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Proposed Amendments to Existing Access From Harborough Hill Road, Barnsley Supplementary Transport Assessment

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1. INTRODUCTION

1.1 Sanderson Associates (Consulting Engineers) Ltd have been commissioned by Npower Yorkshire to prepare a Supplementary Transport Assessment in relation to the former YEB site at Harborough Hill Road, Barnsley.

1.2 This Supplementary Transport Assessment relates to outline planning permission ref B/05/1339/BA and reserved matters approval (ref 2008/1564) and seeks to provide a customer entrance only from Harborough Hill Road in conjunction with that from Schwabish Gwund Way (formerly Interchange Way). Sanderson Associates prepared a Transport Assessment (ref 2954/04/004) which was submitted to support the outline permission granted under reference B/05/1339/BA in October 2005.

1.3 The original outline planning permission was subject to a number of conditions including Condition no 32, which restricts the use of the access onto Harborough Hill Road for emergency access only and access to the NHS Building. Condition no 32 states:

1.4 "*Development shall not commence until details of measures to retain the Harborough Hill Road access/egress as an emergency access only, have been submitted and approved, in writing, by Local Planning Authority and such measures shall be retained at all times unless otherwise approved in writing by the local Planning Authority. In the interest of road safety".*

1.5 This Supplementary Transport Assessment accompanies a S73 application, which seeks to remove Condition no 32. This Supplementary Transport Assessment also accompanies a full planning application for the development of vehicular and pedestrian access only from Harborough Hill Road to provide alternative access to that permitted under outline planning permission (B/05/1339/BA).

1.6 The Applicant submitted two applications under planning references 2007/1890 and 2007/1867; a S73 application to remove Condition 32 of the outline consent and a full planning application for proposed improvements to the existing access. These applications are currently subject of an appeal following the Council's decision to refuse these applications on the 3 September 2008. The sole reason for refusal is set out below:

"The proposed development would give rise to conditions prejudicial to highway safety in that it is likely to increase the potential for accidents along Harborough Hill Road contrary to Barnsley Unitary Development Policy T2 and the advice contained in PPG13:Transport".

1.7 The improvements proposed under reference 2007/1867 consisted of extending the merge slip road as an auxiliary lane to the existing site access to give 3 lanes with that nearest to the site accommodating left turn movements into the development and the former NHS building (Harborough House). The 3 lanes consisted of widths between 3.25m and 3.5m. A 1.8m footway was included adjacent to the site. Crossing facilities for pedestrians were provided at the proposed access because of the dual carriageway layout the access was left in

and left out. The proposed access improvements extended the merge length and provided a length of auxiliary lane along Harborough Hill Road. Pedestrian crossing facilities in the form of drop crossings and tactile paving together with a central island to reduce the crossing distance and also guide the access turning movements of left in and left out.

1.8 Sanderson Associates attended a meeting with Barnsley Metropolitan Borough Council on 16 May 2007 to discuss the potential of using the existing access from Harborough Hill Road to serve the site in conjunction with that from Schwabish Gwund Way (Interchange Way). A letter discussing these proposals was sent to Barnsley MBC on 30 May 2007. A meeting was attended on the 10 April 2008 following the submission of applications reference 2007/1867 and 2007/1890. A letter dated the 21 July 2008 was submitted by Sanderson Associates seeking to confirm the Council's highway views on the proposals that were discussed at the meeting. A copy is included in Appendix D. A further letter (20 June 2008) was submitted containing a drawing (2954/26) showing proposed road markings and signage and speed survey information obtained from ATC equipment placed across the northbound carriageway and the slip road copies of which are also included in Appendix D. No written response was received from the Council's Highway Team and no written consultation response was provided to Planning Officers. The Local Planning Authority's decision to refuse these applications was formulated without any evidence from the BMBC's Highways Department contradicting the findings of the Transport Assessment. As a consequence, the Highway's Departments concerns are unknown.

1.9 A Site Location Plan is shown in Figure 13 and the relationship to wider highway network is shown in Figure 14. The site area is approximately 1.6 hectares.

1.10 The current proposals seek to address the Local Planning Authority's reason for refusal in relation to highway safety by modifying the existing and proposed access and omitting the exit from the development to Harborough Hill Road. This addresses concerns about visibility to approaching vehicles for vehicles exiting the development and removes merging with through traffic and that as just joined Harborough Hill Road from the slip road. Exit from the development and Harborough House would then be via Schwabish Gwund Way through the retail development.

2. EXISTING CONDITIONS

Highway Network

2.1 The existing site can be found on the eastern side of Barnsley Town Centre. The current access is from Harborough Hill Road. In the past there was an access from Mottram Street, although the Mottram Street access is no longer available since the construction of Schwabish Gmund Way and the Barnsley Interchange development.

2.2 The local highway network surrounding the existing site comprises of the dual carriageway A61 Harborough Hill Road that runs in a north-south direction. Schwabish Gmund Way which has recently been constructed forms the western boundary of the site; the new link road runs from a new signalised junction with Eldon Street in the north, to a new signalised junction with Kendray Street in the south.

2.3 Harborough Hill Road runs north from the Alhambra roundabout junction with West Way to the roundabout at Old Mill Lane. Harborough Hill Road is a dual carriageway. It is lit by street lights and is subject to a speed limit of 40mph. The carriageway is typically 7.3m with 3.65m lanes and a 1.2m kerbed centre reservation. In the vicinity of the site a merge slip road joins the main carriageway from Pontefract Road for north bound traffic. Towards the end of this merge slip road there is an existing adopted access into the site. This serves the site and the adjacent Harborough House to the south of the site.

2.4 The Harborough Hill Road access is adopted highway and also serves Harborough House last used by the NHS and now owned by RWE npower. The present access could be used by both Harborough House and the former YEB site. The YEB site was previously used by Yorkshire Electricity as a depot, offices, commercial stores, scrap pens, outside storage (cables), employee welfare (canteen) and vehicle repair and maintenance. The site was used from December 2008 by Stagecoach as a depot for buses and coaches. It was in use 24 hours a day 7 days of the week. Stage Coach have now vacated the site.

2.5 A four storey office on the Harborough Hill Road frontage has been demolished. This had an approximate floor area of 1,300 sq m. The largest building area (the former workshop area / commercial stores) was arranged on two floors with a lower ground floor workshop/store and main stores area on the ground floor. The approximate floor areas are shown on Figure 21

Committed Development

2.6 Examination of the Town Centre development proposals show a 1,200 space car park on the former CEAG building site with access adjacent to the Jumble Lane Crossing and opposite the end of Schwabish Gmund Way. There is also a one way exit (service access) just to the west (Town Centre side) of the level crossing. The Barnsley Markets Transport Assessment has been assessed; proposed traffic generations are indicated within their Transport Assessment

however specific flows along the slip road to Harborough Hill Road have not been identified.

Speed Survey

2.7 Sanderson Associates undertook a survey of actual vehicular speeds on the slip road and along Harborough Hill Road on 22 March 2004. No change to the road network has occurred that might affect vehicle speeds. All readings were taken in dry weather conditions. Approximately 100 readings on both the slip road and Harborough Hill Road were obtained.

2.8 The vehicular speeds obtained excluded vehicles whose speeds were influenced by other vehicles and therefore only free flow traffic speeds were recorded.

2.9 The full results are contained in Appendix A but a summary of the results are as follows:

Harborough Hill Road	Slip Road	Harborough Hill Road
Average Speed	28.83 mph	36.90 mph
85th percentile wet weather speeds	28.16 mph (45.32 kph)	36.19 mph (58.24 kph)

Table 2.1: Speed Survey 22 March 2004

2.10 A 7 day speed survey using automatic traffic counters for vehicles travelling along the A61 Harborough Hill Road adjacent to the proposed development and the north bound slip road from the Pontefract Road Interchange has been carried out. The ATC speed survey was undertaken between Thursday 8 May 2008 and Wednesday 14 May 2008.

Due to the speed survey being carried out over a period of a week using automatic recording equipment it is difficult to determine which speeds were recorded in dry or wet weather conditions. The full results are attached in Appendix E but a summary of the results is as follows:

85th Percentile Speeds	Harborough Hill Road		Slip Road	
	5 Day Week Ave	Weekend Ave	5 Day Week Ave	Weekend Ave
0800-0900	48.5mph	48.6mph	26.2mph	30.1mph
1700-1800	48.4mph	50.7mph	29.1mph	29.5mph

2.11 These 85th percentile speeds have not been corrected to wet weather speeds which are used for design purposes. For a dual carriageway a deduction of 4.97 mph is usually applied to dry weather speeds. The 7 day average 85th percentile speed was 48.4mph for Harborough Hill Road and 28.3 mph for the slip road.

2.12 The vehicular traffic flow was also recorded and these are summarised in the table below for the peak hours:

Vehicle Flow	Harborough Hill Road		Slip Road	
	5 Day Week Ave	Weekend Ave	5 Day Week Ave	Weekend Ave
0800-0900	581	263	370	84
1700-1800	695	440	334	116

A copy of the data is in included in Appendix E

ATC Traffic Survey for Temporary YEB Site Use

2.13 A two week traffic survey using automatic traffic counters for vehicles entering and leaving the YEB site as been carried out. The ATC traffic survey was undertaken between Wednesday 26 November 2008 and

Tuesday 9th December 2008. A copy of the results in included in Appendix E and a summary of the results is as follows:.

Vehicle Flow	Arrivals		Departures	
	5 Day Week Ave	Weekend Ave	5 Day Week Ave	Weekend Ave
0800-0900	8	4	6	5
1700-1800	6	5	8	5
Daily	101	81	103	82

2.14 The highest number of individual arrivals was 14 and 11 in the AM and PM peak hours respectively and the highest number of individual departures was 10 and 15 in the AM and PM peak hours respectively.

3. ACCIDENT RECORDS

3.1 Accident data was obtained from Barnsley Metropolitan Borough Council over a five-year period between 1998 and 2002. These accidents have since been updated to cover between 2002 and 2007. The results are summarised in the following tables. The search area briefly comprised of Harborough Hill Road from, its junction with Old Mill Lane and Kendray Street. A copy of both sets of accident data and accident locations are included in Appendix B.

1998-2002 Accidents

Type & Severity	1998		1999		2000		2001		2002		Totals
	SL	SE	SL	SE	SL	SE	SL	SE	SL	SE	
Overtaking	1				1		1				3
Right Turn					3				1		4
Left Turn			1								1
Going Ahead/Other	3		3	1	3		3	1	2	2	18
Rear Shunt	5		5		4		7		3		24
Cycle			1								1
Loss of Control							1				1
Totals	9		10	1	11		12	1	6	2	52

Table 1 – 1998-2002 Total Accidents

3.2 The 52 accidents have been broken down and summarised in the following tables. No accidents have been reported at or in the vicinity of the proposed site access on Harborough Hill Road.

Old Mill Lane/ Harborough Hill Road

Type & Severity	1999		2000		2001		Totals
	SL	SE	SL	SE	SL	SE	
Overtaking			1		1		2
Right Turn			1				1
Rear Shunt	1						1
Cycle	1						1
Ahead						1	1
Totals	2		2		1	1	6

Table 2 – Old Mill Lane/Harborough Hill Road

3.3 From the accident data it was determined that six accidents occurred on the roundabout at the junction between Old Mill Lane and Harborough Hill Road. Two involved pedestrians, one serious the other slight and resulted when pedestrians crossed in front of oncoming vehicles. Of the six, two occurred when overtaking manoeuvres were undertaken.

Harborough Hill Road (North of Site)

Type & Severity	1998		1999		2001		2002		Totals
	SL	SE	SL	SE	SL	SE	SL	SE	
Overtaking	1								1
Rear Shunt	3		2		2		2		9
Ahead/Other	2			1	1			1	5
Totals	6		2	1	3		2	1	15

Table 3 - Harborough Hill Road (North of Site)

3.4 This group of accidents occurred north of the proposed site resulting in thirteen slight and two serious accidents. Of these three involved pedestrians either stepping out or running into traffic. A total of nine rear shunts occurred, mainly as vehicles waited at traffic lights or in queues of traffic from the Old Mill Lane Gyratory.

Harborough Hill Road (South of Site)

Type & Severity	1998		2001		2002		Totals
	SL	SE	SL	SE	SL	SE	
Rear Shunt	1		2		1		4
Totals	1		2		1		4

Table 4 - Harborough Hill Road (South of Site)

3.5 This was the smallest group of accidents, all resulting in slight rear shunts, and non-involved pedestrians. Three accidents occurred in traffic queues, the remaining accident occurred when a vehicle entering onto the dual carriageway from the slip road collided into the rear of a vehicle travelling on the dual carriageway.

Pontefract Road/Harborough Hill Road

Type & Severity	1998		1999		2000		2001		2002		Totals
	SL	SE	SL	SE	SL	SE	SL	SE	SL	SE	
Going Ahead/Other	1		3		3		2		2	1	12
Loss of Control							1				1
Rear Shunt	1		2		2		3		2		10
Left Turn			1								1
Right Turn					2				1		3
Totals	2		6		7		6		5	1	27

Table 5 - Pontefract Road/Harborough Hill Road (Interchange)

3.6 The largest group of twenty-seven accidents occurred at the Pontefract Road/ Harborough Hill Road interchange. Two main groups were identified, the first being rear shunts, resulting from vehicles failing to stop in time while in traffic queues at lights (for the level crossing). The second group was the going ahead/other occurring when vehicles failed to give way/ stop at junctions. Only one serious accident was found. This involved the give way system. Only two accidents involved pedestrians, both were classed as slight.

2002-2007 Accidents

Type & Severity	2002		2003		2004		2005		2006		2007		Totals
	SL	SE	SL	SE	SL	SE	SL	SE	SL	SE	SL	SE	
Red light							3		3				6
Turning	1		1										2
Other			3		2		3		2				10
Rear Shunt	3		2		1		2		2		1		11
Cycle									1				1
Pedestrian			1		1								2
Going Ahead	3	1	1		1		2				1		9
Loss of Control							1						1
Totals	7	1	8	0	5	0	11	0	8	0	2	0	42

Table 6 – 1998-2002 Total Accidents

3.7 The 42 accidents have been broken down and summarised in the following tables. Of these, 41 were classed as slight and one was classed as serious in severity. No fatal accidents were found to have been reported. No accidents have been reported at or in the vicinity of the proposed site access. The eight accidents that occurred in 2002 have not been analysed in this part of the report as they were analysed in the previous accident section.

Old Mill Lane/ Harborough Hill Road

Type & Severity	2003		2005		2006		2007		Totals
	SL	SE	SL	SE	SL	SE	SL	SE	
Red Light			3		3				6
Other	2		1		2				5
Rear Shunt	2						1		3
Totals	4		4		5		1		14

Table 7 – Old Mill Lane/Harborough Hill Road

3.8 From the accident data it was determined that 14 accidents occurred on the roundabout at the junction between Old Mill Lane and Harborough Hill Road. Ten of these were associated with the junction of the south bound lane of Harborough Hill Road and the Peel Centre retail park. Six involved vehicles running red lights and colliding with other vehicles at the junction, three were rear shunts resulting from vehicles failing to stop in time.

Harborough Hill Road (North of Site) North Bound Traffic

Type & Severity	2003		2004		2005		Totals
	SL	SE	SL	SE	SL	SE	
Other			1				1
Rear Shunt			1		1		2
Pedestrian	1						1
Loss of Control					1		1
Totals	1		2		2		5

Table 8 - Harborough Hill Road (North of Site)

3.9 This group of accidents occurred north of the proposed site along the north bound side of the carriageway resulting in seven slight accidents. Of these two were rear shunts; one vehicle loss control and one accident involved a pedestrian stepping into traffic and causing two vehicles to collide.

3.10 A total of four accidents occurred along the south bound lane of Harborough Hill Road all these accidents were classed as slight.

Pontefract Road/Harborough Hill Road

Type & Severity	2003		2004		2005		2006		2007		Totals
	SL	SE	SL	SE	SL	SE	SL	SE	SL	SE	
Other	1		1		1				1		4
Rear Shunt					1		2				3
Going Ahead	1		1		2						4
Totals	2		2		4		2		1		

Table 9 - Pontefract Road/Harborough Hill Road (Interchange)

3.11 This group of accidents occurred at the Pontefract Road/ Harborough Hill Road interchange. One accident was associated with the north bound slip road and the remaining accidents were associated with the south bound slip road. The Two main groups were identified, the first being rear shunts, resulting from vehicles failing to stop in time while in traffic queues/lights. The second group was the going ahead/other occurring when vehicles failed to give way/ stop at junctions.

3.12 The number, type and severity of the accidents which have occurred are considered typical of those expected along a dual carriageway and at junctions. There are no significant clusters or trend that could be considered to be cause for concern. No accidents have been reported at or in the vicinity of the proposed site access.

4. RETAIL DEVELOPMENT SCHEME PLANNING REF:B/05/1339/BA AND RESERVED MATTERS CONSENT REF 2008/1564

Outline Consent (B/05/1339/BA)

4.1 The outline planning permission was granted for 7060 sq m (76,000 sq ft) of retail floor space, siting was reserved for future consideration. However, the outline application for retail development included an illustrative scheme drawing ref 6935-105G prepared by Harris Partnership, which showed a 40,000 sq ft retail unit with 36,000 sq ft at mezzanine level.

4.2 Means of access was determined as part of the outline planning permission, which comprised two access points. A new access from Interchange Way was proposed as well as retaining the existing access from Harborough Hill Road.

Reserved Matters Consent (2008/1564)

4.3 The Reserved Matters Consent was granted on the same basis of the outline retail floor space and means of access. A copy of the approved layout drawing 6935-200 Rev G prepared by the Harris Partnership is attached to this report for reference.

Access Arrangement for previous S73 and Full Planning Applications (ref 2007/1867 and 2007/1890)

4.3 The S73 application and the full planning application sought to create a customer access onto Harborough Hill Road in addition to the access from Schwabish Gmund Way. The Harborough Hill Road access utilised the existing

access which was to be improved to more fully meet DMBR current standards. A total of 146 car parking spaces were shown on the indicative plan which accompanied the outline planning application under the retail development scheme lpa ref: B/05/1339/BA. However, as part of the new access proposal the number of parking spaces reduced to 134 spaces.

4.4 The previous proposed access from Harborough Hill Road was an improvement on the existing access. The proposed access on Harborough Hill Road consisted of 3 lanes between 3.25m and 3.5m in width, these accommodate the swept paths of large vehicles entering and exiting the site. 1.8m footways were to be provided along Harborough Hill Road and on either side of the internal access roads. Crossing facilities were provided across the proposed access. Because of the dual carriageway layout the access would only allow vehicles to turn left in and left out of the access. The access arrangement is shown on Sanderson Associates drawing 2954-022 Rev A with the proposed road markings and signage on drawing 2954-026.

4.5 The proposed access improvement extended the merge length and provided a length of auxiliary lane along Harborough Hill Road. Any vehicles approaching the site from the slip road would not need to merge with traffic on the dual carriageway carrying straight ahead and then turning left into the site. The auxiliary lane also allowed vehicles approaching along the dual carriageway to leave the through traffic stream and then again turn left into the site.

Proposed Entry only Access from Harborough Hill Road

4.6 The current S73 application and the full planning application seek to create an entry only access from Harborough Hill Road in addition to the access from Schwabish Gmund Way. The Harborough Hill Road access will utilise the existing access which will be improved to more fully meet DMBR current standards. A total of 146 car parking spaces are shown on the Reserved Matters plan. However, as part of this new access proposal the number of parking spaces will be reduced to 131 spaces.

4.7 The proposed improvements consist of extending the merge slip road as an auxiliary lane to the site access to give 3 lanes with that nearest to the site accommodating left turns into the development. The 3 lanes consist of widths between 3.25m – 3.5m. A 1.8m wide footway will be provided adjacent to the site. Crossing facilities for pedestrians are provided at the proposed access. Because of the dual carriageway layout the access will only allow vehicles to turn left in. Exit will be via the access to Schwabish Gmund Way. The proposed access improvement extends the merge length and provides a length of auxiliary lane along Harborough Hill Road. The access arrangement is shown on drawing 2954-027.

4.8 The proposed access will be designed to Local Authority standards for the section which might be offered for adoption by the Council. The access is to be provided with suitable gradients, drainage, lighting and pedestrian facilities. Modifications to signage along Harborough Hill Road will be provided to assist

traffic movements to the site. The proposed access will be provided with suitable pedestrian crossing facilities in the form of drop crossings and tactile paving to assist pedestrians when crossing at the junction. These facilities will also help disabled people when visiting the site.

4.9 It should be recognised that the existing access was designed as an integral part of the Harborough Hill Road scheme when originally built. The previous access arrangements were considered adequate to serve the former NHS and YEB sites. The previous permitted uses were generating more traffic movements than is predicted for them as part of this current proposal.

4.10 The access on to Schwabish Gmund Way provides an alternative option for customers accessing and egressing to destinations away from Harborough Hill Road.

5. TRAFFIC IMPACT

Previous use of the site

5.1 Traffic Generations for the existing site have previously been calculated within Sanderson Associates Transport Assessment (ref: 2954/04/004). The employment-warehousing (commercial) category was used to obtain average trip rates for the weekday peak periods.

Monday-Friday	Trip Rates			Traffic Generation		
	A	D	T	A	D	T
08:00-09:00	0.35	0.08	0.43	8	2	10
17:00-18:00	0.09	0.36	0.45	2	9	11

5.2 In addition to the above we have searched for count data on a Saturday for the category employment- warehousing (commercial). Only two sites were found. TRICS rates for these two sites are shown below.

Sat 14:00-15:00	Trip Rates			Traffic Generation		
	A	D	T	A	D	T
Average	0.07	0.14	0.21	2	3	5

5.3 This traffic would have used the existing access on to Harborough Hill Road.

5.4 It is considered that the previous use of the depot would have generated higher levels of traffic than have been estimated from the TRICS data base, as no data for this specific use was found within TRICS. The sites contained in TRICS were not operated in the same way as the former YEB site. On this basis the flows are more likely to be higher given the nature of the depot. The existing site could be re-used within the present use class.

Temporary Use of The Site

5.5 As can be seen the traffic survey of the most recent temporary use of the former YEB site included in paragraphs 2.13 and 2.14 is slightly higher (14 two way trips AM and PM peak hours) than those predicted by TRICS in paragraphs 5.1and 5.2 (10 and 11 two way trips in the AM and Pm peak hours respectively). Reuse of the site could therefore be higher than predicted and used for assessment purposes in this report.

5.6 The site was a YEB depot and also had a multi story office block (since demolished). Such a use could include large vehicles and vans with trailers and traditionally construction operatives do work Saturday AM and operatives would have been operating from the site to carryout their work and attend to faults and other planned work. On this basis the traffic to the site would have been much higher than its potential use predicted from TRICS for the existing building. On this basis there would have been traffic entering and leaving the site via the Harborough Hill Road access.

Traffic Generation

5.7 Traffic Generations for the permitted retail scheme have previously been calculated within Sanderson Associates Transport Assessment (ref: 2954/04/004). These traffic generations have been accepted by Barnsley MBC and are shown below.

5.8 The combined ground floor and mezzanine traffic generations for the average number of departures/ arrivals for weekday and Saturday is shown in the table below.

76,000 Retail-Excluding Food	Traffic Generation		
	A	D	T
Mon-Fri 08:00-09:00	36	17	50
Mon-Fri 17:00-18:00	71	78	149
Sat 14:00-15:00	230	216	447

5.9 The combined ground floor and mezzanine traffic generations are assigned to the highway network as shown on Figure 25A & 26A for the weekday and Saturday periods respectively. These diagrams reflect that exiting traffic would be via Schwabish Gmund Way.

5.10 The distribution of traffic was presented in the previous Transport Assessment and these were accepted. The distribution used was based on 20% of the generated traffic from the site using the Harborough Hill Road access and the remaining 80% would use the Schwabish Gmund Way Access. This has been modified to reflect that all departures would now be via Schwabish Gmund Way. Previously the departures predicted to use Harborough Hill Road were 4 and 20 in the weekday AM and PM periods together with 55 in the Saturday peak hour. This is considered a robust assessment for the likely distribution of the development traffic given the alternative access arrangement from Schwabish Gmund Way and how these relate to the diposition of roads in the area. The Council imposed a condition on the outline consent restricting customer access to Schwabish Gmund Way thereby, the Council must be satisfied that no

capacity issues would arise from all development traffic using this access. Therefore it should be acceptable to accommodate the reassigned departures.

5.11 Therefore from figures 25A & 26A the proposed development could generate a total of 12 and 42 arrivals through the Harborough Hill Road access in the PM weekday peak and Saturday peak respectively.

NHS site

5.12 The TRICS database (version 2007 (b) has been interrogated to obtain typical trip rates for the Harborough House building. The Employment-Office category has been used to obtain trip rates for the weekday morning and evening peak periods.

5.13 The table below indicates the trip rates together with the resultant traffic generated by 467sqm of office building.

Office 467sqm	Trip Rates			Traffic Generation		
	A	D	T	A	D	T
Mon-Fri 08:00-09:00	1.581	0.196	1.777	7	1	8
Mon-Fri 17:00-18:00	0.22	1.318	1.538	1	6	7

5.14 From the above table the Harborough House site could generate a total of 8 and 7 two way vehicle movements in the AM and PM weekday peaks respectively. The vehicles generated by Harborough House would use the proposed access off Harborough Hill Road for entry and would exit via Schwabish Gmund Way. Typically traffic generations from offices are minimal on a Saturday as many offices are closed.

5.15 From the above generations for the previous site and Harborough House uses a total of 15 and 3 arrivals respectively in the AM and PM weekday peaks could operate through the Harborough Hill Road Access. These flows are shown on Figure 29.

Summary of Traffic Flows

5.16 The proposed retail development could generate a net increase of 10 vehicles (arrivals) in the week day pm peak and a net increase of 40 vehicles (arrivals) in the Saturday peak period when compared to the traffic generation predicted for existing use of the site assessed in the foregoing. It is considered that the previous use of the depot would have generated higher levels of traffic than have been estimated from the TRICS data base thus reducing the figures give above.

5.17 The existing site could be re-used within the present use class and indeed the temporary use gave rise to more traffic and only used the outside space.

Trip Type Classification

5.18 It is unrealistic to assume all traffic from this development would be new trips to the highway network. The likely changes in car travel patterns can be defined by trip type. Trip types can be broken down into primary or linked trips:

(i) **Primary** trips have the same origin prior to visiting the site as destination on leaving the site, whereas

(ii) **Linked** trips are part of a chain of trips in which the visit to the development forms an intermediate point between two trip ends.

5.19 Primary trips can be divided into two further categories, newly generated and redistributed trips:

(i) **Newly generated** trips – these are new primary trips to the network which would not be made if the new development did not exist, and

(ii) **Transferred** trips – these primary trips were previously made to an existing centre and have transferred to the new development.

5.20 Linked trips can be subdivided into:

(i) **Pass-by** trips – these are linked trips in which the development is an intermediate stop on the normal route taken which requires zero diversion.

(ii) **Diverted** trips – these linked trips are similar to pass-by trips but require a diversion from the route that would otherwise be followed.

5.21 It is generally accepted that new retail development primarily results in a redistribution of existing shopping trips, rather than the creation of a large number of new trips.

5.22 It is considered that following proportions of trip types are produced from the retail unit trip attractions. These types were presented previously.

	Weekday		Saturday	
	Ar'vls	Dptrs	Ar'vls	Dptrs
Primary Transfer Existing	28	31	110	104
Primary Transfer New	7	8	28	26
Diverted Linked & Pass-by	36	39	92	86
Total	71	78	230	216

Retail Units Trips by Trip Type

5.23 It is considered that only Newly Generated Trips would be additional traffic on the highway network. Therefore 20% of the primary transfer new trips would use the Harborough Hill Road access, thus giving an additional 1 and 6 arrivals in the weekday PM peak and Saturday peaks respectively along Harborough Hill Road.

5.24 It is therefore considered that the development generated traffic will have no material impact on Harborough Hill Road or the wider highway network for both weekdays AM and PM peak hour periods and a Saturday bearing in mind the potential for shared, pass-by trips and the potential traffic generations of the site if used within its current planning use class.

5.25 At the meeting of the 10 April 2008 the Council's highway concerns were discussed which related to matters of safety rather than capacity. The concern was the potential harm to road safety resulting from the traffic flows accessing the retail development via the Harborough Hill Road access. The traffic movements occurring with the existing access comprise of:-

a) Flows from the merging slip road traffic joining main stream traffic, in conjunction with traffic in the main line flow crossing these flows to enter the site access.

b) Flows from the merging slip road joining the main line flow then turning left into the site.

c) Flows from the site joining main line traffic just after the existing slip road merge taper.

5.26 The proposed access arrangement seeks to address concerns about safety in this regard and the road safety benefits are:-

i) There would be no need for flows from the slip road wishing to enter the site, to join main line carriageway flows since there is a lane from the slip road to the access.
ii) The length over which traffic from the slip road can join the main line traffic stream increases.
iii) There is a length of auxiliary lane in which through traffic on the main carriageway can diverge to enter the site.
iv) The layout maintains a merge taper from the slip road.
v) The proposals include road markings and signage to allow proper lane use to minimise the chance of late lane changes.
vi) Improves facilities to cross the site access for pedestrians.
vii) Accommodates the access to Harborough House.
viii) Because the proposed access is in only there will be no traffic joining the main line flow after the existing slip road merge taper.

5.27 The existing access from Harborough Hill Road serves the application site as well as Harborough House, formerly used by the NHS and as a welfare club for

a bus company. The existing access could therefore be used to serve the application site for any purpose within the existing planning use class without any further planning permission with the site having an existing former workshop area / commercial stores building. Such a use could include large vehicles and vans with trailers. The application site was a YEB depot and also had a multi story office block (since demolished) with a floor area of approximately 1300 sqm. On this basis the traffic to the site would have been much higher than its potential use of the existing building with the office contributing around 24 two way trips in the morning and 20 in the PM peak hour using the same trip rates given above for Harborough House.

5.28 The proposed retail development traffic flows are shown on Figures 25A and 26A from which the traffic to the existing site should be deducted. Figure 28A shows the predicted weekday traffic flows for both the retail development and Harborough House with potential existing flows being shown on Figure 29. As can be expected the main increase is in the PM period where there would be 10 more arrivals. This should be compared to the previous use of the access before the office building was demolished ie 3 arrivals and 17 departures. As can be seen the increase would be 7 arrivals. With respect to Saturday the retail development traffic flows are 42 arrivals. Unfortunately it is difficult to predict what the site could have generated on a weekend (Saturday) from TRICS data although the site was a depot site and traditionally construction operatives do work Saturday AM and operatives would have been operating from the site to carryout their work and attend to faults and other planned work. On this basis there would have been traffic entering and leaving the site via the

Harborough Hill Road access. It is therefore clear that there would be little additional traffic on a weekday than might have used the access in the past with that on a Saturday probably more but still less than one vehicle a minute entering and leaving in the busiest hour. Some of this traffic enters from the slip road and does not need to join the through flow as indicated above.

5.29 It is our view that the level of proposed traffic in conjunction with the proposed improvements and the past use of the access is such that harm to road safety would not be caused. The potential increase in traffic in the peak hours is small when compared to those assessed for the site which would have used the unimproved existing access. The proposed access arrangement seeks to address the concerns of the Council with respect to safety and the road safety benefits have been identified.

