

**Parking**

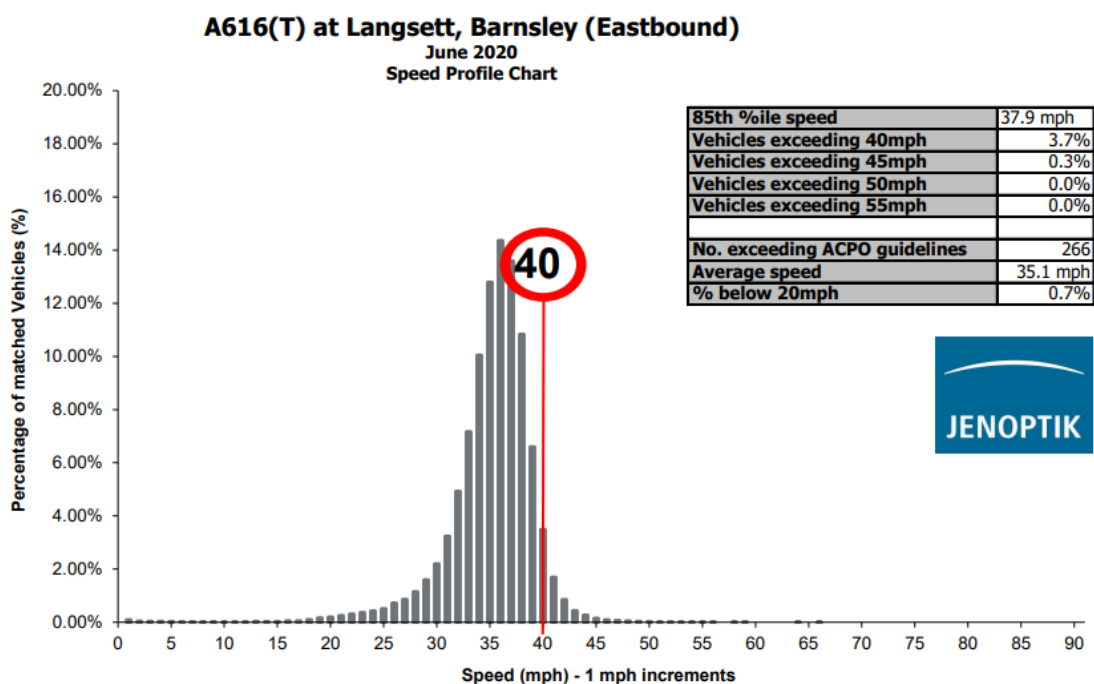
**The preliminary report on the traffic surveys during 2020 is still awaited.**

Update on other work – Highways England and Yorkshire Water are looking at ways to make greater use of two other car parks, at Flouch and Underbank reservoirs to relieve pressure on the one in Langsett, with the aspiration to connect the 3 car parks by upgrading some and installing other footpaths to develop a loop that covers Underbank to Flouch in order to make the footpaths away from the A616 more attractive to walkers and to encourage greater patronage to the other two car parks. The currently awaited surveys will feed into this and will show how visitors are currently using the western part of this loop. This is at very early stages and it cannot be guaranteed that it will be possible to deliver this aspiration. Consequently the parking issue will be continued to be looked at in isolation.

**Speed Camera Information**

Attached are figures for June 2020 for example.

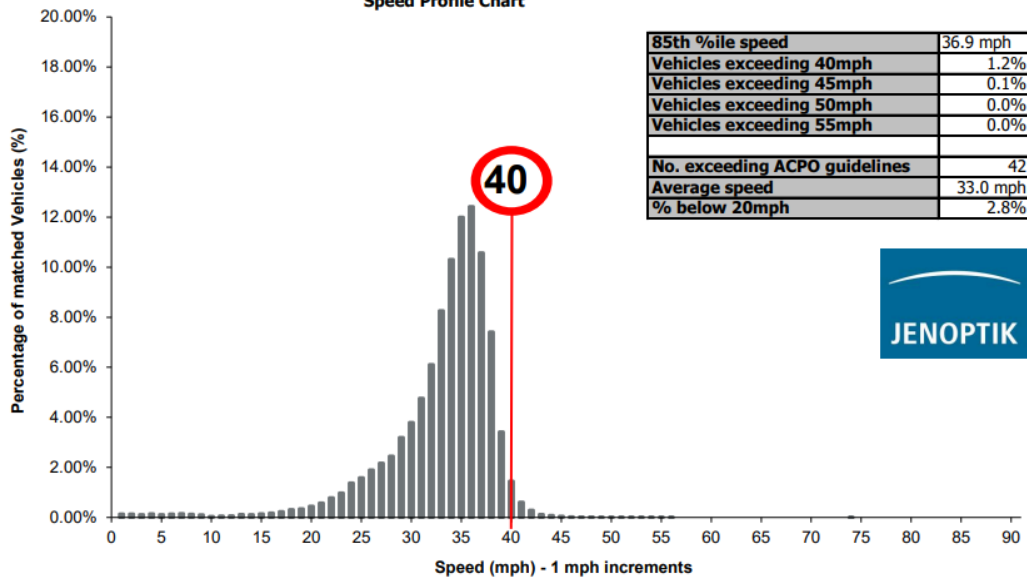
South Yorkshire Police have advised that in this period compliance seems to quite good, they dealt with 154 offences over this period, more offences for vehicles travelling eastbound.



