




**Mount Vernon Hospital
Proposed Residential Development
Transport Assessment**

October 2017 (Rev 1)

Prepared on behalf of
Orion Homes Ltd

Quality Management

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Contents

1. Introduction	1
2. Existing Site and Conditions.....	2
3. Development Proposals and Access Strategy.....	12
4. Site Accessibility.....	13
5. Trip Generation.....	16
6. Traffic Impact Assessment.....	18
7. Summary and Conclusions.....	21

IMAGES

Image 2.1 Site Location Plan	2
Image 2.2 Existing Access Arrangements.....	4
Image 2.3 Highway Adoption Records	5
Image 2.4 PRoW Extract.....	6
Image 3.1 Barnsley SPD: Parking Extract.....	12
Image 6.1 Barnsley 021 Middle Layer Super Output Area	19

TABLES

Table 2.1 Bus Service Summary – Mount Vernon Road (Northbound)	7
Table 2.2 Bus Service Summary – Mount Vernon Road (Southbound)	8
Table 2.3 Summary of Traffic Surveys.....	8
Table 2.4 Vehicle Speed Survey – Mount Vernon Road.....	9
Table 2.5 Personal Injury Accident Analysis – Severity	9
Table 2.6 Personal Injury Accident Analysis – Severity by year	10
Table 2.7 Personal Injury Accident Analysis – Lighting conditions	10
Table 2.8 Personal Injury Accident Analysis – Road Surface.....	10
Table 2.9 Personal Injury Accident Analysis – Vulnerable Road Users	10
Table 2.10 Personal Injury Accident Analysis – Causation	10
Table 4.1 Accessibility by Foot	13
Table 5.1 Existing Hospital Traffic Generation	16
Table 5.2 TRICS Vehicle Trip Rates	16
Table 5.3 Vehicle Trip Generations (75 dwellings).....	17
Table 5.4 Traffic Generation Comparison – Existing Hospital.....	17
Table 6.1 Mount Vernon Road Site Access – 2022 Count Flows.....	20
Table 6.2 Mount Vernon Road Site Access - 2022 Design	20

FIGURES - GENERAL

Figure 1 Site Location – Strategic
Figure 2 Site Location – Local
Figure 3 Pedestrian Accessibility
Figure 4 Cycle Accessibility



FIGURES – TRAFFIC FLOWS

Figure 101	AM Peak 2016/2017 Traffic Survey Flows
Figure 102	PM Peak 2016/2017 Traffic Survey Flows
Figure 103	AM Peak Traffic Distribution
Figure 104	PM Peak Traffic Distribution
Figure 105	AM Peak Traffic Generation – 75 Dwellings
Figure 106	PM Peak Traffic Generation – 75 Dwellings
Figure 107	AM Base 2022 Traffic Flows
Figure 108	PM Base 2022 Traffic Flows
Figure 109	AM Design 2022 Traffic Flows
Figure 110	PM Design 2022 Traffic Flows

APPENDICES

Appendix A	Highway Adoption Records
Appendix B	Traffic Survey Data
Appendix C	Vehicle Speed Survey
Appendix D	Personal Injury Accident Data
Appendix E	Drawing 17094/IN/01 Existing Access Arrangements
Appendix F	TRICS Outputs
Appendix G	PICADY Outputs



1. Introduction

1.1 BACKGROUND

1.1.1 This Transport Assessment (TA) has been undertaken by Optima to consider the highways and transportation issues raised by the redevelopment of Mount Vernon Hospital which is located on land to west of Mount Vernon Road, Barnsley, S70 4DP.

1.1.2 The site is capable of accommodating up to 75 residential dwellings.

1.1.3 This report sets out the transport issues relating to the proposed development and identifies if any measures will be required to accommodate the anticipated transport effects of the scheme. The TA considers the sustainability of the Site, reviewing the provision and quality of facilities and connections to surrounding areas. The document structure is as follows:

- Chapter 2 – describes the Site and the existing transport conditions;
- Chapter 3 – defines the development proposals including the access strategy;
- Chapter 4 – describes the accessibility of the Site by non-car modes including accessibility to local facilities/services. It also discusses the proposed measures to influence travel behaviour;
- Chapter 5 – sets out the trip generation and distribution methodologies applied in the assessments of the highway network;
- Chapter 6 – provides a commentary on the calculation of predicted baseline traffic before detailing the capacity assessments that have been undertaken to determine the impact of the development on the highway network; and
- Chapter 7 – summarises and concludes the report.

1.2 RECENT SITE HISTORY

- 2009/1537 – Alternations and extension to ward unit to form new community rehabilitation and respite unit – Application withdrawn.



2. Existing Site and Conditions

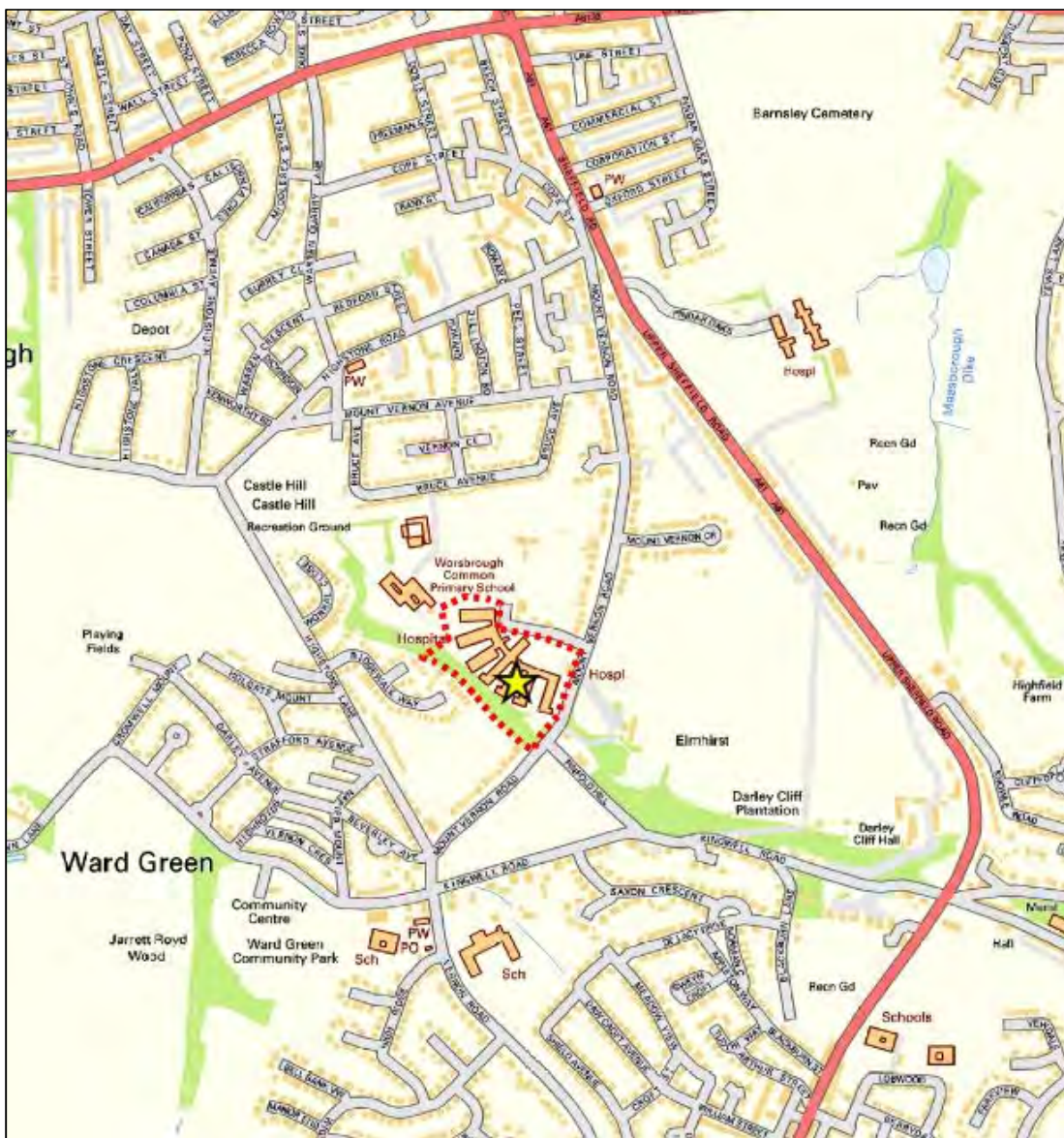
2.1 INTRODUCTION

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It also includes a review of personal injury accident data and traffic surveys.

2.2 EXISTING SITE

2.2.1 The Site is situated to the west of Mount Vernon Road some 1.6km southeast of Barnsley and 1.3km northwest of Worsbrough. The Site in relation to the strategic and local transport networks is shown on Figures 1 and 2 respectively. Image 2.1 illustrates the indicative Site location and boundary.

Image 2.1 Site Location Plan



2.2.2 The Site has an area of 2.7 ha (6.7 acres) and currently accommodates a number of buildings, hard standing and car parking areas associated with Mount Vernon Hospital. The Site is bound by Coach House Lane to the north, Mount Vernon Road to the east, existing residential properties served from Mount Vernon Road and Ridgewalk Way to the south and Worsbrough Primary School & Rising Stars Daycare to the west.

2.2.3 The services and facilities which have been provided from the Hospital are summarised below:

- Care navigation and telehealth service;
- District Nursing service;
- Domiciliary physiotherapy service;
- DXA scanning service;
- Healthy settings service;
- Intermediate care service;
- Musculoskeletal physiotherapy service;
- Older person's inpatient rehabilitation unit;
- School nursing service; and
- Specialist community falls service.

2.2.4 The Hospital is operational, however many of the services have been relocated resulting in a reduction in activity. To date 48 inpatient beds and the community nursing team have been relocated in early September 2017.

2.2.5 The hospital is operational Monday – Friday between 07:00-17:30. Late clinics run on Monday, Tuesday and Thursdays to 19:30.

2.2.6 The hospital accommodates in excess of 100 staff and a large car park accommodating 90 spaces including 6 disabled spaces.

2.2.7 Access for pedestrians and vehicles is gained via a priority junction onto Mount Vernon Road to the east of the Site as shown on Image 2.2.



Image 2.2 Existing Access Arrangements

2.2.8 The access comprises of a 6.2m wide carriageway with a 1.8m wide footway to its southern flank. A substation is located immediately to the north of the access and the existing footway to the northern flank of the access includes two large BT chambers.

2.3 EXISTING LOCAL HIGHWAY NETWORK

2.3.1 Mount Vernon Road runs for approximately 1km from a priority T junction with the A61 Upper Sheffield Road to a mini roundabout with Highstone Lane and Vernon Road.

2.3.2 In the vicinity of the Site, Mount Vernon Road is a single carriageway with a width of circa 7.2m. Footways of between 1.6m and 1.8m are provided along both flanks which are in a good state of repair.

2.3.3 The bus stop serving northbound services is located approximately 30m to the south of the existing access with the southbound stop located opposite the site access.

2.3.4 Mount Vernon Road accommodates direct frontage access to residential properties on both sides and is subject to a 30 mph speed limit. Parking restrictions in the form of double yellow lines are provided along the western flank of Mount Vernon Road (site frontage) preventing parking and waiting at all times.



2.3.5 Traffic flows along Mount Vernon Road adjacent to the Site are typically:

- Weekday Morning Peak Hour (two-way) - 277 vehicles; and
- Weekday Evening Peak Hour (two-way) - 284 vehicles.

2.3.6 The existing access road does not form part of the public highway maintainable at public expense beyond the back of footway. The full limit of adopted highway provided by BMBC is illustrated at Appendix A an extract of which is provided at Image 2.3.

Image 2.3 Highway Adoption Records



2.4 EXISTING PEDESTRIAN AND CYCLE FACILITIES

2.4.1 Lit footways are provided along both flanks of Mount Vernon Road. Pedestrian crossing facilities in the form of dropped kerbs are provided across the bell mouth of the existing site access.

2.4.2 There are no public rights of way within or abutting the development Site. An extract of the BMBC definitive map is provided at Image 2.4.



Image 2.4 PRoW Extract



2.4.3 National Cycle Route 62 which connects Fleetwood with Selby is located some 1.1km to the south of the Site and can be accessed near the junction of the A61 Park Road and Vernon Road.

2.5 EXISTING PUBLIC TRANSPORT FACILITIES

Bus Facilities

2.5.1 There are a number of bus services within the vicinity of the Site. The nearest bus stops are located along Mount Vernon Road immediately adjacent to the existing site access.

2.5.2 A summary of the bus stop provision in the vicinity of the Site is as follows:

Bus stop ref: 37055224

Facilities: Bus shelter, seating and timetable information

Location: Mount Vernon Road (northbound)

Buses towards: Barnsley

Services: 67, 67a, 67b and 67c



Bus Stop ref: 37050627

Facilities: Bus stop and timetable information

Location: Mount Vernon Road (southbound)

Buses towards: Wombwell

Services: 67, 67a, 67b and 67c

2.5.3 The northbound bus stop along the site frontage is provided with a bus shelter, seating and timetable information and is located some 30m south of the Site access.

2.5.4 A summary of the available services can be found within Tables 2.1 and 2.2.

Table 2.1 Bus Service Summary – Mount Vernon Road (Northbound)

Service	Route	Operator	Days of Operation	Approx. Frequency	Time of operation
Mount Vernon Road - Bus Stop reference 37055224					
67 & 67a	Wombwell to Barnsley Interchange	Stagecoach	Mon – Fri	30 mins	05:45-00:06
			Saturday	30 mins	05:45-00:06
			Sunday	120 mins	10:40-23:20
67b	Wombwell to Barnsley Interchange	Stagecoach	Mon – Fri	2 services	06:04 & 07:09
			Saturday	2 services	06:04 & 07:09
			Sunday	No service	-
67c	Wombwell to Barnsley Interchange	Stagecoach	Mon – Fri	2 services	08:02 & 22:33
			Saturday	2 services	08:02 & 22:33
			Sunday	5 services	09:36, 11:36, 13:36, 15:36 & 17:36



Table 2.2 Bus Service Summary – Mount Vernon Road (Southbound)

Service	Route	Operator	Days of Operation	Approx. Frequency	Time of operation
Mount Vernon Road - Bus Stop reference 37050627					
67 & 67a	Barnsley Interchange to Wombwell	Stagecoach	Mon – Fri	2 per hour	05:31-23:21
			Saturday	2 per hour	05:31-23:21
			Sunday	120 mins	09:23:40-22:40
67b	Barnsley Interchange to Wombwell	Stagecoach	Mon – Fri	2 services	05:17 & 06:22
			Saturday	2 services	05:17 & 06:22
			Sunday	No service	-
67c	Barnsley Interchange to Wombwell	Stagecoach	Mon – Fri	3 services	06:57, 16:44 & 21:36
			Saturday	3 services	06:57, 16:44 & 21:36
			Sunday	120 mins	08:23-16:23

2.5.5 The services operating along Mount Vernon provide access to Barnsley Interchange within 8 minutes. As can be seen from Tables 2.1 and 2.2 the existing bus services provide regular journeys to major employment, health, retail, leisure and education facilities within Barnsley.

2.5.6 The Site is therefore considered to be appropriately served by public transport.

Rail Facilities

2.5.7 Barnsley Interchange is located approximately 2.0km to the north of the development Site off Eldon Street North. Barnsley Interchange is located on the Hallam and Penistone lines which provide regular connections to major destinations such as Huddersfield, Leeds, Castleford, Normanton, Meadowhall and Sheffield.

2.6 EXISTING TRAFFIC SURVEYS

2.6.1 A fully classified, 24hour traffic count has been undertaken in January 2016 when the Site was fully operational. An Automatic Traffic Count and radar speed survey has also been undertaken along the site frontage. Full details of the surveys are contained within Appendix B and a summary is provided in Table 2.3.

Table 2.3 Summary of Traffic Surveys

Ref	Location	Type	Date Undertaken	Assessment Periods
1	Mount Vernon Road/Hospital Access	Priority T junction	Tuesday 19 th January 2016	00:00-24:00
2	Mount Vernon Road	Radar speed survey	Thursday 31 st August 2017	Off peak
3	Mount Vernon Road	ATC	14 th September 2017 to 20 th September 2017	7 days



2.6.2 The traffic survey identified the existing weekday morning and evening network peak hours as follows:

- Weekday AM Peak - 08:00 to 09:00; and
- Weekday PM Peak - 17:00 to 18:00.

2.6.3 The traffic flows recorded at the Hospital access are shown on Figures 101 and 102 for the AM and PM peak hour periods respectively. The recorded daily traffic flows are illustrated on Figure 103.

2.6.4 A vehicle speed survey following the guidance contained in the Departmental Advice Note TA 22/81 'Vehicle Speed Measurements on All Purpose Roads' has been undertaken on Mount Vernon Road on Thursday 31st August 2017 when the road surface was dry/damp.

2.6.5 Full details of the speed survey are contained within Appendix C and a summary is given in Table 2.4.

Table 2.4 Vehicle Speed Survey – Mount Vernon Road

Mount Vernon Road	Northbound 100 readings	Southbound 100 readings
Mean Speed	29 mph	30 mph
85 th percentile speed	33 mph	35 mph

2.6.6 As light rain showers were encountered during the speed survey, no reduction (4kph) has been made to account for wet weather speeds to ensure visibility calculations are robust.

2.7 ACCIDENT DATA ANALYSIS

2.7.1 Personal Injury Accident data has been obtained for the highway network in the vicinity of the Site for the latest 5 year (60 month) period between 1st January 2012 and 31st December 2016. The study area includes the full length of Mount Vernon Road, including the A61/A6136 signalised crossroads to the north and A61/Vernon Road junction to the south. The full data is attached at Appendix D.

2.7.2 For the 5 year period, there have been a total of 34 accidents, of which 32 were classified as being slight and 2 were serious. No fatal accidents have been recorded within the study area.

2.7.3 A comprehensive analysis of the accidents can be found below in Tables 2.5 – 2.10.

Table 2.5 Personal Injury Accident Analysis – Severity

Severity	No. of accidents	Percentage
Slight	32	94%
Serious	2	6%
Fatal	0	0%
Total	34	100%



Table 2.6 Personal Injury Accident Analysis – Severity by year

	2012	2013	2014	2015	2016	Total
Slight	7	2	9	8	6	32
Serious	1	0	0	0	1	2
Fatal	0	0	0	0	0	0
Total	8	2	9	8	7	34

Table 2.7 Personal Injury Accident Analysis – Lighting conditions

Lighting	No. of accidents	Percentage
Dark	11	32%
Light	23	68%

Table 2.8 Personal Injury Accident Analysis – Road Surface

Surface	No. of accidents	Percentage
Dry	24	71%
Wet	10	29%

Table 2.9 Personal Injury Accident Analysis – Vulnerable Road Users

VRU	No. of accidents	Percentage
Pedestrians	3	9%
Cyclist	1	3%
Motorcycle	5	15%

Table 2.10 Personal Injury Accident Analysis – Causation

	2012	2013	2014	2015	2016	Total
Loss of control	-	-	1	3	-	4
Pedestrian	2	-	-	1	-	3
Cyclist	1	-	-	-	-	1
Failed to look properly	4	1	1	6	2	14
Rear shunt	-	-	2	-	-	2
Poor turn or manoeuvre	1	-	1	4	2	8
Careless/In a hurry	1	1	-	-	2	4
Misc	3	-	3	3	2	11
Total	12	2	8	17	8	47



2.7.4 The following conclusions can be made:

- Total of 34 accidents over 5 years;
- Average of 6.8 accidents per year;
- 32 slight accidents (94%) and 2 serious accidents (6%);
- No fatal accidents have been recorded;
- No accidents have been recorded at or near the existing Site access;
- 3 accident involved pedestrians and 1 accidents involved cyclists;
- No accident clusters have been identified; and
- No accident trends have been identified.

2.7.5 Whilst any accident is regrettable, having reviewed the accidents in detail there is no evidence to suggest that any of the accidents can be attributed to problems with junction or highway layout based upon the information available. No specific accident concerns have been identified.



3. Development Proposals and Access Strategy

3.1 DEVELOPMENT PROPOSALS

3.1.1 The Site is capable of accommodating up to 75 residential dwellings.

3.2 PROPOSED VEHICULAR ACCESS

3.2.1 The access to the Site will be gained via the existing access onto Mount Vernon Road. The existing access road benefits from a 6.2m wide carriageway and a 1.8m footway along its southern flank.

