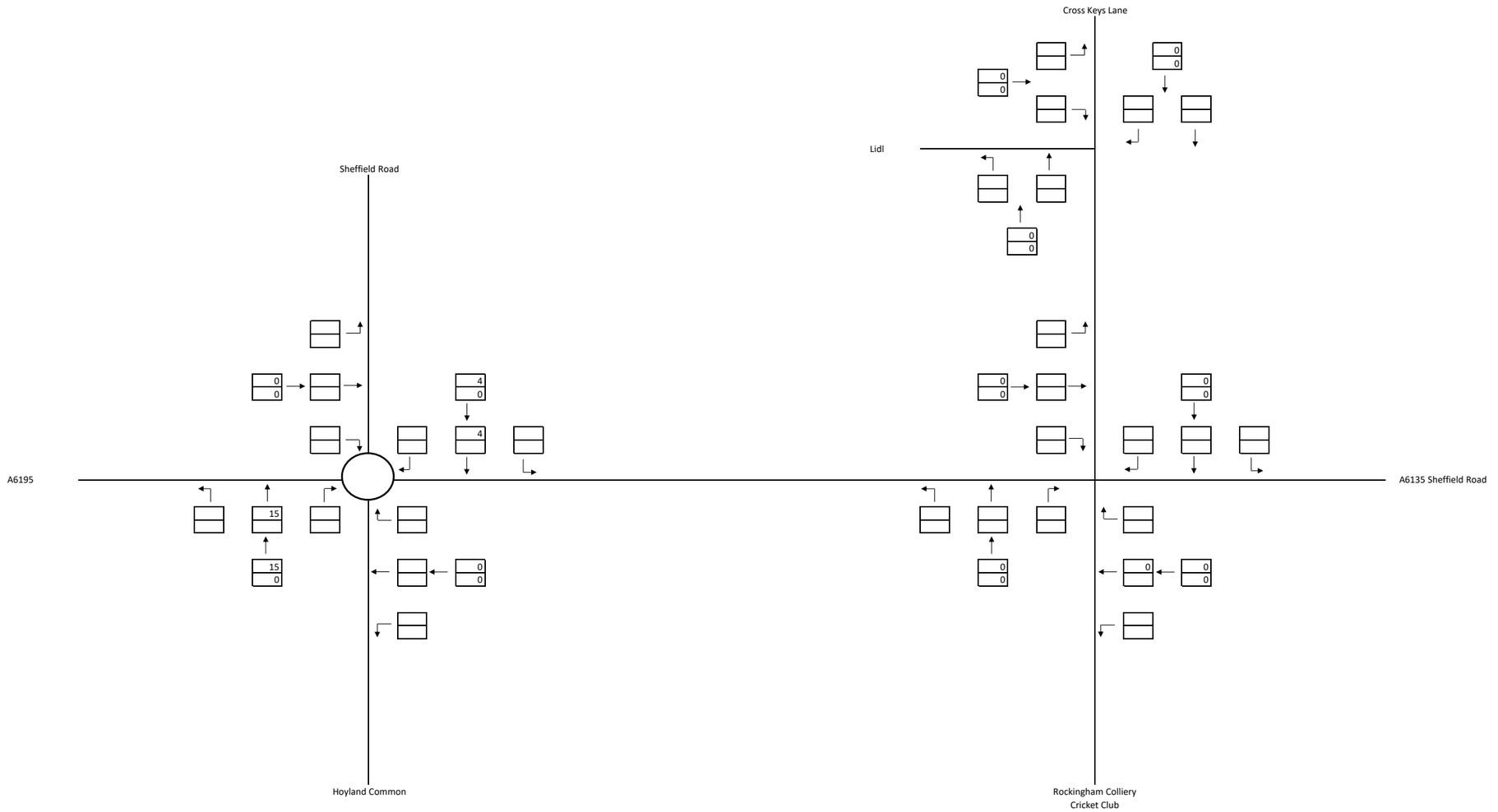
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Total Vehicles
Total HGVs and Buses

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

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



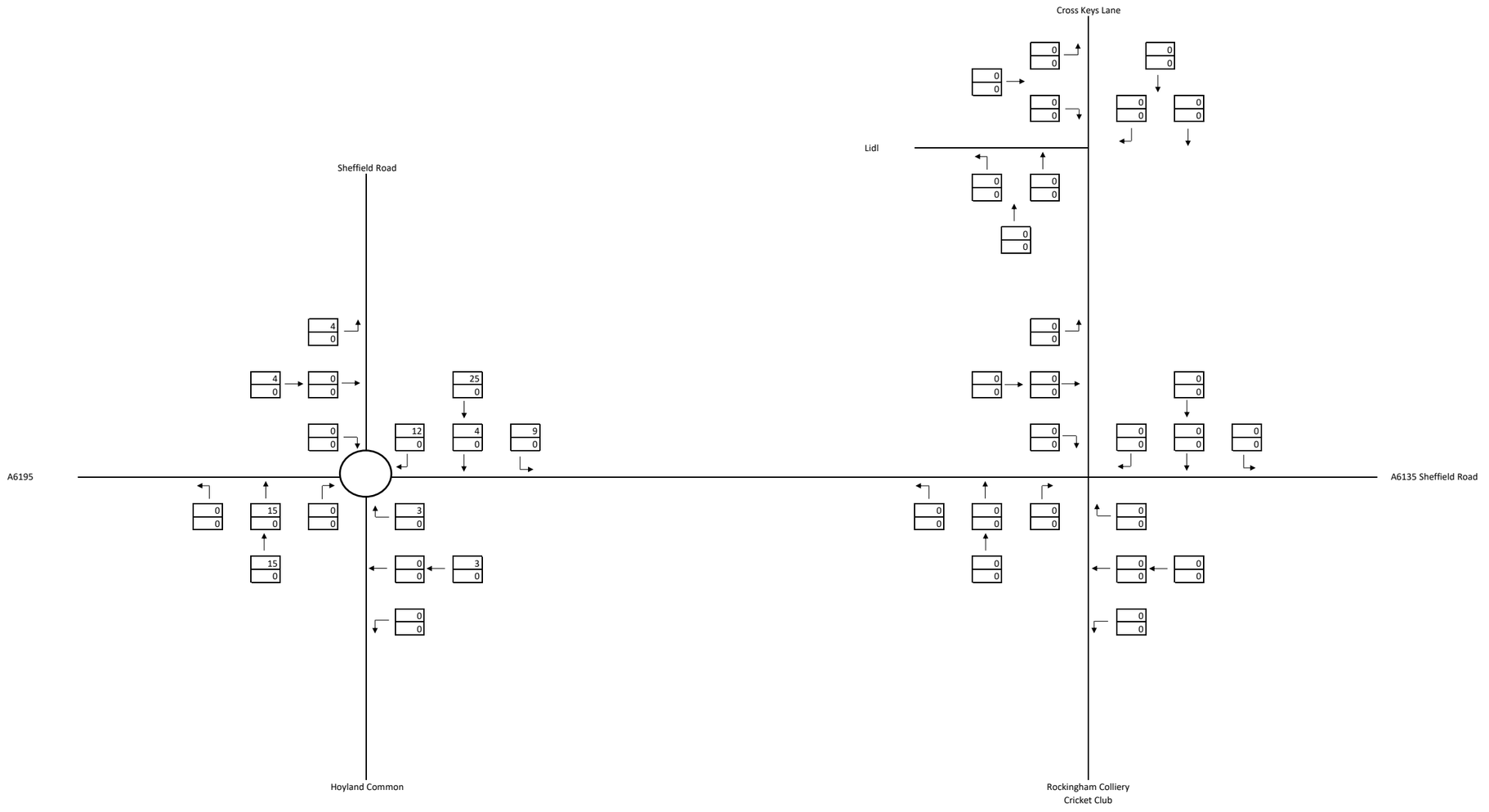
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Total Vehicles
Total HGVs and Buses

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CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

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

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



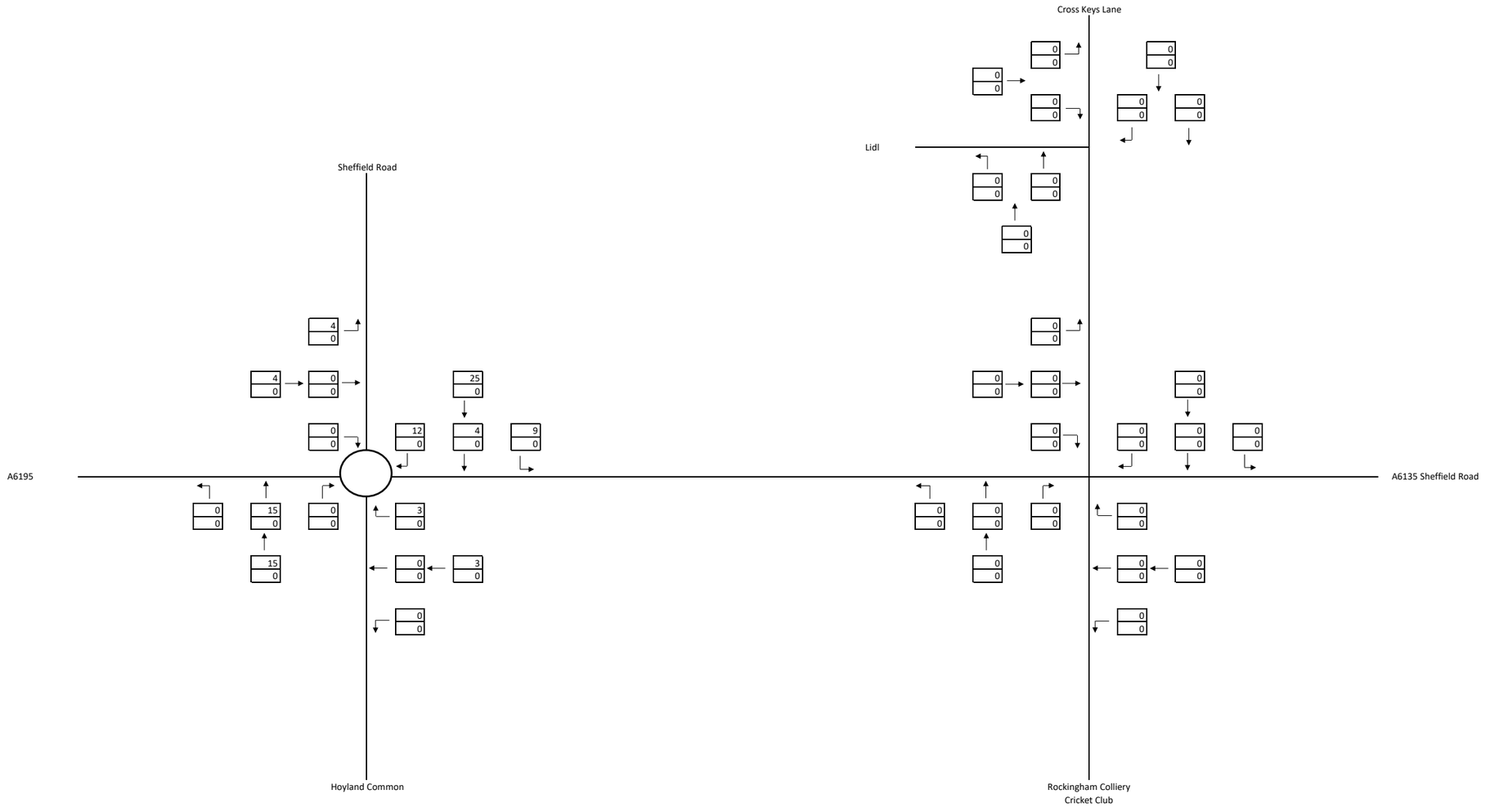
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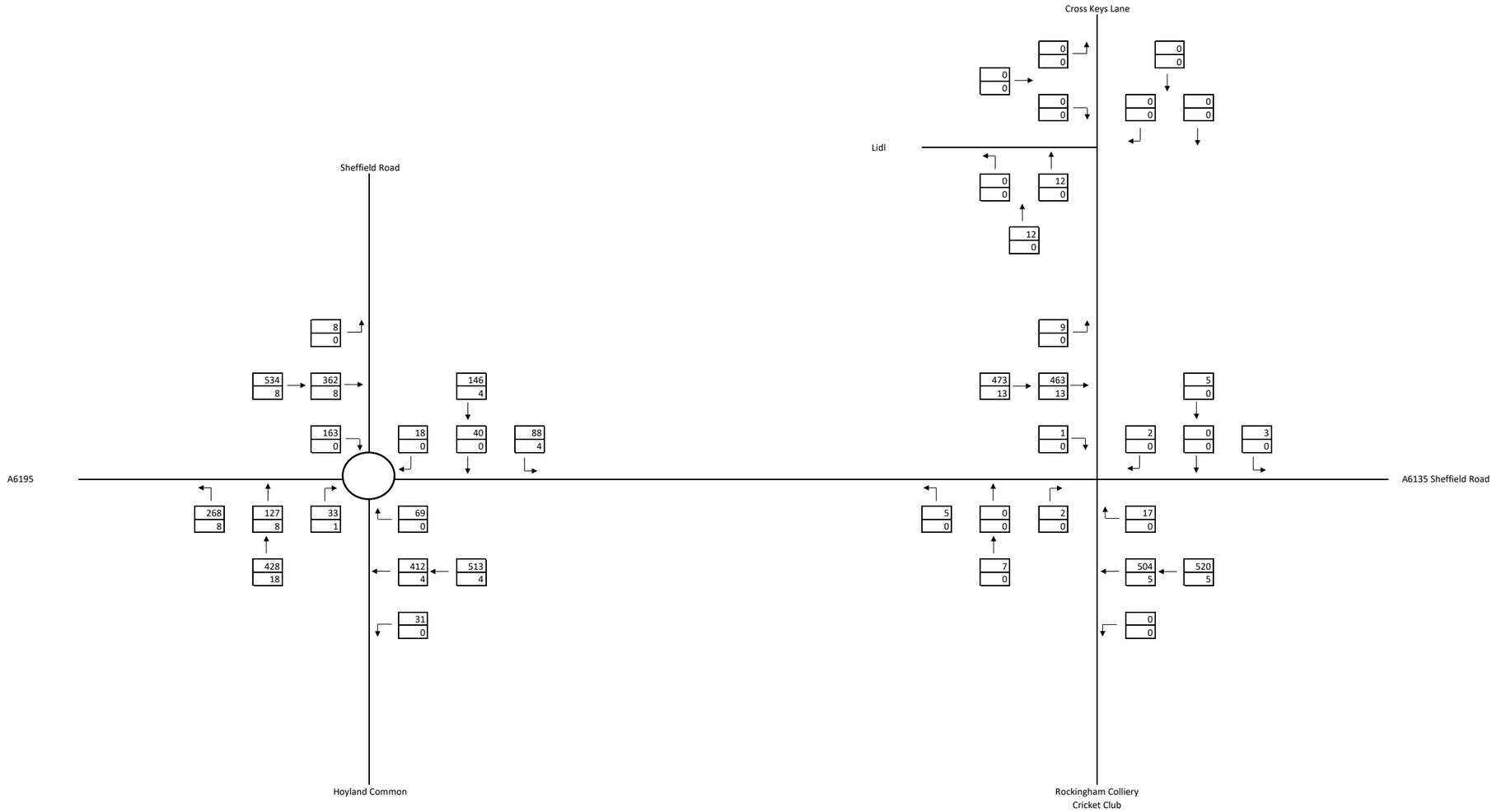
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2027 BASE FLOWS
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PM PEAK



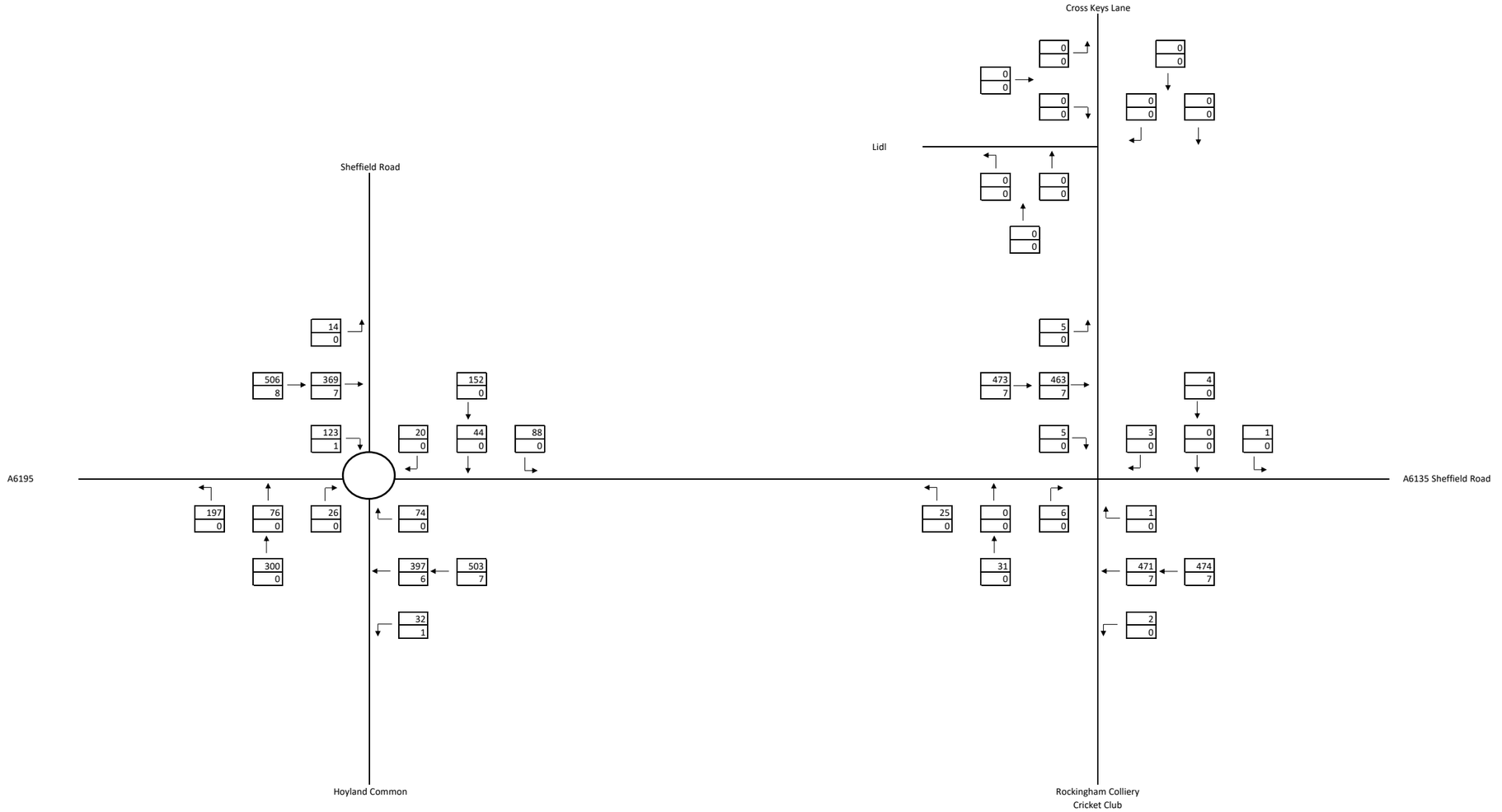
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2027 BASE FLOWS
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SATURDAY PEAK



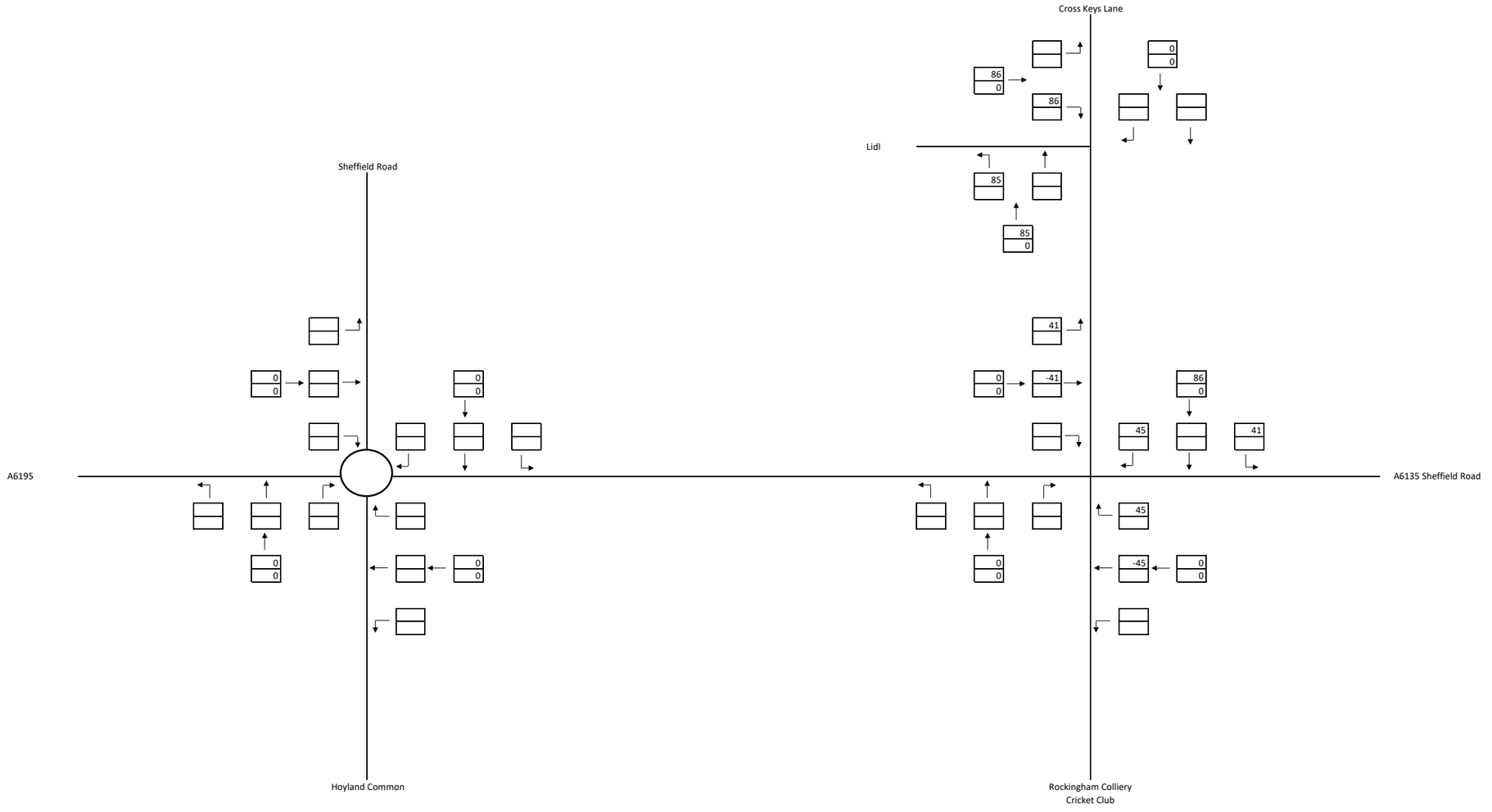
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PASS-BY DEVELOPMENT TRIPS
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PM PEAK