## A616(T) at Langsett, Barnsley (Westbound)

June 2020

Speed Profile Chart



### Information regarding Air Quality, Langsett

#### Background

Highways England undertook additional air quality monitoring in November 2019 to attempt to further understand the impact of right turning traffic into Gilbert Hill on nitrogen dioxide (NO<sub>2</sub>) concentrations in Langsett. Data was gathered using an air quality monitoring vehicle over a period of three days. The air quality monitoring vehicle carried out a number of runs collecting data from vehicles delayed by other vehicles turning right into Gilbert Hill and vehicles travelling through Langsett with no delay.

This data was analysed alongside traffic flow data and whilst the results of the air quality monitoring data shows on average NO<sub>2</sub> concentrations are slightly higher when vehicles on the A616 are delayed by other vehicles turning right compared to vehicles that don't experience a delay, the change is very small and likely to be beyond what could be reasonably monitored in terms of attributing any change to a specific intervention. Given the impact of any right turn ban or road closure it was concluded that it would not be proportional to pursue such an intervention.

The data did however give a useful insight into another issue in terms of the impact of 'gross emitters' on NO<sub>2</sub> concentrations. Over the survey period the vehicle did record some very high NO<sub>2</sub> concentrations which are likely to be linked to very highly polluting vehicles travelling on the network. As such this is an issue that could be worthy of further exploration, although this is dependent on traffic levels and patterns starting to return to normal following the outbreak of Covid-19.

Attached are monitoring data charts for information:

The attached charts detail the annual mean NO<sub>2</sub> concentrations for the period 2014 to 2019 from the A616 roadside samplers in Langsett. The charts compare concentrations against

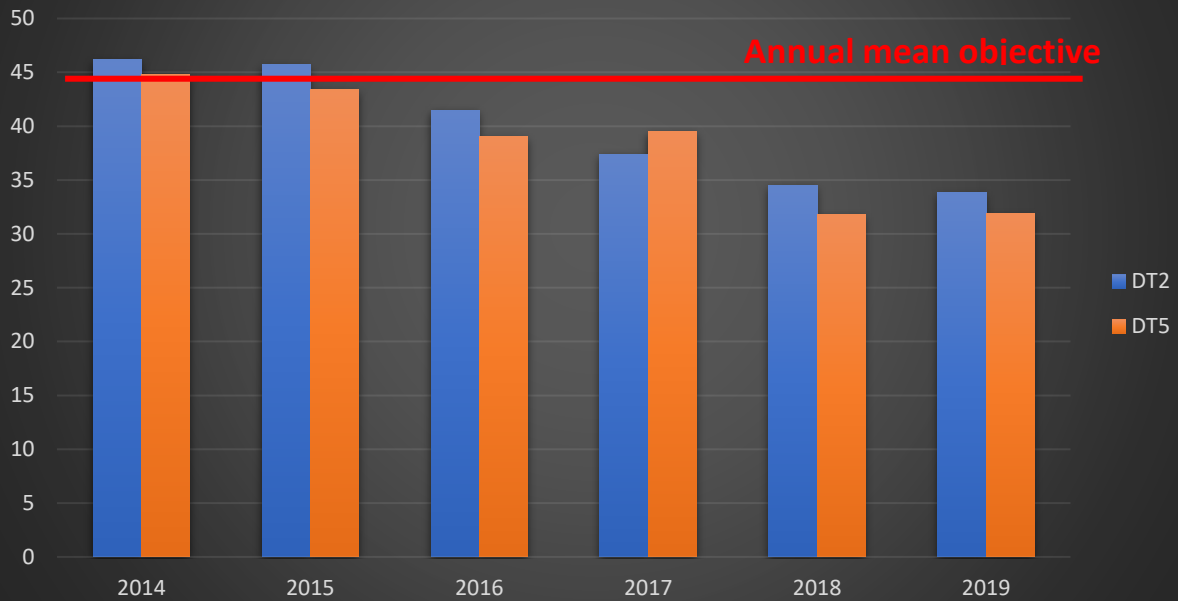
the annual mean air quality objective of 40 microgrammes per cubic metre for NO<sub>2</sub>. Concentrations adjacent to the downhill carriageway continue to meet the objective (now three years in succession), whilst concentrations adjacent to the uphill carriageway continue to exceed the objective. Whilst there has been a welcome reduction in concentrations in previous years, this appears to have now levelled off in 2019. This reduction in concentrations is thought to be due to declining road traffic emissions as a consequence of the increase in newer Euro VI heavy goods vehicles which have lower emissions than previous euro standards replacing older more polluting ones. The numbers of new Euro VI replacing older HGVs are starting to level off and this may be reflected in the levelling off of the reductions in 2019 NO<sub>2</sub> measurements.

