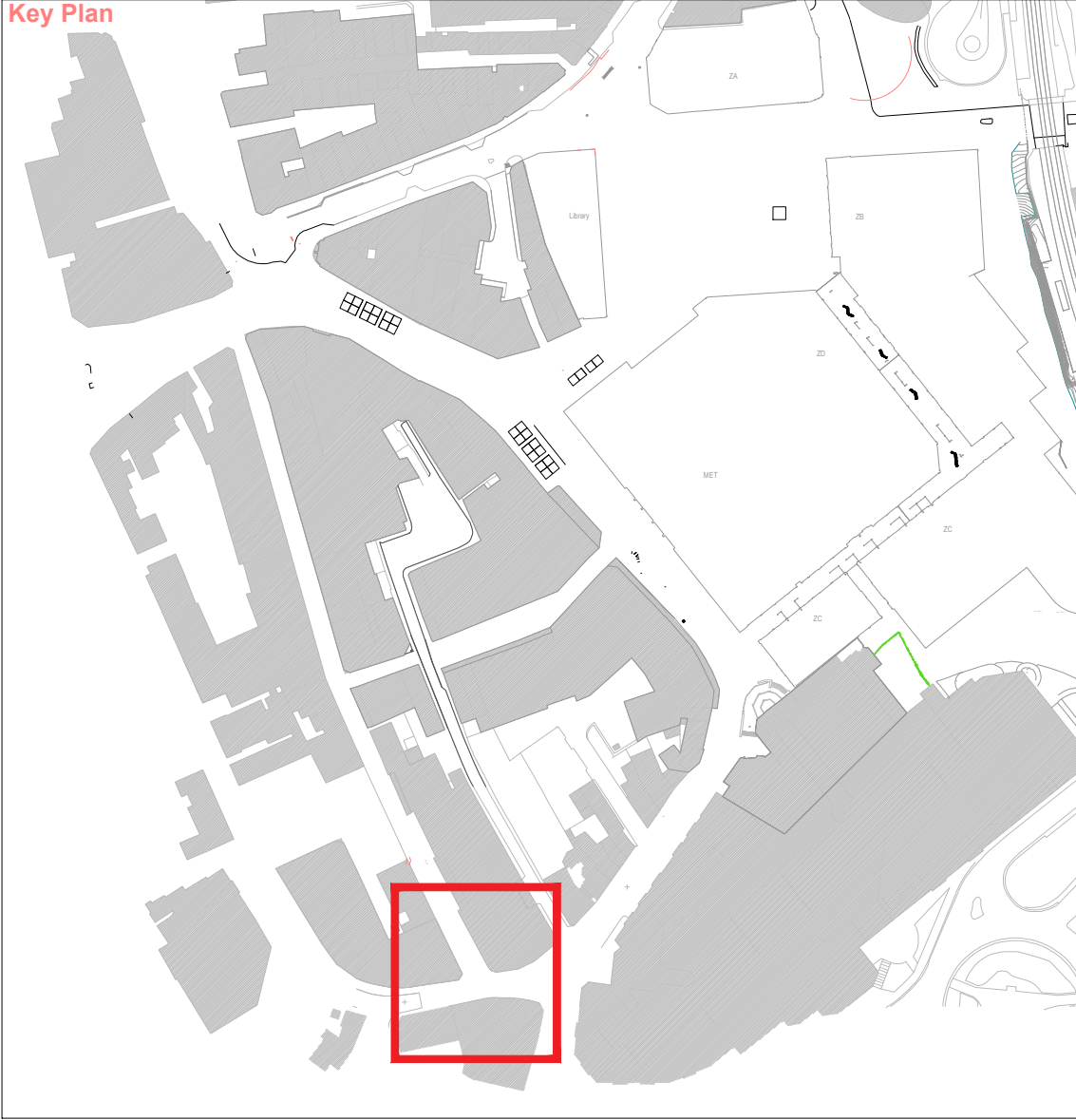


Key Plan

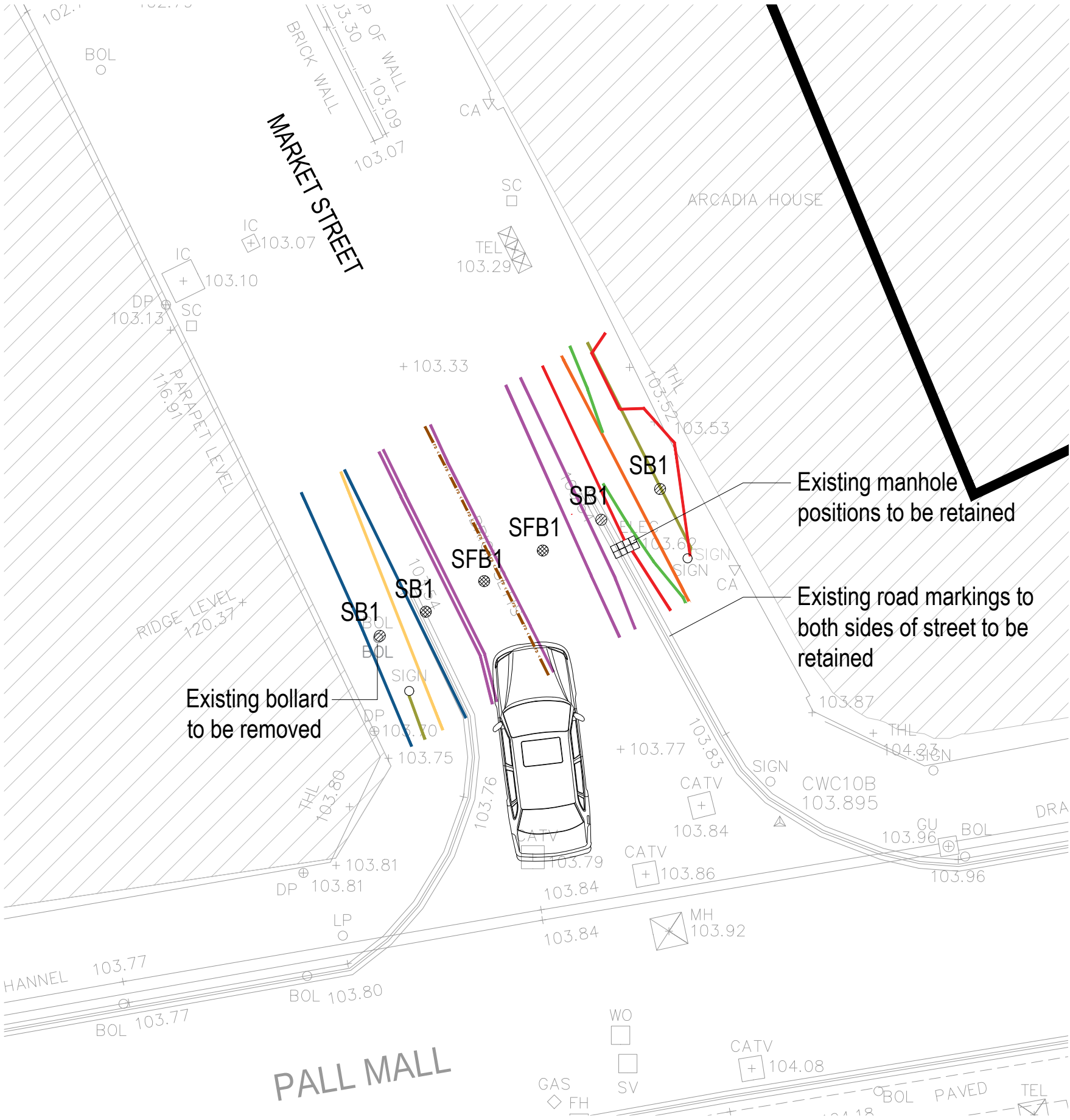


MFD Thornton Tomasetti Vehicle Dynamic Assessment [VDA] Commentary

4	12	1012	Mixed Static & Rising Bollards	N2A	17	Market Street	New Street via Wellington Street	Westbound	26.1	42.0	490	Acceleration	3	This run assumes that the measures identified in this VDA as Target 3 are in place. Standing start at end of Hayes Croft.
	13			N2A	19		West Way and New Street via Wellington Street	Northbound	24.8	40.0	445	Turning	3	Turn from West Way overrunning first offside then nearside footway. Note pedestrian guardrail on this route.
	14			N2A	20		Upper New Street and New Street via Wellington Street	Northbound	24.8	40.0	445	Turning	3	Standing start at ATS on Upper New Street, overrunning nearside footway. Note pedestrian guardrail on this route.
	15			N2A	18			Eastbound	18.6	30.0	250	Both	2	Turn from offside footway. It's marginal if an NZA can impact a single bollard from this direction with the Line Of Protection as positioned on the drawings. Note the widely-spaced, non-crashed rated bollards on the footway here.
<i>Note the speeds quoted here presumes the site opposite (formerly of the Chicago Rock Cafe) will be at some point be redeveloped with a new building. As it is now - a car park secured by temporary timber