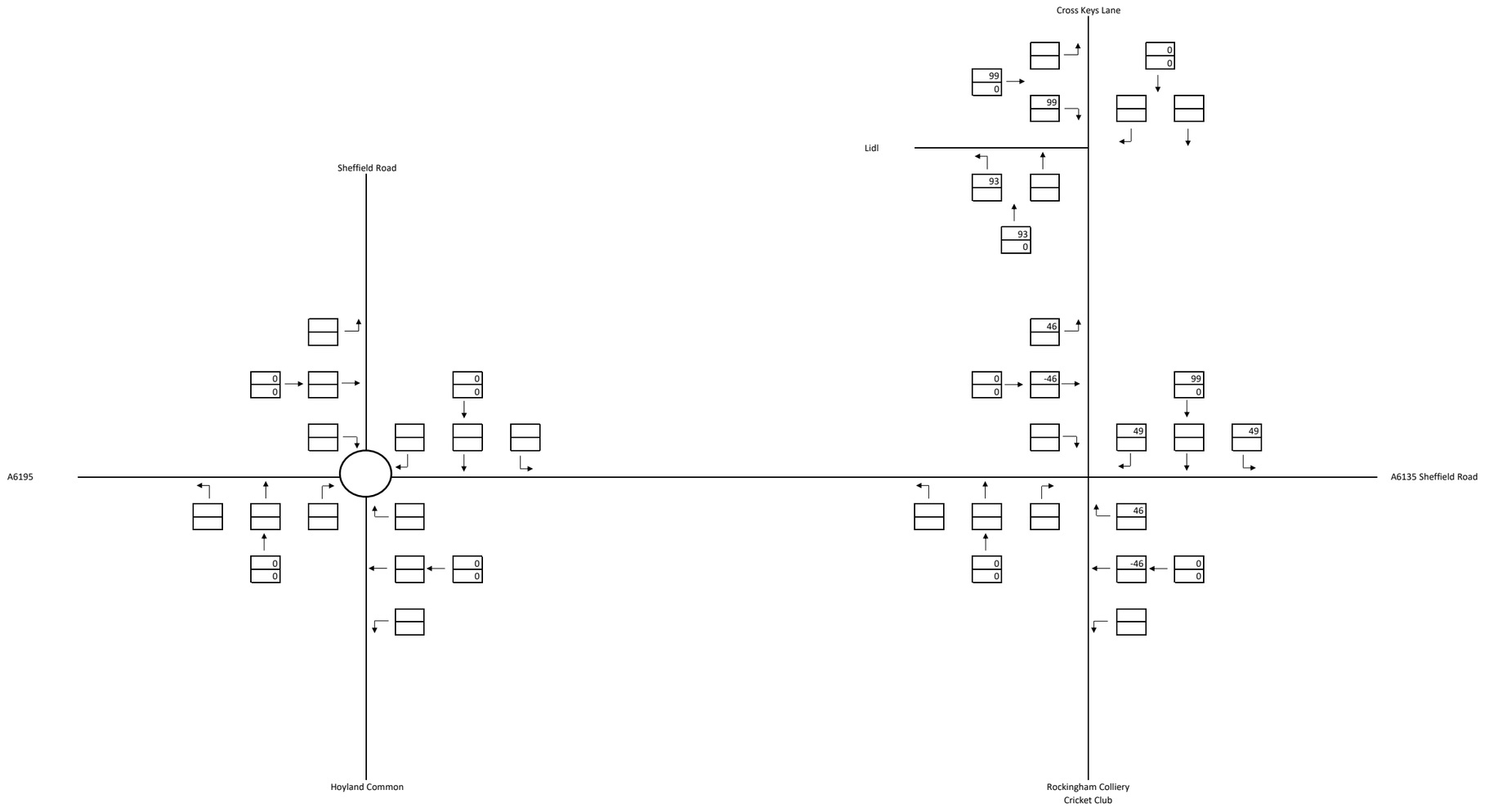
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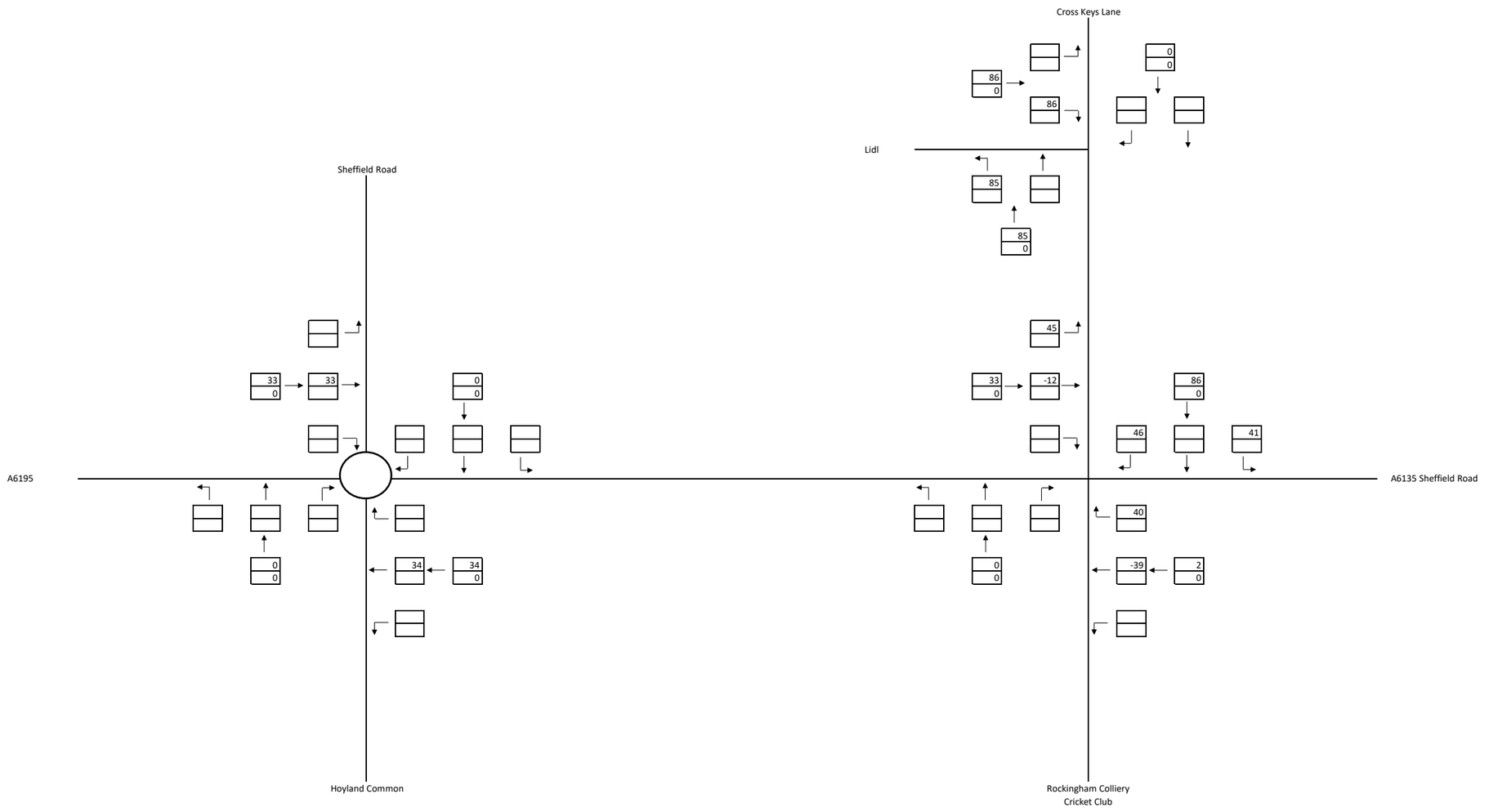
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TRANSFERRED DEVELOPMENT TRIPS
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PM PEAK



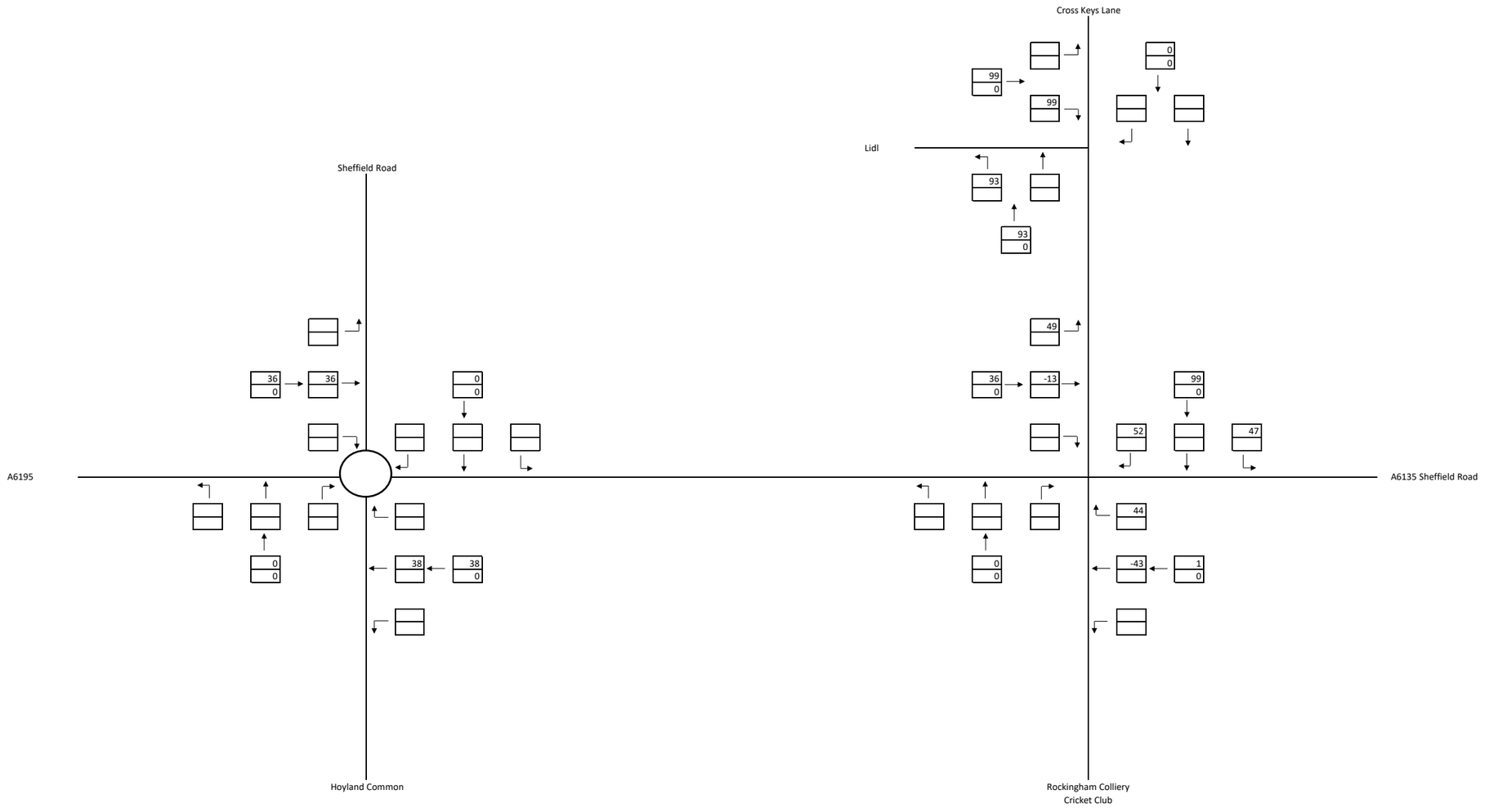
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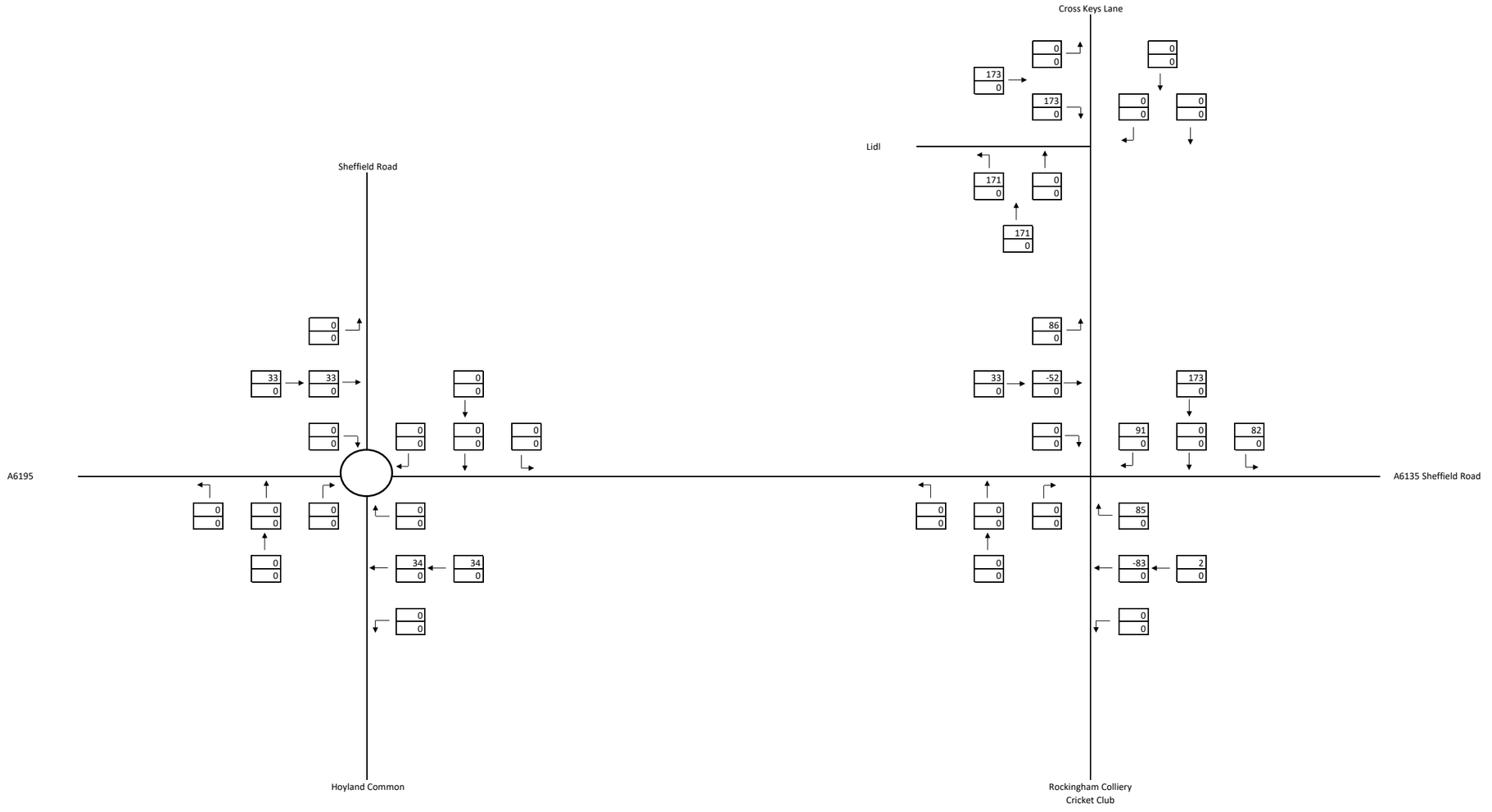
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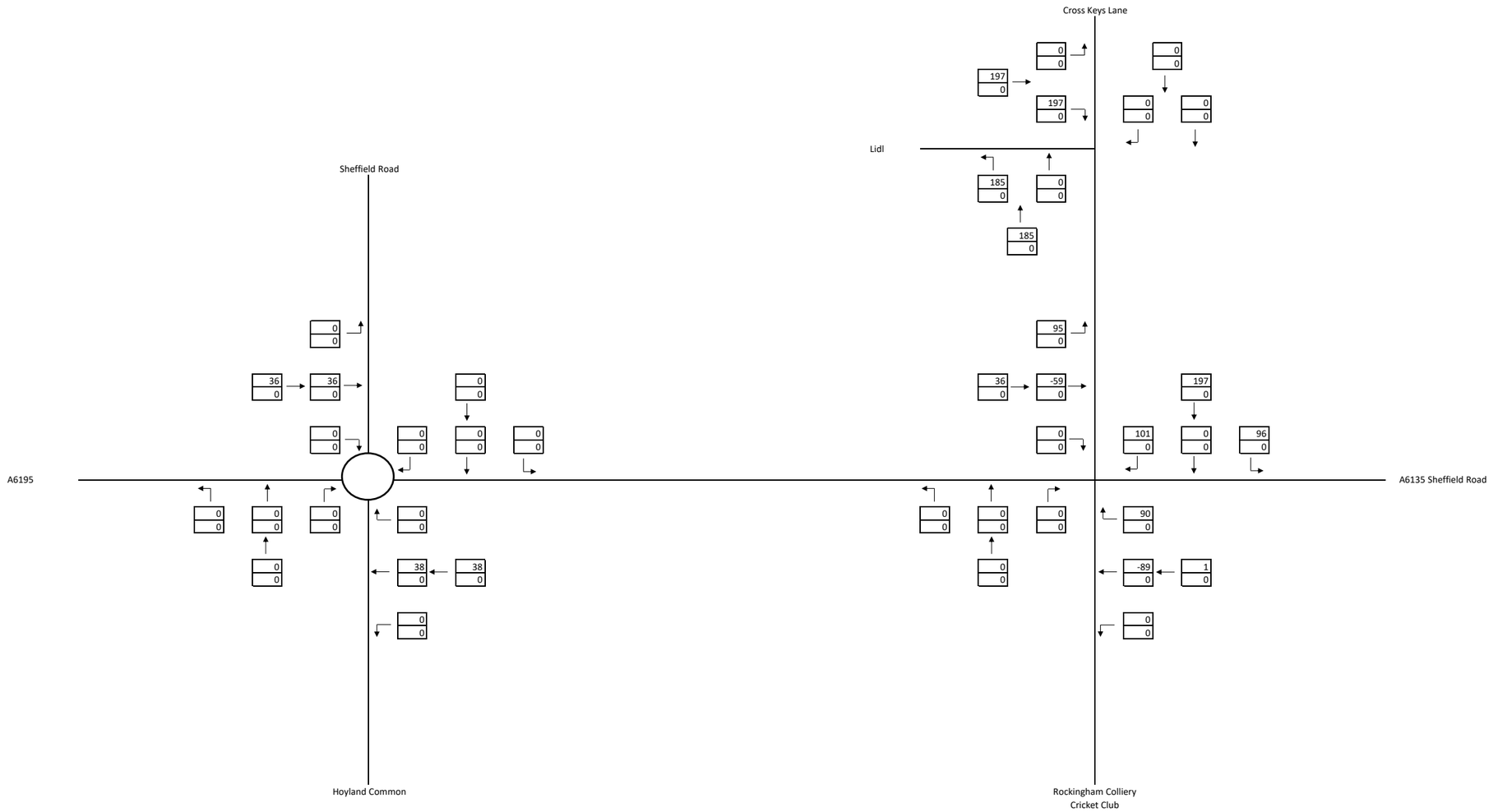
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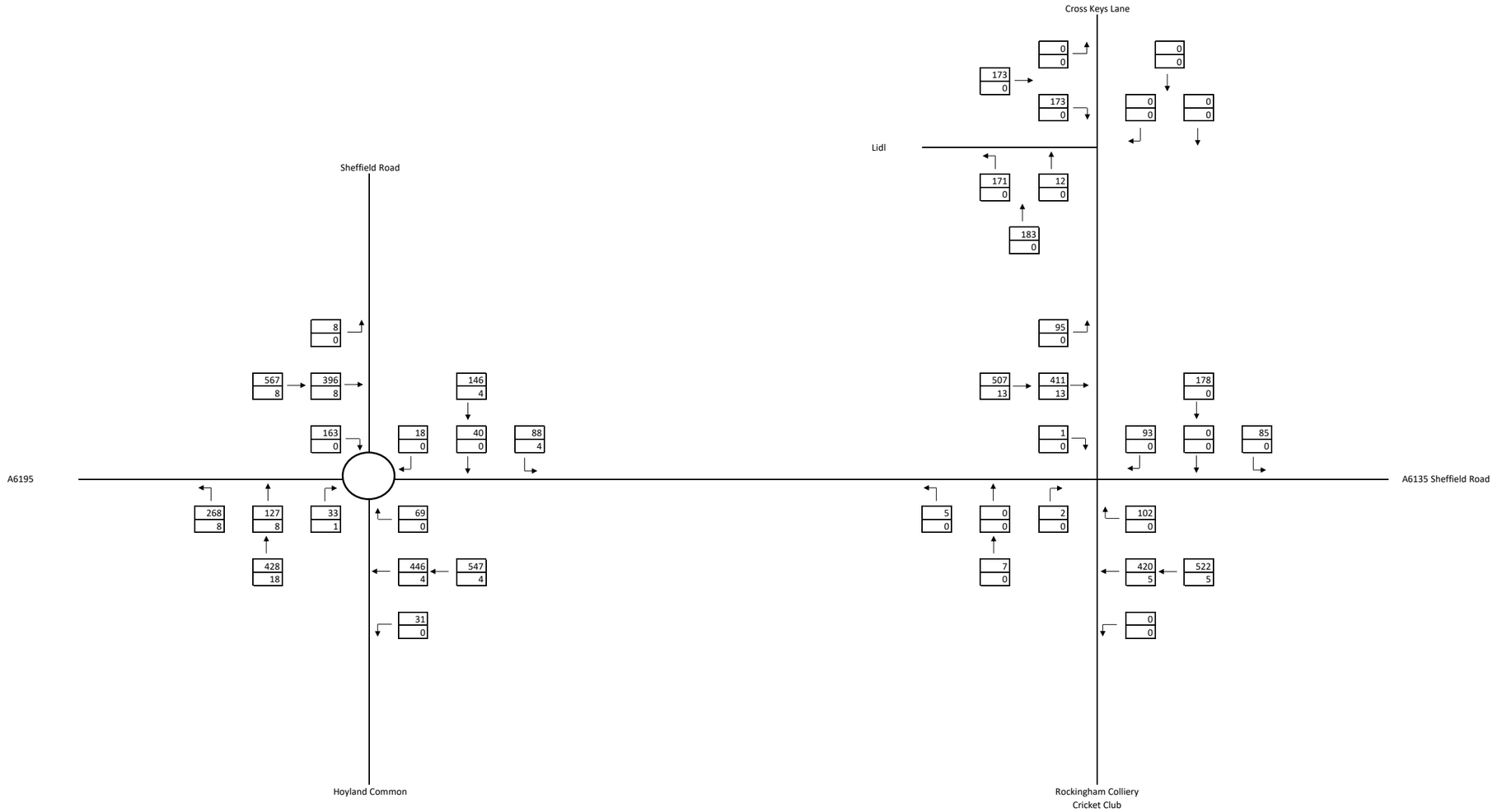
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2027 PREDICTED TRIPS
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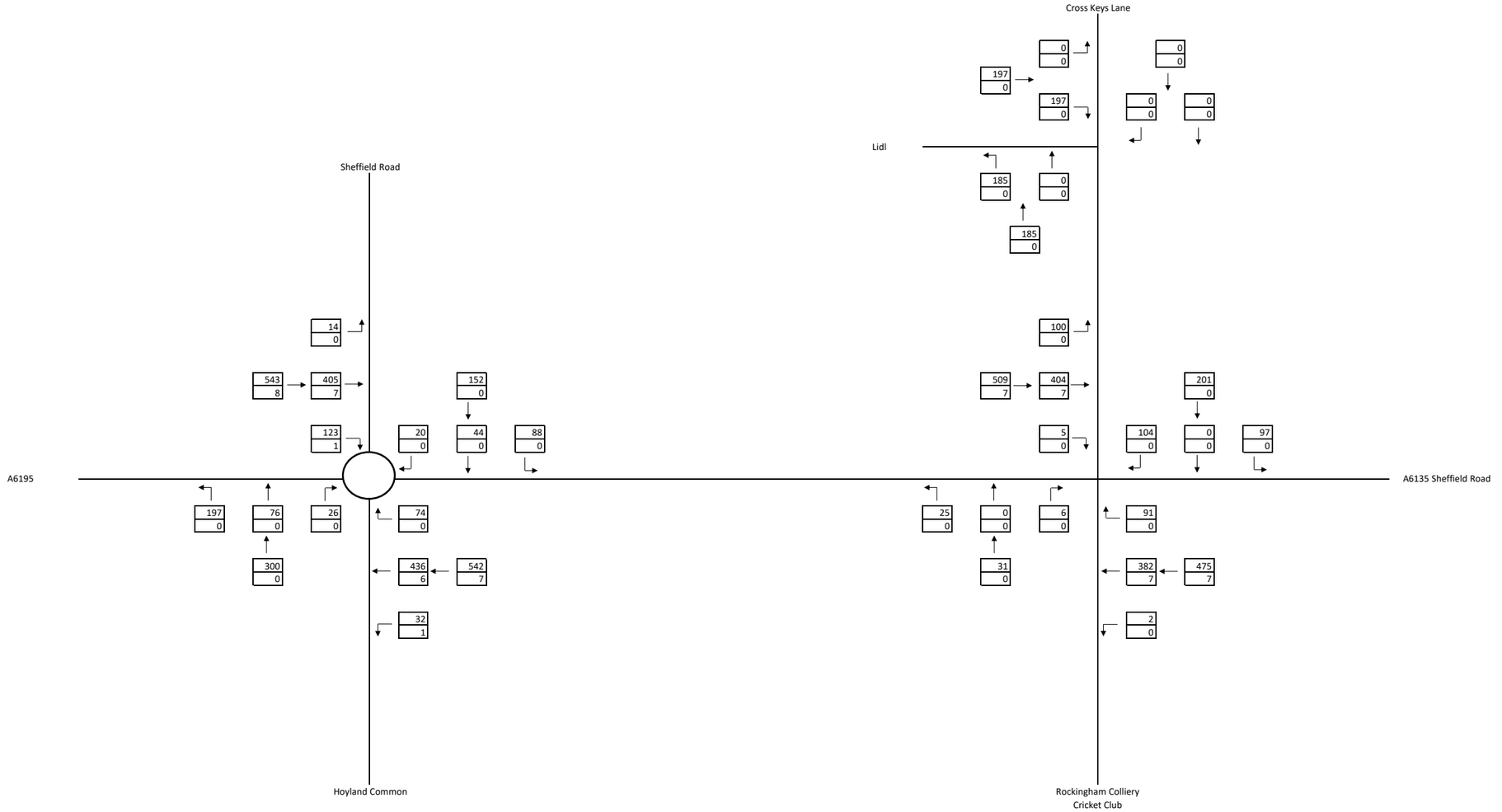
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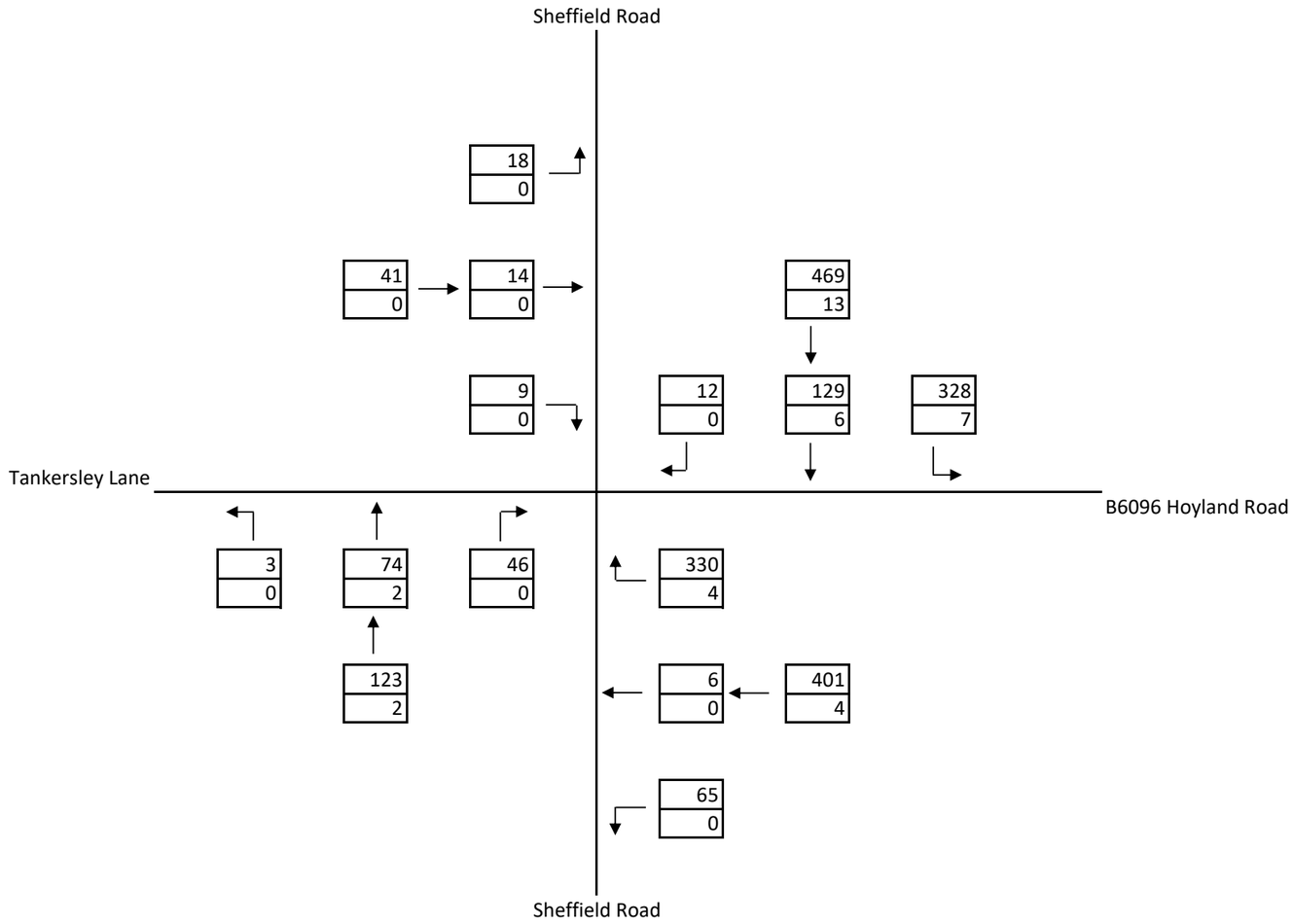
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2022 EXISTING FLOWS
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LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