Further ongoing roadside NO<sub>2</sub> monitoring data are required to assess future trends. However, the 2020 data will not provide a true reflection of long term trends due to the impact of the lockdown on traffic flows. Barnsley Council intend to continue with their roadside monitoring at Langsett.

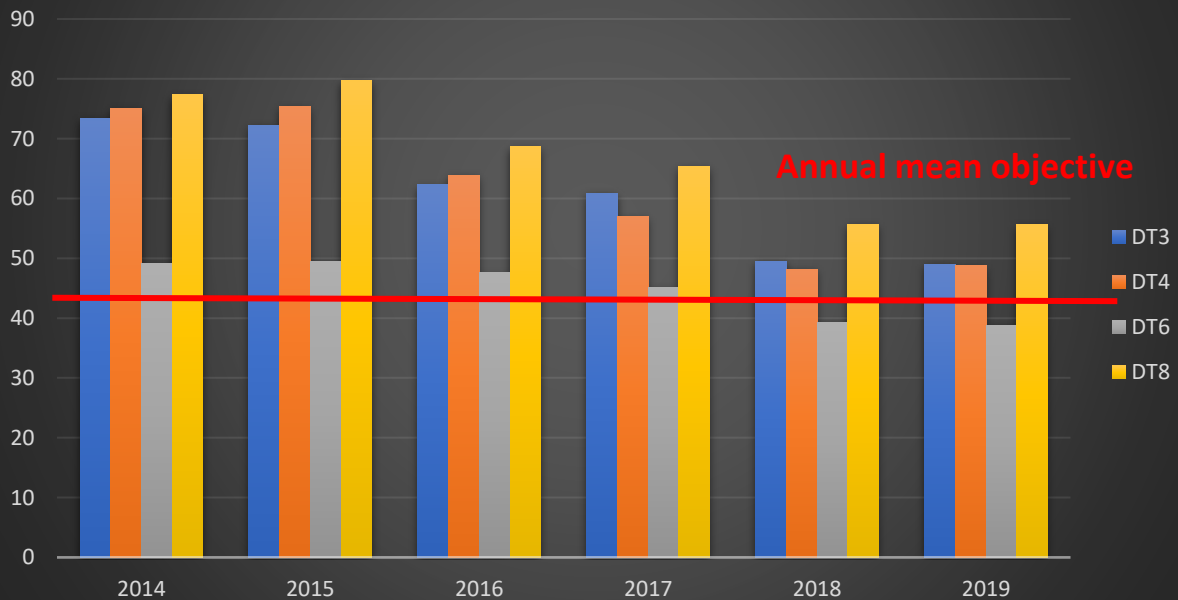
Both Highways England and Barnsley Council will continue seeking feasible actions which could be implemented at Langsett, however, this is proving increasingly challenging as we consider the viability of actions, such as implementation of the right hand turn discussed earlier. Highways England have implemented or considered various air quality interventions on their road network (<http://assets.highwaysengland.co.uk/Corporate+documents/FINAL+-+HE+Research+Projects+to+Improve+Air+Quality.pdf>), and consideration has been given to applying these to the situation at Langsett.

