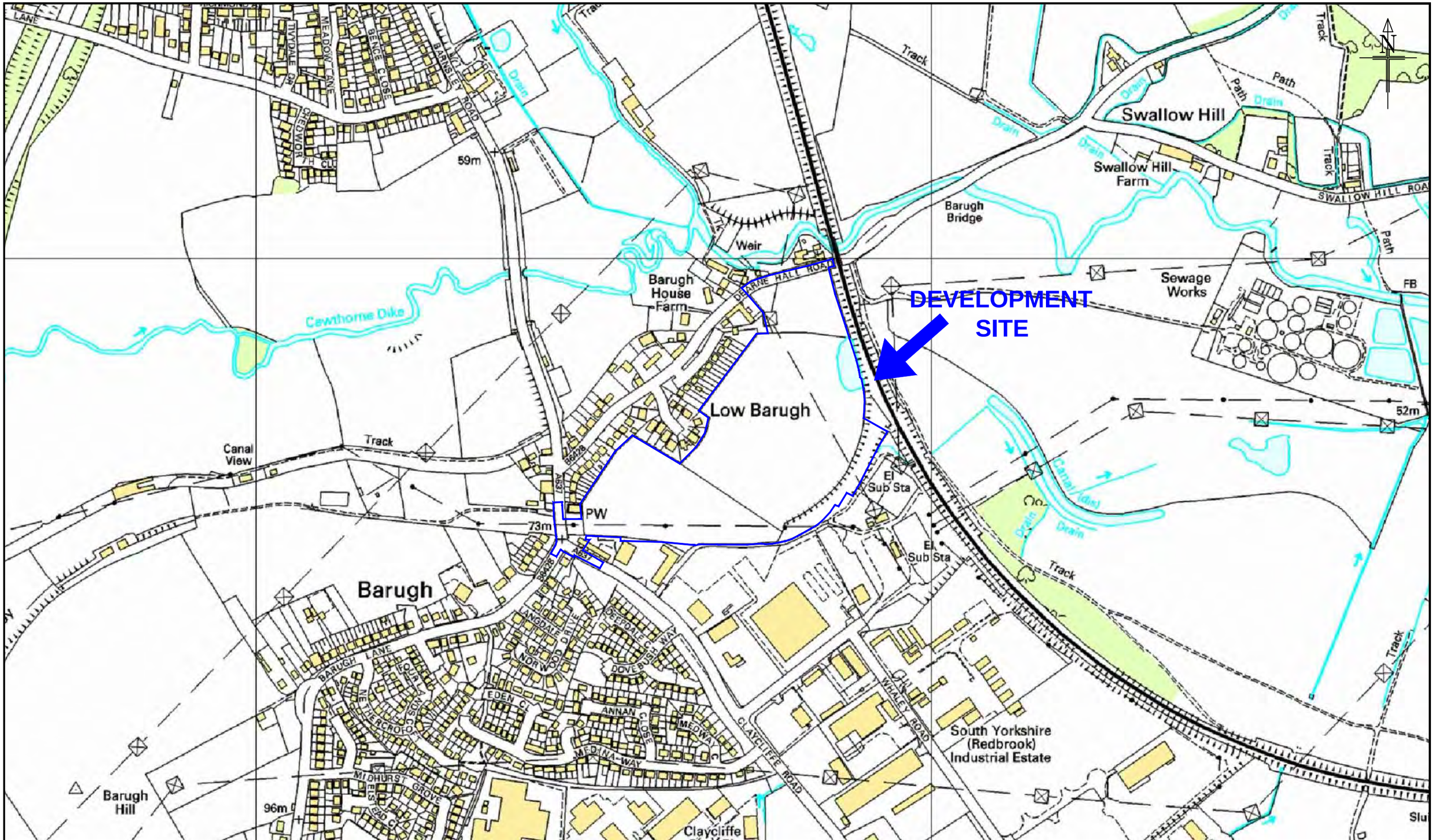
APPENDIX BGH 1



Client	CEP Ltd and Hallam Land Management
Project	PROPOSED RESIDENTIAL DEVELOPMENT LAND AT DEARNE HALL ROAD, BARUGH GREEN
Title	SITE LOCATION

BRYAN · G · HALL
consulting civil & transportation planning engineers

Bryan G Hall Ltd.
Suite E8 Joseph's Well
Hanover Walk
Leeds,
LS3 1AB
Tel: +44(0)113 246 1555
Fax: +44(0)113 234 2201

Rev	Amendments	Drawn	Chkd	Appr	Date

Scale NTS	Date March 2013	Doc Sheet No
Drawn RD	Checked MC	Approved SCW
Job No 08–241	Drawing No Appendix – BGH1	Rev

APPENDIX BGH 2

Martin Crabtree

From: Andrew Cooper
Sent: 21 May 2012 15:28
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins
Subject: Scoping Note for Transport Assessment - Low Barugh, Barnsley
Attachments: 08-241-001.1 TA Scoping Report and Appendices.pdf

Barbara

I act on behalf of CEG for the site in Low Barugh, Barnsley. I understand you were recently involved in a meeting with my colleague David Pearson to discuss the site. I am under instruction to progress a Transport Assessment to accompany a forthcoming planning application. To that end I enclose a short note which sets out the proposed scope of the TA.

I would welcome your comments on the attached. I would ideally like to agree the scope within the next few weeks, so please feel free to contact me should you wish to discuss matters further.

Regards

Andrew Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andrewcooper@bryanghall.co.uk
www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802

This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept responsibility or liability for any errors or omissions in the contents of this message or any attachment which arise as a result of the email transmission.

Martin Crabtree

From: Andrew Cooper
Sent: 08 June 2012 15:20
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins
Subject: RE: Scoping Note for Transport Assessment - Low Barugh, Barnsley

Barbara

Further to the below. I was wondering if you have had chance to consider the TA scope for Low Barugh, Barnsley?

Please feel free to give me a call should you wish to discuss.

Regards

Andrew Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andrewcooper@bryanghall.co.uk
www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802

This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept responsibility or liability for any errors or omissions in the contents of this message or any attachment which arise as a result of the email transmission.

From: Andrew Cooper
Sent: 21 May 2012 15:28
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins
Subject: Scoping Note for Transport Assessment - Low Barugh, Barnsley [Filed 21 May 2012 15:27]

Barbara

I act on behalf of CEG for the site in Low Barugh, Barnsley. I understand you were recently involved in a meeting with my colleague David Pearson to discuss the site. I am under instruction to progress a Transport Assessment to accompany a forthcoming planning application. To that end I enclose a short note which sets out the proposed scope of the TA.

I would welcome your comments on the attached. I would ideally like to agree the scope within the next few weeks, so please feel free to contact me should you wish to discuss matters further.

Regards

Andrew Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andrewcooper@bryanghall.co.uk
www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802

This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept responsibility or liability for any errors or omissions in the contents of this message or any attachment which arise as a result of the email transmission.

Martin Crabtree

From: Andrew Cooper
Sent: 06 August 2012 16:29
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins; Kate McGill (kmcgill@nlpplanning.com)
Subject: RE: Scoping Note for Transport Assessment - Low Barugh, Barnsley

Barbara

I note you are on A/L this week. I have tried to contact you a number of times to discuss the TA Scoping Note for Low Barugh, Barnsley. On your return could you please contact me to discuss. I would also like to talk through design of the link road and how this sits with the Masterplan and principles of MfS.

Regards

Andy Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andycooper@bryanghall.co.uk
W www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802



This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept

From: Andrew Cooper
Sent: 08 June 2012 15:20
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins
Subject: RE: Scoping Note for Transport Assessment - Low Barugh, Barnsley [Filed 08 Jun 2012 15:20]

Barbara

Further to the below. I was wondering if you have had chance to consider the TA scope for Low Barugh, Barnsley?

Please feel free to give me a call should you wish to discuss.

Regards

Andrew Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andrewcooper@bryanghall.co.uk
www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802

This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept responsibility or liability for any errors or omissions in the contents of this message or any attachment which arise as a result of the email transmission.

From: Andrew Cooper
Sent: 21 May 2012 15:28
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins
Subject: Scoping Note for Transport Assessment - Low Barugh, Barnsley [Filed 21 May 2012 15:27]

Barbara

I act on behalf of CEG for the site in Low Barugh, Barnsley. I understand you were recently involved in a meeting with my colleague David Pearson to discuss the site. I am under instruction to progress a Transport Assessment to accompany a forthcoming planning application. To that end I enclose a short note which sets out the proposed scope of the TA.

I would welcome your comments on the attached. I would ideally like to agree the scope within the next few weeks, so please feel free to contact me should you wish to discuss matters further.

Regards

Andrew Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201

E andrewcooper@bryanghall.co.uk
www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802

This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept responsibility or liability for any errors or omissions in the contents of this message or any attachment which arise as a result of the email transmission.

Martin Crabtree

From: Andrew Cooper
Sent: 17 August 2012 15:45
To: 'barbarawilson@barnsley.gov.uk'
Subject: RE: Scoping Note for Transport Assessment - Low Barugh, Barnsley

Barbara

Further to our conversation yesterday, please could you confirm any comments on the Transport Assessment Scoping Note.

I would also like to discuss with you the design of the internal development link road. To my mind I would be looking to promote a MfS type road some 6.5 metres in width (allows buses to travel through the site) with frontage access etc etc. In principle could you please confirm this is something you would support as the Highway Authority?

Regards

Andy Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andycooper@bryanghall.co.uk
W www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802



This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept

From: Andrew Cooper
Sent: 06 August 2012 16:29
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins; Kate McGill (kmcgill@nlpplanning.com)
Subject: RE: Scoping Note for Transport Assessment - Low Barugh, Barnsley [Filed 06 Aug 2012 16:28]

Barbara

I note you are on A/L this week. I have tried to contact you a number of times to discuss the TA Scoping Note for Low Barugh, Barnsley. On your return could you please contact me to discuss. I would also like to talk through design of the link road and how this sits with the Masterplan and principles of MfS.

Regards

Andy Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andycooper@bryanghall.co.uk
W www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802



This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept

---

From: Andrew Cooper
Sent: 08 June 2012 15:20
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins
Subject: RE: Scoping Note for Transport Assessment - Low Barugh, Barnsley [Filed 08 Jun 2012 15:20]

Barbara

Further to the below. I was wondering if you have had chance to consider the TA scope for Low Barugh, Barnsley?

Please feel free to give me a call should you wish to discuss.

Regards

Andrew Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andrewcooper@bryanghall.co.uk
www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802

This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept responsibility or liability for any errors or omissions in the contents of this message or any attachment which arise as a result of the email transmission.

From: Andrew Cooper
Sent: 21 May 2012 15:28
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins
Subject: Scoping Note for Transport Assessment - Low Barugh, Barnsley [Filed 21 May 2012 15:27]

Barbara

I act on behalf of CEG for the site in Low Barugh, Barnsley. I understand you were recently involved in a meeting with my colleague David Pearson to discuss the site. I am under instruction to progress a Transport Assessment to accompany a forthcoming planning application. To that end I enclose a short note which sets out the proposed scope of the TA.

I would welcome your comments on the attached. I would ideally like to agree the scope within the next few weeks, so please feel free to contact me should you wish to discuss matters further.

Regards

Andrew Cooper

Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andrewcooper@bryanghall.co.uk
www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802

This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept responsibility or liability for any errors or omissions in the contents of this message or any attachment which arise as a result of the email transmission.

Martin Crabtree

From: Andrew Cooper
Sent: 11 October 2012 10:19
To: 'barbarawilson@barnsley.gov.uk'
Subject: RE: Scoping Note for Transport Assessment - Low Barugh, Barnsley

Barbara

I have still not heard from you regarding the Scope of the TA. Can I assume therefore that you are happy with that proposed?

Also when we last talked we discussed the principles of MFS with regard to the link road. We discussed construction of a 6.5m wide carriageway which again you were to consider in principle. Can I push you please for thoughts on this matter.

