

1.1.4 Access to the Site is gained from an existing private drive onto Barnsley Road, which runs between properties 266 and 262. The access road is surfaced, approximately 2.8m wide (4.3m between the boundary fences) and provides access to a single residential bungalow. The bungalow benefits from a generous garden area, which surrounds the property.

1.1.5 The A628 Dodworth Road is an arterial route into Barnsley, which runs between Junction 37 of the M1 through the traffic signal-controlled junction with Pogmoor Road / A6133 Broadway into the Town Centre.

1.1.6 Along the frontage of the Site, Dodworth Road includes one westbound lane and two eastbound lanes. Dodworth Road is lit, drained and subject to a 30mph speed limit. Wide footways of some 3m are provided along both flanks of Dodworth Road.

1.1.7 Despite its strategic nature, Dodworth Road provides direct frontage access to a significant number of dwellings along both flanks, from a point immediately adjacent to the Junction 37 roundabout to the Pogmoor Road traffic signals. The vast majority of properties do not benefit from off road turning facilities, therefore vehicles regularly reverse into or out of driveways.

1.1.8 Stopping along Dodworth Road is prohibited between the hours of 07:30-18:00 and loading is prohibited Monday to Saturday between the hours of 07:30-10:00 and 14:30 and 18:00.

1.2 PLANNING HISTORY

1.2.1 A Transport Note dated June 2019 was produced to support a proposal for 4 dwellings, in response to pre application comments made by Highways Development Control dated 22nd February 2019 (contained at Appendix B), which states:

“There has been a previous application for a similar development on the opposite side of Dodworth Road which was subsequently refused planning permission and dismissed at appeal. The issues are essentially the same with this proposal and a refusal of planning permission on highway safety grounds would be recommended”.

1.2.2 Following consideration of the June 2019 Transport Note, Highways Development Control confirmed that *“Subject to satisfying policy H9, layout and construction, the LHA raises no objection, in principle”* (our emphasis). A copy of the correspondence dated 1st July 2019 is contained at Appendix C.

1.2.3 A subsequent planning application for four detached dwellings was submitted under application reference 2020/1478, however this was refused in April 2021. A copy of the Decision Notice is contained at Appendix D.

1.2.4 This updated Transport Note (rev 2) has been produced to support a new planning application, which incorporates a significantly reduced quantum of development in order to address the Highway related reason for refusal, which relates to the intensification of use of the existing access onto Dodworth Road.

1.3 PROPOSED DEVELOPMENT

1.3.1 The proposed development consists of the erection of a single residential dwelling on land surrounding the existing bungalow.

1.3.2 The proposed works are illustrated on the Andrew Bailey:Architect Site Plan contained at Appendix E.

1.3.3 A summary of the proposed works is as follows:

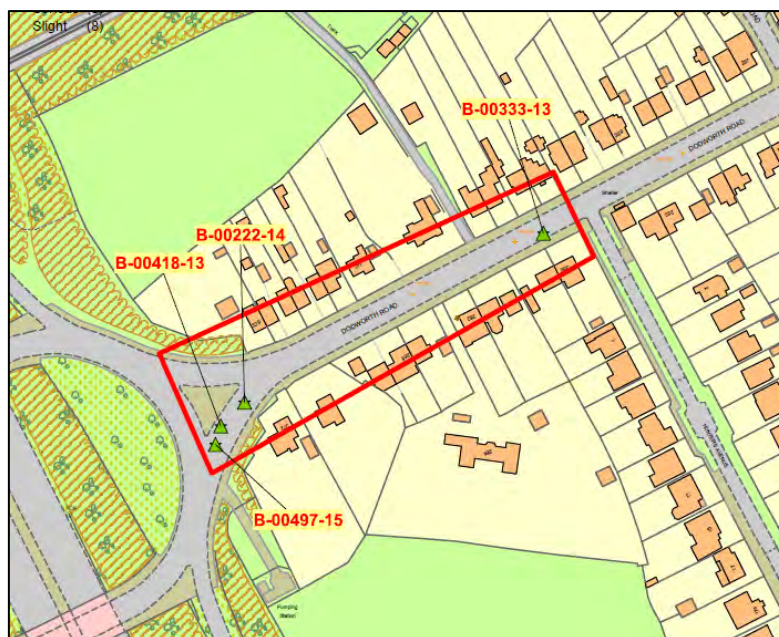
- Erection of a single detached dwelling on land to the east of the existing bungalow;
- Retention of the existing bungalow;
- Improvements to the existing access onto Dodworth Road;
- Formation of a shared turning facility suitable to accommodate a fire tender;
- Provision of a communal refuse collection point; and
- Closure of the existing driveway to No. 266 and relocation of the existing parking.

1.4 PERSONAL INJURY COLLISION DATA

1.4.1 Personal injury collision data has been obtained from Barnsley Metropolitan Borough Council for the highway network in the vicinity of the Site for the period between 1st January 2013 and 31st December 2017. The study area includes a circa 150m length of Dodworth Road, which includes a number of existing properties with direct frontage access onto the Dodworth Road, the majority of which also lack in curtilage turning facilities.

1.4.2 Over the 5 year period there have been a total of four collisions all of which were classified as being slight in severity. An extract of the collision plot diagram is provided within Image 1.2.

Image 1.2 Collision Plot Diagram



1.4.3 Full details of the collisions are contained at Appendix F, with a summary provided within Table 1.1.

Table 1.1 Personal Injury Collision Assessment

Collision Ref	Date / Time	Severity	Location	Details
B-00333-13	09/06/2013 12:40	Slight	Dodworth Road approx. 120m east of the proposed access	Vehicle 1 travelling westbound slows and comes to a stop. Vehicle 2 also travelling westbound collides with the rear of Vehicle 1.
B-00418-13	19/07/2013 17:05	Slight	Dodworth Road, Junction 37 give way	Vehicle collides with the rear of a stationary vehicle waiting at the roundabout.
B-00222-14	08/03/2014 12:15	Slight	Dodworth Road, Junction 37 give way	Vehicle collides with the rear of a stationary vehicle waiting at the roundabout.
B-00497-15	05/06/2015 10:20	Slight	Dodworth Road, Junction 37 give way	Vehicle collides with the rear of a stationary vehicle waiting at the roundabout.

1.4.4 Following a review of Crashmap data, 2 collisions have occurred between 2017 and 2020, which involved a passenger injured on a bus and a rear shunt involving 3 vehicles.

1.4.5 It can be seen from the above, that 3 of the 6 collisions involved rear shunts at the westbound give way on the approach to the junction 37 roundabout. Two rear shunts occurred along Dodworth Road, however insufficient information is available to identify the likely causation.

1.4.6 In summary:

- Total of 6 collisions over 8 years;
- Average of 0.8 collisions per year;
- 6 slight collisions (100%);
- No serious collisions have been recorded;
- No fatal collisions have been recorded;
- No collisions have been recorded at or near the existing/proposed Site access;
- No collisions have been recorded at any of the existing private driveways or side roads within the study area;
- 3 collisions occurred in a similar position at the give way on the approach to the Junction 37 roundabout;
- No significant collision clusters have been identified; and
- No significant collision trends have been identified.

1.4.7 In light of the above it can be concluded that the existing accesses onto Dodworth Road and Hunter's Avenue are operating in a safe manner and there is no local evidence to suggest that a development of a single dwelling cannot be safely assessed from Dodworth Road.

1.5 PROPOSED ACCESS ARRANGEMENTS

1.5.1 Access to the proposed dwelling will be taken from the existing access onto Dodworth Road as shown on the Site Plan contained at Appendix E. The South Yorkshire Residential Design Guide states the following dimensions for private driveways at paragraph B.1.1.11:

- Maximum length 20 metres without a turning facility suitable for a fire appliance;
- Minimum carriageway width of 3.1 metres;
- Widening may be needed at the entrance to the private drive to allow two cars to pass, depending on the nature of the street from which access is taken. This widening will need to be between 4.5 metres and 4.8m metres for a minimum length of 10 metres; and
- Passing places of a minimum width 4.5 metres and minimum length 6 metres may be required depending on the length of the private drive at the discretion of the Highway Authority.