hoarding - it in theory exposes the target to potentially significantly higher speeds, particularly northbound from Upper New Street or westbound from West Way. However it is not an obvious route and is much more difficult than those others available. It's suggested that given the uncertainty of future development (worst case, an open and properly surfaced car park), specification of any HVM products should err on the side of caution here. For example, running through the site from Sheffield Road via West Way would result in an impact speed of 66.0km/h (ATR21).</i>														

Summary of HVM measures needed include;

- 2Nr. Rising Bollards
- 4Nr Static Bollards



● SB1

Marshalls Static Bollard Stainless Steel - BSI PAS 68:2013 or IWA 14-1:2013 in response to HVM measures. *NBS TBC*

● SFB1

Marshalls Rising Bollard Stainless Steel - BSI PAS 68:2013 or IWA 14-1:2013 in response to HVM measures. *NBS TBC*

W1

W1 Wall Type 1: Solid Granite Seating Walls
- Q50 / 220A

S1

W1 Walls, Clad Granite walls and K2 Kerb type forming planting areas

S1

S1 Step Type 1: Solid Granite Steps
Q25 / 310D

PL1

PL1 Planting Type 1 - See Planting Plan: Q31 + Q28

Proposed Granite Stone Units [W1] 500mm high as alternative HVM measure

Existing litter bin

TL

Existing Traffic Light Location

PB

Existing post box

