

**Dodworth Road, Barnsley
Proposed Residential Development
Transport Note 2**

September 2024 (Initial Issue)

Prepared on behalf of
Flexiworx UK Ltd

Quality Management

Dodworth Road, Barnsley - Transport Note 2 Project No: 19076				
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Prepared by	J Stackhouse			
Signature				
Checked by	M Whittaker			
Signature				
Authorised by	M Whittaker			
Signature				

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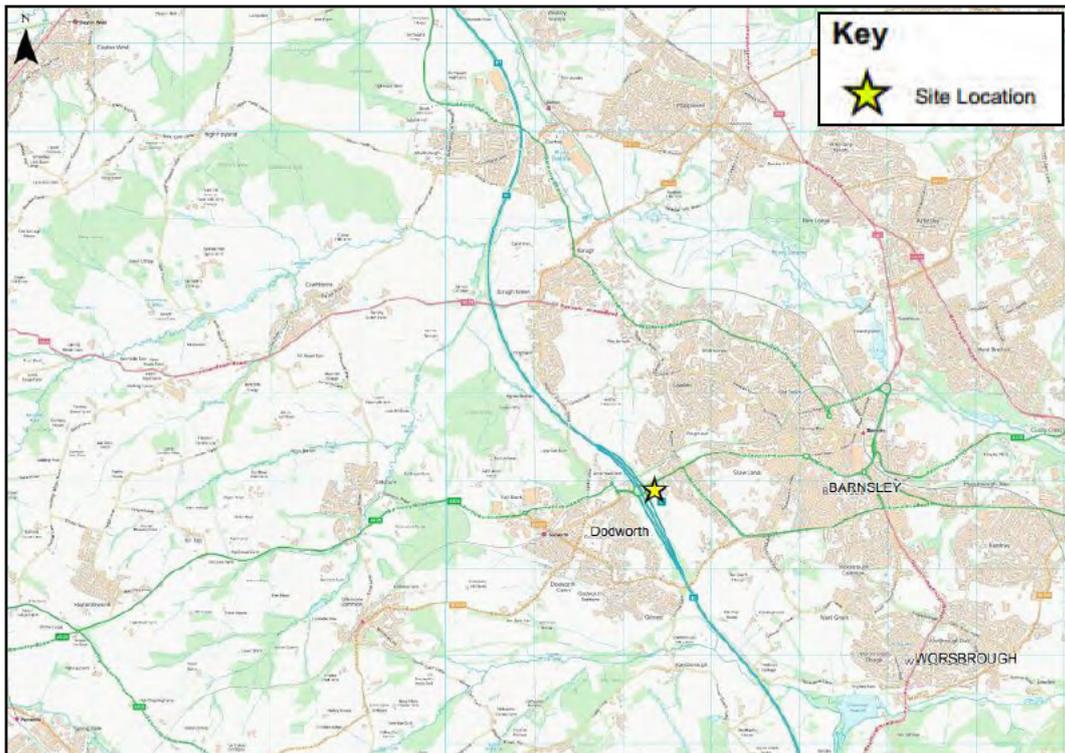
1. Introduction

1.1 BACKGROUND

1.1.1 This Transport Note (TN2) has been prepared by Optima Highways & Transportation Ltd (Optima) to support a full planning application for five self-build dwellings on land to the rear of No. 266 Dodworth Road, Barnsley on behalf of Flexiworx UK Ltd.

1.1.2 The Site is located within Barnsley near J37 of the M1. The location of the Site is illustrated on Figure 1, an extract of which is within Image 1.1.

Image 1.1 Site Location Plan



1.2 PLANNING HISTORY

1.2.1 A summary of the relevant planning history is provided within Table 1.1.

Table 1.1 Planning History

Planning Reference	Description	Decision Issued
2020/1478	Erection of 4 dwellings and associated works including upgraded access road (Outline seeking approval over means of access, layout, landscaping and scale)	Refused 09/04/2021
2021/0941	Erection of 1 no. dwellings and associated works including upgraded access road (Outline seeking approval over means of access, layout, landscaping and scale)	Refused 26/08/2021 Appeal Dismissed.



1.2.2 A Transport Note dated June 2019 was produced by Optima to support a proposal for 4 dwellings under application reference 2020/1478.

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

1.2.4 Despite the support from Highways, a subsequent planning application was refused and reason for refusal 1 related to the intensification of use of the access onto Dodworth Road and the potential for right turning traffic to have difficulty exiting the development and right turning vehicles entering the site resulting in the potential for blocking through traffic.

1.2.5 A subsequent planning application for a single dwelling was submitted under application reference 2021/0941, however this was also refused for the same reason and dismissed at Appeal.

1.2.6 This updated Transport Note 2 has been produced to support a new planning application for five self-build dwellings and includes up to date accident records, which clearly demonstrates that there are no highway safety concerns associated with existing driveways accessing Dodworth Road and presents traffic survey data proving that drivers accessing these dwellings do not have any difficulty entering or exiting the driveways, contrary to the local highway authorities assertions.

1.3 REPORT STRUCTURE

1.3.1 The document structure is as follows:

- Chapter 2 – describes the Site and the existing transport conditions;
- Chapter 3 – defines the development proposals and access arrangements;
- Chapter 4 – calculates the level of trips generated by the development and considers the impact on the local highway network; and
- Chapter 5 – summarises and highlights the conclusions of the TS.