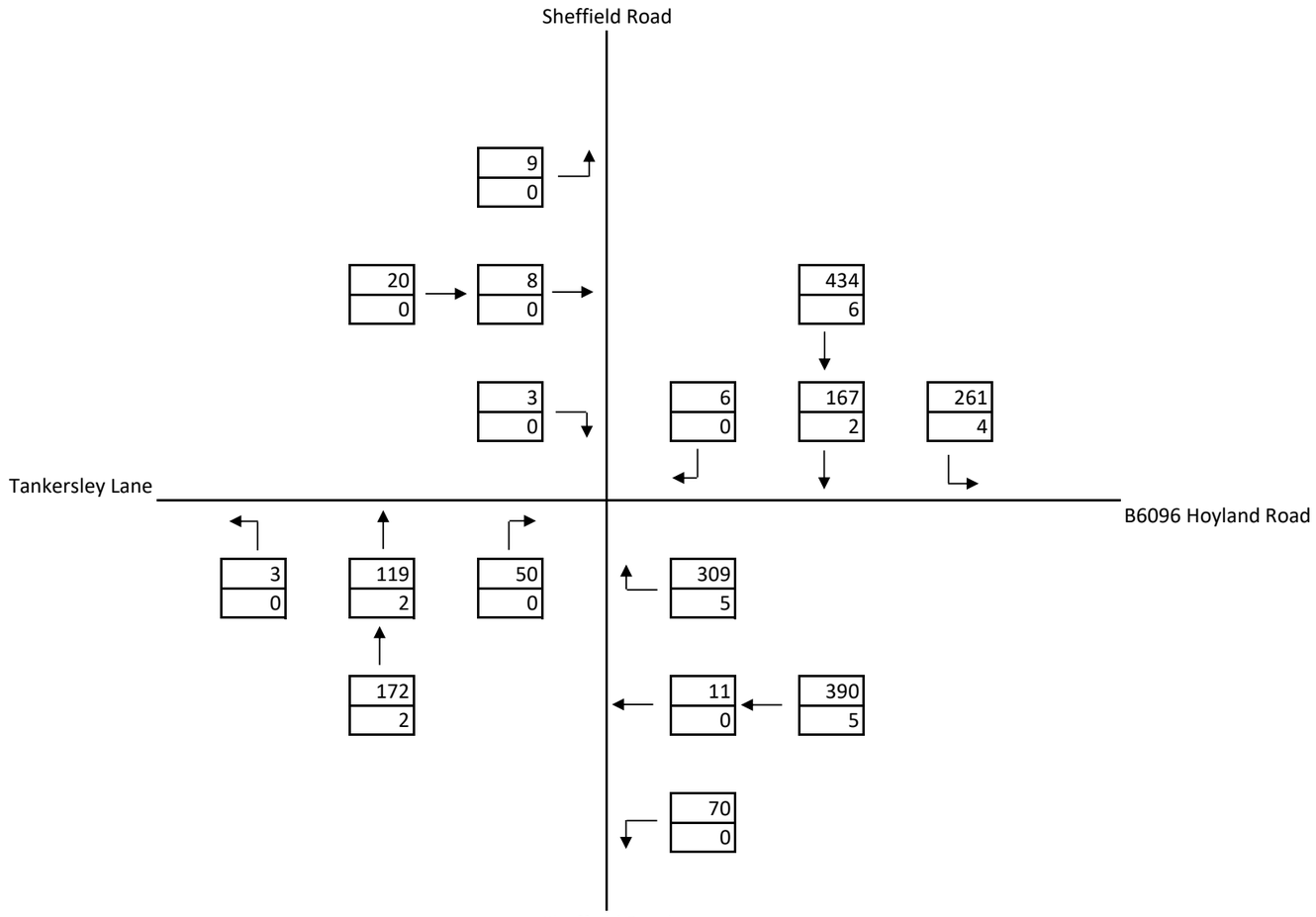
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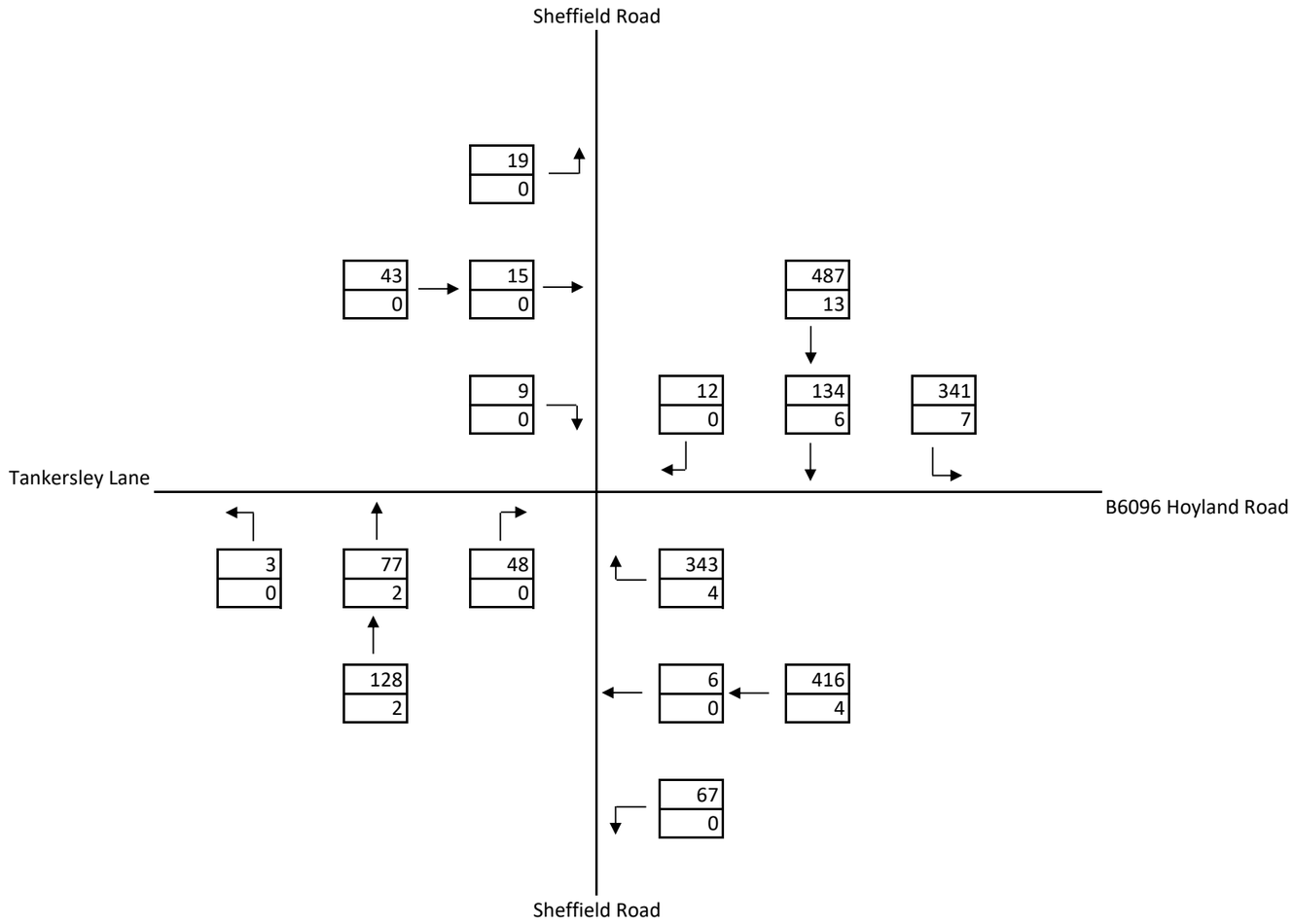
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LIDL, CROSS KEYS LANE, HOYLAND
PM PEAK