Regards

Andy Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andycooper@bryanghall.co.uk
W www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802



This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept

From: Andrew Cooper
Sent: 17 August 2012 15:45
To: 'barbarawilson@barnsley.gov.uk'
Subject: RE: Scoping Note for Transport Assessment - Low Barugh, Barnsley [Filed 17 Aug 2012 15:45]

Barbara

Further to our conversation yesterday, please could you confirm any comments on the Transport Assessment Scoping Note.

I would also like to discuss with you the design of the internal development link road. To my mind I would be looking to promote a MfS type road some 6.5 metres in width (allows buses to travel through the site) with frontage access etc etc. In principle could you please confirm this is something you would support as the Highway Authority?

Regards

Andy Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andycooper@bryanghall.co.uk
W www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802



This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept

---

From: Andrew Cooper
Sent: 06 August 2012 16:29
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins; Kate McGill (kmcgill@nlpplanning.com)
Subject: RE: Scoping Note for Transport Assessment - Low Barugh, Barnsley [Filed 06 Aug 2012 16:28]

Barbara

I note you are on A/L this week. I have tried to contact you a number of times to discuss the TA Scoping Note for Low Barugh, Barnsley. On your return could you please contact me to discuss. I would also like to talk through design of the link road and how this sits with the Masterplan and principles of MfS.

Regards

Andy Cooper

Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andycooper@bryanghall.co.uk
W www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802



This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept

---

From: Andrew Cooper
Sent: 08 June 2012 15:20
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins
Subject: RE: Scoping Note for Transport Assessment - Low Barugh, Barnsley [Filed 08 Jun 2012 15:20]

Barbara

Further to the below. I was wondering if you have had chance to consider the TA scope for Low Barugh, Barnsley?

Please feel free to give me a call should you wish to discuss.

Regards

Andrew Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andrewcooper@bryanghall.co.uk
www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802

This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept responsibility or liability for any errors or omissions in the contents of this message or any attachment which arise as a result of the email transmission.

From: Andrew Cooper
Sent: 21 May 2012 15:28
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins
Subject: Scoping Note for Transport Assessment - Low Barugh, Barnsley [Filed 21 May 2012 15:27]

Barbara

I act on behalf of CEG for the site in Low Barugh, Barnsley. I understand you were recently involved in a meeting with my colleague David Pearson to discuss the site. I am under instruction to progress a Transport Assessment to accompany a forthcoming planning application. To that end I enclose a short note which sets out the proposed scope of the TA.

I would welcome your comments on the attached. I would ideally like to agree the scope within the next few weeks, so please feel free to contact me should you wish to discuss matters further.

Regards

Andrew Cooper
Senior Engineer

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
T 0113 246 1555 F 0113 234 2201
E andrewcooper@bryanghall.co.uk
www.bryanghall.co.uk

Registered in England and Wales
Company Number 4104802

This email and any attachments are intended solely for the intended recipient and are strictly confidential, and may contain information that is privileged. If this email is received in error, please return it to the sender and then delete it. If you are not the intended recipient you are hereby notified that any review, dissemination, copying, disclosure, distribution of or other use of, or taking of any action in reliance upon, this email or attachments is strictly prohibited.

Although we routinely check for viruses, it is your responsibility to scan or otherwise check that this email and any attachments are virus free. Email transmissions cannot be guaranteed to be secure or error free and information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete and Bryan G Hall does not accept responsibility or liability for any errors or omissions in the contents of this message or any attachment which arise as a result of the email transmission.

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

PROPOSED RESIDENTIAL DEVELOPMENT
DEARNE HALL ROAD,
LOW BARUGH
BARNSLEY

SCOPING REPORT FOR TRANSPORT ASSESSMENT

Bryan G Hall
Consulting Civil & Transportation
Planning Engineers
Suite E8
Joseph's Well
Hanover Walk
Leeds
LS3 1AB

May 2012 Ref: 08-241-001.01

V1

Scoping Report prepared by ..... Andrew Cooper

Scoping Report checked by ..... Stuart Wilkins

May 2012

Ref: 08-241-001.01

CONTENTS

1.0 INTRODUCTION 1

2.0 DEVELOPMENT PROPOSALS 2

3.0 TRANSPORT ASSESMENT CRITERIA 3

1.0 INTRODUCTION

1.1 Background

Bryan G Hall has been appointed by Commercial Estates Group to prepare a Transport Assessment (TA) to accompany a planning application which will seek permission to develop an area of land known as Low Barugh, Dearne Hall Road, Barnsley for residential use.

1.2 This Scoping Report seeks to define the extent of the TA and has been prepared for discussions with officers of the Local Planning and Highway Authority.

1.3 The TA will deal comprehensively with all transport issues raised by the scheme and will be based on national guidance set out in the Department for Transport (DfT) document entitled *'Guidance on Transport Assessment'* (March 2007) and have regard to local transport policy.

1.4 The *'National Planning Policy Framework document'* (NPPF) prepared by Communities and Local Government (March 2012) will be considered as part of the TA.

1.5 The TA will provide the necessary information to assist the Local Highway Authority (Barnsley Metropolitan Borough Council - BMBC) to assess the planning application.

1.6 The TA will consider the transport implications of the proposals, consider travel by other sustainable modes than that of the private car and identify any residual impacts together with appropriate mitigation measures.

2.0 DEVELOPMENT PROPOSALS

2.1 The development land is known as Low Barugh. The site is located some 4 kilometres to the north-west of Barnsley town centre and is identified in relation to the existing local highway network on the location plan at **Enclosure 1**.

2.2 The land is currently un-developed agricultural land and is bounded by Dearne Hall Road to the north, by the Hallam Line railway line to the east, by Claycliffe Road/Barnsley Road to the west and existing industrial development served from Whaley Road to the south.

2.3 The development proposals at this current time are for some 200 residential dwellings.

2.4 Vehicular access to the development is likely to be achieved by way of two purpose built junctions. The junction types are still to be considered in detail. Access to the development will be from the sites boundary with Dearne Hall Road to the north and Claycliffe Road to the west. The two access roads are likely to be linked. The final and most practicable solution will ultimately be decided through detailed transport modelling and assessment work and through discussions with BMBC.

2.5 **Pedestrian/Cycle Access**

Pedestrian/cycle access to the development will be carefully considered to ensure maximum linkages with the adjacent local highway network. Good pedestrian permeability will also encourage linkages to nearby public transport stops. The nearest bus stops are located on Barnsley Road, some 300 metres to the west.

3.0 TRANSPORT ASSESMENT CRITERIA

3.1 As noted at paragraph 1.3, the TA will be based on guidance set out in the DfT's document entitled *'Guidance on Transport Assessment'* dated March 2007.

3.2 **Public Transport**

The TA will consider total person trips to/from the site. Based on local surveys and existing travel to work information from the 2001 Census the TA will estimate the likely proportion of trips by public transport to/from the development site. As a consequence the TA will then go on to assess the public transport provision and its adequacy in the vicinity of the development site to determine travel by this mode and consider the demand/need for any improvements to maximise its use.

3.3 **Accessibility for Pedestrians and Cyclists**

The Transport Assessment will also consider pedestrian and cyclist access to the development with particular reference to local transport strategies to determine the likely proportion of trips by cycle and on foot.

3.4 **Study Area**

An assessment of the current usage of the local highway network, in the vicinity of the development site, will be based upon the results of traffic surveys and queue/delays surveys to be undertaken on a neutral weekday between the hours of 07:00-10:00 and 15:30-18:30. Surveys will be undertaken avoiding school/public holidays and within the last 3 years. The extent of the proposed scope for the application will cover the following junctions listed below and shown on the map at **Enclosure 2**. The scope is subject to agreement with BMBC:-

A - Dearne Hall Road/Spark Lane/Swallow Hill Road
B - Dearne Hall Road/Barnsley Road
C - Barnsley Road/Barugh Lane/Claycliffe Road

3.5 **Accident Analysis**

The record of personal injury accidents that have occurred on the local highway network (within the above defined study area) during the last five years, will be obtained from the local Highway Authority. The records will be analysed to determine any relevant accident patterns and if appropriate recorded appropriate mitigation/improvement measures.

3.6 **Committed Developments**

The TA will include traffic movements likely to be generated by committed development which effect the defined study area. Details are to be advised by the Local Planning Authority.

3.7 The development proposals will be assessed at future years as per the guidance contained within *'Guidance on Transport Assessment'.* The development will be assessed at:

- 2012 - Year of registration,
- 2017 - Five year assessment of the local highway network

3.8 **Traffic Growth**

Traffic growth will be based upon National Trip End Model (NTM) adjusted by Tempro local and regional growth factors (Dataset set 6.2 AF09) for the Darton wards (Ref: 00CC4).

3.9 **Sustainable Transport Measures**

The application will include a Travel Plan Framework that will be developed and agreed with the Local Highway Authority.

3.10 **Hours of Assessment**

The hours of assessment will be identified from the traffic surveys to be undertaken in due course.

3.11 **Traffic Generation**

In order to identify a relevant weekday residential person trip rate, the TRICS database (v 2011b.v.6.8.2) has been used. The TRICS database has been interrogated and the person trip rates to be used as part of the TA are outlined in the table below along with the proposed modal splits. The outputs are attached at **Enclosure 3**. These are to be agreed with BMBC prior to preparation of the TA:-

Proposed Residential Person Trip Rate

Trip Rate	In	Out	Total
AM Peak	0.258	0.807	1.065
PM Peak	0.602	0.397	0.999

Proposed Modal Splits

Mode	AM Peak	PM Peak
Pedestrians	22.7 %	13.7 %
Cyclists	2.3 %	1.7 %
Public Transport Users	3.1 %	1.7 %
Vehicle Occupants	71.9 %	82.9 %
Total	**100 %**	**100 %**

3.12 The proposed modal split will also be compared against the 2001 Special Workplace Census data.

3.13 **Traffic Distribution**

Traffic distribution will be established through Special Workplace Statistics from the 2001 Census. The appropriate wards which form the basis for assessment are to be agreed with the local Highway Authority, however it is suggested to use a cumulative average (so eliminate any weighting towards a particular ward) of the following:-

- Darton West Ward, and
- Darton East Ward.

3.14 **Assessment Methods**

The TA will assess both the existing surveyed peak hours and the predicted future year traffic flows which will include committed development and the traffic likely to be generated by the proposed development. The impact of the proposed development will be based upon the net increase in traffic flows on the surrounding highway network.