6. CONCLUSIONS

6.1 The proposal seeks the development of vehicular and pedestrian access from Harborough Hill Road to provide an alternative access to that permitted under outline planning permission ref B/05/1339/BA to allow customers to enter only from Harborough Hill Road. The site is occupied by a number of buildings and previously an office block that has been demolished, which were previously used as a former YEB depot, engineering and storage facility. Access was from Mottram Street and Harborough Hill Road, this being the primary access. Whilst the site is currently vacant there is potential for the site to be used within its current planning use class and could generate substantial traffic flows without restriction. In recent months the site has been used by Stage Coach as a depot for the storage of buses and coaches but this has now ceased.

6.2 The traffic generation from the proposed and existing uses has been assessed and distributed on the highway network. Entry is proposed from Harborough Hill Road, as well as Schwabish Gmund Way with the existing access from Harborough Hill Road being improved. The access is to be provided with crossing facilities. Due to the dual carriageway the access will only allow vehicles to turn left in. The proposed access improvements also extend the merge length and provide a length of auxiliary Lane along Harborough Hill Road.

6.3 It is considered that the development generated traffic will have no material impact on Harborough Hill Road or the wider highway network for both AM and

PM weekday and Saturday peak hour periods bearing in mind the potential for shared, pass-by trips and the potential traffic generations of the site if used within its current planning use class. The potential increase in traffic in the peak hours is small when compared to those assessed for the site which would have used the unimproved existing access. In this case there is an alternative access from Schwabish Gmund Way and a robust analysis of the traffic distribution has been undertaken and traffic split between them.

6.4 The access from Harborough Hill Road is an improvement to the existing access. The proposed improvements consist of extending the merge slip road as an auxiliary lane to the site access so there would be no need for site traffic to merge with through traffic on the dual carriageway. There will be 3 lanes with the nearest lane to the site accommodating left turns into the development. Because of the dual carriageway layout the access will only allow vehicles to turn left in. Exit will be via the access to Schwabish Gmund Way. This removes the traffic that would have merged just after the slip road and existing access. The proposed access improvement extends the merge length and provides a length of auxiliary lane so through traffic can diverge to enter the site. The proposals include road markings and signage to allow proper use to minimise the chance of late lane changes and takes into account access to Harborough House. A 1.8m wide footway will be provided adjacent to the site. Crossing facilities for pedestrians are provided at the proposed access.

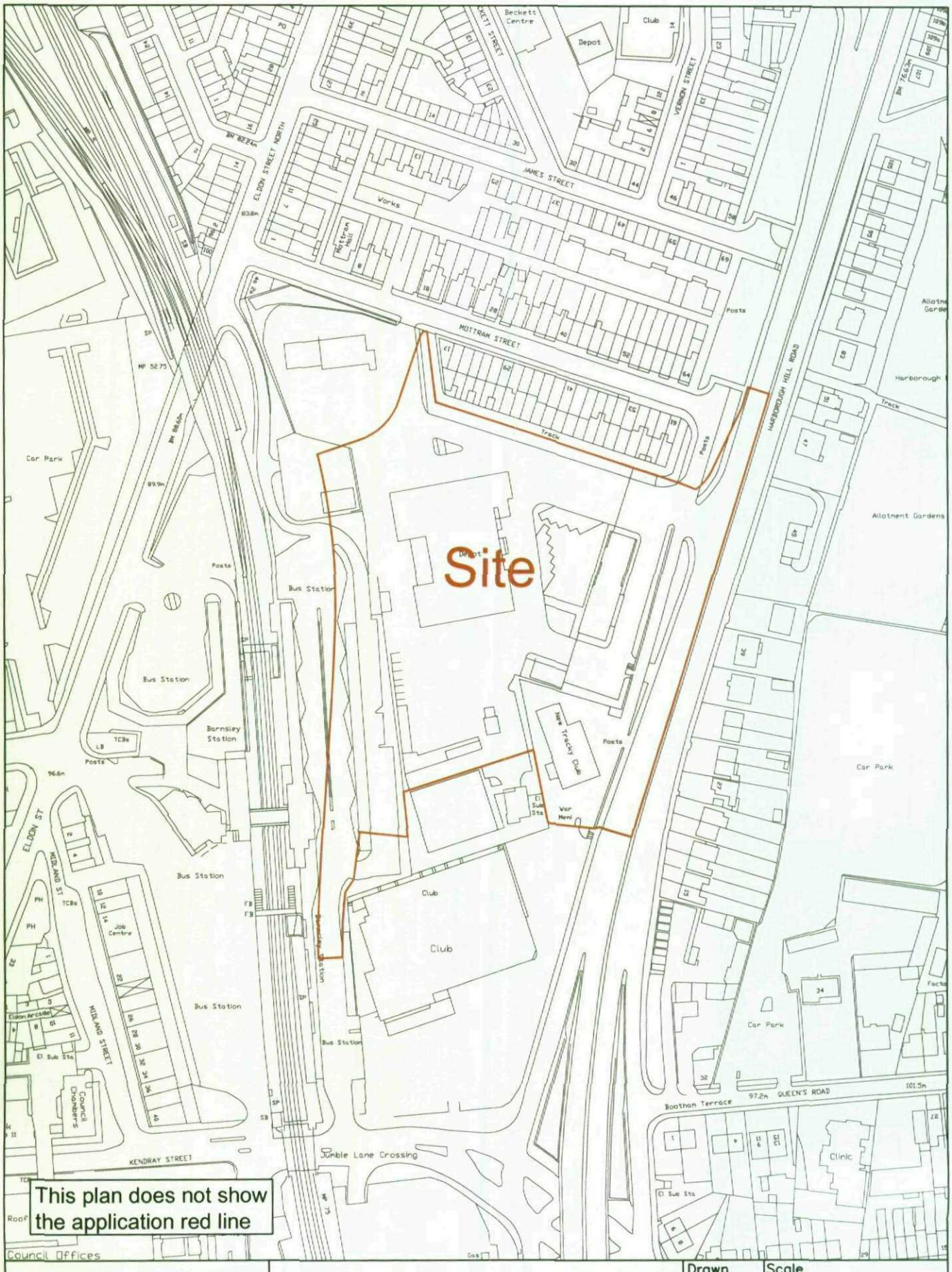
6.5 Road safety on adjacent roads has been assessed and whilst there have been a number of accidents along Harborough Hill Road, it is considered that the

traffic generated by the development will have no material harm to road safety again taking into account the potential for shared and pass-by trips, and the existing use of the site. Road safety for pedestrians will be improved with the reduced crossing distance and facilities proposed at the access together with pedestrian routes through the site. The Interchange Development will enhance pedestrian accessibility to the development and provide for pedestrian linked trips.

6.6 The development is in a highly sustainable location being immediately adjacent to the bus and train stations together with its 'edge of centre' location with respect to the principal town centre shopping areas. This again suggests that the proportion of linked trips will be high.

6.7 It is considered that there are no material highway or transportation reasons why the development should not proceed as proposed.

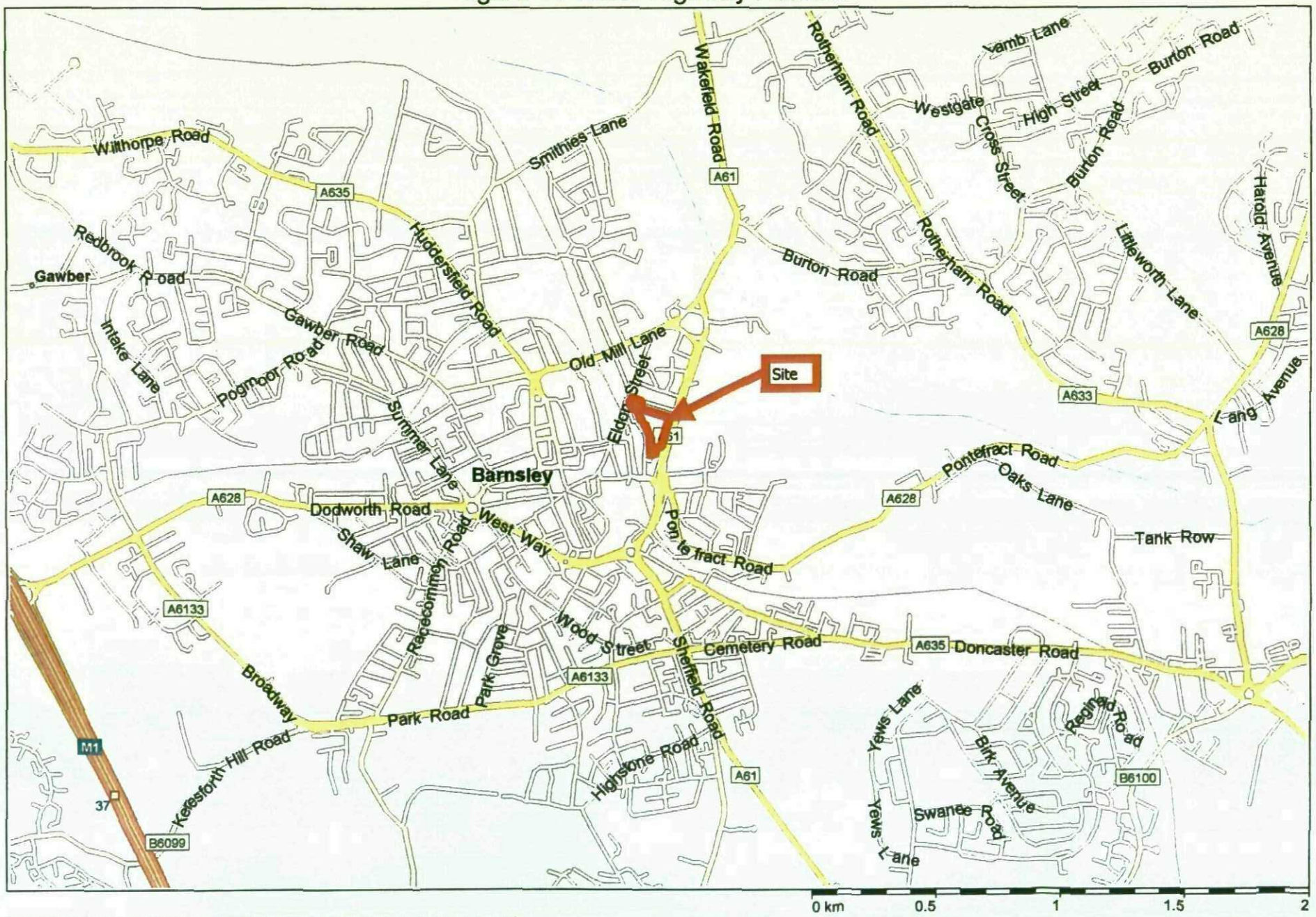
FIGURES



SANDERSON ASSOCIATES (CONSULTING ENGINEERS) LTD HIGHWAYS, TRAFFIC AND TRANSPORTATION Tel: (01484) 519333 Fax: (01484) 519444 E-Mail: mail@sandersonassociates.co.uk Web site: www.sandersonassociates.co.uk	Site Location Plan	Drawn SB	Scale NTS
		Checked DJC	Date OCT 07
	YE Site Harborough Hill Road, Barnsley	Approved DJC	Drawing Number Figure 13 / Rev A

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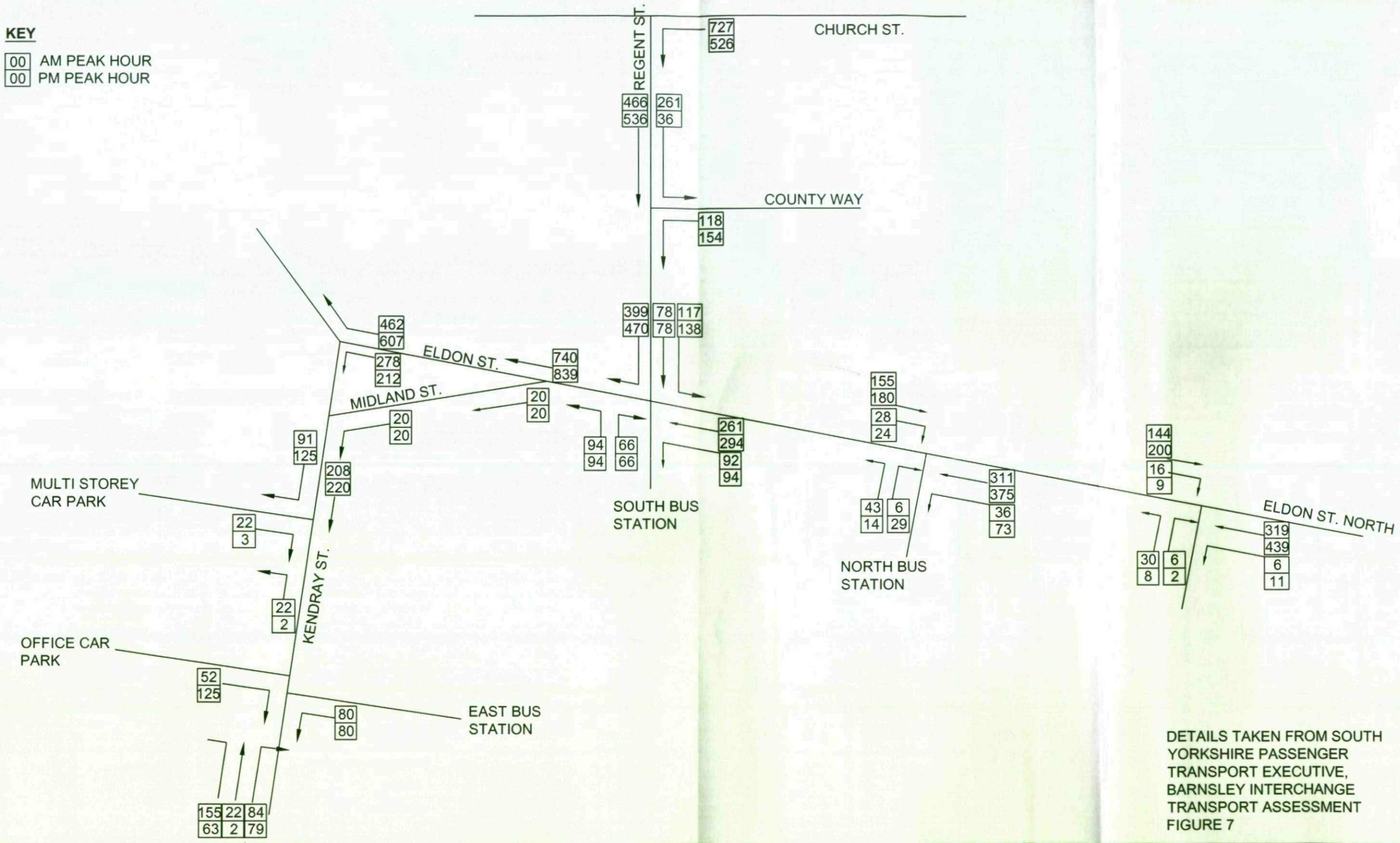
figure 14 Wider Highway Network



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KEY

00	AM PEAK HOUR
00	PM PEAK HOUR



DETAILS TAKEN FROM SOUTH YORKSHIRE PASSENGER TRANSPORT EXECUTIVE, BARNSLEY INTERCHANGE TRANSPORT ASSESSMENT FIGURE 7

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Barnsley Interchange
Base Year Traffic Flows (PCUs)

YE Site, Harborough Hill Road
Barnsley

rev	amendment	date	chkd

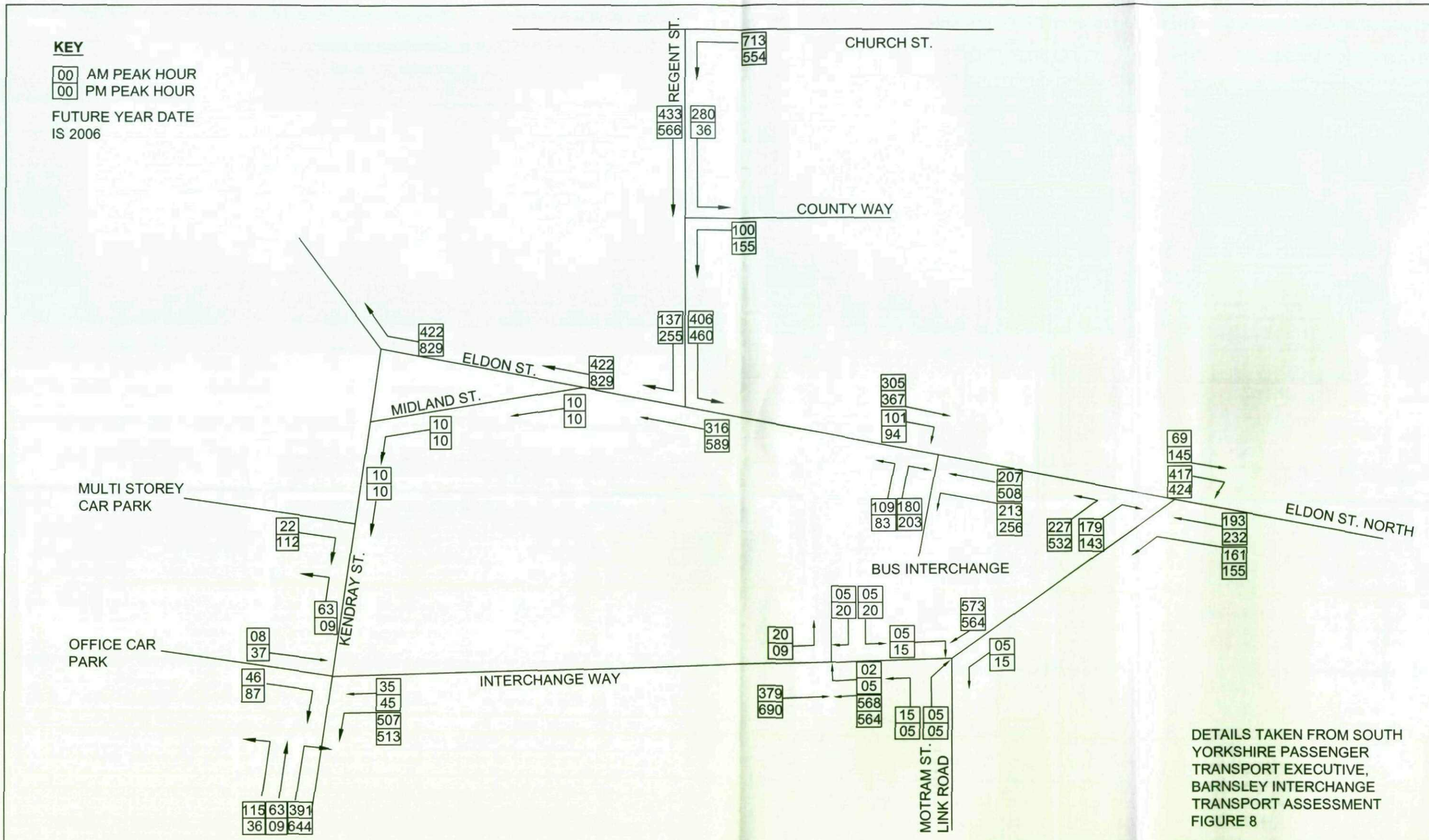
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Checked: DJC	Date: Jan 05	
Approved: DJC	Drawing Number: Figure 17	Rev

AUTOCAD REF:

KEY

00 AM PEAK HOUR
00 PM PEAK HOUR

FUTURE YEAR DATE
IS 2006



DETAILS TAKEN FROM SOUTH YORKSHIRE PASSENGER TRANSPORT EXECUTIVE, BARNSLEY INTERCHANGE TRANSPORT ASSESSMENT FIGURE 8

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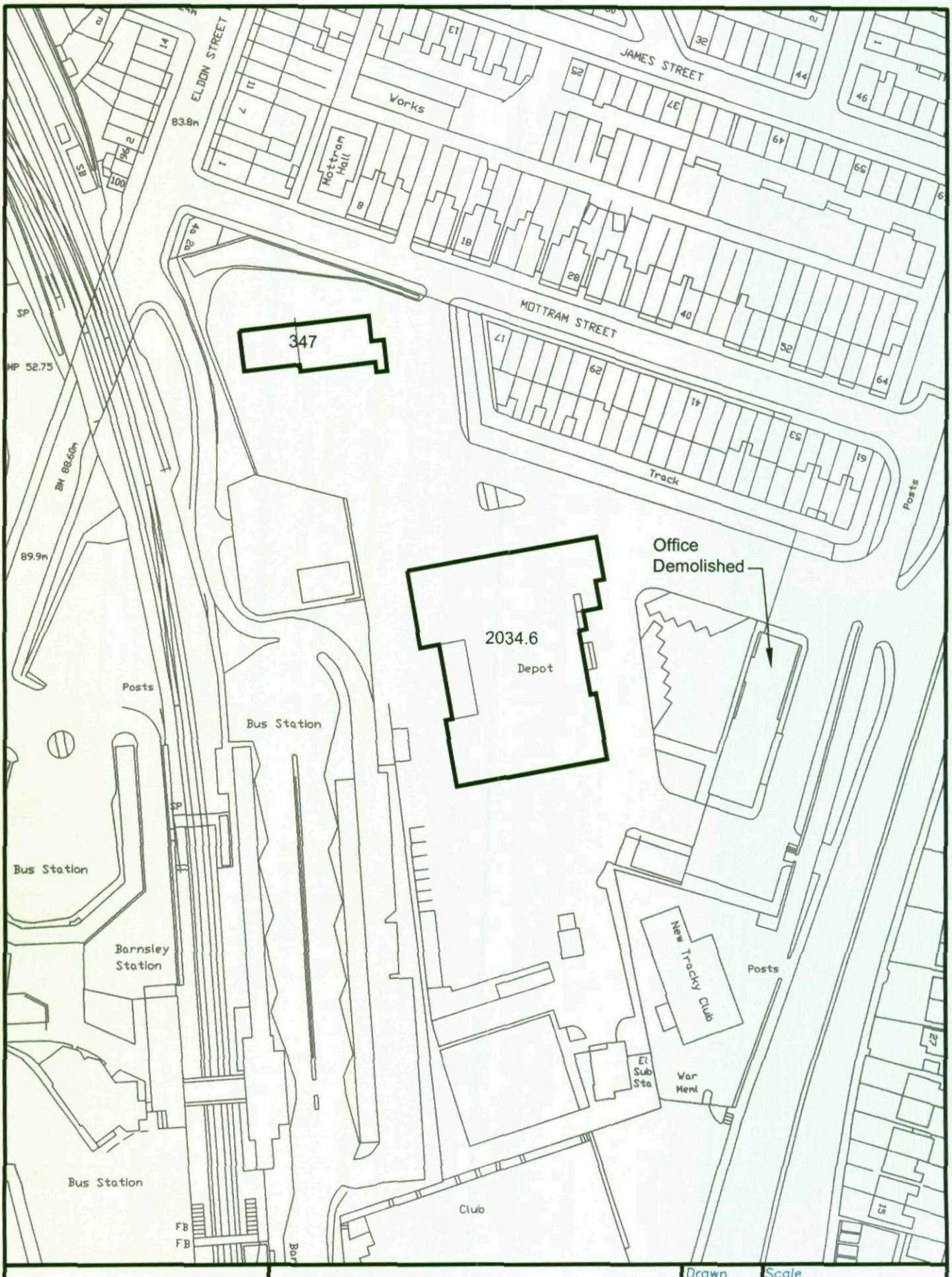
Barnsley Interchange
Future Year Traffic Flows

YE Site, Harborough Hill Road
Barnsley

rev	amendment	date	chkd

Drawn SB	Scale NTS	
Checked DJC	Date Jan 05	
Approved DJC	Drawing Number Figure 18	Rev

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Floor Areas of Pervious Use

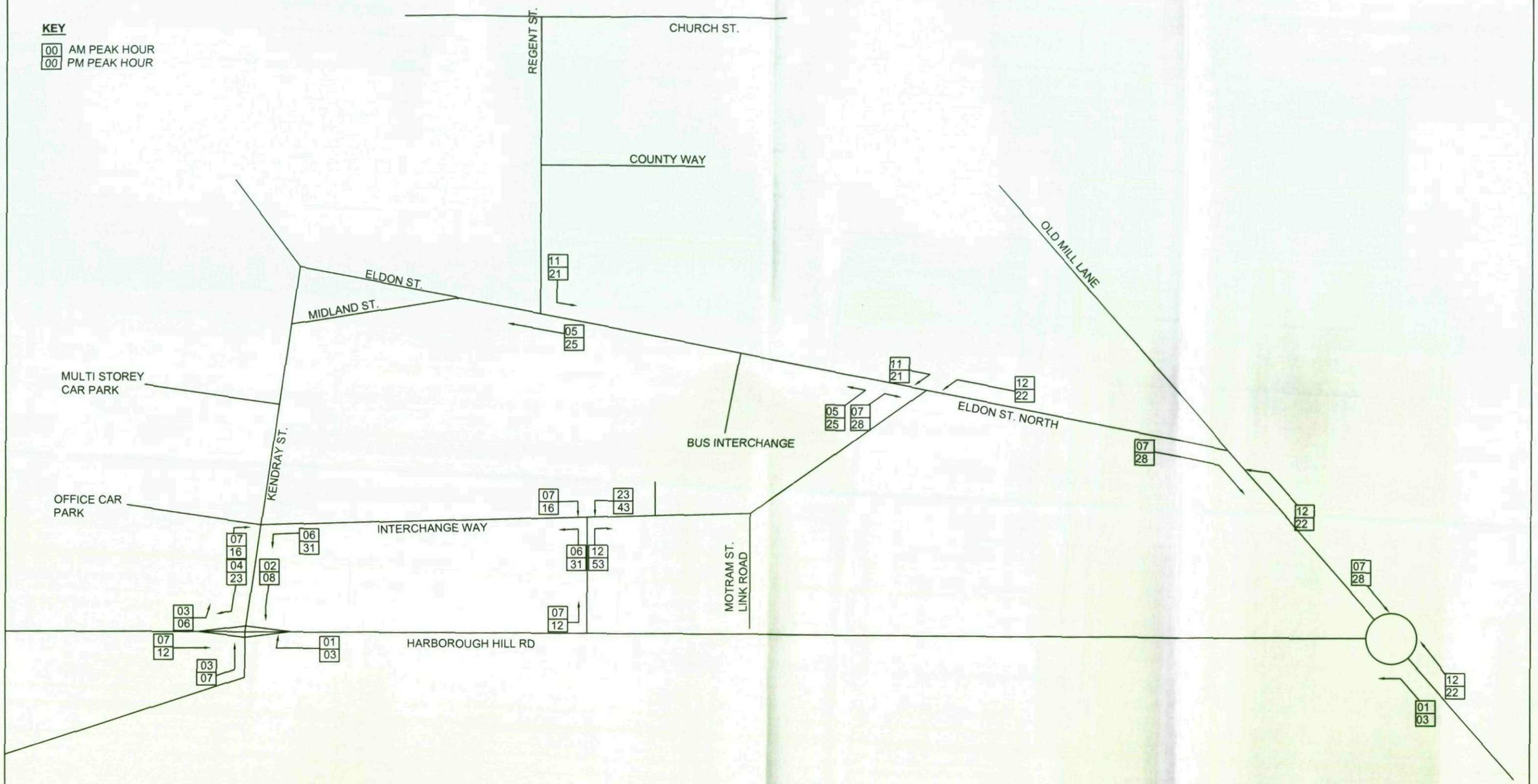
YE Site, Harborough Hill Road
Barnsley

Drawn	Scale
SB	1:1250
Checked	Date
DJC	Jan 05
Approved	Drawing Number	Rev
DJC	Figure 21	

AUTOCAD REF:

KEY

00 AM PEAK HOUR
00 PM PEAK HOUR



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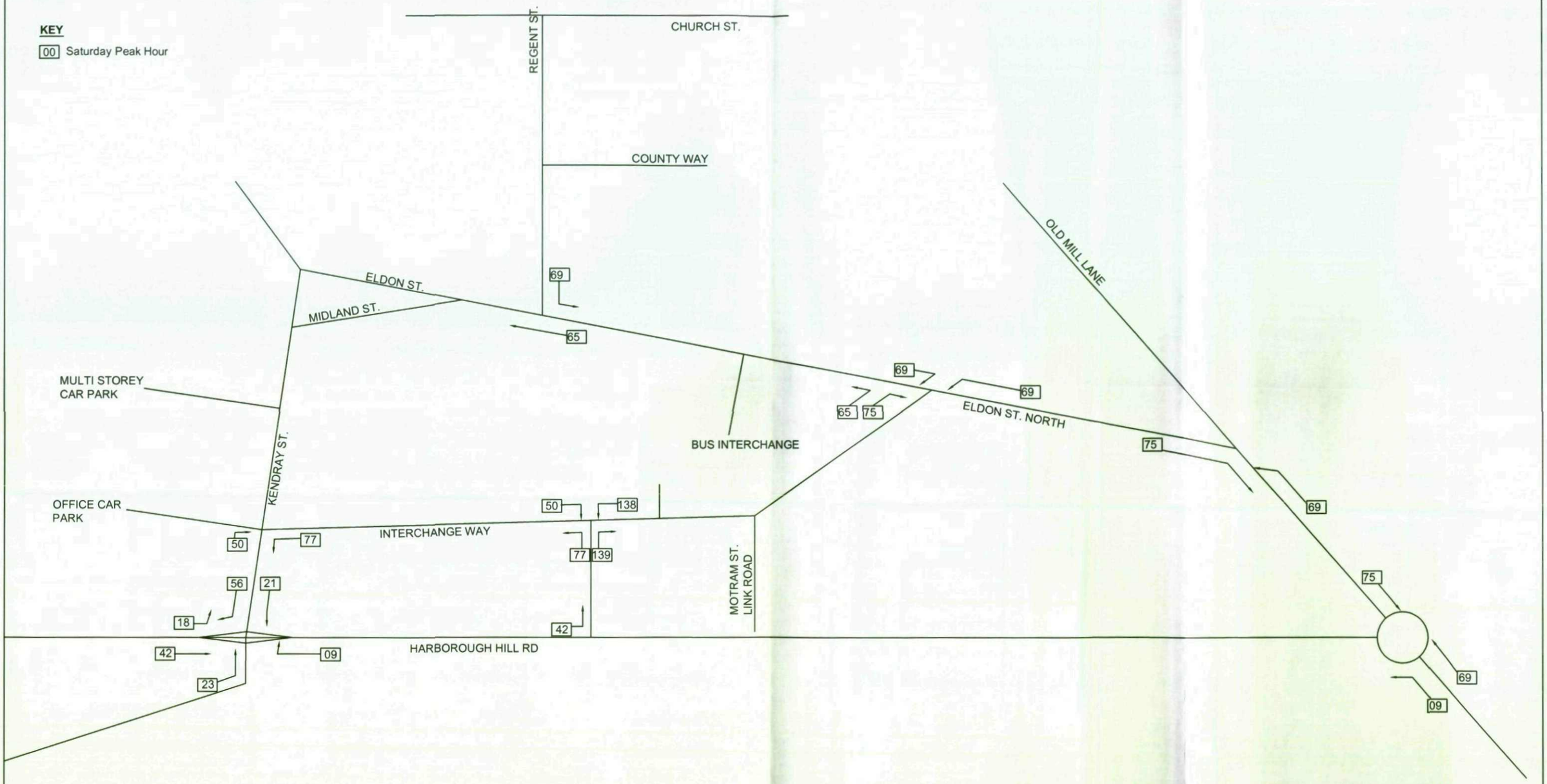
Development Traffic Flows (Monday–Friday)

YE Site, Harborough Hill Road Barnsley

rev	amendment	date	chkd
A	Traffic Flows Amended	Feb 09	DJC

Drawn	Scale
SB	NTS
Checked DJC	**Date** Jan 05
Approved DJC	**Drawing Number** Figure 25
	Rev A

AUTOCAD REF:



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Development Traffic Flows (Saturday)