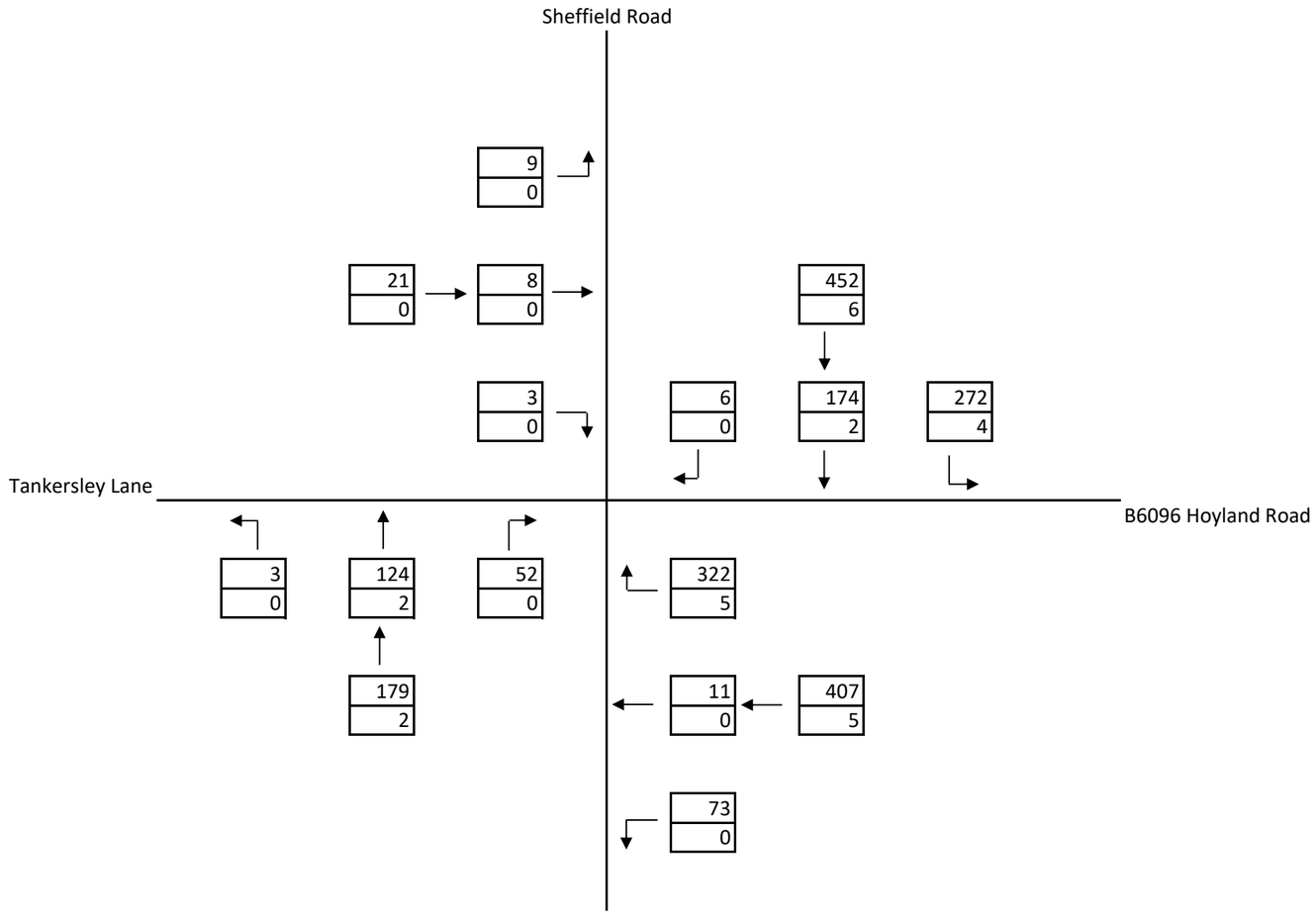
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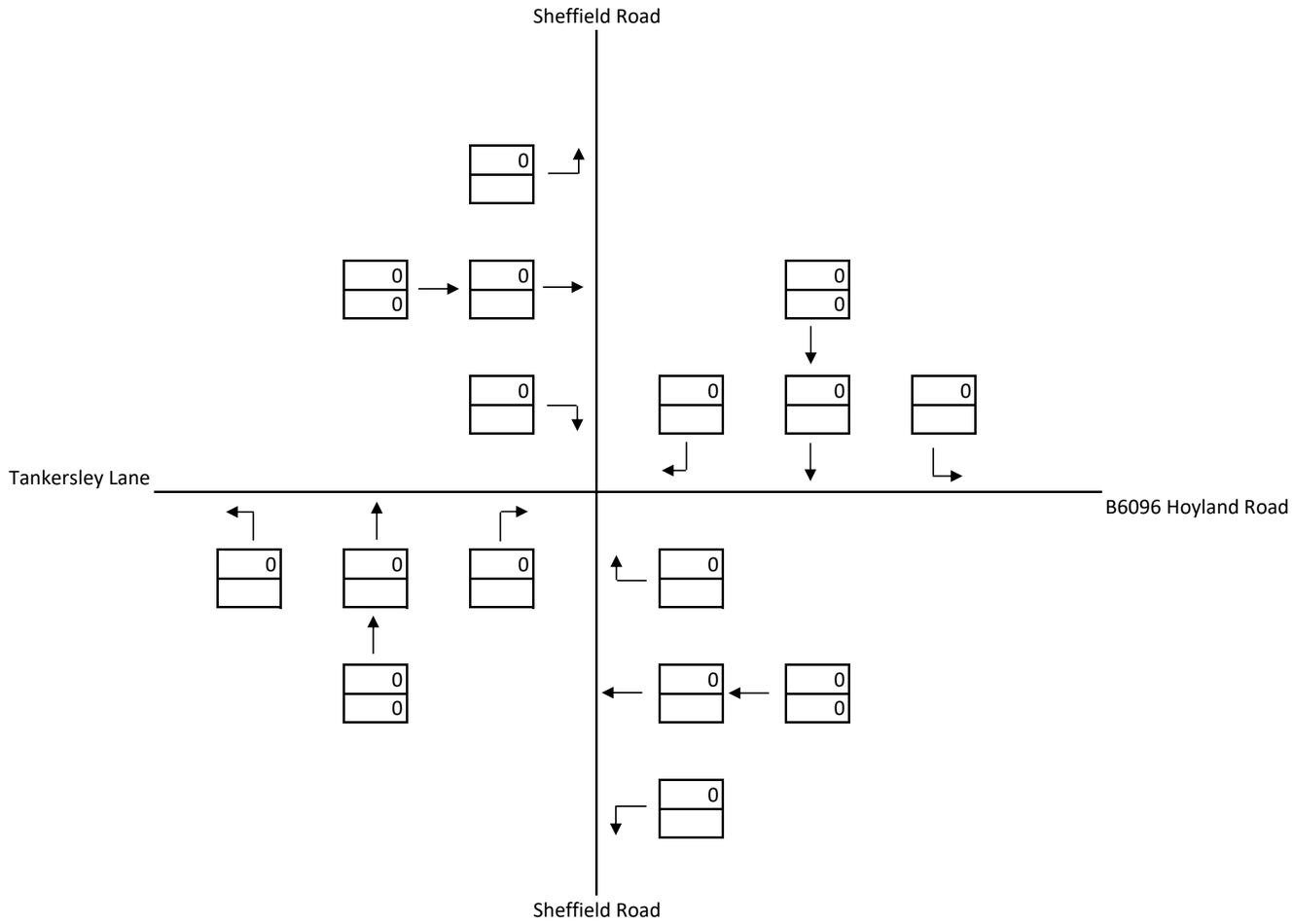
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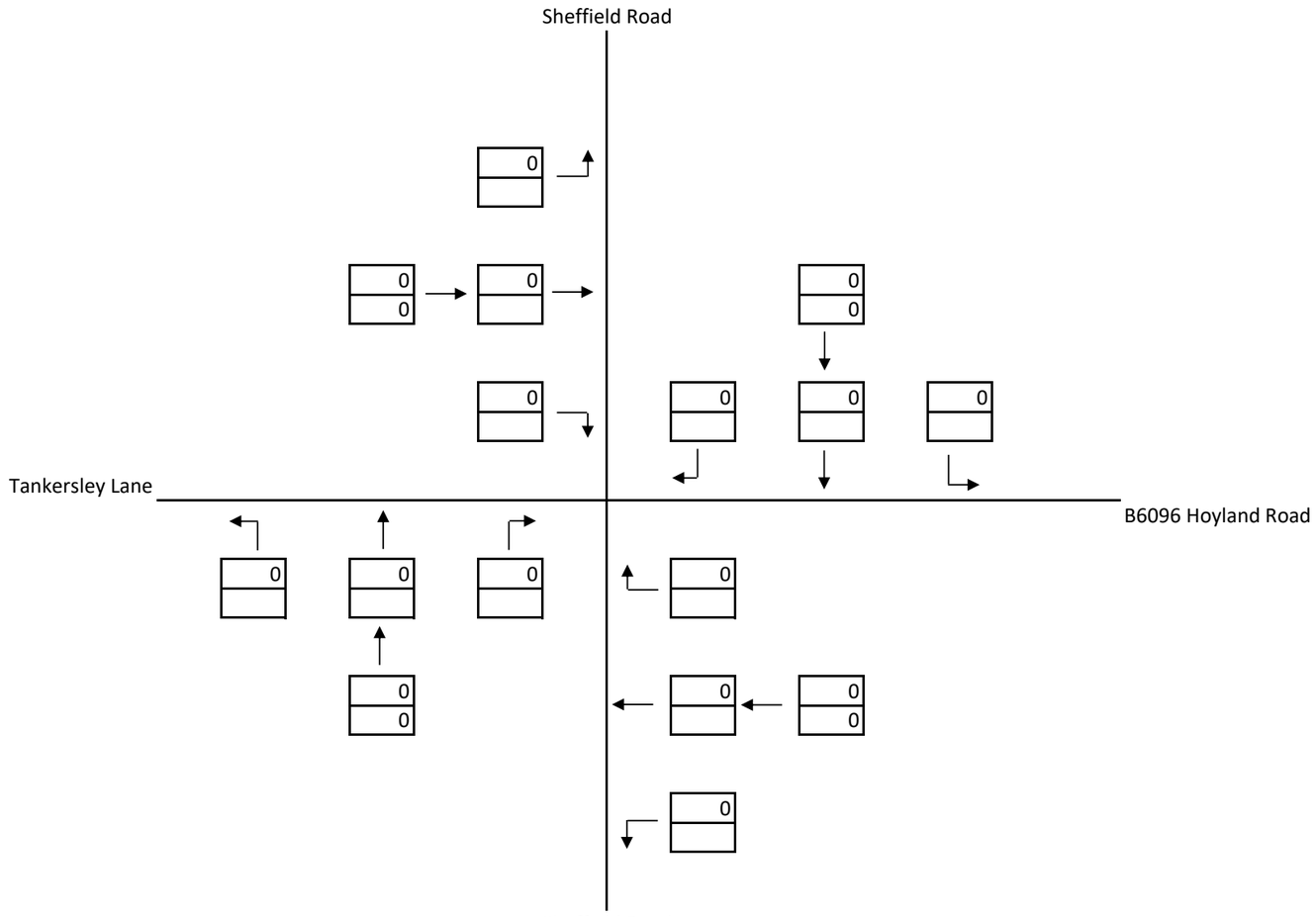
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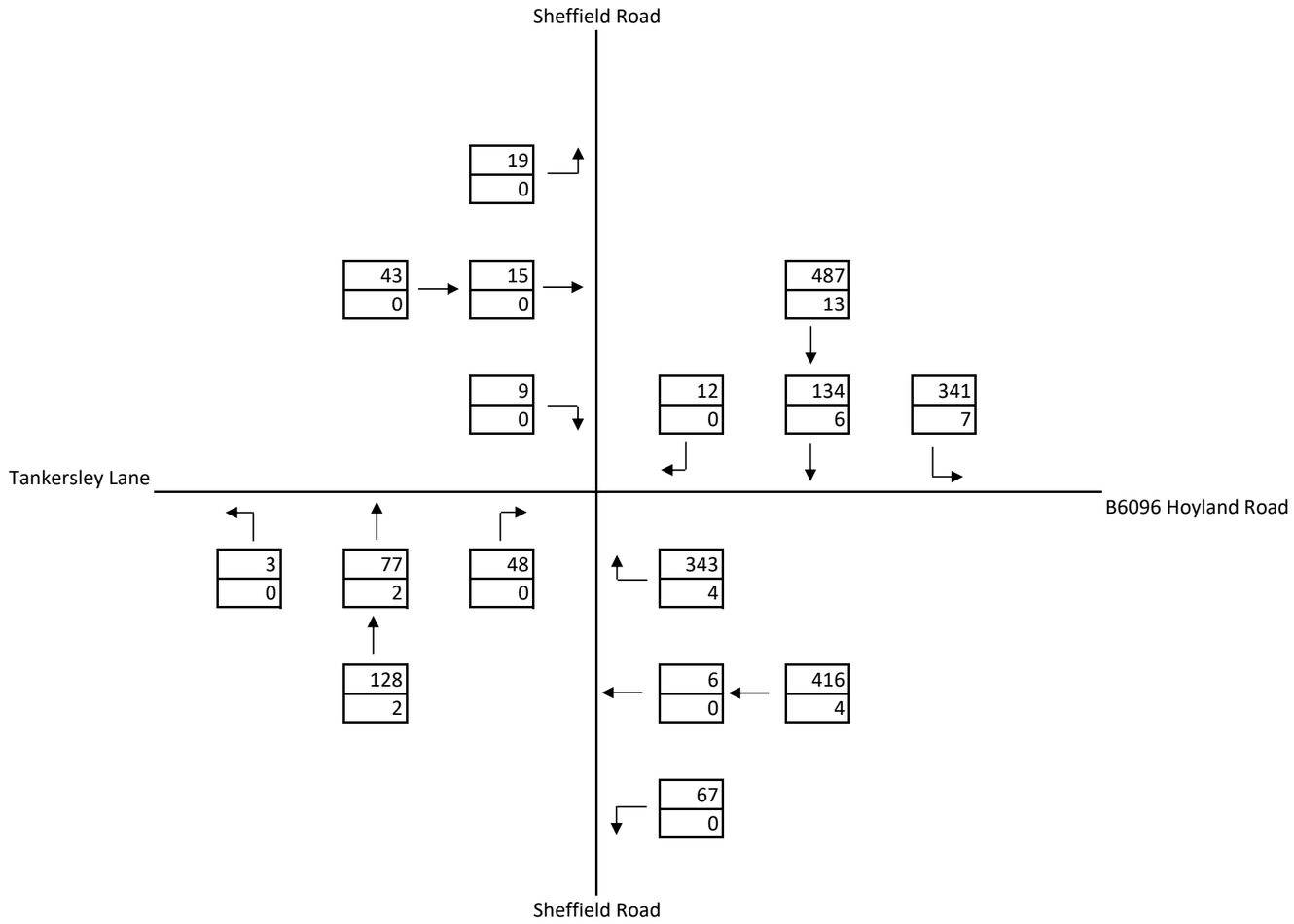
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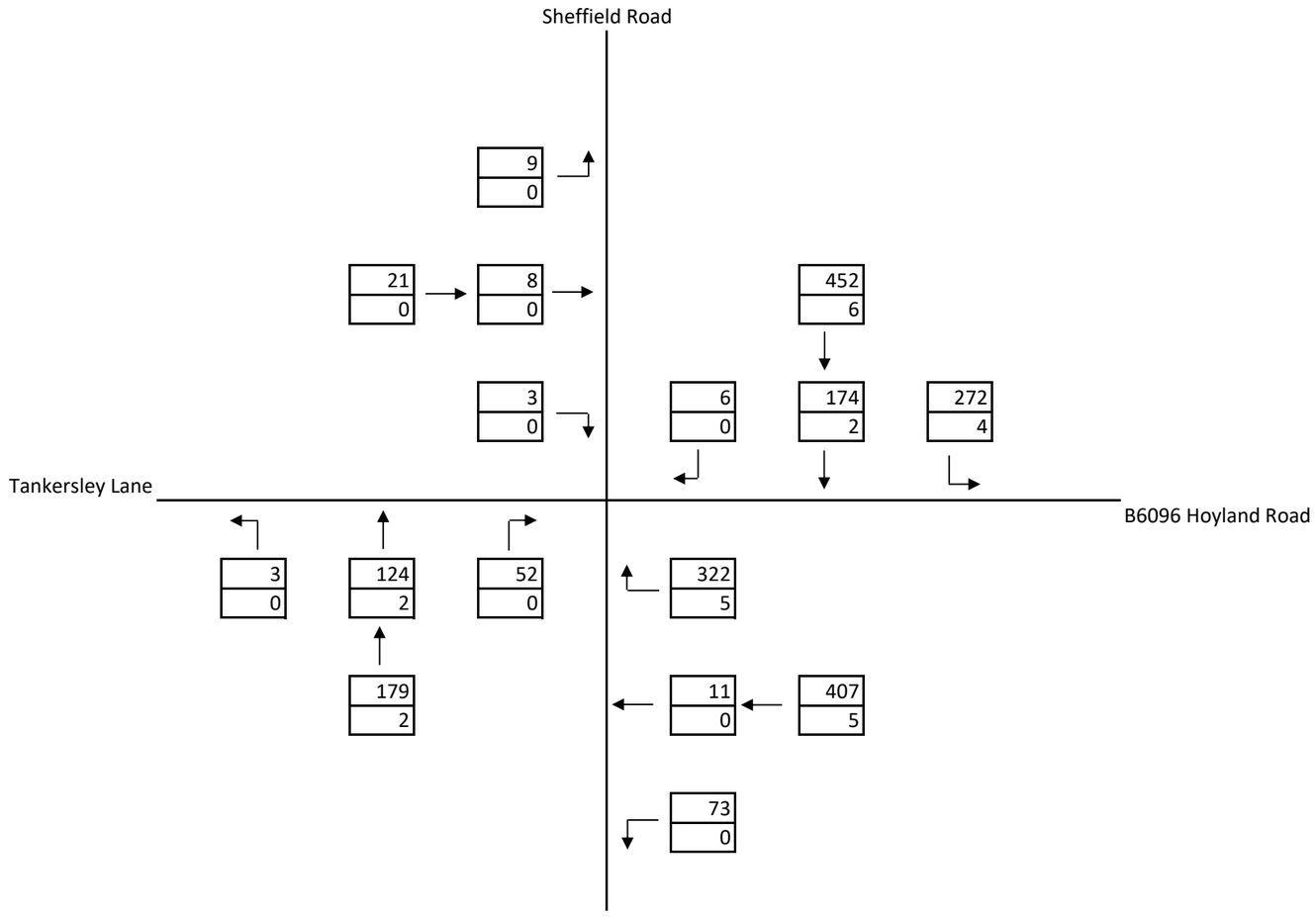
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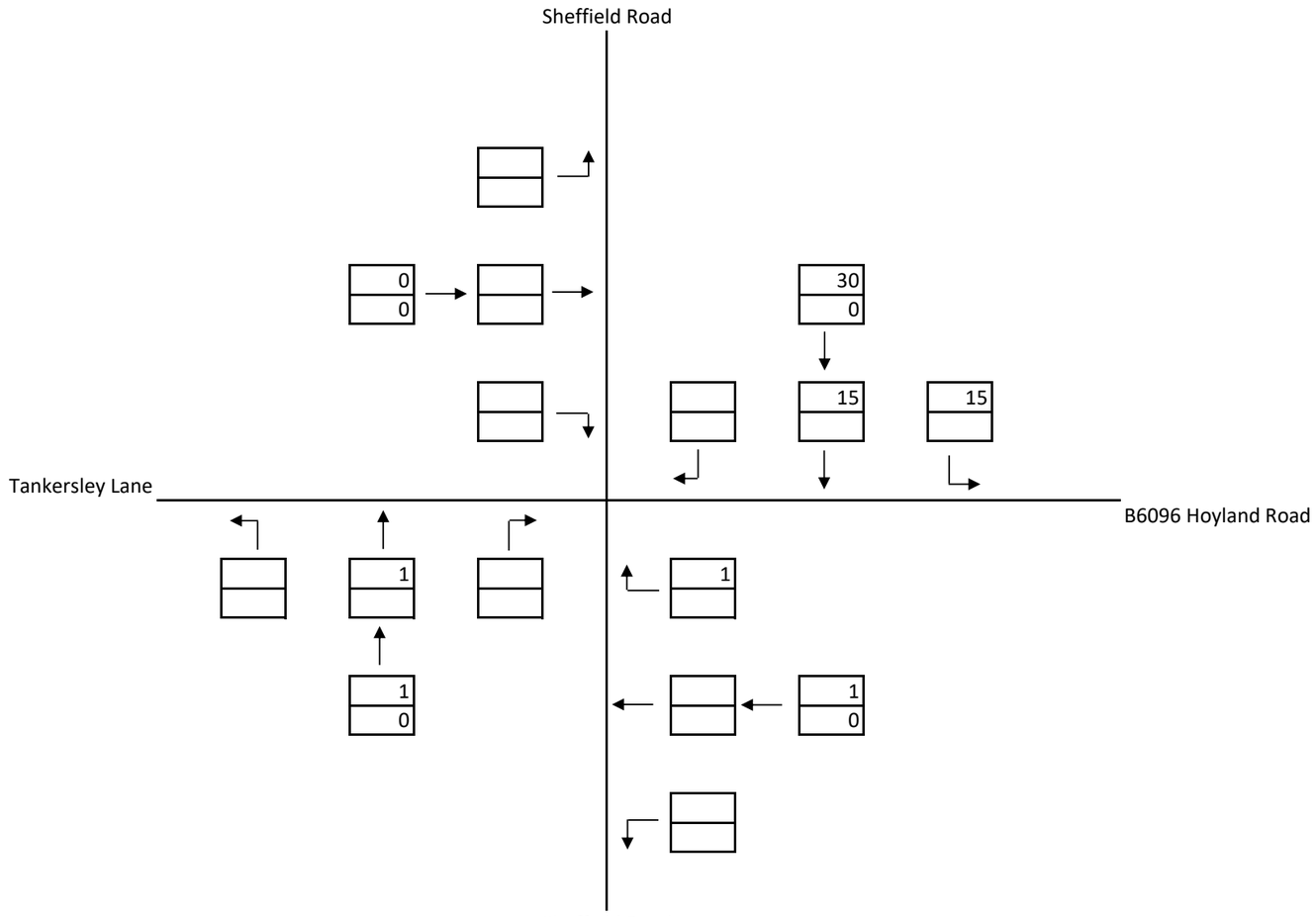
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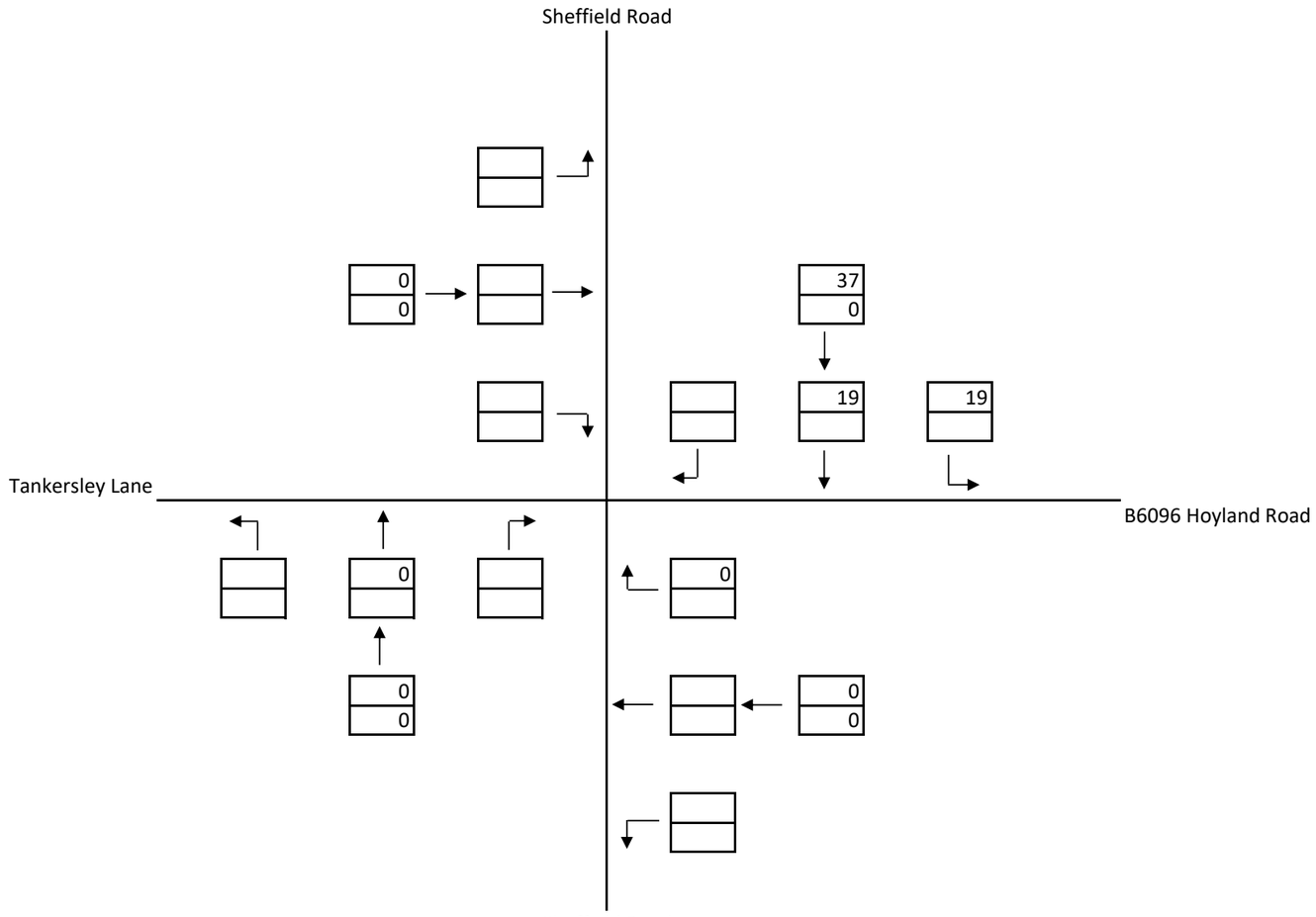
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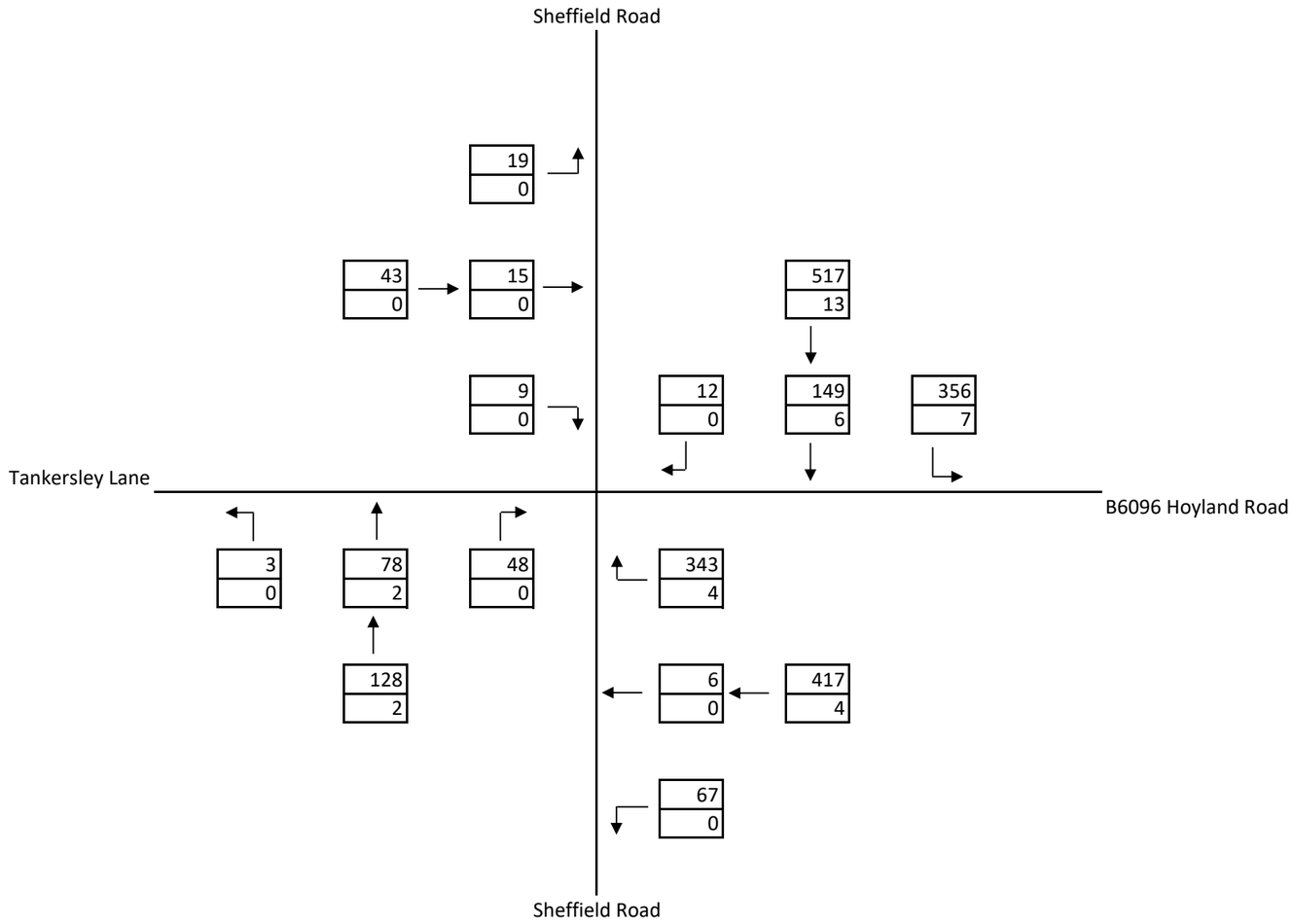
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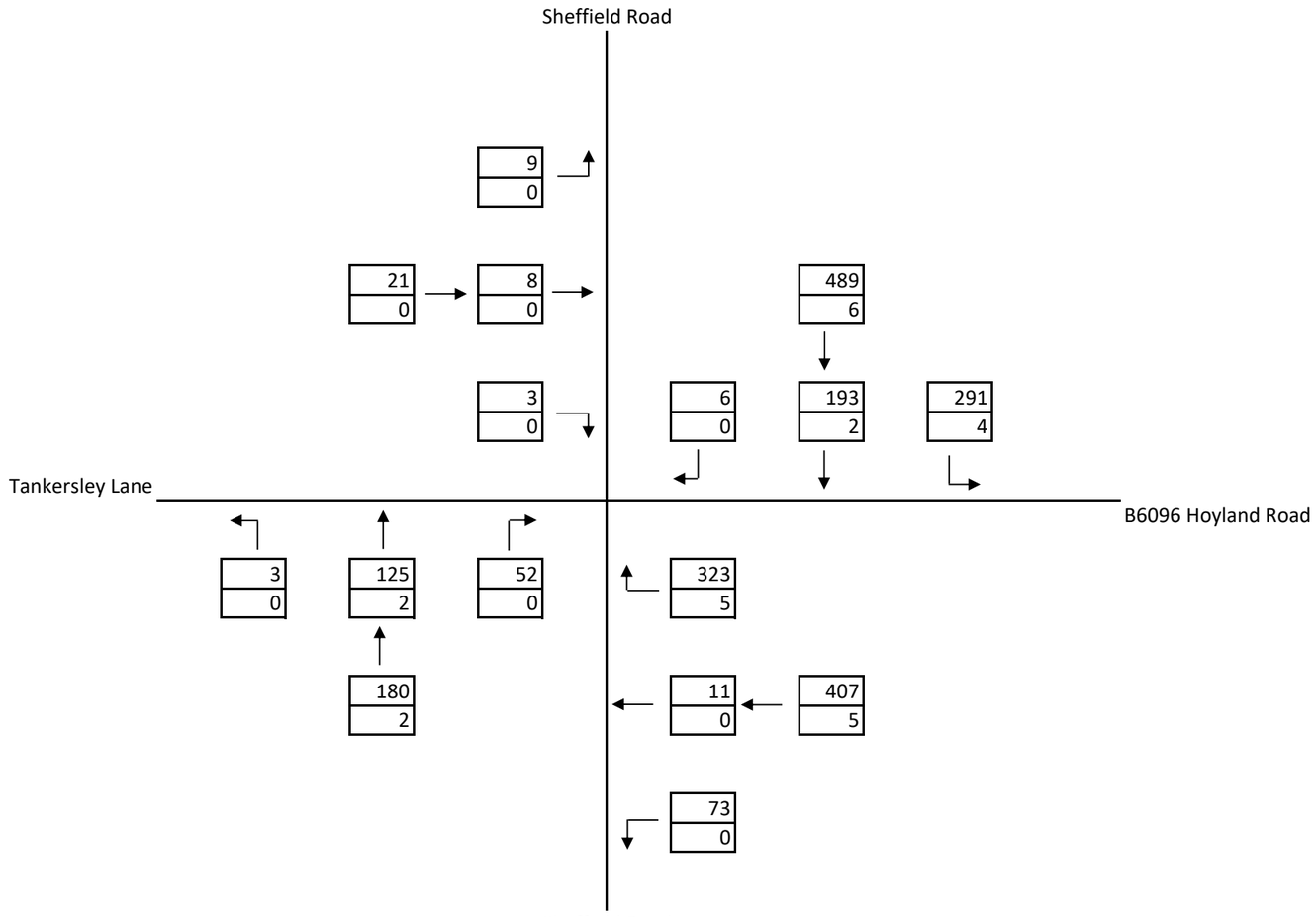
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APPENDIX BGH 8

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Existing A6135 Sheffield Road, Cross Keys Lane Crossroads.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Updated Models October 2022
Report generation date: 07/10/2022 12:00:44

»Existing Junction - 2022 Exisiting, PM
»Existing Junction - 2022 Exisiting, Saturday
»Existing Junction - 2027 Base, PM
»Existing Junction - 2027 Base, Saturday

Summary of junction performance

	PM						Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2022 Exisiting											
Stream B-CD	D1	0.0	7.24	0.01	A	114 % [Stream D-BC]	D2	0.0	0.00	0.00	A	119 % [Stream D-BC]
Stream B-AD		0.0	11.75	0.01	B			0.0	0.00	0.00	A	
Stream A-BCD		0.0	4.55	0.00	A			0.0	4.58	0.01	A	
Stream D-AB		0.0	6.84	0.01	A			0.0	6.74	0.05	A	
Stream D-BC		0.0	11.24	0.02	B			0.0	12.22	0.02	B	
Stream C-ABD		0.1	4.57	0.05	A			0.0	4.53	0.00	A	
	Existing Junction - 2027 Base											
Stream B-CD	D3	0.0	7.30	0.01	A	105 % [Stream D-BC]	D4	0.0	0.00	0.00	A	110 % [Stream D-BC]
Stream B-AD		0.0	11.99	0.01	B			0.0	0.00	0.00	A	
Stream A-BCD		0.0	4.52	0.00	A			0.0	4.54	0.02	A	
Stream D-AB		0.0	6.67	0.01	A			0.1	6.81	0.05	A	
Stream D-BC		0.0	12.45	0.01	B			0.0	12.51	0.02	B	
Stream C-ABD		0.1	4.54	0.05	A			0.0	4.49	0.00	A	

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

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

File summary

File Description

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

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Exisiting	PM	ONE HOUR	08:00	09:30	15
D2	2022 Exisiting	Saturday	ONE HOUR	08:00	09:30	15
D3	2027 Base	PM	ONE HOUR	08:00	09:30	15
D4	2027 Base	Saturday	ONE HOUR	08:00	09:30	15

Analysis Set Details

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

Existing Junction - 2022 Exisiting, PM

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	114	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	A6135 Sheffield Road (W)		Major
B	Cross Keys Lane		Minor
C	A6135 Sheffield Road (E)		Major
D	Cricket Club		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A6135 Sheffield Road (W)	8.39			100.0	✓	0.00
C - A6135 Sheffield Road (E)	8.39			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Cross Keys Lane	One lane plus flare	6.33	2.20	2.20	2.20	2.20	✓	1.00	60	25
D - Cricket Club	One lane plus flare	8.60	5.00	3.37	3.37	3.37	✓	1.00	24	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.219	0.313	0.219	-	-	-
B-A	485	0.079	0.200	0.200	-	-	-	0.126	0.286	-	0.200	0.200	0.100
B-C	609	0.084	0.211	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	485	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
B-D, offside lane	485	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
C-B	632	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	657	-	-	-	-	-	-	0.228	-	0.090	-	-	-
D-B, nearside lane	511	0.133	0.133	0.301	-	-	-	0.211	0.211	0.083	-	-	-
D-B, offside lane	511	0.133	0.133	0.301	-	-	-	0.211	0.211	0.083	-	-	-
D-C	511	-	0.133	0.301	0.105	0.211	0.211	0.211	0.211	0.083	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Exisiting	PM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A6135 Sheffield Road (W)		✓	469	100.000
B - Cross Keys Lane		✓	5	100.000
C - A6135 Sheffield Road (E)		✓	506	100.000
D - Cricket Club		✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	9	459	1
	B - Cross Keys Lane	2	0	3	0
	C - A6135 Sheffield Road (E)	490	16	0	0
	D - Cricket Club	5	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - A6135 Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.01	7.24	0.0	A
B-AD	0.01	11.75	0.0	B
A-BCD	0.00	4.55	0.0	A
A-B				
A-C				
D-AB	0.01	6.84	0.0	A
D-BC	0.02	11.24	0.0	B
C-ABD	0.05	4.57	0.1	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	535	0.004	2	0.0	6.759	A
B-AD	2	364	0.004	1	0.0	9.917	A
A-BCD	1	792	0.002	1	0.0	4.550	A
A-B	7			7			
A-C	345			345			
D-AB	4	572	0.007	4	0.0	6.336	A
D-BC	4	384	0.010	4	0.0	9.456	A
C-ABD	22	810	0.027	22	0.0	4.570	A
C-D	0			0			
C-A	359			359			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	520	0.005	3	0.0	6.954	A
B-AD	2	341	0.005	2	0.0	10.608	B
A-BCD	2	827	0.002	2	0.0	4.360	A
A-B	8			8			
A-C	412			412			
D-AB	4	555	0.008	4	0.0	6.540	A
D-BC	4	360	0.012	4	0.0	10.130	B
C-ABD	30	848	0.035	30	0.0	4.401	A
C-D	0			0			
C-A	425			425			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	500	0.007	3	0.0	7.242	A
B-AD	2	309	0.007	2	0.0	11.745	B
A-BCD	3	878	0.003	3	0.0	4.113	A
A-B	10			10			
A-C	504			504			
D-AB	6	532	0.010	5	0.0	6.840	A
D-BC	6	326	0.017	5	0.0	11.242	B
C-ABD	44	903	0.049	44	0.1	4.191	A
C-D	0			0			
C-A	513			513			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	500	0.007	3	0.0	7.243	A
B-AD	2	309	0.007	2	0.0	11.743	B
A-BCD	3	878	0.003	3	0.0	4.114	A
A-B	10			10			
A-C	504			504			
D-AB	6	532	0.010	6	0.0	6.842	A
D-BC	6	326	0.017	6	0.0	11.240	B
C-ABD	44	903	0.049	44	0.1	4.192	A
C-D	0			0			
C-A	513			513			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	520	0.005	3	0.0	6.955	A
B-AD	2	341	0.005	2	0.0	10.604	B
A-BCD	2	827	0.002	2	0.0	4.360	A
A-B	8			8			
A-C	412			412			
D-AB	4	555	0.008	5	0.0	6.544	A
D-BC	4	360	0.012	5	0.0	10.127	B
C-ABD	30	848	0.035	30	0.0	4.402	A
C-D	0			0			
C-A	425			425			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	535	0.004	2	0.0	6.763	A
B-AD	2	365	0.004	2	0.0	9.911	A
A-BCD	1	792	0.002	1	0.0	4.552	A
A-B	7			7			
A-C	345			345			
D-AB	4	571	0.007	4	0.0	6.344	A
D-BC	4	385	0.010	4	0.0	9.452	A
C-ABD	22	810	0.027	22	0.0	4.573	A
C-D	0			0			
C-A	359			359			

Existing Junction - 2022 Exisiting, Saturday

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Exisiting	Saturday	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A6135 Sheffield Road (W)		✓	461	100.000
B - Cross Keys Lane		✓	4	100.000
C - A6135 Sheffield Road (E)		✓	462	100.000
D - Cricket Club		✓	30	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	5	451	5
	B - Cross Keys Lane	3	0	1	0
	C - A6135 Sheffield Road (E)	459	1	0	2
	D - Cricket Club	24	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - A6135 Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.01	4.58	0.0	A
A-B				
A-C				
D-AB	0.05	6.74	0.0	A
D-BC	0.02	12.22	0.0	B
C-ABD	0.00	4.53	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	469	0.000	0	0.0	0.000	A
B-AD	0	365	0.000	0	0.0	0.000	A
A-BCD	7	793	0.008	7	0.0	4.578	A
A-B	4			4			
A-C	337			337			
D-AB	18	600	0.030	18	0.0	6.183	A
D-BC	5	351	0.013	4	0.0	10.400	B
C-ABD	1	795	0.002	1	0.0	4.533	A
C-D	2			2			
C-A	345			345			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	448	0.000	0	0.0	0.000	A
B-AD	0	343	0.000	0	0.0	0.000	A
A-BCD	9	827	0.011	9	0.0	4.397	A
A-B	4			4			
A-C	401			401			
D-AB	22	584	0.037	22	0.0	6.405	A
D-BC	5	330	0.016	5	0.0	11.094	B
C-ABD	2	831	0.002	2	0.0	4.343	A
C-D	2			2			
C-A	412			412			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	418	0.000	0	0.0	0.000	A
B-AD	0	313	0.000	0	0.0	0.000	A
A-BCD	13	877	0.015	13	0.0	4.165	A
A-B	5			5			
A-C	489			489			
D-AB	26	561	0.047	26	0.0	6.736	A
D-BC	7	301	0.022	7	0.0	12.219	B
C-ABD	3	881	0.003	3	0.0	4.098	A
C-D	2			2			
C-A	504			504			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	418	0.000	0	0.0	0.000	A
B-AD	0	313	0.000	0	0.0	0.000	A
A-BCD	13	877	0.015	13	0.0	4.165	A
A-B	5			5			
A-C	489			489			
D-AB	26	561	0.047	26	0.0	6.737	A
D-BC	7	301	0.022	7	0.0	12.218	B
C-ABD	3	881	0.003	3	0.0	4.098	A
C-D	2			2			
C-A	504			504			