1.5.2 The existing access will be improved to exceed the above criteria. The revised access includes:

- Carriageway widening at the Site entrance to provide a 5.5m width over the first 10m;
- 4m kerb radii;
- 2m wide footway;
- A minimum carriageway width of 4.8m; and
- A turning facility suitable to accommodate a fire appliance;

1.5.3 In addition to the above, the existing driveway to No. 266 can be served via the improved private access in order to reduce the number of driveways served from Dodworth Road. The existing driveway to No. 266 would be permanently closed, therefore associated reversing manoeuvres onto Dodworth Road would be removed. This improvement alone is considered to provide significant betterment to the existing situation that would more than offset the impact of a single dwelling.

1.5.4 In order to demonstrate that appropriate visibility can be achieved from the Site access an independent vehicle speed survey has been undertaken on Tuesday 14th May 2019 when the road surface was dry, following the guidance contained in the Departmental Advice Note TA 22/81 'Vehicle Speed Measurements on All Purpose Roads' (replaced by CA 185).

1.5.5 Full details of the speed survey are contained within Appendix G with a summary given in Table 1.2.

Table 1.2 Vehicle Speed Survey

Dodworth Road, Barnsley	Northeast bound Readings 200	Southwest bound Readings 200
Average speed	29.5mph	26.1mph
85 th percentile speed	34.0mph	31.0mph
85 th percentile wet weather speed	31.5mph	28.5mph

1.5.6 It is necessary to reduce the recorded 85th percentile speed when these are recorded in dry weather conditions. This is because the Stopping Sight Distance (SSD) recommendations are based on deceleration rates that were recorded in wet weather conditions. Therefore, it is necessary to reduce the vehicle speeds by 4kpm (2.5mph) due to driver's behaviours changing in wet weather conditions.

1.5.7 Based upon the 85th percentile wet weather speeds contained at Table 1.2, visibility splays of 2.4m x 44m to the west and 2.4m x 38m to the east should be provided in accordance with the SSD calculation contained within Manual for Streets.

1.5.8 Given the generous footway width along the Site frontage, visibility from the access is excellent. The proposed access arrangements are illustrated on Figure 3 contained at Appendix H, which demonstrate that the required visibility splays can be achieved and are exceeded.

1.5.9 It has been demonstrated that the proposed access arrangements comply with guidance set out within the South Yorkshire Residential Design Guide and are of a suitable standard to serve the proposed dwelling.

1.6 TRIP GENERATION

1.6.1 In order to estimate the level of traffic generated by the proposed development a traffic survey has been undertaken on Tuesday 14th May 2019 between the hours of 07:00-10:00 and 15:00-18:00, which recorded all turning movements into and out of driveways along Dodworth Road as well as the dwellings served from Hunter's Avenue. Full details of the traffic survey are contained within Appendix G.

1.1.2 The survey scope included 9 properties served from the southern flank of Dodworth Road between Hunter's Avenue and Junction 37 and 21 dwellings served from Hunter's Avenue. A summary of total recorded movements for 30 dwellings during the typical AM and PM peak periods is provided within Table 1.3.

Table 1.3 Surveyed Vehicles Arriving/Departing Dodworth Road & Hunters Avenue (30 dwellings)

Time Period	Total Vehicular Trips		
	Arrivals	Departures	Total
08:00-09:00	6	17	23
17:00-18:00	18	10	28

1.1.3 In order to calculate a bespoke trip rate, the surveyed trips summarised within Table 1.3 are divided by the total number of dwellings served (30). The bespoke trip rates are shown within Table 1.4.

Table 1.4 Bespoke Trip Rates

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Total
08:00-09:00	0.200	0.567	0.767
17:00-18:00	0.600	0.333	0.933

1.1.4 The level of traffic generated by 1 additional residential dwelling during the AM and PM peak hours is summarised within Table 1.5.

Table 1.5 Residential Traffic Generation

Time Period	Total Vehicular Traffic Generation (1 dwelling)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0	1	1
PM Peak 17:00-18:00	1	0	1

1.6.2 As can be seen from Table 1.5, an additional dwelling is predicted to generate just 1 additional peak hour vehicle trip (two way) during the traditional AM and PM peak hours. This level of traffic generation is clearly extremely low and will not be perceived on the local highway network.

1.6.3 Notwithstanding the above, the existing access arrangements will be significantly improved in order to comply with the South Yorkshire Design Guide and the existing driveway to No. 266 will

be relocated in order to remove reversing movements onto the A628. The combination of the improvements provide material benefit and more than mitigate the impact of 1 vehicle trip during the peak hours.

1.7 SERVICING

1.7.1 The bins for the existing dwellings are carried to Dodworth Road and collected on street.

1.7.2 A formal external bin store will be provided for the existing bungalow and proposed dwelling and the bins will continue to be collected on street, consistent with the remaining properties served from Dodworth Road.

1.7.3 The internal layout has been designed to accommodate a fire appliance, which again provides a significant improvement over the existing situation and allows delivery and emergency vehicles to enter and exit the site in a forward gear.

1.7.4 A swept path analysis of the turning area is provided on the Site Plan contained at Appendix E.

1.8 RIGHT TURNING TRAFFIC

1.8.1 The primary concern raised by Highways within the reason for refusal relates to right turning vehicles into and out of the access.

1.8.2 Firstly, it should be noted that this development is located along the southern flank of Dodworth Road and therefore vehicles are only required to cross a single lane when turning right into or out of the development.

1.8.3 Notwithstanding the above, comprehensive traffic surveys have been undertaken in order to record all vehicular movements associated with the existing dwellings served from Dodworth Road and Hunters Avenue to establish whether residents experience any difficulties turning into or out of the existing driveways.

1.8.4 The survey was undertaken during neutral traffic conditions on Tuesday 14th May 2019 (prior to an COVID-19 lockdown restrictions) between the hours of 07:00-10:00 and 15:00-18:00 and recorded the time taken for each vehicle to either enter or exit a driveway or Hunter's Avenue.

1.8.5 Full details of the surveys are contained at Appendix G and a summary is provided within Tables 1.6 and 1.7.

Table 1.6 Dodworth Road Turning Movement Summary (9 dwellings)

Movement	Minimum	Maximum	Average
Right out	0 seconds	27 seconds	14 seconds
Left out	3 seconds	42 seconds	14 seconds
Right in	8 seconds	15 seconds	12 seconds
Left in	0 seconds	0 seconds	-

Table 1.7 Hunter's Avenue Turning Movement Summary (21 dwellings)

Movement	Minimum	Maximum	Average
Right out	6 seconds	1 min 55 seconds	30 seconds
Left out	0 seconds	49 seconds	14 seconds
Right in	0 seconds	32 seconds	7 seconds
Left in	0 seconds	0 seconds	-

1.8.6 It can be seen from Table 1.6 that the average time taken to either enter or exit the driveways served from Dodworth Road is 12-14 seconds.

1.8.7 The average time taken to enter or exit Hunter's Avenue varies between 7 and 30 seconds as shown in Table 1.7.

1.8.8 It is therefore clear that residents are not required to wait excessive periods of time to either emerge from driveways or enter during peak times. There is therefore no evidence to suggest that the addition of 1 dwelling generating just 1 two-way trip during the AM and PM peak hours will result in any material highway safety concern or any queuing would impact on the operation of J37. Indeed, the relocation of the existing driveway to No. 266 will remove reversing manoeuvres onto the A628, which are far more likely to result in delays or impacts on through traffic.

1.9 SUMMARY AND CONCLUSIONS

1.9.1 A Transport Note dated June 2019 was submitted to Barnsley Council in order to consider the suitability of the proposed access arrangements and internal layout associated with a proposal to erect four residential dwellings.

1.9.2 Following a review of the Transport Note, Highways Development Management confirmed that they had no objection in principle to the proposed development and access arrangements.

1.9.3 A review of personal injury collision data has been undertaken for the study area, which has confirmed that there have been no collisions at the site access, or any other comparable accesses in the vicinity of the Site. It can therefore be concluded that residential dwellings, many of which do not benefit from internal turning facilities are operating safely.

1.9.4 Following refusal of the application the quantum of development has been significantly reduced to a single dwelling.

1.9.5 It has been demonstrated that the proposed access arrangements comply with national guidance set out within Manual for Streets and local guidance contained within the South Yorkshire Residential Design Guide.