3.2.2 The access arrangements accommodate significant volumes of traffic (both vehicular and pedestrian) as well as regular service vehicles associated with the Hospital use. The level of traffic generation is considered further within Chapter 5.

3.2.3 The access arrangements are considered to be suitable to accommodate the reduced level of traffic generated by a residential development based upon the level of traffic currently accommodated and lack of any accidents.

3.2.4 The vehicle speed survey results contained Table 2.4 have been utilised in order to calculate the required visibility splays at the site access using the SSD formula contained within Manual for Streets (MfS1 and MfS2) as summarised below:

- Northbound 85th percentile speed: 33 mph = 49m*
- Southbound 85th percentile speed: 35mph = 54m*

*including 2.4m bonnet length

3.2.5 The existing access arrangements are illustrated on drawing 17094/IN/01 contained at Appendix E which demonstrate that the required level of visibility can be achieved.

3.3 PEDESTRIAN/CYCLE ACCESS

3.3.1 Pedestrian and cycle access to the development Site will also take place from the proposed access onto Mount Vernon Road.

3.4 PARKING

3.4.1 Car parking provision can be provided in accordance with the Supplementary Planning Document 'Parking' adopted in March 2012. An extract of the maximum standards relevant standards is shown at Image 3.1.

Image 3.1 Barnsley SPD: Parking Extract

C3 Dwellinghouses			
Housing and flats	1 space for dwellings with 1 or 2 bedrooms	1 space for dwellings with 1 or 2 bedrooms	All development
	2 spaces for dwellings with 3 or more bedrooms	2 spaces for dwellings with 3 or more bedrooms	
Elderly Housing	1 space per unit	1 space per unit	All development
	Communal parking facilities	Communal parking facilities	



4. Site Accessibility

4.1 INTRODUCTION

4.1.1 This Chapter describes the accessibility of the Site by non-car modes and sets out how the proposed measures will further enhance accessibility and minimise trips by car.

4.2 ACCESSIBILITY ON FOOT

4.2.1 The residential design guide “Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1).

4.2.2 However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “*the greatest potential to replace short car trips, particularly those under 2km*”. The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document “Providing for Journeys on Foot” as shown in Table 4.1 below:

Table 4.1 Accessibility by Foot

	Town Centre's (m)	School / Work (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Notes - Source Table 3.2 in ‘Guidelines for Providing for Journeys on Foot’ published by IHT

4.2.3 Figure 3 illustrates the key facilities in the vicinity of the Site. Figure 3 illustrates a 2km (25 minute) walk distance and Figure 4 illustrates a 5km (19 minute) cycle distance produced using Network Analyst 10 software.

4.2.4 This figure demonstrates that the Site is located within 2km (as referred to within MfS) of Barnsley Town Centre and less than 2km from Worsbrough Local Centre. Barnsley Town Centre includes an extensive range of key facilities, shops, leisure and education facilities. The following key facilities can be accessed within the stated journey time:

- Ward Green Primary School and Little Acorns Nursery less than 800m can be walk within a 8 minutes journey time;
- Additional primary schools are accessible within less than 20 minutes journey time, including Worsbrough Common Primary School, The Edmunds Primary School, The Forest Academy ;
- Barnsley Academy Secondary School (1600m) can be walked within a 20 minutes journey time;
- The Forest Academy
- Cope Street Surgery (800m) can be walked within a 10 minute journey time;
- Asda Supermarket (1.3km) can be walked within a 15 minute journey time;
- Post Office, Shops and facilities within Worsbrough (1.4km) can be walked within a 20 minute journey time;



- Barnsley Town Centre (1.6km) can be walked within a 25 minutes journey time; and
- Barnsley railway station can be walked within 25 minutes.

4.3 ACCESSIBILITY BY CYCLE

4.3.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5km as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km.

4.3.2 As shown in Figure 4, the following key facilities are located within a 5km cycle distance:

- Primary schools can be cycled within a 5 minute journey time;
- Secondary Schools can be cycled within a 8 minute journey time;
- Health Care Facilities can be cycled within a 5 minute journey time;
- Shops and facilities within Worsbrough town centre can be accessed within less than a 7 minute cycle of the Site;
- Employment opportunities within Fall Bank (Dodworth) Industrial Estate (6km) can be cycled within 20 minutes;
- Employment opportunities within Barnsley (1.6km) can be cycled within 10 minutes;
- Barnsley railway station can be cycled within 10 minutes; and
- Dodworth and Wombwell railway stations can be cycled within 9 minutes.
- From the development Site the 8km cycle catchment area extends to include Worsbrough, Barnsley, Dodworth and Darton amongst others.

4.3.3 It is therefore concluded that the proposed Site will provide good accessibility by cycle to a range of local services and facilities within a five to ten minute cycle ride as well as employment opportunities within the immediate local area.

4.4 ACCESSIBILITY BY BUS

4.4.1 The Site will provide pedestrian connections Mount Vernon Road providing direct, convenient walking routes to nearby bus stops.

4.4.2 A 400m walk distance from the Mount Vernon bus stops encompasses the whole of the development Site.

4.4.3 In summary it is therefore concluded that the bus provision fully complies with all three of the following criteria which jointly contribute to providing a good level of bus accessibility to/from the development Site:

- Acceptable walk distance to bus stops;
- Desirable local destinations served offering a multitude of land uses and activities including employment, retail and leisure; and
- High frequency bus services.



4.5 ACCESSIBILITY BY RAIL

4.5.1 Barnsley Railway Station is located approximately 2km to the north of the development Site. Barnsley Railway Station is located on the both Hallam and Penistone lines which provide regular connections to major destinations such as Leeds, Normanton, Wakefield, Pontefract and Knottingley.

4.5.2 Barnsley Railway Station equates to a walking journey of 25 minutes or a cycle journey of 10 minutes.

4.6 ACCESSIBILITY SUMMARY

4.6.1 It is concluded that the proposed development Site provides good accessibility by foot, cycle and public transport and as such is in a sustainable location.



5. Trip Generation

5.1 INTRODUCTION

5.1.1 This chapter sets out the trip generation and distribution methodologies associated with the proposed development Site.

5.2 CURRENT TRAFFIC GENERATION

5.2.1 A summary of the traffic survey undertaken at the existing hospital access over a 24 hour period on Thursday 12th February 2015 is shown within Table 5.1.

Table 5.1 Existing Hospital Traffic Generation

Land Use	AM Vehicle Trips			PM Vehicle Trips			Daily		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Existing Hospital	72	35	107	18	39	57	482	482	964

5.3 PROPOSED TRAFFIC GENERATION

5.3.1 In order to predict the level of traffic generated by the proposed dwellings, the TRICS 7.4.2 online database has been interrogated. The time periods selected are the weekday morning (08:00-09:00) and evening (17:00-18:00) peak hour periods. Survey sites within the database have been chosen using the following parameters:

- Land use: 03 Residential
- Category: A Houses Privately Owned
- Calculation options: Vehicular trip rates selected;
- Regions: Greater London, Scottish, Irish and Welsh sites excluded;
- Trip Rate Parameters: Number of dwellings;
- Number of Dwellings: 50-400;
- Date range: 1st January 2012 and 28th March 2017;
- Days included: Monday to Friday; and
- Location Type: Suburban and Edge of Town locations.

5.3.2 The TRICS outputs are contained within Appendix F with a summary of the trip rates shown in Table 5.2.

Table 5.2 TRICS Vehicle Trip Rates

Land Use	AM Vehicle Trips			PM Vehicle Trips			Daily		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Residential Dwellings	0.144	0.398	0.542	0.345	0.144	0.489	2.274	2.366	4.640



5.3.3 The resultant traffic generated by 75 residential dwellings is shown in Table 5.3.

Table 5.3 Vehicle Trip Generations (75 dwellings)

Land Use	AM Vehicle Trips			PM Vehicle Trips			Daily		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
75 dwellings	11	30	41	26	11	37	171	177	348

5.3.4 As can be seen from Table 5.3 the proposed redevelopment of the Site is likely to generate 37-41 two way vehicle trips during the AM peak and PM peak hours and approximately 348 two way trips over the course of a day.

5.4 TRAFFIC GENERATION COMPARISON

5.4.1 Table 5.4 includes a comparison of the proposed development with the current hospital use of the Site.

Table 5.4 Traffic Generation Comparison – Existing Hospital

Land Use	AM Vehicle Trips			PM Vehicle Trips			Daily		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Existing Hospital	72	35	107	18	39	57	482	482	964
75 dwellings	11	30	41	26	11	37	171	177	348
NET Change	-61	-5	-66	+8	-28	-20	-311	-305	-616

5.4.2 As can be seen from Table 5.4 the proposed redevelopment of the Site is likely to generate 66 fewer two way vehicle trips during the AM peak, 28 fewer two way trips during the PM peak and 616 fewer two way trips over the course of a day.

5.4.3 In light of the above it has been demonstrated that the proposal will result in a significant positive benefit in terms of capacity on the local highway network when comparing the current, reduced activity on the Site. As such there is no requirement to undertake any off site junction assessments.



6. Traffic Impact Assessment

6.1 INTRODUCTION

6.1.1 This chapter includes a capacity assessment of the existing site access in order to demonstrate that it is suitable to serve a development of up to 75 dwellings.

6.1.2 As described in Chapter 5 it has been established that no off site junction capacity assessments are necessary due to the significant reductions in traffic.

6.1.3 However, in order to robustly assess the access arrangements a capacity assessment of the access arrangements has been undertaken in this chapter.

6.2 PEAK HOUR TRAFFIC COUNT

6.2.1 As referred to in Chapter 2, the traffic surveys identified the following existing weekday peak hour periods:

- Weekday AM Peak - 08:00 to 09:00; and
- Weekday PM Peak - 17:00 to 18:00.

6.2.2 The traffic survey flows for these periods are shown on Figures 101 and 102 for the morning and evening peak hours respectively.

6.2.3 Turning movements at the Hospital site access have been calculated applying the northbound and southbound through traffic proportions.

6.3 TRIP DISTRIBUTION AND ASSIGNMENT

6.3.1 As it has been established that off-site junction capacity assessments are not required, traffic has been distributed at the Site access based upon the existing north and southbound through traffic recorded along Mount Vernon Road.

6.3.2 The traffic distribution is illustrated on Figures 103 and 104.



6.4 TRAFFIC GROWTH

6.4.1 The performance of the Site access has been tested for a period of 5 years.

6.4.2 Traffic growth rates, between 2017 and 2022, have been obtained from TEMPRO v7.2 using the Barnsley 021 Middle Layer Super Output Area as shown at Image 6.1.

Image 6.1 Barnsley 021 Middle Layer Super Output Area



6.4.3 The calculated growth values are as follows:

- AM growth rate of 1.0911 (9.1%); and
- PM growth rate of 1.0893 (8.9%).

6.4.4 Applying the identified growth rates to the 2017 traffic surveys shown in Figures 101 and 102 produce the 2022 base traffic flows shown on Figure 107 and 108.

6.5 DESIGN TRAFFIC FLOWS

6.5.1 Figures 105 and 106 show the resulting development trip generations on the highway network in the AM and PM peaks respectively.

6.5.2 Adding the proposed development trips described in Chapter 5 to the Base 2022 traffic flows produces the design traffic flows and these are shown diagrammatically on Figures 109 and 110 for the morning and evening peak hours respectively.

6.6 OPERATIONAL ASSESSMENT

6.6.1 This section describes the junction capacity assessments which have been undertaken. Full software output data can be found at Appendix G.

6.6.2 The existing layout of the Mount Vernon Road Site access has been modelled using the PICADY function in the JUNCTIONS 9 software.

6.6.3 The junction has been modelled for the AM and PM peak hours with the surveyed traffic flows and the results are summarised in Table 6.1.



Table 6.1 Mount Vernon Road Site Access – 2022 Count Flows

Movement	AM		PM	
	RFC	Q (pcu)	RFC	Q (pcu)
Arm B - AC (Site Access)	0.07	0.1	0.09	0.1
Arm C – AB (Mount Vernon Road)	0.10	0.1	0.01	0.0

6.6.4 A Ratio of Flow to Capacity value below 0.85 indicates that a junction or arm operates within its predicted capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop and delays will occur. An RFC value greater than 1.00 indicates that the junction or arm operates beyond its theoretical capacity.

6.6.5 The results in Table 6.1 show that the existing Site access onto Mount Vernon Road currently operates well within capacity in both the AM and PM peak hours with a maximum RFC value of 0.10 predicted on the Site access during the AM peak hour. No queuing either within the Site or along Mount Vernon Road is identified.

6.6.6 The junction has then been modelled incorporating traffic growth to 2022 and the proposed development traffic. The results of the 2022 Design situation assessment for the AM and PM peak periods are summarised in Table 6.2.

Table 6.2 Mount Vernon Road Site Access - 2022 Design

Movement	AM		PM	
	RFC	Q (pcu)	RFC	Q (pcu)
Arm B - AC (Site Access)	0.06	0.1	0.03	0.0
Arm C – AB (Mount Vernon Road)	0.01	0.0	0.02	0.0

6.6.7 The results in Table 6.2 show that the existing Site access onto Mount Vernon Road continues to operate well within capacity in both the AM and PM peak hours incorporating traffic growth and the development traffic with a maximum RFC value of 0.15 predicted on the Site access during the AM peak hour. No queuing either within the Site or along Mount Vernon Road is predicted.

6.6.8 Due to the reduction in traffic flows associated with the residential use of the access, the performance of the junction improves despite increases in through traffic due to background traffic growth.



7. Summary and Conclusions

7.1.1 This Transport Assessment (TA) has been undertaken by Optima to consider the highways and transportation issues raised by the redevelopment of Mount Vernon Hospital which is located on land to the west of Mount Vernon Road, Barnsley.

7.1.2 The site is capable of accommodating up to 75 residential dwellings.

7.1.3 The report has identified what measures will be taken to deal with the anticipated impacts of the scheme proposals and has defined what improvements and initiatives will be implemented to improve accessibility to the Site by all modes of travel.

7.1.4 Access to the development is proposed from the existing access serving the Hospital onto Mount Vernon Road. This junction will accommodate all movements into and out of the Site.

7.1.5 This report has provided a commentary on the existing Site and its conditions. It has demonstrated that the Site is located in a sustainable location that is easily accessible with appropriate public transport and pedestrian links. This provision provides future residents with opportunities to travel via alternative modes of transport and minimise trips by the private car.

7.1.6 A review of the personal injury accident data has been undertaken for the study area, which has shown that there are no specific accident concerns.

7.1.7 The proposed development results in a reduction in traffic on the local highway network in the order of 66 fewer two way vehicle trips during the AM peak, 28 fewer two way trips during the PM peak and 616 fewer two way trips over the course of a day.

7.1.8 A junction capacity assessment of the Site access has been undertaken using industry standard software for a design year of 2022.

7.1.9 Capacity assessment of the proposed Site access point onto Mount Vernon Road confirms that it can adequately accommodate the proposed development even at the proposed design year of 2022.

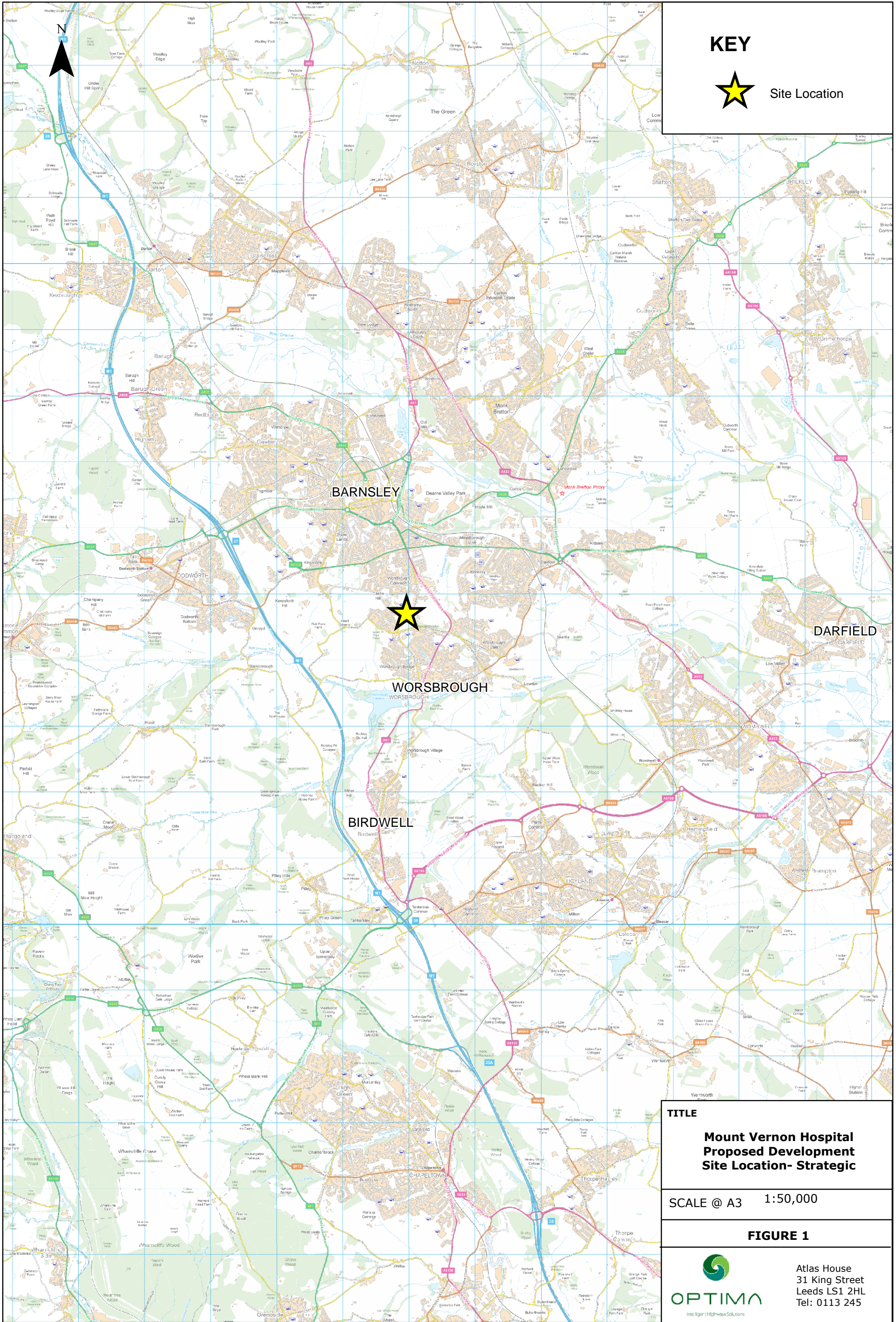
7.1.10 In light of the above the redevelopment of the site will result in a positive impact on the local highway network and as such no off-site junction capacity assessments are necessary.

7.1.11 From the extensive work undertaken it is concluded that there are no reasons on highways or transport grounds why the site could not be developed for residential purposes.