YE Site, Harborough Hill Road Barnsley

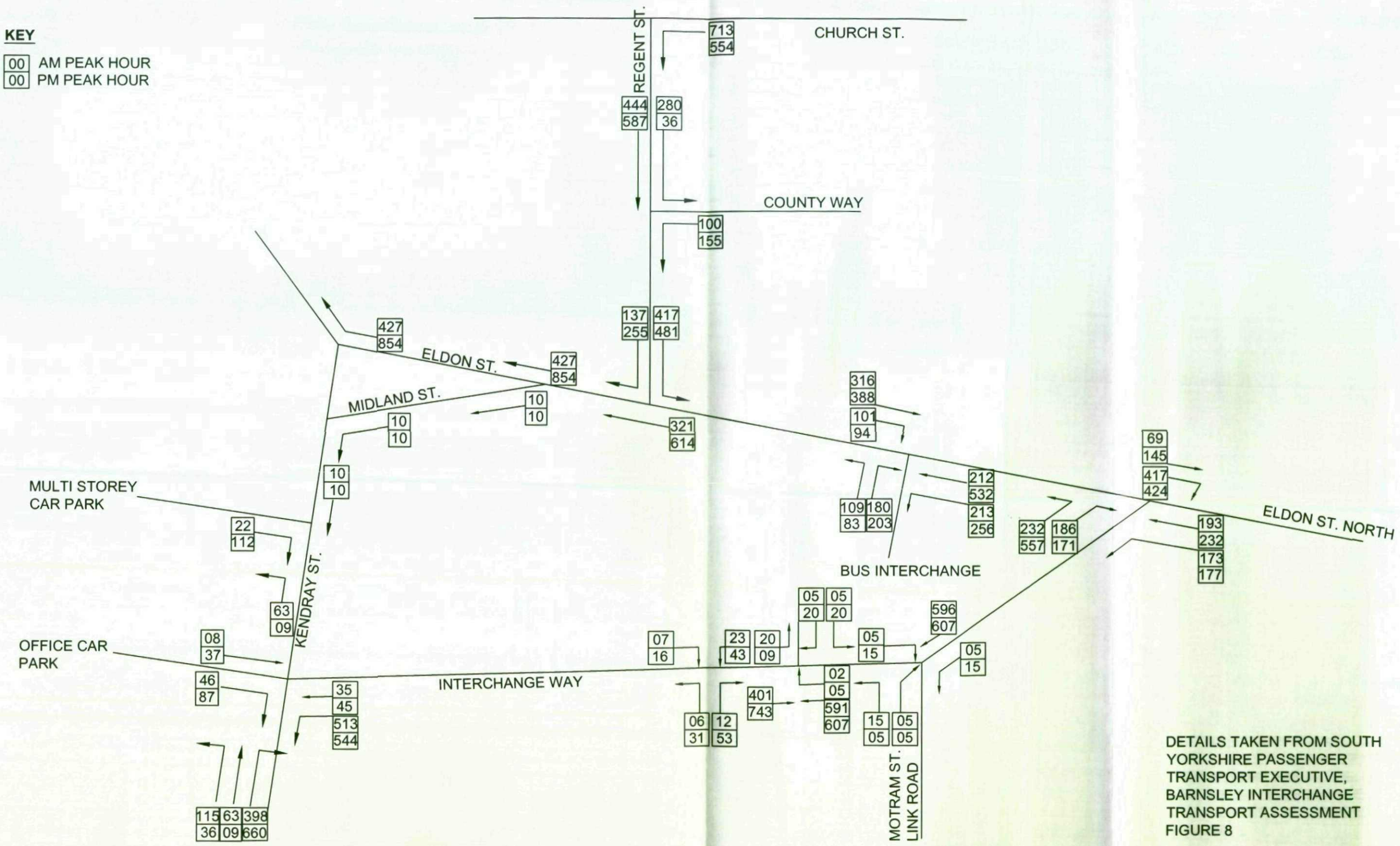
rev	amendment	date	chkd
A	Traffic Flows Amended	Feb 09	DJC

Drawn	Scale
SB	NTS
Checked: DJC	Date: Jan 05
Approved: DJC	Drawing Number: Figure 26
	Rev: A

AUTOCAD REF:

KEY

00	AM PEAK HOUR
00	PM PEAK HOUR



DETAILS TAKEN FROM SOUTH YORKSHIRE PASSENGER TRANSPORT EXECUTIVE, BARNSLEY INTERCHANGE TRANSPORT ASSESSMENT FIGURE 8

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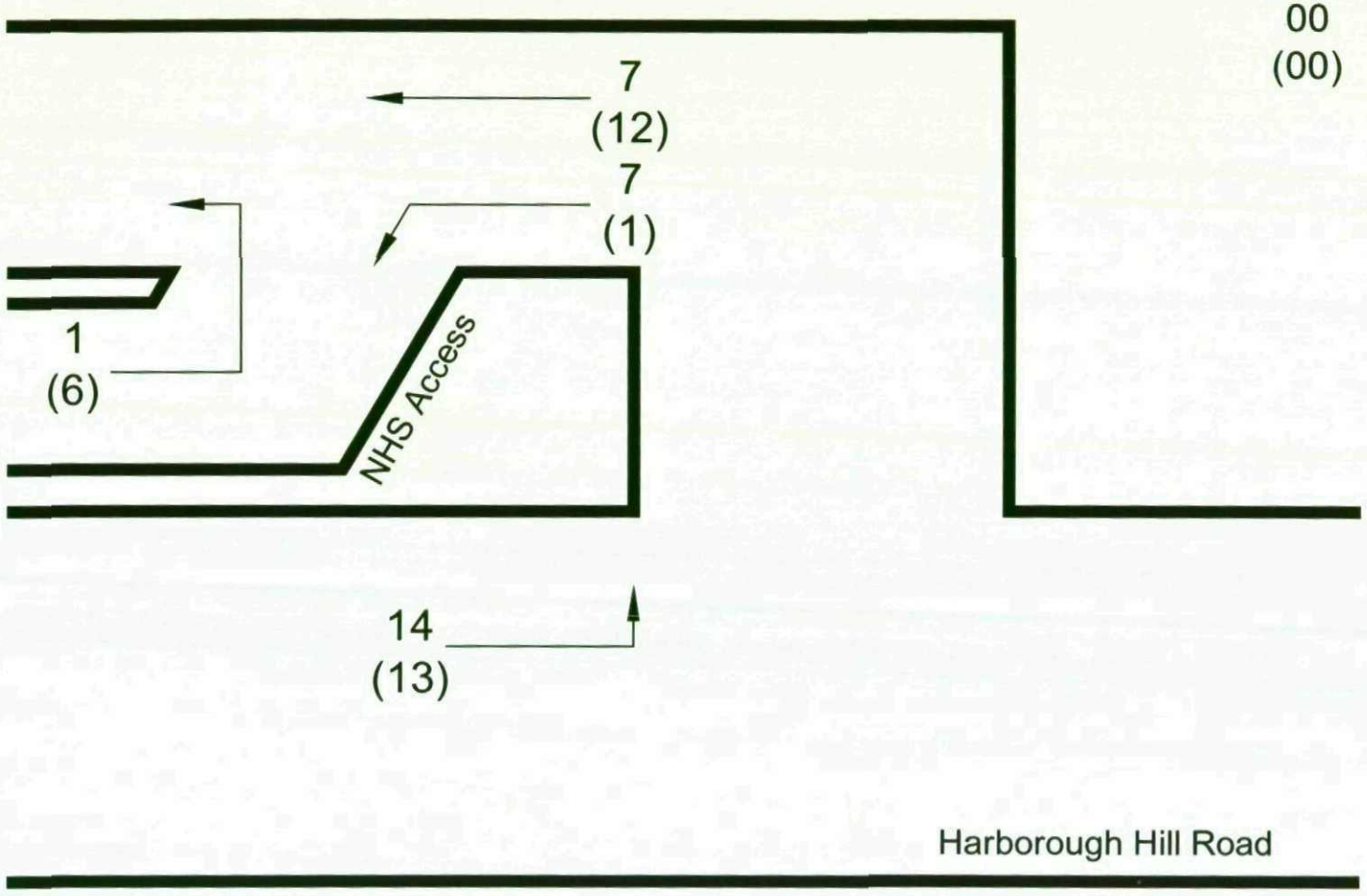
Barnsley Interchange Traffic Flows + Developent Site

YE Site, Harborough Hill Road Barnsley

rev	amendment	date	chkd
A	Traffic Flows Amended	Feb 09	DJC

Drawn	Scale	
SB	NTS	
Checked	Date	
DJC	Jan 05	
Approved	Drawing Number	Rev
DJC	Figure 27	A

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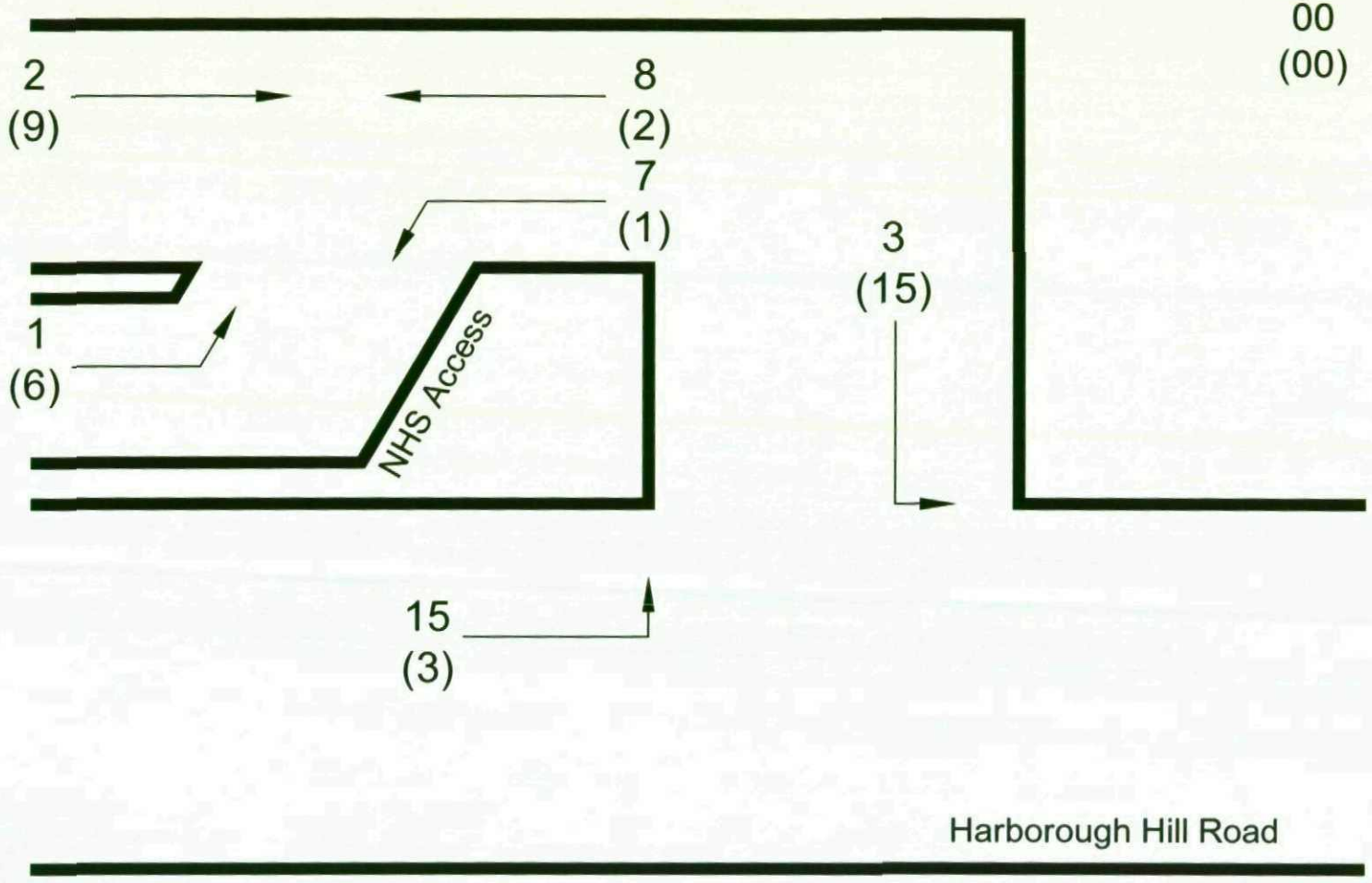


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PROPOSED DEVELOPMENT
HARBOROUGH HILL ROAD
BARNSLEY

PROPOSED TRAFFIC FLOWS FROM
HARBOROUGH HILL ROAD ACCESS

Drawn	Scale	
SB	NTS	
Checked	Date	
DJC	AUGUST 07	
Approved	Drawing Number	Rev
DJC	FIGURE 28	A



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PROPOSED DEVELOPMENT
HARBOROUGH HILL ROAD
BARNSLEY

EXISTING TRAFFIC FLOWS FROM
HARBOROUGH HILL ROAD ACCESS

Drawn	Scale
SB	NTS
Checked	Date
DJC	AUGUST 07
Approved	Drawing Number / Rev
DJC	FIGURE 29 /

APPENDICES

APPENDIX A

SANDERSON ASSOCIATES (CONSULTING ENGINEERS) LTD
24 Wakefield Road, Waterloo, Huddersfield, HD5 0HA

Tel: 01484 519333
Fax: 01484 519444

SPEED SURVEY

Location: YE site, Harbough Hill Road, Barnsley
Direction of Travel: Slip Road

Job Number: 2954
Date of Survey: 22/03/04
Start Time: 10:54
Finish Time: 11:22

Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings
1		26	7	51		76	
2		27	8	52		77	
3		28	9	53		78	
4		29	13	54		79	
5		30	8	55		80	
6		31	8	56		81	
7		32	3	57		82	
8		33	9	58		83	
9		34	4	59		84	
10		35	3	60		85	
11		36	1	61		86	
12		37	1	62		87	
13		38	3	63		88	
14		39		64		89	
15		40	1	65		90	
16		41		66		91	
17		42		67		92	
18		43		68		93	
19	1	44		69		94	
20		45		70		95	
21	4	46		71		96	
22	2	47		72		97	
23	4	48		73		98	
24	7	49		74		99	
25	4	50		75		100	

Number of Readings = 100
Dual C'way Y/N? y

Mean Speed = 28.83
Single C'way Y/N? n

Standard Deviation = 4.3042263
Wet Road Surface Y/N? n

85 Percentile Speed = 33.134226

85 Percentile Wet Weather Speed = 28.163226 <<<<

SANDERSON ASSOCIATES (CONSULTING ENGINEERS) LTD
24 Wakefield Road, Waterloo, Huddersfield, HD5 0HA

Tel: 01484 519333
Fax: 01484 519444

SPEED SURVEY

Location: YE site Harborough Hill Road, Barnsley
Direction of Travel: Dual Carraige way

Job Number: 2954
Date of Survey: 22/03/04
Start Time: 10:54
Finish Time: 11:13

Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings
1		26	2	51		76	
2		27		52		77	
3		28	1	53		78	
4		29		54		79	
5		30	1	55		80	
6		31	5	56		81	
7		32	4	57		82	
8		33	7	58		83	
9		34	7	59		84	
10		35	11	60		85	
11		36	16	61		86	
12		37	10	62		87	
13		38	2	63		88	
14		39	10	64		89	
15		40	6	65		90	
16		41	4	66		91	
17		42	4	67		92	
18		43	4	68		93	
19		44	3	69		94	
20		45	3	70		95	
21		46	1	71		96	
22		47		72		97	
23		48	1	73		98	
24		49		74		99	
25		50		75		100	

Number of Readings = 102
Dual C'way Y/N? y

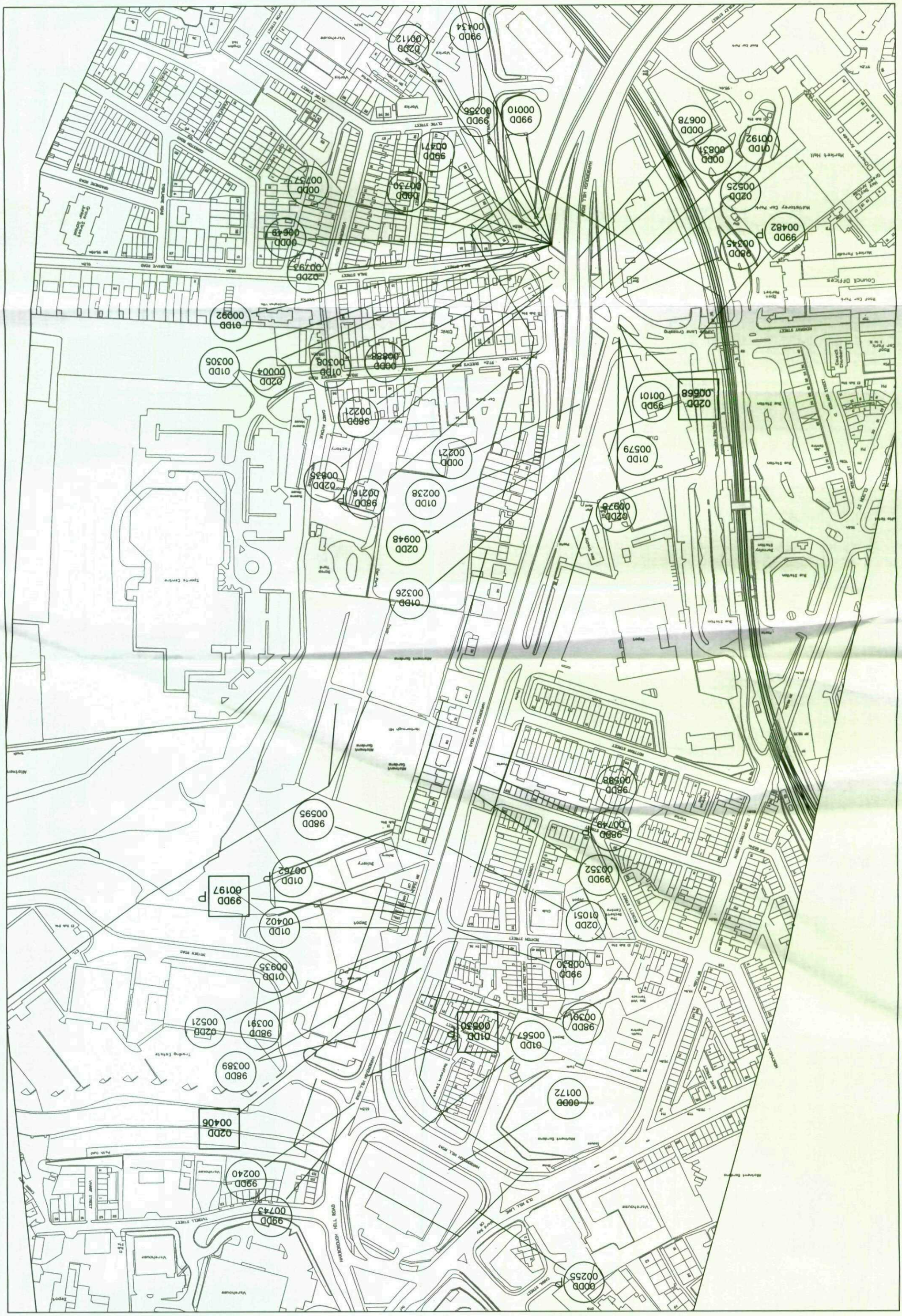
Mean Speed = 36.901961
Single C'way Y/N? n

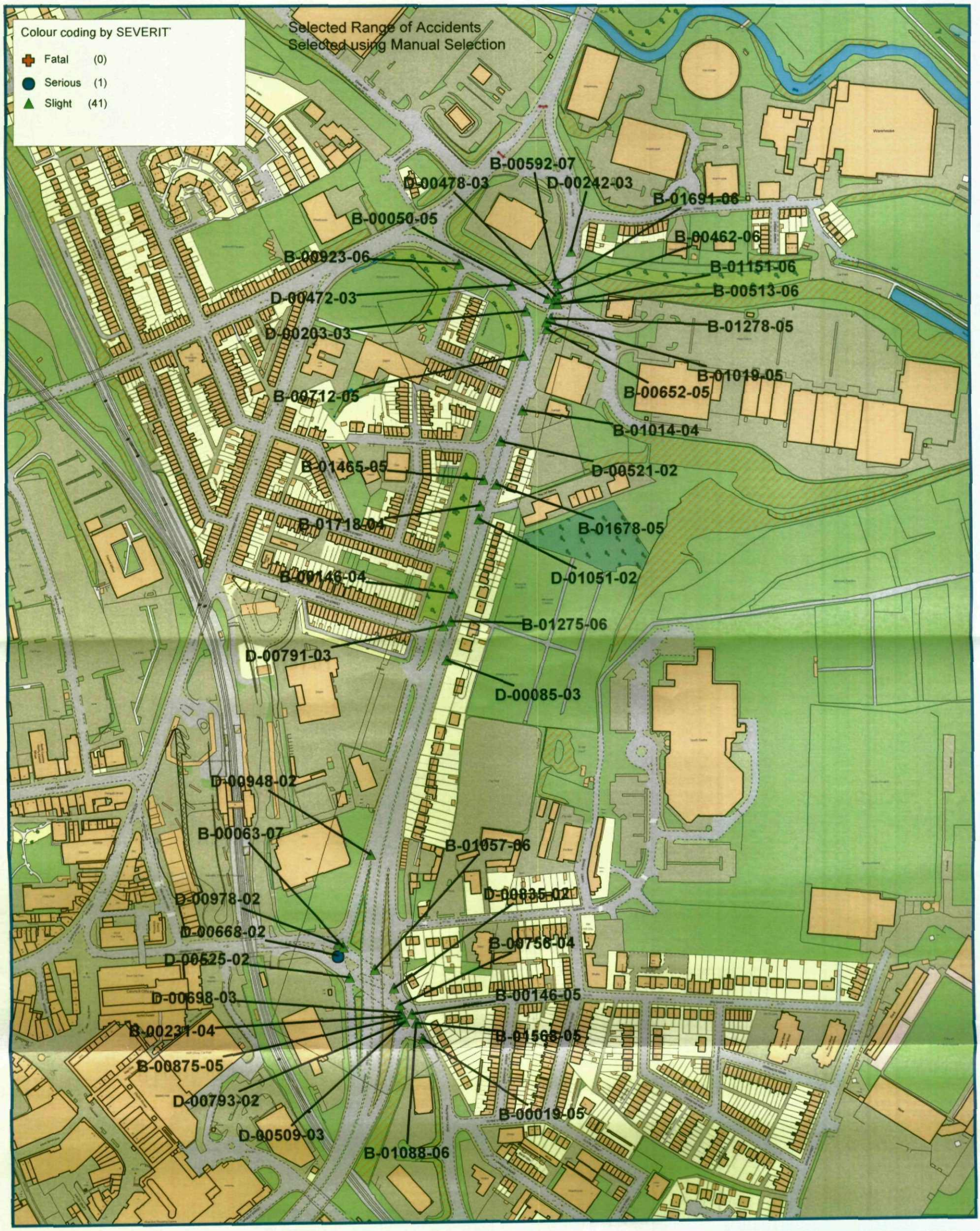
Standard Deviation = 4.2578054
Wet Road Surface Y/N? n

85 Percentile Speed = 41.159766

85 Percentile Wet Weather Speed = 36.188766 <<<<

APPENDIX B


Sports Centre
Warehouse
Depot
Factory
Bakery
Clinic
Club
Council Offices
Open Market
Market Hall
Multistorey Car Park
Roof Car Park
Pay Station
Toilets
Public Conveniences
Allotments Gardens
Trading Estate
Sewage Works
Bowling Green
Tennis Courts
Bus Station
Railway Station
Level Crossing
Church
Chapel
Public House
Petrol Station
Hospital
Library
Fire Station
Police Station
Post Office
Telephone Exchange
Swimming Pool
Ambulance Station
Recreation Ground
Cricket Ground
Football Ground
Golf Course
Nursery
Cemetery
Crematorium
Boat Yard
Boat Slipway
Boat Pontoon
Boat Mooring
Boat Fuelling
Boat Pump Out
Boat Sewage Disposal
Boat Toilets
Boat Showers
Boat Laundry
Boat Chandlery
Boat Repairs
Boat Hoist
Boat Crane
Boat Dry Dock
Boat Slipway
Boat Trailer Park
Boat Car Park
Boat Storage



Safer Roads For South Yorkshire

Selected map area

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SCALE	1 : 3500
DATE	28/08/2007
DRAWING No.	
DRAWN BY	

.ccidents between dates **01/07/2002** and **30/06/2007** (60) months

election: Notes:

elected using Build Query': Local_auth=210

olice Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
00521-02	05/07/2002	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1253	HARBOROUGH HILLS BARNSLEY J/W DENTON ST
00525-02	10/07/2002	1	Slight	0	0	1	0	Light	No turn	Wet/Damp	1645	KENDRAY ST BARNSLEY AT J/W HARBOROUGH HILL SLIP RD
00668-02	31/08/2002	1	Serious	0	0	0	0	Light	No turn	Dry	0940	PONTEFRACT RD BARNSLEY 20 FT FROM J/W SHEFFIELD RD
00793-02	12/10/2002	2	Slight	0	0	0	0	Dark	No turn	Dry	1850	PONTEFRACT RD BARNSLEY AT J/W HARBROUGH HILL RD
00835-02	25/10/2002	1	Slight	0	0	0	0	Light	Right	Wet/Damp	1230	PONTEFRACT RD BARNSLEY AT J/W SLIP RD TO HARBOROUGH HILL
00948-02	29/11/2002	2	Slight	0	0	0	1	Light	No turn	Dry	1310	HARBOROUGH HILL RD BARNSLEY
00978-02	06/12/2002	2	Slight	0	0	0	0	Light	No turn	Wet/Damp	1335	KENDRAY ST BARNSLEY AT J/W HARBOROUGH HILLS SLIP RD
01051-02	23/12/2002	4	Slight	0	0	1	0	Dark	No turn	Wet/Damp	1651	HARBOROUGH HILL RD BARNSLEY 50 MTS FROM DENTON ST
00085-03	29/01/2003	1	Slight	0	0	0	1	Light	Left	Dry	1135	HARBOROUGH HILLS RD BARNSLEY 150 YRDS FROM PONTEFRACT F
00203-03	05/03/2003	3	Slight	0	0	0	1	Light	No turn	Dry	1230	HARBOROUGH HILL BARNSLEY AT J/W B & Q R/ABOUT
00242-03	28/03/2003	2	Slight	0	0	0	0	Light	No turn	Dry	1145	HARBOROUGH HILLS RD BARNSLEY 20 YDS HARBOROUGH HILLS RI
00472-03	16/06/2003	1	Slight	0	0	0	0	Light	No turn	Dry	1230	HARBOROUGH HILLS RD BARNSLEY J/W B&Q ROUNDABOUT
00478-03	17/06/2003	1	Slight	0	0	0	0	Light	No turn	Dry	0905	HARBOROUGH HILLS RD BARNSLEY 30 YDS FROM DRYDEN RD
00509-03	30/06/2003	1	Slight	0	0	0	0	Light	Right	Wet/Damp	0815	PONTEFRACT RD BARNSLEY J/W HARBOROUGH HILLS SLIP RD
00698-03	09/09/2003	3	Slight	0	0	0	0	Light	Right	Wet/Damp	1250	PONTEFRACT RD BARNSLEY AT J/W SLIP RD TO HARBOROUGH HILL
00791-03	13/10/2003	1	Slight	0	1	1	0	Dark	No turn	Dry	1825	HARBOROUGH HILL RD BARNSLEY 50 MTS FROM MOTTRAM ST
00146-04	23/01/2004	3	Slight	0	0	0	0	Dark	No turn	Wet/Damp	1700	HARBOROUGH HILLS RD BARNSLEY 25 MTS FROM SLIP RD TO JAME
00231-04	06/02/2004	2	Slight	0	0	0	1	Dark	No turn	Wet/Damp	2120	PONTEFRACT ROAD BARNSLEY 5MTS JUMBLE LANE
00756-04	02/06/2004	1	Slight	0	0	0	1	Light	No turn	Dry	1115	EASTERN RELIEF RD BARNSLEY AT J/W PONTEFRACT RD
01014-04	30/07/2004	2	Slight	0	1	1	1	Light	No turn	Dry	1620	HARBROUGH HILLS ROAD BARNSLEY 2MTS FROM ENTERPRISE GAI
01718-04	10/12/2004	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	1702	HARBOROUGH HILLS ROAD BARNSLEY 50MTS DENTON STREET
00019-05	06/01/2005	1	Slight	0	0	0	0	Dark	Right	Wet/Damp	1645	PONTEFRACT RD BARNSLEY 1 MTR FROM JUMBLE LN
00050-05	15/01/2005	1	Slight	0	0	0	0	Light	No turn	Dry	1225	HARBOROUGH HILLS BARNSLEY
00146-05	31/01/2005	1	Slight	0	0	0	0	Light	Right	Wet/Damp	1200	PONTEFRACT RD BARNSLEY AT J/W BALA ST
00652-05	16/05/2005	1	Slight	0	0	0	0	Light	No turn	Dry	2017	A61 HARBOROUGH HILL RD AT J/W DRYDEN RD
00712-05	27/05/2005	1	Slight	0	0	0	0	Light	No turn	Dry	0812	HARBOROUGH HILL RD BARNSLEY
00875-05	29/06/2005	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1215	PONTEFRACT ROAD BARNSLEY AT J/W KENDRAY ST
01019-05	31/07/2005	1	Slight	0	0	0	0	Light	No turn	Dry	1806	HARBOROUGH HILL RD BARNSLEY J/W DRYDEN RD
01278-05	17/09/2005	1	Slight	0	0	0	1	Light	Left	Dry	1030	HARBOROUGH HILL RD BARNSLEY
01465-05	18/10/2005	5	Slight	0	0	1	0	Light	No turn	Dry	1720	HARBOROUGH HILLS BARNSLEY J/W DENTON ST

Accidents between dates 01/07/2002 and 30/06/2007 (60) months

Selection: Notes:

Selected using Build Query : Local_auth=210

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
01568-05	08/11/2005	1	Slight	0	0	0	0	Light	Left	Dry	1800	BALA STREET BARNSLEY J/W PONTEFRACT RD
01678-05	23/11/2005	1	Slight	0	0	0	0	Dark	No turn	Dry	2151	HARBOROUGH HILL RD BARNSLEY AT J/W WESTWAY
00462-06	06/04/2006	1	Slight	0	0	0	0	Light	No turn	Dry	1440	HARBOROUGH HILLS RD BARNSLEY AT J/W PEEL CENTRE
00513-06	16/04/2006	3	Slight	0	0	0	1	Light	No turn	Dry	1355	HARBOROUGH HILL RD BARNSLEY AT J/W DRYDEN RD
00923-06	19/07/2006	1	Slight	0	0	0	1	Light	No turn	Dry	1015	HARBOROUGH HILL RD BARNSLEY AT J/W REDFEARN ST
01088-06	11/08/2006	1	Slight	0	0	0	0	Light	No turn	Dry	1800	HARBOROUGH HILL ROAD BARNSLEY J/W PONTEFRACT RD
01057-06	17/08/2006	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1720	HARBOROUGH HILL ROAD BARNSLEY AT JCT PONTEFRACT ROAD
01151-06	05/09/2006	2	Slight	0	0	0	0	Light	No turn	Dry	1720	HARBOROUGH HILLS BARNSLEY J/W DRYDEN RD
01275-06	26/09/2006	1	Slight	1	0	1	0	Light	Left	Dry	1629	HARBOROUGH HILLS RD BARNSLEY
01691-06	12/12/2006	1	Slight	0	0	0	1	Light	No turn	Wet/Damp	1215	HARBOROUGH HILLS RD BARNSLEY AT J/W PEEL CENTRE
00063-07	18/01/2007	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	0722	PONTEFRACT RD BARNSLEY AT J/W HARBOROUGH HILL RD
00592-07	07/05/2007	2	Slight	0	0	0	0	Light	No turn	Dry	2030	HARBOROUGH HILLS RD BARNSLEY J/W OLD MILL LN
Column Totals		65		1	2	6	10					
No. of Accidents				1	2	6	10					