Unfortunately, for various reasons, these actions have been considered unworkable at Langsett. **Any additional suggestions please contact the Parish Council for consideration.**

## NO<sub>2</sub> Annual Means, AQMA 6, downhill carriageway, Langsett 2014-2019



## NO<sub>2</sub> Annual Means, AQMA 6, uphill carriageway, Langsett 2014-2019



## Air pollution concentrations recorded in Langsett in lockdown compared to previous years

For information only - *It should be noted that the 2020 data will be subject to future quality checks*

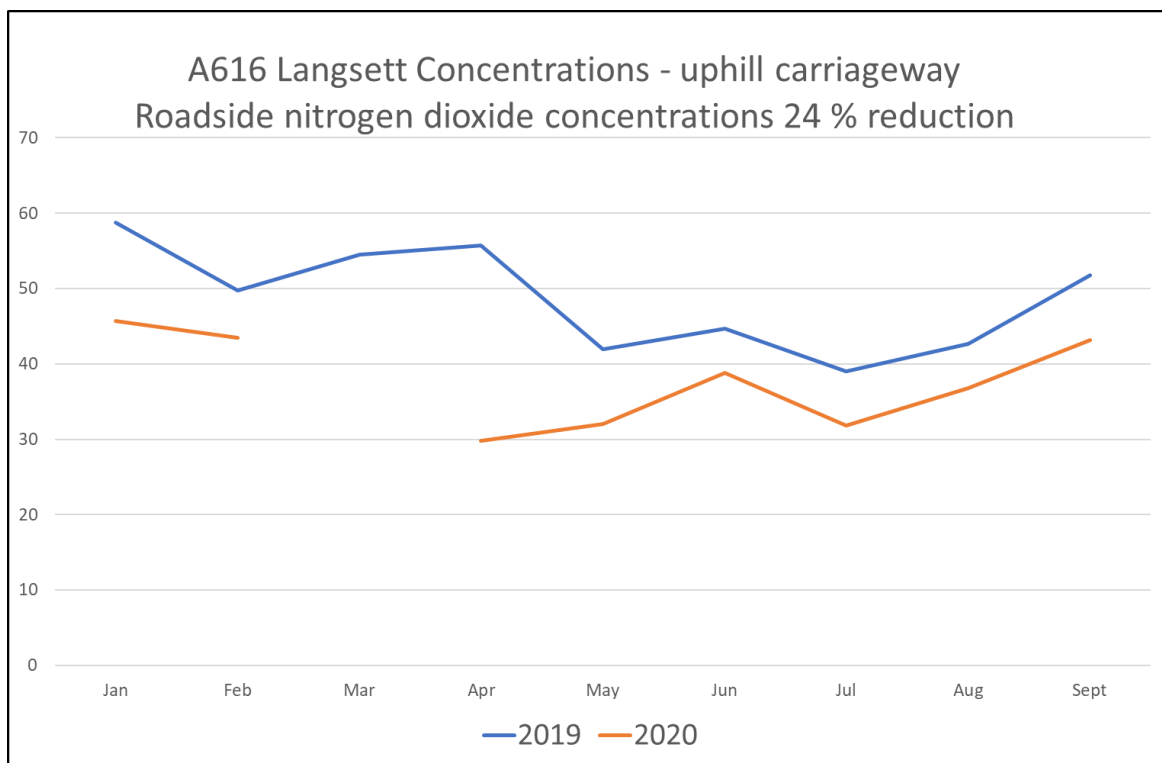
The attached charts shows a comparison of Jan – Sept 2019 data (during a period of “normal” traffic flows along the A616) and Jan – Sept 2020 data (including the lockdown period in 2020 when traffic flows would have reduced) for nitrogen dioxide gas.

One chart details data collected from adjacent to the uphill carriageway, the other detailing data from adjacent to the downhill carriageway. All nitrogen dioxide gas concentrations in microgrammes per cubic metre.

No data were collected in March 2020 at the start of the lockdown.

The comparison shows an 18% reduction in concentrations along the downhill carriageway when comparing the period Jan-Sept 2020 to the same period in 2019, and a 24% reduction in concentrations adjacent to the uphill carriageway.

### A616 Langsett Nitrogen Dioxide gas concentrations Comparison of 2019 and 2020 roadside data



A616 Langsett Concentrations - uphill carriageway  
Roadside nitrogen dioxide concentrations 24 % reduction