BOL

Existing bollard to be retained / removed
TBA

SIGN

Existing sign to be retained / removed / repositioned
TBA

Existing communication services

Existing fence line

Cable TV

Unidentified

CATV

Traffic Light Cables

Radio

K Com Cables

Street Light Cable

Drains combined

Electricity

Gas

British Telecom cables

Communication cables

Possible linear feature

Water

Drainage foul

Street light cables

Surface drainage

Empty duct

Notes:

- This drawing is copyright.
- Do not scale dimensions from this drawing.
- This drawing is to be read in conjunction with all other relevant drawings
- All discrepancies on this drawing are to be reported to the architect.
- Do not modify any element of this drawing.
- Use drawing only for purpose(s) issued.

North Sign / Key Plan

The following external model files are included within this drawing:

A	13/10/20	Minor amendments following comment from Client and Contractor team	JH	DW
Rev	Date	Revision Notes	Dn	Rv
Client / Contractor				

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Project

BARNSELY PUBLIC REALM

Drawing Title

HOSTILE VEHICLE MITIGATION MEASURES - PALL MALL [CCP079]

Job Number	Drawing Originated Date	PAS 1192 Status Code
51184	02/10/20	-
Scale@A2	Purpose	
1:100	COMMENT AND APPROVAL	

Drawing Number	Revision
BBTC_IBI_N3_L_G700_PL_00_24	A