Total number of accidents listed: 42

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

D-00521-02 05/07/2002 Friday Time 1253 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 TV DOWN HARBOROUGH HILL TW OLD MILL LN V1 SLOWED TO A STOP DUE TO STATIONARY TF IN FRONT. V2 COLL REAR V1
Occurred on HARBOROUGH HILLS BARNSLEY J/W DENTON ST

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 25 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Slowing or Stopping
Not in restricted lane Skidded
First point of impact Front Age of Driver Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey 0

D-00525-02 10/07/2002 Wednesday Time 1645 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 STAT ON SLIP RD OF HARB HILL V1 THEN EMERGES OUT OF JUNCT V2 TRAV ON KENDRAY ST TWRDS THIS JUNCT IN OTHER LANE BOTH VEHS COLLIDE.
Occurred on KENDRAY ST BARNSLEY AT J/W HARBOROUGH HILL SLIP RD

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Breath test Negative
Vehicle direction S to NW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 31 Breath test Negative
Vehicle direction SE to NW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 4 Female Passenger Severity: Slight
8888

TRAFFMAP **INTERPRETED LISTING** **Run on: 08/ 28/2007**
AccsMap - Accident Analysis System

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

D-00668-02 31/08/2002 Saturday Time 0940 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TV A628 T/W TOWN CENTRE APP J/W A61 BEGINS TO SLOW APP GIVE WAY SIGN V2 TV FROM KENDRAY ST ALSO BEGINS TO SLOW V1 BELIEVES V2 IS LETTING HER PROCEED THROUGH GIVE WAY SO SHE CARRIED ON & V2 WAS UNABLE TO AVOID A COLL
Occurred on PONTEFRACT RD BARNSLEY 20 FT FROM J/W SHEFFIELD RD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 41 Breath test Negative
Vehicle direction SE to N Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Motorcycle over 125cc and up to 500cc Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 37 Breath test Not requested
Vehicle direction NW to SE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Serious

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D-00793-02 12/10/2002 Saturday Time 1850 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Dual carriageway
V1 TRAV ALONG PONTEFRACT RD MOVED SLIGHTLY OVER JUNCTION MARKINGS. V2 TRAV TWRDS JUNCT FROM T.CENTRE MOVED FROM NSIDE TO OFFSIDE LN AND STRUCK V1 WHICH HAD EMERGED INTO RD.
Occurred on PONTEFRACT RD BARNSLEY AT J/W HARBROUGH HILL RD

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 15 Breath test Negative
Vehicle direction SE to NW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Breath test Negative
Vehicle direction NE to SW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 38 Female Passenger Severity: Slight

Casualty Reference: 2 Age: 29 Female Passenger Severity: Slight

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Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-00231-04 06/02/2004 Friday Time 2120 Vehicles 2 Casualties 2 Slight
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type 5
VEH1 TRVL ON PONTEFRACT RD TWDS TWN CNTR VEH2 TRVL TWDS DUL CRRG WY LDNG TO SHEFFIELD RD DRV VEH1 FLS TO SEE GV WY SGNS UNTL LST MIN BRKS BUT COLLS WTH VEH2
Occurred on PONTEFRACT ROAD BARNSLEY 5MTS JUMBLE LANE

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded
First point of impact Front Age of Driver 19 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 26 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 60 Female Passenger Severity: Slight

Casualty Reference: 2 Age: 58 Female Passenger Severity: Slight

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B-00756-04 02/06/2004 Wednesday Time 1115 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Slip road
V1 APPROACHING PONTE RD BUT SAW V2 APPROACHING AND THOUGHT DRIVER WASN'T GOING TO STOP AT GIVE WAY AND SO BRAKED HEAVILY CAUSING PASS TO FALL.
Occurred on EASTERN RELIEF RD BARNSLEY AT J/W PONTEFRACT RD

Vehicle Reference 1 Bus or coach Going ahead right hand bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 45 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 78 Female Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 51 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

TRAFFMAP **INTERPRETED LISTING** **Run on: 08/ 28/2007**
AccsMap - Accident Analysis System

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-01014-04 30/07/2004 Friday Time 1620 Vehicles 1 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
VEH1 TRVL UP HARBRO HILLS RD IN RT HND LN PED STUD ON CNTRL RES BGNS TO X RD & COLL OCCRS DRV BRKS SWRVS & COLLS WTH TELGRPH PL
Occurred on HARBROUGH HILLS ROAD BARNSLEY 2MTS FROM ENTERPRISE GARAGE

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded
First point of impact Offside Age of Driver 29 Breath test Not requested
Vehicle direction N to SW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 63 Male Pedestrian Severity: Slight

Casualty Reference: 2 Age: 1 Female Passenger Severity: Slight

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South Yorkshire LTP Partnership ..

Accidents between dates 01/07/2002 and 30/06/2007 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

D-00835-02 25/10/2002 Friday Time 1230 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 TRAV ALONG PONTEFRACT RD TWRDS SLIP RD AT HARB HILL RD V2 EMERGES FROM SLIP RD THROUGH GIVEW/ AND COLLS WITH V1.
Occurred on PONTEFRACT RD BARNSLEY AT J/W SLIP RD TO HARBOROUGH HILL RD

Vehicle Reference 1 Taxi Turning right
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 32 Breath test Not applicable
Vehicle direction NW to SE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 72 Breath test Not applicable
Vehicle direction N to SE Driver Postcode
FRV Not foreign registered vehicle Journey 0

D-00948-02 29/11/2002 Friday Time 1310 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 ENTERING ONTO TO DUAL CARRIAGEWAY FROM SLIP RD. V2 IS WAITING FOR TRAFFIC FROM RHT. V1 HAS THOUGHT V2 HAS MOVED & WHILST LOOKING TO THE RHT HE HAS COLLIDED WITH THE REAR OF V2.
Occurred on HARBOROUGH HILL RD BARNSLEY

Vehicle Reference 1 Goods <= 3.5 tonnes mgw Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 38 Breath test Not requested
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 24 Breath test Not requested
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 2 Age: 74 Male Passenger Severity: Slight

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TRAFFMAP INTERPRETED LISTING Run on: 08/ 28/2007
AccsMap - Accident Analysis System

Accidents between dates 01/07/2002 and 30/06/2007 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

D-00978-02 06/12/2002 Friday Time 1335 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 TRAV ON KENDRAY ST V2 AT J/W KENDRAY ST INTENDING TO GO ONTO HARBOROUGH HILLS RD V2 PULLS OUT JUNCT INTO PATH OF V1 CAUSING V1 TO GO STRAIGHT INTO N/S OF V2
Occurred on KENDRAY ST BARNSLEY AT J/W HARBOROUGH HILLS SLIP RD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 44 Breath test Not requested
Vehicle direction NW to SE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 31 Female Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 39 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey 0

South Yorkshire LTP Partnership

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

D-00242-03 28/03/2003 Friday Time 1145 Vehicles 1 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Dual carriageway
PSV tr in o/s ln when HGV has pulled into path causing driver to brake heavily and two pass fell from seats.
Occurred on HARBOROUGH HILLS RD BARNSLEY 20 YDS HARBOROUGH HILLS RD

Vehicle Reference 1 Bus or coach Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 39 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 35 Female Passenger Severity: Slight

Casualty Reference: 2 Age: 30 Female Passenger Severity: Slight

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D-00472-03 16/06/2003 Monday Time 1230 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
V1 STATIONARY AT R/ABOUT WAITING TO MOVE ONTO A61 ATS NOT WORKING. V2 TV A61, V1 MOVES FORWARD, V SEES V1 BUT HAS NOWHERE TO GO & COLL OCCURS.
Occurred on HARBOROUGH HILLS RD BARNSLEY J/W B&Q ROUNDABOUT

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 51 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Motorcycle over 125cc and up to 500cc Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 38 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

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TRAFFMAP **INTERPRETED LISTING** **Run on: 08/ 28/2007**
AccsMap - Accident Analysis System

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

D-00478-03 17/06/2003 Tuesday Time 0905 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 TR UP TOW HARBOROUGH HILLS INDICATED TO MOVE INTO RGT LN V2 FOLLOW BRAKED BUT V3 FOLL COLL WI REAR OF V2 PUSHING IT INTO V1.
Occurred on HARBOROUGH HILLS RD BARNSLEY 30 YDS FROM DRYDEN RD

Vehicle Reference 1 Car Changing lane to right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 31 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Taxi Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 38 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 20 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

D-00509-03 30/06/2003 Monday Time 0815 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 TV A628 TW BARNSLEY STOPS AT JCT DRIVER SEES ONCOMING VAN PULL OVER SO V1 PULLS OUT INTO PATH OF V2 TV SAME DIRC AS VAN HAD BEEN. DRIVER OF V1 HAD FAILED TO SEE V2
Occurred on PONTEFRACT RD BARNSLEY J/W HARBOROUGH HILLS SLIP RD

Vehicle Reference 1 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 55 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Motorcycle over 50cc and up to 125cc Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 17 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight

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Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

D-01051-02 23/12/2002 Monday Time 1651 Vehicles 3 Casualties 4 Slight
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Dual carriageway
V1 AT BACK OF STAT TF DUE TO TF LGTS, UNKNOWN VEH IN FRONT OF V2 SEES TF BRAKING AND SWERVES TO O/S LN, V2 CANNOT STOP AND COLL WITH REAR OF V1, V3 FOLL COLL WITH REAR IF V2.
Occurred on HARBOROUGH HILL RD BARNSLEY 50 MTS FROM DENTON ST

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 35 Breath test Negative
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 32 Female Passenger Severity: Slight

Casualty Reference: 2 Age: 10 Male Passenger Severity: Slight
9999

Casualty Reference: 3 Age: 35 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 54 Breath test Negative
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 4 Age: 54 Male Driver/rider Severity: Slight

Vehicle Reference 3 Other motor vehicle Slowing or Stopping
Not in restricted lane Skidded
First point of impact Front Age of Driver 45 Breath test Negative
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

TRAFFMAP **INTERPRETED LISTING** **Run on: 08/ 28/2007**
AccsMap - Accident Analysis System

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

D-00085-03 29/01/2003 Wednesday Time 1135 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 IN N/S LN TAV INFRONT OF V2. V1 INDICATES RHT MOVES TO O/SIDE LN TURNS LFT INTO DRIVEWY OF HOME ADDRESS. AS V1 XS THE PATH OF V2 A COLL OCCURS IN THE N/S LN.
Occurred on HARBOROUGH HILLS RD BARNSLEY 150 YRDS FROM PONTEFRACT RD

Vehicle Reference 1 Goods <= 3.5 tonnes mgw Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 39 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 61 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 61 Male Driver/rider Severity: Slight

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D-00203-03 05/03/2003 Wednesday Time 1230 Vehicles 2 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
V1 STAT AT T/LIGHTS WITH HANDBRAKE ON, V2 COLLS WITH REAR OF V1.
Occurred on HARBOROUGH HILL BARNSLEY AT J/W B & Q R/ABOUT

Vehicle Reference 1 Taxi Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 43 Breath test Not applicable
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 60 Female Passenger Severity: Slight

Casualty Reference: 3 Age: 40 Female Passenger Severity: Slight

Vehicle Reference 2 Goods >= 7.5 tonnes mgw Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Breath test Not applicable
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Accidents between dates 01/07/2002 and 30/06/2007 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

D-00698-03 09/09/2003 Tuesday Time 1250 Vehicles 2 Casualties 3 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 TR ON PONTEFRACT RD AND TND RGT ACC PONTEFRACT RD TOW THE SLIP RD TO HARBOROUGH HILLS. V2 TR ALONG PONTEFRACT RD. WHEN ELDERLY LADY STEPPED INTO RD V1 BRAKED AND V2 COLL WITH SIDE OF V1.
Occurred on PONTEFRACT RD BARNSLEY AT J/W SLIP RD TO HARBOROUGH HILL RD

Vehicle Reference 1 Goods <= 3.5 tonnes mgw Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 54 Breath test Negative
Vehicle direction Park(to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 43 Breath test Not requested
Vehicle direction Park(to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 39 Female Passenger Severity: Slight

Casualty Reference: 3 Age: 44 Male Passenger Severity: Slight

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D-00791-03 13/10/2003 Monday Time 1825 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions Road works present Road Type 4
VEH SLOWING DOWN DUE TO RD WORK CONES AND TF LGTS WHEN CHILD RAN INTO SIDE OF VEH.
Occurred on HARBOROUGH HILL RD BARNSLEY 50 MTS FROM MOTTRAM ST

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 29 Breath test Negative
Vehicle direction Park(to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 7 Male Pedestrian Severity: Slight

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TRAFFMAP INTERPRETED LISTING Run on: 08/ 28/2007
AccsMap - Accident Analysis System

Accidents between dates 01/07/2002 and 30/06/2007 (60) months
Selection: Notes:
Selected using Build Query : Local_auth=210

B-00146-04 23/01/2004 Friday Time 1700 Vehicles 4 Casualties 3 Slight
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Dual carriageway
ALL 4 VEHS TV DOWN HARBOROUGH HILL V1, V2 & V3 ALL COME TO A STOP. V4 COLL V3, V3 PUSHED INTO V2 & V2 PUSHED INTO V1
Occurred on HARBOROUGH HILLS RD BARNSLEY 25 MTS FROM SLIP RD TO JAMES ST

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 17 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 17 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 20 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 2 Age: 20 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 38 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 3 Age: 38 Female Driver/rider Severity: Slight

Vehicle Reference 4 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey 0

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-00231-04 06/02/2004 Friday Time 2120 Vehicles 2 Casualties 2 Slight
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type 5
VEH1 TRVL ON PONTEFRACT RD TWDS TWN CNTR VEH2 TRVL TWDS DUL CRRG WY LDNG TO SHEFFIELD RD DRV VEH1 FLS TO SEE GV WY SGNS UNTL LST MIN BRKS BUT COLLS WTH VEH2
Occurred on PONTEFRACT ROAD BARNSLEY 5MTS JUMBLE LANE

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded
First point of impact Front Age of Driver 19 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 26 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 60 Female Passenger Severity: Slight

Casualty Reference: 2 Age: 58 Female Passenger Severity: Slight

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B-00756-04 02/06/2004 Wednesday Time 1115 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Slip road
V1 APPROACHING PONTE RD BUT SAW V2 APPROACHING AND THOUGHT DRIVER WASN'T GOING TO STOP AT GIVE WAY AND SO BRAKED HEAVILY CAUSING PASS TO FALL.
Occurred on EASTERN RELIEF RD BARNSLEY AT J/W PONTEFRACT RD

Vehicle Reference 1 Bus or coach Going ahead right hand bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 45 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 78 Female Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 51 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

TRAFFMAP INTERPRETED LISTING Run on: 08/ 28/2007
AccsMap - Accident Analysis System

Accidents between dates 01/07/2002 and 30/06/2007 (60) months
Selection: Notes:
Selected using Build Query : Local_auth=210

B-01014-04 30/07/2004 Friday Time 1620 Vehicles 1 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
VEH1 TRVL UP HARBRO HILLS RD IN RT HND LN PED STUD ON CNTRL RES BGNS TO X RD & COLL OCCRS DRV BRKS SWRVS & COLLS WTH TELGRPH PL
Occurred on HARBROUGH HILLS ROAD BARNSLEY 2MTS FROM ENTERPRISE GARAGE

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded
First point of impact Offside Age of Driver 29 Breath test Not requested
Vehicle direction N to SW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 63 Male Pedestrian Severity: Slight

Casualty Reference: 2 Age: 1 Female Passenger Severity: Slight

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Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-01718-04 10/12/2004 Friday Time 1702 Vehicles 5 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Dual carriageway
VEH2,3,4,5 TRVL ON HARBRO HILL RD TWDS OLD ML LN R AT A STNDSTLL WTH TRF VEH1 CMS OVR BLND BND FLS STP & CLLS VEH2 WHCH SHNTS INTO VEH3 & VEH3 INTO VEH4 &4 INTO VEH5
Occurred on HARBOROUGH HILLS ROAD BARNSLEY 50MTS DENTON STREET

Vehicle Reference 1 Goods <= 3.5 tonnes mgw Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Breath test Negative
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 40 Breath test Negative
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 50 Breath test Not requested
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 4 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 22 Breath test Not requested
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 5 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 26 Breath test Not requested
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

TRAFFMAP **INTERPRETED LISTING** **Run on: 08/ 28/2007**
AccsMap - Accident Analysis System

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-00019-05 06/01/2005 Thursday Time 1645 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 TV UP A628 TW TOWN AS V1 APP J/W JUMBLE LN DRIVER SAW V2 & THOUGHTIT WAS GOING STRAIGHT ON TW A628. V2 TURNED TW SLIP RD HEADING FOR ALHAMBRA R/ABOUT & COLL WITH V1 AS V1 CROSSED OVER JCT
Occurred on PONTEFRACT RD BARNSLEY 1 MTR FROM JUMBLE LN

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 39 Breath test Negative
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Vehicle Reference 2 Bus or coach Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Breath test Negative
Vehicle direction N to SW Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Age: 36 Female Passenger Severity: Slight

B-00050-05 15/01/2005 Saturday Time 1225 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TV ACROSS HARBOROUGH HILLS RD FROM DRYDEN RD WHEN V2 TV THRIOUGH RED ATS & COLL WITH V1
Occurred on HARBOROUGH HILLS BARNSLEY

Vehicle Reference 1 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 34 Breath test Negative
Vehicle direction SE to W Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 59 Breath test Not requested
Vehicle direction N to S Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Slight

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-00146-05 31/01/2005 Monday Time 1200 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TR ON PONTEFRACT RD INTENDING TO TN RGT SAW V2 APPROACHING FROM THE OPP DIRECTION AND BRAKED BUT V2 THOUGHT V1 WAS PULLING OUT, BRAKED AND SLID OFF HIS BIKE.
Occurred on PONTEFRACT RD BARNSLEY AT J/W BALA ST

Vehicle Reference 1 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 44 Breath test Negative
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Vehicle Reference 2 Motorcycle 50cc and under Going ahead
Not in restricted lane Skidded
First point of impact Did not impact Age of Driver 44 Breath test Negative
Vehicle direction N to S Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight

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B-00652-05 16/05/2005 Monday Time 2017 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V2 TRAV FROM DRYDEN RD ONTO HAR HILL RD, V1 CONTRAVENED RED T/LIGHT WHO HAS THEN COLL WITH V2 SII ON REMOVE V2 FROM CARR.
Occurred on A61 HARBOROUGH HILL RD AT J/W DRYDEN RD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 20 Breath test Negative
Vehicle direction N to SW Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 44 Breath test Not provided (medical)
Vehicle direction E to SW Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight

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TRAFFMAP **INTERPRETED LISTING** **Run on: 08/ 28/2007**
AccsMap - Accident Analysis System

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-00712-05 27/05/2005 Friday Time 0812 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Dual carriageway
V1 TV OVER TOP OF HARBOROUGH HILLS & ATTEMPTED TO BRAKE & SLOW DOWN BUT BRAKES DID NOT WORK, V1 COLL WITH 2 LAMP POSTS & A WALL
Occurred on HARBOROUGH HILL RD BARNSLEY

Vehicle Reference 1 Goods >= 7.5 tonnes mgw Slowing or Stopping
Footway (pavement) Overturned
First point of impact Front Age of Driver 44 Breath test Negative
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight

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B-00875-05 29/06/2005 Wednesday Time 1215 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type One way street
BOTH VEH'S TR IN SAME DIRECTION, V2 CAME TO A STANDSTILL, V1 BRAKED BUT FOOT SLIPPED OFF PEDAL AND COLL WITH REAR OF V2.
Occurred on PONTEFRACT ROAD BARNSLEY AT J/W KENDRAY ST

Vehicle Reference 1 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Breath test Negative
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 40 Breath test Negative
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

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Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-01019-05 31/07/2005 Sunday Time 1806 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 LEAVING SHOPPING AREA FROM DRYDEN RD TV THROUGH GREEN ATS ON A61 & COLL WITH V2 WHO HAS PROCEEDED THROUGH JCT ON RED ATS
Occurred on HARBOROUGH HILL RD BARNSLEY J/W DRYDEN RD

Vehicle Reference 1 Car — Moving off
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 36 — Breath test Negative
Vehicle direction SE to W — Driver Postcode
FRV Not foreign registered vehicle — Journey Other/Not known

Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car — Going ahead
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 21 — Breath test Negative
Vehicle direction N to SW — Driver Postcode
FRV Not foreign registered vehicle — Journey Commuting to/from work

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B-01278-05 17/09/2005 Saturday Time 1030 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 TV UP HARBOROUGH HILL RD TW SHEFFIELD RDIN R/H LN.V2 TV SAME DIRC IN L/H LN WHEN COLL OCCURRED.
Occurred on HARBOROUGH HILL RD BARNSLEY

Vehicle Reference 1 Car — Going ahead
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Nearside — Age of Driver 65 — Breath test Not provided (medical)
Vehicle direction N to SW — Driver Postcode
FRV Not foreign registered vehicle — Journey Other/Not known

Casualty Reference: 1 Age: 65 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car — Turning left
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 42 — Breath test Driver not contacted
Vehicle direction N to SW — Driver Postcode
FRV Not foreign registered vehicle — Journey Other/Not known

TRAFFMAP **INTERPRETED LISTING** **Run on: 08/ 28/2007**
AccsMap - Accident Analysis System

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-01465-05 18/10/2005 Tuesday Time 1720 Vehicles 4 Casualties 5 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 BRAKED DUE TO TRAFFIC STOPPING AHEAD, V1 SKIDDED BRAKES LOCKED AND HIT V2, V2 THEN HIT V3 AND V3 HIT V4.
Occurred on HARBOROUGH HILLS BARNSLEY J/W DENTON ST

Vehicle Reference 1 Car — Going ahead
Not in restricted lane — Skidded
First point of impact Back — Age of Driver 44 — Breath test Negative
Vehicle direction S to N — Driver Postcode S70 IXN
FRV Not foreign registered vehicle — Journey Other/Not known

Casualty Reference: 4 Age: 18 Female Passenger Severity: Slight

Casualty Reference: 5 Age: 16 Female Passenger Severity: Slight

Vehicle Reference 2 Car — Waiting to go ahead but held up
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 40 — Breath test Negative
Vehicle direction S to N — Driver Postcode S75 6AE
FRV Not foreign registered vehicle — Journey Other/Not known

Casualty Reference: 1 Age: 6 Female Passenger Severity: Slight

Vehicle Reference 3 Car — Waiting to go ahead but held up
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Back — Age of Driver 35 — Breath test Negative
Vehicle direction S to N — Driver Postcode S71 1JT
FRV Not foreign registered vehicle — Journey Commuting to/from work

Casualty Reference: 3 Age: 35 Male Driver/rider Severity: Slight

Vehicle Reference 4 Car — Waiting to go ahead but held up
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Back — Age of Driver 33 — Breath test Negative
Vehicle direction S to N — Driver Postcode S70 3QN
FRV Not foreign registered vehicle — Journey Commuting to/from work

Casualty Reference: 2 Age: 33 Female Driver/rider Severity: Slight

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Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-01568-05 08/11/2005 Tuesday Time 1800 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Slip road
V2 PULLED OUT FROM BALA ST INTO PATH OF V1
Occurred on BALA STREET BARNSLEY J/W PONTEFRACT RD

Vehicle Reference 1 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Breath test Not requested
Vehicle direction E to W Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 54 Female Passenger Severity: Slight

Vehicle Reference 2 Car Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test *Driver not contacted*
Vehicle direction S to W Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

B-01678-05 23/11/2005 Wednesday Time 2151 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions *None* Road Type *Dual carriageway*
V1 TRAVELLING UP HARBOURGH HILLS WHEN V2 APPROACHED IN OPP DIRECTION AND COLL HEAD ON.
Occurred on HARBOROUGH HILL RD BARNSLEY AT J/W WESTWAY

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 26 Breath test Negative
Vehicle direction N to E Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 44 Breath test Negative
Vehicle direction N to E Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

TRAFFMAP **INTERPRETED LISTING** **Run on: 08/ 28/2007**
AccsMap - Accident Analysis System

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-00462-06 06/04/2006 Thursday Time 1440 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions *None* Road Type Single carriageway
V1 TR UP HARBOROUGH HILL RD CONTRAVENED RED TF LGT AND COLL WITH V2 EMERGING FROM PEEL CENTRE.
Occurred on HARBOROUGH HILLS RD BARNSLEY AT J/W PEEL CENTRE

Vehicle Reference 1 Car Going ahead
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 29 Breath test Negative
Vehicle direction S to N Driver Postcode S70 6LW
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 59 Breath test Negative
Vehicle direction W to E Driver Postcode S70 5NJ
FRV Not foreign registered vehicle Journey Other/Not known

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-00513-06 16/04/2006 Sunday Time 1355 Vehicles 3 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V2 & V3 SIDE BY SIDE AT TF LGTS AS SIGNAL TUNRS TO GREEN V2 & 3 MOVE OFF BUT V1 APPROACHES FROM RGT CONTRAVENING RED SIGNAL AND COLL WITH V2 AND THEN COLL WITH V3.
Occurred on HARBOROUGH HILL RD BARNSLEY AT J/W DRYDEN RD

Vehicle Reference 1 Car — Going ahead
No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 51 Breath test Negative
Vehicle direction N to S — Driver Postcode
FRV Not foreign registered vehicle — Journey Journey as part of work

Casualty Reference: 1 Age: 51 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car — Moving off
No skidding, jack-knifing or overturning
First point of impact Offside — Age of Driver 60 Breath test Negative
Vehicle direction E to W — Driver Postcode
FRV Not foreign registered vehicle — Journey Other/Not known

Casualty Reference: 2 Age: 60 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car — Moving off
No skidding, jack-knifing or overturning
First point of impact Offside — Age of Driver 59 Breath test Negative
Vehicle direction E to W — Driver Postcode
FRV Not foreign registered vehicle — Journey Other/Not known

Casualty Reference: 3 Age: 59 Male Driver/rider Severity: Slight

TRAFFMAP INTERPRETED LISTING **Run on: 08/ 28/2007**
AccsMap - Accident Analysis System

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-00923-06 19/07/2006 Wednesday Time 1015 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH 1 COLLIDED VEH 2. VEH 2 FTS.
Occurred on HARBOROUGH HILL RD BARNSLEY AT J/W REDFEARN ST

Vehicle Reference 1 Bus or coach — Going ahead left hand bend
No skidding, jack-knifing or overturning
First point of impact Did not impact — Age of Driver 52 Breath test Driver not contacted
Vehicle direction E to W — Driver Postcode
FRV Not foreign registered vehicle — Journey Other/Not known

Casualty Reference: 1 Age: 69 Female Passenger Severity: Slight

Vehicle Reference 2 Car — Changing lane to left
No skidding, jack-knifing or overturning
First point of impact Did not impact — Age of Driver Breath test Driver not contacted
Vehicle direction E to W — Driver Postcode
FRV Not foreign registered vehicle — Journey Other/Not known

B-01088-06 11/08/2006 Friday Time 1800 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 WAITING TO PULL ONTO HARBOROUGH HILL RD WHEN V2 COLL WITH REAR OF V1
Occurred on HARBOROUGH HILL ROAD BARNSLEY J/W PONTEFRACT RD

Vehicle Reference 1 Car — Waiting to go ahead but held up
No skidding, jack-knifing or overturning
First point of impact Back — Age of Driver 19 Breath test Not requested
Vehicle direction Park to Parked — Driver Postcode
FRV Not foreign registered vehicle — Journey Commuting to/from work

Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car — Slowing or Stopping
No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 19 Breath test Not requested
Vehicle direction Park to Parked — Driver Postcode
FRV Not foreign registered vehicle — Journey Other/Not known

Accidents between dates 01/07/2002 and 30/06/2007 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-01057-06 17/08/2006 Thursday Time 1720 Vehicles 2 Casualties 1 Slight
Other Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
VEH1 STAT IN LN OF TRFFC ON INSD LN VEH2 TRVL RND CRNR BHND VEH1 ON INSD LN TRVL TOO FST & CLLS VEH1
Occurred on HARBOROUGH HILL ROAD BARNSLEY AT JCT PONTEFRACT ROAD

Vehicle Reference 1 Car — Waiting to go ahead but held up
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 34 Breath test Not requested
Vehicle direction E to W Driver Postcode
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car — Going ahead left hand bend
Skidded
First point of impact Front Age of Driver 19 Breath test Not requested
Vehicle direction E to W Driver Postcode
FRV Not foreign registered vehicle Journey Commuting to/from work

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B-01151-06 05/09/2006 Tuesday Time 1720 Vehicles 2 Casualties 2 Slight
Fine with high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 HAS CONTRAVENED RED ATS & RUN THROUGH THE PATH OF V2. V2 COLL WITH FRONT N/S OF V1
Occurred on HARBOROUGH HILLS BARNSLEY J/W DRYDEN RD

Vehicle Reference 1 Car — Going ahead
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 34 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car — Moving off
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Breath test Not requested
Vehicle direction W to E Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 2 Age: 24 Female Driver/rider Severity: Slight

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TRAFFMAP INTERPRETED LISTING Run on: 08/ 28/2007
AccsMap - Accident Analysis System

Accidents between dates 01/07/2002 and 30/06/2007 (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-01275-06 26/09/2006 Tuesday Time 1629 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 TV UP HARBOROUGH HILL , V2 (PEDCYC) TV DOWN HARBOROUGH HILL.V1 TURNED L INTO PRIVATE DRIVEWAY PED CYC COLLIDED WITH VEH CAUSING RIDER TO FALL OVER BONNET OF V1
Occurred on HARBOROUGH HILLS RD BARNSLEY

Vehicle Reference 1 Car — Turning left
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 30 Breath test Negative
Vehicle direction N to W Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Vehicle Reference 2 Pedal cycle — Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 14 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 14 Male Driver/rider Severity: Slight

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B-01691-06 12/12/2006 Tuesday Time 1215 Vehicles 3 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
VEH'S 1 & 3 WERE CROSSING THROUGH TF LGTS ACCROSS HARBOROUGH HILLS WHEN V2 TR THROUGH LGTS INTO PATH OF V1 & V3.
Occurred on HARBOROUGH HILLS RD BARNSLEY AT J/W PEEL CENTRE

Vehicle Reference 1 Car — Going ahead
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 71 Breath test Not requested
Vehicle direction W to E Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 71 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car — Going ahead
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Vehicle Reference 3 Car — Going ahead
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 61 Breath test Not requested
Vehicle direction W to E Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-00063-07 18/01/2007 Thursday Time 0722 Vehicles 2 Casualties 1 Slight
Raining with high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V2 TR ON MAIN CARR WHEN V1 EMERGED FROM SLIP RD INTO PATH OF V2 AND COLL OCC.
Occurred on PONTEFRACT RD BARNSLEY AT J/W HARBOROUGH HILL RD

Vehicle Reference 1 Goods >= 7.5 tonnes mgw Moving off
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 35 Breath test Negative
Vehicle direction W to E Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Vehicle Reference 2 Bus or coach Going ahead
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 59 Breath test Negative
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Slight
Pedestrian Direction: 0