1.9.6 The access arrangements and internal layout will be improved to include the following:

- Carriageway widening at the Site entrance to provide a 5.5m width over the first 10m;
- 4m kerb radii;
- 2m wide footway;

- A minimum carriageway width of 4.8m; and
- A turning facility suitable to accommodate a fire appliance;

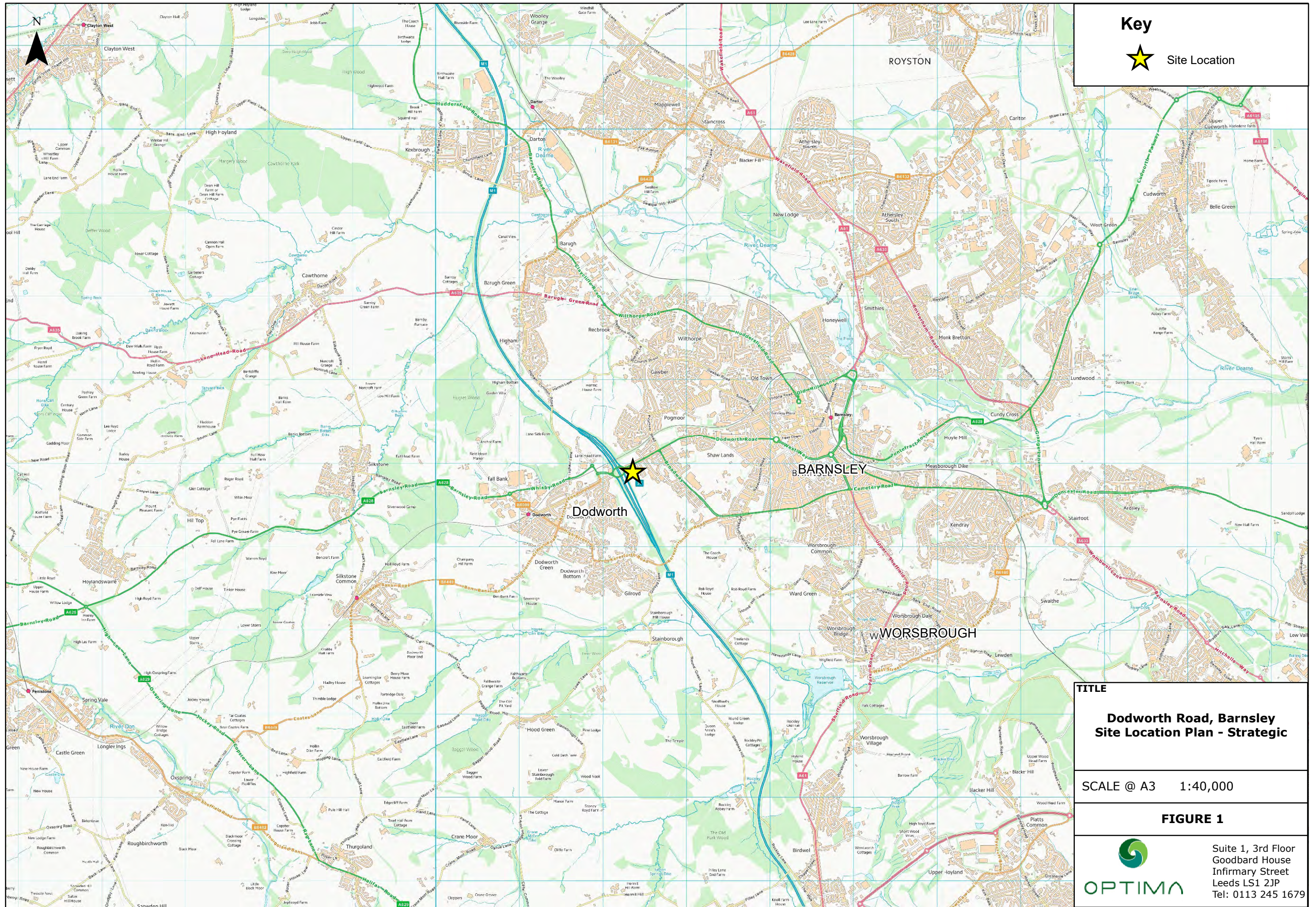
1.9.7 The proposed dwelling will generate just 1 additional trip during the traditional peak periods.

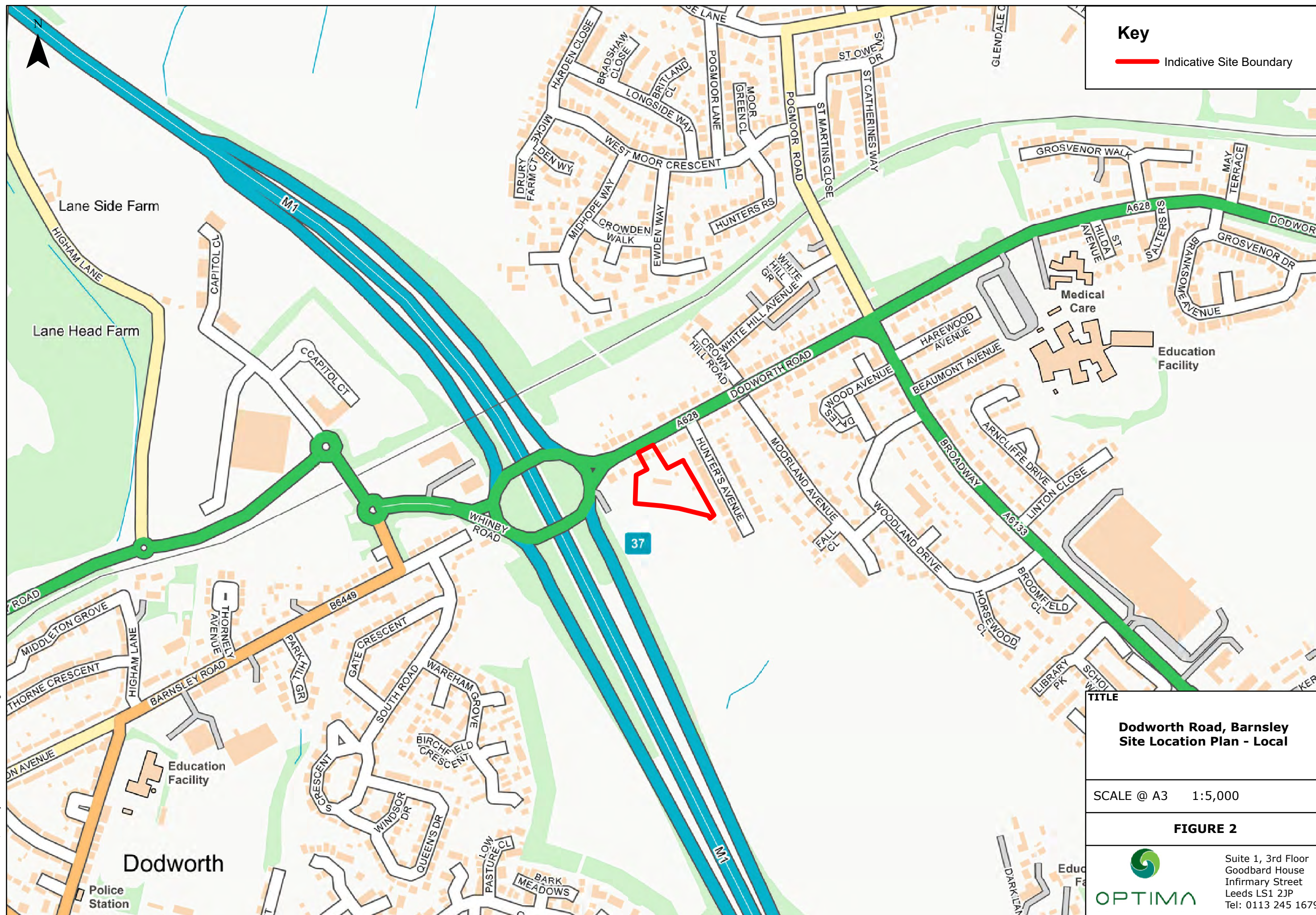
1.9.8 The proposed improvements to the access and relocation of the existing driveway provides material and meaningful benefits, which far outweigh the impact of just 1 vehicle peak hour trip.

1.9.9 Comprehensive traffic surveys have been undertaken, which demonstrate that the existing properties accessed via Dodworth Road operate efficiently, with no evidence of excessive queuing or difficulties accessing or egressing from the properties during peak conditions. To the contrary the Council has not provided any evidence to justify reason for refusal 1.

1.9.10 It is therefore concluded that there are no reasons on highway or transport grounds why the development proposals should not be granted planning permission.