2. Existing Site Conditions

2.1 INTRODUCTION

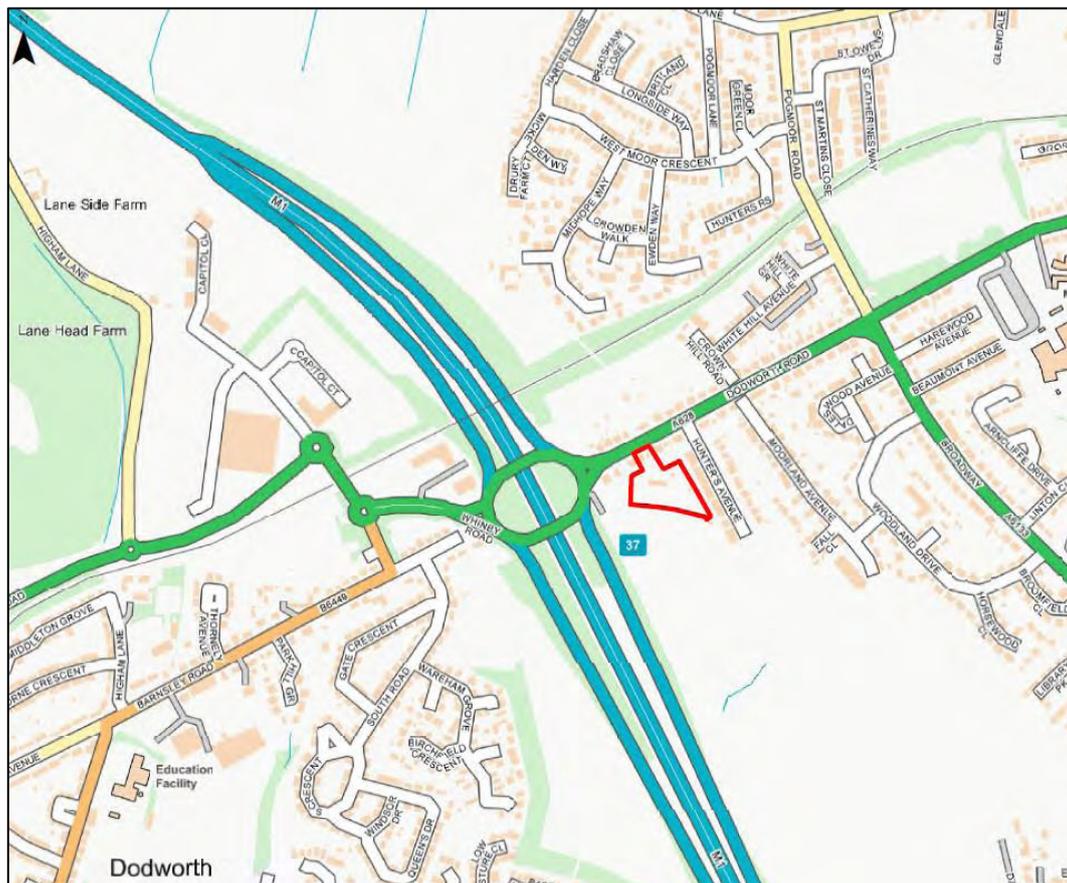
2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network and provides a review of existing collision data.

2.2 EXISTING SITE

2.2.1 The Site is located along the southern flank of the A628 Dodworth Road, some 2km west of Barnsley Town Centre. The Site is bound by residential properties fronting Dodworth Road to the north and west, rear gardens of properties served via Hunter's Avenue to the east and open agricultural fields to the south.

2.2.2 The indicative Site boundary is illustrated on Image 2.1.

Image 2.1 Indicative Site Boundary



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

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



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

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

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

2.3 PERSONAL INJURY COLLISION DATA ANALYSIS

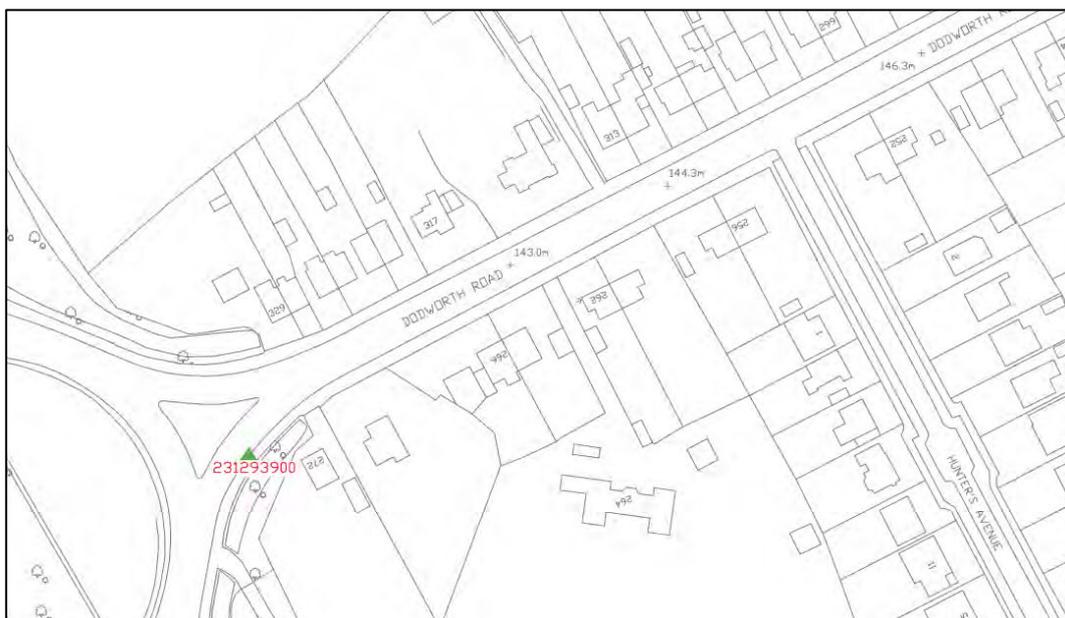
2.3.1 Personal injury collision data has been obtained from Barnsley Metropolitan Borough Council for the highway network in the vicinity of the Site for most recently available 5-year period prior to April 2024. The study area includes Dodworth Road, which includes a number of existing properties with direct frontage access onto Dodworth Road, the majority of which lack in curtilage turning facilities.