09:00 - 09:15

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

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	469	0.000	0	0.0	0.000	A
B-AD	0	365	0.000	0	0.0	0.000	A
A-BCD	7	793	0.008	7	0.0	4.578	A
A-B	4			4			
A-C	337			337			
D-AB	18	600	0.030	18	0.0	6.189	A
D-BC	5	351	0.013	5	0.0	10.403	B
C-ABD	1	795	0.002	1	0.0	4.535	A
C-D	2			2			
C-A	345			345			

Existing Junction - 2027 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	105	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 Base	PM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A6135 Sheffield Road (W)		✓	486	100.000
B - Cross Keys Lane		✓	5	100.000
C - A6135 Sheffield Road (E)		✓	526	100.000
D - Cricket Club		✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	9	476	1
	B - Cross Keys Lane	2	0	3	0
	C - A6135 Sheffield Road (E)	509	17	0	0
	D - Cricket Club	5	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - A6135 Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.01	7.30	0.0	A
B-AD	0.01	11.99	0.0	B
A-BCD	0.00	4.52	0.0	A
A-B				
A-C				
D-AB	0.01	6.67	0.0	A
D-BC	0.01	12.45	0.0	B
C-ABD	0.05	4.54	0.1	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	532	0.004	2	0.0	6.794	A
B-AD	2	360	0.004	1	0.0	10.037	B
A-BCD	1	799	0.002	1	0.0	4.515	A
A-B	7			7			
A-C	358			358			
D-AB	4	588	0.006	4	0.0	6.163	A
D-BC	2	347	0.004	1	0.0	10.415	B
C-ABD	24	817	0.029	24	0.0	4.538	A
C-D	0			0			
C-A	372			372			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	517	0.005	3	0.0	6.998	A
B-AD	2	336	0.005	2	0.0	10.773	B
A-BCD	2	835	0.002	2	0.0	4.320	A
A-B	8			8			
A-C	427			427			
D-AB	4	570	0.008	4	0.0	6.364	A
D-BC	2	324	0.006	2	0.0	11.181	B
C-ABD	33	857	0.038	33	0.1	4.366	A
C-D	0			0			
C-A	440			440			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	496	0.007	3	0.0	7.300	A
B-AD	2	302	0.007	2	0.0	11.995	B
A-BCD	3	888	0.003	3	0.0	4.067	A
A-B	10			10			
A-C	522			522			
D-AB	6	546	0.010	5	0.0	6.665	A
D-BC	2	291	0.008	2	0.0	12.450	B
C-ABD	48	915	0.053	48	0.1	4.155	A
C-D	0			0			
C-A	531			531			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	496	0.007	3	0.0	7.301	A
B-AD	2	302	0.007	2	0.0	11.992	B
A-BCD	3	888	0.003	3	0.0	4.067	A
A-B	10			10			
A-C	522			522			
D-AB	6	546	0.010	6	0.0	6.665	A
D-BC	2	291	0.008	2	0.0	12.450	B
C-ABD	49	915	0.053	49	0.1	4.158	A
C-D	0			0			
C-A	531			531			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3	517	0.005	3	0.0	7.002	A
B-AD	2	336	0.005	2	0.0	10.771	B
A-BCD	2	835	0.002	2	0.0	4.320	A
A-B	8			8			
A-C	427			427			
D-AB	4	570	0.008	5	0.0	6.365	A
D-BC	2	324	0.006	2	0.0	11.181	B
C-ABD	33	857	0.038	33	0.1	4.367	A
C-D	0			0			
C-A	440			440			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	532	0.004	2	0.0	6.795	A
B-AD	2	360	0.004	2	0.0	10.033	B
A-BCD	1	799	0.002	1	0.0	4.517	A
A-B	7			7			
A-C	358			358			
D-AB	4	588	0.006	4	0.0	6.167	A
D-BC	2	347	0.004	2	0.0	10.413	B
C-ABD	24	817	0.030	24	0.0	4.540	A
C-D	0			0			
C-A	372			372			

Existing Junction - 2027 Base, Saturday

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	110	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 Base	Saturday	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A6135 Sheffield Road (W)		✓	480	100.000
B - Cross Keys Lane		✓	4	100.000
C - A6135 Sheffield Road (E)		✓	481	100.000
D - Cricket Club		✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	5	470	5
	B - Cross Keys Lane	3	0	1	0
	C - A6135 Sheffield Road (E)	478	1	0	2
	D - Cricket Club	25	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - A6135 Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.02	4.54	0.0	A
A-B				
A-C				
D-AB	0.05	6.81	0.1	A
D-BC	0.02	12.51	0.0	B
C-ABD	0.00	4.49	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	465	0.000	0	0.0	0.000	A
B-AD	0	360	0.000	0	0.0	0.000	A
A-BCD	7	800	0.009	7	0.0	4.536	A
A-B	4			4			
A-C	351			351			
D-AB	19	597	0.032	19	0.0	6.224	A
D-BC	5	346	0.013	4	0.0	10.553	B
C-ABD	1	803	0.002	1	0.0	4.491	A
C-D	2			2			
C-A	359			359			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	442	0.000	0	0.0	0.000	A
B-AD	0	337	0.000	0	0.0	0.000	A
A-BCD	9	837	0.011	9	0.0	4.350	A
A-B	4			4			
A-C	418			418			
D-AB	22	580	0.039	22	0.0	6.458	A
D-BC	5	324	0.017	5	0.0	11.296	B
C-ABD	2	840	0.002	2	0.0	4.296	A
C-D	2			2			
C-A	429			429			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	411	0.000	0	0.0	0.000	A
B-AD	0	306	0.000	0	0.0	0.000	A
A-BCD	13	889	0.015	13	0.0	4.112	A
A-B	5			5			
A-C	510			510			
D-AB	28	556	0.050	27	0.1	6.810	A
D-BC	7	294	0.022	7	0.0	12.514	B
C-ABD	3	893	0.003	3	0.0	4.045	A
C-D	2			2			
C-A	525			525			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	411	0.000	0	0.0	0.000	A
B-AD	0	306	0.000	0	0.0	0.000	A
A-BCD	13	889	0.015	13	0.0	4.113	A
A-B	5			5			
A-C	510			510			
D-AB	28	556	0.050	28	0.1	6.810	A
D-BC	7	294	0.022	7	0.0	12.513	B
C-ABD	3	893	0.003	3	0.0	4.045	A
C-D	2			2			
C-A	525			525			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	442	0.000	0	0.0	0.000	A
B-AD	0	337	0.000	0	0.0	0.000	A
A-BCD	9	837	0.011	9	0.0	4.350	A
A-B	4			4			
A-C	418			418			
D-AB	22	580	0.039	23	0.0	6.460	A
D-BC	5	324	0.017	5	0.0	11.296	B
C-ABD	2	840	0.002	2	0.0	4.298	A
C-D	2			2			
C-A	429			429			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0	465	0.000	0	0.0	0.000	A
B-AD	0	360	0.000	0	0.0	0.000	A
A-BCD	7	800	0.009	7	0.0	4.537	A
A-B	4			4			
A-C	351			351			
D-AB	19	597	0.032	19	0.0	6.228	A
D-BC	5	346	0.013	5	0.0	10.555	B
C-ABD	1	803	0.002	1	0.0	4.491	A
C-D	2			2			
C-A	359			359			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Proposed A6135 Sheffield Road, Cross Keys Lane Crossroads.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Updated Models October 2022
Report generation date: 07/10/2022 12:01:41

»Proposed Junction - 2027 Predicted , PM
»Proposed Junction - 2027 Predicted, Saturday

Summary of junction performance

	PM						Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Proposed Junction - 2027 Predicted											
Stream B-CD	D5	0.2	8.80	0.19	A	36 % [Stream B-AD]	D6	0.3	9.24	0.22	A	32 % [Stream B-AD]
Stream B-AD		0.4	15.98	0.31	C			0.5	16.57	0.35	C	
Stream A-BCD		0.0	4.45	0.00	A			0.0	4.46	0.02	A	
Stream D-AB		0.0	6.41	0.01	A			0.0	6.53	0.05	A	
Stream D-BC		0.0	13.43	0.01	B			0.0	13.66	0.02	B	
Stream C-ABD		0.8	6.13	0.30	A			0.6	5.99	0.26	A	

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

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

File summary

File Description

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

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 Predicted	PM	ONE HOUR	08:00	09:30	15
D6	2027 Predicted	Saturday	ONE HOUR	08:00	09:30	15

Analysis Set Details

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

Proposed Junction - 2027 Predicted , PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	36	Stream B-AD

Arms

Arms

Arm	Name	Description	Arm type
A	A6135 Sheffield Road (W)		Major
B	Cross Keys Lane		Minor
C	A6135 Sheffield Road (E)		Major
D	Cricket Club		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A6135 Sheffield Road (W)	8.39			100.0	✓	0.00
C - A6135 Sheffield Road (E)	8.39			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Cross Keys Lane	One lane plus flare	10.00	5.00	3.65	3.65	3.65	✓	1.00	70	23
D - Cricket Club	One lane plus flare	8.61	5.00	3.37	3.37	3.37	✓	1.00	24	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.219	0.313	0.219	-	-	-
B-A	553	0.090	0.228	0.228	-	-	-	0.143	0.326	-	0.228	0.228	0.114
B-C	683	0.094	0.237	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	547	0.089	0.226	0.226	-	-	-	0.142	0.322	0.142	-	-	-
B-D, offside lane	553	0.090	0.228	0.228	-	-	-	0.143	0.326	0.143	-	-	-
C-B	632	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	679	-	-	-	-	-	-	0.236	-	0.093	-	-	-
D-B, nearside lane	528	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
D-B, offside lane	468	0.121	0.121	0.276	-	-	-	0.193	0.193	0.076	-	-	-
D-C	468	-	0.121	0.276	0.097	0.193	0.193	0.193	0.193	0.076	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 Predicted	PM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A6135 Sheffield Road (W)		✓	520	100.000
B - Cross Keys Lane		✓	178	100.000
C - A6135 Sheffield Road (E)		✓	527	100.000
D - Cricket Club		✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	95	424	1
	B - Cross Keys Lane	93	0	85	0
	C - A6135 Sheffield Road (E)	425	102	0	0
	D - Cricket Club	5	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - A6135 Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.19	8.80	0.2	A
B-AD	0.31	15.98	0.4	C
A-BCD	0.00	4.45	0.0	A
A-B				
A-C				
D-AB	0.01	6.41	0.0	A
D-BC	0.01	13.43	0.0	B
C-ABD	0.30	6.13	0.8	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	64	571	0.112	63	0.1	7.084	A
B-AD	70	401	0.175	69	0.2	10.835	B
A-BCD	1	812	0.002	1	0.0	4.443	A
A-B	71			71			
A-C	319			319			
D-AB	4	603	0.006	4	0.0	6.010	A
D-BC	2	333	0.005	1	0.0	10.847	B
C-ABD	132	769	0.171	130	0.3	5.634	A
C-D	0			0			
C-A	265			265			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	76	545	0.140	76	0.2	7.677	A
B-AD	84	370	0.226	83	0.3	12.531	B
A-BCD	2	851	0.002	2	0.0	4.239	A
A-B	85			85			
A-C	380			380			
D-AB	4	588	0.008	4	0.0	6.172	A
D-BC	2	307	0.006	2	0.0	11.799	B
C-ABD	176	799	0.221	176	0.5	5.782	A
C-D	0			0			
C-A	297			297			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	94	503	0.186	93	0.2	8.773	A
B-AD	102	328	0.312	102	0.4	15.877	C
A-BCD	3	908	0.003	3	0.0	3.976	A
A-B	104			104			
A-C	465			465			
D-AB	6	567	0.010	5	0.0	6.410	A
D-BC	2	271	0.008	2	0.0	13.414	B
C-ABD	254	843	0.301	253	0.8	6.114	A
C-D	0			0			
C-A	326			326			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	94	503	0.186	94	0.2	8.797	A
B-AD	102	328	0.313	102	0.4	15.978	C
A-BCD	3	908	0.003	3	0.0	3.978	A
A-B	104			104			
A-C	465			465			
D-AB	6	567	0.010	6	0.0	6.412	A
D-BC	2	270	0.008	2	0.0	13.429	B
C-ABD	254	844	0.302	254	0.8	6.135	A
C-D	0			0			
C-A	326			326			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	76	544	0.140	77	0.2	7.704	A
B-AD	84	370	0.226	84	0.3	12.626	B
A-BCD	2	851	0.002	2	0.0	4.241	A
A-B	85			85			
A-C	380			380			
D-AB	4	587	0.008	5	0.0	6.176	A
D-BC	2	306	0.006	2	0.0	11.819	B
C-ABD	177	800	0.221	178	0.5	5.814	A
C-D	0			0			
C-A	297			297			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	64	570	0.112	64	0.1	7.113	A
B-AD	70	400	0.175	70	0.2	10.922	B
A-BCD	1	811	0.002	1	0.0	4.447	A
A-B	71			71			
A-C	319			319			
D-AB	4	602	0.006	4	0.0	6.016	A
D-BC	2	333	0.005	2	0.0	10.863	B
C-ABD	132	770	0.172	133	0.3	5.671	A
C-D	0			0			
C-A	264			264			

Proposed Junction - 2027 Predicted, Saturday

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.21	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	32	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 Predicted	Saturday	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A6135 Sheffield Road (W)		✓	516	100.000
B - Cross Keys Lane		✓	201	100.000
C - A6135 Sheffield Road (E)		✓	482	100.000
D - Cricket Club		✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	100	411	5
	B - Cross Keys Lane	104	0	97	0
	C - A6135 Sheffield Road (E)	389	91	0	2
	D - Cricket Club	25	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A6135 Sheffield Road (W)	B - Cross Keys Lane	C - A6135 Sheffield Road (E)	D - Cricket Club
From	A - A6135 Sheffield Road (W)	0	0	0	0
	B - Cross Keys Lane	0	0	0	0
	C - A6135 Sheffield Road (E)	0	0	0	0
	D - Cricket Club	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.22	9.24	0.3	A
B-AD	0.35	16.57	0.5	C
A-BCD	0.02	4.46	0.0	A
A-B				
A-C				
D-AB	0.05	6.53	0.0	A
D-BC	0.02	13.66	0.0	B
C-ABD	0.26	5.99	0.6	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	73	570	0.128	72	0.1	7.229	A
B-AD	78	404	0.194	77	0.2	10.997	B
A-BCD	7	814	0.009	7	0.0	4.462	A
A-B	75			75			
A-C	307			307			
D-AB	19	613	0.031	19	0.0	6.058	A
D-BC	5	330	0.014	4	0.0	11.067	B
C-ABD	113	751	0.150	112	0.3	5.624	A
C-D	1			1			
C-A	249			249			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	87	542	0.161	87	0.2	7.903	A
B-AD	93	374	0.250	93	0.3	12.806	B
A-BCD	10	853	0.011	10	0.0	4.267	A
A-B	89			89			
A-C	365			365			
D-AB	22	598	0.038	22	0.0	6.249	A
D-BC	5	305	0.018	5	0.0	12.027	B
C-ABD	150	778	0.193	149	0.4	5.735	A
C-D	1			1			
C-A	282			282			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	107	497	0.215	106	0.3	9.205	A
B-AD	115	332	0.345	114	0.5	16.449	C
A-BCD	14	910	0.016	14	0.0	4.018	A
A-B	108			108			
A-C	445			445			
D-AB	28	579	0.048	27	0.0	6.530	A
D-BC	7	270	0.024	7	0.0	13.641	B
C-ABD	213	817	0.261	212	0.6	5.968	A
C-D	2			2			
C-A	316			316			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	107	496	0.215	107	0.3	9.239	A
B-AD	115	332	0.345	114	0.5	16.570	C
A-BCD	14	910	0.016	14	0.0	4.019	A
A-B	108			108			
A-C	445			445			
D-AB	28	579	0.048	28	0.0	6.532	A
D-BC	7	270	0.024	7	0.0	13.658	B
C-ABD	213	817	0.261	213	0.6	5.987	A
C-D	2			2			
C-A	316			316			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	87	541	0.161	88	0.2	7.941	A
B-AD	93	374	0.250	94	0.3	12.916	B
A-BCD	10	853	0.011	10	0.0	4.269	A
A-B	89			89			
A-C	365			365			
D-AB	22	598	0.038	23	0.0	6.253	A
D-BC	5	304	0.018	5	0.0	12.048	B
C-ABD	150	779	0.193	151	0.4	5.756	A
C-D	1			1			
C-A	282			282			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	73	569	0.128	73	0.1	7.266	A
B-AD	78	403	0.194	79	0.2	11.100	B
A-BCD	7	814	0.009	7	0.0	4.464	A
A-B	75			75			
A-C	307			307			
D-AB	19	612	0.031	19	0.0	6.067	A
D-BC	5	329	0.014	5	0.0	11.087	B
C-ABD	113	752	0.151	114	0.3	5.654	A
C-D	1			1			
C-A	248			248			

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: A6135 Dearne Valley Parkway rbt.j9
Path: Y:\2020\20-351 to 20-375\20-369 Lidl, Sheffield Road, Hoyland\Technical\Junction Modelling\Updated Models October 2022
Report generation date: 07/10/2022 12:02:36

»Existing Junction - 2022 Existing, PM
»Existing Junction - 2022 Existing, Saturday
»Existing Junction - 2027 Base, PM
»Existing Junction - 2027 Base, Saturday
»Existing Junction - 2027 Predicted, PM
»Existing Junction - 2027 Predicted, Saturday

Summary of junction performance

	PM						Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Junction - 2022 Existing											
1 - A6135 Sheffield Road (N)	D1	0.1	2.07	0.07	A	91 % [2 - A6135 Sheffield Road (E)]	D2	0.1	2.12	0.07	A	122 % [2 - A6135 Sheffield Road (E)]
2 - A6135 Sheffield Road (E)		0.8	5.30	0.45	A			0.7	4.69	0.41	A	
3 - Construction Road		0.2	1.88	0.19	A			0.1	1.74	0.13	A	
4 - A6195 Dearne Valley Parkway		0.5	3.02	0.32	A			0.6	3.11	0.36	A	
	Existing Junction - 2027 Base											
1 - A6135 Sheffield Road (N)	D3	0.1	2.12	0.09	A	81 % [2 - A6135 Sheffield Road (E)]	D4	0.1	2.09	0.09	A	88 % [2 - A6135 Sheffield Road (E)]
2 - A6135 Sheffield Road (E)		0.9	5.58	0.47	A			0.8	5.39	0.46	A	
3 - Construction Road		0.3	1.94	0.21	A			0.2	1.78	0.14	A	
4 - A6195 Dearne Valley Parkway		0.5	3.13	0.34	A			0.5	2.95	0.32	A	
	Existing Junction - 2027 Predicted											
1 - A6135 Sheffield Road (N)	D5	0.1	2.15	0.09	A	72 % [2 - A6135 Sheffield Road (E)]	D6	0.1	2.12	0.09	A	76 % [2 - A6135 Sheffield Road (E)]
2 - A6135 Sheffield Road (E)		1.0	5.93	0.50	A			1.0	5.76	0.49	A	
3 - Construction Road		0.3	1.97	0.21	A			0.2	1.81	0.14	A	
4 - A6195 Dearne Valley Parkway		0.6	3.23	0.36	A			0.5	3.05	0.34	A	

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

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

File summary

File Description

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

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Existing	PM	ONE HOUR	11:45	13:15	15
D2	2022 Existing	Saturday	ONE HOUR	11:45	13:15	15
D3	2027 Base	PM	ONE HOUR	11:45	13:15	15
D4	2027 Base	Saturday	ONE HOUR	11:45	13:15	15
D5	2027 Predicted	PM	ONE HOUR	11:45	13:15	15
D6	2027 Predicted	Saturday	ONE HOUR	11:45	13:15	15

Analysis Set Details

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

Existing Junction - 2022 Existing, PM

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	91	2 - A6135 Sheffield Road (E)

Arms

Arms

Arm	Name	Description
1	A6135 Sheffield Road (N)	
2	A6135 Sheffield Road (E)	
3	Construction Road	
4	A6195 Dearne Valley Parkway	

Roundabout Geometry

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

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Existing	PM	ONE HOUR	11:45	13:15	15

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A6135 Sheffield Road (N)	2 - A6135 Sheffield Road (E)	3 - Construction Road	4 - A6195 Dearne Valley Parkway
From	1 - A6135 Sheffield Road (N)	0	0	0	0
	2 - A6135 Sheffield Road (E)	0	0	0	0
	3 - Construction Road	0	0	0	0
	4 - A6195 Dearne Valley Parkway	0	0	0	0

Results

Results Summary for whole modelled period

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

Main Results for each time segment

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

13:00 - 13:15

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

Existing Junction - 2022 Existing, Saturday

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	122	2 - A6135 Sheffield Road (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Existing	Saturday	ONE HOUR	11:45	13:15	15

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A6135 Sheffield Road (N)	2 - A6135 Sheffield Road (E)	3 - Construction Road	4 - A6195 Dearne Valley Parkway
From	1 - A6135 Sheffield Road (N)	0	0	0	0
	2 - A6135 Sheffield Road (E)	0	0	0	0
	3 - Construction Road	0	0	0	0
	4 - A6195 Dearne Valley Parkway	0	0	0	0

Results

Results Summary for whole modelled period

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

Main Results for each time segment

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

13:00 - 13:15

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

Existing Junction - 2027 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	81	2 - A6135 Sheffield Road (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 Base	PM	ONE HOUR	11:45	13:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A6135 Sheffield Road (N)		✓	150	100.000
2 - A6135 Sheffield Road (E)		✓	516	100.000
3 - Construction Road		✓	445	100.000
4 - A6195 Dearne Valley Parkway		✓	541	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A6135 Sheffield Road (N)	2 - A6135 Sheffield Road (E)	3 - Construction Road	4 - A6195 Dearne Valley Parkway
From	1 - A6135 Sheffield Road (N)	0	92	40	18
	2 - A6135 Sheffield Road (E)	69	0	31	416
	3 - Construction Road	135	34	0	276
	4 - A6195 Dearne Valley Parkway	8	370	163	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A6135 Sheffield Road (N)	2 - A6135 Sheffield Road (E)	3 - Construction Road	4 - A6195 Dearne Valley Parkway
From	1 - A6135 Sheffield Road (N)	0	0	0	0
	2 - A6135 Sheffield Road (E)	0	0	0	0
	3 - Construction Road	0	0	0	0
	4 - A6195 Dearne Valley Parkway	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A6135 Sheffield Road (N)	0.09	2.12	0.1	A
2 - A6135 Sheffield Road (E)	0.47	5.58	0.9	A
3 - Construction Road	0.21	1.94	0.3	A
4 - A6195 Dearne Valley Parkway	0.34	3.13	0.5	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	113	426	1990	0.057	113	0.1	1.916	A
2 - A6135 Sheffield Road (E)	388	166	1249	0.311	387	0.4	4.165	A
3 - Construction Road	335	377	2469	0.136	334	0.2	1.686	A
4 - A6195 Dearne Valley Parkway	407	179	1795	0.227	406	0.3	2.589	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	135	509	1936	0.070	135	0.1	1.998	A
2 - A6135 Sheffield Road (E)	464	199	1234	0.376	463	0.6	4.665	A
3 - Construction Road	400	452	2415	0.166	400	0.2	1.785	A
4 - A6195 Dearne Valley Parkway	486	214	1775	0.274	486	0.4	2.794	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	165	624	1861	0.089	165	0.1	2.122	A
2 - A6135 Sheffield Road (E)	568	243	1213	0.468	567	0.9	5.566	A
3 - Construction Road	490	553	2343	0.209	490	0.3	1.942	A
4 - A6195 Dearne Valley Parkway	596	262	1746	0.341	595	0.5	3.125	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	165	624	1861	0.089	165	0.1	2.122	A
2 - A6135 Sheffield Road (E)	568	243	1213	0.468	568	0.9	5.584	A
3 - Construction Road	490	554	2342	0.209	490	0.3	1.943	A
4 - A6195 Dearne Valley Parkway	596	262	1746	0.341	596	0.5	3.128	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	135	510	1935	0.070	135	0.1	2.001	A
2 - A6135 Sheffield Road (E)	464	199	1234	0.376	465	0.6	4.691	A
3 - Construction Road	400	453	2414	0.166	400	0.2	1.787	A
4 - A6195 Dearne Valley Parkway	486	214	1774	0.274	487	0.4	2.796	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	113	427	1989	0.057	113	0.1	1.920	A
2 - A6135 Sheffield Road (E)	388	167	1249	0.311	389	0.5	4.189	A
3 - Construction Road	335	379	2467	0.136	335	0.2	1.690	A
4 - A6195 Dearne Valley Parkway	407	179	1795	0.227	408	0.3	2.597	A