TRAFFMAP INTERPRETED LISTING Run on: 08/ 28/2007
AccsMap - Accident Analysis System

Accidents between dates **01/07/2002 and 30/06/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Local_auth=210

B-00592-07 07/05/2007 Monday Time 2030 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
V1 & V3 STATIONARY AT RED ATS. V2 APP TRIES TO TAKE EVASIVE TO AVOID COLL WITH V1, COLL WITH V3 & THEI COLL WITH V1.
Occurred on HARBOROUGH HILLS RD BARNSLEY J/W OLD MILL LN

Vehicle Reference 1 Other motor vehicle Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 55 Breath test Negative
Vehicle direction S to N Driver Postcode S71 4HL
FRV Not foreign registered vehicle Journey Journey as part of work

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 39 Breath test Positive
Vehicle direction S to N Driver Postcode S71 4LG
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight
Pedestrian Direction: 0

Casualty Reference: 2 Age: 43 Male Passenger Severity: Slight
Pedestrian Direction: 0

Vehicle Reference 3 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 63 Breath test Negative
Vehicle direction S to N Driver Postcode S71 2LD
FRV Not foreign registered vehicle Journey Other/Not known

TRAFFMAP **INTERPRETED LISTING** **Run on: 08/ 28/2007**

AccsMap - Accident Analysis System

Accidents between dates **01/07/2002 and 30/06/2007** (60) months

Selection: **Notes:**

Selected using Build Query : Local_auth=210

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding	0	0	37	37
2-wheeled motor vehicles	0	1	3	4
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	1	41	42

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	34	34
Passenger	0	0	24	24
Motorcycle rider	0	1	3	4
Cyclist	0	0	1	1
Pedestrian	0	0	2	2
Other	0	0	0	0
Total	0	1	64	65

AFFMAP
:sMap - Accident Analysis System

SUMMARY REPORT

Run on: 28/08/2007

.ccidents between dates **01/07/2002** and **30/06/2007** (60) months

election:

Notes:

elected using Build Query : Local_auth=210

ice Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
)0521-02	Slight	05/07/2002	1253	434970 406860	0	0	1	0 0 0 0 0 0	0 0 0	Light	Raining without high winds	Wet/Damp	9 9
)0525-02	Slight	10/07/2002	1645	434830 406380	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
)0668-02	Serious	31/08/2002	0940	434820 406400	0	1	0	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 4
)0793-02	Slight	12/10/2002	1850	434880 406340	0	0	2	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	9 9
)0835-02	Slight	25/10/2002	1230	434870 406370	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Wet/Damp	8 9
)0948-02	Slight	29/11/2002	1310	434850 406490	0	0	2	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	19 9
)0978-02	Slight	06/12/2002	1335	434820 406410	0	0	2	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
)1051-02	Slight	23/12/2002	1651	434950 406790	0	0	4	0 0 0 0 0 0	0 0 0	Dark	Raining without high winds	Wet/Damp	14 9 9
)0085-03	Slight	29/01/2003	1135	434920 406664	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	19 9
)0203-03	Slight	05/03/2003	1230	434993 406977	0	0	3	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	8 21
)0242-03	Slight	28/03/2003	1145	435034 407030	0	0	2	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	11
)0472-03	Slight	16/06/2003	1230	434980 407000	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 4
)0478-03	Slight	17/06/2003	0905	435020 406990	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9 8
)0509-03	Slight	30/06/2003	0815	434880 406340	0	0	1	0 0 0 0 0 0	0 0 0	Light	Raining without high winds	Wet/Damp	9 3
)0698-03	Slight	09/09/2003	1250	434876 406348	0	0	3	0 0 0 0 0 0	0 0 0	Light	Raining without high winds	Wet/Damp	19 9
)0791-03	Slight	13/10/2003	1825	434917 406695	0	0	1	0 0 0 0 0 0	5 1	Dark	Fine without high winds	Dry	9
)0146-04	Slight	23/01/2004	1700	434926 406724	0	0	3	0 0 0 0 0 0	0 0 0	Dark	Raining without high winds	Wet/Damp	9 9 9 9
)0231-04	Slight	06/02/2004	2120	434875 406345	0	0	2	0 0 0 0 0 0	0 0 0	Dark	Raining without high winds	Wet/Damp	9 9
)0756-04	Slight	02/06/2004	1115	434875 406355	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	11 9
)1014-04	Slight	30/07/2004	1620	434990 406888	0	0	2	0 0 0 0 0 0	5 3	Light	Fine without high winds	Dry	9
)1718-04	Slight	10/12/2004	1702	434951 406802	0	0	1	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Wet/Damp	9 9 9 19 9
)0019-05	Slight	06/01/2005	1645	434896 406325	0	0	1	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Wet/Damp	9 11
)0050-05	Slight	15/01/2005	1225	435013 406988	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)0146-05	Slight	31/01/2005	1200	434886 406347	0	0	1	401V001A 603V002A 0 0 0 0	0 0 0	Light	Fine without high winds	Wet/Damp	9 2
)0652-05	Slight	16/05/2005	2017	435012 406961	0	0	1	0V001 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)0712-05	Slight	27/05/2005	0812	434991 406937	0	0	1	203V001A 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	21
)0875-05	Slight	29/06/2005	1215	434877 406343	0	0	1	410V001A 0 0 0 0 0	0 0 0	Light	Raining without high winds	Wet/Damp	9 9
)1019-05	Slight	31/07/2005	1806	435012 406967	0	0	1	605V002A 602V001B 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)1278-05	Slight	17/09/2005	1030	435016 406970	0	0	1	403V001B 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9

ccidents between dates 01/07/2002 and 30/06/2007 (60) months

election: Notes:

elected using Build Query : Local_auth=210

ice Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
)1465-05	Slight	18/10/2005	1720	434954 406825	0	0	5	405V001A 408V001A 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9 9 9
)1568-05	Slight	08/11/2005	1800	434891 406339	0	0	1	405V002A 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)1678-05	Slight	23/11/2005	2151	434966 406821	0	0	1	305V001A 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	9 9
)0462-06	Slight	06/04/2006	1440	435022 406992	0	0	1	405V001A 401V001A 602V001A 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)0513-06	Slight	16/04/2006	1355	435018 406983	0	0	3	405V001A 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9 9
)0923-06	Slight	19/07/2006	1015	434933 407019	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	11 9
)1088-06	Slight	11/08/2006	1800	434890 406339	0	0	1	406V002B 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)1057-06	Slight	17/08/2006	1720	434853 406387	0	0	1	103V002A 307V002A 0 0 0 0	0 0 0	Light	Other	Wet/Damp	9 9
)1151-06	Slight	05/09/2006	1720	435022 406983	0	0	2	301V001A 307V001A 0 0 0 0	0 0 0	Light	Fine with high winds	Dry	9 9
)1275-06	Slight	26/09/2006	1629	434924 406699	0	0	1	405V001B 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 1
)1691-06	Slight	12/12/2006	1215	435022 407001	0	0	1	605V002A 405V002A 0 0 0 0	0 0 0	Light	Raining without high winds	Wet/Damp	9 9 9
)0063-07	Slight	18/01/2007	0722	434825 406407	0	0	1	405V1A 404V2A	0 0 0	Light	Raining with high winds	Wet/Damp	11 21
)0592-07	Slight	07/05/2007	2030	435020 407004	0	0	2	501V2A 405V2A 602V2A	0 0 0	Light	Fine without high winds	Dry	14 9 9

lumn Totals
. of Accidents

al number of accidents listed: 42

APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	2 days
	SC	SURREY	2 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	6 days
	LC	LANCASHIRE	2 days

Main parameter selection:

Parameter: Gross floor area
Range: 2057 to 10219 (units: sqm)

Date Range: 01/01/96 to 06/07/03

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	10 days

Selected survey types:

Manual count	10 days
One way ATC count	5 days

LIST OF SITES relevant to selection parameters

1 ES-01-K-04 RETAIL PARK, NEWHAVEN EAST SUSSEX
THE DROVE

NEWHAVEN
Total Gross floor area: 6758 sqm
Survey date: THURSDAY 03/07/03 *Survey Type: MANUAL*

2 GM-01-K-05 RET.PK,STOCKPORT GREATER MANCHESTER
A626 MANCHESTER ROAD
HEATON NORRIS
STOCKPORT
Total Gross floor area: 9816 sqm
Survey date: FRIDAY 21/02/97 *Survey Type: MANUAL*

3 GM-01-K-10 RET.PK,BOLTON GREATER MANCHESTER
LOWER BRIDGEMAN STREET

BOLTON
Total Gross floor area: 8033 sqm
Survey date: MONDAY 22/07/96 *Survey Type: ONE WAY ATC*
Survey date: TUESDAY 23/07/96 *Survey Type: ONE WAY ATC*
Survey date: WEDNESDAY 24/07/96 *Survey Type: ONE WAY ATC*
Survey date: THURSDAY 25/07/96 *Survey Type: ONE WAY ATC*
Survey date: FRIDAY 26/07/96 *Survey Type: ONE WAY ATC*

4 HC-01-K-02 RETAIL PARK, FAREHAM HAMPSHIRE
SOUTHAMPTON ROAD
SEGENSWORTH
FAREHAM
Total Gross floor area: 7907 sqm
Survey date: FRIDAY 15/01/99 *Survey Type: MANUAL*

5 HC-01-K-03 RETAIL PARK, FAREHAM HAMPSHIRE
SOUTHAMPTON ROAD
SEGENSWORTH
FAREHAM
Total Gross floor area: 3298 sqm
Survey date: FRIDAY 15/01/99 *Survey Type: MANUAL*

6 LC-01-K-03 RET.PK,LANCASTER LANCASHIRE
MELLISHAW LANE
WHITE LUND
LANCASTER/MORECAMBE
Total Gross floor area: 10219 sqm
Survey date: FRIDAY 11/10/96 *Survey Type: MANUAL*

7 LC-01-K-04 RET.PK,PRESTON LANCASHIRE
QUEEN STREET

PRESTON
Total Gross floor area: 6259 sqm
Survey date: FRIDAY 27/06/97 *Survey Type: MANUAL*

8 SC-01-K-03 BROOKLANDS,WEYBRIDGE SURREY
SOPWITH DRIVE

WEYBRIDGE
Total Gross floor area: 3460 sqm
Survey date: FRIDAY 17/05/96 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 SC-01-K-04 BROOKLANDS,WEYBRIDGE SURREY
SOPWITH DRIVE

WEYBRIDGE
Total Gross floor area: 3460 sqm
Survey date: FRIDAY *14/11/97* *Survey Type: MANUAL*

10 WM-01-K-01 BATTERY PARK, BIRMINGHAM WEST MIDLANDS
HARBORNE LANE
SELLY OAK
BIRMINGHAM
Total Gross floor area: 9740 sqm
Survey date: FRIDAY *16/06/00* *Survey Type: MANUAL*

11 WO-01-K-01 HOMEBASE/ALLIED, REDDITCH WORCESTERSHIRE
ALVECHURCH HIGHWAY
ENFIELD
REDDITCH
Total Gross floor area: 5854 sqm
Survey date: FRIDAY *05/07/02* *Survey Type: MANUAL*

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	5	8033	0.01	5	8033	0.02	5	8033	0.03
01:00 - 02:00	5	8033	0.01	5	8033	0.01	5	8033	0.02
02:00 - 03:00	5	8033	0.00	5	8033	0.00	5	8033	0.00
03:00 - 04:00	5	8033	0.00	5	8033	0.00	5	8033	0.00
04:00 - 05:00	5	8033	0.00	5	8033	0.01	5	8033	0.01
05:00 - 06:00	5	8033	0.02	5	8033	0.01	5	8033	0.03
06:00 - 07:00	5	8033	0.00	5	8033	0.02	5	8033	0.02
07:00 - 08:00	9	8035	0.17	9	8035	0.06	9	8035	0.23
08:00 - 09:00	13	7694	0.68	13	7694	0.32	13	7694	1.00
09:00 - 10:00	15	7129	1.24	15	7129	0.85	15	7129	2.09
10:00 - 11:00	15	7129	1.71	15	7129	1.49	15	7129	3.20
11:00 - 12:00	15	7129	1.90	15	7129	1.73	15	7129	3.63
12:00 - 13:00	15	7129	1.95	15	7129	1.96	15	7129	3.91
13:00 - 14:00	15	7129	2.08	15	7129	2.04	15	7129	4.12
14:00 - 15:00	**15**	**7129**	**2.10**	**15**	**7129**	**2.09**	**15**	**7129**	**4.19**
15:00 - 16:00	15	7129	1.88	15	7129	2.00	15	7129	3.88
16:00 - 17:00	15	7129	1.60	15	7129	1.77	15	7129	3.37
17:00 - 18:00	15	7129	1.32	15	7129	1.45	15	7129	2.77
18:00 - 19:00	15	7129	1.32	15	7129	1.42	15	7129	2.74
19:00 - 20:00	15	7129	1.13	15	7129	1.44	15	7129	2.57
20:00 - 21:00	10	8205	0.28	10	8205	0.65	10	8205	0.93
21:00 - 22:00	8	7762	0.12	8	7762	0.14	8	7762	0.26
22:00 - 23:00	5	8033	0.14	5	8033	0.15	5	8033	0.29
23:00 - 24:00	5	8033	0.06	5	8033	0.05	5	8033	0.11
Daily Trip Rates:			19.75			19.71			39.40

Parameter summary

Trip rate parameter range selected:	2057 - 10219 (units: sqm)
Survey date date range:	01/01/96 - 06/07/03
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	SC	SURREY	2 days
03	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
06	NORTH WEST		
	GM	GREATER MANCHESTER	2 days
	LC	LANCASHIRE	2 days

Main parameter selection:

Parameter: Gross floor area
Range: 2057 to 10219 (units: sqm)

Date Range: 01/01/96 to 06/07/03

Selected survey days:

Saturday	10 days

Selected survey types:

Manual count	9 days
One way ATC count	1 days

LIST OF SITES relevant to selection parameters (Cont.)

10 WO-01-K-01 HOMEBASE/ALLIED, REDDITCH WORCESTERSHIRE
ALVECHURCH HIGHWAY
ENFIELD
REDDITCH
Total Gross floor area: 5854 sqm
Survey date: SATURDAY 06/07/02 Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	8033	0.01	1	8033	0.01	1	8033	0.02
01:00 - 02:00	1	8033	0.00	1	8033	0.00	1	8033	0.00
02:00 - 03:00	1	8033	0.00	1	8033	0.01	1	8033	0.01
03:00 - 04:00	1	8033	0.00	1	8033	0.00	1	8033	0.00
04:00 - 05:00	1	8033	0.01	1	8033	0.01	1	8033	0.02
05:00 - 06:00	1	8033	0.02	1	8033	0.01	1	8033	0.03
06:00 - 07:00	1	8033	0.01	1	8033	0.01	1	8033	0.02
07:00 - 08:00	5	8036	0.09	5	8036	0.03	5	8036	0.12
08:00 - 09:00	8	8073	0.89	8	8073	0.47	8	8073	1.36
09:00 - 10:00	10	7151	1.67	10	7151	1.16	10	7151	2.83
10:00 - 11:00	10	7151	2.92	10	7151	2.33	10	7151	5.25
11:00 - 12:00	10	7151	3.62	10	7151	3.40	10	7151	7.02
12:00 - 13:00	10	7151	3.49	10	7151	3.34	10	7151	6.83
13:00 - 14:00	10	7151	3.72	10	7151	3.55	10	7151	7.27
14:00 - 15:00	**10**	**7151**	**4.51**	10	7151	4.22	**10**	**7151**	**8.73**
15:00 - 16:00	10	7151	3.98	**10**	**7151**	**4.24**	10	7151	8.22
16:00 - 17:00	10	7151	3.15	10	7151	3.62	10	7151	6.77
17:00 - 18:00	10	7151	2.05	10	7151	2.88	10	7151	4.93
18:00 - 19:00	8	8073	0.75	8	8073	1.36	8	8073	2.11
19:00 - 20:00	7	7824	0.50	7	7824	0.68	7	7824	1.18
20:00 - 21:00	4	7591	0.07	4	7591	0.10	4	7591	0.17
21:00 - 22:00	1	8033	0.19	1	8033	0.20	1	8033	0.39
22:00 - 23:00	1	8033	0.10	1	8033	0.10	1	8033	0.20
23:00 - 24:00	1	8033	0.12	1	8033	0.14	1	8033	0.26
Daily Trip Rates:			31.88			31.88			63.74

Parameter summary

Trip rate parameter range selected:	2057 - 10219 (units: sqm)
Survey date date range:	01/01/96 - 06/07/03
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	10
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)

Selected regions and areas:

01	**GREATER LONDON**		
	GL	GREATER LONDON	23 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	1 days
	BF	BRACKNELL FOREST	1 days
	ES	EAST SUSSEX	1 days
	KC	KENT	1 days
	RE	READING	2 days
	SC	SURREY	1 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	1 days
06	**WEST MIDLANDS**		
	WO	WORCESTERSHIRE	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 950 to 7900 (units: sqm)

Date Range: 01/01/91 to 27/09/02

Selected survey days:

Monday	2 days
Tuesday	9 days
Wednesday	8 days
Thursday	10 days
Friday	3 days

Selected survey types:

Manual count	24 days
One way ATC count	8 days

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	9	5144	0.02	9	5144	0.01	9	5144	0.03
00:30 - 01:00	9	5144	0.01	9	5144	0.01	9	5144	0.02
01:00 - 01:30	9	5144	0.00	9	5144	0.00	9	5144	0.00
01:30 - 02:00	9	5144	0.01	9	5144	0.01	9	5144	0.02
02:00 - 02:30	9	5144	0.00	9	5144	0.00	9	5144	0.00
02:30 - 03:00	9	5144	0.01	9	5144	0.01	9	5144	0.02
03:00 - 03:30	9	5144	0.01	9	5144	0.00	9	5144	0.01
03:30 - 04:00	9	5144	0.01	9	5144	0.01	9	5144	0.02
04:00 - 04:30	9	5144	0.01	9	5144	0.01	9	5144	0.02
04:30 - 05:00	9	5144	0.01	9	5144	0.01	9	5144	0.02
05:00 - 05:30	9	5144	0.01	9	5144	0.01	9	5144	0.02
05:30 - 06:00	9	5144	0.01	9	5144	0.01	9	5144	0.02
06:00 - 06:30	11	4973	0.06	11	4973	0.02	11	4973	0.08
06:30 - 07:00	11	4973	0.06	11	4973	0.01	11	4973	0.07
07:00 - 07:30	32	4642	0.09	32	4642	0.05	32	4642	0.14
07:30 - 08:00	32	4642	0.09	32	4642	0.05	32	4642	0.14
08:00 - 08:30	**32**	**4642**	**0.19**	32	4642	0.04	32	4642	0.23
08:30 - 09:00	32	4642	0.16	32	4642	0.04	32	4642	0.20
09:00 - 09:30	32	4642	0.15	32	4642	0.05	32	4642	0.20
09:30 - 10:00	32	4642	0.14	32	4642	0.06	32	4642	0.20
10:00 - 10:30	32	4642	0.08	32	4642	0.08	32	4642	0.16
10:30 - 11:00	32	4642	0.07	32	4642	0.07	32	4642	0.14
11:00 - 11:30	32	4642	0.07	32	4642	0.07	32	4642	0.14
11:30 - 12:00	32	4642	0.06	32	4642	0.07	32	4642	0.13
12:00 - 12:30	32	4642	0.09	32	4642	0.09	32	4642	0.18
12:30 - 13:00	32	4642	0.08	32	4642	0.09	32	4642	0.17
13:00 - 13:30	32	4642	0.12	32	4642	0.11	32	4642	0.23
13:30 - 14:00	32	4642	0.12	32	4642	0.09	32	4642	0.21
14:00 - 14:30	32	4642	0.11	32	4642	0.09	32	4642	0.20
14:30 - 15:00	32	4642	0.09	32	4642	0.09	32	4642	0.18
15:00 - 15:30	32	4642	0.06	32	4642	0.08	32	4642	0.14
15:30 - 16:00	32	4642	0.05	32	4642	0.07	32	4642	0.12
16:00 - 16:30	32	4642	0.06	32	4642	0.11	32	4642	0.17
16:30 - 17:00	32	4642	0.05	32	4642	0.11	32	4642	0.16
17:00 - 17:30	32	4642	0.05	**32**	**4642**	**0.19**	**32**	**4642**	**0.24**
17:30 - 18:00	32	4642	0.04	32	4642	0.17	32	4642	0.21
18:00 - 18:30	28	4887	0.03	28	4887	0.10	28	4887	0.13
18:30 - 19:00	28	4887	0.02	28	4887	0.10	28	4887	0.12
19:00 - 19:30	11	5068	0.02	11	5068	0.03	11	5068	0.05
19:30 - 20:00	11	5068	0.01	11	5068	0.03	11	5068	0.04
20:00 - 20:30	10	4970	0.01	10	4970	0.01	10	4970	0.02
20:30 - 21:00	10	4970	0.01	10	4970	0.01	10	4970	0.02
21:00 - 21:30	10	4970	0.01	10	4970	0.02	10	4970	0.03
21:30 - 22:00	10	4970	0.01	10	4970	0.01	10	4970	0.02
22:00 - 22:30	9	5144	0.01	9	5144	0.01	9	5144	0.02
22:30 - 23:00	9	5144	0.01	9	5144	0.01	9	5144	0.02
23:00 - 23:30	9	5144	0.01	9	5144	0.01	9	5144	0.02
23:30 - 24:00	9	5144	0.01	9	5144	0.01	9	5144	0.02
Daily Trip Rates:			2.40			2.36			4.75

Paramster summary

Trip rate parameter range selected:	950 - 7900 (units: sqm)
Survey date date range:	01/01/91 - 27/09/02
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Opticnal parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 days
	WH	WANDSWORTH	1 days
02	**SOUTH EAST**		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	OX	OXFORDSHIRE	1 days
	SC	SURREY	3 days
	WS	WEST SUSSEX	5 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	1 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	3 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	2 days
08	**NORTH WEST**		
	LC	LANCASHIRE	3 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	TV	TEES VALLEY	2 days
	TW	TYNE & WEAR	2 days
10	**WALES**		
	WR	WREXHAM	1 days
11	**SCOTLAND**		
	AS	ABERDEENSHIRE	2 days
	HI	HIGHLAND	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 408 to 175000 (units: sqm)

Date Range: 01/01/99 to 13/06/06

Selected survey days:

Monday	6 days
Tuesday	9 days
Wednesday	9 days
Thursday	10 days
Friday	3 days

Selected survey types:

Manual count	32 days
Directional ATC Count	5 days

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	5	5442	0.000	5	5442	0.000	5	5442	0.000
00:30 - 01:00	5	5442	0.000	5	5442	0.000	5	5442	0.000
01:00 - 01:30	5	5442	0.000	5	5442	0.000	5	5442	0.000
01:30 - 02:00	5	5442	0.000	5	5442	0.000	5	5442	0.000
02:00 - 02:30	5	5442	0.000	5	5442	0.015	5	5442	0.015
02:30 - 03:00	5	5442	0.000	5	5442	0.007	5	5442	0.007
03:00 - 03:30	5	5442	0.000	5	5442	0.007	5	5442	0.007
03:30 - 04:00	5	5442	0.000	5	5442	0.004	5	5442	0.004
04:00 - 04:30	5	5442	0.000	5	5442	0.004	5	5442	0.004
04:30 - 05:00	5	5442	0.000	5	5442	0.004	5	5442	0.004
05:00 - 05:30	5	5442	0.011	5	5442	0.048	5	5442	0.059
05:30 - 06:00	5	5442	0.004	5	5442	0.040	5	5442	0.044
06:00 - 06:30	5	5442	0.048	5	5442	0.055	5	5442	0.103
06:30 - 07:00	5	5442	0.037	5	5442	0.044	5	5442	0.081
07:00 - 07:30	35	6735	0.207	35	6735	0.042	35	6735	0.249
07:30 - 08:00	35	6735	0.408	35	6735	0.058	35	6735	0.466
08:00 - 08:30	36	7058	0.719	36	7058	0.096	36	7058	0.815
08:30 - 09:00	**36**	**7058**	**0.862**	36	7058	0.100	**36**	**7058**	**0.962**
09:00 - 09:30	37	6894	0.598	37	6894	0.131	37	6894	0.729
09:30 - 10:00	37	6894	0.391	37	6894	0.153	37	6894	0.544
10:00 - 10:30	37	6894	0.209	37	6894	0.147	37	6894	0.356
10:30 - 11:00	37	6894	0.180	37	6894	0.149	37	6894	0.329
11:00 - 11:30	37	6894	0.159	37	6894	0.165	37	6894	0.324
11:30 - 12:00	37	6894	0.177	37	6894	0.172	37	6894	0.349
12:00 - 12:30	37	6894	0.194	37	6894	0.323	37	6894	0.517
12:30 - 13:00	37	6894	0.236	37	6894	0.307	37	6894	0.543
13:00 - 13:30	37	6894	0.289	37	6894	0.274	37	6894	0.563
13:30 - 14:00	37	6894	0.292	37	6894	0.216	37	6894	0.508
14:00 - 14:30	37	6894	0.228	37	6894	0.193	37	6894	0.421
14:30 - 15:00	37	6894	0.155	37	6894	0.187	37	6894	0.342
15:00 - 15:30	37	6894	0.139	37	6894	0.192	37	6894	0.331
15:30 - 16:00	37	6894	0.131	37	6894	0.219	37	6894	0.350
16:00 - 16:30	37	6894	0.121	37	6894	0.440	37	6894	0.561
16:30 - 17:00	37	6894	0.123	37	6894	0.493	37	6894	0.616
17:00 - 17:30	36	7058	0.122	**36**	**7058**	**0.782**	36	7058	0.904
17:30 - 18:00	36	7058	0.098	36	7058	0.536	36	7058	0.634
18:00 - 18:30	35	7062	0.042	35	7062	0.261	35	7062	0.303
18:30 - 19:00	35	7062	0.027	35	7062	0.146	35	7062	0.173
19:00 - 19:30	5	5442	0.033	5	5442	0.198	5	5442	0.231
19:30 - 20:00	5	5442	0.033	5	5442	0.195	5	5442	0.228
20:00 - 20:30	5	5442	0.018	5	5442	0.081	5	5442	0.099
20:30 - 21:00	5	5442	0.018	5	5442	0.074	5	5442	0.092
21:00 - 21:30	5	5442	0.044	5	5442	0.151	5	5442	0.195
21:30 - 22:00	5	5442	0.033	5	5442	0.143	5	5442	0.176
22:00 - 22:30	5	5442	0.000	5	5442	0.026	5	5442	0.026
22:30 - 23:00	5	5442	0.000	5	5442	0.018	5	5442	0.018
23:00 - 23:30	5	5442	0.000	5	5442	0.018	5	5442	0.018
23:30 - 24:00	5	5442	0.000	5	5442	0.004	5	5442	0.004
Total Rates:			6.386			6.918			13.304

Parameter summary

Trip rate parameter range selected:	408 - 175000 (units: sqm)
Survey date date range:	01/01/99 - 13/06/06
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

APPENDIX D

20 June 2008

Our ref : 2954/SB/029

Barnsley MBC
Highways & Engineering
PO Box 601
Barnsley
S70 9FA

For the attention of Darren Richardson

Dear Darren

Re: Former YEB Site, Harborough Hill Road, Barnsley
Application Numbers 2007/867 and 2007/1890

Further to your meeting with my colleague David Colley on the 10 April 2008 and discussion between yourself and David. Sanderson Associates instructed Road Data Services to carry out a 7 day speed survey using automatic traffic counters for vehicles travelling along the A61 Harborough Hill Road adjacent to the proposed development and the north bound slip road from the Pontefract Road Interchange. Previously, on the 22 March 2004, vehicle speeds were taken along the north bound carriageway of the A61 Harborough Hill Road and the north bound slip road from Pontefract Road Interchange using a radar speed gun.

The ATC speed survey was undertaken between Thursday 8 May 2008 and Wednesday 14 May 2008. Due to the speed survey being carried out over a period of a week using automatic recording equipment it is difficult to determine which speeds were recorded in dry or wet weather conditions. The full results are attached but a summary of the results is as follows:

85th Percentile Speeds	Harborough Hill Road		Slip Road	
	5 Day Week Ave	Weekend Ave	5 Day Week Ave	Weekend Ave
0800-0900	48.5mph	48.6mph	26.2mph	30.1mph
1700-1800	48.4mph	50.7mph	29.1mph	29.5mph

These 85th percentile speeds have not been corrected to wet weather speeds which are used for design purposes. For a dual carriageway a deduction of 4.97 mph is usually applied to dry weather speeds.

Drawing 2954-26 attached details possible highway improvements to the north bound carriageway of the A61 Harborough Hill Road and the north bound slip road from Pontefract Road Interchange. These improvements would assist both vehicles currently travelling along Harborough Hill Road and vehicles entering off the slip road, as well as vehicles travelling from Harborough Hill Road and the slip road to the proposed development.