Figures





KEY



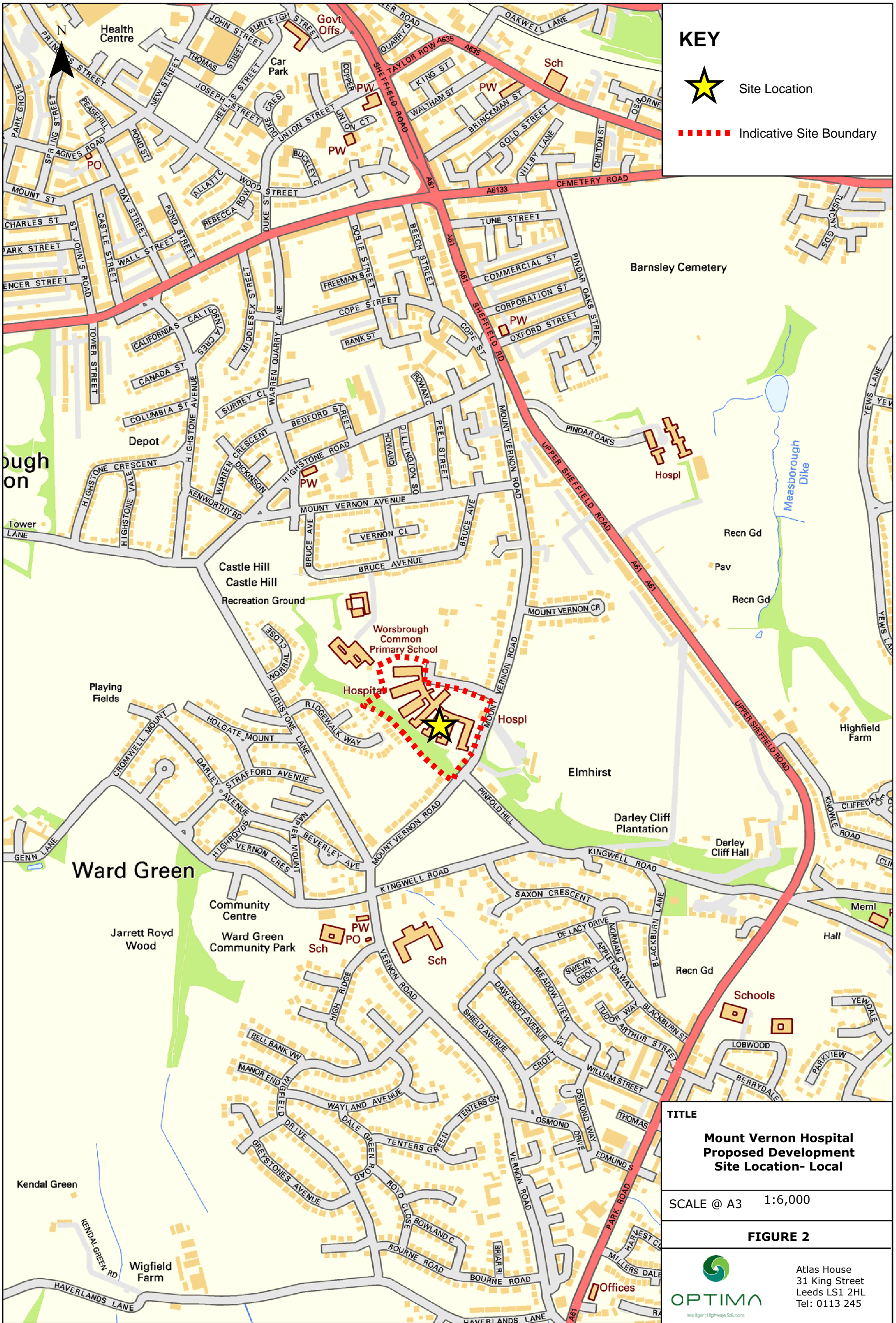
Site Location

TITLE
Mount Vernon Hospital Proposed Development Site Location- Strategic

SCALE @ A3 1:50,000

FIGURE 1


 Atlas House
 31 King Street
 Leeds LS1 2HL
 Tel: 0113 245



KEY

- Site Location
- Indicative Site Boundary

TITLE
**Mount Vernon Hospital
 Proposed Development
 Site Location- Local**

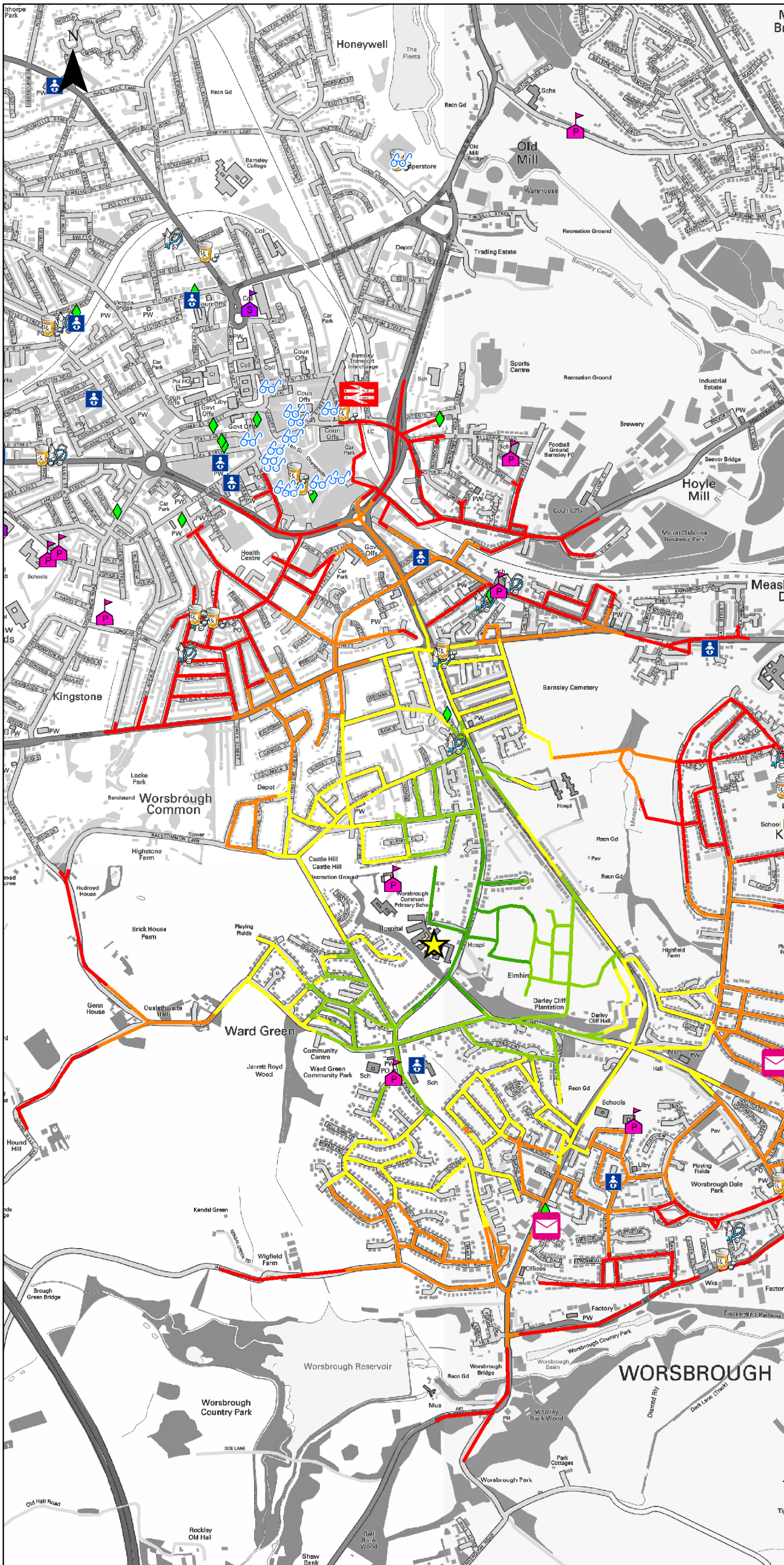
SCALE @ A3 1:6,000

FIGURE 2



Atlas House
 31 King Street
 Leeds LS1 2HL
 Tel: 0113 245

Path: J:\Jobs\Mount Vernon Hospital\GIS Files\Site Location - Local.mxd



KEY

- Site Location
- Post Office
- Train Station
- Primary School
- Secondary School
- Nurseries
- GPs
- Pharmacies
- Dentists
- opticians

Pedestrian Accessibility (Walk Speed 4.8kph)

- 0-5 Minutes
- 5-10 Minutes
- 10-15 Minutes
- 15-20 Minutes
- 20-25 Minutes

*25 Mins (2km) = IHT Standard in 'Providing for Journeys on Foot'
 Isochrones created using Network Analyst 10.0
 Copyright (C) 1999-2010 ESRI Inc. All Rights Reserved

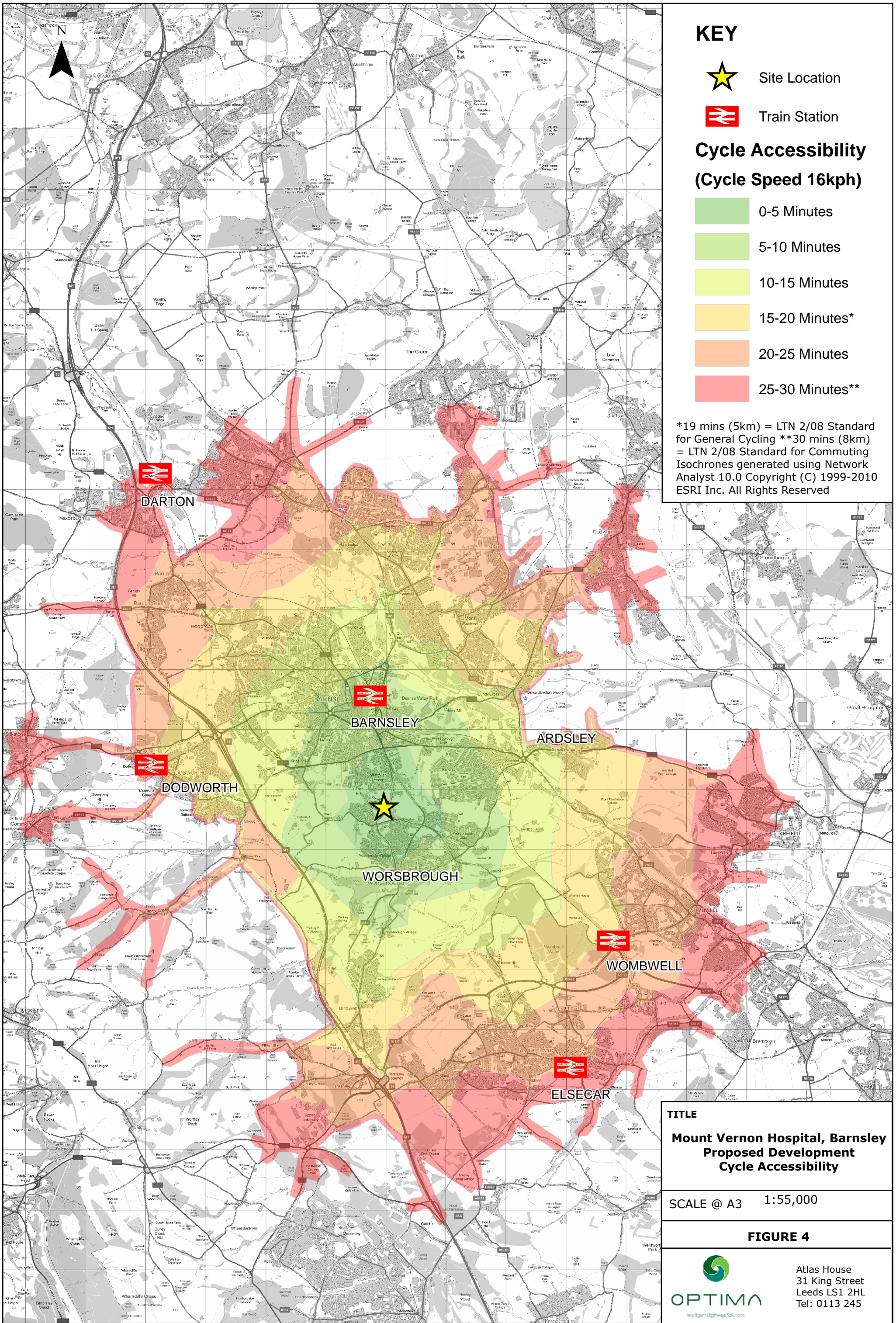
TITLE
Mount Vernon Hospital, Barnsley Proposed Development Pedestrian Accessibility

SCALE @ A3 1:12,500



FIGURE 3




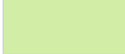
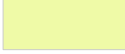



Atlas House
 31 King Street
 Leeds LS1 2HL
 Tel: 0113 245



KEY

-  Site Location
-  Train Station

**Cycle Accessibility
(Cycle Speed 16kph)**

-  0-5 Minutes
-  5-10 Minutes
-  10-15 Minutes
-  15-20 Minutes*
-  20-25 Minutes
-  25-30 Minutes**

*19 mins (5km) = LTN 2/08 Standard for General Cycling **30 mins (8km) = LTN 2/08 Standard for Commuting
 Isochrones generated using Network Analyst 10.0 Copyright (C) 1999-2010 ESRI Inc. All Rights Reserved

TITLE
**Mount Vernon Hospital, Barnsley
 Proposed Development
 Cycle Accessibility**



SCALE @ A3 1:55,000

FIGURE 4

 **OPTIMA**
 Atlas House
 31 King Street
 Leeds LS1 2HL
 Tel: 0113 245

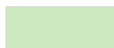




KEY

-  Site Location
-  Bus Stop

Bus Stop Accessibility

Distance in Metres

-  0-200 m
-  200-400m
-  400-600m

TITLE
Mount Vernon Hospital, Barnsley
Proposed Development
Bus Stop Accessibility

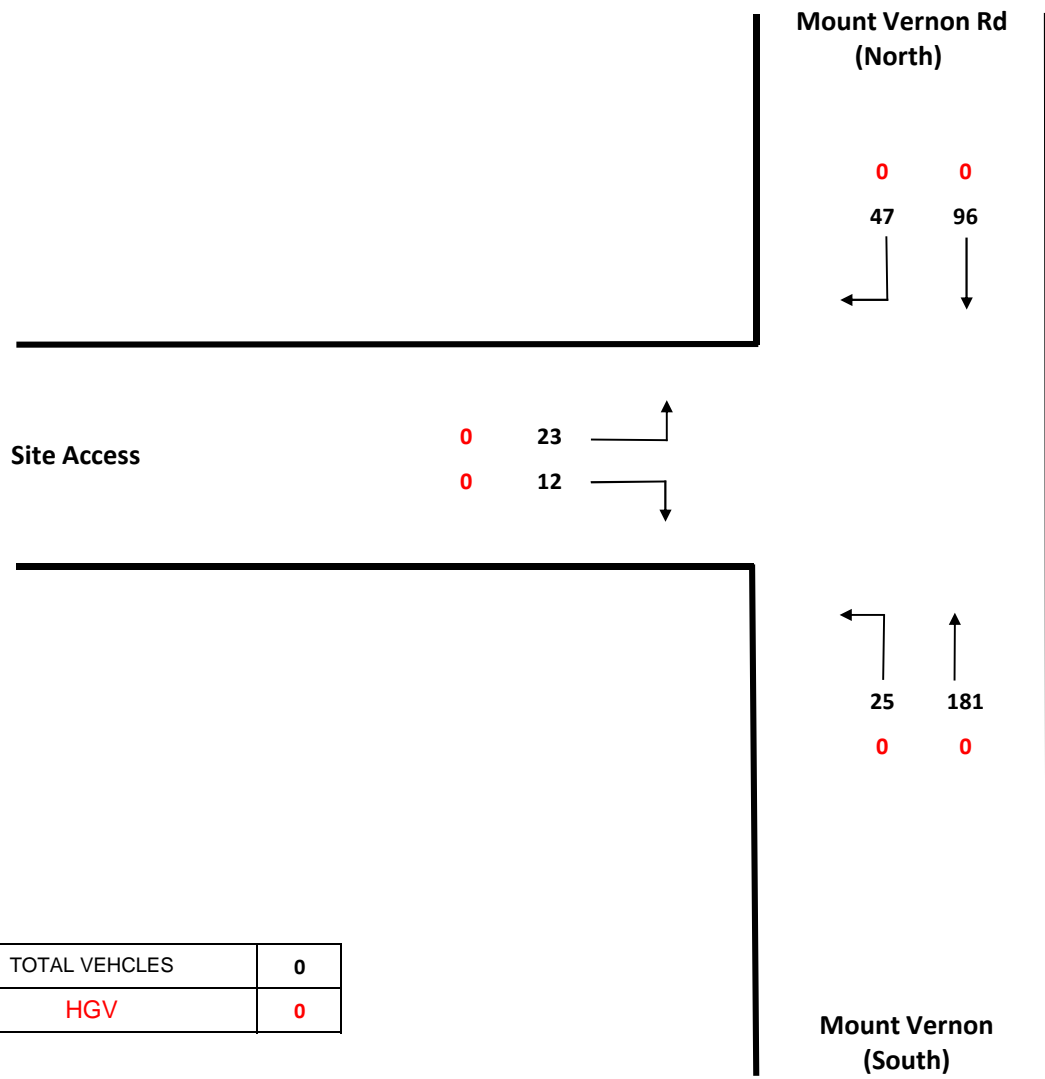
SCALE @ A3 1:4,000

FIGURE 5



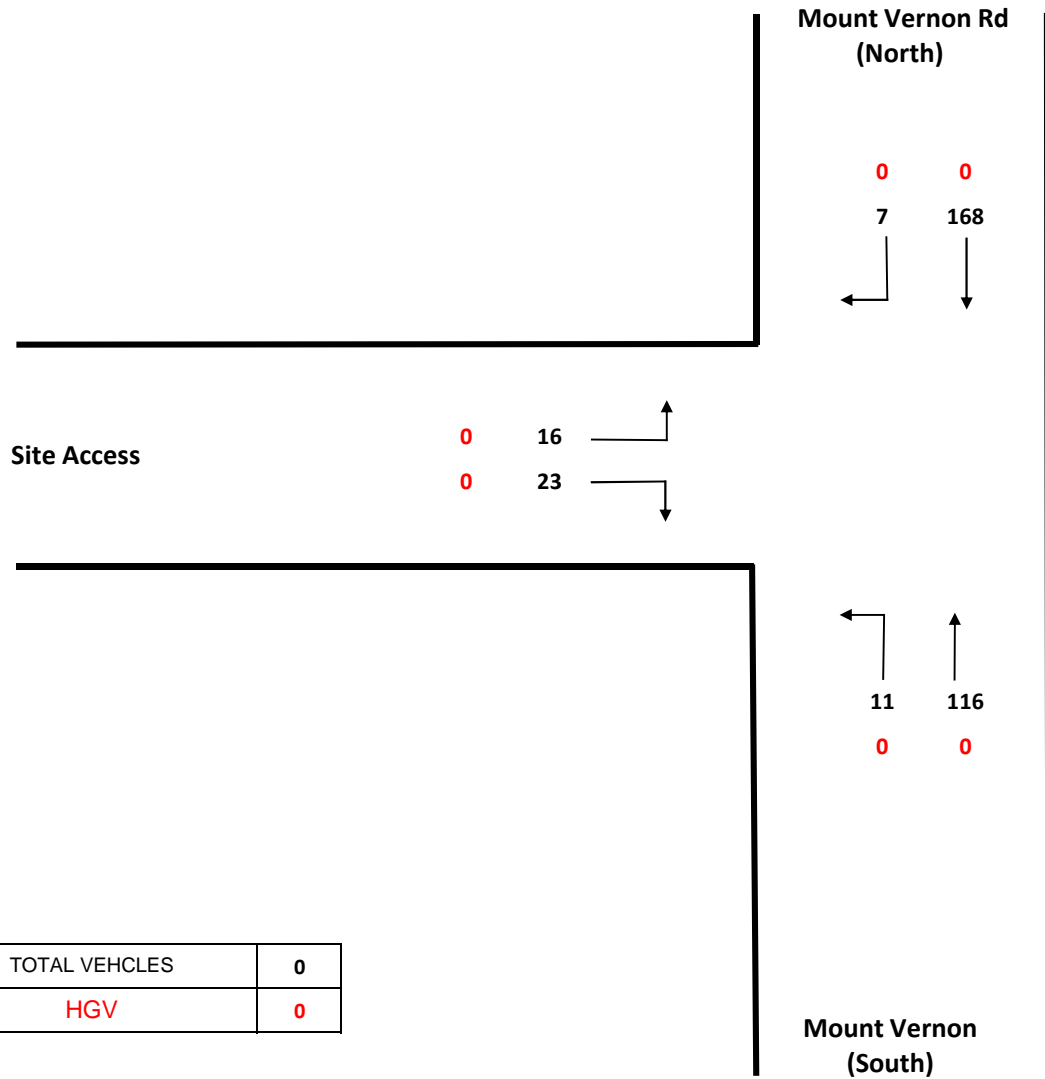
Atlas House
 31 King Street
 Leeds LS1 2HL
 Tel: 0113 245

Path: J:\Jobs\Mount Vernon Hospital\GIS Files\Figure 5 - Bus Stop Accessibility.mxd