2.3.2 Collisions are classified by severity using the following:

- **Slight** – A collision where at least one person is slightly injured but no personal is killed or seriously injured;
- **Serious** – A collision in which at least one person is seriously injured (detained in hospital as an in-patient) but no personal is killed; or
- **Fatal** – A collision in which at least one person is killed.

2.3.3 Over the 5-year period only a single collision has been recorded which was slight in severity. An extract of the collision plot diagram is provided within Image 2.2.

Image 2.2 Collision Plot Diagram



2.3.4 Full details of the collision can be found at Appendix B and summary is provided within Table 2.1.

Table 2.1 Personal Injury Collision Assessment

Collision Ref	Date / Time	Severity	Location	Details
231293900	05/04/2023	Slight	Dodworth Road at Junction 37.	Vehicle 1 travelling westbound towards the J37 roundabout applies breaks and comes to a stop. Vehicle 2 collides with the rear of Vehicle 1 causing vehicle damage and minor injuries.

2.3.5 It can be seen from Table 2.1 that the only recorded collision in the vicinity of the site involved a rear shunt at the westbound give way on the approach to the junction 37 roundabout. No collisions have occurred at any of the driveways or junctions in the vicinity of the Site.

2.3.6 In light of the above it can be concluded that the existing accesses onto Dodworth Road and Hunter's Avenue are operating in a safe manner and there is no local evidence to suggest that there are any road safety issues associated with driveways accessing Dodworth Road.



3. Development Proposals and Access Strategy

3.1 DEVELOPMENT PROPOSALS

3.1.1 The development proposals, which are shown on the Brewster Bye Architects Proposed Site Plan contained at Appendix C, comprise the following:

- Demolition of the existing bungalow (No. 264);
- Erection of 5 residential dwellings (self-build plots);
- Reconfiguration of parking for No. 266; and
- Associated parking, landscaping and infrastructure.

3.2 ACCESS STRATEGY

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

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

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

- Carriageway widening at the Site entrance to provide a 5.5m over the first 10m;
- 4m kerb radii;
- New footway along the eastern flank of the access road;
- A minimum carriageway width of 4.8m within the development; and
- A turning facility suitable to accommodate a fire appliance and delivery van.

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

3.2.4 In order to demonstrate that appropriate visibility can be achieved from the Site access an independent vehicle speed survey has been undertaken on Tuesday 14th May 2019 when the road surface was dry.

3.2.5 Full details of the speed survey are contained within Appendix D with a summary provided at Table 3.1.



Table 3.1 Vehicle Speed Survey

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

3.2.6 Based upon the 85th percentile wet weather speeds contained at Table 3.1, visibility splays of 2.4m x 44m to the west and 2.4m x 38m to the east should be provided in accordance with the SSD calculation contained within Manual for Streets.

3.2.7 Given the generous footway width along the Site frontage, visibility from the access is excellent. The proposed access arrangements are illustrated on drawing 19076/IN/01 contained at Appendix E, which demonstrate that the required visibility splays can be achieved and are exceeded.

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

3.3 EMERGENCY ACCESS & SERVICING

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

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

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

3.3.4 A swept path analysis of the turning area is provided on drawing 17076/ATR/01 at Appendix F.



4. Trip Generation and Impact

4.1 PROPOSED TRIP GENERATION

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

4.1.2 The survey scope included 9 properties served from the southern flank of Dodworth Road between Hunter's Avenue and Junction 37 and 21 dwellings served from Hunter's Avenue. A summary of total recorded movements for 30 dwellings during the typical AM and PM peak periods is provided within Table 4.1.

Table 4.1 Surveyed Vehicles Arriving/Departing Dodworth Road & Hunters Avenue (30 dwellings)

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

4.1.3 In order to calculate a bespoke trip rate, the surveyed trips summarised within Table 4.1 are divided by the total number of dwellings served (30). The bespoke trip rates are shown within Table 4.2.

Table 4.2 Bespoke Trip Rates

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

4.1.4 The level of traffic generated by 5 residential dwellings during the AM and PM peak hours is summarised within Table 4.3.

Table 4.3 Residential Traffic Generation

Time Period	Total Vehicular Traffic Generation (5 dwellings)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	1	3	4
PM Peak 17:00-18:00	3	2	5

4.1.5 As can be seen from Table 4.3, the proposed development is predicted to generate just 4-5 additional peak hour vehicle trip (two way) during the traditional AM and PM peak hours. This level of traffic generation is clearly extremely low and will not be perceived on the local highway network.