Should you have any further queries or wish to discuss this further please do not hesitate to contact David Colley or myself

Yours sincerely

Simon Burkinshaw
Sanderson Associates (CE) Ltd

Copy to: Matthew Trigg – RWE npower
Nicola Sewell - Indigo Planning Limited

Former YEB site, Harborough Hill Road, Barnsley
Dual Carriageway

Barnsley ATC 1, Harborough Hill Road

Produced by Road Data Services Ltd

85th Percentile

Hr Ending	08/05/2008 Thursday	09/05/2008 Friday	10/05/2008 Saturday	11/05/2008 Sunday	12/05/2008 Monday	13/05/2008 Tuesday	14/05/2008 Wednesday	Week day Ave	Weekend Ave
1	53.7	48.6	54.0	53.7	53.9	53.7	53.2	52.6	53.9
2	48.5	53.3	53.4	53.9	53.7	53.9	48.5	51.6	53.7
3	53.6	48.3	48.3	53.8	53.5	48.5	48.3	50.4	51.0
4	48.3	48.8	53.2	48.0	48.4	58.1	65.8	53.9	50.6
5	48.3	48.8	53.2	48.5	48.1	53.8	48.0	49.4	50.9
6	53.8	53.6	53.6	48.9	53.8	53.4	48.5	52.6	51.3
7	53.0	54.0	53.4	53.4	48.5	53.5	53.2	52.4	53.4
8	53.8	53.9	53.4	53.7	53.8	48.5	48.9	51.8	53.6
9	48.8	48.2	48.7	48.5	48.6	48.2	48.6	48.5	48.6
10	48.7	48.7	48.3	48.5	48.8	48.3	48.8	48.7	48.4
11	48.0	49.0	48.6	48.5	43.0	43.1	48.9	46.4	48.5
12	48.4	48.2	48.2	48.4	48.2	48.6	48.3	48.3	48.3
13	48.9	48.5	48.2	48.4	48.1	43.2	48.5	47.4	48.3
14	48.8	48.1	48.6	48.3	48.1	48.9	48.1	48.4	48.4
15	48.4	49.0	48.1	48.1	48.3	48.1	48.6	48.5	48.1
16	49.0	48.7	48.5	48.2	48.1	48.4	48.4	48.5	48.4
17	48.9	48.0	48.9	49.0	48.0	48.3	49.0	48.4	49.0
18	48.1	48.6	48.3	53.1	48.5	48.9	48.1	48.4	50.7
19	53.9	48.1	48.8	53.4	48.7	48.8	48.9	49.7	51.1
20	48.4	48.1	48.4	53.4	48.5	48.3	48.6	48.4	50.9
21	53.5	48.8	48.3	53.5	53.8	48.7	53.3	51.6	50.9
22	48.8	53.3	48.9	53.2	48.1	48.3	53.1	50.3	51.1
23	48.1	53.0	48.6	53.5	53.2	48.1	53.5	51.2	51.0
24	53.6	48.3	53.6	53.3	53.7	48.0	53.2	51.4	53.4

10-12	43.5	48.4	48.4	48.6	48.5	43.3	49.0		
14-16	48.3	48.3	48.1	48.5	48.4	48.8	48.1		
0-24	*48.6*	*48.9*	*48.6*	*48.2*	*48.1*	*48.3*	*49.0*		

7 Day Ave	48.4

Former YEB site, Harborough Hill Road, Barnsley.
Slip Road

Barnsley ATC 2, Slip Road

Produced by Road Data Services Ltd

85th Percentile

Hr Ending	08/05/2008 Thursday	09/05/2008 Friday	10/05/2008 Saturday	11/05/2008 Sunday	12/05/2008 Monday	13/05/2008 Tuesday	14/05/2008 Wednesday	Week day Ave	Weekend Ave
1	33.7	26.6	34.0	33.7	33.9	26.2	26.6	29.4	33.9
2	26.0	33.3	38.4	33.9	33.7	38.9	38.5	34.1	36.2
3	33.6	33.3	26.2	26.5	26.0	33.5	25.8	30.4	26.4
4	33.3	33.8	33.2	33.0	25.9	25.6	33.3	30.4	33.1
5	33.3	33.8	25.7	33.5	33.1	26.3	33.0	31.9	29.6
6	33.8	33.6	33.6	33.9	33.8	33.4	33.5	33.6	33.8
7	33.0	34.0	33.4	26.5	33.5	33.5	33.2	33.4	30.0
8	33.8	33.9	33.4	33.7	33.8	33.5	33.9	33.8	33.6
9	26.3	26.2	33.7	26.4	26.2	26.0	26.4	26.2	30.1
10	26.2	26.2	33.3	33.5	26.3	26.1	26.4	26.2	33.4
11	26.0	26.5	33.6	26.1	25.5	25.7	26.4	26.0	29.8
12	26.0	26.0	26.2	33.4	26.0	26.1	33.3	27.5	29.8
13	*26.4*	*26.4*	*26.2*	*33.4*	*26.1*	*26.3*	*26.0*	*26.2*	*29.8*
14	26.3	26.0	26.1	33.3	26.4	26.4	26.3	26.3	29.7
15	25.9	26.5	26.2	33.1	26.4	26.0	33.6	27.7	29.6
16	26.5	33.7	26.0	33.2	25.6	25.9	26.1	27.6	29.6
17	26.4	26.0	26.4	34.0	33.0	26.7	26.5	27.7	30.2
18	26.4	26.1	25.9	33.1	33.5	26.4	33.1	29.1	29.5
19	33.9	33.1	33.8	33.4	33.7	33.8	33.9	33.7	33.6
20	33.4	26.7	33.4	33.4	33.5	33.3	33.6	32.1	33.4
21	33.5	26.3	33.3	26.5	33.8	33.7	33.3	32.1	29.9
22	33.8	25.8	33.9	25.7	25.6	25.8	25.6	27.3	29.8
23	33.1	33.0	33.6	33.5	33.2	33.1	33.5	33.2	33.5
24	33.6	33.3	33.6	33.3	33.7	33.0	33.2	33.4	33.4

10-12	26.0	26.0	26.3	33.6	26.0	25.8	34.0
14-16	25.9	26.2	25.7	33.5	26.0	26.3	26.2
0-24	*26.3*	*26.4*	*26.4*	*33.2*	*33.1*	*26.3*	*26.3*

7 Day Ave	28.3

21 July 2008

D. Richardson Esq
Barnsley MBC
Highways & Engineering
PO Box 601
Barnsley
S70 9FA

Our ref : 2954/DJC/SAM/031

Dear Darren

Re: Former YEB Site, Harborough Hill Road, Barnsley
Application Numbers 2007/867 and 2007/1890

I write further to the meeting of 10 April 2008 and submission of further information under cover of our letter dated 20 June 2008.

At the meeting it was agreed that the Highways department would outline their views in writing in relation to the two planning applications (ref 2007/1867 & 2007/1890). However, we have not received this correspondence to date and therefore have provided further information on the basis of the discussions at the meeting (10 April 2008). I understand that discussions have taken place with the Planning Officer, Alex Cotton in relation to this further information, although a formal consultation response has not yet been sent.

I have contacted your department on a number of occasions to rearrange the meeting of 22nd May 2008, which was postponed due to the Highways Officers; Ian and Barbara Wilson being unavailable and I have received no response. I would be grateful if we could arrange a meeting with you and your colleagues as soon as practical given the passage of time since the submission of the planning applications i.e. 31 October 2007.

At the meeting the Council's highway concerns were discussed which related to matters of safety rather than capacity.

The concern was the potential harm to road safety resulting from the traffic flows accessing the retail development via the Harborough Hill Road access. The traffic movements occurring with the existing access comprise of:-

a) Flows from the merging slip road traffic joining main stream traffic, in conjunction with traffic in the main line flow crossing these flows to enter the site access.

b) Flows from the merging slip road joining the main line flow then turning left into the site.

c) Flows from the site joining main line traffic just after the existing slip road merge taper.

The proposed access seeks to address concerns about safety in this regard and the road safety benefits are:-

i) There would be no need for flows from the slip road wishing to enter the site, to join main line carriageway flows since there is a lane from the slip road to the access
ii) The length over which traffic from the slip road can join the main line traffic stream increases
iii) There is a length of auxiliary lane in which through traffic on the main carriageway can diverge to enter the site
iv) The layout maintains a merge taper from the slip road
v) The proposals include road markings and signage to allow proper lane use to minimise the chance of late lane changes
vi) Improves facilities to cross the site access for pedestrians with the provision of a central island
vii) Accommodates the access to Harborough House and removes the need to undertake a sharp 'U' on entering the site.

I would wish to make the following comments regarding the two applications and use of the access both existing and improved.

The existing access from Harborough Hill Road serves the application site as well as Harborough House, formerly used by the NHS and as a welfare club for a bus company. The existing access could therefore be used to serve the application site for any purpose within the existing planning use class without any further planning permission with the site having an existing former workshop area / commercial stores building. Such a use could include large vehicles and vans with trailers. As you will recall the application site was a YEB depot and also had a multi story office block (since demolished) with a floor area of approximately 1300 sqm. On this basis the traffic to the site would have been much higher than its potential use of the existing building with the office contributing around 35 two way trips in the morning and 26 in the PM peak hour. It is believed from our examination of the accident records that we have obtained that this previous use did not give rise to safety issues.

The existing access was provided to serve Harborough House and the application site when Harborough Hill Road was built and was acceptable for the previous uses which it served.

The original outline application was submitted on the basis of a new access to Interchange Way and secondary use of the existing Harborough Hill Road access without any improvements. The Transport Assessment indicated the potential traffic flows that might use both accesses based on the existing building area. During the course of the application being determined a condition was imposed to restrict use of the access for emergency purposes.

The two current applications seek to improve the Harborough Hill access for use by customers and address any concerns raised about its use for this purpose. The access would be in addition to the main access from Interchange Way. One application comprises of the improvements and the second seeks to modify the condition which restricts use of the existing access arrangement. The second application reflects the fact that improvements are proposed by the first application.

A Transport Assessment accompanies the applications and indicates the potential traffic flows which are restrained because of the particular relationship of the Harborough Hill Road access to the wider highway network and the fact that an access is to be provided from Interchange Way.

The proposed retail development traffic flows are shown on Figures 25 and 26 from which the traffic to the existing site should be deducted. Figure 28 shows the predicted weekday traffic flows for both the retail development and Harborough House with potential existing flows being shown on Figure 29. As can be expected the main increase is in the PM period where there would be 10 more arrivals and 11 more departures. This should be compared to the previous use of the access before the office building was demolished ie 26 two way trips. With respect to Saturday the retail development traffic flows are 42 arrivals and 55 departures. Unfortunately it is difficult to predict what the site could have generated on a weekend (Saturday) from TRICS data although the site was a depot site and traditionally construction operatives do work Saturday AM and operatives would have been operating from the site to carryout their work and attend to faults and other planned work. On this basis there would have been traffic entering and leaving the site via the Harborough Hill Road access. It is therefore clear that there would be little additional traffic on a weekday than might have used the access in the past with that on a Saturday probably more but still less than one vehicle a minute entering and leaving in the busiest hour. Some of this traffic enters from the slip road and does not need to join the through flow as indicated above.

The matter to be considered is whether this level of proposed traffic in conjunction with the proposed improvements and the past use of the access is such that harm to road safety is caused. Our view is that this in not the case and our reasons are outlined above.

From the foregoing the current proposals need to be considered against the previous use of the access and application site bearing in mind that highway improvements

are proposed that would benefit both vehicular and pedestrian users. Furthermore, the proposals allow for the Council's aspirations for the "Green Sprint" to provide a pedestrian link (and footbridge) to the Metrodome Leisure Centre which is shown in the "Remaking Barnsley" proposals.

The traffic flows and speeds have been surveyed on Harborough Hill Road and the speeds obtained have been included with our letter dated 20 June 2008 together with a drawing showing potential road markings and signage.

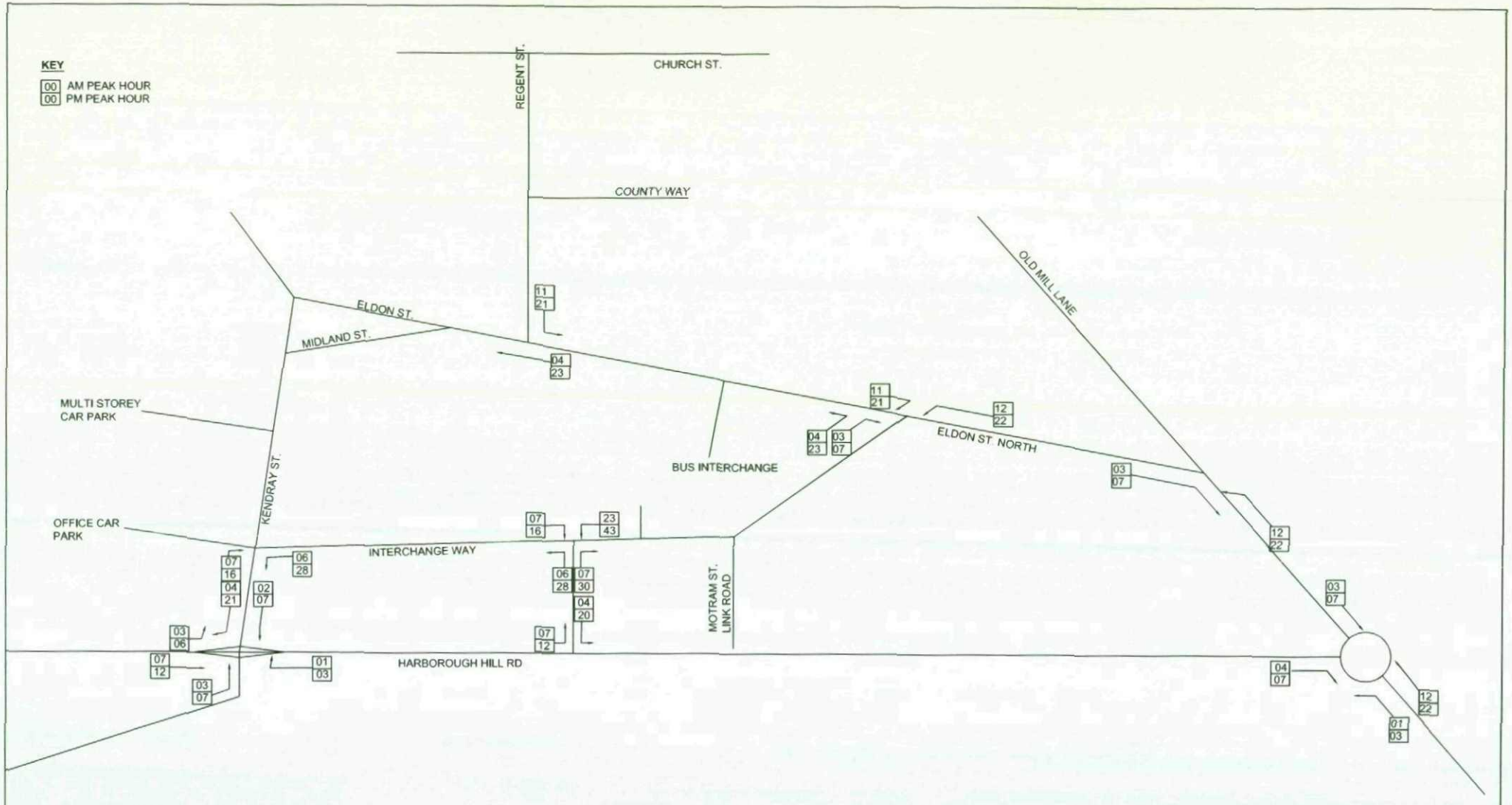
I trust that you will find these comments helpful and I would wish the opportunity to meet with you again and discuss all of the information that as been submitted.

Yours sincerely

David Colley
Sanderson Associates (CE) Limited

Copy

Matthew Trigg – RWE Npower PLC
Nicola Sewell – Indigo Planning (Leeds)
Alexandra Cotton – Barnsley MBC (Planning)
Ian Wilson – Barnsley MBC
Barbara Wilson – Barnsley MBC



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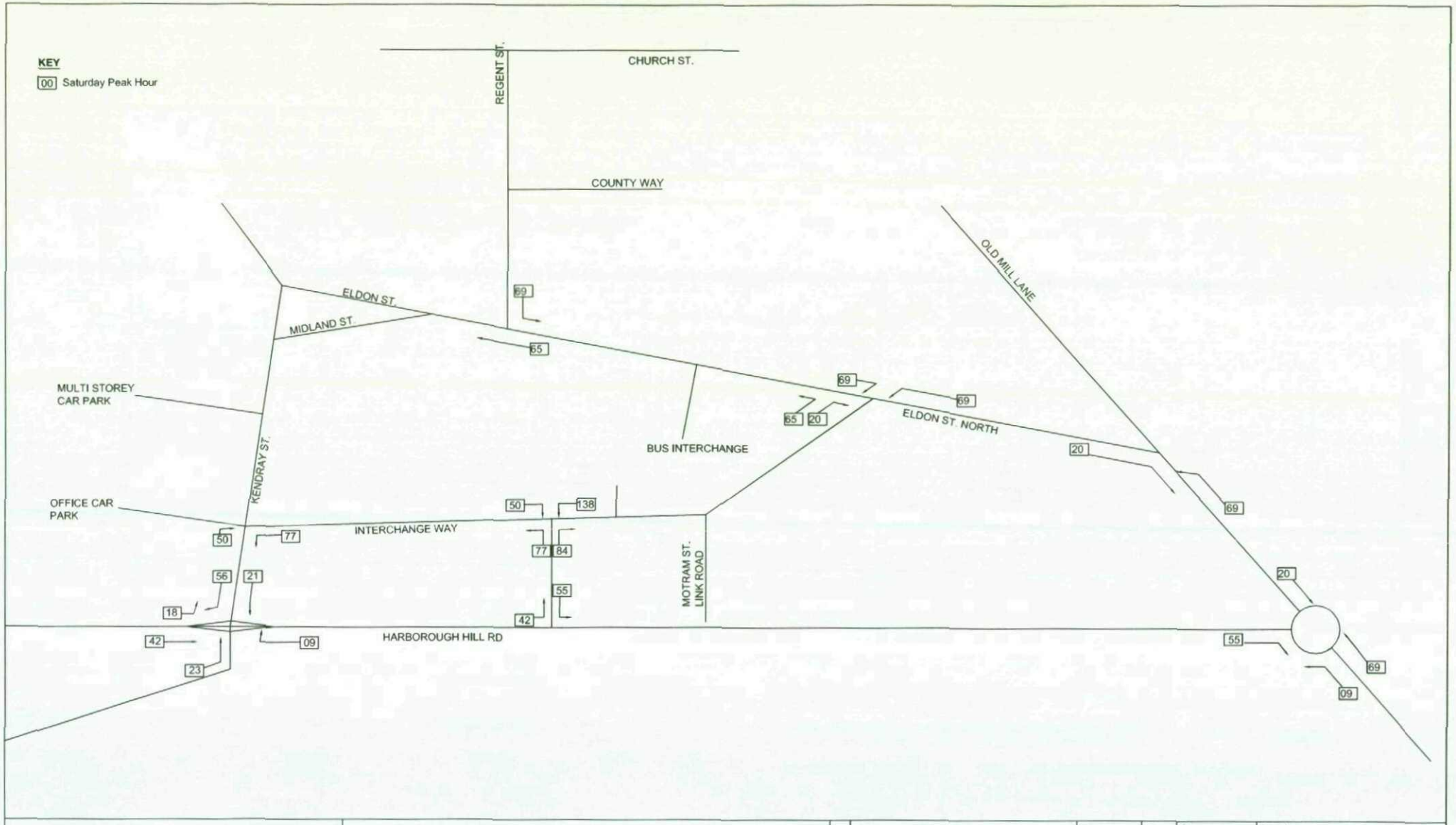
Development Traffic Flows (Monday–Friday)

YE Site, Harborough Hill Road Barnsley

rev	amendment	date	chkd

Drawn: SB	Scale: NTS
Checked: DJC	Date: Jan 05
Approved: DJC	Drawing Number: Figure 25
	Rev:

AUTOCAD REF:



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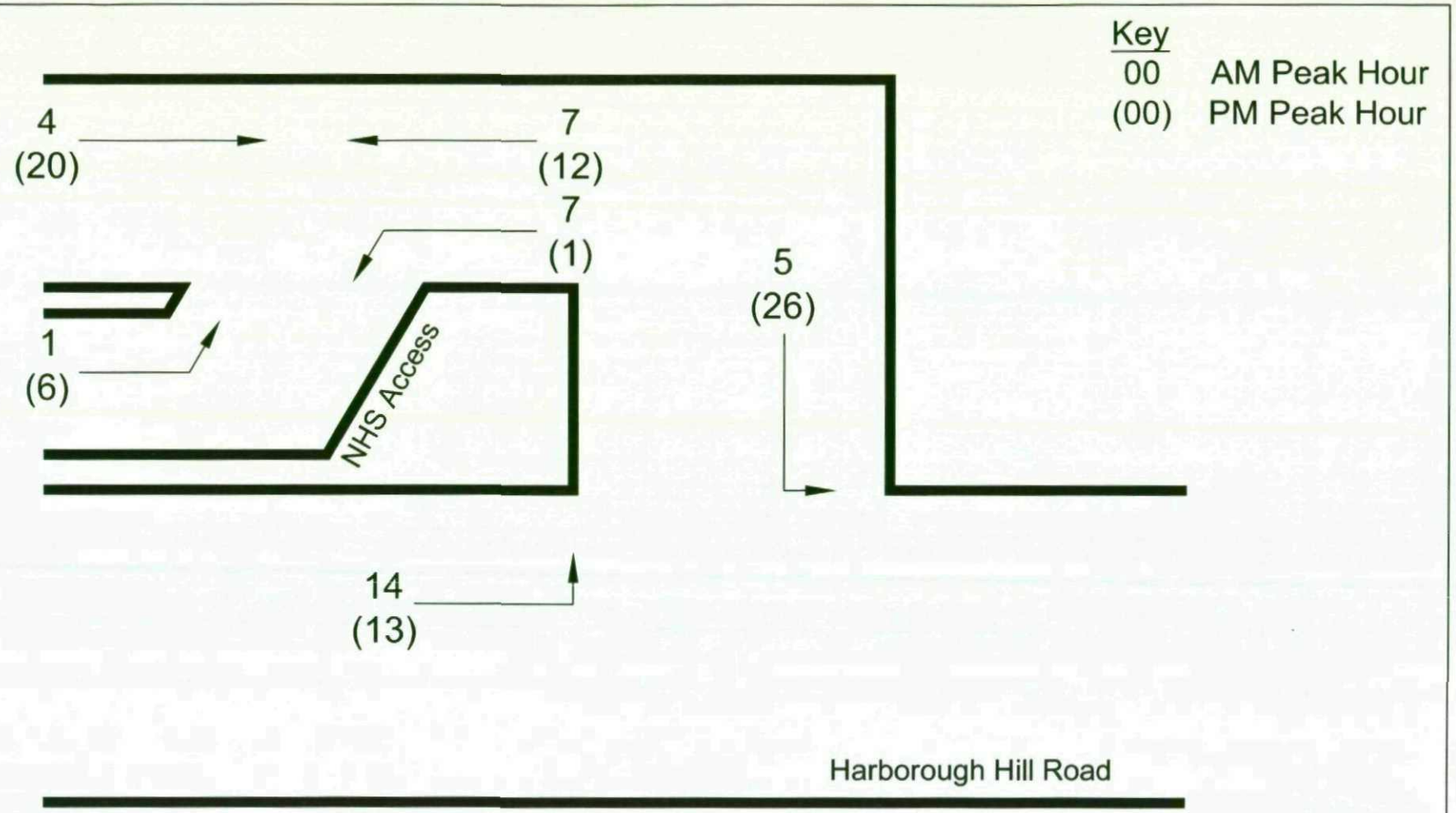
Development Traffic Flows (Saturday)

YE Site, Harborough Hill Road Barnsley

rev	amendment	date	chkd

Drawn: SB	Scale: NTS
Checked: DJC	Date: Jan 05
Approved: DJC	Drawing Number: Figure 26
	Rev:

AUTOCAD REF:

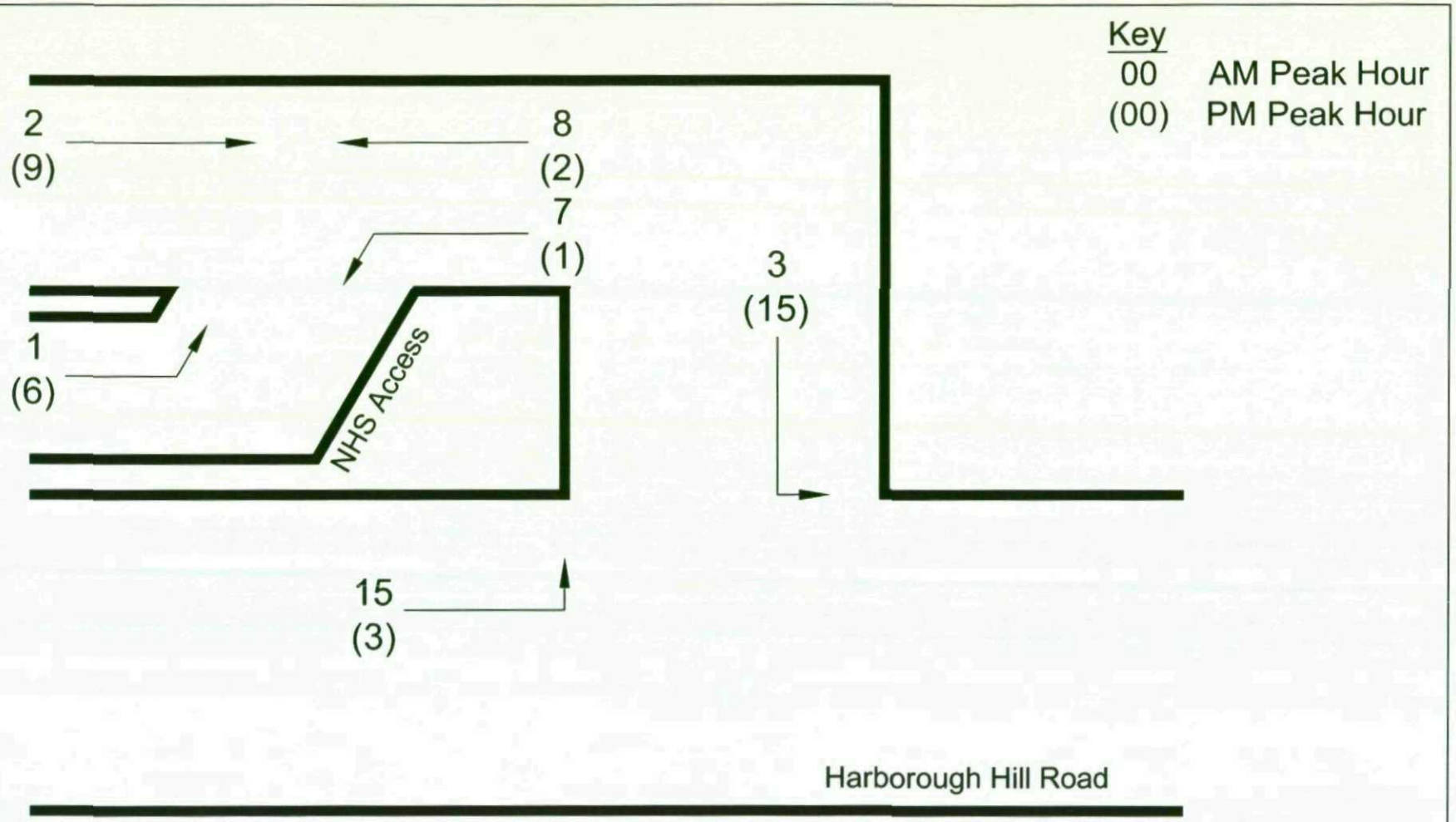


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PROPOSED DEVELOPMENT
HARBOROUGH HILL ROAD
BARNSLEY

PROPOSED TRAFFIC FLOWS FROM
HARBOROUGH HILL ROAD ACCESS

Drawn	Scale
SB	NTS
Checked	Date
DJC	AUGUST 07
Approved	Drawing Number	Rev
DJC	FIGURE 28	



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PROPOSED DEVELOPMENT
HARBOROUGH HILL ROAD
BARNSLEY

EXISTING TRAFFIC FLOWS FROM
HARBOROUGH HILL ROAD ACCESS

Drawn	Scale
SB	NTS
Checked	Date
DJC	AUGUST 07
Approved	Drawing Number	Rev
DJC	FIGURE 29	

APPENDIX E

Former YEB site, Harborough Hill Road, Barnsley
Dual Carriageway

Barnsley ATC 1, Harborough Hill Road

Produced by Road Data Services Ltd

85th Percentile

Hr Ending	08/05/2008 Thursday	09/05/2008 Friday	10/05/2008 Saturday	11/05/2008 Sunday	12/05/2008 Monday	13/05/2008 Tuesday	14/05/2008 Wednesday	Week day Ave	Weekend Ave
1	53.7	48.6	54.0	53.7	53.9	53.7	53.2	52.6	53.9
2	48.5	53.3	53.4	53.9	53.7	53.9	48.5	51.6	53.7
3	53.6	48.3	48.3	53.8	53.5	48.5	48.3	50.4	51.0
4	48.3	48.8	53.2	48.0	48.4	58.1	65.8	53.9	50.6
5	48.3	48.8	53.2	48.5	48.1	53.8	48.0	49.4	50.9
6	53.8	53.6	53.6	48.9	53.8	53.4	48.5	52.6	51.3
7	53.0	54.0	53.4	53.4	48.5	53.5	53.2	52.4	53.4
8	53.8	53.9	53.4	53.7	53.8	48.5	48.9	51.8	53.6
9	48.8	48.2	48.7	48.5	48.6	48.2	48.6	48.5	48.6
10	48.7	48.7	48.3	48.5	48.8	48.3	48.8	48.7	48.4
11	48.0	49.0	48.6	48.5	43.0	43.1	48.9	46.4	48.5
12	48.4	48.2	48.2	48.4	48.2	48.6	48.3	48.3	48.3
13	48.9	48.5	48.2	48.4	48.1	43.2	48.5	47.4	48.3
14	48.8	48.1	48.6	48.3	48.1	48.9	48.1	48.4	48.4
15	48.4	49.0	48.1	48.1	48.3	48.1	48.6	48.5	48.1
16	49.0	48.7	48.5	48.2	48.1	48.4	48.4	48.5	48.4
17	48.9	48.0	48.9	49.0	48.0	48.3	49.0	48.4	49.0
18	48.1	48.6	48.3	53.1	48.5	48.9	48.1	48.4	50.7
19	53.9	48.1	48.8	53.4	48.7	48.8	48.9	49.7	51.1
20	48.4	48.1	48.4	53.4	48.5	48.3	48.6	48.4	50.9
21	53.5	48.8	48.3	53.5	53.8	48.7	53.3	51.6	50.9
22	48.8	53.3	48.9	53.2	48.1	48.3	53.1	50.3	51.1
23	48.1	53.0	48.6	53.5	53.2	48.1	53.5	51.2	51.0
24	53.6	48.3	53.6	53.3	53.7	48.0	53.2	51.4	53.4

10-12	43.5	48.4	48.4	48.6	48.5	43.3	49.0		
14-16	48.3	48.3	48.1	48.5	48.4	48.8	48.1		
0-24	48.6	48.9	48.6	48.2	48.1	48.3	48.0		

7 Day Ave	48.4

Former YEB site, Harborough Hill Road, Barnsley
Dual Carriageway

Barnsley ATC 1, Harborough Hill Road

Produced by Road Data Services Ltd

Channel 1 - Northbound **Vehicle Flow**

Hr Ending	08/05/2008 Thursday	09/05/2008 Friday	10/05/2008 Saturday	11/05/2008 Sunday	12/05/2008 Monday	13/05/2008 Tuesday	14/05/2008 Wednesday	5 Day Ave	7 Day Ave
1	74	57	113	151	74	43	41	58	79
2	32	28	90	120	29	20	22	26	49
3	25	20	66	70	20	27	17	22	35
4	26	18	29	51	19	22	17	20	26
5	36	28	29	25	24	24	30	28	28
6	119	107	73	31	85	98	97	101	87
7	277	246	105	69	208	239	212	236	194
8	472	430	197	92	420	411	444	435	352
9	596	579	386	139	546	598	588	581	490
10	559	578	513	335	564	578	511	558	520
11	577	685	685	594	576	559	582	596	608
12	656	667	719	684	584	606	610	625	647
13	620	674	706	678	612	607	592	621	641
14	612	661	691	554	643	582	617	623	623
15	598	721	749	547	686	650	601	651	650
16	598	690	651	472	647	664	641	648	623
17	672	684	605	340	703	687	694	688	626
18	663	706	568	311	696	683	727	695	622
19	576	598	425	273	612	591	550	585	518
20	449	492	341	247	485	539	499	493	436
21	356	409	283	276	333	356	416	374	347
22	314	309	257	201	280	278	272	291	273
23	181	246	193	131	186	176	209	200	189
24	87	169	170	113	66	80	104	101	113
7-19	7199	7673	6895	5019	7289	7216	7157	7307	6921
6-22	8595	9129	7881	5812	8595	8628	8556	8701	8171
6-24	8853	9544	8244	6058	8847	8884	8809	9001	8472
0-24	9175	9802	8644	6504	9098	9118	9093	9257	8776