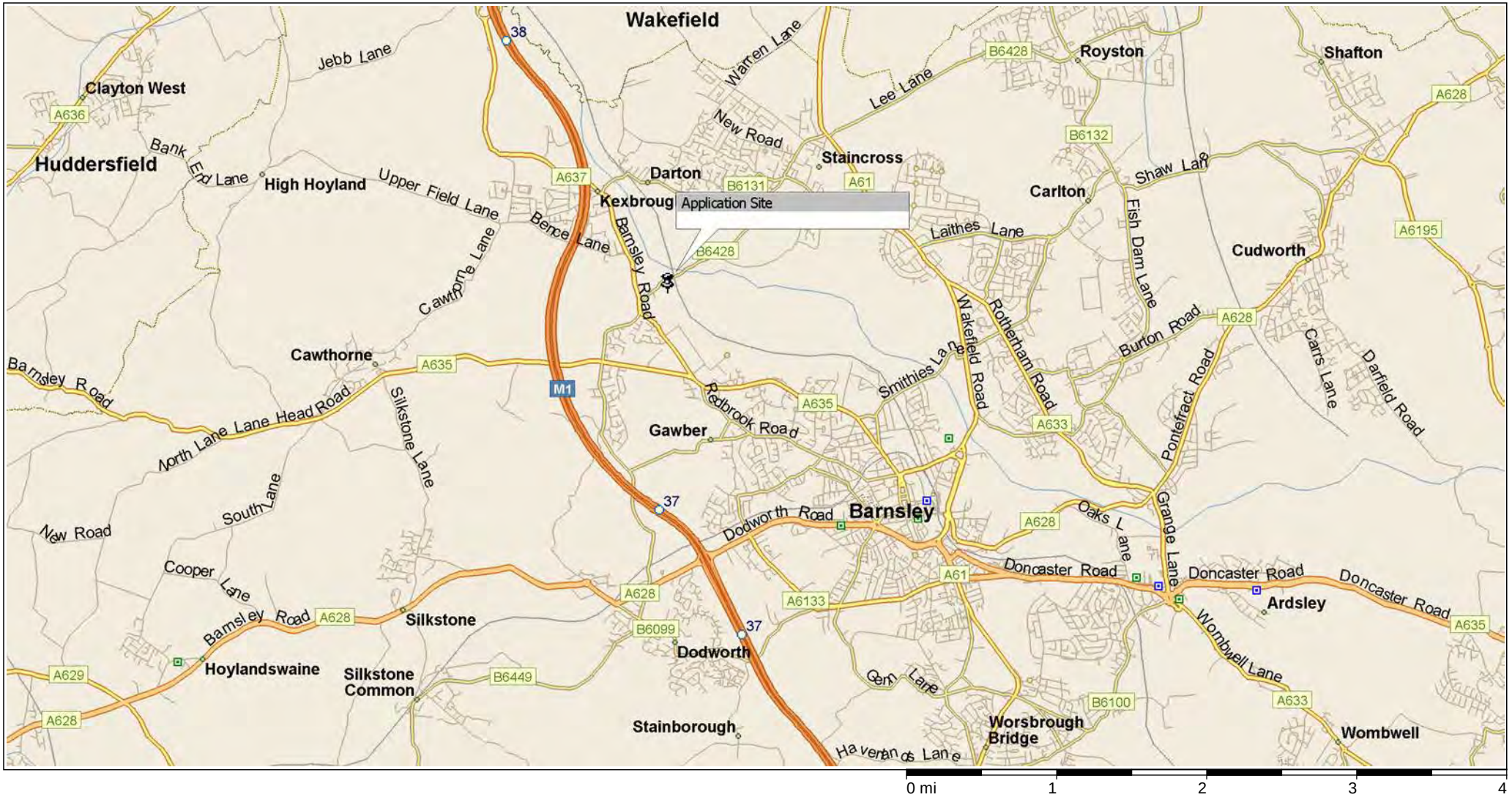
3.15 The impact will be assessed using industry recognised computer programs, in conjunction with specific DfT guidance.

3.16 **Mitigation Measures**

The Transport Assessment will consider the need for off-site mitigation measures and identify appropriate improvements if needed.

APPENDIX BGH 1

Barnsley, England, United Kingdom



Copyright © and (P) 1988–2006 Microsoft Corporation and/or its suppliers. All rights reserved. http://www.microsoft.com/autoroute/
Portions © 1990–2006 InstallShield Software Corporation. All rights reserved. Certain mapping and direction data © 2005 NAVTEQ. All rights reserved. NAVTEQ and NAVTEQ ON BOARD are trademarks of NAVTEQ. © Crown Copyright 2005. All rights reserved. License number 100025500.

APPENDIX BGH 2

08-241 Junction Locations



Copyright © and (P) 1988–2006 Microsoft Corporation and/or its suppliers. All rights reserved. http://www.microsoft.com/autoroute/
Portions © 1990–2006 InstallShield Software Corporation. All rights reserved. Certain mapping and direction data © 2005 NAVTEQ. All rights reserved. NAVTEQ and NAVTEQ ON BOARD are trademarks of NAVTEQ. © Crown Copyright 2005. All rights reserved. License number 100025500.

APPENDIX BGH 3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	2 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
11	SCOTLAND		
	FI	FIFE	1 days
	HI	HIGHLAND	1 days
	SR	STIRLING	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 52 to 372 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 13/05/11

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	1 days
Thursday	4 days
Friday	3 days

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	14
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	3

LIST OF SITES relevant to selection parameters

1 BD-03-A-01 SEMI DETACHED, LUTON BEDFORDSHIRE
NEW BEDFORD ROAD

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 131
Survey date: THURSDAY 08/07/04 Survey Type: MANUAL

2 BD-03-A-02 SEMI DETACHED, LUTON BEDFORDSHIRE
RIDDY LANE

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 82
Survey date: TUESDAY 06/07/04 Survey Type: MANUAL

3 CH-03-A-06 SEMI-DET./BUNGALOWS,CREWE CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

4 CW-03-A-02 SEMI D./DETATCHED, TRURO CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

5 FI-03-A-02 SEMI DETACHED, GLENROTHES FIFE
WAROUT ROAD

GLENROTHES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 58
Survey date: MONDAY 16/05/05 Survey Type: MANUAL

6 HI-03-A-14 SEMI-DETACHED, INVERNESS HIGHLAND
CALEDONIAN ROAD
DALNEIGH
INVERNESS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: FRIDAY 13/05/11 Survey Type: MANUAL

7 LN-03-A-02 MIXED HOUSES, LINCOLN LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 MS-03-A-01 TERRACED, RUNCORN MERSEYSIDE
PALACE FIELDS AVENUE

RUNCORN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 372
Survey date: THURSDAY 06/10/05 Survey Type: MANUAL

9 NY-03-A-01 MIXED HOUSES,NORTHALLERTON NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: TUESDAY 25/09/07 Survey Type: MANUAL

10 SF-03-A-01 SEMI DETACHED, IPSWICH SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

11 SH-03-A-04 TERRACED, SHREWSBURY SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

12 SR-03-A-01 DETACHED, STIRLING STIRLING
BENVIEW

STIRLING
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: MONDAY 23/04/07 Survey Type: MANUAL

13 TV-03-A-01 MIXED HOUSES/FLATS, HARTLEPL TEES VALLEY
POWLETT ROAD

HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 225
Survey date: THURSDAY 14/04/05 Survey Type: MANUAL

14 WM-03-A-01 TERRACED, COVENTRY WEST MIDLANDS
FOLESHILL ROAD
FOLESHILL
COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 79
Survey date: FRIDAY 03/02/06 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

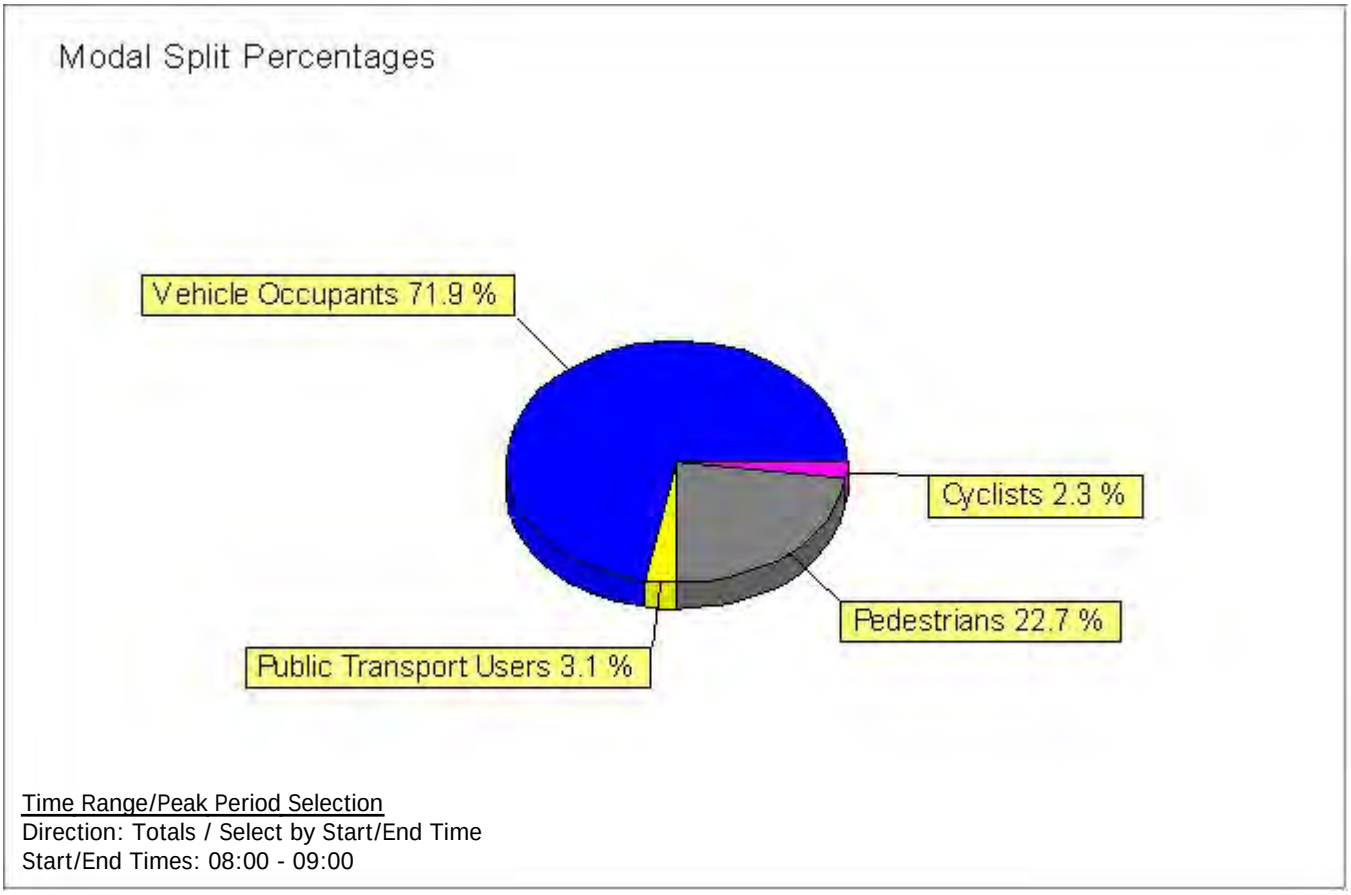
15 WO-03-A-03 DETACHED, KIDDERMINSTER WORCESTERSHIRE
BLAKEBROOK
BLAKEBROOK
KIDDERMINSTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 138
Survey date: FRIDAY 05/05/06 Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