4.1.6 Notwithstanding the above, the existing access arrangements will be significantly improved in order to comply with the South Yorkshire Design Guide and the existing driveway to No. 266 will be relocated in order to remove reversing movements onto the A628. The combination of the improvements provide material benefit and mitigate the impact of a small scale development.



4.2 RIGHT TURNING TRAFFIC

4.2.1 The primary concern raised by Highways within previous applications relates to right turning vehicles into and out of the access.

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

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

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

4.2.5 Full details of the surveys are contained at Appendix D and a summary is provided within Tables 4.4 and 4.5.

Table 4.4 Dodworth Road Turning Movement Summary (9 dwellings)

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

Table 4.5 Hunter's Avenue Turning Movement Summary (21 dwellings)

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

4.2.6 It can be seen from Table 4.4 that the average time taken to either enter or exit the driveways served from Dodworth Road is just 12-14 seconds.

4.2.7 The average time taken to enter or exit Hunter's Avenue (which serves 21 dwellings) varies between 7 and 30 seconds as shown in Table 4.5.

4.2.8 It is therefore clear that residents are not required to wait excessive periods of time to either emerge from driveways or enter during peak times. There is therefore no evidence to suggest that drivers will take extra risk since the delay is low and no collisions have been recorded. No evidence has been provided to back up the Councils assertion that the proposed development would result in an unacceptable impact on highway safety.

4.2.9 The addition of 5 dwellings generating just 4-5 two-way trip during the AM and PM peak hours will result in any material highway safety concern or any queuing that would impact on the operation of J37.



5. Summary and Conclusions

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

5.1.2 Following a review of the Transport Note, Highways Development Management confirmed that they had no objection in principle to the proposed development and access arrangements. Despite the initial support, two subsequent planning applications for residential development have been refused.

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

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

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

- Carriageway widening at the Site entrance to provide a 5.5m over the first 10m;
- 4m kerb radii;
- New footway along the eastern flank of the access road;
- A minimum carriageway width of 4.8m within the development; and
- A turning facility suitable to accommodate a fire appliance and delivery van.

5.1.6 The proposed dwelling will generate just 4-5 additional trip during the traditional peak periods.

5.1.7 The proposed improvements to the access and relocation of the existing driveway provides material and meaningful benefits, which mitigate the impact of this small scale development.

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

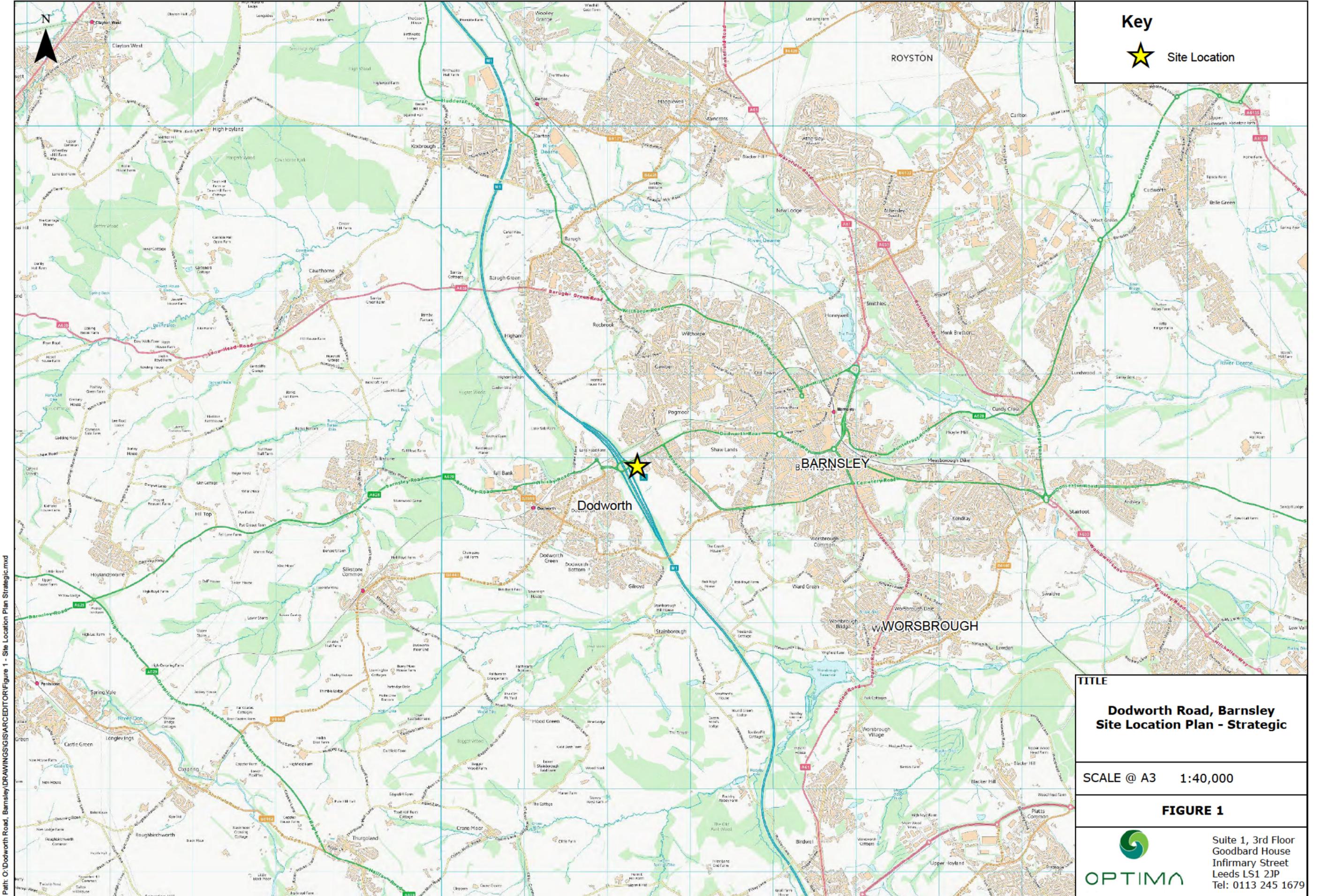
5.1.9 There is therefore no evidence to suggest that drivers will take extra risk since the recorded delay is low and no collisions have been recorded. No evidence has been provided to back up the Council's assertion that the proposed development would result in an unacceptable impact on highway safety.