Former YEB site, Harborough Hill Road, Barnsley.
Slip Road

Barnsley ATC 2, Slip Road

Produced by Road Data Services Ltd

85th Percentile

Hr Ending	08/05/2008 Thursday	09/05/2008 Friday	10/05/2008 Saturday	11/05/2008 Sunday	12/05/2008 Monday	13/05/2008 Tuesday	14/05/2008 Wednesday	Week day Ave	Weekend Ave
1	33.7	26.6	34.0	33.7	33.9	26.2	26.6	29.4	33.9
2	26.0	33.3	38.4	33.9	33.7	38.9	38.5	34.1	36.2
3	33.6	33.3	26.2	26.5	26.0	33.5	25.8	30.4	26.4
4	33.3	33.8	33.2	33.0	25.9	25.6	33.3	30.4	33.1
5	33.3	33.8	25.7	33.5	33.1	26.3	33.0	31.9	29.6
6	33.8	33.6	33.6	33.9	33.8	33.4	33.5	33.6	33.8
7	33.0	34.0	33.4	26.5	33.5	33.5	33.2	33.4	30.0
8	33.8	33.9	33.4	33.7	33.8	33.5	33.9	33.8	33.6
9	26.3	26.2	33.7	26.4	26.2	26.0	26.4	26.2	30.1
10	26.2	26.2	33.3	33.5	26.3	26.1	26.4	26.2	33.4
11	26.0	26.5	33.6	26.1	25.5	25.7	26.4	26.0	29.8
12	26.0	26.0	26.2	33.4	26.0	26.1	33.3	27.5	29.8
13	26.4	26.4	26.2	33.4	26.1	26.3	26.0	26.2	29.8
14	26.3	26.0	26.1	33.3	26.4	26.4	26.3	26.3	29.7
15	25.9	26.5	26.2	33.1	26.4	26.0	33.6	27.7	29.6
16	26.5	33.7	26.0	33.2	25.6	25.9	26.1	27.6	29.6
17	26.4	26.0	26.4	34.0	33.0	26.7	26.5	27.7	30.2
18	26.4	26.1	25.9	33.1	33.5	26.4	33.1	29.1	29.5
19	33.9	33.1	33.8	33.4	33.7	33.8	33.9	33.7	33.6
20	33.4	26.7	33.4	33.4	33.5	33.3	33.6	32.1	33.4
21	33.5	26.3	33.3	26.5	33.8	33.7	33.3	32.1	29.9
22	33.8	25.8	33.9	25.7	25.6	25.8	25.6	27.3	29.8
23	33.1	33.0	33.6	33.5	33.2	33.1	33.5	33.2	33.5
24	33.6	33.3	33.6	33.3	33.7	33.0	33.2	33.4	33.4

10-12	26.0	26.0	26.3	33.6	26.0	25.8	34.0
14-16	25.9	26.2	25.7	33.5	26.0	26.3	26.2
0-24	26.3	26.4	26.4	33.2	33.1	26.3	26.3

7 Day Ave	28.3

Former YEB site, Harborough Hill Road, Barnsley.
Slip Road

Barnsley ATC 2, Slip Road

Produced by Road Data Services Ltd

Channel 1 - Northbound **Vehicle Flow**

Hr Ending	08/05/2008 Thursday	09/05/2008 Friday	10/05/2008 Saturday	11/05/2008 Sunday	12/05/2008 Monday	13/05/2008 Tuesday	14/05/2008 Wednesday	5 Day Ave	7 Day Ave
1	10	7	25	32	5	12	7	8	14
2	14	2	10	25	3	4	4	5	9
3	9	4	13	29	2	3	1	4	9
4	5	2	7	9	2	2	3	3	4
5	11	4	5	9	5	1	6	5	5
6	12	13	15	9	13	14	19	14	14
7	38	39	19	8	31	34	40	36	30
8	168	152	54	22	142	154	143	152	119
9	357	353	135	33	410	357	372	370	288
10	233	262	165	97	225	231	259	242	210
11	183	223	262	150	205	179	201	198	200
12	227	230	317	208	186	216	185	209	224
13	202	237	290	200	214	214	217	217	225
14	186	222	231	160	200	186	200	199	198
15	205	270	214	122	206	233	213	225	209
16	263	286	265	116	269	264	308	278	253
17	290	361	191	73	280	282	327	308	258
18	309	371	147	85	343	328	321	334	272
19	214	168	91	68	204	186	202	196	162
20	131	130	92	64	101	162	129	131	116
21	124	89	56	57	89	100	115	103	90
22	126	118	68	109	108	148	108	122	112
23	35	47	35	36	36	47	39	41	39
24	16	30	42	22	15	17	20	20	23
7-19	2837	3135	2362	1334	2884	2830	2948	2927	2619
6-22	3256	3511	2597	1572	3213	3274	3340	3319	2966
6-24	3307	3568	2674	1615	3264	3338	3399	3379	3029
0-24	3368	3620	2749	1743	3294	3374	3439	3419	3084

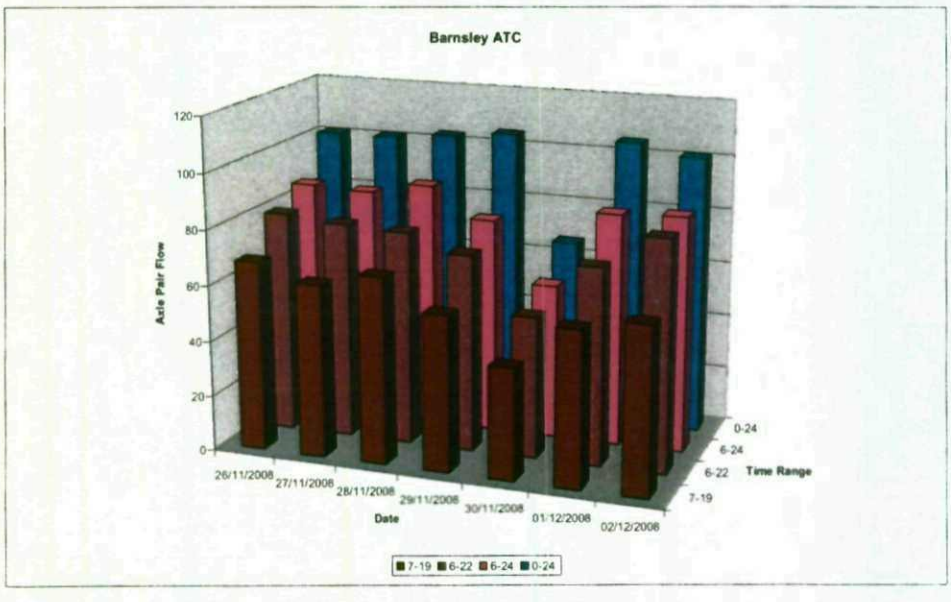
Barnsley ATC

Produced by Road Data Services Ltd. **Weekly Flow**

Channel 1 - Inbound **Week 1**

AM PEAK
PM PEAK

Hr Ending	26/11/2008 Wednesday	27/11/2008 Thursday	28/11/2008 Friday	29/11/2008 Saturday	30/11/2008 Sunday	01/12/2008 Monday	02/12/2008 Tuesday	5 Day Ave	7 Day Ave
1	3	4	3	2	2	0	1	2	2
2	1	2	1	2	2	1	0	1	1
3	0	0	0	5	0	3	0	1	1
4	2	4	1	0	0	3	1	2	2
5	4	3	5	5	2	4	8	5	4
6	5	3	4	**13**	4	**10**	6	6	6
7	5	5	3	7	**6**	4	**13**	6	6
8	10	4	3	5	2	2	8	5	5
9	**11**	**14**	**9**	5	6	2	13	**10**	**9**
10	3	2	6	1	1	2	3	3	3
11	1	2	4	7	1	0	3	2	3
12	6	5	6	11	4	9	4	6	6
13	7	4	5	4	**6**	7	**9**	6	6
14	8	5	7	5	5	**10**	8	**6**	**7**
15	3	**9**	4	1	4	4	0	4	4
16	4	3	3	1	2	2	3	3	3
17	3	8	3	5	2	4	5	5	4
18	**11**	4	**11**	**9**	3	8	2	7	7
19	1	2	6	2	4	6	2	3	3
20	0	1	1	2	1	7	3	2	2
21	4	6	0	2	1	2	3	3	3
22	3	4	6	4	3	2	4	4	4
23	6	5	8	6	3	9	2	6	6
24	0	2	4	1	2	4	0	2	2
7-19	68	62	67	56	40	56	60	63	58
6-22	80	78	77	71	51	71	83	78	73
6-24	86	85	82	76	56	84	85	86	80
0-24	101	101	103	105	66	105	101	102	97



Barnsley ATC

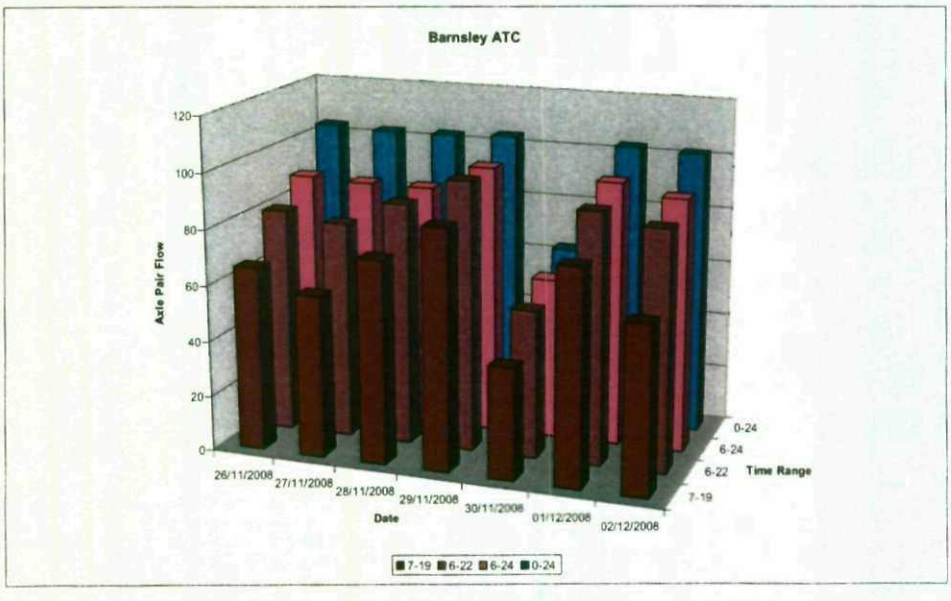
Produced by Road Data Services Ltd. **Weekly Flow**

Channel 2 - Outbound **Week 1**

AM PEAK
PM PEAK

Hr Ending	26/11/2008 Wednesday	27/11/2008 Thursday	28/11/2008 Friday	29/11/2008 Saturday	30/11/2008 Sunday	01/12/2008 Monday	02/12/2008 Tuesday	5 Day Ave	7 Day Ave
1	3	2	1	1	0	1	4	2	2
2	2	3	2	2	0	0	1	2	1
3	0	0	1	1	0	3	0	1	1
4	0	1	1	0	0	2	0	1	1
5	5	4	3	2	2	2	5	4	3
6	5	5	7	1	**3**	0	1	4	3
7	9	4	**8**	4	2	1	2	5	4
8	2	3	2	7	1	**11**	5	5	4
9	**10**	6	5	**10**	3	6	**6**	7	7
10	3	2	5	6	3	5	5	4	4
11	4	3	5	8	3	10	3	5	5
12	8	**9**	8	7	1	6	6	7	6
13	6	2	5	8	5	5	3	4	5
14	7	7	**11**	8	2	6	6	7	7
15	3	5	8	6	**6**	5	5	5	5
16	2	5	3	**11**	3	8	1	4	5
17	1	5	8	3	4	**10**	7	6	5
18	**12**	3	8	5	4	3	10	7	6
19	8	8	5	7	5	2	3	5	5
20	2	4	3	3	5	4	8	4	4
21	1	4	0	0	3	5	**13**	5	4
22	3	8	3	4	3	3	3	4	4
23	8	**9**	0	0	3	4	5	5	4
24	0	1	1	0	2	1	0	1	1

7-19	68	58	73	86	40	77	60	67	66
6-22	81	78	87	97	55	96	86	84	82
6-24	86	88	88	97	58	95	91	90	87
0-24	104	103	103	104	63	103	102	103	97



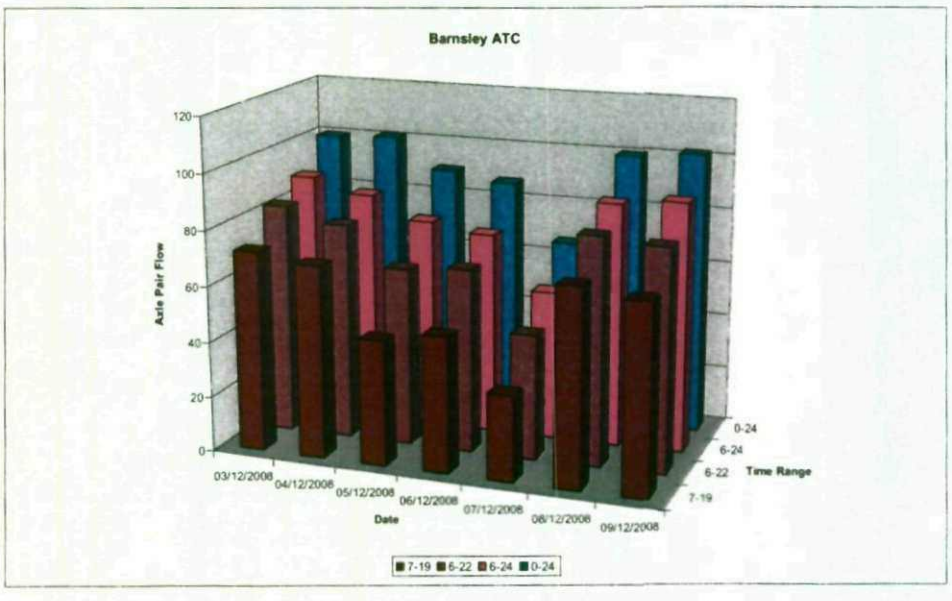
Barnsley ATC

Produced by Road Data Services Ltd. **Weekly Flow**

Channel 1 - Inbound **Week 2**

AM PEAK
PM PEAK

Hr Ending	03/12/2008 Wednesday	04/12/2008 Thursday	05/12/2008 Friday	06/12/2008 Saturday	07/12/2008 Sunday	08/12/2008 Monday	09/12/2008 Tuesday	5 Day Ave	7 Day Ave
1	2	3	2	4	3	3	3	3	3
2	0	0	1	1	0	1	0	0	0
3	0	0	1	0	0	1	0	0	0
4	3	1	3	1	3	1	3	2	2
5	3	6	4	4	6	5	1	4	4
6	3	7	3	4	0	1	5	4	3
7	2	5	7	2	4	4	3	4	4
8	11	6	7	3	2	12	5	8	7
9	9	1	4	2	1	9	7	6	5
10	3	13	1	3	2	4	2	5	4
11	3	4	2	6	6	9	1	4	4
12	9	5	2	6	5	3	12	6	6
13	8	2	3	2	1	7	10	6	5
14	9	11	2	3	3	8	9	8	6
15	2	6	4	2	2	2	4	4	3
16	2	2	4	0	2	2	5	3	2
17	8	12	4	11	2	7	7	8	7
18	7	6	6	3	3	3	2	5	4
19	1	1	6	8	2	5	4	3	4
20	3	2	4	2	1	3	5	3	3
21	4	0	6	8	6	2	2	3	4
22	2	2	2	5	3	2	2	2	3
23	3	2	2	5	8	5	10	4	5
24	3	4	10	2	1	1	0	4	3
7-19	72	89	45	49	31	71	86	65	58
6-22	83	75	64	66	45	92	90	77	71
6-24	89	84	76	73	54	88	97	85	79
0-24	100	101	90	87	66	100	102	99	92



Barnsley ATC

Produced by Road Data Services Ltd.

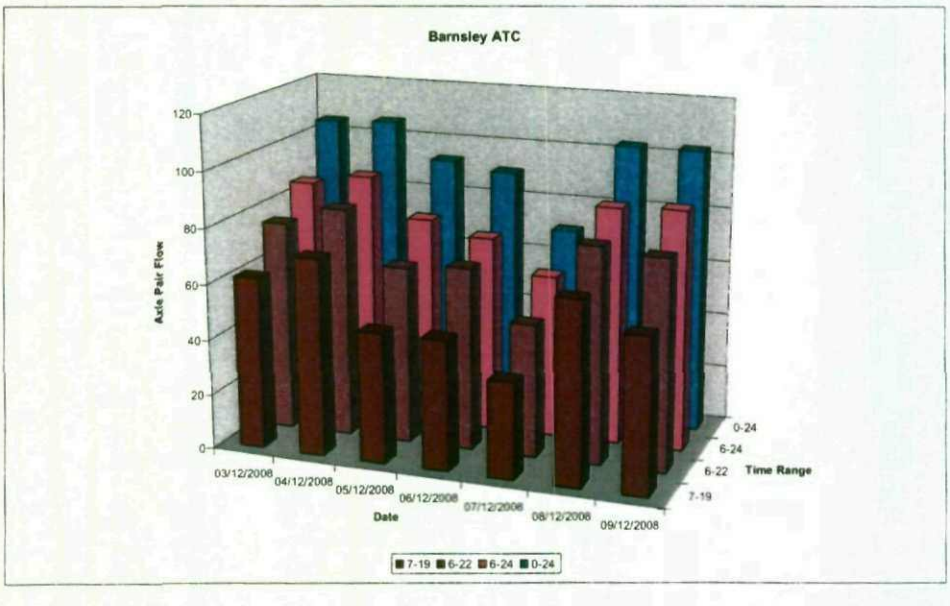
Weekly Flow

Channel 2 - Outbound

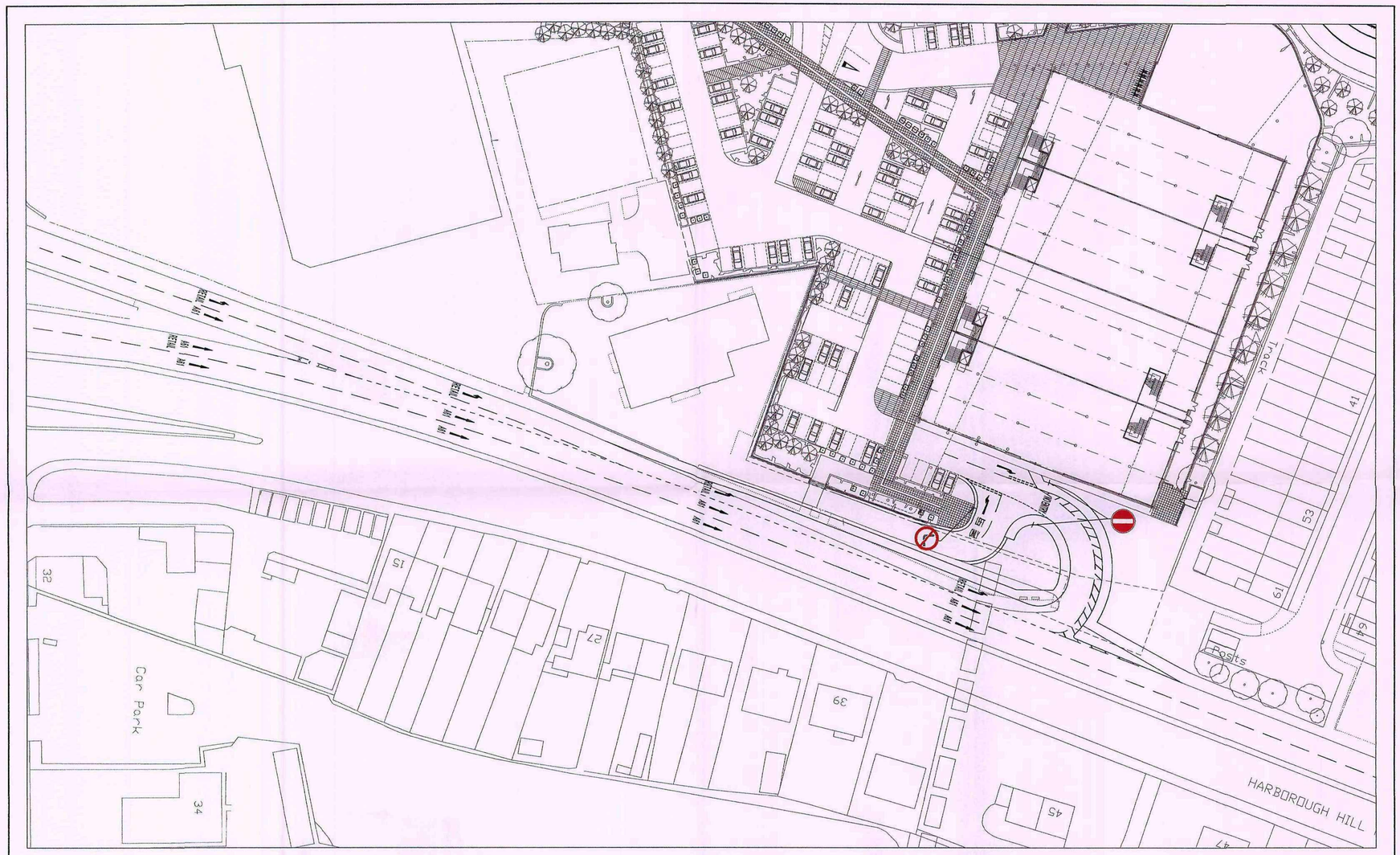
Week 2

AM PEAK
PM PEAK

Hr Ending	03/12/2008 Wednesday	04/12/2008 Thursday	05/12/2008 Friday	06/12/2008 Saturday	07/12/2008 Sunday	08/12/2008 Monday	09/12/2008 Tuesday	5 Day Ave	7 Day Ave
1	2	1	1	4	0	0	0	1	1
2	2	2	3	5	2	2	3	2	3
3	0	0	0	1	0	0	0	0	0
4	0	0	2	1	0	2	2	1	1
5	6	6	5	5	6	4	5	5	5
6	9	7	6	3	3	9	6	7	6
7	4	11	7	11	7	4	6	6	7
8	5	5	2	8	2	3	3	4	4
9	3	3	6	3	2	8	7	5	5
10	5	2	2	3	3	3	2	3	3
11	0	0	4	5	3	3	3	2	3
12	5	4	2	5	4	9	5	5	5
13	11	5	4	2	4	3	8	6	5
14	5	5	2	6	2	9	8	6	5
15	3	12	6	0	2	5	5	6	5
16	1	7	4	0	3	5	0	3	3
17	6	11	6	6	0	0	8	6	5
18	15	12	4	7	3	10	2	9	8
19	3	5	5	2	7	8	5	5	5
20	5	0	4	1	0	5	8	4	3
21	4	0	4	3	4	3	5	3	3
22	1	1	2	4	2	0	1	1	2
23	5	5	3	2	8	8	11	6	6
24	5	2	9	3	3	0	0	3	3
7-19	62	71	47	47	35	66	56	60	55
6-22	76	83	64	66	46	78	76	75	70
6-24	80	90	76	71	59	88	87	85	79
0-24	105	106	93	90	70	103	103	102	96



PLANS



sanderson associates (consulting engineers) ltd
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F 01924 844081 www.sandersonassociates.co.uk

CLIENT
RWE npower

PROJECT TITLE
PROPOSED DEVELOPMENT
HARBOROUGH HILL ROAD
BARNSLEY

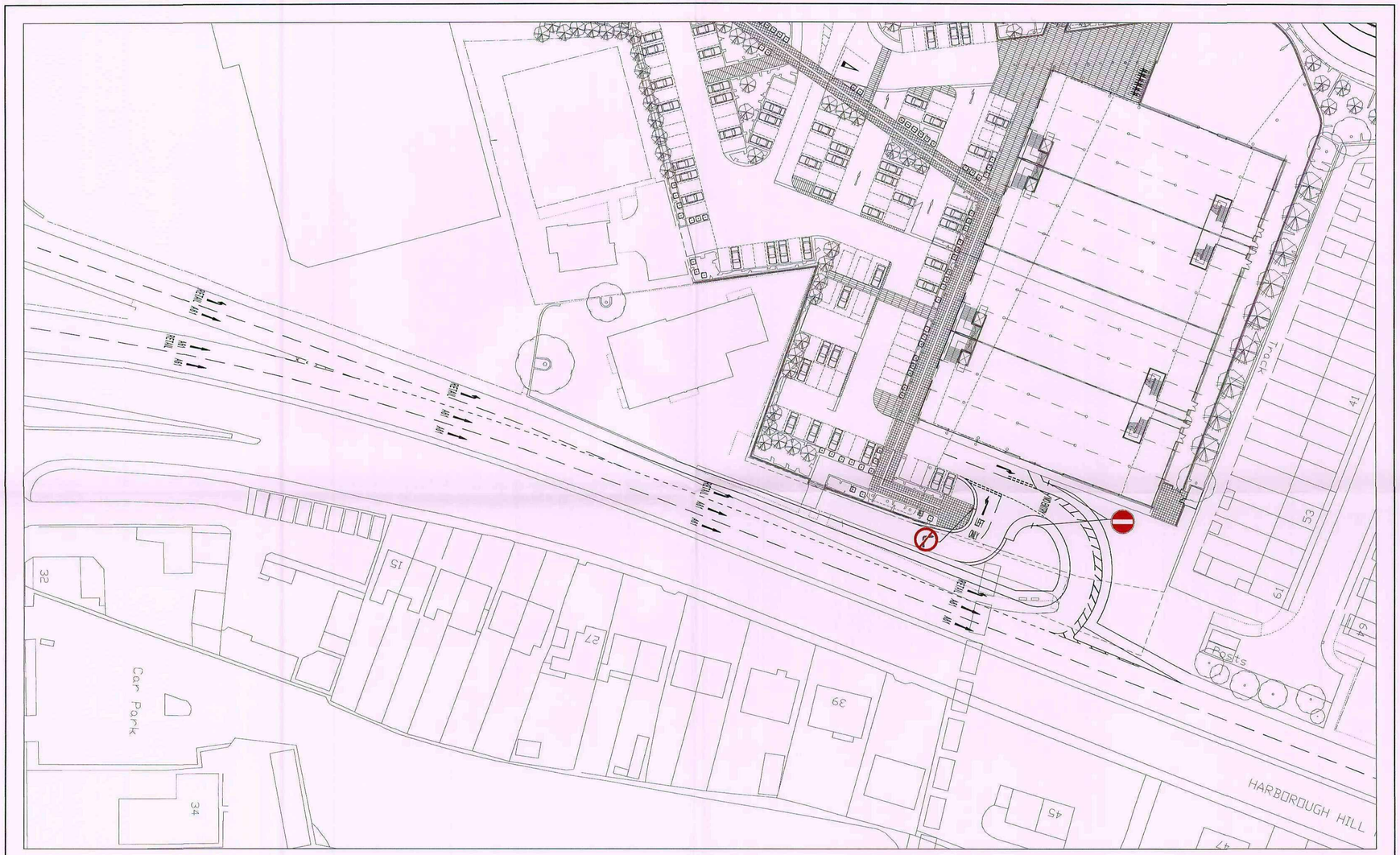
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PROPOSED ACCESS ONTO
HARBOROUGH HILL ROAD

Barnsley Metropolitan Borough Council
03 MAR 2009
Corporate Mail Room

REV	AMENDMENT	DRAWN	DATE	CHECKED

SCALE 1:500	DRAWN BY SB
DRAWING SIZE A2	CHECKED BY DJC
DATE FEB 2009	APPROVED BY DJC
DRAWING NUMBER 2954-027	REV

FILE REF:



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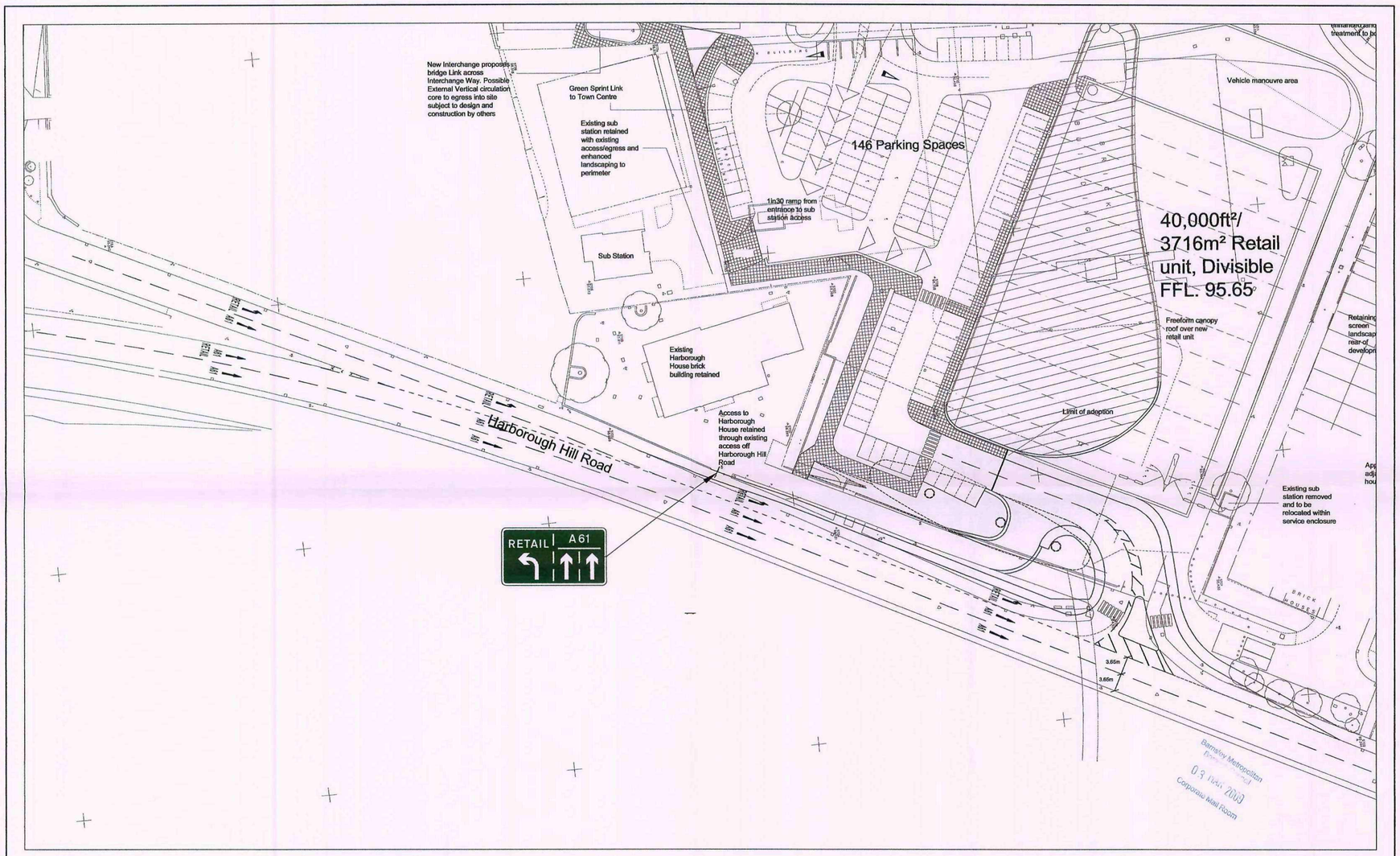
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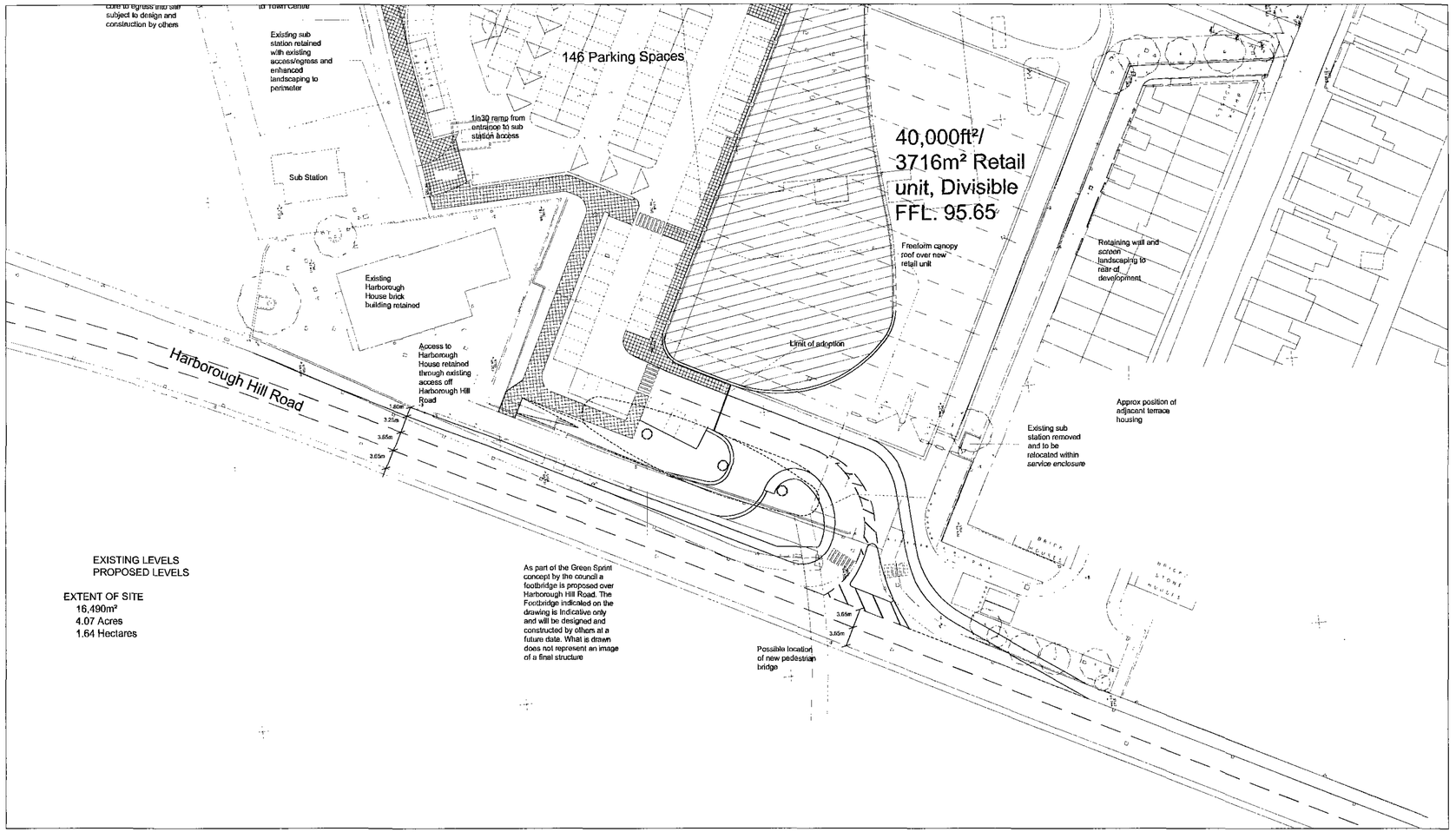
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DRAWING SIZE A2	CHECKED BY DJC
DATE FEB 2009	APPROVED BY DJC
DRAWING NUMBER 2954-027	REV