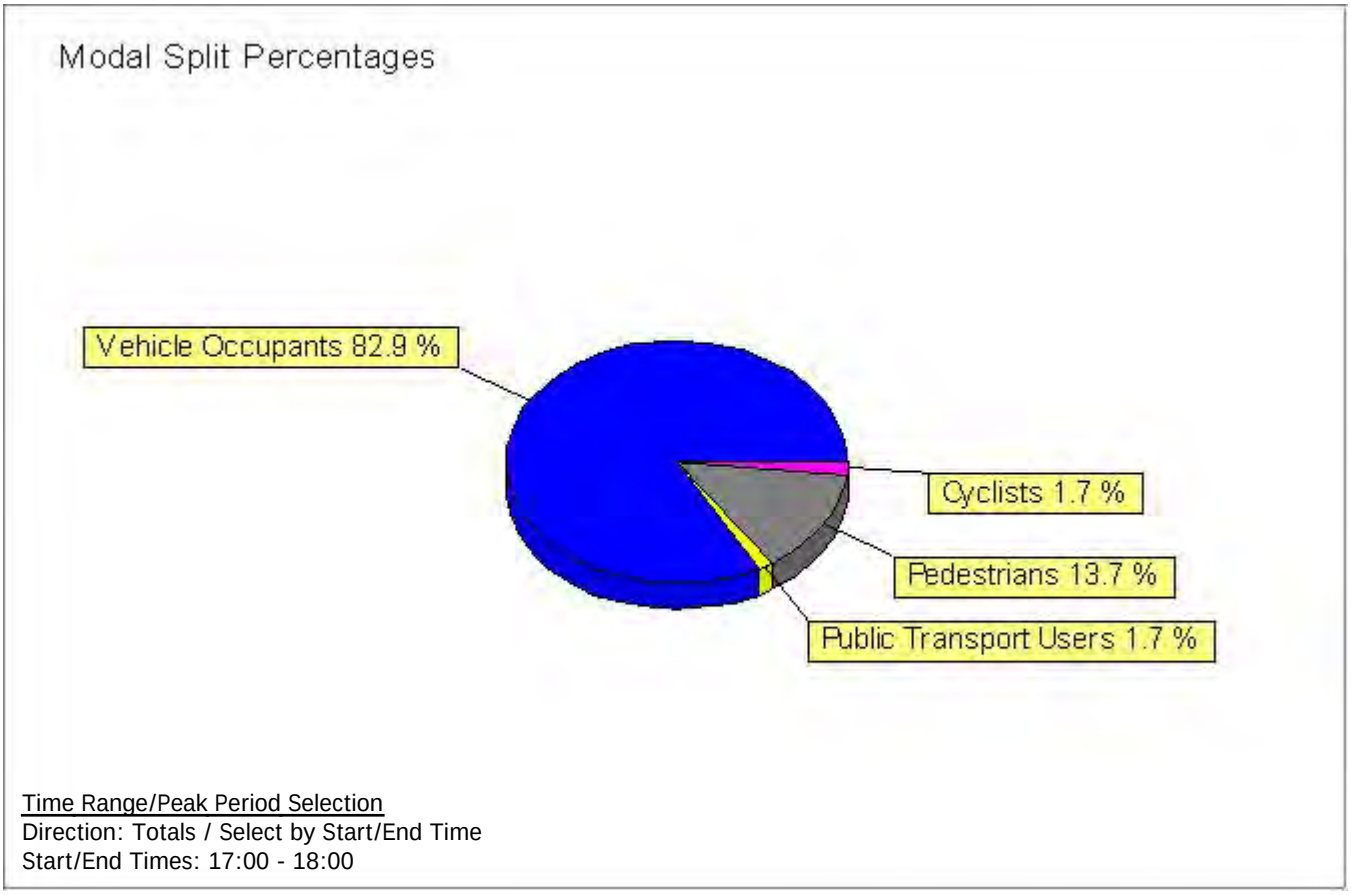
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	15	127	0.109	15	127	0.391	15	127	0.500
08:00 - 09:00	15	127	0.258	15	127	0.807	15	127	1.065
09:00 - 10:00	15	127	0.261	15	127	0.345	15	127	0.606
10:00 - 11:00	15	127	0.243	15	127	0.282	15	127	0.525
11:00 - 12:00	15	127	0.279	15	127	0.293	15	127	0.572
12:00 - 13:00	15	127	0.288	15	127	0.297	15	127	0.585
13:00 - 14:00	15	127	0.284	15	127	0.306	15	127	0.590
14:00 - 15:00	15	127	0.303	15	127	0.320	15	127	0.623
15:00 - 16:00	15	127	0.564	15	127	0.378	15	127	0.942
16:00 - 17:00	15	127	0.538	15	127	0.347	15	127	0.885
17:00 - 18:00	15	127	0.602	15	127	0.397	15	127	0.999
18:00 - 19:00	15	127	0.458	15	127	0.387	15	127	0.845
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.187			4.550			8.737

Parameter summary

Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/03 - 13/05/11
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

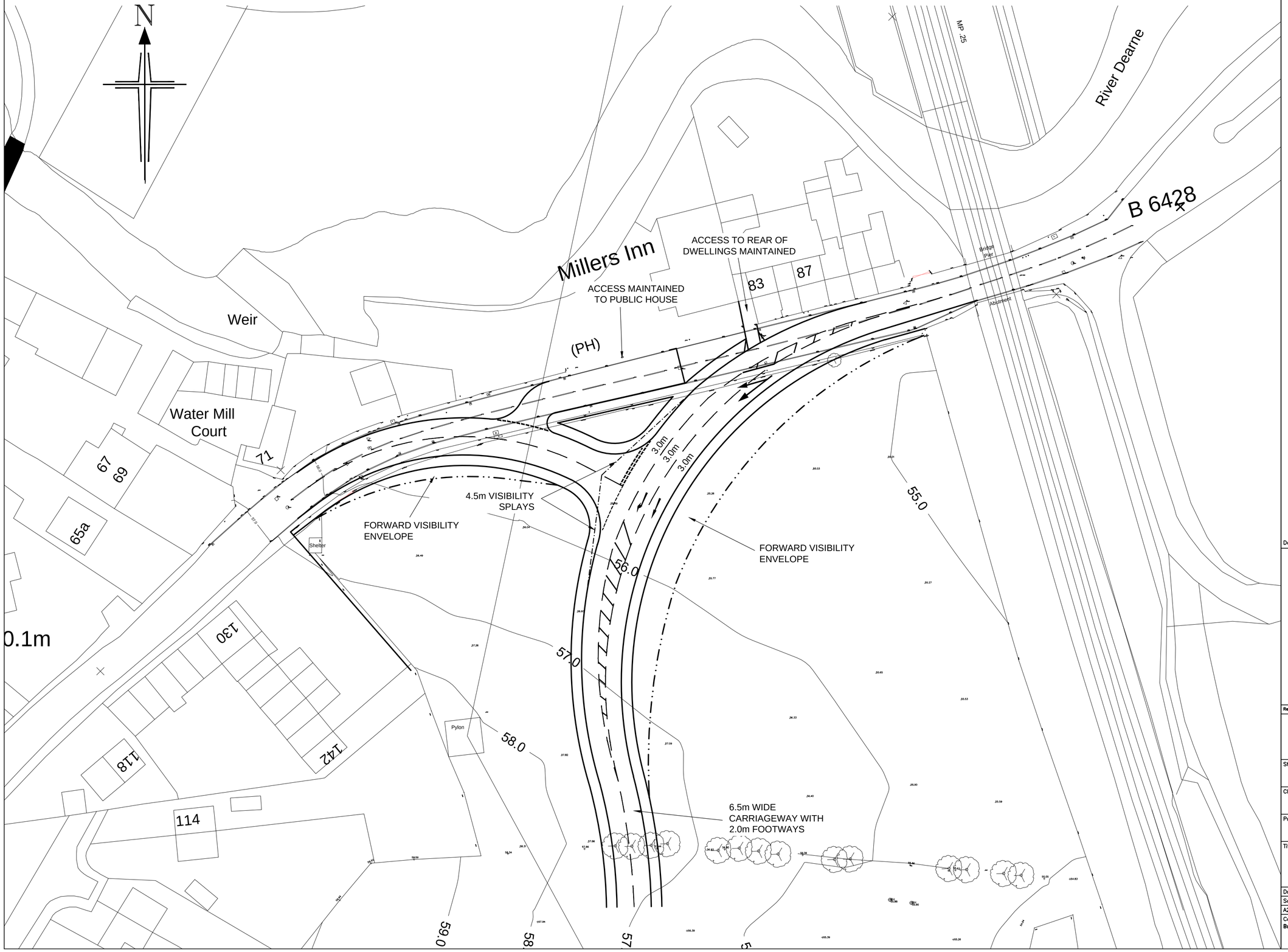


Time Range/Peak Period Selection
Direction: Totals / Select by Start/End Time
Start/End Times: 08:00 - 09:00



Time Range/Peak Period Selection
Direction: Totals / Select by Start/End Time
Start/End Times: 17:00 - 18:00

APPENDIX BGH 3



Drawing Number	Revision
08/241/TR/003	D

Notes

Do not scale this drawing

Rev	Date	Amendments	Drn	Chk	App
D	07/03/2013	MINOR AMENDMENTS	MC	NA	SCW
C	04/09/2012	RESIDENTIAL ROAD WIDTH AMENDED TO 6.5m	JP	AC	
B	12/09/2011	MINOR AMENDMENTS	RIS	SCW	SCW
A	07/09/2011	ACCESS TO PUBLIC HOUSE AND RESIDENTIAL PROPERTIES ADDED	RIS	SCW	SCW

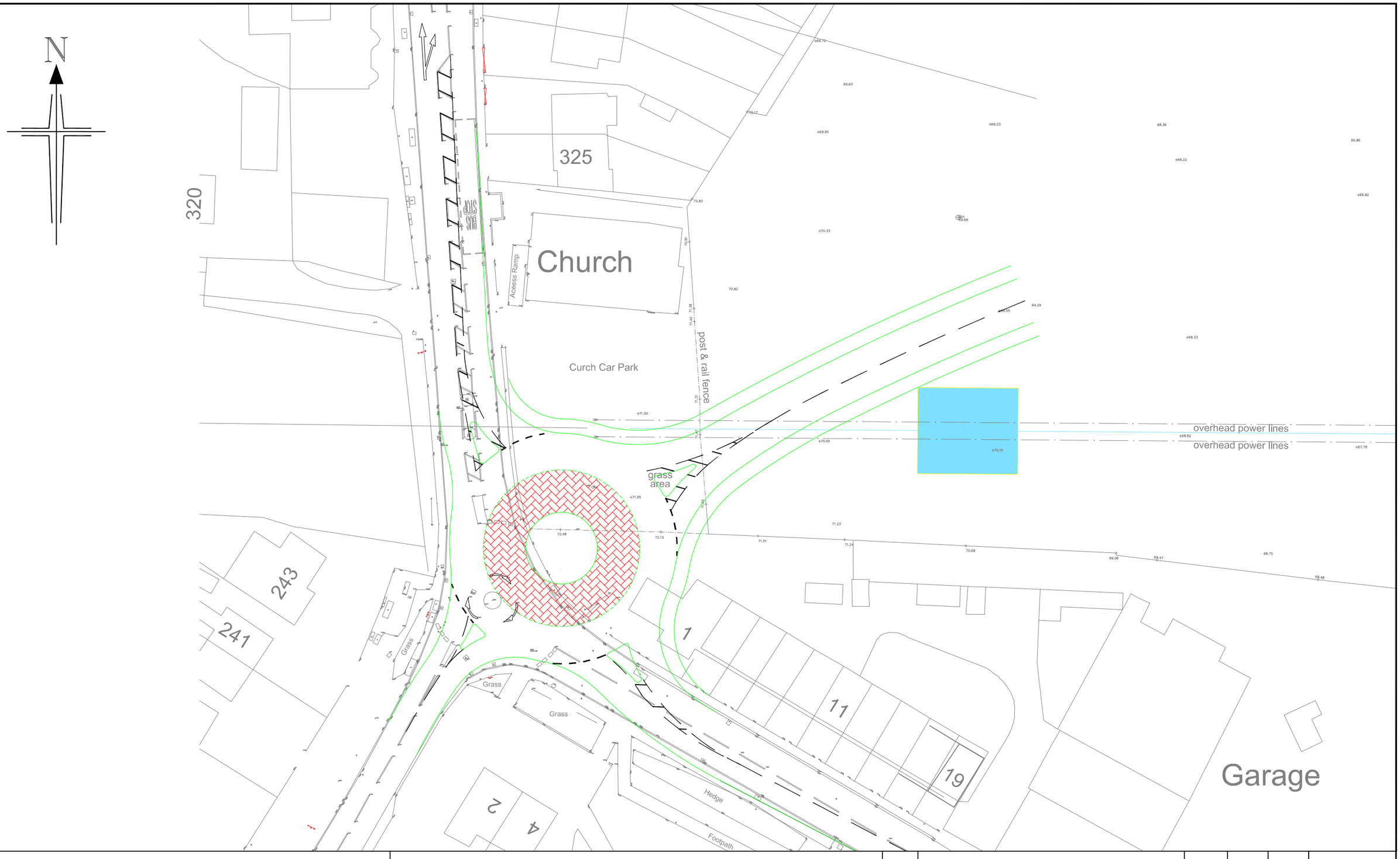
BRYAN • G • HALL
consulting civil & transportation planning engineers

Status	PRELIMINARY
Client	COMMERCIAL ESTATES PROJECTS / HALLAM LAND MANAGEMENT
Project	BARUGH GREEN BARNSLEY
Title	PROPOSED ACCESS ARRANGEMENT DEARNE HALL ROAD

Drawing No.	08/241/TR/003	Revision	D
Scale	1 : 500	Job No. 08–241	Date 07/04/08
A2 – 420 x 594	Drawn IE	Checked DJP	Approved SCW

Copyright reserved
Bryan G Hall Ltd

Suite E8 Joseph's Well
Hanover Walk
Leeds LS3 1AB
Tel No: 0113 246 1555
Fax No: 0113 234 2201



Client
COMMERCIAL ESTATES PROJECTS / HALLAM LAND MANAGEMENT

BRYAN · G · HALL
consulting civil & transportation planning engineers

Bryan G Hall Ltd.
Suite E8 Joseph's Well
Hanover Walk
Leeds,
LS3 1AB
Tel: +44(0)113 246 1555
Fax: +44(0)113 234 2201