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



Figures





Key
 Site Location

Path: O:\Dodworth Road, Barnsley\DRAWINGS\ISARCEDITOR\Figure 1 - Site Location Plan Strategic.mxd

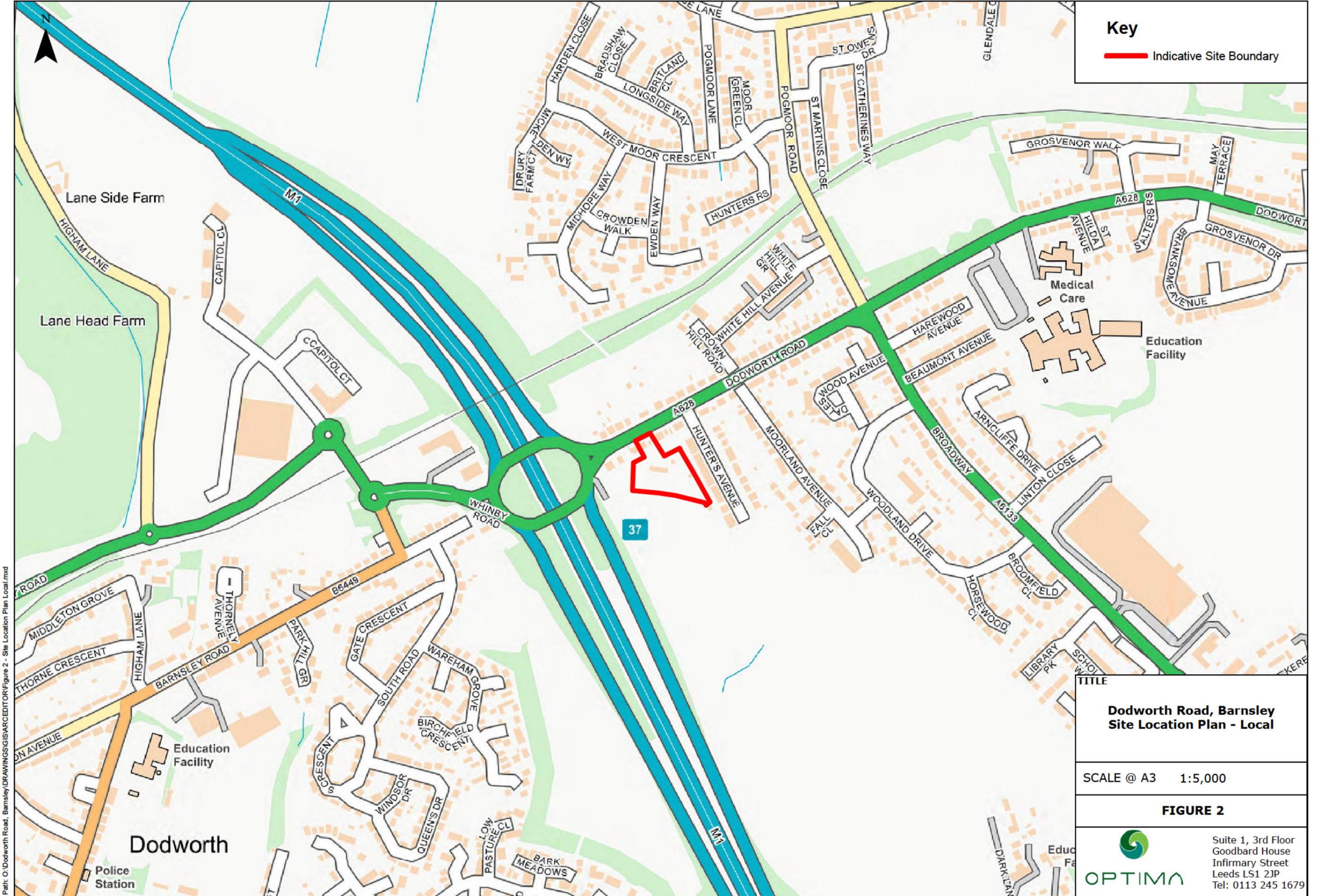
TITLE
Dodworth Road, Barnsley
Site Location Plan - Strategic

SCALE @ A3 1:40,000

FIGURE 1



Suite 1, 3rd Floor
 Goodbard House
 Infirmiry Street
 Leeds LS1 2JP
 Tel: 0113 245 1679



Key
— Indicative Site Boundary

**Dodworth Road, Barnsley
 Site Location Plan - Local**

SCALE @ A3 1:5,000

FIGURE 2

 Suite 1, 3rd Floor
 Goodbard House
 Infirmary Street
 Leeds LS1 2JP
 Tel: 0113 245 1679

Path: O:\Dodworth Road, Barnsley\DRAWINGS\GIS\ARCEDITOR\Figure 2 - Site Location Plan Local.mxd

Appendices



Appendix A Highways Development Control Correspondence



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

James

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

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

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

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

Regards

Sheila Henley

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

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

Regards

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

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

 01226 772683

 jameshyde@barnsley.gov.uk

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

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

Sent: 20 June 2019 15:48

To: Burton , Andrew; Hyde , James

Cc: Martin Whittaker; Gordon Bird

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

James and Andrew

This pre app has now moved forward .