FILE REF:



sanderson associates (consulting engineers) ltd Highways | Traffic | Transportation | Water T 01924 844080 mail@sandersonassociates.co.uk F 01924 844081 www.sandersonassociates.co.uk	Client: RWE npower	Project Title: PROPSOED DEVELOPMENT HARBOROUGH HILL ROAD BARNSLEY	Drawing Title: PROPOSED IMPROVMENTS TO HARBOROUGH HILL ROAD	Rev	Amendment	Drawn	Date	Checked	Scale 1:500	Drawn By SB	
									Drawing Size A2	Checked By DJC	
									Date MAY 2008	Approved By DJC	
									QIM ISO 9001 REGISTERED FIRM	Drawing Number 2954-026	Rev

FILE REF:



SANDERSON ASSOCIATES
(CONSULTING ENGINEERS) LTD
HIGHWAYS, TRAFFIC AND TRANSPORTATION
Tel: (01484) 519333 Fax: (01484) 519444
E-Mail: mail@sandersonassociates.co.uk
Web site: www.sandersonassociates.co.uk

Client: RWE npower

Project Title: PROPOSED DEVELOPMENT HARBOROUGH HILL ROAD BARNSLEY

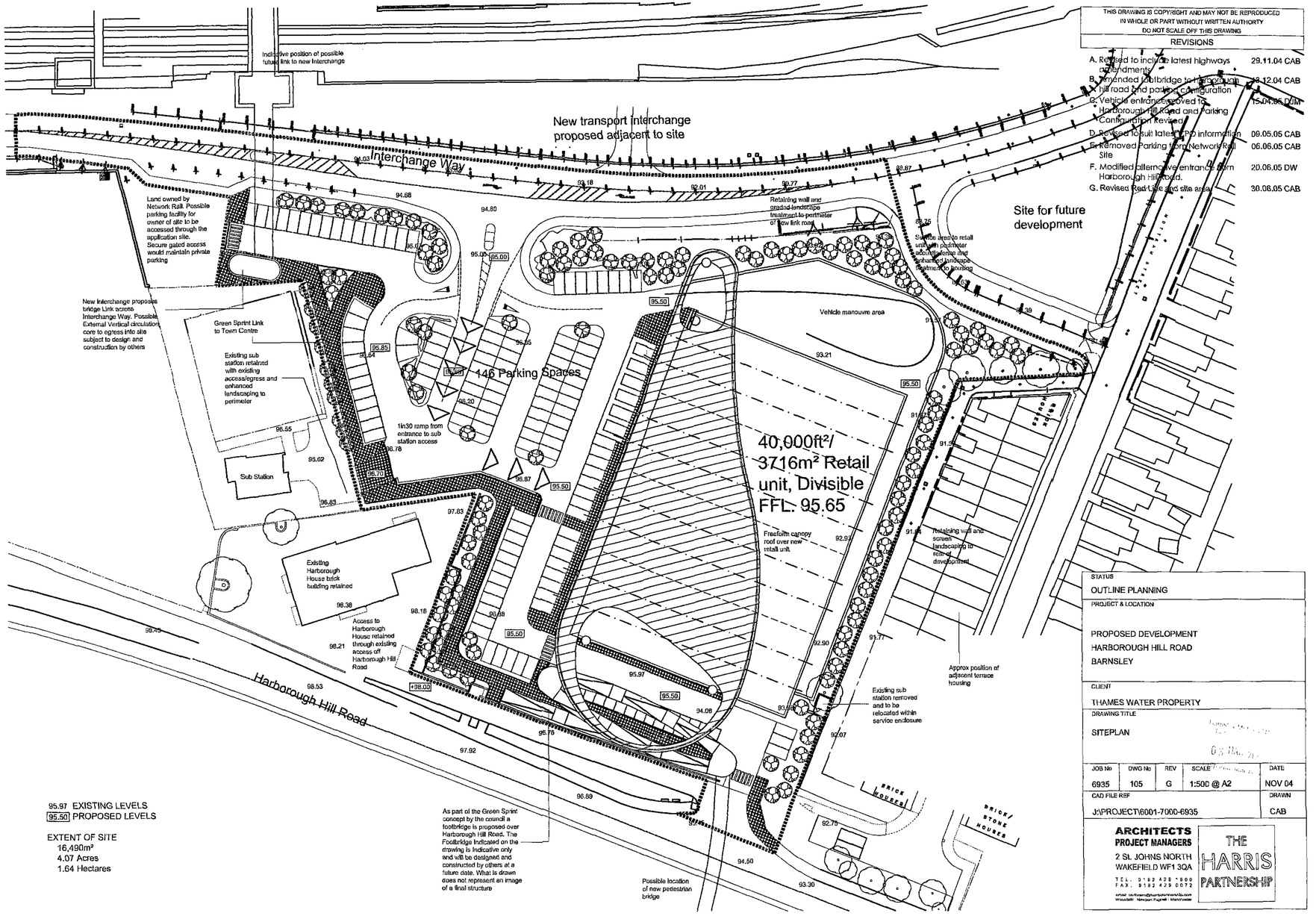
Drawing Title: ACCESS FROM HARBOROUGH HILL ROAD

Rev	Amendment	Drawn	Date	Checked
A	Amendments to roof and parking provision	IB	May 07	DJC

Scale: 1:500 | Drawn By: SB
Drawing Size: A2 | Checked By: DJC
Date: MAY 07 | Approved By: DJC
Drawing Number: 2954-022 | Rev: A

ISO 9001 REGISTERED FIRM

AUTOCAD REF:



95.97 EXISTING LEVELS
95.50 PROPOSED LEVELS

EXTENT OF SITE
16,490m²
4.07 Acres
1.64 Hectares

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REVISIONS

A. Revised to include latest highways amendments — 29.11.04 CAB
B. Amended footbridge to Harborough Hill road and parking configuration — 23.12.04 CAB
C. Vehicle entrance moved to Harborough Hill Road and Parking Configuration Revised — 15.04.05 DJM
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E. Removed Parking from Network Rail Site — 06.06.05 CAB
F. Modified alternative entrance from Harborough Hill Road. — 20.06.05 DW
G. Revised Red Line and site area — 30.06.05 CAB

STATUS
OUTLINE PLANNING

PROJECT & LOCATION
PROPOSED DEVELOPMENT
HARBOROUGH HILL ROAD
BARNSLEY

CLIENT
THAMES WATER PROPERTY

DRAWING TITLE
SITEPLAN

JOB No	DWG No	REV	SCALE	DATE
6935	105	G	1:500 @ A2	NOV 04

CAD FILE REF: J:\PROJECT\6001-7000-6935 — DRAWN: CAB

ARCHITECTS
PROJECT MANAGERS
2 SL JOHNS NORTH
WAKEFIELD WF1 3QA
TEL. 0192 429 1000
FAX. 0192 429 0072
THE HARRIS PARTNERSHIP

N

MOTTRAM STREET

MOTTRAM STREET

Mottram Street dwellings

Posts

HARBOROUGH HILL ROAD

Car Park

Car Park

Car Park

Park

SP

MF 5275

SUNS

SUNS

Extended landscaping bund to site boundary

New stepped access down to Schwabisch Gmund Way

Line of extended green roof above service corridor

Service access corridor

Service area

Service Lay-by

Existing bus station retained and replaced

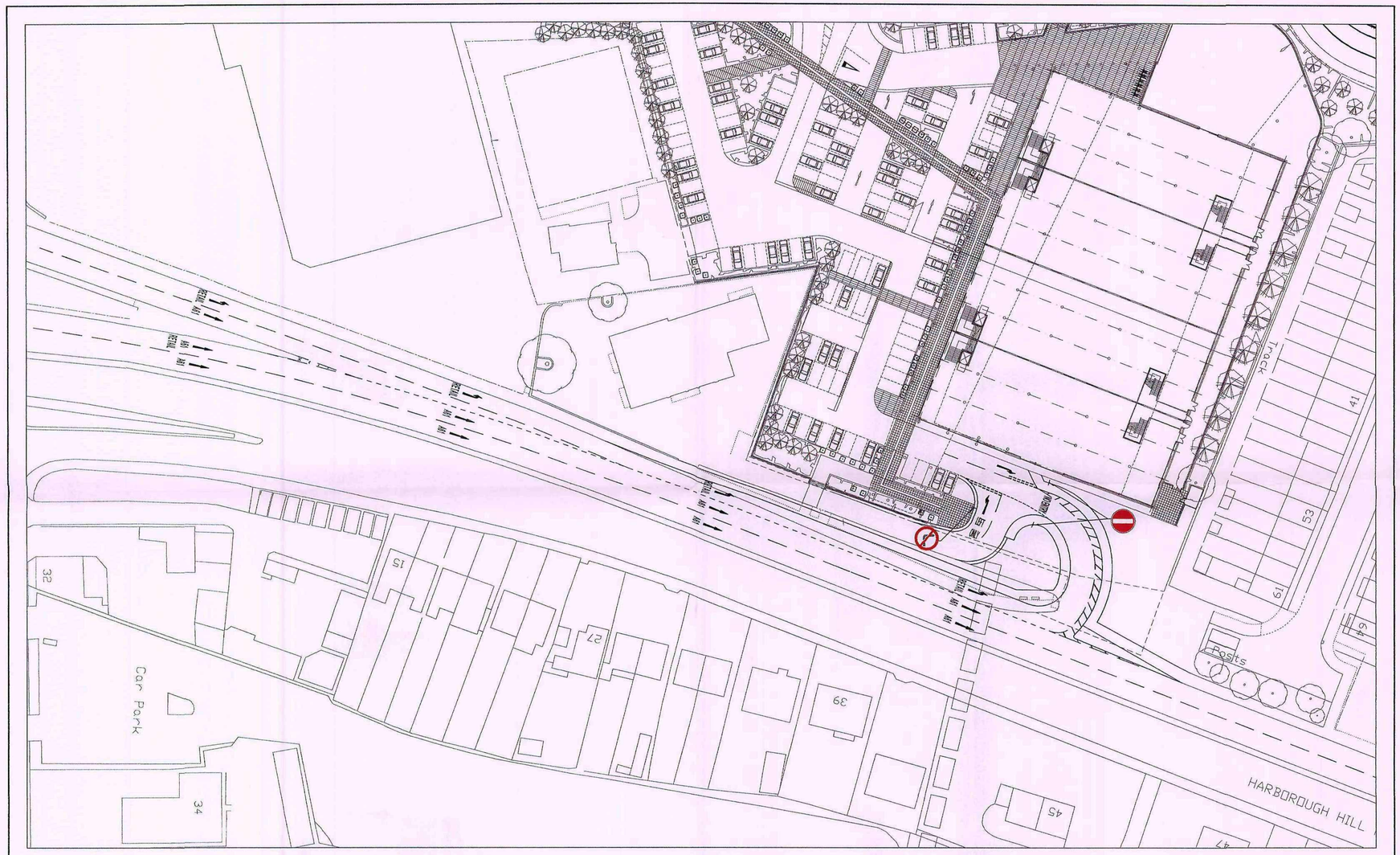
Line of the roof above

RETAIL UNIT
(Divisible)
41000sqft / 3716sqm Gross Internal Floorplate
m. 98.66

Line of canopy above

Line of canopy above

Line of canopy above



sanderson associates (consulting engineers) ltd
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CLIENT
RWE npower

PROJECT TITLE
PROPOSED DEVELOPMENT
HARBOROUGH HILL ROAD
BARNSLEY

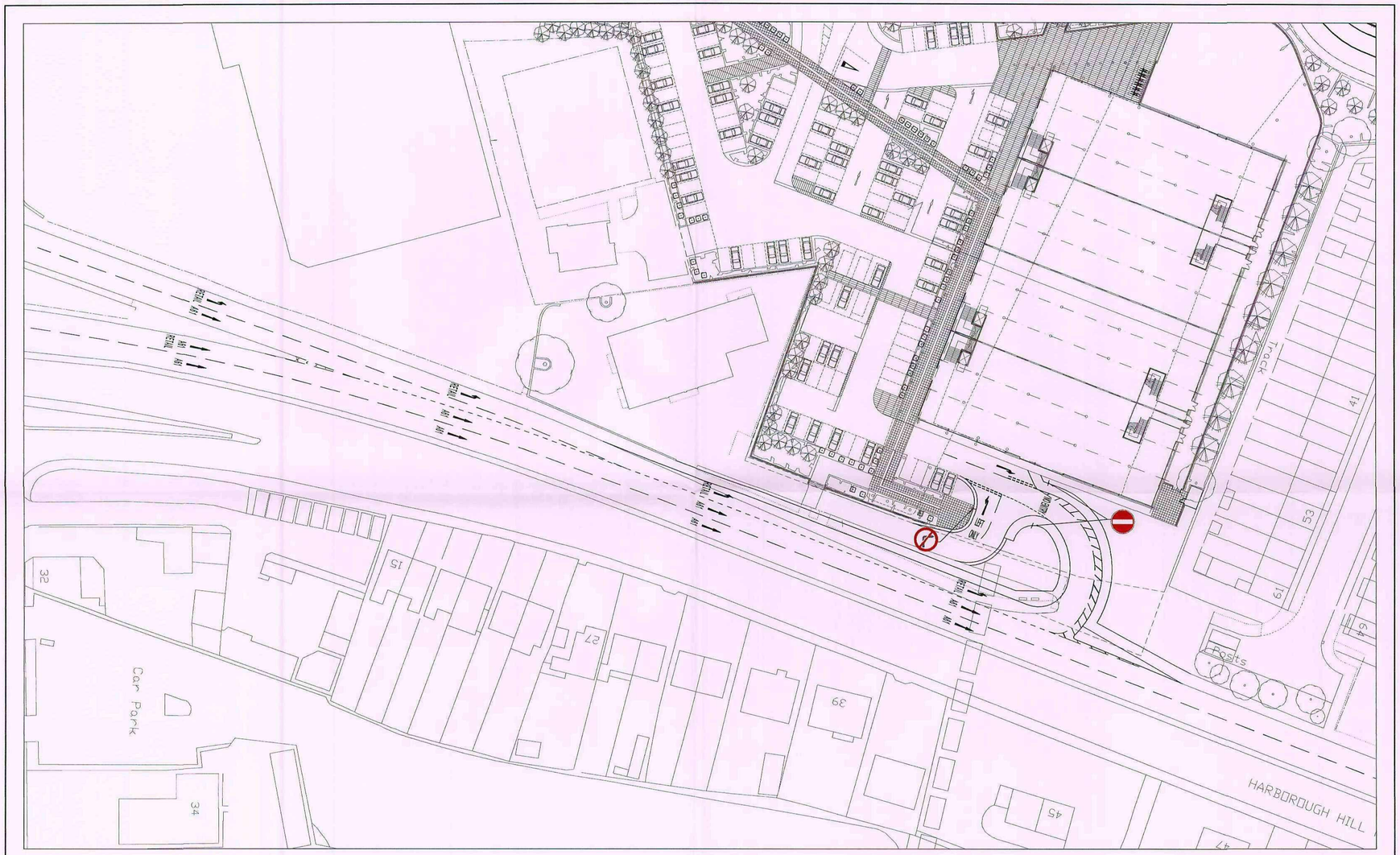
DRAWING TITLE
PROPOSED ACCESS ONTO
HARBOROUGH HILL ROAD

Barnsley Metropolitan Borough Council
03 MAR 2009
Corporate Mail Room

REV	AMENDMENT	DRAWN	DATE	CHECKED

SCALE 1:500	DRAWN BY SB
DRAWING SIZE A2	CHECKED BY DJC
DATE FEB 2009	APPROVED BY DJC
DRAWING NUMBER 2954-027	REV

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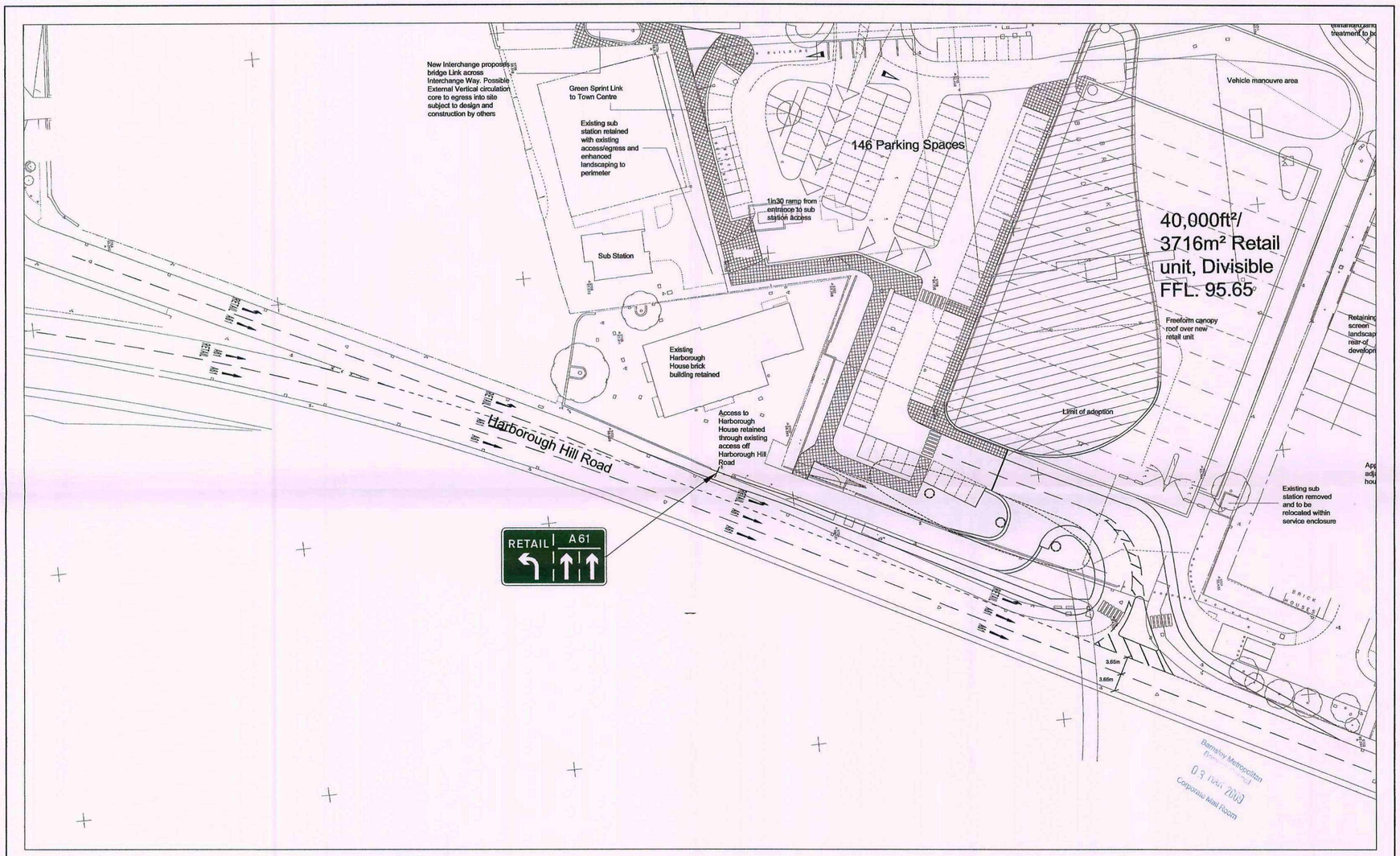
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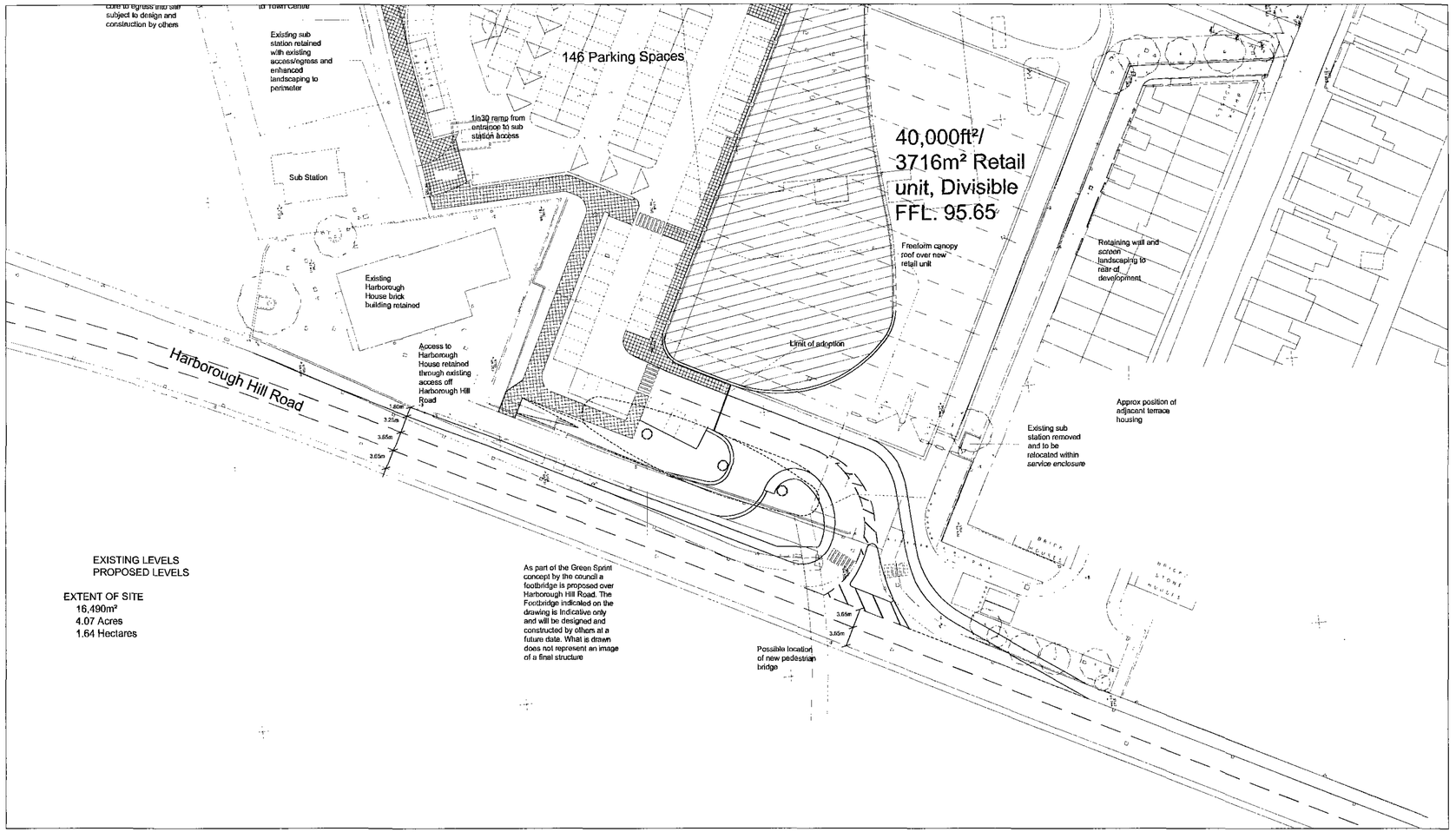
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									QIM ISO 9001 REGISTERED FIRM	Drawing Number 2954-026	Rev

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(CONSULTING ENGINEERS) LTD
HIGHWAYS, TRAFFIC AND TRANSPORTATION
Tel: (01484) 519333 Fax: (01484) 519444
E-Mail: mail@sandersonassociates.co.uk
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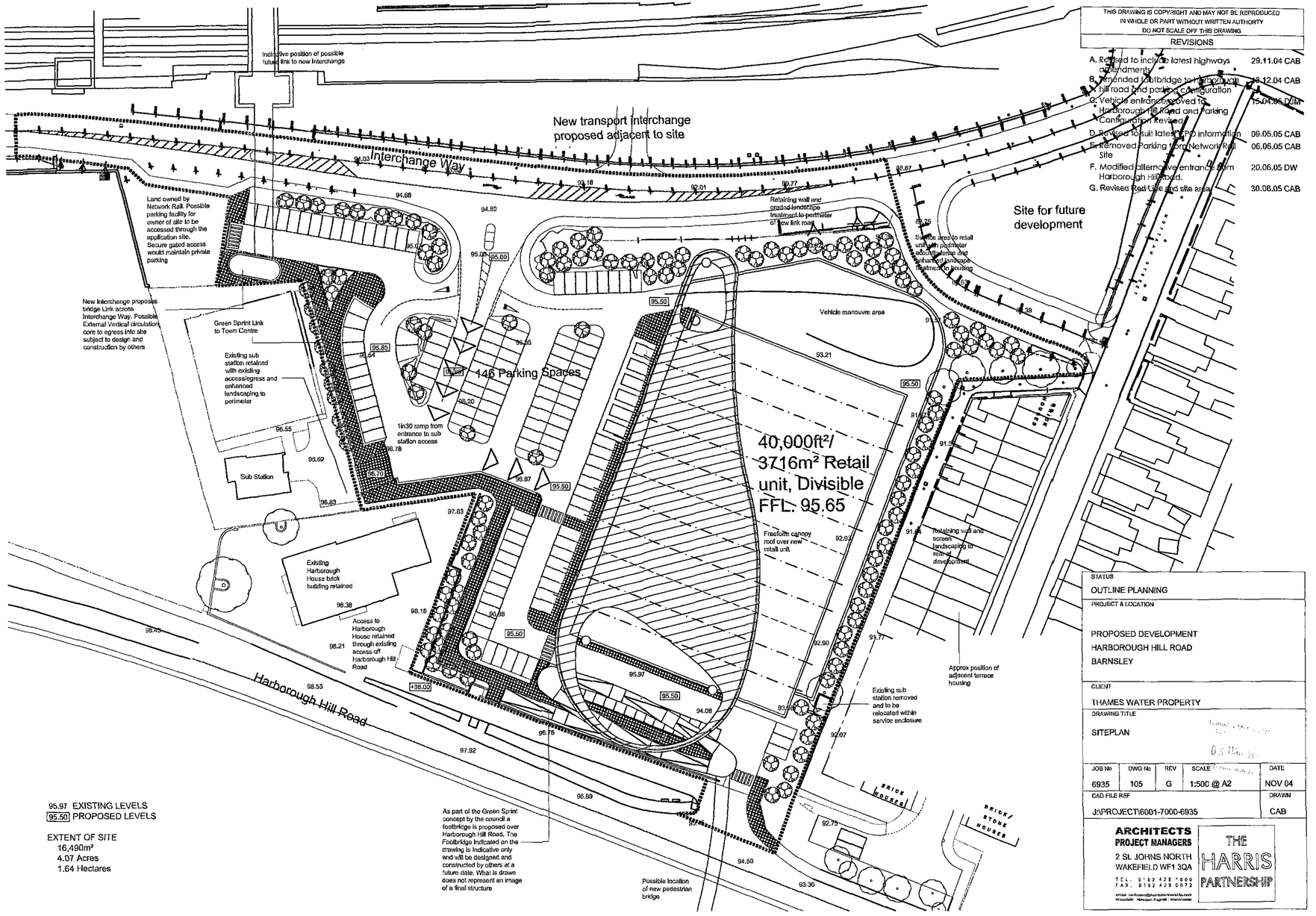
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Scale: 1:500 | Drawn By: SB
Drawing Size: A2 | Checked By: DJC
Date: MAY 07 | Approved By: DJC
Drawing Number: 2954-022 | Rev: A

ISO 9001 REGISTERED FIRM

AUTOCAD REF:



95.97 EXISTING LEVELS
95.50 PROPOSED LEVELS

EXTENT OF SITE
16,490m²
4.07 Acres
1.64 Hectares

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SITEPLAN

JOB No	DWG No	REV	SCALE	DATE
6935	105	G	1:500 @ A2	NOV 04

CAD FILE REF: J:\PROJECT\6001-7000-6935 — DRAWN: CAB

ARCHITECTS
PROJECT MANAGERS
2 SL JOHNS NORTH
WAKEFIELD WF1 3QA
TEL. 0192 429 1000
FAX. 0192 429 0072
THE HARRIS PARTNERSHIP

N

MOTTRAM STREET

MOTTRAM STREET

Mottram Street dwellings

Posts

HARBOROUGH HILL ROAD

Car Park

Car Park

Car Park

Park

SP

MF 5275

SUNS

SUNS

Extended landscaping bund to site boundary

New stepped access down to Schwabisch Gmund Way

Line of extended green roof above service corridor

Service access corridor

Service area

Service Lay-by

Existing bus station retained and replaced

Line of the roof above

RETAIL UNIT
(Divisible)
41000sqft / 3716sqm Gross Internal Floorplate
m. 98.66

Line of canopy above

Line of canopy above

Line of canopy above