Appendix A Site Location Plans





Appendix B Pre-Application Response

Place
Regeneration & Property



To: Development Management
Fao: James Hyde

My Ref: 2019ENQ00047

Your Ref:

Date: 22nd February 2019

Tel: B Wilson

Ext: 2177

Dodworth Road, Barnsley
Residential Development

Reference is made to the above.

There has been a previous application for a similar development on the opposite side of Dodworth Road which was subsequently refused planning permission and dismissed at appeal. The issues are essentially the same with this proposal and a refusal of planning permission on highway safety grounds would be recommended.

For and on behalf of
Head of Planning & Building Control

Appendix C Highways Development Control Correspondence

From: Henley , Sheila
Sent: 01 July 2019 10:57
To: Hyde , James
Subject: 2019ENQ00047a RE: Land to the rear of 266 Dodworth Road Barnsley - Erection of 4 detached dwellings in rear garden

James

On behalf of the LHA, I consider that the amended layout and submitted justification within Optima's Transport Note overcome the LHA concerns raised in its response dated 22nd February 2019. A suitable access is to be formed with access retained for the existing bungalow and reconfigured for no. 226. The shared access way should be expected to be constructed to an adoptable standard, but it is proposed to be sufficient width with turning to allow entry and exit in a forward gear as well as addressing fire and rescue vehicle access and waste storage. Parking is sufficient for all.

Additionally, the circumstances and the site differ from that concerning the site opposite. I have not observed issues with drivers turning from the considerable number of driveways along this section of Dodworth Road, including to and from Hunters Drive. Many need to reverse which includes vans and some have caravans. Drivers on the A628 allow access and egress to the property. Congestion being more of an issue. Since 2015, signalisation of M1 J37 and the signalled controlled pedestrian crossing in advance of the signals at Pogmore crossroads have helped with the control of movements and general safety. Further adjustments are planned for this corridor. Local Plan has been updated too and policy H9 may apply.

It is understood that the access would remain private. Future owners and occupiers should be made aware of their access rights and liabilities and obligations for its upkeep.

Subject to satisfying policy H9, layout and construction, the LHA raises no objection, in principle.

Regards

Sheila Henley

From: Hyde , James
Sent: 20 June 2019 21:47
To: HighwaysPIngApps
Cc: Burton , Andrew
Subject: FW: Land to the rear of 266 Dodworth Road Barnsley - Erection of 4 detached dwellings in rear garden

Please see the email below and the attachments relating to enquiry 2019\ENQ\00047. I have also attached Barbara's comments for info.

Regards

James Hyde, BA(Hons), MA, MRTPI
Planning Officer

Planning and Building Control
Barnsley MBC
PO Box 634
BARNLEY
S70 9GG

 **01226 772683**
 jameshyde@barnsley.gov.uk

Please note that the views expressed in this email are the informal opinions of officers based on the information available at present. They are not binding on the council, who will determine your planning application

From: Andrew Bailey [<mailto:aa2larchitects@btconnect.com>]

Sent: 20 June 2019 15:48

To: Burton , Andrew; Hyde , James

Cc: Martin Whittaker; Gordon Bird

Subject: FW: Land to the rear of 266 Dodworth Road Barnsley - Erection of 4 detached dwellings in rear garden

James and Andrew

This pre app has now moved forward .

Refer to the Transport Note prepared by Optima who have also advised an my amended site plan – attached.

We have overcome Barbara Wilson's objection to the previous scheme and require a Consultation/meeting with your highways officer before progressing with a detailed application.
Can you provide contact details

Regards

Andrew Bailey

RIBA Chartered Architect

www.akbarchitects.com

From: [Andrew Bailey](#)

Sent: 29 May 2019 02:27

To: [Hyde , James](#)

Cc: [Martin Whittaker](#); [Gordon Bird](#)

Subject: RE: Land to the rear of 266 Dodworth Road Barnsley - Erection of 4 detached dwellings in rear garden

James

In response to Barbara Wilson's pre app response, we are nw working with Optima to achieve an intelligent hghways solution

We are aware that Barbara has now left. Do you have new highways contact with whom we can discuss the amended scheme

Andrew Bailey

RIBA Chartered Architect

www.akbarchitects.com

*** Barnsley MBC Disclaimer:

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Appendix D Decision Notice – 2020/1478



REFUSAL OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2020/1478

To AA2L Ltd
Glendower House
85 Lundhill Road
Wombwell
Barnsley
S73 0RL

Proposal Erection of 4no dwellings and associated works including upgraded access road
(Outline seeking approval over means of access, layout, landscaping and scale)

At Land to the rear of 266 Dodworth Road, Barnsley, S70 6PN

Permission is **refused** for the proposals which were the subject of the Application and Plans registered by the Council on 19/01/2021 and described above.

The reasons for the Council's decision to refuse planning permission are:

- 1 In the opinion of the Local Planning Authority the proposed development would result in the intensification of the use of a vehicular access onto Dodworth Road (A628) which is a main arterial route leading from junction 37 of the M1 into Barnsley. Vehicles attempting to take a right turn out of the development would need to negotiate this busy arterial route with limited opportunity to do so given that heavy flow at peak times results in limited gaps within the flow of traffic to allow vehicles to cross the carriageway. Vehicles making a right turn into the site would result in traffic blocking back toward the signals at the J37 roundabout which would have a significant impact on the free flow of traffic on this highly sensitive part of the highway network to the detriment of road safety. The proposal is therefore contrary to Local Plan Policies T4 'New development and Transport Safety', GD1 'General Development', D1 'High Quality Design and Place Making' and paragraph 108 of the NPPF.
- 2 In the opinion of the Local Planning Authority the proposal represents an undesirable form of tandem and backland development that would not benefit from the frontage to the existing public highway, nor reflect the prevailing settlement pattern of the area to the detriment of the character of the area. As such the proposal is considered to be of poor design that would fail to improve the character and quality of the area and the way it functions which is contrary to Local Plan Policy GD1, Local Plan Policy D1, the Council's Supplementary Planning Documents (SPD) - Designing New Housing Development and paragraph 127 of the NPPF.

- 3 In the opinion of the Local Planning Authority, the proposed development would be materially detrimental to the amenities of the neighbouring properties by reason of disturbance from increased residential and vehicular activity. As such, the proposed development would be contrary to Local Plan Policy GD1 'General Development' and the Council's Supplementary Planning Document 'Design of Housing Development'.
- 4 In the opinion of the Local Planning Authority the proposed development would be contrary to Local Plan Policy H9 'Protection of Existing Larger Dwellings' in that the proposed dwellings would have an adverse impact on the setting of the original dwelling and the size of the remaining garden area.

Pursuant to article 31(1)(cc) of the Town and Country Planning (Development Management Procedure) Order 2010 (as amended), the Local Planning Authority have, where possible, made a pre-application advice service available, complied with our Planning Service Charter for Business and otherwise actively engaged with the applicant in dealing with the application.

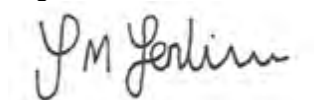
Please be aware that the Council monitors construction sites and open land within the vicinity of such sites in an attempt to prevent fly tipping (i.e. unauthorised deposit of waste on land), which is illegal under the Environmental Protection Act 1990. The penalties for fly-tipping can include:

- a fine of up to £50,000 and*
- up to six months imprisonment on conviction.*

Therefore, if necessary, please ensure that all demolition waste and waste associated with the construction of any development is disposed of via approved methods and that documents are retained to prove this.

Signed

Dated 09/04/2021

A handwritten signature in dark ink, appearing to read 'JM Jenkinson', is written over a faint, light-colored rectangular stamp.

Joe Jenkinson
Head of Planning and Building Control

NOTES:-

Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.