Existing Junction - 2027 Base, Saturday

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	88	2 - A6135 Sheffield Road (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 Base	Saturday	ONE HOUR	11:45	13:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A6135 Sheffield Road (N)		✓	152	100.000
2 - A6135 Sheffield Road (E)		✓	510	100.000
3 - Construction Road		✓	299	100.000
4 - A6195 Dearne Valley Parkway		✓	514	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A6135 Sheffield Road (N)	2 - A6135 Sheffield Road (E)	3 - Construction Road	4 - A6195 Dearne Valley Parkway
From	1 - A6135 Sheffield Road (N)	0	88	44	20
	2 - A6135 Sheffield Road (E)	74	0	33	403
	3 - Construction Road	76	26	0	197
	4 - A6195 Dearne Valley Parkway	14	376	124	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A6135 Sheffield Road (N)	2 - A6135 Sheffield Road (E)	3 - Construction Road	4 - A6195 Dearne Valley Parkway
From	1 - A6135 Sheffield Road (N)	0	0	0	0
	2 - A6135 Sheffield Road (E)	0	0	0	0
	3 - Construction Road	0	0	0	0
	4 - A6195 Dearne Valley Parkway	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A6135 Sheffield Road (N)	0.09	2.09	0.1	A
2 - A6135 Sheffield Road (E)	0.46	5.39	0.8	A
3 - Construction Road	0.14	1.78	0.2	A
4 - A6195 Dearne Valley Parkway	0.32	2.95	0.5	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	114	395	2011	0.057	114	0.1	1.897	A
2 - A6135 Sheffield Road (E)	384	141	1261	0.305	382	0.4	4.089	A
3 - Construction Road	225	373	2472	0.091	225	0.1	1.601	A
4 - A6195 Dearne Valley Parkway	387	132	1823	0.212	386	0.3	2.504	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	137	473	1960	0.070	137	0.1	1.974	A
2 - A6135 Sheffield Road (E)	458	169	1248	0.367	458	0.6	4.555	A
3 - Construction Road	269	446	2419	0.111	269	0.1	1.673	A
4 - A6195 Dearne Valley Parkway	462	158	1808	0.256	462	0.3	2.675	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	167	579	1891	0.089	167	0.1	2.088	A
2 - A6135 Sheffield Road (E)	562	207	1230	0.457	561	0.8	5.370	A
3 - Construction Road	329	546	2347	0.140	329	0.2	1.782	A
4 - A6195 Dearne Valley Parkway	566	194	1787	0.317	565	0.5	2.946	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	167	579	1890	0.089	167	0.1	2.089	A
2 - A6135 Sheffield Road (E)	562	207	1230	0.457	562	0.8	5.386	A
3 - Construction Road	329	547	2347	0.140	329	0.2	1.783	A
4 - A6195 Dearne Valley Parkway	566	194	1786	0.317	566	0.5	2.948	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	137	473	1959	0.070	137	0.1	1.975	A
2 - A6135 Sheffield Road (E)	458	169	1248	0.367	459	0.6	4.572	A
3 - Construction Road	269	448	2418	0.111	269	0.1	1.674	A
4 - A6195 Dearne Valley Parkway	462	158	1807	0.256	463	0.3	2.679	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	114	396	2010	0.057	114	0.1	1.898	A
2 - A6135 Sheffield Road (E)	384	142	1261	0.305	385	0.4	4.111	A
3 - Construction Road	225	375	2470	0.091	225	0.1	1.605	A
4 - A6195 Dearne Valley Parkway	387	133	1823	0.212	387	0.3	2.510	A

Existing Junction - 2027 Predicted, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	72	2 - A6135 Sheffield Road (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 Predicted	PM	ONE HOUR	11:45	13:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A6135 Sheffield Road (N)		✓	150	100.000
2 - A6135 Sheffield Road (E)		✓	550	100.000
3 - Construction Road		✓	445	100.000
4 - A6195 Dearne Valley Parkway		✓	575	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A6135 Sheffield Road (N)	2 - A6135 Sheffield Road (E)	3 - Construction Road	4 - A6195 Dearne Valley Parkway
From	1 - A6135 Sheffield Road (N)	0	92	40	18
	2 - A6135 Sheffield Road (E)	69	0	31	450
	3 - Construction Road	135	34	0	276
	4 - A6195 Dearne Valley Parkway	8	404	163	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A6135 Sheffield Road (N)	2 - A6135 Sheffield Road (E)	3 - Construction Road	4 - A6195 Dearne Valley Parkway
From	1 - A6135 Sheffield Road (N)	0	0	0	0
	2 - A6135 Sheffield Road (E)	0	0	0	0
	3 - Construction Road	0	0	0	0
	4 - A6195 Dearne Valley Parkway	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A6135 Sheffield Road (N)	0.09	2.15	0.1	A
2 - A6135 Sheffield Road (E)	0.50	5.93	1.0	A
3 - Construction Road	0.21	1.97	0.3	A
4 - A6195 Dearne Valley Parkway	0.36	3.23	0.6	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	113	451	1974	0.057	113	0.1	1.934	A
2 - A6135 Sheffield Road (E)	414	166	1249	0.331	412	0.5	4.291	A
3 - Construction Road	335	402	2450	0.137	334	0.2	1.701	A
4 - A6195 Dearne Valley Parkway	433	179	1795	0.241	432	0.3	2.637	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	135	540	1916	0.070	135	0.1	2.021	A
2 - A6135 Sheffield Road (E)	494	199	1234	0.401	494	0.7	4.860	A
3 - Construction Road	400	482	2393	0.167	400	0.2	1.805	A
4 - A6195 Dearne Valley Parkway	517	214	1775	0.291	517	0.4	2.861	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	165	661	1837	0.090	165	0.1	2.153	A
2 - A6135 Sheffield Road (E)	606	243	1213	0.499	604	1.0	5.904	A
3 - Construction Road	490	590	2316	0.212	490	0.3	1.971	A
4 - A6195 Dearne Valley Parkway	633	262	1746	0.363	632	0.6	3.231	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	165	662	1836	0.090	165	0.1	2.153	A
2 - A6135 Sheffield Road (E)	606	243	1213	0.499	606	1.0	5.928	A
3 - Construction Road	490	591	2315	0.212	490	0.3	1.972	A
4 - A6195 Dearne Valley Parkway	633	262	1746	0.363	633	0.6	3.234	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	135	541	1915	0.070	135	0.1	2.023	A
2 - A6135 Sheffield Road (E)	494	199	1234	0.401	496	0.7	4.888	A
3 - Construction Road	400	484	2392	0.167	400	0.2	1.809	A
4 - A6195 Dearne Valley Parkway	517	214	1774	0.291	518	0.4	2.867	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	113	453	1973	0.057	113	0.1	1.937	A
2 - A6135 Sheffield Road (E)	414	167	1249	0.332	415	0.5	4.320	A
3 - Construction Road	335	405	2448	0.137	335	0.2	1.702	A
4 - A6195 Dearne Valley Parkway	433	179	1795	0.241	433	0.3	2.643	A

Existing Junction - 2027 Predicted, Saturday

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.68	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	76	2 - A6135 Sheffield Road (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 Predicted	Saturday	ONE HOUR	11:45	13:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A6135 Sheffield Road (N)		✓	152	100.000
2 - A6135 Sheffield Road (E)		✓	549	100.000
3 - Construction Road		✓	299	100.000
4 - A6195 Dearne Valley Parkway		✓	550	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A6135 Sheffield Road (N)	2 - A6135 Sheffield Road (E)	3 - Construction Road	4 - A6195 Dearne Valley Parkway
From	1 - A6135 Sheffield Road (N)	0	88	44	20
	2 - A6135 Sheffield Road (E)	74	0	33	442
	3 - Construction Road	76	26	0	197
	4 - A6195 Dearne Valley Parkway	14	412	124	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A6135 Sheffield Road (N)	2 - A6135 Sheffield Road (E)	3 - Construction Road	4 - A6195 Dearne Valley Parkway
From	1 - A6135 Sheffield Road (N)	0	0	0	0
	2 - A6135 Sheffield Road (E)	0	0	0	0
	3 - Construction Road	0	0	0	0
	4 - A6195 Dearne Valley Parkway	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A6135 Sheffield Road (N)	0.09	2.12	0.1	A
2 - A6135 Sheffield Road (E)	0.49	5.76	1.0	A
3 - Construction Road	0.14	1.81	0.2	A
4 - A6195 Dearne Valley Parkway	0.34	3.05	0.5	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	114	422	1993	0.057	114	0.1	1.915	A
2 - A6135 Sheffield Road (E)	413	141	1261	0.328	411	0.5	4.229	A
3 - Construction Road	225	402	2451	0.092	225	0.1	1.616	A
4 - A6195 Dearne Valley Parkway	414	132	1823	0.227	413	0.3	2.550	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	137	505	1939	0.070	137	0.1	1.997	A
2 - A6135 Sheffield Road (E)	494	169	1248	0.396	493	0.6	4.765	A
3 - Construction Road	269	481	2394	0.112	269	0.1	1.693	A
4 - A6195 Dearne Valley Parkway	494	158	1808	0.274	494	0.4	2.741	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	167	618	1865	0.090	167	0.1	2.120	A
2 - A6135 Sheffield Road (E)	604	207	1230	0.491	603	1.0	5.732	A
3 - Construction Road	329	589	2317	0.142	329	0.2	1.810	A
4 - A6195 Dearne Valley Parkway	606	194	1787	0.339	605	0.5	3.045	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	167	619	1864	0.090	167	0.1	2.121	A
2 - A6135 Sheffield Road (E)	604	207	1230	0.492	604	1.0	5.756	A
3 - Construction Road	329	590	2316	0.142	329	0.2	1.811	A
4 - A6195 Dearne Valley Parkway	606	194	1786	0.339	606	0.5	3.047	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A6135 Sheffield Road (N)	137	506	1938	0.071	137	0.1	1.998	A
2 - A6135 Sheffield Road (E)	494	169	1248	0.396	495	0.7	4.790	A
3 - Construction Road	269	483	2393	0.112	269	0.1	1.694	A
4 - A6195 Dearne Valley Parkway	494	158	1807	0.274	495	0.4	2.745	A

13:00 - 13:15

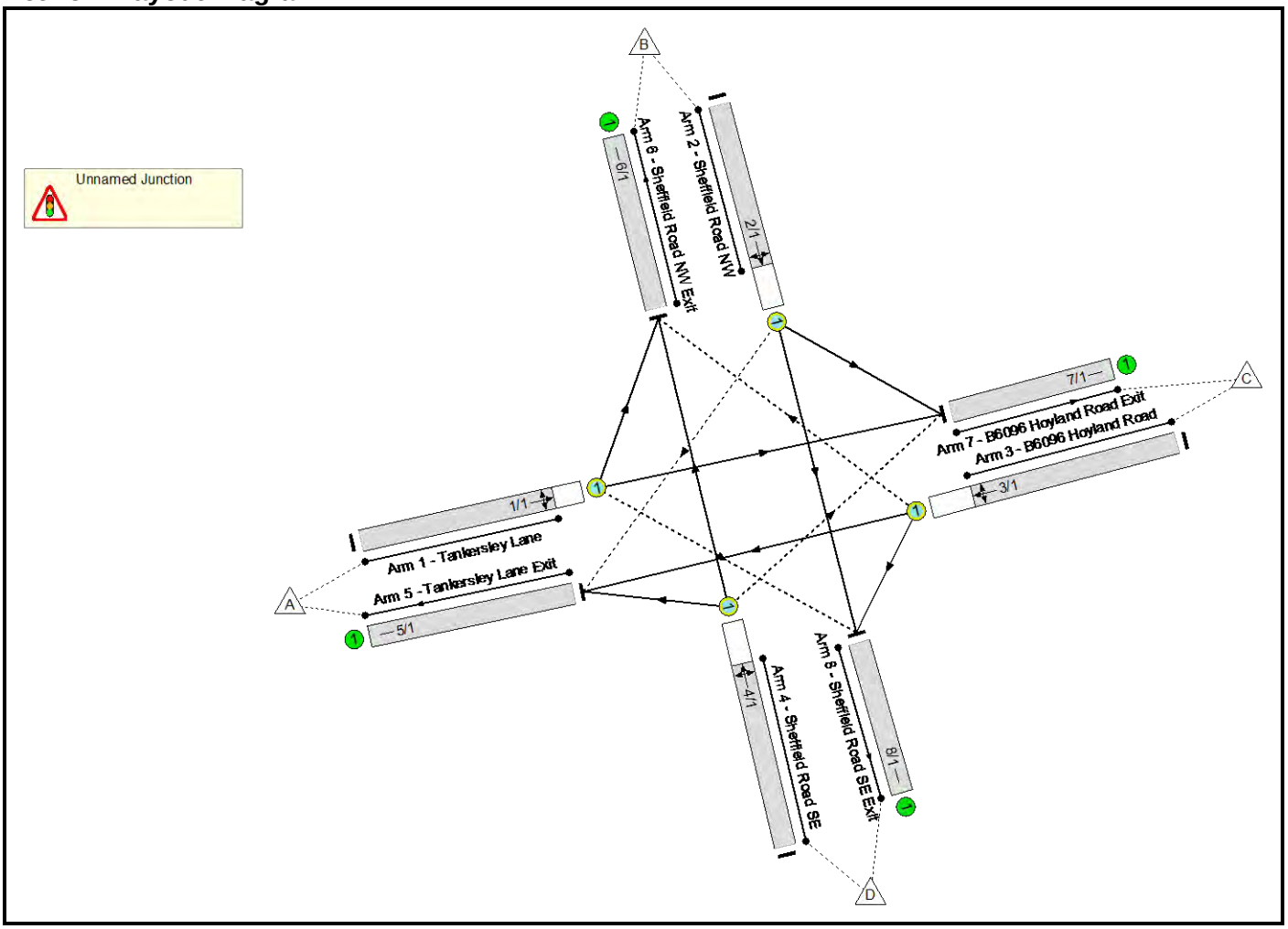
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1 - A6135 Sheffield Road (N)	114	423	1992	0.057	114	0.1	1.916	A
2 - A6135 Sheffield Road (E)	413	142	1261	0.328	414	0.5	4.256	A
3 - Construction Road	225	404	2449	0.092	225	0.1	1.618	A
4 - A6195 Dearne Valley Parkway	414	133	1823	0.227	414	0.3	2.556	A

Full Input Data And Results

User and Project Details

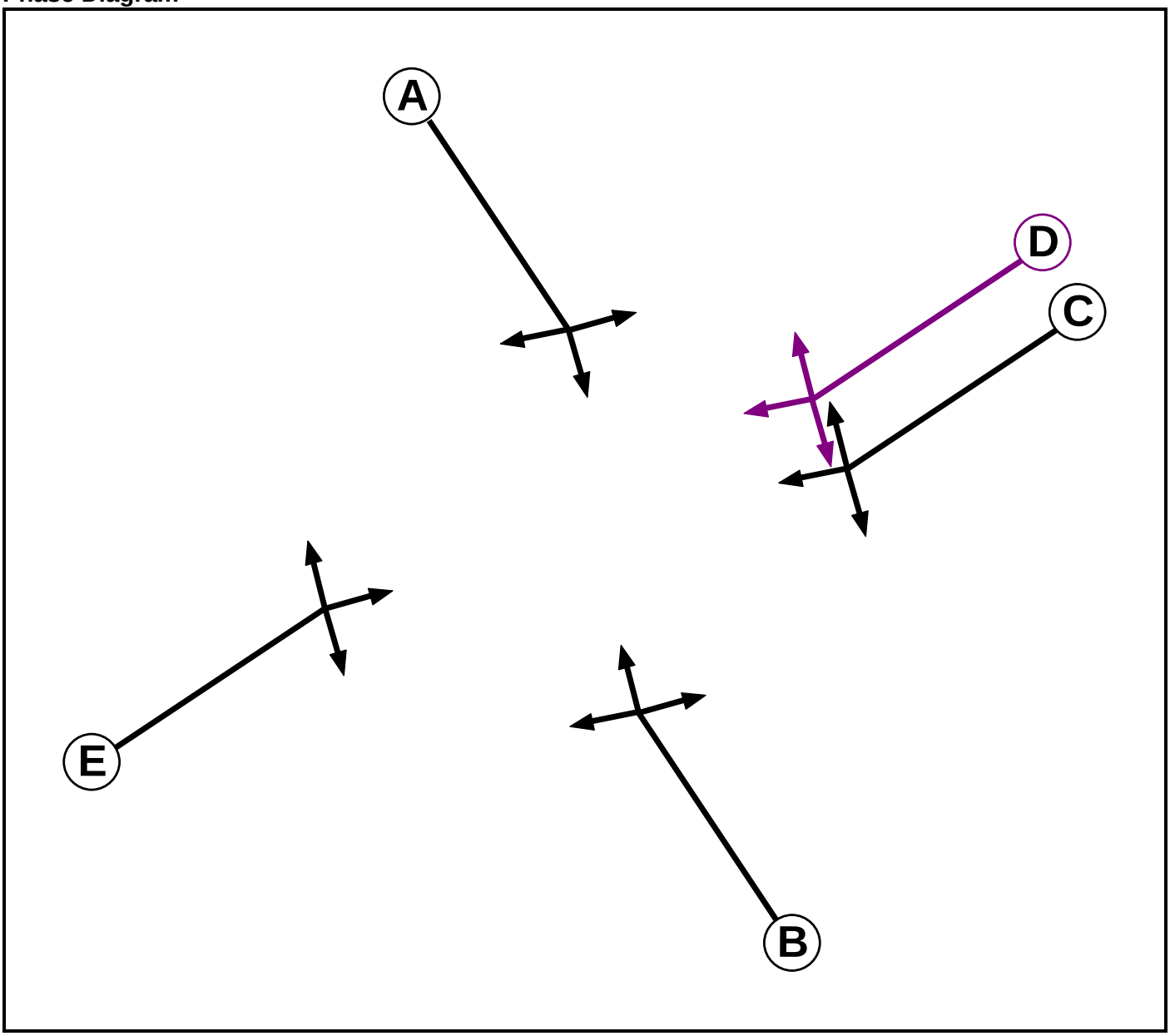
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Title:	**Sheffield Road / Tankersley Lane / Hoyland Road Signals**
Location:	
Client:	Lidl
Additional detail:	
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Author:	NC
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

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

Full Input Data And Results

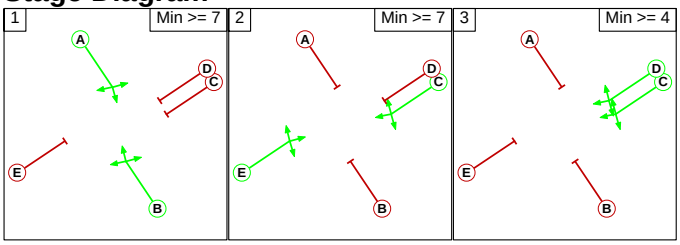
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

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

Full Input Data And Results

Lane Input Data

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

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Existing PM'	17:00	18:00	01:00	
2: '2022 Existing Sat'	11:00	12:00	01:00	
3: '2027 Base PM'	17:00	18:00	01:00	
4: '2027 Base Sat'	11:00	12:00	01:00	
5: '2027 Predicted PM'	17:00	18:00	01:00	
6: '2027 Predicted Sat'	11:00	12:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

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

Full Input Data And Results

Lane Saturation Flows

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

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

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

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

Lane Saturation Flows

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

Full Input Data And Results

Scenario 3: '2027 Base PM' (FG3: '2027 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	19	15	9	43
	B	12	0	348	140	500
	C	6	347	0	67	420
	D	3	79	48	0	130
	Tot.	21	445	411	216	1093

Traffic Lane Flows

Lane	Scenario 3: 2027 Base PM
Junction: Unnamed Junction	
1/1	43
2/1	500
3/1	420
4/1	130
5/1	21
6/1	445
7/1	411
8/1	216

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	44.2 %	1765	1765
				Arm 7 Ahead	Inf	34.9 %		
				Arm 8 Right	10.00	20.9 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	2.4 %	1711	1711
				Arm 7 Left	6.00	69.6 %		
				Arm 8 Ahead	Inf	28.0 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	1.4 %	1731	1731
				Arm 6 Right	10.00	82.6 %		
				Arm 8 Left	6.00	16.0 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	2.3 %	1899	1899
				Arm 6 Ahead	Inf	60.8 %		
				Arm 7 Right	10.00	36.9 %		
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2027 Base Sat' (FG4: '2027 Base Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	9	8	3	20
	B	6	0	276	176	458
	C	11	327	0	73	411
	D	3	126	52	0	181
	Tot.	20	462	336	252	1070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2027 Base Sat
Junction: Unnamed Junction	
1/1	20
2/1	458
3/1	411
4/1	181
5/1	20
6/1	462
7/1	336
8/1	252

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	45.0 %	1775	1775
				Arm 7 Ahead	Inf	40.0 %		
				Arm 8 Right	10.00	15.0 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	1.3 %	1748	1748
				Arm 7 Left	6.00	60.3 %		
				Arm 8 Ahead	Inf	38.4 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	2.7 %	1731	1731
				Arm 6 Right	10.00	79.6 %		
				Arm 8 Left	6.00	17.8 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	1.7 %	1924	1924
				Arm 6 Ahead	Inf	69.6 %		
				Arm 7 Right	10.00	28.7 %		
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2027 Predicted PM' (FG5: '2027 Predicted PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	19	15	9	43
	B	12	0	363	155	530
	C	6	347	0	67	420
	D	3	80	48	0	131
	Tot.	21	446	426	231	1124

Traffic Lane Flows

Lane	Scenario 5: 2027 Predicted PM
Junction: Unnamed Junction	
1/1	43
2/1	530
3/1	420
4/1	131
5/1	21
6/1	446
7/1	426
8/1	231

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	44.2 %	1765	1765
				Arm 7 Ahead	Inf	34.9 %		
				Arm 8 Right	10.00	20.9 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	2.3 %	1715	1715
				Arm 7 Left	6.00	68.5 %		
				Arm 8 Ahead	Inf	29.2 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	1.4 %	1731	1731
				Arm 6 Right	10.00	82.6 %		
				Arm 8 Left	6.00	16.0 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	2.3 %	1900	1900
				Arm 6 Ahead	Inf	61.1 %		
				Arm 7 Right	10.00	36.6 %		
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2027 Predicted Sat' (FG6: '2027 Predicted Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	9	8	3	20
	B	6	0	295	195	496
	C	11	328	0	73	412
	D	3	127	52	0	182
	Tot.	20	464	355	271	1110

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2027 Predicted Sat
Junction: Unnamed Junction	
1/1	20
2/1	496
3/1	412
4/1	182
5/1	20
6/1	464
7/1	355
8/1	271

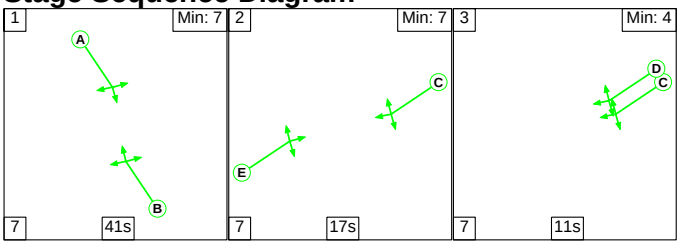
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Tankersley Lane)	4.00	0.00	Y	Arm 6 Left	6.00	45.0 %	1775	1775
				Arm 7 Ahead	Inf	40.0 %		
				Arm 8 Right	10.00	15.0 %		
2/1 (Sheffield Road NW)	4.00	0.00	Y	Arm 5 Right	10.00	1.2 %	1751	1751
				Arm 7 Left	6.00	59.5 %		
				Arm 8 Ahead	Inf	39.3 %		
3/1 (B6096 Hoyland Road)	4.00	0.00	Y	Arm 5 Ahead	Inf	2.7 %	1732	1732
				Arm 6 Right	10.00	79.6 %		
				Arm 8 Left	6.00	17.7 %		
4/1 (Sheffield Road SE)	4.00	0.00	Y	Arm 5 Left	6.00	1.6 %	1925	1925
				Arm 6 Ahead	Inf	69.8 %		
				Arm 7 Right	10.00	28.6 %		
5/1 (Tankersley Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Sheffield Road NW Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6096 Hoyland Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Sheffield Road SE Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