AM	IN	OUT
	72	35

TOTAL VEHICLES	0
HGV	0



TOTAL VEHICLES	0
HGV	0

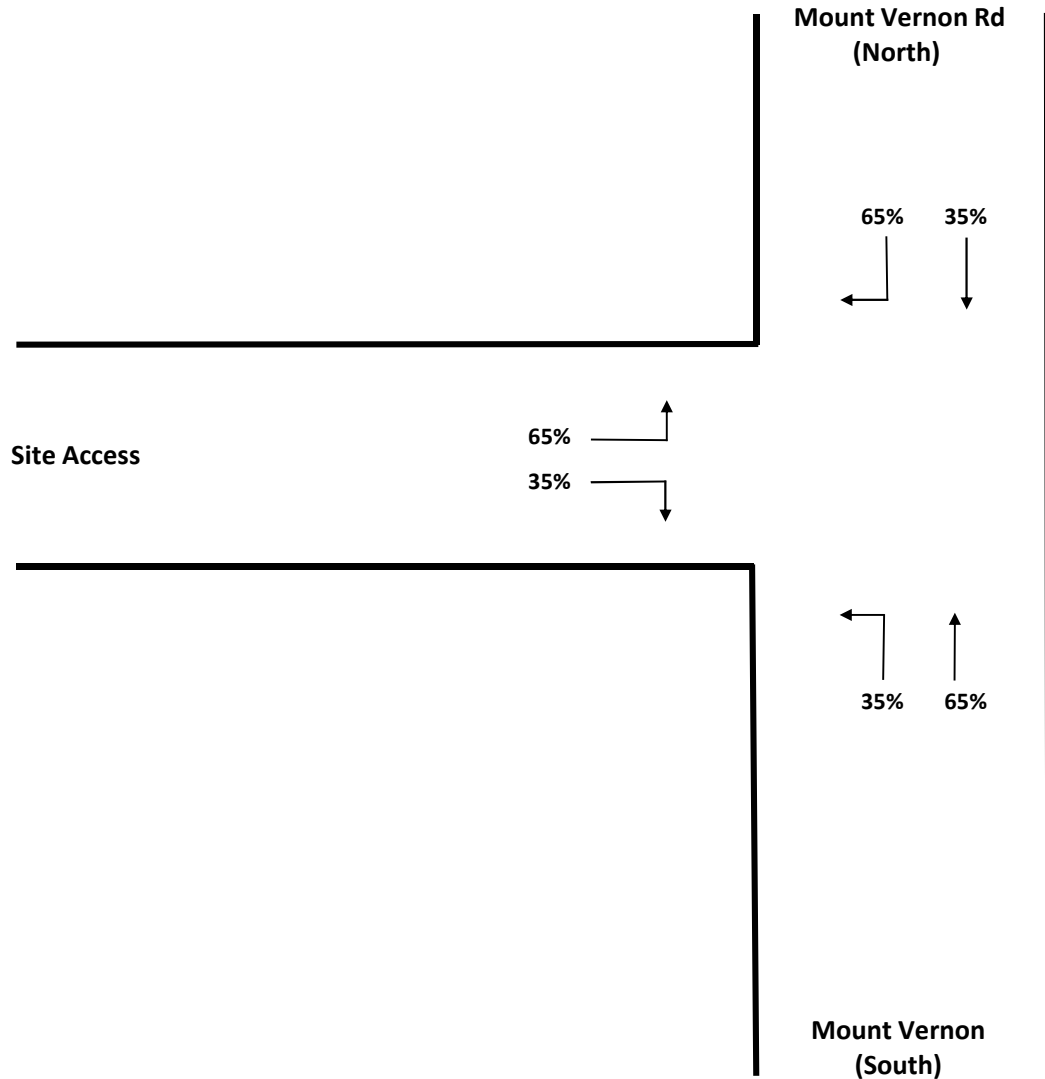
PM	IN	OUT
	18	39

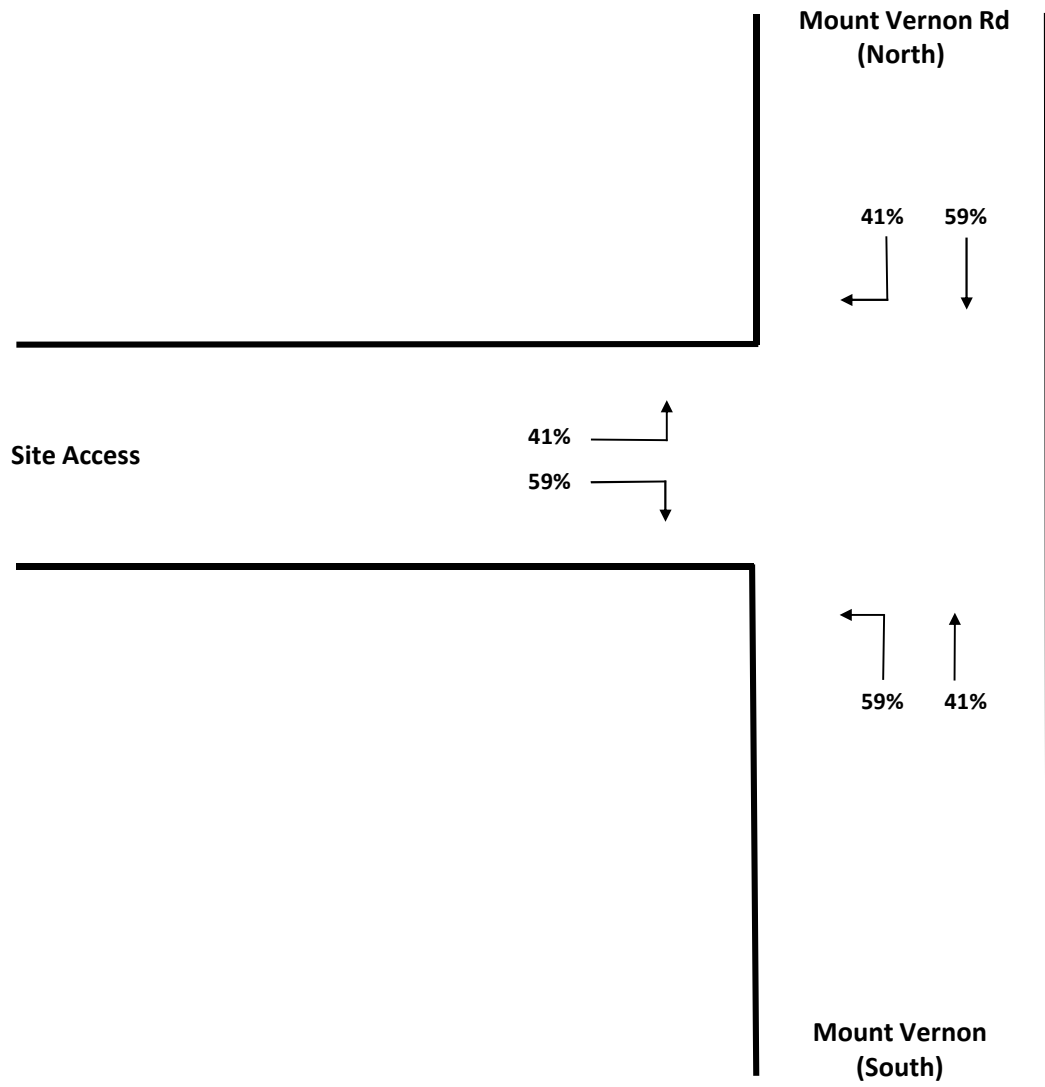


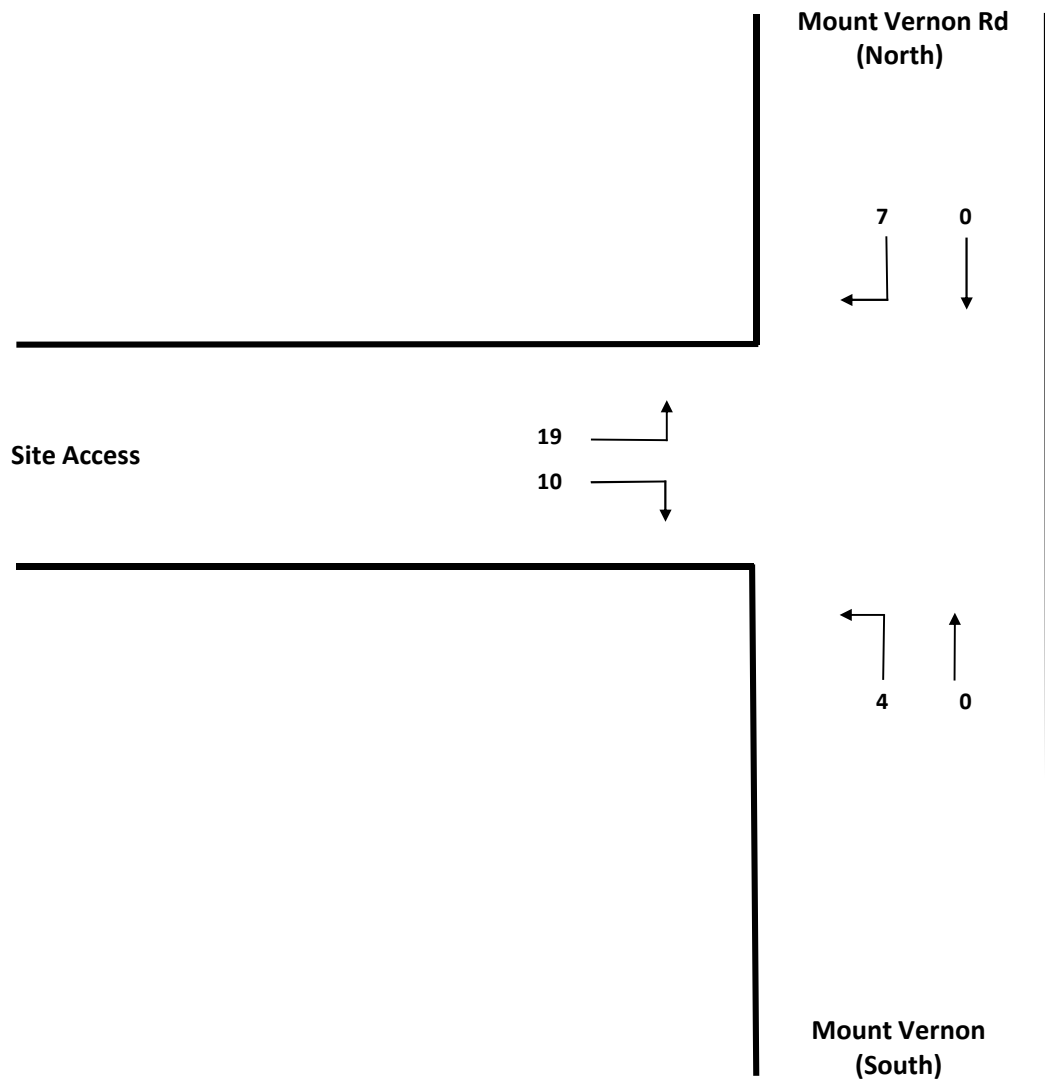
Project: Mount Vernon Hospital

PM PEAK COUNT 2017 (17:00-18:00)

Figure 102







	ARR	DEP	TOT
AM	0.144	0.398	0.542
PM			

	ARR	DEP	TOT
AM	11	30	41
PM			

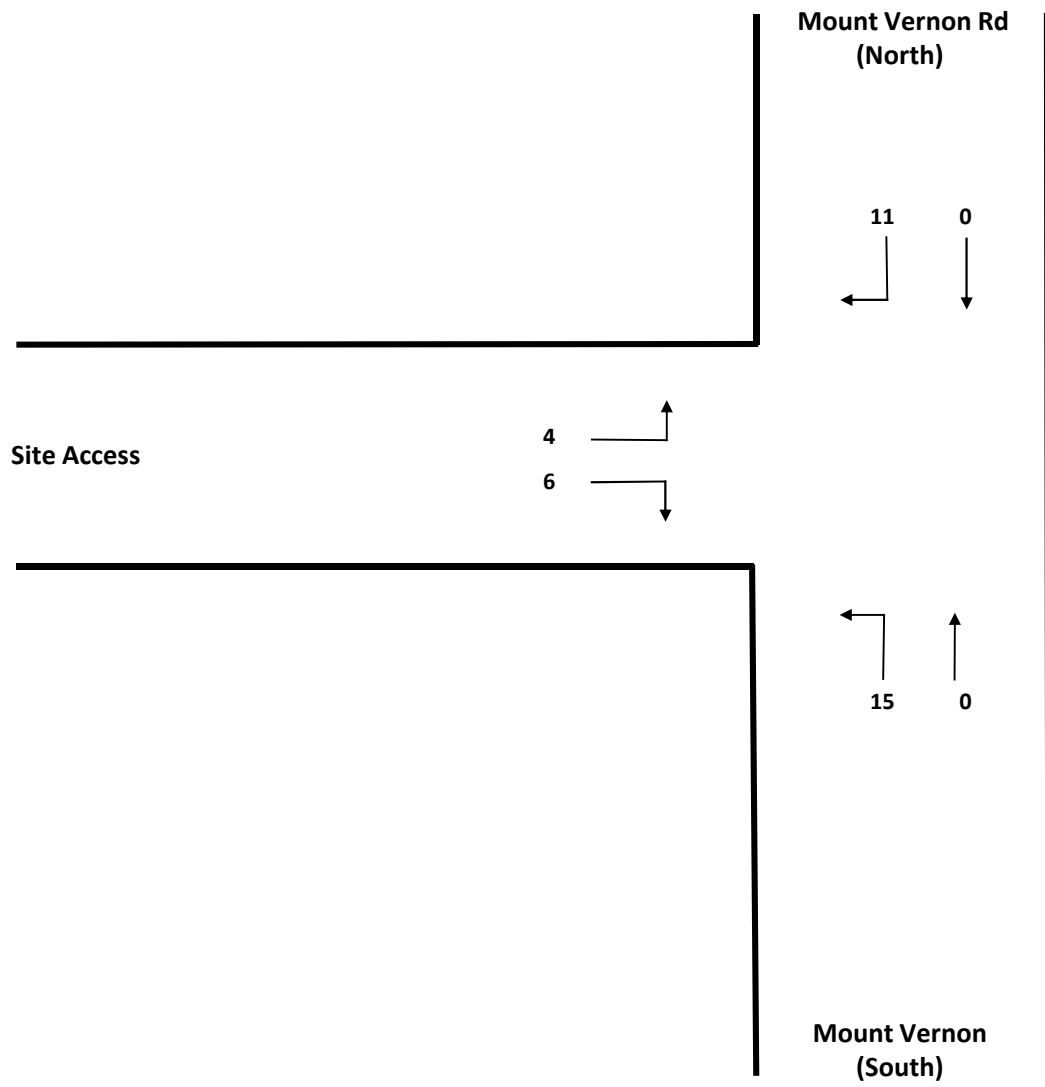
No. Units **75**



Project: Mount Vernon Hospital

AM TRIP GENERATION (08:00-09:00)

Figure 105



	ARR	DEP	TOT
AM			
PM	0.345	0.144	0.489

	ARR	DEP	TOT
AM			
PM	26	11	37

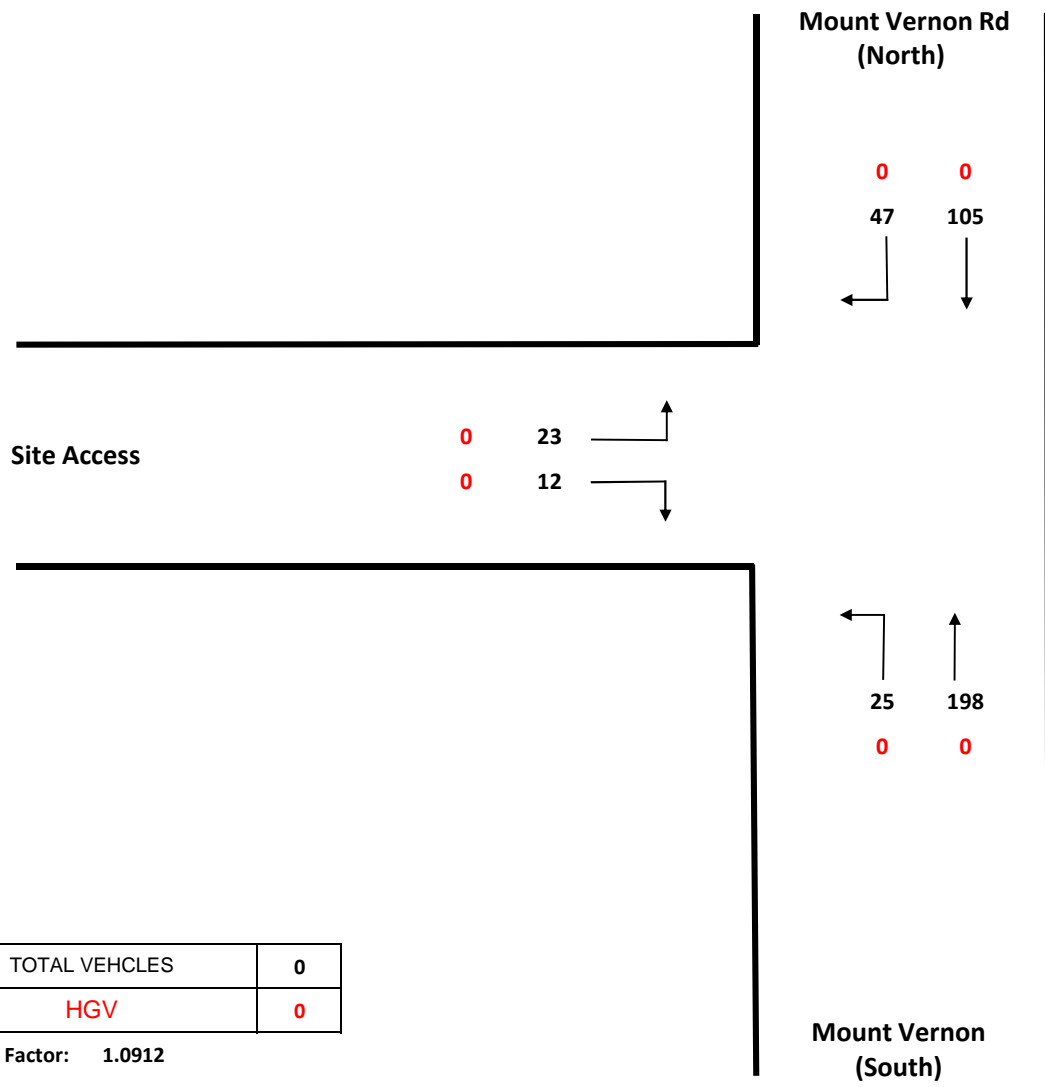
No. Units 75



Project: Mount Vernon Hospital

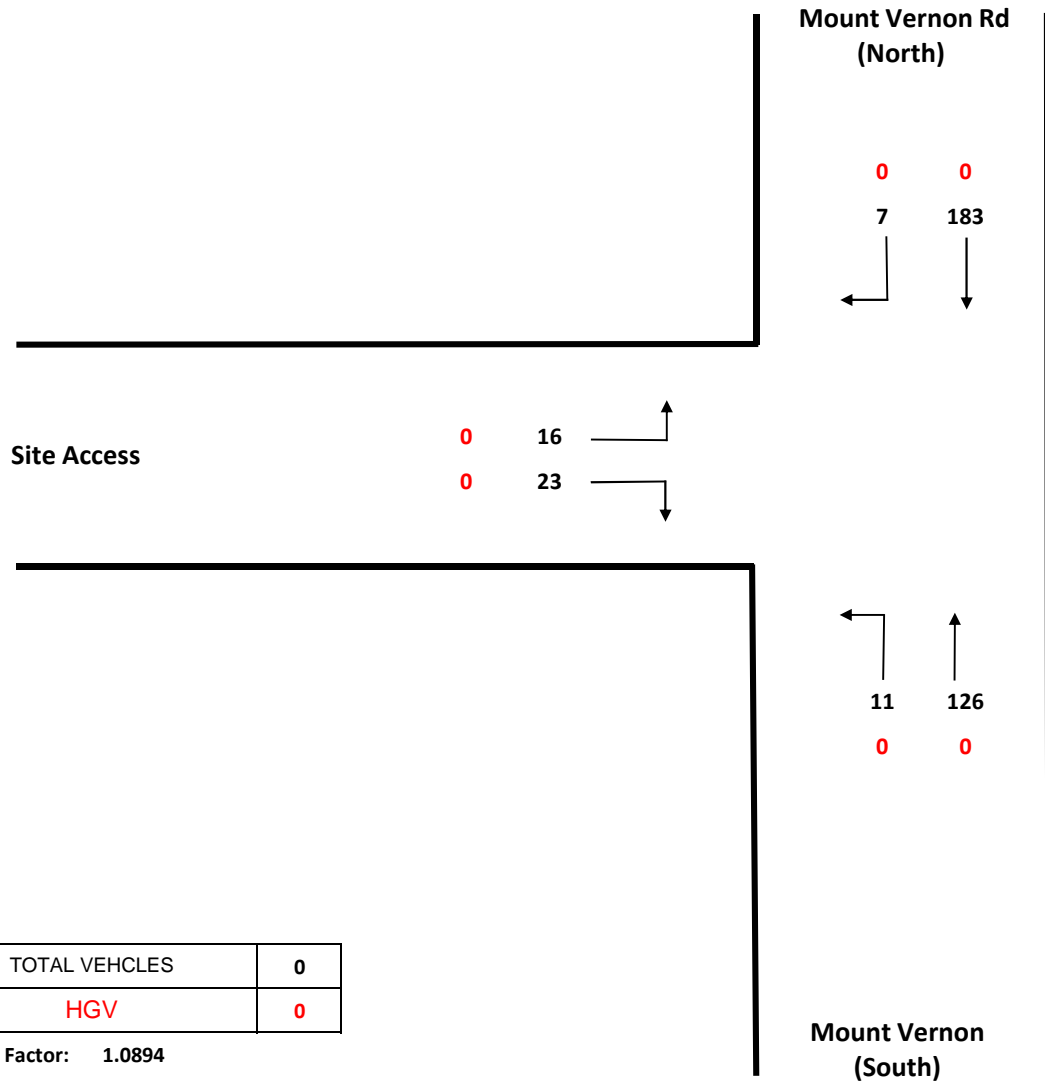
PM TRIP GRNERATION (17:00-18:00)