Appeals can be made online at: <https://www.gov.uk/planning-inspectorate> If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

Purchase Notices

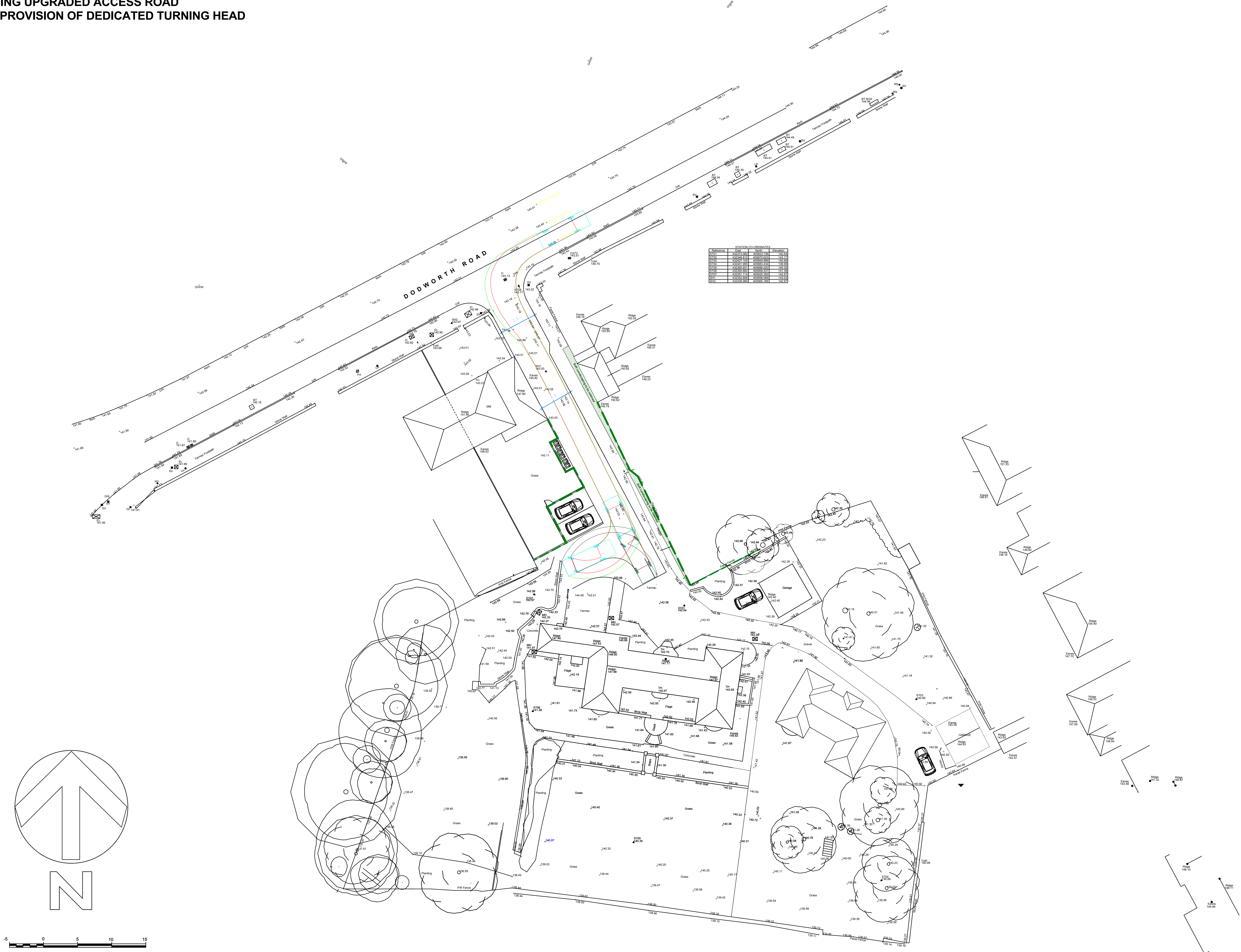
If either the Local Planning Authority or the Secretary of State for the Environment, Transport and Regions refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of part VI of the Town and Country Planning Act 1990.

Compensation

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference to the application to him. These circumstances are set out in Sections 114 and related provisions of the Town and Country Planning Act 1990.

Appendix E Proposed Site Plan

ERECTION OF 1NO. DWELLING AND ASSOCIATED
WORKS INCLUDING UPGRADED ACCESS ROAD
WIDENING AND PROVISION OF DEDICATED TURNING HEAD



STATION	COORDINATE	COORDINATE
100	142.00	142.00
101	142.01	142.01
102	142.02	142.02
103	142.03	142.03
104	142.04	142.04
105	142.05	142.05
106	142.06	142.06
107	142.07	142.07
108	142.08	142.08
109	142.09	142.09
110	142.10	142.10

No Dimensions To Be Scaled From This Drawing Which Is The Property
Of The Company A&B LTD. It Is Not To Be Used Or Shown
In Any Way Except As Authorized By The Company

The Architect A&B LTD Owns All Intellectual Property
Rights Including The Copyright In The Drawings
And Documents Produced In Performing The Service
And Remains Assured The Architect's Moral Rights
To Be Identified As The Author Of Such Work
No Part Of Any Design By The Architect May Be Registered
By The Client Without Written Consent Of A&B LTD

A&B LTD do not provide a collateral warranty

The Client Is Responsible For Providing The Architect With The Correct
Site Boundary/Ownership Definitions And Any Consents Or Easements
Relating To The Site A&B LTD Will Assume Site Boundaries As
Clearly Defined/Indicated, Unless Otherwise Informed By The Client.

No Work To Be Carried Out Without Planning Permission,
Until All The Relevant Planning Conditions Have Been Discharged And
Until A Building Regulation Application Has Been Submitted.
Any Work Carried Out Before Building Regulation Approval Has
Been Granted Will Be Carried Out At Client's Own Risk.

Any Building Works Within Six Of A Neighbouring Home's
Foundations May Require You To Notify The Owner Of That Property
Of Your Intention. At Least One Month Before You Start Work.
Work To An Existing Party Wall Requires You To Give At Least Two
Months Notice Of Your Intention. If Consented To Carry Out Work Covered
By The Party Wall Act 1996.

NO CAD DRAWINGS WILL BE ISSUED TO
ANY THIRD PARTY

IT IS THE RESPONSIBILITY OF THE PRINCIPAL CONTRACTOR
TO NOTIFY THE ARCHITECT OF ANY DISCREPANCIES
ON THE DRAWING PRIOR TO CONSTRUCTION
NO NOT SCALE FROM THIS DRAWING
ALL DIMENSIONS TO BE CHECKED ON SITE
IF IN DOUBT ASK

Legend

Acoustic Fence
Refer To Ens -Environmental Noise Solutions Ltd
Noise Impact Assessment

revisions	description	date
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ANDREW BAILEY:ARCHITECT
RIBA Conservation Register Architect