Project
PROPOSED RESIDENTIAL DEVELOPMENT
BARAUGH GREEN, BARNSLEY

Title
PROPOSED COMPACT ROUNDABOUT

Rev	Amendments	Drawn	Chkd	Appr	Date

Scale 1:500	Date September 2013	Doc Sheet No
Drawn MC	Checked SW	Approved SW
Job No 08-241	Drawing No 08/241/TR/026	Rev A

APPENDIX BGH 4

Colour coding by SEVERITY
- Fatal (0)
- Serious (2)
- Slight (25)

Selected Range of Accidents between dates 01/01/2007 and 31/12/2011
Selected using Manual Selection

B-01011-08
B-00912-11
B-00945-11
B-00445-10
B-00093-11
B-00918-08
B-00211-11
B-01331-08
B-00165-08
B-00502-10
B-00859-10
B-00102-07
B-00357-10
B-01030-08
B-00310-07
B-00299-11
B-00402-07
B-00695-09
B-01214-07
B-00240-07
B-00158-09
B-00465-11
B-01570-08
B-00915-08
B-01353-10
B-00524-11
B-01438-07

Darton
Mapplewell
Swallow Hill
Swallow Hill Farm
Barugh Bridge
Barugh House Farm
Low Barugh
Sewage Works
Canal View
Barugh
Barugh Green
South Yorkshire (Redbrook) Industrial Estate
Zenith Park
Redbrook
Redbrook Business Park
Day House Wood
Wilthorpe Farm
Metro Trad Cen
Recreation Ground
Barugh Green Primary School
Claycliffe Bsr
Sluice

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Rotherham MBC Licence No. 100019587. South Yorkshire LTP Partnership Licence No: 100019587 2012

Her Majesty's Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

MAKING SOUTH YORKSHIRE ROADS SAFER

DRAWING TITLE
Selected map area

SCALE	1 : 7500
DATE	29/08/2012
DWG No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/01/2007** **to** **31/12/2011** (60) months

Selection:
Selected using Build Query : local_auth=210

Notes:
Cooper - BGH

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev
B-00102-07	Saturday 13/01/2007 1820hrs	BARNSLEY RD BARNSLEY J/W DEARNE HALL RD	Veh 2 Car	Turning left	NE to S Dri		F 46 Slight
			Veh 3 Car	Wait to turn right	S to NE		
A 637			Veh 1 Car	Going ahead	N to S		
E 431,449	Darkness: street lights present a Wet/Damp						
N 408,686	Raining with high winds 40 mph						
	V1 TV A637 TW BARNSLEY. V3 TV OPP DIRC IS IN FILTER LN MOVING FORWARDS SLOWLY WAITING TO TURN R. V2 PULLED OUT OF DEARNE HALL RD. V1 COLL WITH V2 & THEN V3.						
B-00240-07	Thursday 15/02/2007 1720hrs	CLAYCLIFFE RD BARUGH J/W MEDINA WAY	Veh 2 Car	Turning right	W to SE Dri		F 68 Slight
			Veh 1 Car	Going ahead	SE to NW		
A 637	Darkness: street lights present a						
E 431,748	Dry						
N 408,276	Fine without high winds 30 mph						
	V1 TV A637 WHEN V2 PULLED OUT OF JCT & TURNED R ACROSS PATH OF V1. V1 UNABLE TO AVOID COLL.						
B-00310-07	Sunday 04/03/2007 1150hrs	BARUGH LN BARUGH GREEN J/W LANGDALE RD	Veh 1 Car	Stopping	SW to NE Dri		F 85 Slight
B 6428	Daylight:street lights present						
E 431,385	Wet/Damp						
N 408,487	Raining without high winds 30 mph						
	AS V1 APP BARUGH LN FROM LANGDALE RD DRIVER'S FOOT SLIPPED OFF BRAKE ONTO ACCELERATOR & VEH SHOT ACROSS JCT INTO STONE WALL.						
B-00402-07	Saturday 24/03/2007 2243hrs	BARUGH LANE BARUGH GREEN LANGDALE ROAD	Veh 2 Car	Going ahead	W to E FSP		M 37 Serious
			Veh 2 Car	Going ahead	W to E RSP		M 33 Slight
U			Veh 2 Car	Going ahead	W to E Dri		F 31 Serious
	Darkness: street lights present a		Veh 1 Car	Going ahead LH bend	E to W RSP		M 29 Slight
E 431,388	Wet/Damp		Veh 1 Car	Going ahead LH bend	E to W RSP		M 32 Slight
N 408,489	Fine without high winds 30 mph						
	VEH 1 TRAV TOWS BARUGH GREEN WHEN IT CLIPS KERB MOUNTING IT AND SWERVES ACROSS ROAD AND COLLIDES WITH VEH2 TRAV IN OPP DIR.						
B-01214-07	Friday 07/09/2007 1620hrs	CLAYCLIFFE RD BARUGH GREEN J/W WHALEY RD	Veh 2 Car	Starting	0 to 0 Dri		F 23 Slight
			Veh 1 Car	Going ahead	0 to 0 RSP		F 63 Slight
A 637			Veh 1 Car	Going ahead	0 to 0 Dri		M 82 Slight
	Daylight:street lights present						
E 431,721	Dry						
N 408,319	Fine without high winds 30 mph						
	V1 TV A637 TW BARNSLEY TOWN CENTRE. AS V1 APPROACHED JNC V2 EMERGED FROMJNC & COLL WITH V1.						

Details of Personal Injury Accidents for Period - **01/01/2007** **to** **31/12/2011** (60) months

Selection:
Selected using Build Query : local_auth=210

Notes:
Cooper - BGH

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev			
B-01438-07	Tuesday 23/10/2007	CLAYCLIFFE RD BARUGH GREEN	Veh 2	Car	Stopping	0 to 0	Dri	M	48	Slight
		20M BARUGH GREEN RD	Veh 1	Car	Going ahead	0 to 0	FSP	F	51	Slight
A 637	1513hrs		Veh 1	Car	Going ahead	0 to 0	Dri	M	32	Slight
	Daylight:street lights present									
E 432,003	Dry									
N 407,928	Fine without high winds									
	30 mph									
	V1 NEGOTIATED RDBT & JOINED A637. VI DAZZLED BY SUN LIGHT, DRIFTED TO MIDDLE OF RD COLLIDING WITH V2.									
B-00165-08	Tuesday 05/02/2008	DEARNE HALL RD BARUGH GN	Veh 1	Car	Going ahead	0 to 0	Dri	M	18	Slight
			Veh 2	Goods < 3.5t	Parked	0 to 0				
B 6428	0605hrs									
	Darkness: street lights present a									
E 431,828	Wet/Damp									
N 408,987	Raining without high winds									
	30 mph									
	V1 TR AT SPEED LOST CONTROL AND COLL WITH V2.									
B-00915-08	Friday 25/07/2008	CLAYCLIFFE ROAD BARUGH GREEN	Veh 2	Goods < 3.5t	Stopping	S to N				
			Veh 1	M/C < 125 cc	Stopping	S to N	Dri	M	19	Slight
A 635	1750hrs									
	Daylight:street lights present									
E 431,941	Dry									
N 408,021	Fine without high winds									
	40 mph									
	V1 TRAVELLING UP CLAYCLIFFE ROAD AT BARUGH GREEN FAILS TO NOTICE TRAFFIC HAD STOPPED AS HE CAME OVER THE BROW OF A HILL AND COLLIDES WITH REAR OF V2									
B-00918-08	Thursday 31/07/2008	DEARNE HALL ROAD BARUGH GREEN	Veh 2	Car	Starting	W to E	FSP	M	59	Slight
			Veh 2	Car	Starting	W to E	Dri	M	24	Slight
B 6428	2130hrs		Veh 1	Car	Going ahead LH bend	S to N				
	Darkness: street lights present a									
E 431,879	Wet/Damp									
N 409,004	Fog or mist									
	30 mph									
	V1 TRAVELLING ALONG DEARNE HALL ROAD TOWARDS MAPPLEWELL WHEN V2 EMERGES FROM A YARD ON A BLIND BEND , COLLISION OCCURS AS V1 UNABLE TO STOP IN TIME.									
B-01011-08	Thursday 21/08/2008	SPARK LN MAPPLEWELL J/W PYE AVE	Veh 2	Car	Going ahead	E to W				
			Veh 1	Car	Wait to turn right	E to W	Dri	M	22	Slight
B 6428	1715hrs									
	Daylight:street lights present									
E 432,705	Wet/Damp									
N 409,727	Fine without high winds									
	30 mph									
	V1 TV DOWN SPARK LN & APP PYE AVE TO TURN R. V2 SKIDDED ON WET GROUND & COLL INTO REAR OF V1.									

Details of Personal Injury Accidents for Period - **01/01/2007** **to** **31/12/2011** (60) months

Selection:
Selected using Build Query : local_auth=210

Notes:
Cooper - BGH

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
B-01030-08	Tuesday 26/08/2008 2148hrs Darkness: street lights present a Dry Fine without high winds 30 mph	BARUGH LN BARNSLEY AT J/W LANGDALE RD	Veh 1 Car Going ahead RH bend NW to S Veh 2 M/C < 50 cc O/take m/veh o/side S to NW Dri	M 18 Serious
B 6428				
E 431,375				
N 408,482				
	MOPED RIDER (V2) OVERTAKING VEH ON N/S BEND COLL WITH V1 TR IN OPP DIRECTION.			
B-01331-08	Monday 27/10/2008 0755hrs Daylight: no street lighting Wet/Damp Fine without high winds 60 mph	SWALLOW HILL RD MAPPLEWELL	Veh 2 Goods < 3.5t Going ahead LH bend E to W Veh 1 Car Going ahead RH bend W to E Dri	M 43 Slight
U				
E 432,400				
N 409,160				
	V1 & V2 TV IN OPP DIRC, RD NARROWED & V2 APPLIED BRAKES UPON SEEING V1 BUT V2 SKIDDED & COLL WITH FRONT OF V1.			
B-01570-08	Wednesday 17/12/2008 1645hrs Darkness: street lights present a Dry Fine without high winds 30 mph	CLAYCLIFFE ROAD, BARNSLEY	Veh 2 Car Going ahead 0 to 0 Veh 3 Car Wait go ahead held up 0 to 0 Veh 1 Car Wait go ahead held up 0 to 0 FSP Veh 1 Car Wait go ahead held up 0 to 0 Dri	F 29 Slight M 40 Slight
U				
E 431,935				
N 408,032				
	V1STATIONARY IN TRAFFIC IS SHUNTED IN THE REAR BY V2 CAUSING IT TO COLIDE WITH V3. SLIGHT INJURIES.			
B-00158-09	Wednesday 04/02/2009 1140hrs Daylight:street lights present Frost/Ice Other 30 mph	CLAYCLIFFE RD BARUGH J/W MEDINA WAY	Veh 1 Car Turning right 0 to 0 FSP Veh 2 Car Going ahead 0 to 0 Dri	F 82 Slight F 55 Slight
U				
E 431,750				
N 408,275				
	V1 HAS PULLED OUT OF NEDINA WAY TO TURN R ONTO CLAYCLIFFE RD STRAIGHT IN FRONT OF ONCOMING V2.			
B-00695-09	Saturday 27/06/2009 1409hrs Daylight:street lights present Dry Fine without high winds 30 mph	CLAYCLIFFE RD BARUGH GREEN 20 MTS FROM J/W WHALEY RD	Veh 2 Car Parked 0 to 0 Dri Veh 1 Taxi Going ahead NW to SE Dri	M 30 Slight M 43 Slight
A 637				
E 431,703				
N 408,342				
	V2 PULLS UP AT SIDE OF RD & IS STATIONARY WHEN V1 COLL WITH REAR OF V2.			