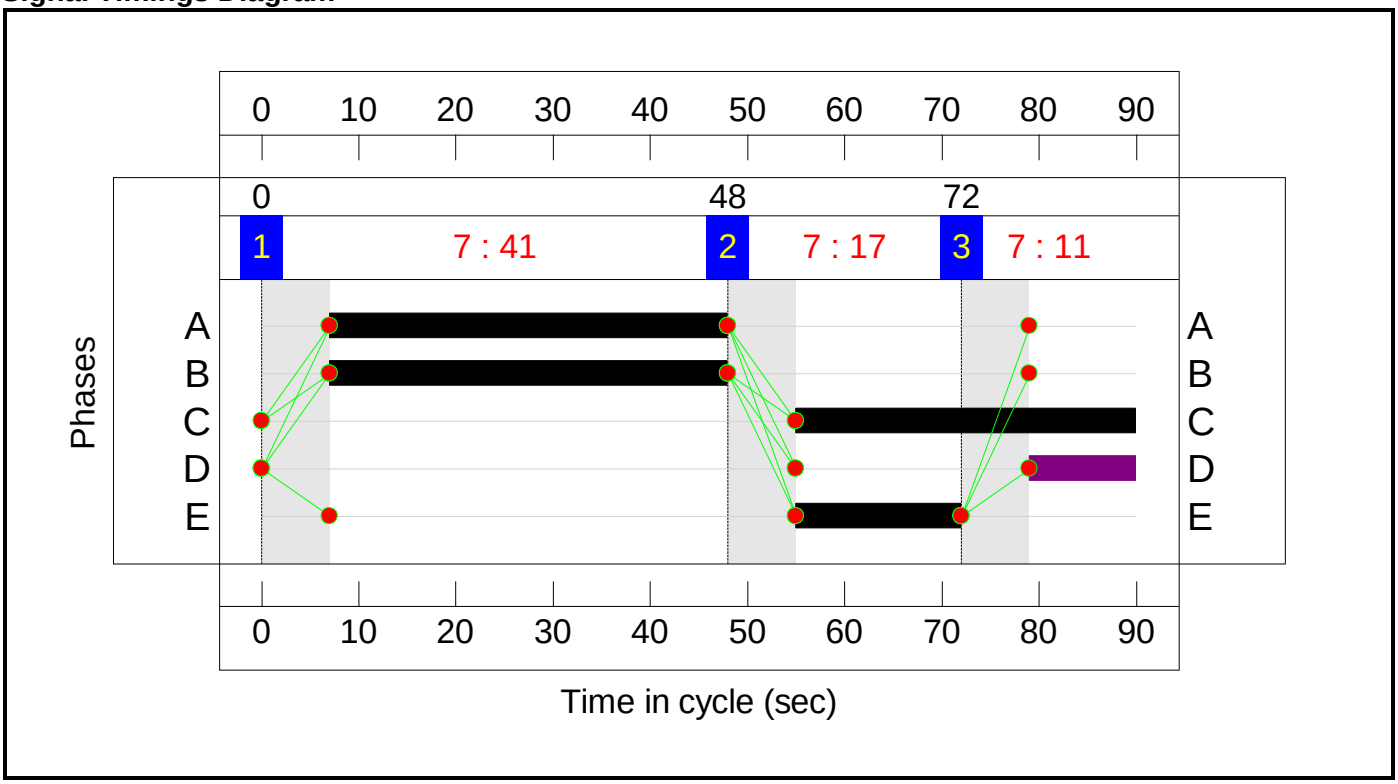
Stage Sequence Diagram



Stage Timings

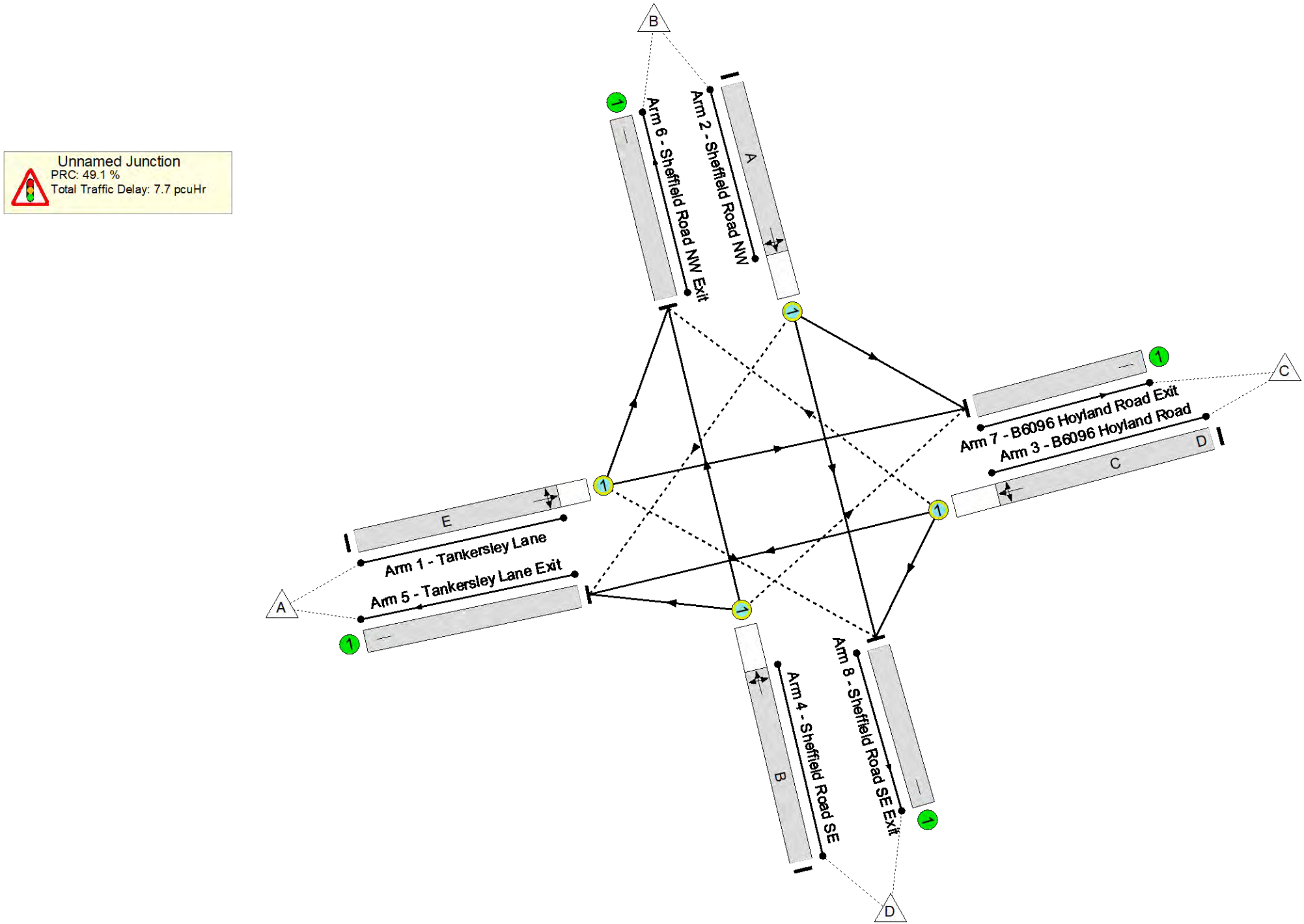
Stage	1	2	3
Duration	41	17	11
Change Point	0	48	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


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

Network Results

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

Full Input Data And Results

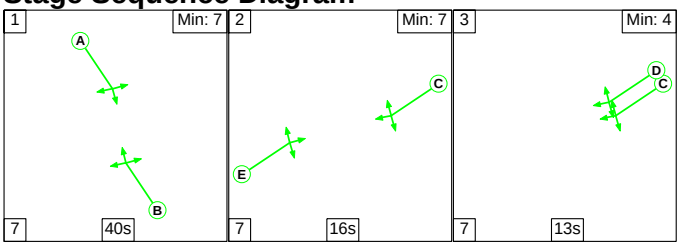
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)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

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

Full Input Data And Results

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

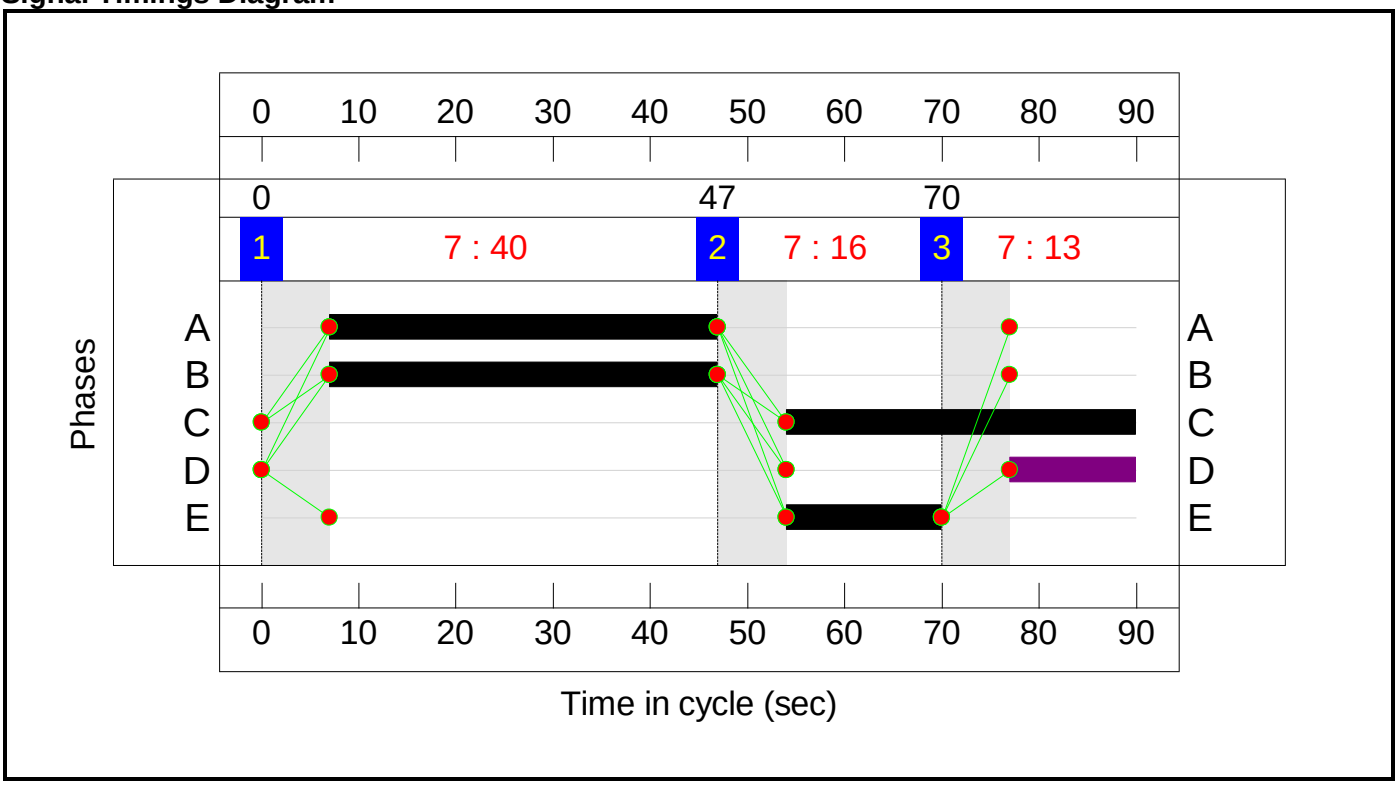
Stage Sequence Diagram



Stage Timings

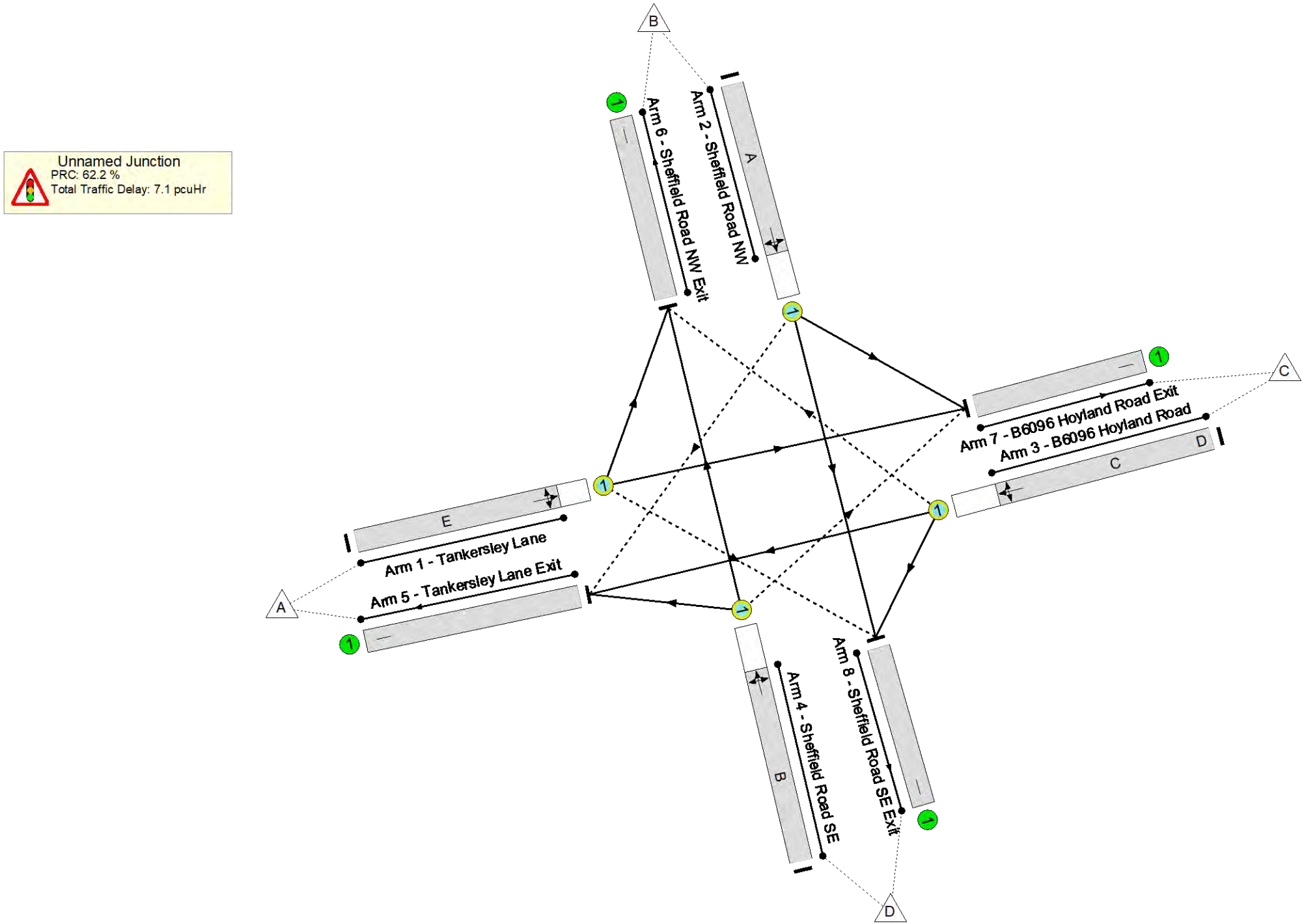
Stage	1	2	3
Duration	40	16	13
Change Point	0	47	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


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

Network Results

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

Full Input Data And Results

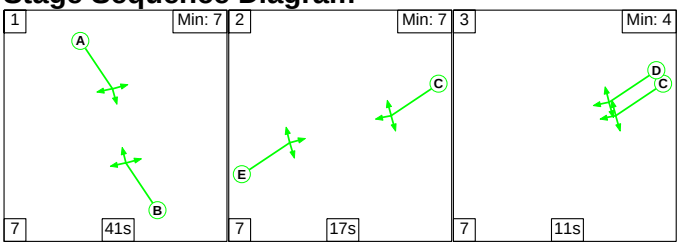
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)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

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

Full Input Data And Results

Scenario 3: '2027 Base PM' (FG3: '2027 Base PM', Plan 1: 'Network Control Plan 1')

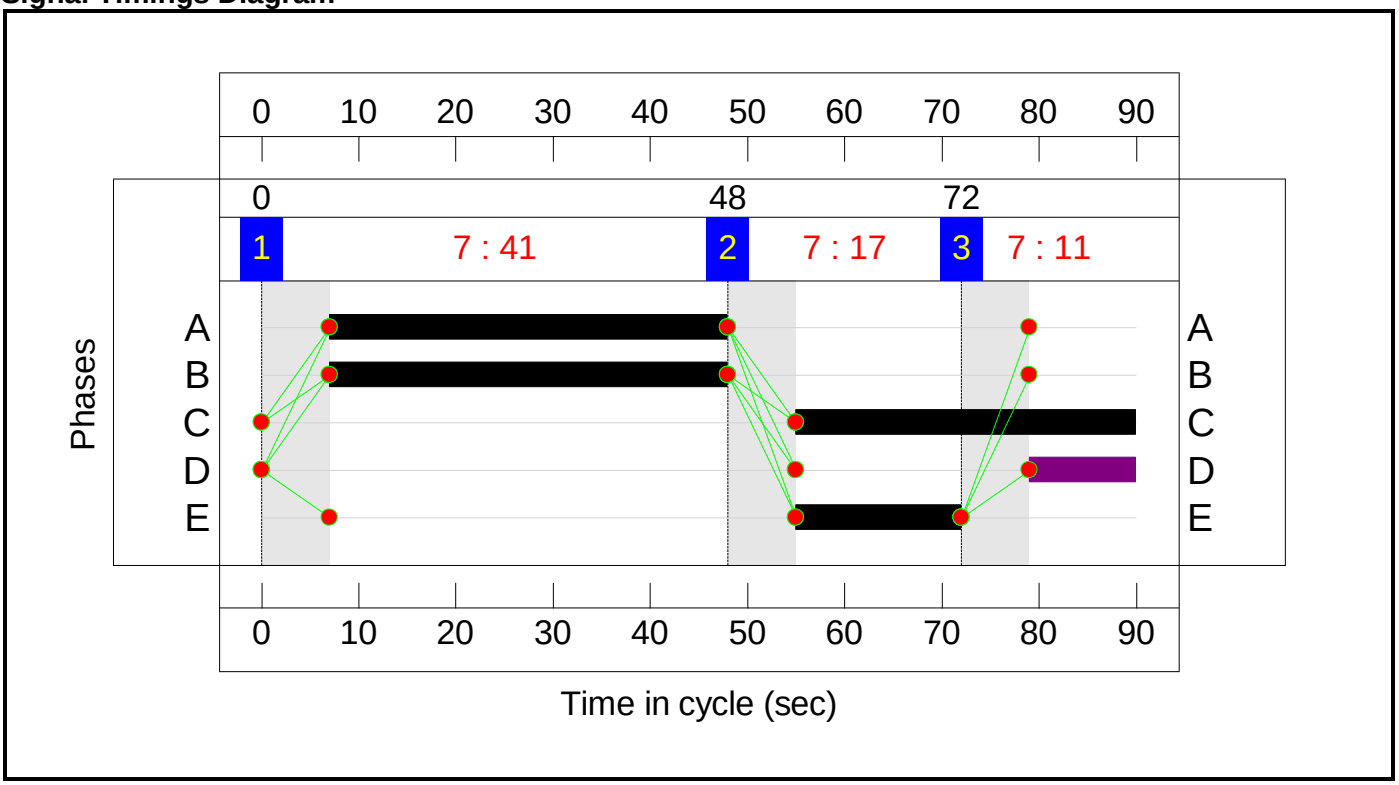
Stage Sequence Diagram



Stage Timings

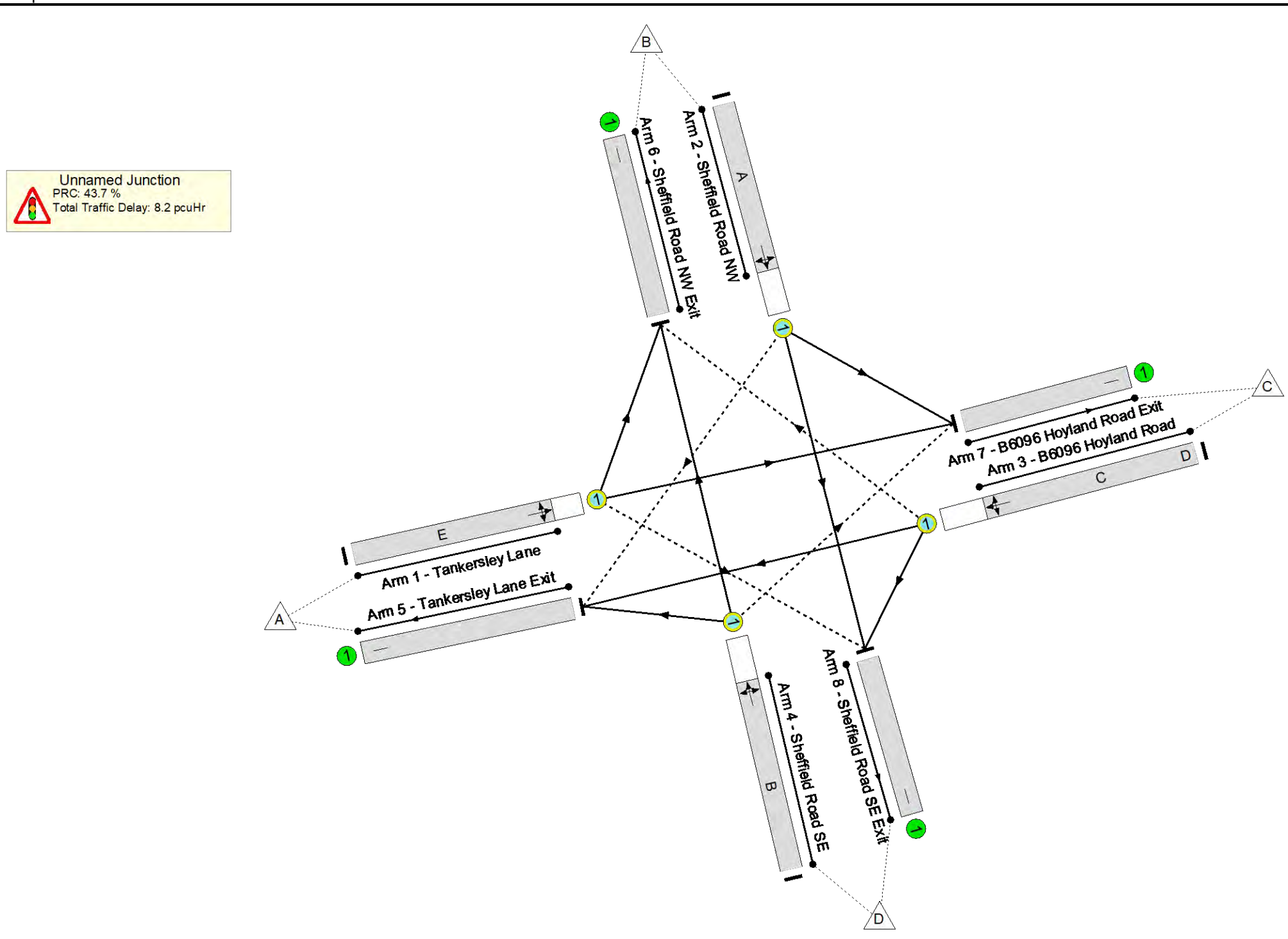
Stage	1	2	3
Duration	41	17	11
Change Point	0	48	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 43.7 %
Total Traffic Delay: 8.2 pcuHr
B
Arm 6 - Sheffield Road NW Exit
Arm 2 - Sheffield Road NW
A
C
Arm 7 - B6096 Hoyland Road Exit
Arm 3 - B6096 Hoyland Road
D
C
E
Arm 1 - Tankersley Lane
Arm 5 - Tankersley Lane Exit
A
B
Arm 4 - Sheffield Road SE
Arm 8 - Sheffield Road SE Exit
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.6%**
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	17	-	43	1765	353	12.2%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	41	-	500	1711	798	62.6%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	35	11	420	1731	672	62.5%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	41	-	130	1899	389	33.5%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%

Full Input Data And Results

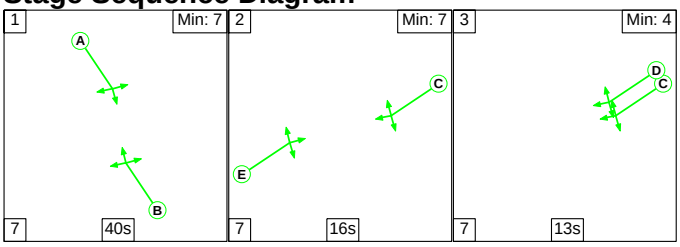
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**268**	**134**	**14**	**5.9**	**2.0**	**0.3**	**8.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**268**	**134**	**14**	**5.9**	**2.0**	**0.3**	**8.2**	**-**	**-**	**-**	**-**
1/1	43	43	9	0	0	0.4	0.1	0.0	0.4	35.5	0.9	0.1	0.9
2/1	500	500	12	0	0	2.5	0.8	0.0	3.3	24.1	9.3	0.8	10.1
3/1	420	420	202	134	12	2.5	0.8	0.2	3.6	30.8	8.4	0.8	9.2
4/1	130	130	46	0	2	0.5	0.3	0.1	0.9	23.9	1.8	0.3	2.1
5/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 43.7 Total Delay for Signalled Lanes (pcuHr): 8.23 Cycle Time (s): 90
PRC Over All Lanes (%): 43.7 Total Delay Over All Lanes(pcuHr): 8.23

Full Input Data And Results

Scenario 4: '2027 Base Sat' (FG4: '2027 Base Sat', Plan 1: 'Network Control Plan 1')