drawing title: SITE PLAN

RIBA WORKSTAGE 3 - DEVELOPED DESIGN

project: LAND TO REAR OF 266 DODWORTH ROAD

for: G. BIRD

scale: 1:200 at A0

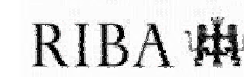
drawing no

2018-00114-RS02

Glendower House
85 Lundhill Road
Wombwell
Barnsley
S730RL

T 01226 752590

W WWW.AKBARCHITECTS.COM



Appendix F Personal Injury Collision Data

Colour-coding by SEVERITY

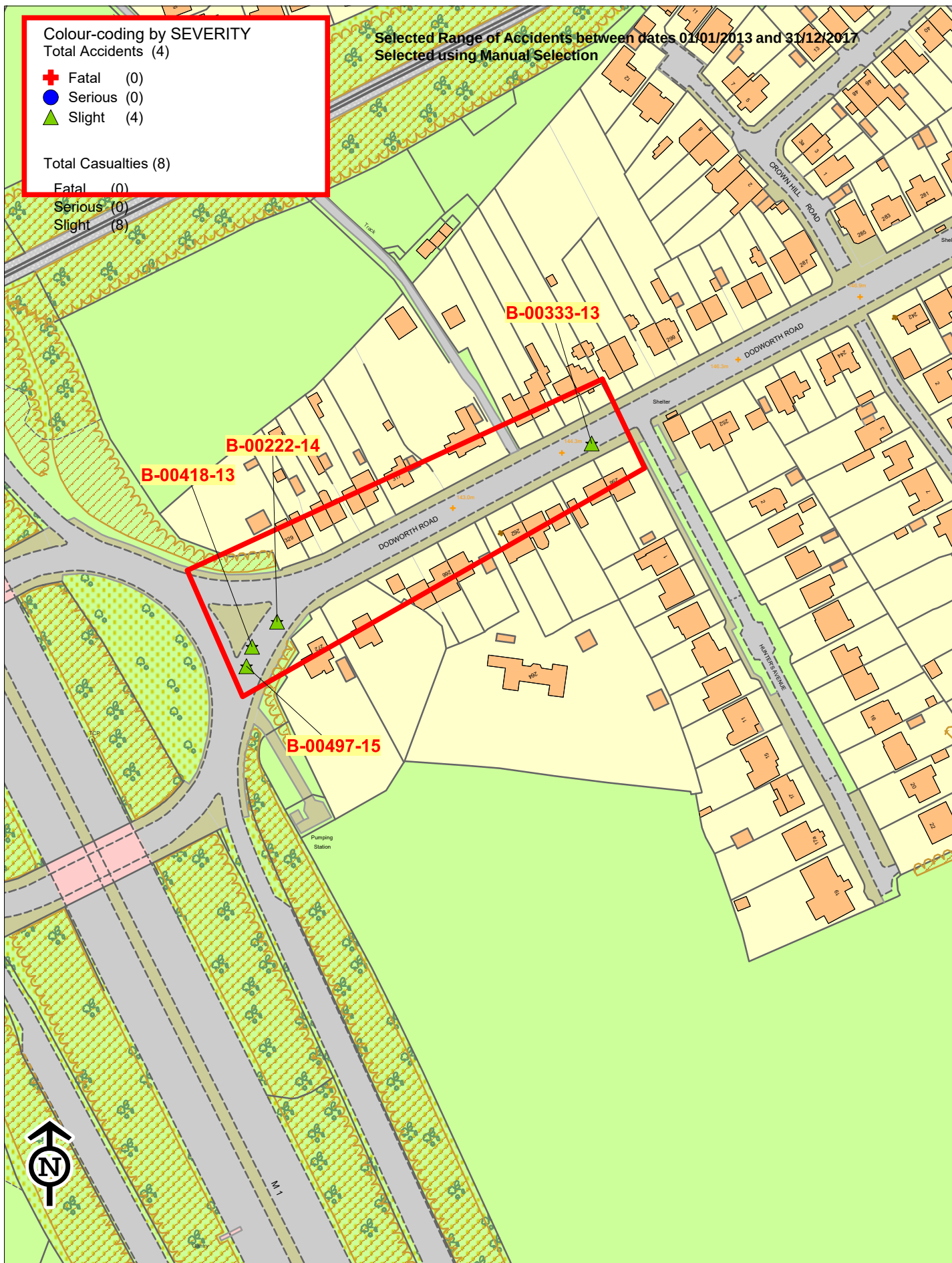
Total Accidents (4)

- + Fatal (0)
- Serious (0)
- ▲ Slight (4)

Total Casualties (8)

- Fatal (0)
- Serious (0)
- Slight (8)

Selected Range of Accidents between dates 01/01/2013 and 31/12/2017
Selected using Manual Selection



**MAKING SOUTH YORKSHIRE
ROADS SAFER**

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No. 100019587.
South Yorkshire LTP Partnership
Licence No. 100019587 2019

Selected map area

SCALE	1 : 1480
DATE	23/05/2019
DRWG No.	
DRN BY	

Accidents between dates **01/01/2013 and 31/12/2017** (60) months
 Selection: **Notes:**
 Selected using Build Query : Local_auth = 'Barnsley' Optima Highways

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped			Light	Weather	Road Surface	Vehicle Types	
					Ftl	Ser	Slt		L	M	D					
B-00333-13	Slight	09/06/2013	1240	432390	405997	0	0	3	308V1B 408V2B 605V1B	0	0	0	Light	Fine without high winds	Dry	9 9
B-00418-13	Slight	19/07/2013	1705	432268	405924	0	0	2	406V2A 405V2A	0	0	0	Light	Fine without high winds	Dry	9 9
B-00222-14	Slight	08/03/2014	1215	432277	405933	0	0	2	406V2A	0	0	0	Light	Fine without high winds	Dry	9 9
B-00497-15	Slight	05/06/2015	1020	432266	405917	0	0	1	405V2A	0	0	0	Light	Unknown	Dry	9 9
Column Totals	Slight :	4				0	0	8				Light :	4		Dry : 4	
	Serious :	0										Dark :	0		Wet : 0	
	Fatal :	0														

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' Optima Highways

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-00333-13	09/06/2013	3	Slight	0	0	0	0	0	Light	No turn	Dry	1240	DODWORTH RD BARNSELEY
B-00418-13	19/07/2013	2	Slight	0	0	0	0	0	Light	No turn	Dry	1705	DODWORTH RD BARNSELEY
B-00222-14	08/03/2014	2	Slight	0	0	0	0	0	Light	No turn	Dry	1215	DODWORTH ROAD BARNSELEY J/W M1
B-00497-15	05/06/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	1020	DODWORTH ROAD BARNSELEY J/W DODWORTH ROUNDABOUT

Column Totals	8	0	0	0	0	0
No. of Accidents		0	0	0	0	0

Total number of accidents listed: 4

Accidents between dates 01/01/2013 and 31/12/2017 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' Optima Highways

B-00333-13 09/06/2013 Sunday Time: 1240 Vehicles 2 Casualties 3 Slight
Easting: 432,390 Northing: 405,997
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DODWORTH RD BARNSELY

Description: VEH2 TRAV UP A628 T/W J37 M1. VEH1 TRAV SAME DIRC BHIND VEH2. VEH2
BRAKED & CAME TO A STOP. VEH1 COLL REAR VEH2

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 18 Breath test: Negative

Contributory Factors : 308 408 605

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 16 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: NE to SW Journey: Journey as part of work
Age of Driver : 23 Breath test: Not provided (medical)

Contributory Factors : 308 408 605

Casualty Reference: 2 Age: 23 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2013 and 31/12/2017 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' Optima Highways

B-00418-13 19/07/2013 Friday Time: 1705 Vehicles 2 Casualties 2 Slight
Easting: 432,268 Northing: 405,924
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 40

Location: DODWORTH RD BARNSELY

Description: VEH1 TRAV ALG A628 STAT AT DODWORTH R/ABOUT HEADING T/W DODWORTH.
VEH2 TRAV B/HIND VEH1 COLL REAR VEH1

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 51 Breath test: Negative

Contributory Factors : 406 405

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

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 47 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: NE to SW Journey: Commuting to/from work
Age of Driver : 46 Breath test: Negative

Contributory Factors : 406 405

Accidents between dates 01/01/2013 and 31/12/2017 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' Optima Highways

B-00222-14 08/03/2014 Saturday Time: 1215 Vehicles 2 Casualties 2 Slight
Easting: 432,277 Northing: 405,933
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 40

Location: DODWORTH ROAD BARNSELY J/W M1

Description: VEH1 STAT WAITING TO ENTER M1 SOUTHBOUND. VEH2 COLL INTO REAR OF VEH1.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: NE to SW Journey: Other
Age of Driver : 33 Breath test: Negative
Contributory Factors : 406

Vehicle Reference: 2 Car Waiting to go ahead but held up
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 43 Breath test: Negative
Contributory Factors : 406

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 16 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2013 and 31/12/2017 (60) months
Selection: Notes:
Selected using Build Query : Local_auth = 'Barnsley' Optima Highways

B-00497-15 05/06/2015 Friday Time: 1020 Vehicles 2 Casualties 1 Slight
Easting: 432,266 Northing: 405,917
Unknown Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: DODWORTH ROAD BARNSELY J/W DODWORTH ROUNDABOUT
Description: V1 WAITING TO ENTER R/ABOUT WHEN V2 COLLIDED WITH REAR OF V1.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: E to S Journey: Other
Age of Driver : 41 Breath test: Driver not contacted

Contributory Factors : 405

Casualty Reference: 1 Age: 41 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: E to S Journey: Other
Age of Driver : 73 Breath test: Driver not contacted

Contributory Factors : 405

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	0	4	4
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	4	4

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	5	5
Passenger	0	0	3	3
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	8	8

Appendix G Traffic Survey Data



crashmap.co.uk

No

Crash Date: Saturday, November 03, 2018 **Time of Crash:** 2:30:00 PM **Crash Reference:** 2018140344003