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

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

Regards

Andrew Bailey

RIBA Chartered Architect

www.akbarchitects.com

From: [Andrew Bailey](#)

Sent: 29 May 2019 02:27

To: [Hyde , James](#)

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

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

James

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

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

Andrew Bailey

RIBA Chartered Architect

www.akbarchitects.com

*** Barnsley MBC Disclaimer:

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Appendix B Personal Injury Collision Records





Accident data request
Optima Highways - Dodworth Road

Scale NTS	
Drawn HP	Date SEPT 24
Checked	File XXXX

Paul Castle
Service Director, Environment & Transport
Place Directorate
Westgate Plaza, Barnsley, S70 2DR.
Tel. (01226) 773555 Fax. (01226) 772110

Drawing No.
XXX

Accidents between dates 01/07/2019 and 03/07/2024 (60) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
231293900	05/04/2023	1	Slight	0	0	0	0	0	Light	No turn	Dry	0341	DODWORTH ROAD (A628) NEAR JUNCTION WITH A628, BARNSELY
Column Totals		1		0	0	0	0	0					
No. of Accidents				0	0	0	0	0					

Total number of accidents listed: 1

Accidents between dates **01/07/2019** and **03/07/2024** (60) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Weather	Road Surface	Vehicle Types	
						Ftl	Ser	Slt		L	M D				Light
231293900	Slight	05/04/2023	Wed	0341	432268 405920	0	0	1		0	0	Light	Fine without high winds	Dry	9 9
Column Totals	Slight :	1				0	0	0				Light :	1	Dry :	1
	Serious :	0										Dark :	0	Wet :	0
	Fatal :	0													

Total number of accidents listed: 1

Accidents between dates 01/07/2019 and 03/07/2024 (60) months
Selection: Notes:
Selected using Manual Selection

231293900 05/04/2023 Wednesda Time: 0341 Vehicles 2 Casualties 1 Slight
Easting: 432,268 Northing: 405,920
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 40

Location: DODWORTH ROAD (A628) NEAR JUNCTION WITH A628, BARNSELY
Description: VEHICLE 1 TRAVELLING IN THE N/S LANE APPROACHING THE ROUNDABOUT INTENDING TO TURN LEFT TOWARDS SHEFFIELD. TRAFFIC LIGHTS AT THE ROUNDABOUT WERE ON AMBER, CHANGING TO RED SO V1 APPLIED THE BRAKES AND CAME TO A STOP. VEHICLE 2 TRAVELLING BEHIND V1, COLLIDED INTO THE REAR OF V1, CAUSING DAMAGE AND MINOR INJURIES TO DRIVER OF V1. DETAILS EXCHANGED.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: E to S Journey: Other
Age of Driver : 47 Breath test: Not requested

Contributory Factors :

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 35 Breath test: Not requested

Contributory Factors :

Accidents between dates 01/07/2019 and 03/07/2024 (60) months

Selection: Notes:

Selected using Manual Selection

Accidents involving:

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

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Appendix C Proposed Site Plan





Suitability Code: **SI**
For Coordination

P03	UPDATED ENTRANCE RADIUS	12.09.2024	ST	MH
P02	UPDATE TO ENTRANCE ROAD, BIN STORE AND TREE LOCATIONS	11.09.2024	ST	MH
P01	DRAWING ISSUE	22.07.2024	ST	MH
REV	COMMENT	DATE	DR	CH

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5 NORTH HILL ROAD, LEEDS, HEADINGLEY, LS6 2EN
T: 0113 2754000
info@brewsterbye.co.uk www.brewsterbye.co.uk

CLIENT

MATT CRISP

JOB TITLE
**DODWORTH ROAD
BARNSELY**
**PROPOSED SITE PLAN
1:500**

Drawn: ST Scale: 1:500
Date: DATE Checked: MH

DWG NO	REV
1147-BBA-01 -XX-DR-A-0201	P02

Appendix D Traffic Survey Data



Dodworth Road, Barnsley - Radar Speed Survey



Speed Limit

Weather
Dry/Bright

Tues 14th May 2019

All speeds are recorded from free flowing vehicles

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

ROAD SURFACE - DRY

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

NorthEastbound



SouthWestbound



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

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

BARNSELEY - TUESDAY 14TH MAY 2019

1500 - 1800hrs

(9 Houses)

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

BARNSELY - TUESDAY 14TH MAY 2019

0700 - 1000hrs

(21 Houses)

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

BARNSELEY - TUESDAY 14TH MAY 2019

1500 - 1800hrs

(21 Houses)