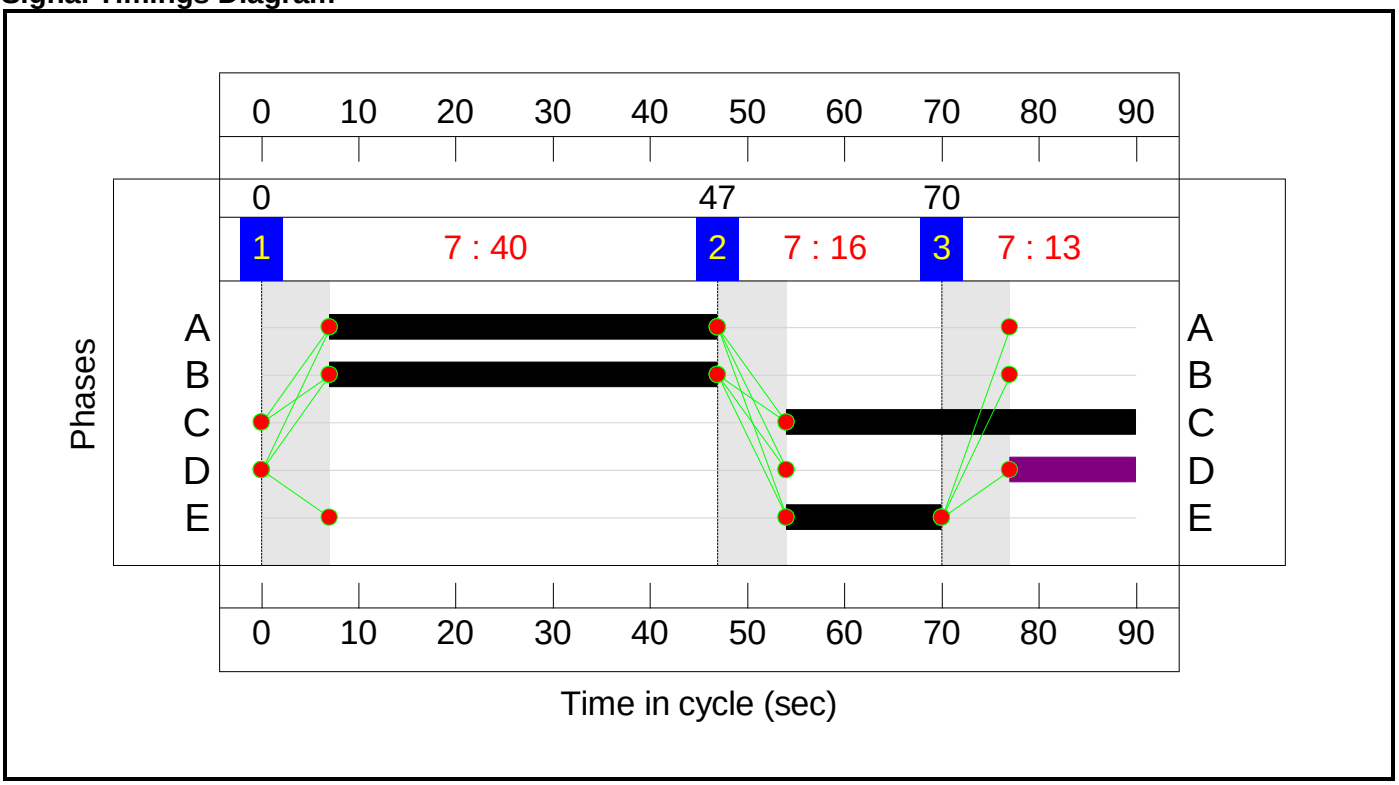
Stage Sequence Diagram



Stage Timings

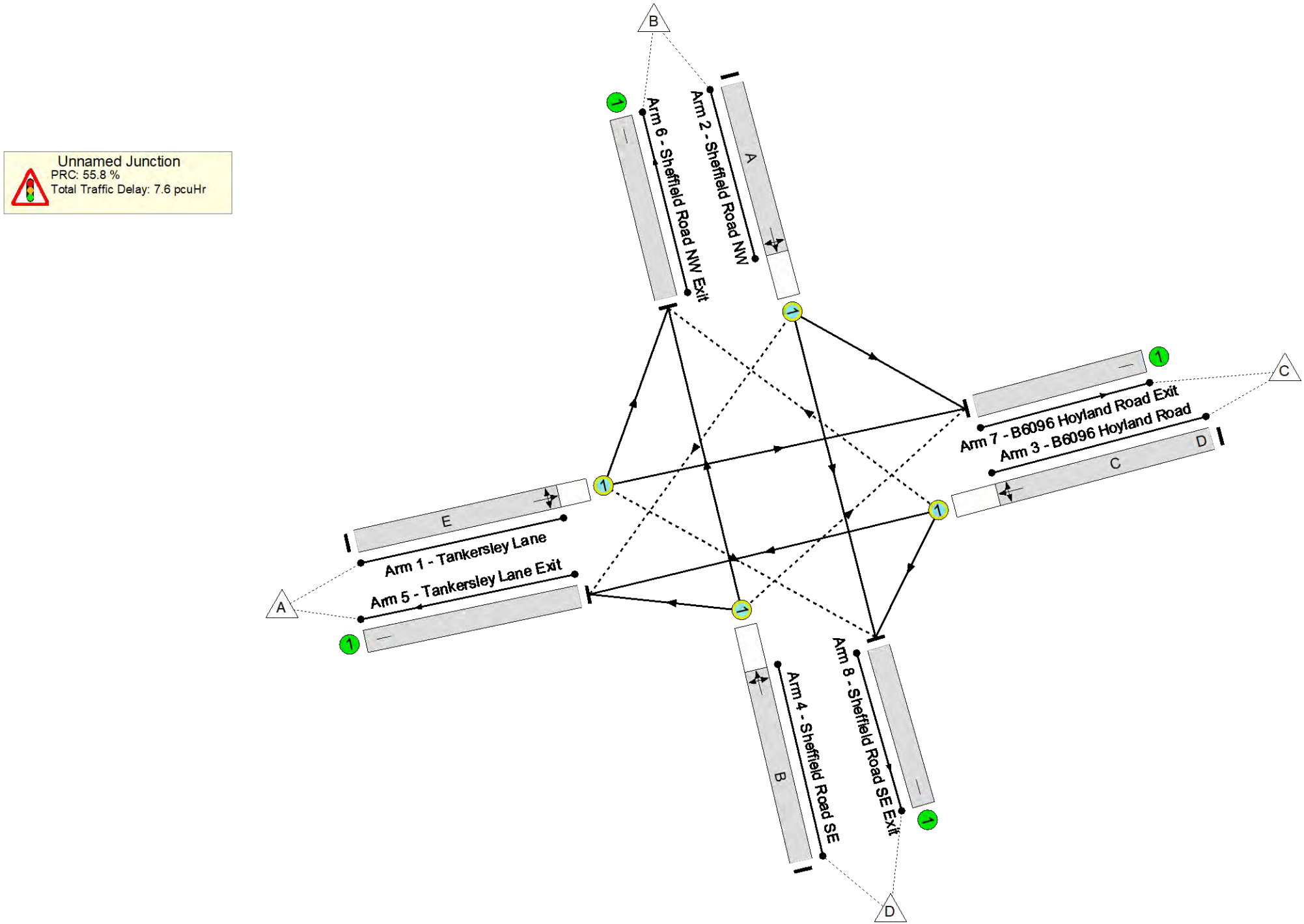
Stage	1	2	3
Duration	40	16	13
Change Point	0	47	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 55.8 %
Total Traffic Delay: 7.6 pcuHr
B
Arm 6 - Sheffield Road NW Exit
Arm 2 - Sheffield Road NW
A
C
Arm 7 - B6096 Hoyland Road Exit
Arm 3 - B6096 Hoyland Road
C
D
E
Arm 1 - Tankersley Lane
Arm 5 - Tankersley Lane Exit
A
B
Arm 4 - Sheffield Road SE
Arm 8 - Sheffield Road SE Exit
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.8%**
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	16	-	20	1775	335	6.0%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	40	-	458	1748	796	57.5%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	36	13	411	1731	712	57.8%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	40	-	181	1924	434	41.7%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%

Full Input Data And Results

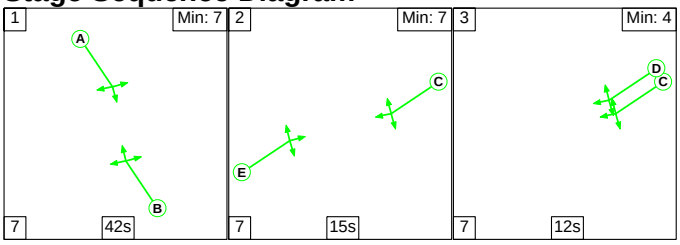
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**255**	**120**	**13**	**5.5**	**1.7**	**0.3**	**7.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**255**	**120**	**13**	**5.5**	**1.7**	**0.3**	**7.6**	**-**	**-**	**-**	**-**
1/1	20	20	3	0	0	0.2	0.0	0.0	0.2	35.8	0.4	0.0	0.4
2/1	458	458	6	0	0	2.3	0.7	0.0	3.0	23.4	8.4	0.7	9.1
3/1	411	411	196	120	11	2.3	0.7	0.2	3.2	27.9	7.9	0.7	8.6
4/1	181	181	50	0	2	0.7	0.4	0.1	1.2	24.6	2.7	0.4	3.1
5/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 55.8 Total Delay for Signalled Lanes (pcuHr): 7.59 Cycle Time (s): 90
PRC Over All Lanes (%): 55.8 Total Delay Over All Lanes(pcuHr): 7.59

Full Input Data And Results

Scenario 5: '2027 Predicted PM' (FG5: '2027 Predicted PM', Plan 1: 'Network Control Plan 1')

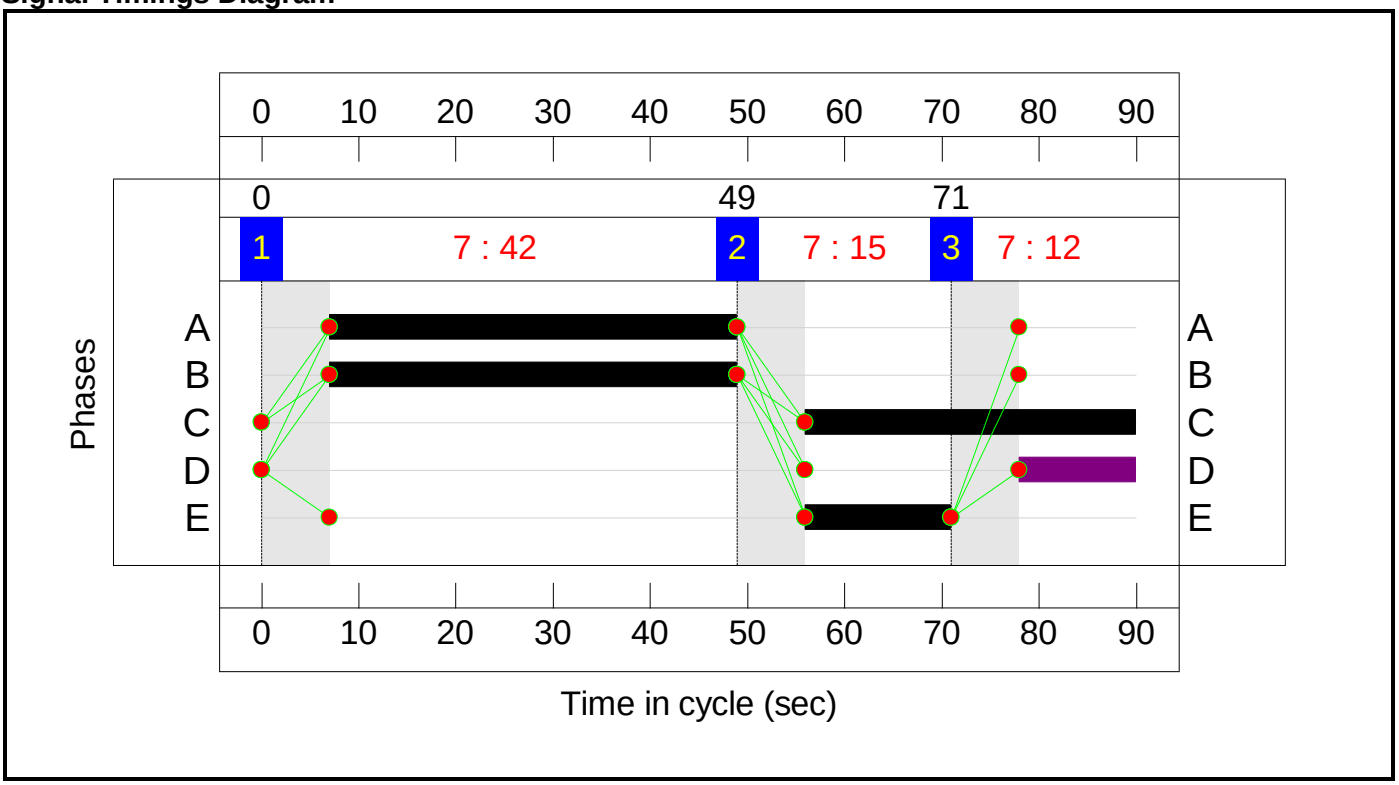
Stage Sequence Diagram



Stage Timings

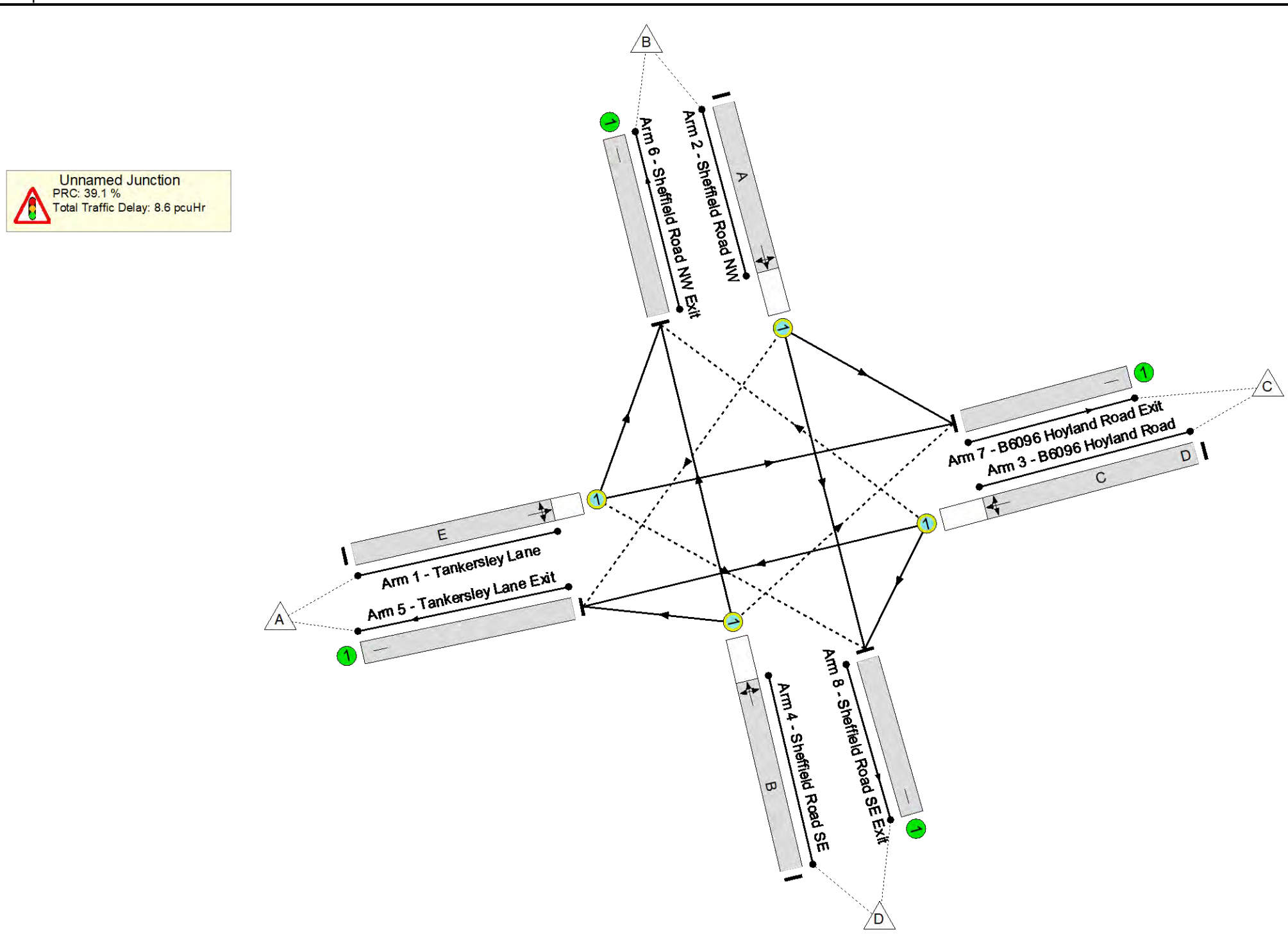
Stage	1	2	3
Duration	42	15	12
Change Point	0	49	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 39.1 %
Total Traffic Delay: 8.6 pcuHr
B
Arm 6 - Sheffield Road NW Exit
Arm 2 - Sheffield Road NW
A
C
Arm 7 - B6096 Hoyland Road Exit
Arm 3 - B6096 Hoyland Road
D
C
E
Arm 1 - Tankersley Lane
Arm 5 - Tankersley Lane Exit
A
B
Arm 4 - Sheffield Road SE
Arm 8 - Sheffield Road SE Exit
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.7%**
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	15	-	43	1765	314	13.7%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	42	-	530	1715	819	64.7%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	34	12	420	1731	657	64.0%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	42	-	131	1900	380	34.5%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%

Full Input Data And Results

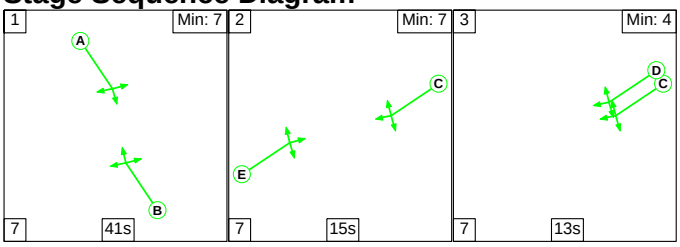
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**241**	**161**	**14**	**6.1**	**2.1**	**0.4**	**8.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**241**	**161**	**14**	**6.1**	**2.1**	**0.4**	**8.6**	**-**	**-**	**-**	**-**
1/1	43	43	9	0	0	0.4	0.1	0.0	0.5	38.0	0.9	0.1	1.0
2/1	530	530	12	0	0	2.6	0.9	0.0	3.5	23.9	10.0	0.9	10.9
3/1	420	420	174	161	12	2.6	0.9	0.2	3.7	32.1	8.5	0.9	9.4
4/1	131	131	46	0	2	0.5	0.3	0.1	0.9	23.8	1.8	0.3	2.1
5/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 39.1 Total Delay for Signalled Lanes (pcuHr): 8.59 Cycle Time (s): 90
PRC Over All Lanes (%): 39.1 Total Delay Over All Lanes(pcuHr): 8.59

Full Input Data And Results

Scenario 6: '2027 Predicted Sat' (FG6: '2027 Predicted Sat', Plan 1: 'Network Control Plan 1')

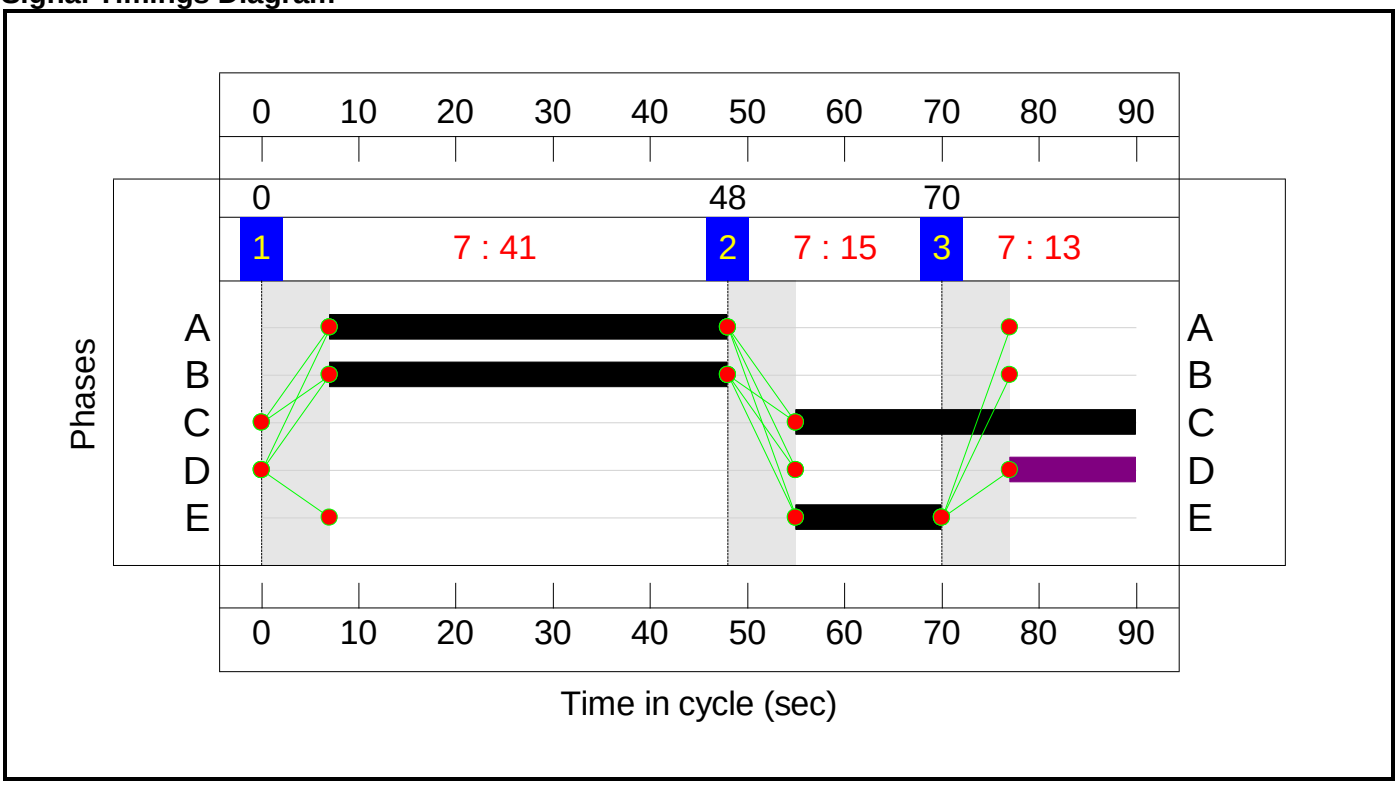
Stage Sequence Diagram



Stage Timings

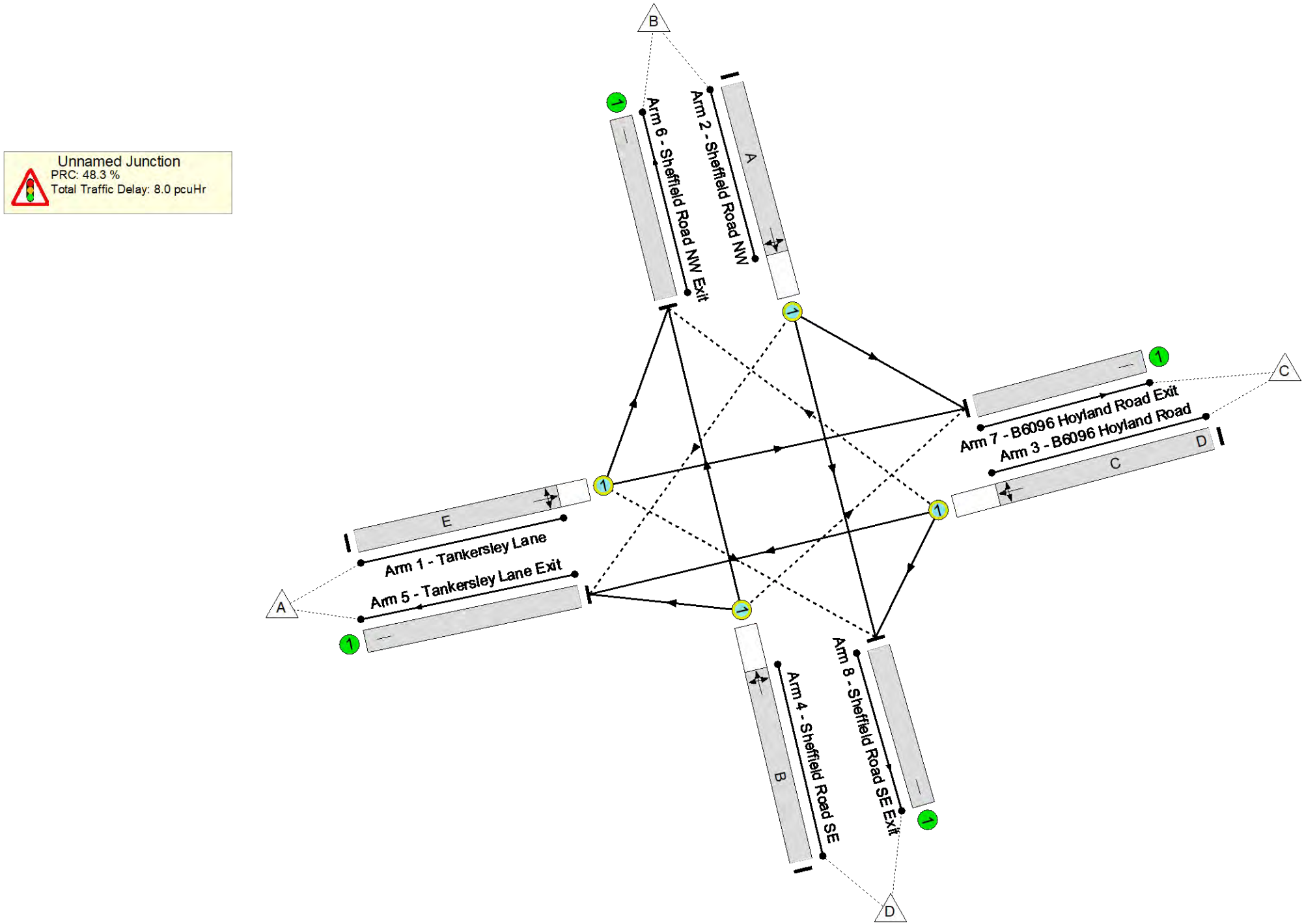
Stage	1	2	3
Duration	41	15	13
Change Point	0	48	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 48.3 %
Total Traffic Delay: 8.0 pcuHr
B
A
Arm 6 - Sheffield Road NW Exit
Arm 2 - Sheffield Road NW
C
Arm 7 - B6096 Hoyland Road Exit
Arm 3 - B6096 Hoyland Road
D
C
E
Arm 1 - Tankersley Lane
Arm 5 - Tankersley Lane Exit
A
B
Arm 4 - Sheffield Road SE
Arm 8 - Sheffield Road SE Exit
D

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.7%**
1/1	Tankersley Lane Left Ahead Right	O	N/A	N/A	E		1	15	-	20	1775	316	6.3%
2/1	Sheffield Road NW Right Left Ahead	O	N/A	N/A	A		1	41	-	496	1751	817	60.7%
3/1	B6096 Hoyland Road Ahead Right Left	O	N/A	N/A	C	D	1	35	13	412	1732	693	59.5%
4/1	Sheffield Road SE Left Ahead Right	O	N/A	N/A	B		1	41	-	182	1925	415	43.9%
5/1	Tankersley Lane Exit	U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%
6/1	Sheffield Road NW Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
7/1	B6096 Hoyland Road Exit	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
8/1	Sheffield Road SE Exit	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Sheffield Road / Tankersley Lane / Hoyland Road Signals	**-**	**-**	**242**	**134**	**13**	**5.8**	**1.9**	**0.3**	**8.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**242**	**134**	**13**	**5.8**	**1.9**	**0.3**	**8.0**	**-**	**-**	**-**	**-**
1/1	20	20	3	0	0	0.2	0.0	0.0	0.2	37.0	0.4	0.0	0.4
2/1	496	496	6	0	0	2.5	0.8	0.0	3.2	23.4	9.1	0.8	9.9
3/1	412	412	183	134	11	2.4	0.7	0.2	3.3	29.1	8.0	0.7	8.7
4/1	182	182	50	0	2	0.7	0.4	0.2	1.3	24.9	2.7	0.4	3.1
5/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 48.3 Total Delay for Signalled Lanes (pcuHr): 8.02 Cycle Time (s): 90
PRC Over All Lanes (%): 48.3 Total Delay Over All Lanes(pcuHr): 8.02