Figure 106



TOTAL VEHICLES	0
HGV	0

Growth Factor: 1.0912



TOTAL VEHICLES	0
HGV	0

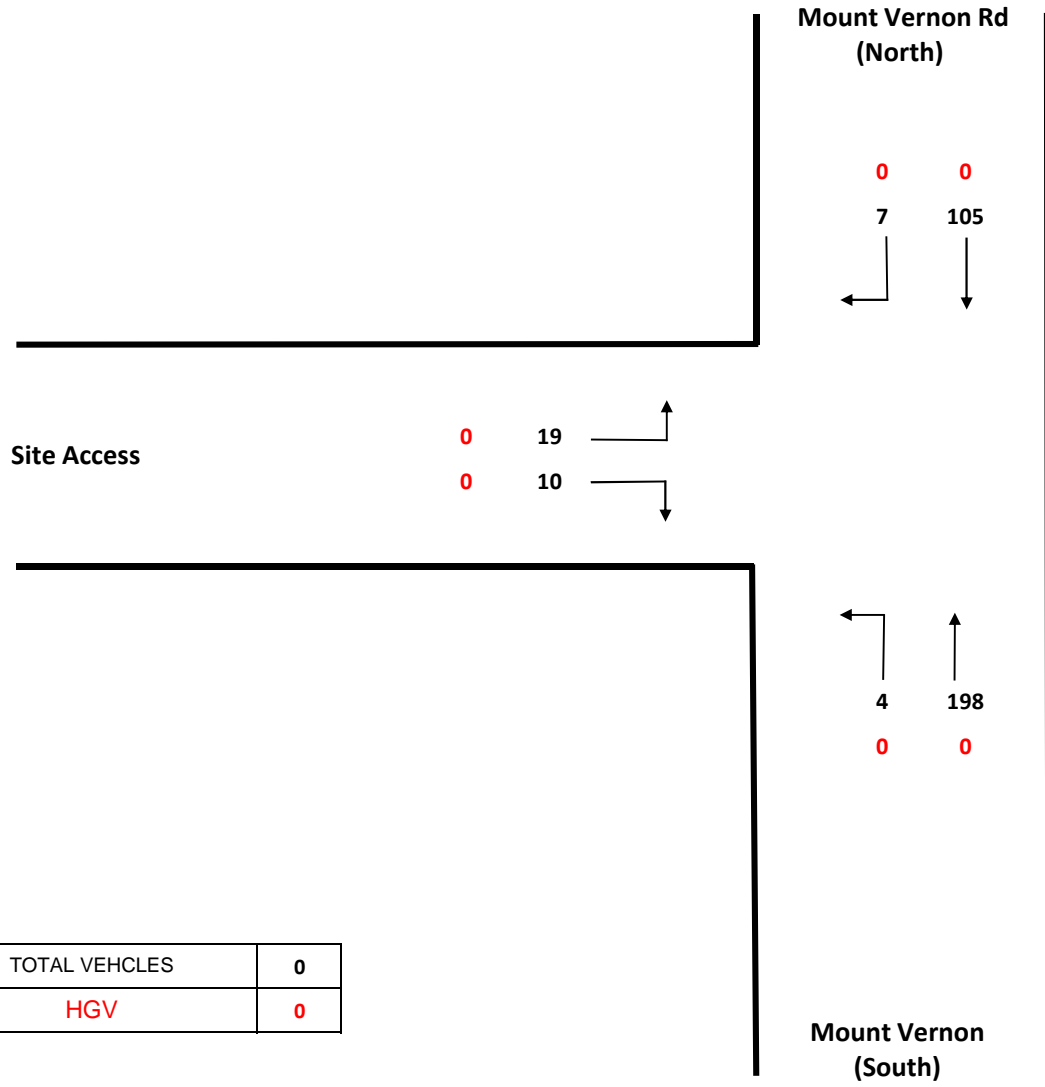
Growth Factor: 1.0894



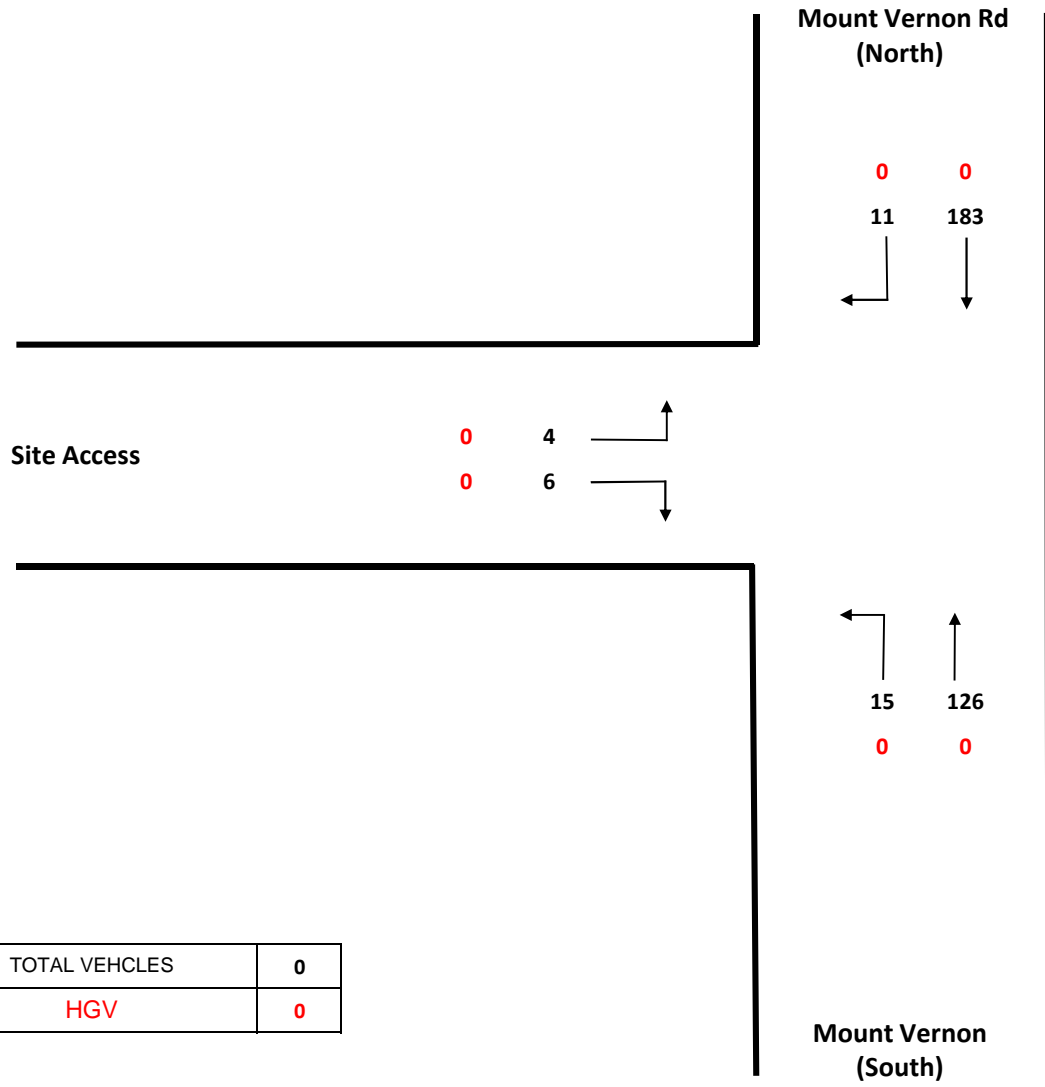
Project: Mount Vernon Hospital

PM BASE 2022 (17:00-18:00)

Figure 108



TOTAL VEHICLES	0
HGV	0



TOTAL VEHICLES	0
HGV	0

Appendices



Appendix A Highway Adoption Records





<p>Scale 1: NTS</p> <p>OS Sheet:</p>	<p>Drawn by: A.J.</p> <p>Drwg No:</p> <p>Date: 31st August 2017</p>	<p>Project: Mount Vernon Road- Mount Vernon Crescen Barnsley</p> <p>Drawing: Extent of adopted highway maintainable at public expense</p>	 <p>BARNLSLEY Metropolitan Borough Council</p>	<p>Highways, Engineering & Transportation</p> <p>Head of Service: Paul Castle PO Box 601 Barnsley S70 9FA</p>
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Appendix B Traffic Survey Data



TIME / CLASS	IN								OUT								TOTAL MOVEMENT FROM APPROADH
	PEDAL DYDLE	MOTOR DYDLE	DAR TAXI	LGV	OGV1	OGV2	BUS DOADH	TOTAL	PEDAL DYDLE	MOTOR DYDLE	DAR TAXI	LGV	OGV1	OGV2	BUS DOADH	TOTAL	
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	2
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
00:00 - 00:15	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1	2
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45 - 01:00	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	3
HOURLY TOTAL	0	0	3	0	0	0	0	3	0	0	2	0	1	0	0	3	6
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
00:30 - 00:45	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2	4
00:45 - 01:00	0	0	11	0	1	0	0	12	0	0	2	0	0	0	0	2	14
HOURLY TOTAL	0	0	13	1	1	0	0	15	0	0	3	1	0	0	0	4	19
00:00 - 00:15	0	0	8	1	0	0	0	9	0	0	2	1	0	0	0	3	12
00:15 - 00:30	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2	12
00:30 - 00:45	0	0	19	0	0	0	0	19	0	0	3	0	1	0	0	4	23
00:45 - 01:00	0	0	19	1	0	0	0	20	0	0	8	0	0	0	0	8	28
HOURLY TOTAL	0	0	56	2	0	0	0	58	0	0	15	1	1	0	0	17	75
00:00 - 00:15	0	0	17	1	0	0	0	18	0	0	8	2	0	0	0	10	28
00:15 - 00:30	0	0	17	1	0	0	0	18	0	0	8	1	0	0	0	9	27
00:30 - 00:45	0	0	15	1	0	0	0	16	0	0	8	0	0	0	0	8	24
00:45 - 01:00	0	0	8	1	0	0	0	9	0	0	4	0	0	0	0	4	13
HOURLY TOTAL	0	0	57	4	0	0	0	61	0	0	28	3	0	0	0	31	92
00:00 - 00:15	0	0	15	1	0	0	0	16	0	0	8	1	0	0	0	9	25
00:15 - 00:30	0	0	5	0	0	0	0	5	0	0	4	1	0	0	0	5	10
00:30 - 00:45	0	0	9	0	0	0	0	9	0	0	7	0	0	0	0	7	16
00:45 - 01:00	0	0	3	1	0	0	0	4	0	0	11	1	0	0	0	12	16
HOURLY TOTAL	0	0	32	2	0	0	0	34	0	0	30	3	0	0	0	33	67
00:00 - 00:15	0	0	5	1	0	0	0	6	0	0	4	1	0	0	0	5	11
00:15 - 00:30	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	7
00:30 - 00:45	0	0	7	3	0	0	0	10	0	0	7	1	0	0	0	8	18
00:45 - 01:00	0	0	8	0	0	0	0	8	0	0	9	0	0	0	0	9	17
HOURLY TOTAL	0	0	24	4	0	0	0	28	0	0	23	2	0	0	0	25	53
00:00 - 00:15	0	0	7	1	0	0	0	8	0	0	4	1	0	0	0	5	13
00:15 - 00:30	0	0	4	1	0	0	0	5	0	0	7	2	0	0	0	9	14
00:30 - 00:45	0	0	2	2	0	0	0	4	0	0	4	1	0	0	0	5	9
00:45 - 01:00	0	0	7	1	0	0	0	8	0	0	3	1	0	0	0	4	12
HOURLY TOTAL	0	0	20	5	0	0	0	25	0	0	18	5	0	0	0	23	48

Automatic Classified Counts, Barnsley

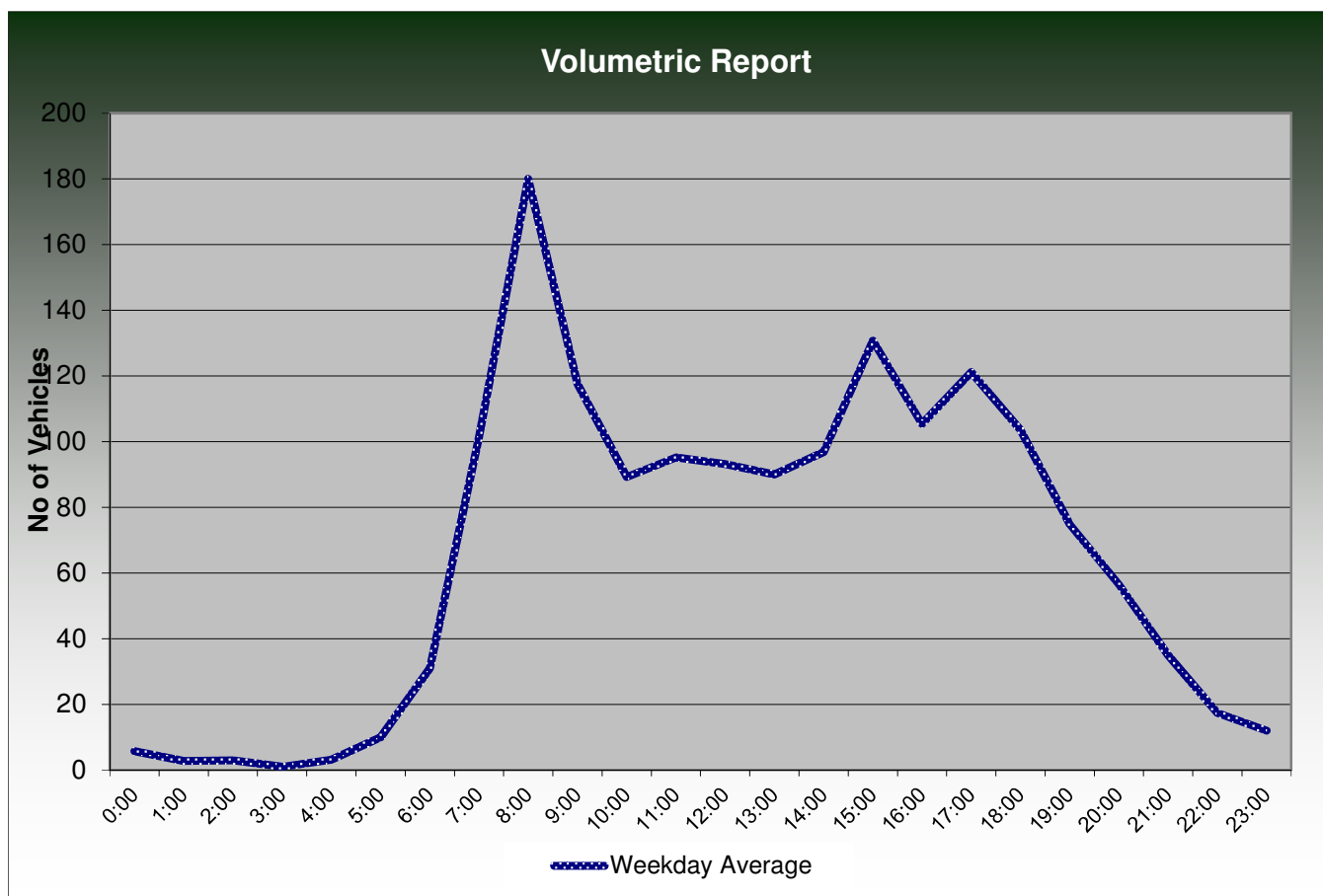
DATE: 14/09/2017 TO 20/09/2017

LOCATION: MOUNT VERNON ROAD



Direction : NORTHBOUND

TIME PERIOD	VEHICLE VOLUMES							Weekday Average	Week Average
	Thursday 14/09/2017	Friday 15/09/2017	Saturday 16/09/2017	Sunday 17/09/2017	Monday 18/09/2017	Tuesday 19/09/2017	Wednesday 20/09/2017		
0:00 - 1:00	7	7	13	18	3	6	6	6	9
1:00 - 2:00	2	2	7	6	3	3	4	3	4
2:00 - 3:00	0	3	2	9	4	3	5	3	4
3:00 - 4:00	1	0	1	6	0	0	4	1	2
4:00 - 5:00	1	5	3	1	4	3	3	3	3
5:00 - 6:00	11	14	10	4	8	10	7	10	9
6:00 - 7:00	32	23	15	13	30	37	33	31	26
7:00 - 8:00	96	118	29	15	110	84	98	101	79
8:00 - 9:00	178	161	45	14	197	189	175	180	137
9:00 - 10:00	120	122	84	55	127	98	121	118	104
10:00 - 11:00	91	90	84	78	95	78	92	89	87
11:00 - 12:00	79	107	93	86	88	102	100	95	94
12:00 - 13:00	98	84	122	80	100	87	97	93	95
13:00 - 14:00	94	93	102	84	86	99	78	90	91
14:00 - 15:00	96	109	85	82	90	100	89	97	93
15:00 - 16:00	128	152	75	81	129	108	137	131	116
16:00 - 17:00	107	107	112	66	98	116	99	105	101
17:00 - 18:00	122	136	94	72	121	109	118	121	110
18:00 - 19:00	113	102	60	66	87	112	104	104	92
19:00 - 20:00	79	77	78	55	62	79	77	75	72
20:00 - 21:00	56	60	41	37	41	64	61	56	51
21:00 - 22:00	35	41	37	32	32	38	29	35	35
22:00 - 23:00	22	31	21	12	10	13	11	17	17
23:00 - 0:00	9	23	10	10	6	6	16	12	11
7-19	1322	1381	985	779	1328	1282	1308	1324	1198
6-22	1524	1582	1156	916	1493	1500	1508	1521	1383
6-24	1555	1636	1187	938	1509	1519	1535	1551	1411
0-24	1577	1667	1223	982	1531	1544	1564	1577	1441