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

BARNESLEY - TUESDAY 14TH MAY 2019

Format is mm:ss

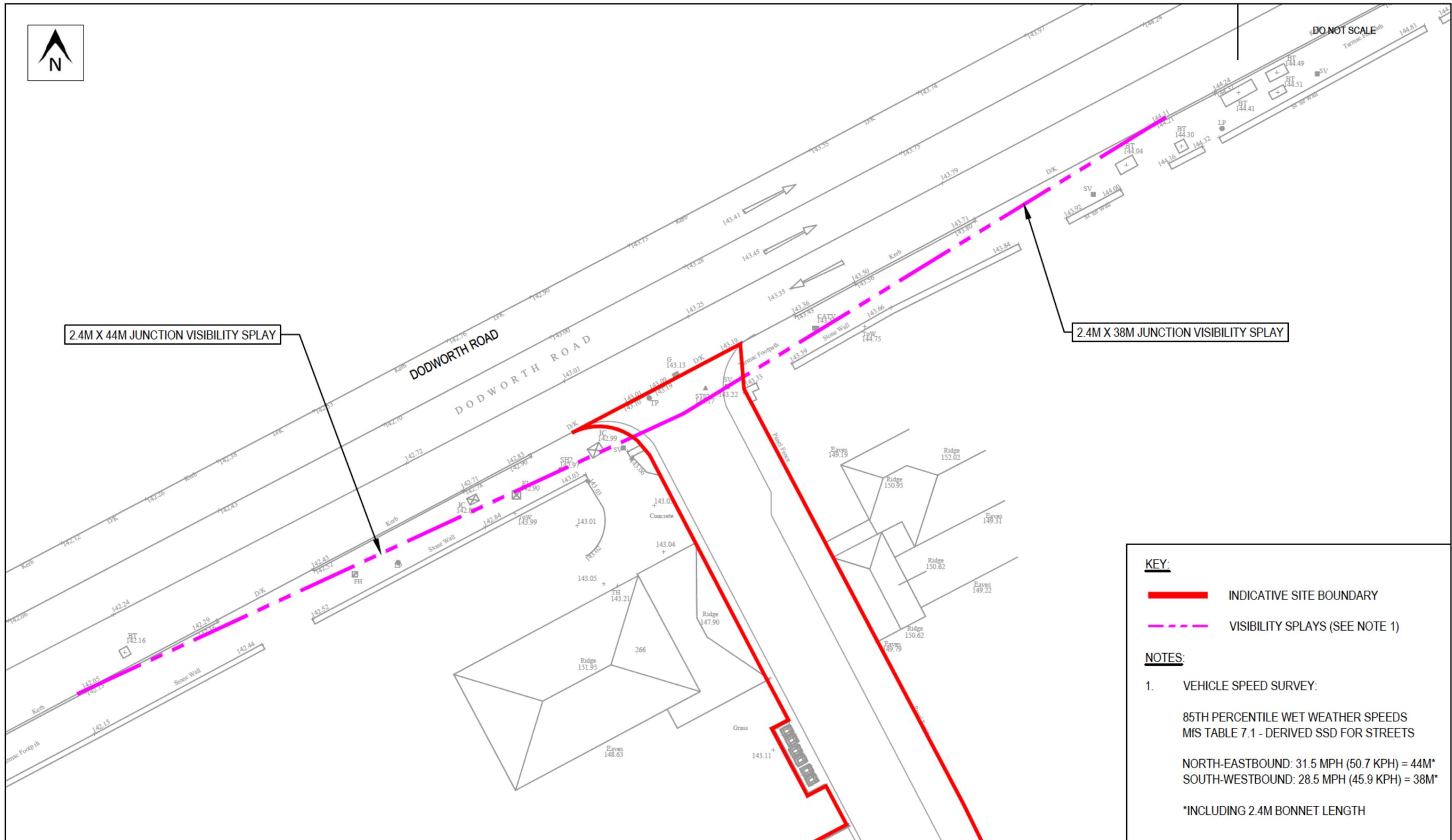
DODWORTH ROAD	Minimum	Maximum	Average
Right Out	00:00	00:27	00:14
Right In	00:08	00:15	00:12
Left Out	00:03	00:42	00:14
Left In	00:00	00:00	-

Format is mm:ss

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

Appendix E Optima Drawing 19076/IN/01 – Visibility Splays





2.4M X 44M JUNCTION VISIBILITY SPLAY

2.4M X 38M JUNCTION VISIBILITY SPLAY

DO NOT SCALE

KEY:

- INDICATIVE SITE BOUNDARY
- - - VISIBILITY SPLAYS (SEE NOTE 1)

NOTES:

1. VEHICLE SPEED SURVEY:

85TH PERCENTILE WET WEATHER SPEEDS
M1S TABLE 7.1 - DERIVED SSD FOR STREETS

NORTH-EASTBOUND: 31.5 MPH (50.7 KPH) = 44M*
SOUTH-WESTBOUND: 28.5 MPH (45.9 KPH) = 38M*

*INCLUDING 2.4M BONNET LENGTH

PROJECT DODWORTH ROAD, BARNSELY						CLIENT FLEXIWORX UK LTD			
REV	DATE	BY	DESCRIPTION	CHK	APP	CHECKED MEW	APPROVED MEW	DRG No. 19076/IN/01	
STATUS PRELIMINARY						DRAWN BY: JS	SCALE @ A3 1:250	DATE 13/09/24	REV. -

Intelligent Highway Solutions
Suite 1, 3rd Floor, Goodbard House, Infirmary Street
Leeds LS1 2JP
optimahighways.com T 0113 245 1679