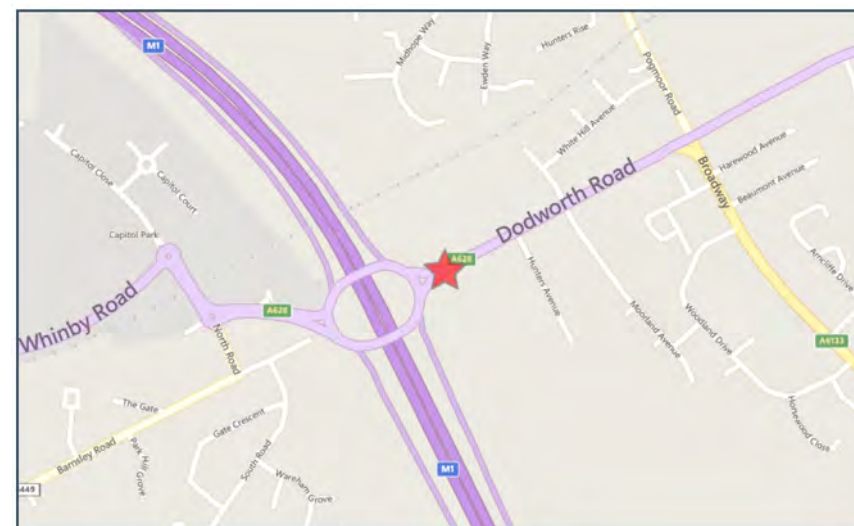
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A628

Number of Casualties: 1

Number of Vehicles: 3

OS Grid Reference: 432297 405950



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
2	Car (excluding private hire)	3	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
3	Car (excluding private hire)	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

No

Crash Date: Thursday, February 22, 2018 **Time of Crash:** 12:15:00 PM **Crash Reference:** 2018140277534

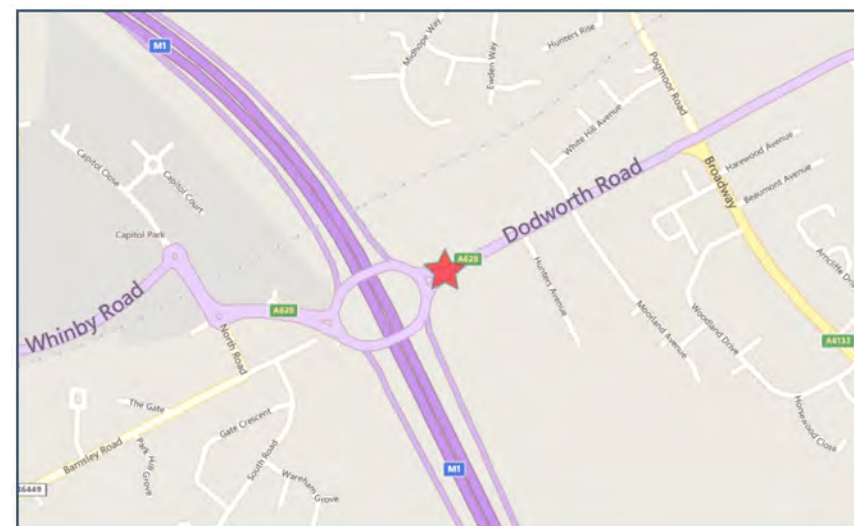
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A628

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 432287 405949



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	Unknown	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

BARNSELEY - TUESDAY 14TH MAY 2019**0700 - 1000hrs****(9 Houses)**

<u>GIVE WAY POINT TIME</u>	<u>IN TRAFFIC STREAM</u>	<u>ACCUMULATED TIME</u>	<u>MOVEMENT</u>
07:22:12	07:22:33	00:00:21	Right Out
07:51:59	07:52:03	00:00:04	Left Out
07:52:55	07:53:01	00:00:06	Left Out
07:57:09	07:57:26	00:00:17	Left Out
08:01:26	08:01:29	00:00:03	Left Out
08:20:48	08:21:02	00:00:14	Right Out
08:25:17	08:25:30	00:00:13	Right Out
08:37:13	08:37:13	00:00:00	Right Out
09:01:13	09:01:28	00:00:15	Right In
09:11:01	09:11:17	00:00:16	Left Out

BARNSELEY - TUESDAY 14TH MAY 2019**1500 - 1800hrs****(9 Houses)**

<u>GIVE WAY POINT TIME</u>	<u>IN TRAFFIC STREAM</u>	<u>ACCUMULATED TIME</u>	<u>MOVEMENT</u>
15:21:32	15:22:14	00:00:42	Left Out
15:37:39	15:37:49	00:00:10	Left Out
16:52:10	16:52:18	00:00:08	Right In
16:58:12	16:58:21	00:00:09	Right Out
16:58:19	16:58:22	00:00:03	Right In
17:33:43	17:33:43	00:00:00	Left In
17:36:36	17:36:36	00:00:00	Left In
17:50:43	17:51:10	00:00:27	Right Out

BARNSELEY - TUESDAY 14TH MAY 2019**0700 - 1000hrs****(21 Houses)**

<u>GIVE WAY POINT TIME</u>	<u>IN TRAFFIC STREAM</u>	<u>ACCUMULATED TIME</u>	<u>MOVEMENT</u>
07:03:55	07:04:16	00:00:21	Left Out
07:06:30	07:06:37	00:00:07	Right Out
07:15:05	07:15:24	00:00:19	Right Out
07:17:41	07:17:49	00:00:08	Left Out
07:21:45	07:22:22	00:00:37	Right Out
07:31:27	07:31:27	00:00:00	Left In
07:34:50	07:34:57	00:00:07	Right Out
07:39:57	07:41:52	00:01:55	Right Out
07:42:42	07:42:55	00:00:13	Left Out
07:50:36	07:51:45	00:01:09	Right Out
07:51:48	07:51:53	00:00:05	Left Out
07:54:05	07:54:05	00:00:00	Right In
07:55:53	07:56:03	00:00:10	Left Out
08:02:21	08:02:21	00:00:00	Right In
08:03:38	08:04:53	00:01:15	Right Out
08:04:54	08:04:54	00:00:00	Left Out
08:05:00	08:05:00	00:00:00	Left Out
08:05:15	08:05:21	00:00:06	Right In
08:06:14	08:06:14	00:00:00	Left In
08:12:53	08:13:01	00:00:08	Left Out
08:13:41	08:14:00	00:00:19	Left Out
08:21:04	08:21:04	00:00:00	Left In
08:23:55	08:24:07	00:00:12	Right Out
08:24:07	08:24:13	00:00:06	Right Out
08:25:14	08:25:20	00:00:06	Right In
08:30:13	08:30:56	00:00:43	Right Out
08:33:43	08:33:50	00:00:07	Right Out
08:35:16	08:35:16	00:00:00	Left In
08:38:15	08:38:15	00:00:00	Left Out
08:40:33	08:41:10	00:00:37	Left Out
08:43:50	08:44:07	00:00:17	Right Out
08:49:19	08:49:34	00:00:15	Left Out
09:03:32	09:03:32	00:00:00	Left In
09:03:42	09:04:15	00:00:33	Right Out
09:04:18	09:04:29	00:00:11	Right Out
09:06:21	09:06:38	00:00:17	Right Out
09:13:48	09:13:55	00:00:07	Right In
09:16:28	09:16:28	00:00:00	Left In
09:16:53	09:16:53	00:00:00	Right In
09:18:06	09:18:10	00:00:04	Left Out
09:18:40	09:18:48	00:00:08	Left Out
09:22:02	09:22:08	00:00:06	Left Out
09:24:52	09:24:52	00:00:00	Left In
09:46:23	09:46:28	00:00:05	Left Out
09:46:24	09:46:24	00:00:00	Right In
09:46:55	09:46:55	00:00:00	Left In
09:51:29	09:52:04	00:00:35	Left Out
09:55:48	09:56:22	00:00:34	Right Out
09:58:28	09:58:28	00:00:00	Left In
09:58:53	09:59:02	00:00:09	Right Out

BARNSELEY - TUESDAY 14TH MAY 2019

1500 - 1800hrs

(21 Houses)