Automatic Classified Counts, Barnsley

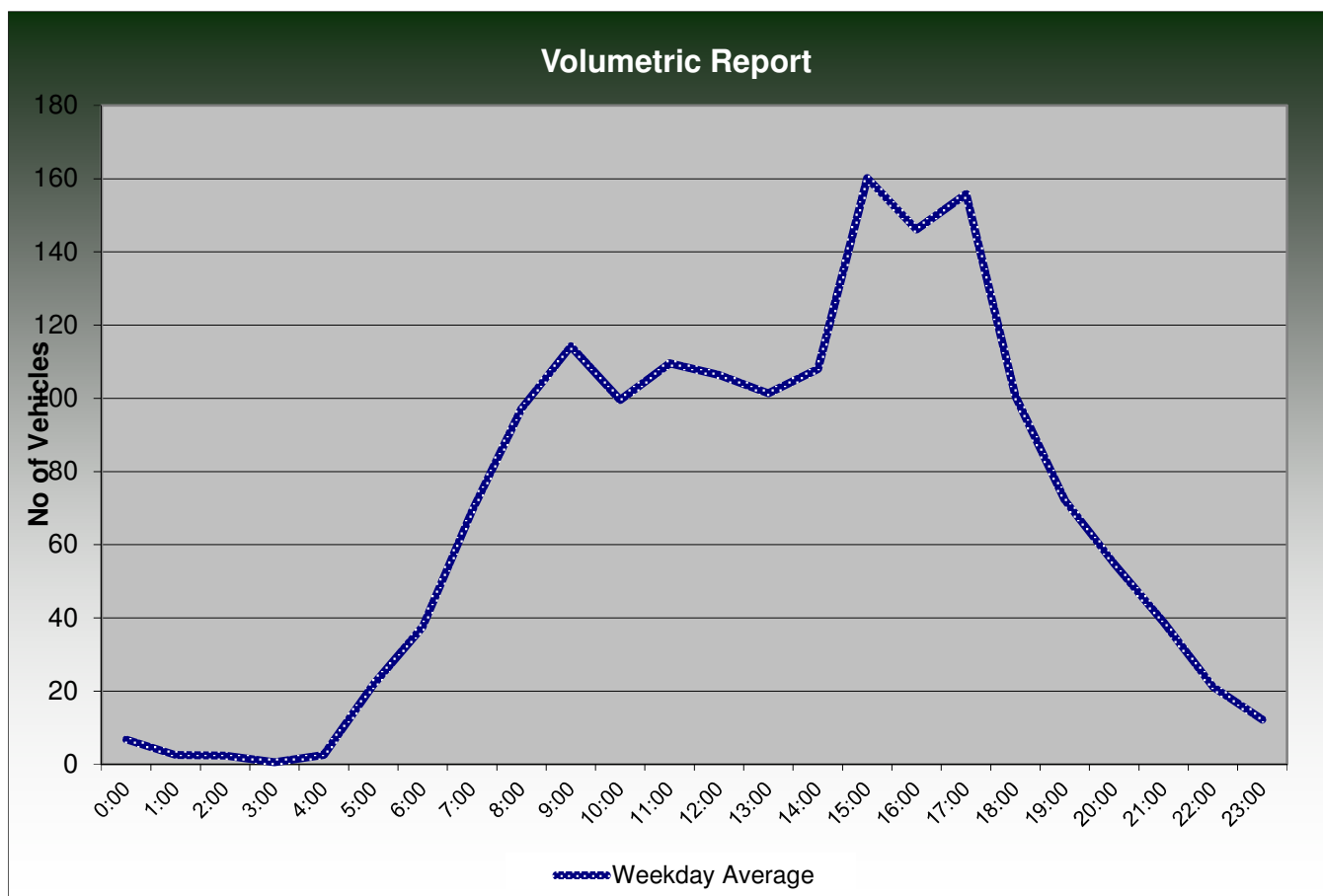
DATE: 14/09/2017 TO 20/09/2017

LOCATION: MOUNT VERNON ROAD

Direction : SOUTHBOUND



TIME PERIOD	VEHICLE VOLUMES								Weekday Average	Week Average
	Thursday 14/09/2017	Friday 15/09/2017	Saturday 16/09/2017	Sunday 17/09/2017	Monday 18/09/2017	Tuesday 19/09/2017	Wednesday 20/09/2017			
0:00 - 1:00	10	4	13	17	5	8	7	7	9	
1:00 - 2:00	2	3	4	10	2	4	2	3	4	
2:00 - 3:00	1	1	1	8	3	1	6	2	3	
3:00 - 4:00	0	1	1	8	1	1	0	1	2	
4:00 - 5:00	1	3	1	2	3	3	3	3	2	
5:00 - 6:00	20	22	5	5	26	19	22	22	17	
6:00 - 7:00	38	34	13	16	44	37	35	38	31	
7:00 - 8:00	58	64	32	18	75	79	70	69	57	
8:00 - 9:00	102	98	56	26	99	97	90	97	81	
9:00 - 10:00	121	106	62	63	125	105	114	114	99	
10:00 - 11:00	99	103	82	93	106	92	98	100	96	
11:00 - 12:00	101	111	107	91	115	102	119	110	107	
12:00 - 13:00	106	121	109	97	96	105	104	106	105	
13:00 - 14:00	97	100	113	76	112	103	95	101	99	
14:00 - 15:00	117	92	93	79	103	115	113	108	102	
15:00 - 16:00	166	162	96	74	158	155	160	160	139	
16:00 - 17:00	143	146	99	75	134	161	147	146	129	
17:00 - 18:00	163	139	86	67	137	170	170	156	133	
18:00 - 19:00	102	106	71	59	96	89	110	101	90	
19:00 - 20:00	89	72	115	58	69	68	63	72	76	
20:00 - 21:00	69	51	48	42	48	56	50	55	52	
21:00 - 22:00	44	49	40	30	39	30	32	39	38	
22:00 - 23:00	19	28	19	24	21	23	15	21	21	
23:00 - 0:00	14	16	16	9	11	10	10	12	12	
7-19	1375	1348	1006	818	1356	1373	1390	1368	1238	
6-22	1615	1554	1222	964	1556	1564	1570	1572	1435	
6-24	1648	1598	1257	997	1588	1597	1595	1605	1469	
0-24	1682	1632	1282	1047	1628	1633	1635	1642	1506	



Appendix C Vehicle Speed Survey



Mount Vernon Road, Barnsley - Speed Survey (Thursday 31st August 2017)

Weather Conditions - Fine, Sunny Periods & Showers/Road Surface - Dry/Damp

Northbound

33	35	28	20	26	27	30	40	33	26
24	26	32	29	24	31	29	32	26	35
28	33	26	23	31	29	23	27	32	25
23	30	32	42	27	34	29	33	35	30
32	23	28	33	22	35	30	32	23	33
30	32	22	28	33	31	26	33	28	31
33	24	31	26	29	24	32	29	31	27
28	30	32	29	33	27	30	33	30	27
29	31	25	28	31	26	23	35	27	24
25	27	20	40	28	34	30	26	35	28
27	21	33	27	24	33	28	37	24	28
29	27	20	31	27	29	32	28	29	25
24	30	26	29	24	36	28	23	29	32
35	28	32	35	26	30	34	32	37	34
27	30	37	30	23	28	30	32	27	31
23	31	28	34	29	31	35	28	30	27
30	36	32	25	31	29	24	30	26	38
32	30	28	32	24	31	26	29	25	29
26	29	23	26	33	27	30	28	30	23
29	26	28	31	25	29	27	30	33	26

Max - 42

Min - 20

85% - 33

Ave - 29

Sp. Limit - 30

33 - Cars/LGV's

20 - HGV's/PSV's

Mount Vernon Road, Barnsley - Speed Survey (Thursday 31st August 2017)

Weather Conditions - Fine, Sunny Periods & Showers/Road Surface - Dry/Damp

Southbound

36	23	35	26	27	23	27	31	40	28
25	28	26	23	29	27	39	28	32	26
30	24	34	30	24	35	31	40	29	34
28	30	35	26	31	23	27	32	36	28
32	27	25	36	27	30	36	25	28	30
28	30	33	28	31	40	27	32	35	29
26	34	29	36	27	26	30	35	31	27
24	26	34	27	25	29	42	32	28	30
29	26	32	40	27	30	28	25	33	27
27	30	23	34	29	27	39	30	27	37
32	29	34	26	30	34	29	25	32	29
20	31	29	22	32	27	35	32	28	30
33	29	36	32	34	30	25	33	27	35
38	32	35	25	31	36	25	29	34	30
36	31	35	27	31	25	36	33	37	31
34	37	32	30	28	34	31	29	27	32
28	32	43	28	33	26	36	33	26	34
36	24	29	36	26	30	34	26	32	37
32	25	30	32	30	32	26	31	26	34
30	33	25	29	33	26	31	26	35	28

Max - 43

Min - 20

85% - 35

Ave - 30

Sp. Limit - 30

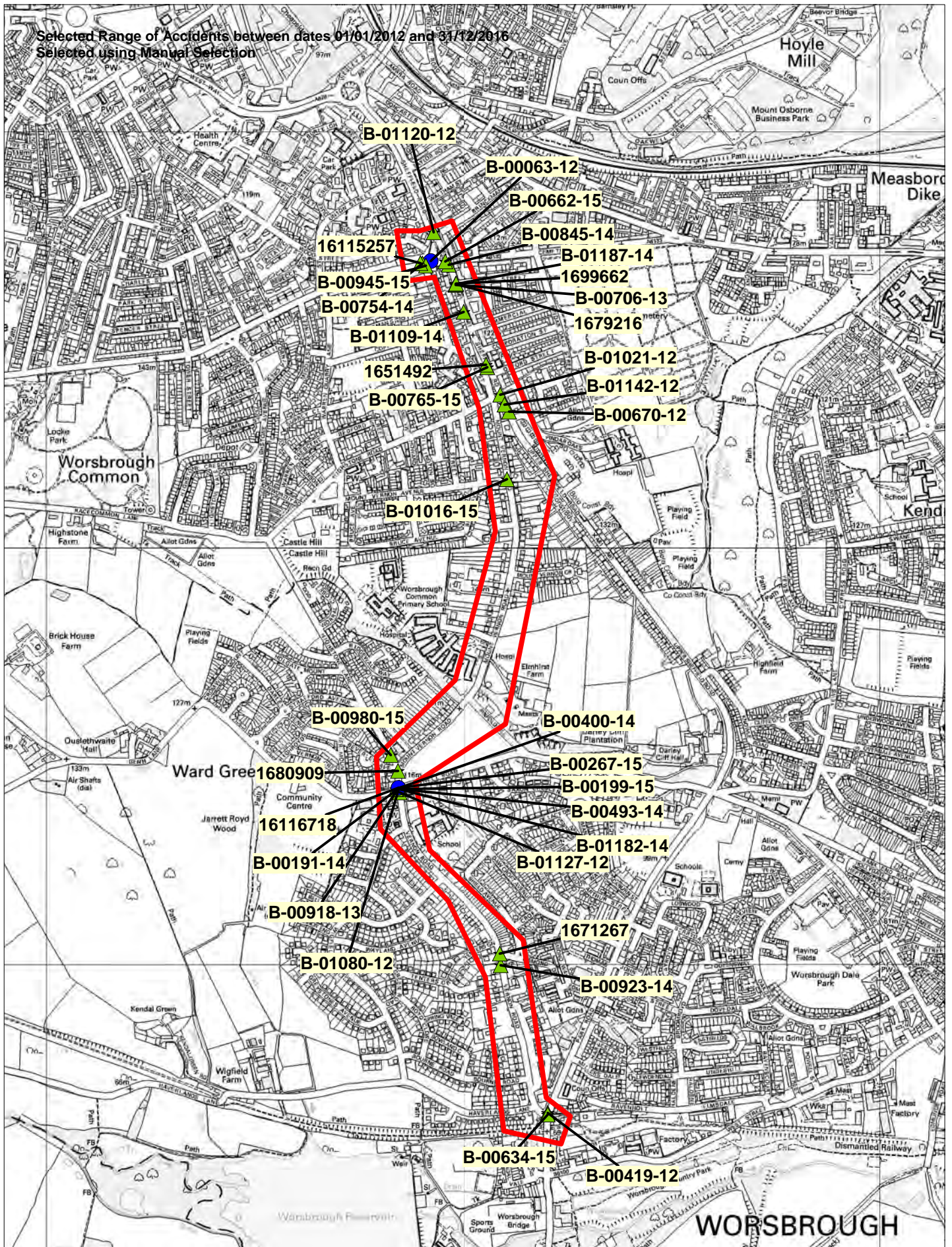
36 - Cars/LGV's

24 - HGV's/PSV's

Appendix D Personal Injury Accident Data



Selected Range of Accidents between dates 01/01/2012 and 31/12/2016
 Selected using Manual Selection



AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00063-12 24/01/2012 Tuesday Time: 0845 Vehicles 1 Casualties 1 Serious
Easting: 434,922 Northing: 405,689
Raining without high winds Road Surface: Wet/Damp Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: PARK RD BARNSELY 30 MTS FROM SHEFFIELD RD

Description: PED RAN ACC RD INTO PATH OF VEH TR IN FEEDER LN.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: W to E

Journey: Not known

Age of Driver : 34

Breath test: Negative

Contributory Factors : 802

Casualty Reference: 1 Age: 50 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's offside masked

Ped Location: Within 50m ped crossing

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00419-12 08/05/2012 Tuesday Time: 0850 Vehicles 2 Casualties 1 Slight
 Easting: 435,203 Northing: 403,642
 Fine without high winds Road Surface: Dry Daylight: street lights present
 Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD WORSBROUGH BARNSELY J/W VERNON RD

Description: VH1 M/CAR TRV A61 TWDS BARNSELY. VH2 M/CAR EMERGES FRM VERNON RD
TURNING L INTO PATH VH1. VH1 COLL VH2

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Not known

Age of Driver : 18

Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight

Ped Dir:

Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Turning left

First point of impact: Back

Vehicle direction: W to N

Journey: Not known

Age of Driver : 84

Breath test: Not requested

Contributory Factors : 405

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00670-12 18/07/2012 Wednesda Time: 1700 Vehicles 2 Casualties 1 Slight
 Easting: 435,110 Northing: 405,327
 Fine without high winds Road Surface: Dry Daylight: no street lighting
 Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNESLEY O/S BP GARAGE.

Description: RIDER OF V1 HAS BIKE HALF ON AND HALF OFF PAVEMENT WHEN V2 COLL WITH PED CYC THEN LEFT THE SCENE.

Vehicle Reference: 1 Pedal cycle Parked
 First point of impact: Back
 Vehicle direction: Parked to Parked Journey: Not known
 Age of Driver : 33 Breath test: Driver not contacted

Contributory Factors : 407

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: Parked to Parked Journey: Not known
 Age of Driver : Breath test: Driver not contacted

Contributory Factors : 407

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-01021-12 11/11/2012 Sunday Time: 0059 Vehicles 2 Casualties 1 Slight

Easting: 435,089 Northing: 405,368

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Unknown Speed Limit: 30

Location: SHEFFIELD RD BIRDWELL 50 MTS FROM OXFORD ST

Description: V2 EMERGED FROM PETROL STATION FORECOURT INTO PATH OF V1 AND COLL OCC.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Not known

Age of Driver : 18

Breath test: Negative

Contributory Factors : 901

Casualty Reference: 1 Age: 17 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Turning right

First point of impact: Front

Vehicle direction: E to N

Journey: Not known

Age of Driver :

Breath test: Driver not contacted

Contributory Factors : 901

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-01127-12 17/11/2012 Saturday Time: 1600 Vehicles 3 Casualties 2 Slight
 Easting: 434,848 Northing: 404,412
 Fine without high winds Road Surface: Dry Daylight:street lights present
 Road Type: Single carriageway Speed Limit: 30

Location: MOUNT VERNON RD WARD GREEN J/W GENN LN

Description: V2 STAT GENN LN WAITING TO CROSS TO KINGWELL RD. V1 ON KINGWELL RD
 INTENDING TO TV ONTO GENN LN. V3 TV MOUNT VERNON RD TO JUNC PULLS
 OUT IN FRONT OF V3. COLL OCCURS FORCING V1 INTO V2.

Vehicle Reference: 1 Car Moving off
 First point of impact: Nearside
 Vehicle direction: E to W Journey: Not known
 Age of Driver : 68 Breath test: Negative

Contributory Factors : 403 405

Vehicle Reference: 2 Car Waiting to go ahead but held up
 First point of impact: Front
 Vehicle direction: W to E Journey: Not known
 Age of Driver : 25 Breath test: Negative

Contributory Factors : 403 405

Vehicle Reference: 3 Car Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Not known
 Age of Driver : 37 Breath test: Negative

Contributory Factors : 403 405

Casualty Reference: 1 Age: 9 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 37 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-01080-12 27/11/2012 Tuesday Time: 1610 Vehicles 2 Casualties 3 Slight
 Easting: 434,846 Northing: 404,422
 Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: MOUNT VERNON RD BARNESLEY AT J/W KINGWELL RD
 Description: V1 TR ON CARR WHEN V2 EMERGED FROM JCT AND COLL WITH SIDE OF V1.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: N to S Journey: Not known
 Age of Driver : 62 Breath test: Not provided (medical)

Contributory Factors : 405 406

Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Offside
 Vehicle direction: E to W Journey: Not known
 Age of Driver : 68 Breath test: Not provided (medical)

Contributory Factors : 405 406

Casualty Reference: 2 Age: 68 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-01120-12 04/12/2012 Tuesday Time: 1840 Vehicles 1 Casualties 1 Slight

Easting: 434,929 Northing: 405,758

Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Dual carriageway Speed Limit: 30

Location: O/S 136 SHEFFIELD ROAD BARNSELY

Description: V1 TRAV TWDS ALHAMBRA ROUNDABOUT, A PEDESTRIAN (C1) STEPS INTO ROAD AND IS STRUCK BY V1'S WING MIRROR, HE SAYS HES OK AND WALKS OFF TO PUB ADMITTING IT WAS HIS OWN FAULT.

Vehicle Reference: 1 Car Going ahead

First point of impact: Nearside

Vehicle direction: S to N

Journey: Not known

Age of Driver : 31

Breath test: Not provided (medical)

Contributory Factors : 802 803 806 808

Casualty Reference: 1 Age: 71 Male Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-01142-12 12/12/2012 Wednesda Time: 1935 Vehicles 3 Casualties 4 Slight

Easting: 435,099 Northing: 405,344

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD, BARNLSLEY

Description: VEH 1 MCAR TV ON SHEFFIELD RD NR BP GARAGE. HEADING TW
WORSBROUGH. VEH 2 MCAR TV IN OPP DIRC. VEH 3 MCYCLE TV BEHIND VEH 2.
DRIVER VEH 1 TAKEN ILL AT WHEEL AND VEERS ONTO OPP CWAY AND COLL
VEH 2 AND THEN VEH 3.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: N to SE

Journey: Journey as part of work

Age of Driver : 80

Breath test: Not requested

Contributory Factors : 505

Casualty Reference: 1 Age: 80 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 78 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Offside

Vehicle direction: SE to NW

Journey: Not known

Age of Driver : 21

Breath test: Not requested

Contributory Factors : 505

Casualty Reference: 2 Age: 21 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

Vehicle Reference: 3 Motorcycle over 50cc and up Going ahead

First point of impact: Front

Vehicle direction: SE to NW

Journey: Journey as part of work

Age of Driver : 27

Breath test: Not requested

Contributory Factors : 505

Casualty Reference: 3 Age: 27 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00706-13 04/11/2013 Monday Time: 1623 Vehicles 2 Casualties 1 Slight
 Easting: 434,982 Northing: 405,632
 Fine without high winds Road Surface: Wet/Damp Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD BARNESLEY AT J/W TUNE ST

Description: V1 TR ALONG CARR WHEN V2 EMERGED FROM JCT INTO PATH OF V1 AND COLL OCC.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Pupil riding to/from school

Age of Driver : 17

Breath test: Not requested

Contributory Factors : 406 404

Casualty Reference: 1 Age: 16 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Turning left

First point of impact: Front

Vehicle direction: E to W

Journey: Pupil riding to/from school

Age of Driver : 25

Breath test: Not requested

Contributory Factors : 406 404

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00918-13 17/12/2013 Tuesday Time: 1858 Vehicles 2 Casualties 2 Slight
 Easting: 434,844 Northing: 404,422
 Other Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: VERNON RD BARNESLEY J/W KINGWELL RD

Description: VEH1 TV MOUNT VERNON RD. VEH2 TV FROM GENN LN ACROSS XRDS TW
KINGWELL RD. COLL OCCURRED ON XRDS.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Other
 Age of Driver : 51 Breath test: Negative

Contributory Factors : 302 405

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Going ahead
 First point of impact: Offside
 Vehicle direction: W to E Journey: Journey as part of work
 Age of Driver : 26 Breath test: Negative

Contributory Factors : 302 405

Casualty Reference: 2 Age: 26 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00191-14 27/02/2014 Thursday Time: 1416 Vehicles 2 Casualties 2 Slight
 Easting: 434,847 Northing: 404,423
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: VERNON ROAD BARNSELY J/W GENN LANE

Description: V1 TRAV TWDS BIRDWELL, AT THE JUNCTION WITH GENN LANE V2 PULLS OUT AND COLLIDES WITH V1

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Journey as part of work

Age of Driver : 45

Breath test: Not requested

Contributory Factors : 403 706

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Turning right

First point of impact: Front

Vehicle direction: E to N

Journey: Not known

Age of Driver : 60

Breath test: Not requested

Contributory Factors : 403 706

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

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00400-14 02/05/2014 Friday Time: 1750 Vehicles 2 Casualties 1 Slight
 Easting: 434,847 Northing: 404,423
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: VERNON ROAD BARNSELY J/W GENN LANE

Description: VEH1 STOPS AT GIVE WAY JUNCTION ON GENN LANE THEN PROCEEDS INTO
 JUNCTION AND COLLIDES WITH VEH2 TRAVELLING LEFT TO RIGHT ALONG
 VERNON ROAD. FRONT VEH2 COLLIDING WITH N/SIDE VEH1 CAUSING RIDER TO
 FALL TO GROUND SUSTAINING MINOR INJURIES.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: W to E Journey: Other
 Age of Driver : 71 Breath test: Negative