Appendix F Optima Drawing 19076/ATR/01 – Swept Path Analysis

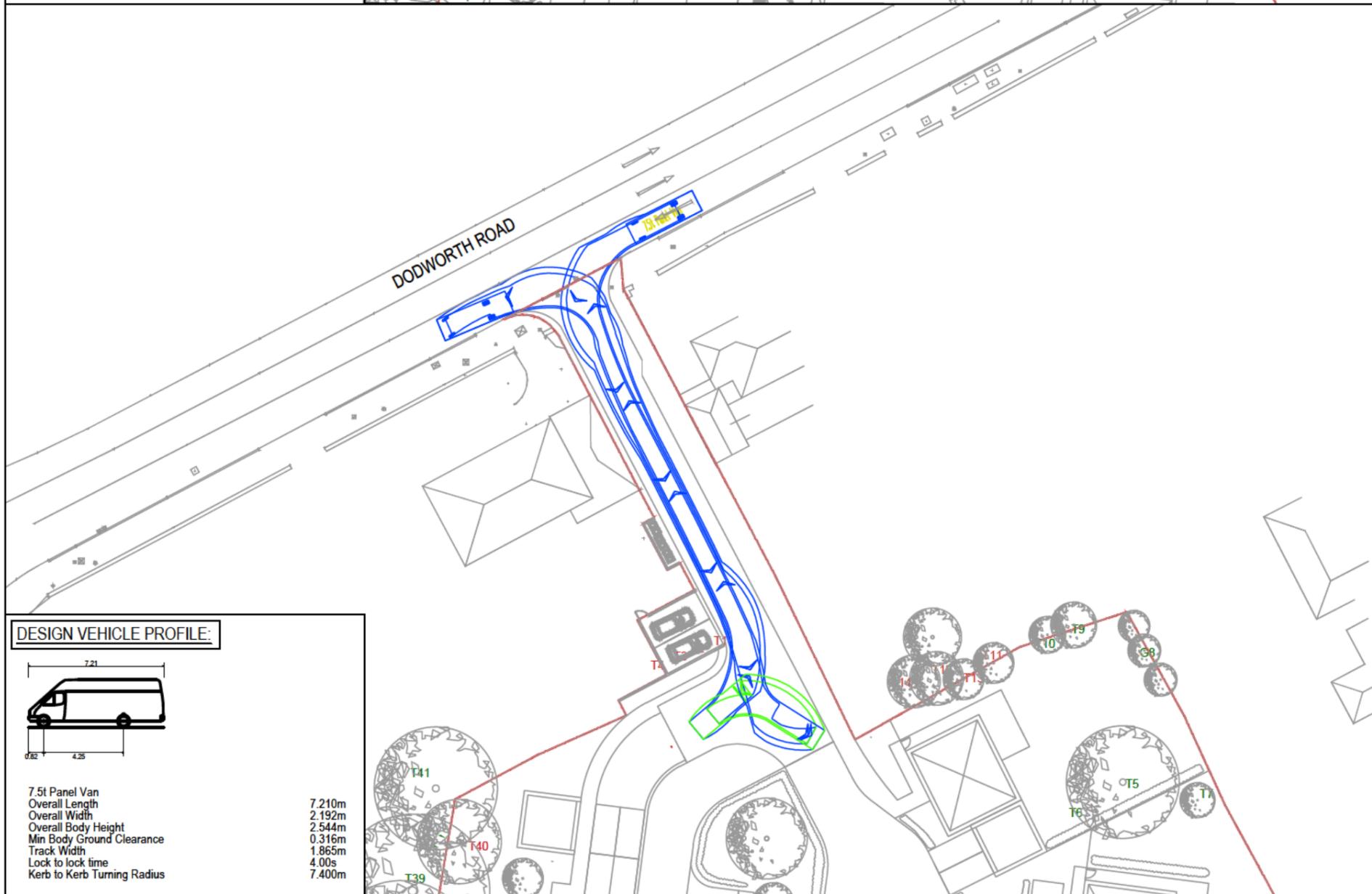


DO NOT SCALE



DESIGN VEHICLE PROFILE:

Dennis Sabre Fire Tender (LWB)
 Overall Length 7.700m
 Overall Width 2.430m
 Overall Body Height 3.512m
 Min Body Ground Clearance 0.397m
 Track Width 2.380m
 Lock to lock time 5.00s
 Kerb to Kerb Turning Radius 7.400m



DESIGN VEHICLE PROFILE:

7.5t Panel Van
 Overall Length 7.210m
 Overall Width 2.192m
 Overall Body Height 2.544m
 Min Body Ground Clearance 0.316m
 Track Width 1.865m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

		PROJECT		CLIENT		 OPTIMA Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbard House, Infirmary Street Leeds LS1 2JP optimahighways.com T 0113 245 1679				
		DODWORTH ROAD, BARNSELY		FLEXIWORX UK LTD						
REV	DATE	BY	DESCRIPTION	CHK	APP			CHECKED	APPROVED	DRG No.
-	13/09/24	JS	INITIAL ISSUE	MEW	MEW			MEW	MEW	19076/ATR/01
STATUS		PRELIMINARY		DRAWING TITLE		DRAWN BY:	SCALE @ A3	DATE	REV.	
				FIRE TENDER AND DELIVERY VEHICLE - SWEEP PATH ANALYSIS		JS	1:500	13/09/24	-	