<u>GIVE WAY POINT TIME</u>	<u>IN TRAFFIC STREAM</u>	<u>ACCUMULATED TIME</u>	<u>MOVEMENT</u>
15:00:40	15:00:48	00:00:08	Right Out
15:06:08	15:06:17	00:00:09	Right Out
15:10:59	15:11:14	00:00:15	Right Out
15:11:15	15:11:15	00:00:00	Left In
15:20:10	15:20:10	00:00:00	Left In
15:31:28	15:31:28	00:00:00	Left In
15:39:49	15:39:49	00:00:00	Right In
15:42:53	15:42:53	00:00:00	Left In
15:48:50	15:49:22	00:00:32	Right In
15:54:37	15:54:37	00:00:00	Left In
15:58:50	15:58:50	00:00:00	Left In
16:05:45	16:06:07	00:00:22	Right In
16:06:46	16:06:46	00:00:00	Left In
16:07:51	16:08:06	00:00:15	Right In
16:08:14	16:08:14	00:00:00	Left In
16:09:03	16:09:03	00:00:00	Left In
16:11:06	16:11:28	00:00:22	Right Out
16:12:05	16:12:11	00:00:06	Left Out
16:17:53	16:17:53	00:00:00	Right In
16:18:22	16:19:11	00:00:49	Left Out
16:22:14	16:22:28	00:00:14	Left Out
16:22:51	16:22:51	00:00:00	Left In
16:23:43	16:23:53	00:00:10	Left Out
16:29:36	16:29:36	00:00:00	Left In
16:34:39	16:34:39	00:00:00	Left In
16:36:22	16:37:41	00:01:19	Right Out
16:37:36	16:37:43	00:00:07	Right In
16:39:31	16:39:51	00:00:20	Right In
16:44:01	16:44:01	00:00:00	Left In
16:45:37	16:45:52	00:00:15	Right Out
16:47:26	16:47:26	00:00:00	Left In
16:50:55	16:51:13	00:00:18	Right Out
16:51:13	16:51:18	00:00:05	Left Out
16:58:37	16:58:58	00:00:21	Right Out
16:59:04	16:59:04	00:00:00	Left In
17:00:43	17:00:43	00:00:00	Left In
17:03:49	17:03:57	00:00:08	Left Out
17:05:33	17:05:33	00:00:00	Right In
17:11:27	17:11:27	00:00:00	Left In
17:11:38	17:11:38	00:00:00	Right In
17:14:11	17:14:11	00:00:00	Left In
17:15:46	17:15:46	00:00:00	Left In
17:22:02	17:22:02	00:00:00	Left In
17:22:45	17:22:45	00:00:00	Left In
17:24:48	17:25:35	00:00:47	Right Out
17:25:52	17:25:52	00:00:00	Left In
17:26:23	17:26:54	00:00:31	Left Out
17:27:31	17:27:49	00:00:18	Right Out
17:28:19	17:28:19	00:00:00	Left In
17:34:02	17:34:02	00:00:00	Left In
17:34:13	17:34:13	00:00:00	Left In
17:37:32	17:38:39	00:01:07	Right Out
17:43:16	17:43:16	00:00:00	Left In
17:44:20	17:44:28	00:00:08	Left Out
17:46:54	17:47:17	00:00:23	Left Out
17:49:05	17:49:31	00:00:26	Right Out
17:53:20	17:53:32	00:00:12	Right In
17:54:50	17:54:50	00:00:00	Left In
17:55:31	17:56:02	00:00:31	Left Out
17:56:03	17:56:03	00:00:00	Left In

BARNSELEY - TUESDAY 14TH MAY 2019

Format is mm:ss

DODWORTH ROAD	Minimum	Maximum	Average
Right Out	00:00	00:27	00:14
Right In	00:08	00:15	00:12
Left Out	00:03	00:42	00:14
Left In	00:00	00:00	-

Format is mm:ss

HUNTERS AVE	Minimum	Maximum	Average
Right Out	00:06	01:55	00:30
Right In	00:00	00:32	00:07
Left Out	00:00	00:49	00:14
Left In	00:00	00:00	-

Dodworth Road, Barnsley - Radar Speed Survey

Speed Limit



Weather
Dry/Bright

Tues 14th May 2019

All speeds are recorded from free flowing vehicles

Northeastbound								Southwestbound							
Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)	Speeds(mph)
1	19	51	27	51	29	51	32	1	17	51	24	51	26	51	28
2	20	52	27	52	29	52	32	2	17	52	24	52	26	52	28
3	21	53	27	53	29	53	32	3	18	53	24	53	26	53	28
4	21	54	27	54	29	54	32	4	18	54	24	54	26	54	28
5	22	55	27	55	29	55	32	5	19	55	24	55	26	55	29
6	22	56	27	56	30	56	32	6	19	56	24	56	26	56	29
7	22	57	27	57	30	57	32	7	20	57	24	57	26	57	29
8	22	58	27	58	30	58	32	8	20	58	24	58	26	58	29
9	22	59	27	59	30	59	32	9	20	59	24	59	26	59	29
10	23	60	28	60	30	60	32	10	20	60	24	60	26	60	29
11	23	61	28	61	30	61	32	11	20	61	24	61	26	61	29
12	23	62	28	62	30	62	33	12	21	62	24	62	26	62	29
13	23	63	28	63	30	63	33	13	21	63	24	63	26	63	29
14	23	64	28	64	30	64	33	14	21	64	24	64	26	64	29
15	24	65	28	65	30	65	33	15	21	65	24	65	26	65	30
16	24	66	28	66	30	66	33	16	21	66	24	66	26	66	30
17	24	67	28	67	30	67	33	17	21	67	24	67	26	67	30
18	24	68	28	68	30	68	33	18	21	68	24	68	26	68	30
19	24	69	28	69	30	69	34	19	21	69	24	69	26	69	30
20	24	70	28	70	30	70	34	20	21	70	24	70	27	70	31
21	24	71	28	71	31	71	34	21	22	71	24	71	27	71	31
22	24	72	28	72	31	72	34	22	22	72	24	72	27	72	31
23	24	73	28	73	31	73	34	23	22	73	24	73	27	73	31
24	24	74	28	74	31	74	34	24	22	74	24	74	27	74	31
25	25	75	28	75	31	75	34	25	22	75	24	75	27	75	31
26	25	76	28	76	31	76	34	26	22	76	24	76	27	76	31
27	25	77	28	77	31	77	34	27	22	77	24	77	27	77	31
28	26	78	28	78	31	78	34	28	22	78	24	78	27	78	31
29	26	79	28	79	31	79	34	29	22	79	24	79	27	79	32
30	26	80	28	80	31	80	34	30	22	80	25	80	27	80	32
31	26	81	28	81	31	81	34	31	22	81	25	81	27	81	32
32	26	82	28	82	31	82	34	32	23	82	25	82	27	82	32
33	26	83	29	83	31	83	34	33	23	83	25	83	27	83	32
34	26	84	29	84	31	84	35	34	23	84	25	84	27	84	33
35	26	85	29	85	31	85	35	35	23	85	25	85	27	85	33
36	26	86	29	86	31	86	35	36	23	86	25	86	27	86	33
37	26	87	29	87	31	87	35	37	23	87	25	87	27	87	33
38	27	88	29	88	31	88	36	38	23	88	25	88	27	88	33
39	27	89	29	89	31	89	36	39	23	89	25	89	27	89	33
40	27	90	29	90	31	90	36	40	23	90	25	90	28	90	33
41	27	91	29	91	31	91	36	41	23	91	25	91	28	91	34
42	27	92	29	92	31	92	37	42	23	92	25	92	28	92	34
43	27	93	29	93	31	93	37	43	23	93	25	93	28	93	34
44	27	94	29	94	31	94	38	44	24	94	26	94	28	94	34
45	27	95	29	95	31	95	38	45	24	95	26	95	28	95	34
46	27	96	29	96	31	96	39	46	24	96	26	96	28	96	35
47	27	97	29	97	32	97	39	47	24	97	26	97	28	97	36
48	27	98	29	98	32	98	40	48	24	98	26	98	28	98	36
49	27	99	29	99	32	99	42	49	24	99	26	99	28	99	37
50	27	100	29	100	32	100	45	50	24	100	26	100	28	100	39

ROAD SURFACE - DRY

Average NorthEastbound	29.5	Average SouthWestbound	26.1
85th/ile NorthEastbound	34.0	85th/ile SouthWestbound	31.0
% > Speed Limit NorthEastbound	40.0%	% > Speed Limit SouthWestbound	15.5%
% > 15mph over Speed Limit NorthEastbound	0.5%	% > 15mph over Speed Limit SouthWestbound	0.0%

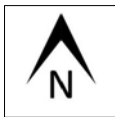
NorthEastbound



SouthWestbound



Appendix H Figure 3 – Visibility Splays



TITLE	DODWORTH ROAD, BARNSELY VISIBILITY SPLAYS
REF	FIGURE 3
SCALE	1:500
 Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbard House, Infirmary Street Leeds LS1 2JP	