Contributory Factors : 405 406

Vehicle Reference: 2 Motorcycle over 50cc and up Going ahead
 First point of impact: Front
 Vehicle direction: N to S Journey: Other
 Age of Driver : 22 Breath test: Negative

Contributory Factors : 405 406

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00493-14 28/05/2014 Wednesda Time: 1452 Vehicles 2 Casualties 3 Slight
 Easting: 434,848 Northing: 404,420
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: MOUNT VERNON ROAD BARNSELY J/W KINGWELL ROAD

Description: V1 TRAVELLING STRAIGHT AHEAD. V2 EXITS C/W INTO JUNCTION AND COLL WITH V1

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: Parked to Parked Journey: Other
 Age of Driver : 18 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 18 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Did not impact
 Vehicle direction: Parked to Parked Journey: Other
 Age of Driver : 73 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 2 Age: 73 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00754-14 11/08/2014 Monday Time: 1310 Vehicles 2 Casualties 1 Slight
 Easting: 434,902 Northing: 405,683
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: PARK ROAD BARNSELEY 5 MTS BEECH STREET

Description: A CHAP ON A MOTORISED SCOOTER HAS BEEN STRUCK BY V1 AS IT DROVE
 PAST HIM KNOCKING HIM OUT OF THE SCOOTER

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead

First point of impact: Back

Vehicle direction: Parked to Parked

Journey: Other

Age of Driver :

Breath test: Not requested

Contributory Factors : 405 710

Vehicle Reference: 2 Mobility Scooter

Waiting to go ahead but held up

First point of impact: Front

Vehicle direction: Parked to Parked

Journey: Other

Age of Driver : 38

Breath test: Not requested

Contributory Factors : 405 710

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

Ped Dir:

Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00845-14 15/09/2014 Monday Time: 2001 Vehicles 2 Casualties 1 Slight
 Easting: 434,965 Northing: 405,680
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSELY J/W CEMETERY ROAD

Description: V2 STATIONARY AT TRAFFIC LIGHTS. V1 COLL WITH REAR OF V2

Vehicle Reference: 1 Car Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: S to N

Journey: Other

Age of Driver : 54

Breath test: Not requested

Contributory Factors : 308 306 405 602 710 408

Casualty Reference: 1 Age: 54 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Other

Age of Driver : 45

Breath test: Not requested

Contributory Factors : 308 306 405 602 710 408

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00923-14 06/10/2014 Monday Time: 1540 Vehicles 1 Casualties 1 Slight
 Easting: 435,090 Northing: 403,997
 Fine without high winds Road Surface: Wet/Damp Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: VERNON ROAD WORSBOROUGH 21 MTS OSMOND DRIVE

Description: V1 LOSES CONTROL AND COLL WITH O/S WALL OF C/W, 3 DRIVEWAY MARKERS AND LAMPOST

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Other

Age of Driver : 21

Breath test: Negative

Contributory Factors : 410

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

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-01109-14 22/10/2014 Wednesda Time: 1715 Vehicles 2 Casualties 1 Slight
 Easting: 435,001 Northing: 405,567
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSELY 40 MTS COMMERCIAL STREET

Description: VEH2 TV SHEFFIELD RD WHEN DRIVER BLACKED OUT AND COLL INTO REAR OF VEH1 WHICH WAS PARKED.

Vehicle Reference: 1 Car Parked
 First point of impact: Back
 Vehicle direction: Parked to Parked Journey: Other
 Age of Driver : 61 Breath test: Negative

Contributory Factors : 505

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Other
 Age of Driver : 75 Breath test: Not provided (medical)

Contributory Factors : 505

Casualty Reference: 1 Age: 75 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-01187-14 14/11/2014 Friday Time: 1312 Vehicles 2 Casualties 1 Slight
 Easting: 434,983 Northing: 405,634
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSELY J/W TUNE STREET

Description: V1 HAS PULLED OUT AT JUNCTION AND COLLIDED WITH V2, DRIVER OF V2 INJURED

Vehicle Reference: 1 Car Moving off
 First point of impact: Offside
 Vehicle direction: E to N Journey: Other
 Age of Driver : 32 Breath test: Not requested

Contributory Factors : 510

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: N to S Journey: Other
 Age of Driver : 47 Breath test: Not requested

Contributory Factors : 510

Casualty Reference: 1 Age: 47 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-01182-14 28/11/2014 Friday Time: 1345 Vehicles 3 Casualties 1 Slight
 Easting: 434,845 Northing: 404,420
 Raining without high winds Road Surface: Wet/Damp Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: VERNON ROAD BARNSELY J/W GENN LANE

Description: VEH1 TV VERNON RD. VEH2 PULLS OUT OF GENN LN AND COLL OCCURS WITH
 VEH1. VEH1 THEN COLL WITH VEH3 WHICH WAS WAITING TO EXIT KINGWELL
 RD.

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Other

Age of Driver : 44

Breath test: Not requested

Contributory Factors : 405

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Moving off

First point of impact: Offside

Vehicle direction: W to E

Journey: Other

Age of Driver : 21

Breath test: Not requested

Contributory Factors : 405

Vehicle Reference: 3 Car

Waiting to go ahead but held up

First point of impact: Front

Vehicle direction: E to W

Journey: Other

Age of Driver : 40

Breath test: Negative

Contributory Factors : 405

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00199-15 01/03/2015 Sunday Time: 1550 Vehicles 2 Casualties 2 Slight
 Easting: 434,838 Northing: 404,420
 Raining without high winds Road Surface: Wet/Damp Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: GENN LANE WARD GREEN J/W VERNON ROAD

Description: V1 HAS LOST CONTROL ON A SLIPPY RD AND COLLIDED WITH V2 TRAV IN OPPOSITE DIR

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 21 Breath test: Not requested

Contributory Factors : 307 103 410

Casualty Reference: 1 Age: 21 Male 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 W Journey: Other
 Age of Driver : 73 Breath test: Not requested

Contributory Factors : 307 103 410

Casualty Reference: 2 Age: 73 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00267-15 21/03/2015 Saturday Time: 1255 Vehicles 3 Casualties 4 Slight
 Easting: 434,844 Northing: 404,423
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: MOUNT VERNON ROAD WARD GREEN J/W GENN LANE
 Description: V1 APPROACHED GIVE WAY JCT CROSSROAD & THEN PULLED OUT IN FRONT
 OF APPROACHING V2, COLLIDING WITH V2 & V3 WHICH WAS WAITING AT JCT
 ON OPPOSITE SIDE OF CROSSROAD

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 44 Breath test: Negative

Contributory Factors : 405 403 302

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

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 46 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 48 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: S to N Journey: Other
 Age of Driver : 46 Breath test: Negative

Contributory Factors : 405 403 302

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

Vehicle Reference: 3 Car

Waiting to turn right

First point of impact: Front

Vehicle direction: E to N

Journey: Other

Age of Driver : 28

Breath test: Negative

Contributory Factors : 405 403 302

Casualty Reference: 4 Age: 29 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00634-15 14/07/2015 Tuesday Time: 1225 Vehicles 2 Casualties 1 Slight
 Easting: 435,203 Northing: 403,638
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: PARK ROAD WORSOROUGH J/W VERNON ROAD

Description: VEH1 TV PARK RD TW BARNSELEY. VEH2 PULLS OUT FROM VERNON RD AND COLL WITH VEH1.

Vehicle Reference: 1 Motorcycle over 50cc and up Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Other

Age of Driver : 46

Breath test: Driver not contacted

Contributory Factors : 405

Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Turning right

First point of impact: Offside

Vehicle direction: W to S

Journey: Other

Age of Driver : 89

Breath test: Driver not contacted

Contributory Factors : 405

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00662-15 18/07/2015 Saturday Time: 0340 Vehicles 2 Casualties 1 Slight
 Easting: 434,957 Northing: 405,688
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSELY J/W PARK ROAD

Description: VEH 1 DRIVING DOWN SHEFFIELD ROAD TOWARDS BARNSELY TOWN CENTEE.
 WHILST PASSING THROUGH TRAFFIC LIGHTS AT JUNCTION WAS HIT BY VEH 2
 GOING THROUGH RED LIGHT FROM DIRECTION PARK ROAD. DRIVER VEH 2
 FLED SCENE

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Other
 Age of Driver : 43 Breath test: Driver not contacted

Contributory Factors : 306 301 410 501 501 501

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

Ped Dir: Ped Movement :

Ped Location:

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

Contributory Factors : 306 301 410 501 501 501

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00765-15 31/08/2015 Monday Time: 2005 Vehicles 2 Casualties 3 Slight
 Easting: 435,058 Northing: 405,434
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSELY J/W MOUNT VERNON ROAD

Description: VEH1 BEGAN TO TURN FROM UPPER SHEFFIELD RD INTO MOUNT VERNON RD AND A COLL OCCURRED WITH VEH2 WHICH WAS EXITING MOUNT VERNON RD.

Vehicle Reference: 1 Car Turning right
 First point of impact: Offside
 Vehicle direction: N to SW Journey: Commuting to/from work
 Age of Driver : 59 Breath test: Negative
 Contributory Factors : 405 403 401

Casualty Reference: 1 Age: 59 Female Driver/rider Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 31 Male Passenger Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 3 Age: 50 Female Passenger Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Turning right
 First point of impact: Nearside
 Vehicle direction: W to S Journey: Commuting to/from work
 Age of Driver : 40 Breath test: Negative
 Contributory Factors : 405 403 401

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00945-15 22/09/2015 Tuesday Time: 1745 Vehicles 1 Casualties 1 Slight
 Easting: 434,910 Northing: 405,678
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: PARK ROAD BARNSELY J/W BEECH STREET

Description: VEH1 REVERSES FROM BEECH ST ONTO PARK RD AND COLL WITH PEDN.

Vehicle Reference: 1 Car

Reversing

First point of impact: Nearside

Vehicle direction: S to N

Journey: Other

Age of Driver : 60

Breath test: Not requested

Contributory Factors : 706 405 403 407

Casualty Reference: 1 Age: 30 Male Pedestrian

Severity: Slight

Ped Dir: Pedestrian Ped Movement : Movement U/K

Ped Location: On footpath / verge

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-00980-15 24/10/2015 Saturday Time: 0001 Vehicles 2 Casualties 3 Slight
 Easting: 434,826 Northing: 404,502
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: HIGHSTONE LANE BARNSELEY 25 MTS MOUNT VERNON ROAD
 Description: VEH1 TV UP HILL IN DIRC OF HIGHSTONE AVE WHEN VEH2 PULLS OUT INTO
 PATH OF VEH1.

Vehicle Reference: 1 Motorcycle over 50cc and up Going ahead

First point of impact: Front

Vehicle direction: SE to NW

Journey: Other

Age of Driver : 21

Breath test: Negative

Contributory Factors : 405 403

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Moving off

First point of impact: Back

Vehicle direction: NW to SE

Journey: Other

Age of Driver : 37

Breath test: Negative

Contributory Factors : 405 403

Casualty Reference: 2 Age: 37 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 9 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

B-01016-15 08/11/2015 Sunday Time: 1504 Vehicles 2 Casualties 1 Slight
 Easting: 435,105 Northing: 405,165
 Raining without high winds Road Surface: Wet/Damp Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: MOUNT VERNON ROAD BARNSELY J/W MOUNT VERNON AVENUE

Description: V1 PULLE DOUT OF JCT INTO PATH OF V2

Vehicle Reference: 1 Car Turning right
 First point of impact: Front
 Vehicle direction: W to S Journey: Other
 Age of Driver : 20 Breath test: Negative

Contributory Factors : 405 410 605 602 701 103

Vehicle Reference: 2 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: S to N Journey: Other
 Age of Driver : 66 Breath test: Not requested

Contributory Factors : 405 410 605 602 701 103

Casualty Reference: 1 Age: 66 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

1651492 07/03/2016 Monday Time: 1500 Vehicles 2 Casualties 1 Slight
 Easting: 435,055 Northing: 405,440
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: MOUNT VERNON ROAD BARNSELY AT OR WITHIN 20 MTS OF SHEFFIELD ROAD
 (A61)

Description: V1 AT JUNC. V2 CUTS CORNER OF JUNC COLLIDING WITH V1 CAUSING RIDER
 TO FALL TO FLOOR. V2 DRIVES OFF.

Vehicle Reference: 1 Motorcycle over 50cc and up Waiting to go ahead but held up

First point of impact: Offside

Vehicle direction: SW to N

Journey: Other

Age of Driver : 19

Breath test: Driver not contacted

Contributory Factors : 403 405

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Turning right

First point of impact: Front

Vehicle direction: N to SW

Journey: Not known

Age of Driver : 26

Breath test: Driver not contacted

Contributory Factors : 403 405

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

1680909 09/04/2016 Saturday Time: 0250 Vehicles 1 Casualties 2 Slight
 Easting: 434,843 Northing: 404,464
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: MOUNT VERNON ROAD BARNSELY AT OR WITHIN 20 MTS OF HIGHSTONE LANE
 Description: THE DRIVER WAS DRIVING IN AN UNCONTROLLED AMANNER SHOWING OFF ANF
 HAS LOST CONTROL OF THE VEHILCE.

Vehicle Reference: 1 Car Turning right
 First point of impact: Front
 Vehicle direction: S to N Journey: Other
 Age of Driver : 19 Breath test: Positive

Contributory Factors : 103 306 403 501 602

Casualty Reference: 1 Age: 25 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 25 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

1671267 04/05/2016 Wednesda Time: 2155 Vehicles 1 Casualties 2 Slight
 Easting: 435,088 Northing: 404,025
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: VERNON ROAD BARNSELY AT OR WITHIN 20 MTS OF OSMOND DRIVE
 Description: V1 TRAVELLING DOWN VERNON RD. COLLIDES WITH BUS SHELTER/LAMP POST
 OFFSIDE AND THEN ACROSS TO BUS STOP NEARSIDE WHERE IT STOPS
 AGAINST THE BUS STOP POST. EXTENSIVE DAMAGE TO N/S OF CAR. BUS STOP
 AND SHELTER BOTH DAMAGED.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: N to S Journey: Other
 Age of Driver : 27 Breath test: Not requested

Contributory Factors : 501 502 602

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 18 Male Passenger Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

1679216 14/06/2016 Tuesday Time: 1335 Vehicles 3 Casualties 2 Slight
 Easting: 434,982 Northing: 405,634
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD (A61) BARNSELY AT OR WITHIN 20 MTS OF TUNE STREET
 Description: V1 WAS TRAVELLING ALONG SHEFFIELD ROAD IN DIRECTION OF TOWN CENTRE, WHEN STOPPED TO TURN RIGHT ON TO TUNE STREET. V2 WAS AT TOP OF TUNE STREET WAITING TO TURN RIGHT ON TO SHEFFIELD ROAD. V1 PAUSED AND INDICATED FOR V2 TO PULL OUT, AS V2 PULLED OUT V3 TRAVELLING ALONG SHEFFIELD ROAD IN DIRECTION OF WOSBOROUGH AND COLLIDED WITH NEAR SIDE OF V2.

Vehicle Reference: 1 Car Waiting to turn right

First point of impact: Offside

Vehicle direction: S to E

Journey: Not known

Age of Driver : 32

Breath test: Negative

Contributory Factors : 306 405

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

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 4 Age: 31 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Waiting to turn right

First point of impact: Offside

Vehicle direction: E to N

Journey: Commuting to/from work

Age of Driver : 46

Breath test: Driver not contacted

Contributory Factors : 306 405

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

Vehicle Reference: 3 Car

Going ahead

First point of impact: Front

Vehicle direction: N to S

Journey: Not known

Age of Driver :

Breath test: Driver not contacted

Contributory Factors : 306 405

1699662 17/08/2016 Wednesda Time: 2250 Vehicles 2 Casualties 1 Slight

Easting: 434,983 Northing: 405,635

Unknown Road Surface: Dry Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD (A61) BARNSELY AT OR WITHIN 20 MTS OF TUNE STREET
 Description: V1 WAS TRAVELLING TOWARDS BARNSELY TOWN CENTRE. V1 HAS BEGAN TO TURN RIGHT WHEN V2 HAS APPROACHED FROM THE DIRECTION OF BARNSELY WANTING TO TURN LEFT. BOTH VEHICLES COLLIDE WHILE MAKING THE TURN.

Vehicle Reference: 1 Car

Turning right

First point of impact: Front

Vehicle direction: S to E

Journey: Other

Age of Driver : 20

Breath test: Negative

Contributory Factors :

Vehicle Reference: 2 Car

Turning left

First point of impact: Front

Vehicle direction: N to E

Journey: Other

Age of Driver : 29

Breath test: Not provided (medical)

Contributory Factors :

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

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

16115257 06/10/2016 Thursday Time: 1145 Vehicles 2 Casualties 1 Slight
 Easting: 434,897 Northing: 405,684
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: PARK ROAD (A6133) BARNSELY AT OR WITHIN 20 MTS OF BEECH STREET
 Description: V1 WAS IN THE RIGHT HAND LANE, V2 PULLED INFRONT OF V1 COLLIDING,
 CAUSING DAMAGE AND INJURY

Vehicle Reference: 1 Car Slowing or Stopping
 First point of impact: Nearside
 Vehicle direction: W to E Journey: Other
 Age of Driver : 69 Breath test: Driver not contacted
 Contributory Factors : 403

Casualty Reference: 1 Age: 69 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Changing lane to right
 First point of impact: Offside
 Vehicle direction: W to E Journey: Not known
 Age of Driver : 26 Breath test: Driver not contacted
 Contributory Factors : 403

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

16116718 17/10/2016 Monday Time: 0546 Vehicles 2 Casualties 3 Serious
 Easting: 434,844 Northing: 404,423
 Fine without high winds Road Surface: Dry Darkness: street lighting unknown
 Road Type: Single carriageway Speed Limit: 30

Location: MOUNT VERNON ROAD BARNSELY AT OR WITHIN 20 MTS OF GENN LANE
 Description: V2 TRAVELS UPHILL ON VENRON ROAD TOWARDS MOUNT VERNON ROAD. V1
 EMERGES FROM GIVEWAY CONTROLLED JUNCTION INTO THE NEARSIDE OF V2.
 V2 IS PUSHED ACROSS THE CARRIAGEWAY, UP THE KERB AND INTO A
 WALL/TELEPHONE EXCHANGE.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Not known
 Age of Driver : 29 Breath test: Positive

Contributory Factors : 302 307 501 502 307

Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 28 Female Passenger Severity: Slight
 Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: S to N Journey: Not known
 Age of Driver : 21 Breath test: Not provided (medical)

Contributory Factors : 302 307 501 502 307

Casualty Reference: 3 Age: 21 Male Driver/rider Severity: Serious
 Ped Dir: Ped Movement :
 Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Optima Highways - Nasser Jamili

Accidents involving:

Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	2	25	27
2-wheeled motor vehicles	0	0	5	5
Pedal cycles	0	0	1	1
Horses & other	0	0	1	1
Total	0	2	32	34

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	30	31
Passenger	0	0	17	17
Motorcycle rider	0	0	5	5
Cyclist	0	0	1	1
Pedestrian	0	1	2	3
Other	0	0	0	0
Total	0	2	55	57