Details of Personal Injury Accidents for Period - **01/01/2007** **to** **31/12/2011** (60) months

Selection:
Selected using Build Query : local_auth=210

Notes:
Cooper - BGH

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
Road No.	Date									
	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
B-00357-10	Tuesday	CLAYCLIFFE RD BARUGH	Veh 2	Car	Stopping	E to W	Dri	M	62	Slight
	23/03/201(		Veh 3	Car	Stopping	E to W				
A 637	1240hrs		Veh 1	Car	Stopping	E to W				
	Daylight:street lights present									
E 431,463	Dry									
N 408,572	Fine without high winds									
	40 mph									
	V1 TV ALONG CLAYCLIFFE RD APP R/ABOUT WHEN DRIVER BRAKED & HIS FOOT SLIPPED OFF BRAKE ONTO ACCELERATOR. AS A RESULT V1 COLK WITH REAR OF V2 AND V2 WAS SHUNTED INTO REAR OF V3.									
B-00445-10	Monday	HUDDERSFIELD RD DARTON AT J/W	Veh 2	Car	Going ahead	S to N	Dri	M	40	Slight
	26/04/201(	BENCE LN	Veh 1	Car	Turning right	W to E	Dri	M	60	Slight
A 637	1140hrs									
	Daylight:street lights present									
E 431,298	Dry									
N 409,251	Fine without high winds									
	40 mph									
	V2 TRAVELLING ALONG CARR WHEN V1 EMERGED FROM JCT AND COLL OCC.									
B-00502-10	Thursday	BARNSLEY RD BARUGH GREEN	Veh 2	Pedal cycle	Going ahead	0 to 0	Dri	M	64	Slight
	13/05/201(		Veh 1	Car	Going ahead	S to N				
A 637	0934hrs									
	Daylight:street lights present									
E 431,420	Dry									
N 408,824	Fine without high winds									
	40 mph									
	V1 TV ALONG A637 WHEN DRIVER OF V1 TOKK HER EYES OFF RD FOR A MOMENT.SHE THEN BECAME AWARE OF A CYCLIST AT THE SIDE OF HER. SHE SWERVED TO AVOID HIM BUT COLL WITH REAR WHELL CAUSING HIM TO FALL TO FLOOR.									
B-00859-10	Tuesday	BARNSLEY RD BARUGH GREEN AT	Veh 2	Car	Going ahead	N to S				
	10/08/201(	J/W DEARNE HALL RD	Veh 1	Car	Turning left	N to NE	FSP	M	39	Slight
A 637	2345hrs									
	Darkness: street lights present a									
E 431,448	Dry									
N 408,691	Fine without high winds									
	40 mph									
	BOTH VEH'S TR IN SAME DIRECTION, V1 INDICATED AND BRAKED INTENDING TO TURN RGT, V2 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.									
B-01353-10	Monday	CLAYFIELD RD REDBROOK	Veh 2	Car	Going ahead	NW to SE	Dri	F	55	Slight
	20/12/201(		Veh 1	Goods > 7.5t	Reversing	E to W				
U	0940hrs									
	Daylight:street lights present									
E 431,935	Dry									
N 408,040	Fine without high winds									
	30 mph									
	V2 WAS TV ALONG CLAYCLIFFE RD TW BARNSLEY WHEN V1 REVERSED FROM PRIVATE ENTRANCE INTO PATH OF V2 & COLL OCCURRED.									

Details of Personal Injury Accidents for Period - **01/01/2007** **to** **31/12/2011** (60) months

Selection:
Selected using Build Query : local_auth=210

Notes:
Cooper - BGH

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev
B-00093-11	Tuesday 25/01/2011	SPARK LN MAPPLEWELL AT J/W SWALLOW HILL RD	Veh 2 Car Going ahead SW to NE Dri				F 51 Slight
			Veh 3 Car Going ahead SW to NE Dri				F 61 Slight
B 6428	0812hrs		Veh 1 Car Wait to turn right SW to NE				
	Daylight:street lights present						
E 432,224	Wet/Damp						
N 409,203	Fine without high winds						
	30 mph						
	V1 WAITING AT JCT TO TN RGT, V2 FOLLOWING, V3 FAILED TO REACT IN TIME COLL WITH REAR OF V2 PUSHING IT INTO V1.						
B-00211-11	Friday 25/02/2011	SWALLOW HILL RD DARTON 100 MTS FROM DEARNE HALL RD	Veh 1 Car Going ahead E to W				
			Veh 2 Car Going ahead E to W Dri				F 51 Slight
U	0600hrs						
	Daylight:street lights present						
E 432,325	Dry						
N 409,185	Fine without high winds						
	30 mph						
	VEH 1 COLLIDED WITH VEH 2						
B-00299-11	Tuesday 22/03/2011	BARUGH LN BARUGH GREEN	Veh 1 Bus/coach Starting S to N Ped				M 12 Slight
B 6428	1615hrs						
	Daylight:street lights present						
E 431,138	Dry						
N 408,401	Fine without high winds						
	30 mph						
	V1 TV UP BARUGH LN. V1 HAD JUST PULLED AWAY FROM BUS STOP WHND PED WALKED IN FRONT OF THE V1.						
B-00465-11	Wednesday 18/05/2011	CLAYCLIFFE RD BARNSLEY	Veh 1 Car Turning right S to N				
			Veh 2 M/C > 500 cc O/take m/veh o/side S to N Dri				M 37 Slight
A 637	1732hrs						
	Daylight:street lights present						
E 431,894	Dry						
N 408,095	Fine without high winds						
	40 mph						
	V1 TV DOWN CLAYCLIFFE RD WHEN DRIVER COMMENCED TURN IN RD & COLL WITH V2 ALSO TV DOWN CLAYCLIFFE RD.						
B-00524-11	Friday 10/06/2011	CLAYCLIFFE RD BARUGH 100 MTS FROM J/W BARUGH GREEN RD	Veh 2 Car Wait go ahead held up 0 to 0 FSP				F 88 Slight
			Veh 2 Car Wait go ahead held up 0 to 0 Dri				F 63 Slight
A 637	1457hrs		Veh 3 Car Wait go ahead held up 0 to 0				
	Daylight:street lights present		Veh 1 Car Starting 0 to 0				
E 431,960	Wet/Damp						
N 407,992	Fine without high winds						
	40 mph						
	ALL 3 VEHS IN QUEUING SLOW MOVING TF ON CLAYCLIFFE RD (TV IN DIRC OF R/ABOUT JCT WITH HUDDERSFIELD RD) V1 COLL WITH REAR OF V2, SHUNTING V2 INTO REAR OF V3.						

Details of Personal Injury Accidents for Period - **01/01/2007** **to** **31/12/2011** (60) months

Selection:
Selected using Build Query : local_auth=210

Notes:
Cooper - BGH

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
B-00912-11 **B 6428** **E 432,630** **N 409,540**	Friday 23/09/2011 1330hrs Daylight: no street lighting Dry Fine without high winds 40 mph	SPARK LN MAPPLEWELL	Veh 2 Car Going ahead SW to NE Veh 1 Car Going ahead SW to NE RSP Veh 1 Car Going ahead SW to NE FSP Veh 1 Car Going ahead SW to NE Dri	F 10 Slight F 59 Slight F 33 Slight
	V1 TV UP SPARK LN. V1 BRAKED AT BRIDGE, V2 TV SAME DIRC COLL WITH REAR OF V1.			
B-00945-11 **B 6428** **E 432,406** **N 409,325**	Thursday 06/10/2011 0902hrs Daylight: no street lighting Dry Fine without high winds 40 mph	SPARK LN MAPPLEWELL	Veh 1 Car Wait go ahead held up SW to NE Dri Veh 2 Other M/veh Going ahead SW to NE	F 38 Slight
	V1 SLOWED TO ALLOW ONCOMING TF WHO HAD RIGHT OF WAY TO PASS, V2 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.			

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00102-07 13/01/2007 Saturday Time:1820 Vehicles 3 Casualties 1 Slight
Easting: 431,449 Northing: 408,686
Raining with high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: BARNSLEY RD BARNSLEY J/W DEARNE HALL RD
Description:V1 TV A637 TW BARNSLEY. V3 TV OPP DIRC IS IN FILTER LN MOVING FORWARDS SLOWLY WAITING TO TURN R. V2 PULLED OUT OF DEARNE HALL RD. V1 COLL WITH V2 & THEN V3.

Vehicle Reference:1 Car Going ahead
First point of impact:Nearside
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 55 Breath test:Not applicable

Contributory Factors : 302

Vehicle Reference:2 Car Turning left
First point of impact:Front
Vehicle direction: NE to S Journey: Other/Not known
Age of Driver : 46 Breath test:Not applicable

Contributory Factors : 302

Casualty Reference 1 Age:46 Female Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:3 Car Waiting to turn right
First point of impact:Front
Vehicle direction: S to NE Journey: Other/Not known
Age of Driver : 35 Breath test:Not applicable

Contributory Factors : 302

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00240-07 15/02/2007 Thursday Time:1720 Vehicles 2 Casualties 1 Slight
Easting: 431,748 Northing: 408,276
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: CLAYCLIFFE RD BARUGH J/W MEDINA WAY
Description:V1 TV A637 WHEN V2 PULLED OUT OF JCT & TURNED R ACROSS PATH OF V1. V1 UNABLE TO AVOID COLL.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 50 Breath test:Not applicable

Contributory Factors : 405

Vehicle Reference:2 Car Turning right
First point of impact:Offside
Vehicle direction: W to SE Journey: Other/Not known
Age of Driver : 68 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 1 Age:68 Female Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00310-07 04/03/2007 Sunday Time:1150 Vehicles 1 Casualties 1 Slight
Easting: 431,385 Northing: 408,487
Raining without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: BARUGH LN BARUGH GREEN J/W LANGDALE RD
Description:AS V1 APP BARUGH LN FROM LANGDALE RD DRIVER'S FOOT SLIPPED OFF BRAKE ONTO ACCELERATOR & VEH SHOT ACROSS JCT INTO STONE WALL.

Vehicle Reference:1 Car Slowing or Stopping
First point of impact:Front
Vehicle direction: SW to NE Journey: Other/Not known
Age of Driver : 85 Breath test:Not applicable

Contributory Factors : 401 410

Casualty Reference 1 Age:85 Female Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00402-07 24/03/2007 Saturday Time: 2243 Vehicles 2 Casualties 5 Serious
Easting: 431,388 Northing: 408,489
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: BARUGH LANE BARUGH GREEN LANGDALE ROAD
Description: VEH 1 TRAV TOWS BARUGH GREEN WHEN IT CLIPS KERB MOUNTING IT AND SWERVES ACROSS ROAD AND COLLIDES WITH VEH2 TRAV IN OPP DIR.

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: E to W Journey: Other/Not known
Age of Driver : 38 Breath test: Not applicable

Contributory Factors : 602

Casualty Reference 4 Age: 29 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 5 Age: 32 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

Vehicle Reference2 Car Going ahead
First point of impact:Did not impact
Vehicle direction: W to E Journey: Other/Not known
Age of Driver : 31 Breath test:Not applicable

Contributory Factors : 602

Casualty Reference 1 Age:31 Female Driver/rider Severity:Serious
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 2 Age:37 Male Passenger Severity:Serious
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 3 Age:33 Male Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-01214-07 07/09/2007 Friday Time:1620 Vehicles 2 Casualties 3 Slight
Easting: 431,721 Northing: 408,319
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: CLAYCLIFFE RD BARUGH GREEN J/W WHALEY RD
Description:V1 TV A637 TW BARNSLEY TOWN CENTRE. AS V1 APPROACHED JNC V2 EMERGED FROMJNC & COLL WITH V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 82 Breath test:Not applicable

Contributory Factors : 404 406

Casualty Reference 1 Age:82 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 3 Age:63 Female Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:2 Car Moving off
First point of impact:Offside
Vehicle direction: Parked to Parked Journey: Commuting to/from work
Age of Driver : 23 Breath test:Not applicable

Contributory Factors : 404 406

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-01438-07 23/10/2007 Tuesday Time:1513 Vehicles 2 Casualties 3 Slight
Easting: 432,003 Northing: 407,928
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 30

Location: CLAYCLIFFE RD BARUGH GREEN 20M BARUGH GREEN RD
Description:V1 NEGOTIATED RDBT & JOINED A637. VI DAZZLED BY SUN LIGHT, DRIFTED TO MIDDLE OF RD COLLIDING WITH V2.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 32 Breath test:Not applicable

Contributory Factors : 706

Casualty Reference 1 Age:32 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 3 Age:51 Female Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:2 Car Slowing or Stopping
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 48 Breath test:Not applicable

Contributory Factors : 706

Casualty Reference 2 Age:48 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00165-08 05/02/2008 Tuesday Time:0605 Vehicles 2 Casualties 1 Slight
Easting: 431,828 Northing: 408,987
Raining without high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: DEARNE HALL RD BARUGH GN
Description:V1 TR AT SPEED LOST CONTROL AND COLL WITH V2.

Vehicle Reference1 Car Going ahead
First point of impact:Nearside
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 18 Breath test:Not applicable

Contributory Factors : 410

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

Vehicle Reference2 Goods <= 3.5 tonnes mgw Parked
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 42 Breath test:Not applicable

Contributory Factors : 410

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00915-08 25/07/2008 Friday Time:1750 Vehicles 2 Casualties 1 Slight
Easting: 431,941 Northing: 408,021
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: CLAYCLIFFE ROAD BARUGH GREEN
Description:V1 TRAVELLING UP CLAYCLIFFE ROAD AT BARUGH GREEN FAILS TO NOTICE TRAFFIC HAD STOPPED AS HE CAME OVER THE BROW OF A HILL AND COLLIDES WITH REAR OF V2

Vehicle Reference:1 Motorcycle over 50cc and up to Slowing or Stopping
First point of impact:Front
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 19 Breath test:Not applicable

Contributory Factors : 405 408

Casualty Reference 1 Age:19 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference:2 Goods <= 3.5 tonnes mgw Slowing or Stopping
First point of impact:Back
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 20 Breath test:Not applicable

Contributory Factors : 405 408

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00918-08 31/07/2008 Thursday Time:2130 Vehicles 2 Casualties 2 Slight
Easting: 431,879 Northing: 409,004
Fog or mist Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: DEARNE HALL ROAD BARUGH GREEN
Description:V1 TRAVELLING ALONG DEARNE HALL ROAD TOWARDS MAPPLEWELL WHEN V2 EMERGES FROM A YARD ON A BLIND BEND , COLLISION OCCURS AS V1 UNABLE TO STOP IN TIME.

Vehicle Reference1 Car Going ahead left hand bend
First point of impact:Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 40 Breath test:Not applicable

Contributory Factors : 103 108 306

Vehicle Reference2 Car Moving off
First point of impact:Offside
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 24 Breath test:Not applicable

Contributory Factors : 103 108 306

Casualty Reference 1 Age:24 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 2 Age:59 Male Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-01011-08 21/08/2008 Thursday Time:1715 Vehicles 2 Casualties 1 Slight
Easting: 432,705 Northing: 409,727
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: SPARK LN MAPPLEWELL J/W PYE AVE
Description:V1 TV DOWN SPARK LN & APP PYE AVE TO TURN R. V2 SKIDDED ON WET GROUND & COLL INTO REAR OF V1.

Vehicle Reference:1 Car Waiting to turn right
First point of impact:Back
Vehicle direction: E to W Journey: Other/Not known
Age of Driver : 22 Breath test:Not applicable

Contributory Factors : 408 706

Casualty Reference 1 Age:22 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/Not known
Age of Driver : 21 Breath test:Not applicable

Contributory Factors : 408 706

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-01030-08 26/08/2008 Tuesday Time:2148 Vehicles 2 Casualties 1 Serious
Easting: 431,375 Northing: 408,482
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: BARUGH LN BARNSLEY AT J/W LANGDALE RD
Description:MOPED RIDER (V2) OVERTAKING VEH ON N/S BEND COLL WITH V1 TR IN OPP DIRECTION.

Vehicle Reference:1 Car Going ahead right hand bend
First point of impact:Front
Vehicle direction: NW to S Journey: Other/Not known
Age of Driver : 22 Breath test:Not applicable

Contributory Factors : 403 405 602 108

Vehicle Reference:2 Motorcycle 50cc and under Overtaking moving vehicle on its offside
First point of impact:Front
Vehicle direction: S to NW Journey: Other/Not known
Age of Driver : 18 Breath test:Not applicable

Contributory Factors : 403 405 602 108

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

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-01331-08 27/10/2008 Monday Time:0755 Vehicles 2 Casualties 1 Slight
Easting: 432,400 Northing: 409,160
Fine without high winds Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: SWALLOW HILL RD MAPPLEWELL
Description:V1 & V2 TV IN OPP DIRC, RD NARROWED & V2 APPLIED BRAKES UPON SEEING V1 BUT V2 SKIDDED & COLL WITH FRONT OF V1.

Vehicle Reference1 Car Going ahead right hand bend
First point of impact:Front
Vehicle direction: W to E Journey: Other/Not known
Age of Driver : 43 Breath test:Not applicable

Contributory Factors :

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

Vehicle Reference2 Goods <= 3.5 tonnes mgw Going ahead left hand bend
First point of impact:Front
Vehicle direction: E to W Journey: Other/Not known
Age of Driver : 43 Breath test:Not applicable

Contributory Factors :

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-01570-08 17/12/2008 Wednesday Time:1645 Vehicles 3 Casualties 2 Slight
Easting: 431,935 Northing: 408,032
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: CLAYCLIFFE ROAD, BARNSLEY
Description:V1STATIONARY IN TRAFFIC IS SHUNTED IN THE REAR BY V2 CAUSING IT TO COLIDE WITH V3. SLIGHT INJURIES.

Vehicle Reference1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 40 Breath test:Not applicable

Contributory Factors :

Casualty Reference 1 Age:40 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 2 Age:29 Female Passenger Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 0 Breath test:Not applicable

Contributory Factors :

Vehicle Reference3 Car Waiting to go ahead but held up
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 0 Breath test:Not applicable

Contributory Factors :

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00158-09 04/02/2009 Wednesday Time:1140 Vehicles 2 Casualties 2 Slight
Easting: 431,750 Northing: 408,275
Other Road Surface:Frost/Ice Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: CLAYCLIFFE RD BARUGH J/W MEDINA WAY
Description:V1 HAS PULLED OUT OF NEDINA WAY TO TURN R ONTO CLAYCLIFFE RD STRAIGHT IN FRONT OF ONCOMING V2.

Vehicle Reference:1 Car Turning right
First point of impact:Offside
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 80 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 2 Age:82 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 55 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 1 Age:55 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00695-09 27/06/2009 Saturday Time:1409 Vehicles 2 Casualties 2 Slight
Easting: 431,703 Northing: 408,342
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: CLAYCLIFFE RD BARUGH GREEN 20 MTS FROM J/W WHALEY RD
Description:V2 PULLS UP AT SIDE OF RD & IS STATIONARY WHEN V1 COLL WITH REAR OF V2.

Vehicle Reference:1 Taxi Going ahead
First point of impact:Front
Vehicle direction: NW to SE Journey: Journey as part of work
Age of Driver : 43 Breath test:Not applicable

Contributory Factors : 510

Casualty Reference 1 Age:43 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Parked
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 30 Breath test:Not applicable

Contributory Factors : 510

Casualty Reference 2 Age:30 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00357-10 23/03/2010 Tuesday Time:1240 Vehicles 3 Casualties 1 Slight
Easting: 431,463 Northing: 408,572
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Roundabout Speed Limit: 40

Location: CLAYCLIFFE RD BARUGH
Description:V1 TV ALONG CLAYCLIFFE RD APP R/ABOUT WHEN DRIVER BRAKED & HIS FOOT SLIPPED OFF BRAKE ONTO ACCELERATOR. AS A RESULT V1 COLK WITH REAR OF V2 AND V2 WAS SHUNTED INTO REAR OF V3.

Vehicle Reference:1 Car Slowing or Stopping
First point of impact:Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 46 Breath test:Not applicable

Contributory Factors : 410

Vehicle Reference:2 Car Slowing or Stopping
First point of impact:Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 62 Breath test:Not applicable

Contributory Factors : 410

Casualty Reference 1 Age:62 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:3 Car Slowing or Stopping
First point of impact:Did not impact
Vehicle direction: E to W Journey: Other/Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 410

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00445-10 26/04/2010 Monday Time:1140 Vehicles 2 Casualties 2 Slight
Easting: 431,298 Northing: 409,251
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: HUDDERSFIELD RD DARTON AT J/W BENCE LN
Description:V2 TRAVELLING ALONG CARR WHEN V1 EMERGED FROM JCT AND COLL OCC.

Vehicle Reference:1 Car Turning right
First point of impact:Offside
Vehicle direction: W to E Journey: Other/Not known
Age of Driver : 60 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 1 Age:60 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Dii Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Other/Not known
Age of Driver : 40 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 2 Age:40 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Dii Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00502-10 13/05/2010 Thursday Time:0934 Vehicles 2 Casualties 1 Slight
Easting: 431,420 Northing: 408,824
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: BARNSLEY RD BARUGH GREEN
Description:V1 TV ALONG A637 WHEN DRIVER OF V1 TOKK HER EYES OFF RD FOR A MOMENT.SHE THEN BECAME AWARE OF A CYCLIST AT THE SIDE OF HER. SHE SWERVED TO AVOID HIM BUT COLL WITH REAR WHELL CAUSING HIM TO FALL TO FLOOR.

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: S to N Journey: Other/Not known
Age of Driver : 19 Breath test:Not applicable

Contributory Factors : 605 509

Vehicle Reference:2 Pedal cycle Going ahead
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 64 Breath test:Not applicable

Contributory Factors : 605 509

Casualty Reference 1 Age:64 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00859-10 10/08/2010 Tuesday Time:2345 Vehicles 2 Casualties 1 Slight
Easting: 431,448 Northing: 408,691
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: BARNSLEY RD BARUGH GREEN AT J/W DEARNE HALL RD
Description:BOTH VEH'S TR IN SAME DIRECTION, V1 INDICATED AND BRAKED INTENDING TO TURN RGT, V2 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference:1 Car Turning left
First point of impact:Back
Vehicle direction: N to NE Journey: Other/Not known
Age of Driver : 30 Breath test:Not applicable

Contributory Factors : 406

Casualty Reference:1 Age:39 Male Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 23 Breath test:Not applicable

Contributory Factors : 406

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-01353-10 20/12/2010 Monday Time:0940 Vehicles 2 Casualties 1 Slight
Easting: 431,935 Northing: 408,040
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: CLAYFIELD RD REDBROOK
Description:V2 WAS TV ALONG CLAYCLIFFE RD TW BARNSLEY WHEN V1 REVERSED FROM PRIVATE ENTRANCE INTO PATH OF V2 & COLL OCCURRED.

Vehicle Reference:1 Goods >= 7.5 tonnes mgw Reversing
First point of impact:Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 44 Breath test:Not applicable

Contributory Factors : 404

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: NW to SE Journey: Commuting to/from work
Age of Driver : 55 Breath test:Not applicable

Contributory Factors : 404

Casualty Reference:1 Age:55 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00093-11 25/01/2011 Tuesday Time:0812 Vehicles 3 Casualties 2 Slight
Easting: 432,224 Northing: 409,203
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: SPARK LN MAPPLEWELL AT J/W SWALLOW HILL RD
Description:V1 WAITING AT JCT TO TN RGT, V2 FOLLOWING, V3 FAILED TO REACT IN TIME COLL WITH REAR OF V2 PUSHING IT INTO V1.

Vehicle Reference1 Car Waiting to turn right
First point of impact:Back
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 46 Breath test:Negative

Contributory Factors : 405 406 308

Vehicle Reference2 Car Going ahead
First point of impact:Back
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 51 Breath test:Negative

Contributory Factors : 405 406 308

Casualty Reference 1 Age:51 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference3 Car Going ahead
First point of impact:Front
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 61 Breath test:Negative

Contributory Factors : 405 406 308

Casualty Reference 2 Age:61 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00211-11 25/02/2011 Friday Time:0600 Vehicles 2 Casualties 1 Slight
Easting: 432,325 Northing: 409,185
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: SWALLOW HILL RD DARTON 100 MTS FROM DEARNE HALL RD
Description:VEH 1 COLLIDED WITH VEH 2

Vehicle Reference:1 Car Going ahead
First point of impact:Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 30 Breath test:Not requested

Contributory Factors :

Vehicle Reference:2 Car Going ahead
First point of impact:Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 51 Breath test:Not requested

Contributory Factors :

Casualty Reference 1 Age:51 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00299-11 22/03/2011 Tuesday Time:1615 Vehicles 1 Casualties 1 Slight
Easting: 431,138 Northing: 408,401
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: BARUGH LN BARUGH GREEN
Description:V1 TV UP BARUGH LN. V1 HAD JUST PULLED AWAY FROM BUS STOP WHND PED WALKED IN FRONT OF THE V1.