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

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

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-00063-12	24/01/2012	1	Serious	0	0	1	0	0	Light	No turn	Wet/Damp	0845	PARK RD BARNLSLEY 30 MTS FROM SHEFFIELD RD
B-00419-12	08/05/2012	1	Slight	0	0	0	0	0	Light	Left	Dry	0850	SHEFFIELD RD WORSBROUGH BARNLSLEY J/W VERNON RD
B-00670-12	18/07/2012	1	Slight	0	1	0	0	0	Light	No turn	Dry	1700	SHEFFIELD RD BARNLSLEY O/S BP GARAGE.
B-01021-12	11/11/2012	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	0059	SHEFFIELD RD BIRDWELL 50 MTS FROM OXFORD ST
B-01127-12	17/11/2012	2	Slight	0	0	0	1	0	Light	No turn	Dry	1600	MOUNT VERNON RD WARD GREEN J/W GENN LN
B-01080-12	27/11/2012	3	Slight	0	0	0	0	2	Dark	No turn	Wet/Damp	1610	MOUNT VERNON RD BARNLSLEY AT J/W KINGWELL RD
B-01120-12	04/12/2012	1	Slight	0	0	1	0	1	Dark	No turn	Wet/Damp	1840	O/S 136 SHEFFIELD ROAD BARNLSLEY
B-01142-12	12/12/2012	4	Slight	1	0	0	0	2	Dark	No turn	Wet/Damp	1935	SHEFFIELD ROAD, BARNLSLEY
B-00706-13	04/11/2013	1	Slight	0	0	0	0	0	Light	Left	Wet/Damp	1623	SHEFFIELD RD BARNLSLEY AT J/W TUNE ST
B-00918-13	17/12/2013	2	Slight	0	0	0	0	0	Dark	No turn	Dry	1858	VERNON RD BARNLSLEY J/W KINGWELL RD
B-00191-14	27/02/2014	2	Slight	0	0	0	0	1	Light	Right	Dry	1416	VERNON ROAD BARNLSLEY J/W GENN LANE
B-00400-14	02/05/2014	1	Slight	1	0	0	0	0	Light	No turn	Dry	1750	VERNON ROAD BARNLSLEY J/W GENN LANE
B-00493-14	28/05/2014	3	Slight	0	0	0	0	1	Light	No turn	Dry	1452	MOUNT VERNON ROAD BARNLSLEY J/W KINGWELL ROAD
B-00754-14	11/08/2014	1	Slight	0	0	0	0	0	Light	No turn	Dry	1310	PARK ROAD BARNLSLEY 5 MTS BEECH STREET
B-00845-14	15/09/2014	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2001	SHEFFIELD ROAD BARNLSLEY J/W CEMETERY ROAD
B-00923-14	06/10/2014	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1540	VERNON ROAD WORSBOROUGH 21 MTS OSMOND DRIVE
B-01109-14	22/10/2014	1	Slight	0	0	0	0	1	Light	No turn	Dry	1715	SHEFFIELD ROAD BARNLSLEY 40 MTS COMMERCIAL STREET
B-01187-14	14/11/2014	1	Slight	0	0	0	0	0	Light	No turn	Dry	1312	SHEFFIELD ROAD BARNLSLEY J/W TUNE STREET
B-01182-14	28/11/2014	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1345	VERNON ROAD BARNLSLEY J/W GENN LANE
B-00199-15	01/03/2015	2	Slight	0	0	0	0	1	Light	No turn	Wet/Damp	1550	GENN LANE WARD GREEN J/W VERNON ROAD
B-00267-15	21/03/2015	4	Slight	0	0	0	0	0	Light	Right	Dry	1255	MOUNT VERNON ROAD WARD GREEN J/W GENN LANE
B-00634-15	14/07/2015	1	Slight	1	0	0	0	0	Light	Right	Dry	1225	PARK ROAD WORSBOROUGH J/W VERNON ROAD
B-00662-15	18/07/2015	1	Slight	0	0	0	0	0	Dark	No turn	Dry	0340	SHEFFIELD ROAD BARNLSLEY J/W PARK ROAD
B-00765-15	31/08/2015	3	Slight	0	0	0	0	0	Light	Right	Dry	2005	SHEFFIELD ROAD BARNLSLEY J/W MOUNT VERNON ROAD
B-00945-15	22/09/2015	1	Slight	0	0	1	0	0	Light	No turn	Dry	1745	PARK ROAD BARNLSLEY J/W BEECH STREET
B-00980-15	24/10/2015	3	Slight	1	0	0	1	0	Light	No turn	Dry	0001	HIGHSTONE LANE BARNLSLEY 25 MTS MOUNT VERNON ROAD
B-01016-15	08/11/2015	1	Slight	0	0	0	0	1	Light	Right	Wet/Damp	1504	MOUNT VERNON ROAD BARNLSLEY J/W MOUNT VERNON AVENUE
1651492	07/03/2016	1	Slight	1	0	0	0	0	Light	Right	Dry	1500	MOUNT VERNON ROAD BARNLSLEY AT OR WITHIN 20 MTS OF SHEF
1680909	09/04/2016	2	Slight	0	0	0	0	0	Dark	Right	Dry	0250	MOUNT VERNON ROAD BARNLSLEY AT OR WITHIN 20 MTS OF HIGH
1671267	04/05/2016	2	Slight	0	0	0	0	0	Dark	No turn	Dry	2155	VERNON ROAD BARNLSLEY AT OR WITHIN 20 MTS OF OSMOND DRI
1679216	14/06/2016	2	Slight	0	0	0	0	0	Light	Right	Dry	1335	SHEFFIELD ROAD (A61) BARNLSLEY AT OR WITHIN 20 MTS OF TUNE S
1699662	17/08/2016	1	Slight	0	0	0	0	0	Dark	Both	Dry	2250	SHEFFIELD ROAD (A61) BARNLSLEY AT OR WITHIN 20 MTS OF TUNE S
16115257	06/10/2016	1	Slight	0	0	0	0	1	Light	No turn	Dry	1145	PARK ROAD (A6133) BARNLSLEY AT OR WITHIN 20 MTS OF BEECH ST
16116718	17/10/2016	3	Serious	0	0	0	0	0	Dark	No turn	Dry	0546	MOUNT VERNON ROAD BARNLSLEY AT OR WITHIN 20 MTS OF GENN

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

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

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
Column Totals		57		5	1	3	2	11					
No. of Accidents				5	1	3	2	9					

Total number of accidents listed: 34

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

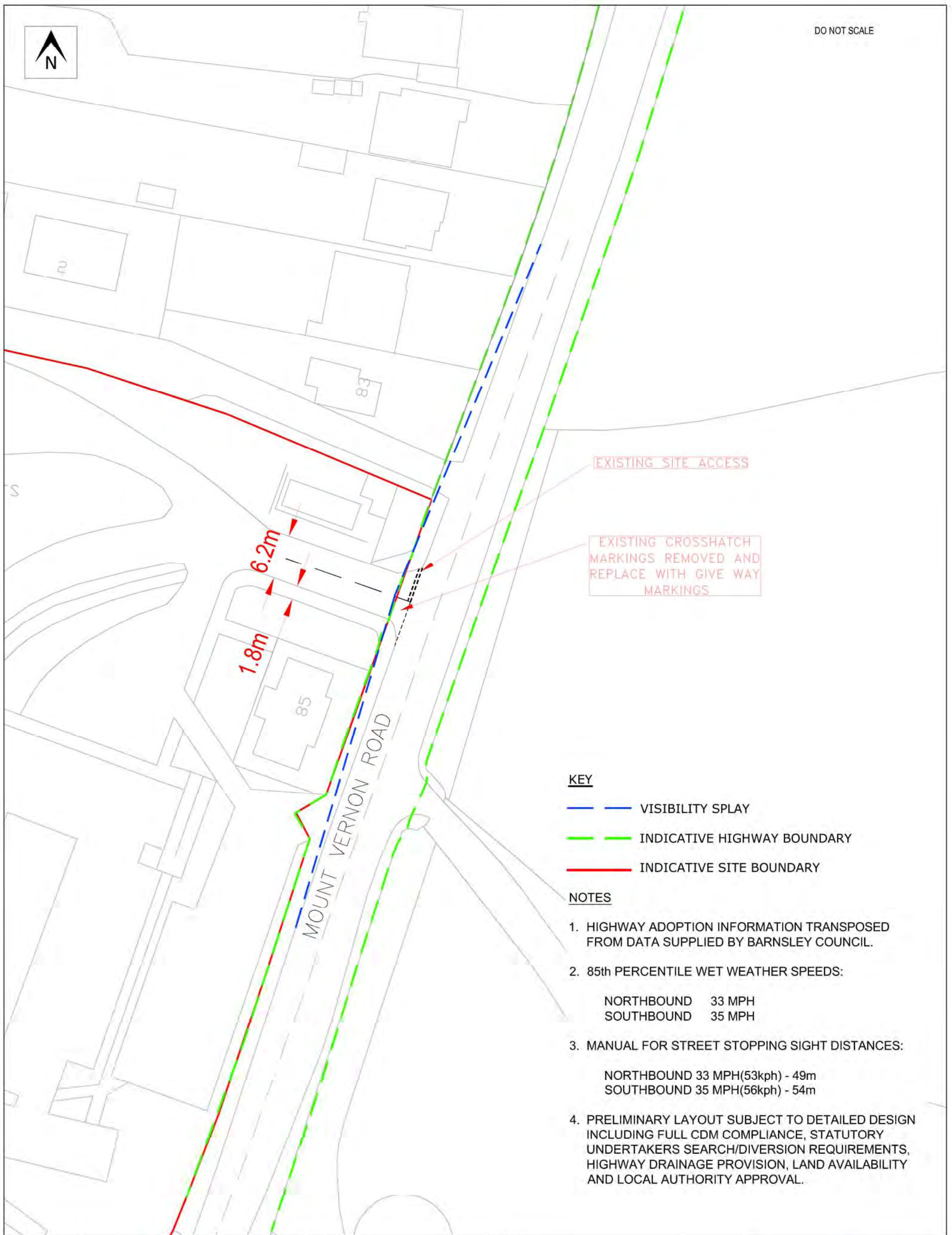
Optima Highways - Nasser Jamili

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-00063-12	Serious	24/01/2012	0845	434922 405689	0	1	0	802C1A	4	4	2	Light	Raining without high winds	Wet/Damp	9
B-00419-12	Slight	08/05/2012	0850	435203 403642	0	0	1	405V2A	0	0	0	Light	Fine without high winds	Dry	9 9
B-00670-12	Slight	18/07/2012	1700	435110 405327	0	0	1	407V2B	0	0	0	Light	Fine without high winds	Dry	1 9
B-01021-12	Slight	11/11/2012	0059	435089 405368	0	0	1	901V2A	0	0	0	Dark	Fine without high winds	Wet/Damp	9 9
B-01127-12	Slight	17/11/2012	1600	434848 404412	0	0	2	403V1A 405V1A	0	0	0	Light	Fine without high winds	Dry	9 9 9
B-01080-12	Slight	27/11/2012	1610	434846 404422	0	0	3	405V1A 406V1A	0	0	0	Dark	Fine without high winds	Wet/Damp	9 9
B-01120-12	Slight	04/12/2012	1840	434929 405758	0	0	1	802C1A 803C1B 806C1B 808C1A	5	1	9	Dark	Raining without high winds	Wet/Damp	9
B-01142-12	Slight	12/12/2012	1935	435099 405344	0	0	4	505V1A	0	0	0	Dark	Fine without high winds	Wet/Damp	9 9 3
B-00706-13	Slight	04/11/2013	1623	434982 405632	0	0	1	406V2A 404V1B	0	0	0	Light	Fine without high winds	Wet/Damp	9 9
B-00918-13	Slight	17/12/2013	1858	434844 404422	0	0	2	302V2B 405V2B	0	0	0	Dark	Other	Dry	9 19
B-00191-14	Slight	27/02/2014	1416	434847 404423	0	0	2	403V2A 706V2A	0	0	0	Light	Fine without high winds	Dry	9 9
B-00400-14	Slight	02/05/2014	1750	434847 404423	0	0	1	405V1A 406V1B	0	0	0	Light	Fine without high winds	Dry	9 3
B-00493-14	Slight	28/05/2014	1452	434848 404420	0	0	3	405V2B	0	0	0	Light	Fine without high winds	Dry	9 9
B-00754-14	Slight	11/08/2014	1310	434902 405683	0	0	1	405V1A 710V1A	0	0	0	Light	Fine without high winds	Dry	21 22
B-00845-14	Slight	15/09/2014	2001	434965 405680	0	0	1	308V1A 306V1B 405V1B 602V1B 710V1A 408V1A	0	0	0	Dark	Fine without high winds	Dry	9 9
B-00923-14	Slight	06/10/2014	1540	435090 403997	0	0	1	410V1A	0	0	0	Light	Fine without high winds	Wet/Damp	9
B-01109-14	Slight	22/10/2014	1715	435001 405567	0	0	1	505V2A	0	0	0	Light	Fine without high winds	Dry	9 9
B-01187-14	Slight	14/11/2014	1312	434983 405634	0	0	1	510V1A	0	0	0	Light	Fine without high winds	Dry	9 9
B-01182-14	Slight	28/11/2014	1345	434845 404420	0	0	1	405V2A	0	0	0	Light	Raining without high winds	Wet/Damp	9 9 9
B-00199-15	Slight	01/03/2015	1550	434838 404420	0	0	2	307V1B 103V1A 410V1A	0	0	0	Light	Raining without high winds	Wet/Damp	9 9
B-00267-15	Slight	21/03/2015	1255	434844 404423	0	0	4	405V1A 403V1A 302V1A	0	0	0	Light	Fine without high winds	Dry	9 9 9
B-00634-15	Slight	14/07/2015	1225	435203 403638	0	0	1	405V2A	0	0	0	Light	Fine without high winds	Dry	3 9
B-00662-15	Slight	18/07/2015	0340	434957 405688	0	0	1	306V2A 301V2A 410V2A 501V2A 501V2B 501V2A	0	0	0	Dark	Fine without high winds	Dry	9 9
B-00765-15	Slight	31/08/2015	2005	435058 405434	0	0	3	405V2A 403V2A 401V2B	0	0	0	Light	Fine without high winds	Dry	9 9

Appendix E Drawing 17094/IN/01 Existing Access Arrangements



DO NOT SCALE



KEY

- — — VISIBILITY SPLAY
- - - - - INDICATIVE HIGHWAY BOUNDARY
- — — INDICATIVE SITE BOUNDARY

NOTES

1. HIGHWAY ADOPTION INFORMATION TRANSPPOSED FROM DATA SUPPLIED BY BARNSELY COUNCIL.
2. 85th PERCENTILE WET WEATHER SPEEDS:
 - NORTHBOUND 33 MPH
 - SOUTHBOUND 35 MPH
3. MANUAL FOR STREET STOPPING SIGHT DISTANCES:
 - NORTHBOUND 33 MPH(53kph) - 49m
 - SOUTHBOUND 35 MPH(56kph) - 54m
4. PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY AND LOCAL AUTHORITY APPROVAL.

PROJECT MOUNT VERNON HOSPITAL BARNSELY						CLIENT NHS SOUTH WEST YORKSHIRE PARTNERSHIP NHS FOUNDATION TRUST			
DRAWING TITLE EXISTING ACCESS ARRANGEMENTS						CHECKED MEW	APPROVED MEW	DRG No. 17094/IN/01	
REV	DATE	BY	DESCRIPTION	CHK	APP	DRAWN BY: NJ	SCALE @ A3 1:500	DATE 17/10/17	REV.
STATUS PRELIMINARY									

Appendix F TRICS Outputs



Calculation Reference: AUDIT-750701-171003-1008

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 7 to 805 (units:)
 Range Selected by User: 50 to 400 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/03/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	7 days
Wednesday	6 days
Thursday	7 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	11

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	19
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	20 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	8 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 75,000	3 days
75,001 to 100,000	7 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	13 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	4 days
No	16 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	20 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-08 WHITCHURCH ROAD BOUGHTON HEATH CHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 Survey date: TUESDAY 22/05/12	DETACHED	CESHIRE	Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 Survey date: TUESDAY 28/03/17	SEMI DETACHED	DURHAM	Survey Type: MANUAL
3	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	DEVON	Survey Type: MANUAL
4	HC-03-A-18 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: TUESDAY 29/11/16	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
5	LN-03-A-03 ROOKERY LANE BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12	SEMI DETACHED	LINCOLNSHIRE	Survey Type: MANUAL
6	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12	SEMI DET. & BUNGALOWS	NORFOLK	Survey Type: MANUAL
7	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDAY 16/09/15	DETACHED HOUSES	NORFOLK	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
9	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
10	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
11	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
		NORMANSTON DRIVE		
		LOWESTOFT		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	7	
		Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
12	SF-03-A-05	DETACHED HOUSES		SUFFOLK
		VALE LANE		
		BURY ST EDMUNDS		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	18	
		Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
13	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
		SANDCROFT		
		SUTTON HILL		
		TELFORD		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	54	
		Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
14	SH-03-A-06	BUNGALOWS		SHROPSHIRE
		ELLESMERE ROAD		
		SHREWSBURY		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	16	
		Survey date: THURSDAY	22/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		33	
	Survey date:	THURSDAY	24/09/15	Survey Type: MANUAL
16	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	WEDNESDAY	18/09/13	Survey Type: MANUAL
17	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date:	THURSDAY	17/10/13	Survey Type: MANUAL
18	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		151	
	Survey date:	THURSDAY	11/12/14	Survey Type: MANUAL
19	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	Survey date:	WEDNESDAY	18/04/12	Survey Type: MANUAL
20	WS-03-A-06	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	S BROADBRIDGE HEATH			
	WEST HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		805	
	Survey date:	THURSDAY	02/03/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	79	0.086	20	79	0.332	20	79	0.418
08:00 - 09:00	20	79	0.144	20	79	0.398	20	79	0.542
09:00 - 10:00	20	79	0.153	20	79	0.182	20	79	0.335
10:00 - 11:00	20	79	0.132	20	79	0.151	20	79	0.283
11:00 - 12:00	20	79	0.149	20	79	0.155	20	79	0.304
12:00 - 13:00	20	79	0.145	20	79	0.156	20	79	0.301
13:00 - 14:00	20	79	0.159	20	79	0.164	20	79	0.323
14:00 - 15:00	20	79	0.144	20	79	0.190	20	79	0.334
15:00 - 16:00	20	79	0.250	20	79	0.175	20	79	0.425
16:00 - 17:00	20	79	0.263	20	79	0.160	20	79	0.423
17:00 - 18:00	20	79	0.345	20	79	0.144	20	79	0.489
18:00 - 19:00	20	79	0.304	20	79	0.159	20	79	0.463
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.274			2.366			4.640

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 7 - 805 (units:)
 Survey date date range: 01/01/12 - 28/03/17
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix G PICADY Outputs



<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site Access.j9

Path: O:\Mount Vernon Hospital, Barnsley\ANALYSIS\CAPACITY\Priority Junctions

Report generation date: 11/10/2017 15:32:22

«Site Access-Mount Vernon H - 2017 , PM COUNT

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM COUNT				PM COUNT				AM DESIGN				PM DESIGN			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Site Access-Mount Vernon H - 2017																
Stream B-AC	0.1	7.51	0.07	A	0.1	7.94	0.09	A								
Stream C-AB	0.1	6.12	0.10	A	0.0	5.24	0.01	A								
Site Access-Mount Vernon H - 2022																
Stream B-AC									0.1	7.35	0.06	A	0.0	7.24	0.03	A
Stream C-AB									0.0	5.60	0.01	A	0.0	5.24	0.02	A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Mount Vernon Hospital
Location	
Site number	
Date	10/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NJ
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Site Access-Mount Vernon H	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM COUNT	ONE HOUR	16:45	18:15	15

Site Access-Mount Vernon H - 2017 , PM COUNT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Mount Vernon South		Major
B	Site Access		Minor
C	Mount Vernon North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Mount Vernon North	6.84			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.10	21	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497	0.087	0.221	0.139	0.315
1	B-C	640	0.095	0.239	-	-
1	C-B	632	0.236	0.236	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Mount Vernon South		✓	127	100.000
B - Site Access		✓	39	100.000
C - Mount Vernon North		✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Mount Vernon South	B - Site Access	C - Mount Vernon North
From	A - Mount Vernon South	0	11	116
	B - Site Access	23	0	16
	C - Mount Vernon North	168	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Mount Vernon South	B - Site Access	C - Mount Vernon North
From	A - Mount Vernon South	0	0	0
	B - Site Access	0	0	0
	C - Mount Vernon North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.94	0.1	A
C-AB	0.01	5.24	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	29	513	0.057	29	0.1	7.442	A
C-AB	6	693	0.009	6	0.0	5.243	A
C-A	125			125			
A-B	8			8			
A-C	87			87			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	35	506	0.069	35	0.1	7.646	A
C-AB	8	705	0.011	8	0.0	5.162	A
C-A	149			149			

A-B	10			10			
A-C	104			104			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	496	0.087	43	0.1	7.937	A
C-AB	10	722	0.014	10	0.0	5.056	A
C-A	182			182			
A-B	12			12			
A-C	128			128			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	496	0.087	43	0.1	7.939	A
C-AB	10	722	0.014	10	0.0	5.058	A
C-A	182			182			
A-B	12			12			
A-C	128			128			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	35	506	0.069	35	0.1	7.651	A
C-AB	8	705	0.011	8	0.0	5.163	A
C-A	149			149			
A-B	10			10			
A-C	104			104			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	29	513	0.057	29	0.1	7.452	A
C-AB	6	693	0.009	6	0.0	5.243	A
C-A	125			125			
A-B	8			8			
A-C	87			87			