Vehicle Reference:1 Bus or coach Moving off
First point of impact:Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 53 Breath test:Not requested

Contributory Factors : 802

Casualty Reference 1 Age:12 Male Pedestrian Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Driver's offside
Ped Location:In carr elsewhere

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00465-11 18/05/2011 Wednesday Time:1732 Vehicles 2 Casualties 1 Slight
Easting: 431,894 Northing: 408,095
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: CLAYCLIFFE RD BARNSLEY
Description:V1 TV DOWN CLAYCLIFFE RD WHEN DRIVER COMMENCED TURN IN RD & COLL WITH V2 ALSO TV DOWN CLAYCLIFFE RD.

Vehicle Reference:1 Car Turning right
First point of impact:Back
Vehicle direction: S to N Journey: Other/Not known
Age of Driver : 46 Breath test:Negative

Contributory Factors : 601 405 602

Vehicle Reference:2 Motorcycle over 500cc Overtaking moving vehicle on its offside
First point of impact:Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 37 Breath test:Negative

Contributory Factors : 601 405 602

Casualty Reference 1 Age:37 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00524-11 10/06/2011 Friday Time:1457 Vehicles 3 Casualties 2 Slight
Easting: 431,960 Northing: 407,992
Fine without high winds Road Surface:Wet/Damp Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: CLAYCLIFFE RD BARUGH 100 MTS FROM J/W BARUGH GREEN RD
Description:ALL 3 VEHS IN QUEUING SLOW MOVING TF ON CLAYCLIFFE RD (TV IN DIRC OF R/ABOUT JCT WITH HUDDERSFIELD RD) V1 COLL WITH REAR OF V2, SHUNTING V2 INTO REAR OF V3.

Vehicle Reference1 Car Moving off
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 29 Breath test:Negative

Contributory Factors : 103 405 408

Vehicle Reference2 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 63 Breath test:Negative

Contributory Factors : 103 405 408

Casualty Reference 1 Age:63 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:88 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference3 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 42 Breath test:Negative

Contributory Factors : 103 405 408

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00912-11 23/09/2011 Friday Time:1330 Vehicles 2 Casualties 3 Slight
Easting: 432,630 Northing: 409,540
Fine without high winds Road Surface:Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 40

Location: SPARK LN MAPPLEWELL
Description:V1 TV UP SPARK LN. V1 BRAKED AT BRIDGE, V2 TV SAME DIRC COLL WITH REAR OF V1.

Vehicle Reference:1 Car Going ahead
First point of impact:Back
Vehicle direction: SW to NE Journey: Other/Not known
Age of Driver : 33 Breath test:Driver not contacted

Contributory Factors : 408

Casualty Reference 1 Age:33 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:10 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 3 Age:59 Female Passenger Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

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

Contributory Factors : 408

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

B-00945-11 06/10/2011 Thursday Time:0902 Vehicles 2 Casualties 1 Slight
Easting: 432,406 Northing: 409,325
Fine without high winds Road Surface:Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 40

Location: SPARK LN MAPPLEWELL
Description:V1 SLOWED TO ALLOW ONCOMING TF WHO HAD RIGHT OF WAY TO PASS, V2 FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

Vehicle Reference:1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: SW to NE Journey: Taking pupil to/from school
Age of Driver : 38 Breath test:Not requested

Contributory Factors : 406

Casualty Reference 1 Age:38 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Other motor vehicle Going ahead
First point of impact:Front
Vehicle direction: SW to NE Journey: Other/Not known
Age of Driver : Breath test:Not requested

Contributory Factors : 406

Accidents between dates 01/01/2007 and 31/12/2011 (60) months
Selection: **Notes:**
Selected using Build Query : local_auth=210 **Cooper - BGH**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	1	22	23
2-wheeled motor vehicles	0	1	2	3
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	2	25	27

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	25	26
Passenger	0	1	12	13
Motorcycle ride	0	1	2	3
Cyclist	0	0	1	1
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	3	41	44

Accidents between dates **01/01/2007 and 31/12/2011** (60) months

Selection:
Selected using Build Query : local_auth=210

Notes:
Cooper - BGH

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-00102-07	13/01/2007	1	Slight	0	0	0	0	Dark	Both	Wet/Damp	1820	BARNSLEY RD BARNSLEY J/W DEARNE HALL RD
B-00240-07	15/02/2007	1	Slight	0	0	0	1	Dark	Right	Dry	1720	CLAYCLIFFE RD BARUGH J/W MEDINA WAY
B-00310-07	04/03/2007	1	Slight	0	0	0	1	Light	No turn	Wet/Damp	1150	BARUGH LN BARUGH GREEN J/W LANGDALE RD
B-00402-07	24/03/2007	5	Serious	0	0	0	0	Dark	No turn	Wet/Damp	2243	BARUGH LANE BARUGH GREEN LANGDALE ROAD
B-01214-07	07/09/2007	3	Slight	0	0	0	2	Light	No turn	Dry	1620	CLAYCLIFFE RD BARUGH GREEN J/W WHALEY RD
B-01438-07	23/10/2007	3	Slight	0	0	0	0	Light	No turn	Dry	1513	CLAYCLIFFE RD BARUGH GREEN 20M BARUGH GREEN RD
B-00165-08	05/02/2008	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	0605	DEARNE HALL RD BARUGH GN
B-00915-08	25/07/2008	1	Slight	0	0	0	0	Light	No turn	Dry	1750	CLAYCLIFFE ROAD BARUGH GREEN
B-00918-08	31/07/2008	2	Slight	0	0	0	0	Dark	No turn	Wet/Damp	2130	DEARNE HALL ROAD BARUGH GREEN
B-01011-08	21/08/2008	1	Slight	0	0	0	0	Light	Right	Wet/Damp	1715	SPARK LN MAPPLEWELL J/W PYE AVE
B-01030-08	26/08/2008	1	Serious	0	0	0	0	Dark	No turn	Dry	2148	BARUGH LN BARNSLEY AT J/W LANGDALE RD
B-01331-08	27/10/2008	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	0755	SWALLOW HILL RD MAPPLEWELL
B-01570-08	17/12/2008	2	Slight	0	0	0	0	Dark	No turn	Dry	1645	CLAYCLIFFE ROAD, BARNSLEY
B-00158-09	04/02/2009	2	Slight	0	0	0	1	Light	Right	Frost/Ice	1140	CLAYCLIFFE RD BARUGH J/W MEDINA WAY
B-00695-09	27/06/2009	2	Slight	0	0	0	0	Light	No turn	Dry	1409	CLAYCLIFFE RD BARUGH GREEN 20 MTS FROM J/W WHALEY RD
B-00357-10	23/03/2010	1	Slight	0	0	0	1	Light	No turn	Dry	1240	CLAYCLIFFE RD BARUGH
B-00445-10	26/04/2010	2	Slight	0	0	0	1	Light	Right	Dry	1140	HUDDERSFIELD RD DARTON AT J/W BENCE LN
B-00502-10	13/05/2010	1	Slight	1	0	0	1	Light	No turn	Dry	0934	BARNSLEY RD BARUGH GREEN
B-00859-10	10/08/2010	1	Slight	0	0	0	0	Dark	Left	Dry	2345	BARNSLEY RD BARUGH GREEN AT J/W DEARNE HALL RD
B-01353-10	20/12/2010	1	Slight	0	0	0	0	Light	No turn	Dry	0940	CLAYFIELD RD REDBROOK
B-00093-11	25/01/2011	2	Slight	0	0	0	1	Light	Right	Wet/Damp	0812	SPARK LN MAPPLEWELL AT J/W SWALLOW HILL RD
B-00211-11	25/02/2011	1	Slight	0	0	0	0	Light	No turn	Dry	0600	SWALLOW HILL RD DARTON 100 MTS FROM DEARNE HALL RD
B-00299-11	22/03/2011	1	Slight	0	1	1	0	Light	No turn	Dry	1615	BARUGH LN BARUGH GREEN
B-00465-11	18/05/2011	1	Slight	0	0	0	0	Light	Right	Dry	1732	CLAYCLIFFE RD BARNSLEY
B-00524-11	10/06/2011	2	Slight	0	0	0	2	Light	No turn	Wet/Damp	1457	CLAYCLIFFE RD BARUGH 100 MTS FROM J/W BARUGH GREEN RD
B-00912-11	23/09/2011	3	Slight	0	0	1	0	Light	No turn	Dry	1330	SPARK LN MAPPLEWELL
B-00945-11	06/10/2011	1	Slight	0	0	0	0	Light	No turn	Dry	0902	SPARK LN MAPPLEWELL
Column Totals		44		1	1	2	11					
No. of Accidents				1	1	2	9					

Accidents between dates **01/01/2007** **and** **31/12/2011** (60) months

Selection:
Selected using Build Query : local_auth=210

Notes:
Cooper - BGH

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location

Total number of accidents listed: 27

Accidents between dates **01/01/2007** **and** **31/12/2011** (60) months

Selection:
Selected using Build Query : local_auth=210

Notes:
Cooper - BGH

Police Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
B-00102-07	Slight	13/01/2007	1820	431449 408686	0	0	1	302V2A	0 0 0	Dark	Raining with high winds	Wet/Damp	9 9 9
B-00240-07	Slight	15/02/2007	1720	431748 408276	0	0	1	405V2A	0 0 0	Dark	Fine without high winds	Dry	9 9
B-00310-07	Slight	04/03/2007	1150	431385 408487	0	0	1	401V1A 410V1A	0 0 0	Light	Raining without high winds	Wet/Damp	9
B-00402-07	Serious	24/03/2007	2243	431388 408489	0	2	3	602V1A	0 0 0	Dark	Fine without high winds	Wet/Damp	9 9
B-01214-07	Slight	07/09/2007	1620	431721 408319	0	0	3	404V1A 406V2A	0 0 0	Light	Fine without high winds	Dry	9 9
B-01438-07	Slight	23/10/2007	1513	432003 407928	0	0	3	706V1A	0 0 0	Light	Fine without high winds	Dry	9 9
B-00165-08	Slight	05/02/2008	0605	431828 408987	0	0	1	410V1A	0 0 0	Dark	Raining without high winds	Wet/Damp	9 19
B-00915-08	Slight	25/07/2008	1750	431941 408021	0	0	1	405V1A 408V1A	0 0 0	Light	Fine without high winds	Dry	19 3
B-00918-08	Slight	31/07/2008	2130	431879 409004	0	0	2	103V1A 108V1A 306V1B	0 0 0	Dark	Fog or mist	Wet/Damp	9 9
B-01011-08	Slight	21/08/2008	1715	432705 409727	0	0	1	408V2A 706V2A	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
B-01030-08	Serious	26/08/2008	2148	431375 408482	0	1	0	403V2A 405V2A 602V2A 108V2A	0 0 0	Dark	Fine without high winds	Dry	9 2
B-01331-08	Slight	27/10/2008	0755	432400 409160	0	0	1		0 0 0	Light	Fine without high winds	Wet/Damp	19 9
B-01570-08	Slight	17/12/2008	1645	431935 408032	0	0	2		0 0 0	Dark	Fine without high winds	Dry	9 9 9
B-00158-09	Slight	04/02/2009	1140	431750 408275	0	0	2	405V1B	0 0 0	Light	Other	Frost/Ice	9 9
B-00695-09	Slight	27/06/2009	1409	431703 408342	0	0	2	510V1B	0 0 0	Light	Fine without high winds	Dry	9 8
B-00357-10	Slight	23/03/2010	1240	431463 408572	0	0	1	410V1B	0 0 0	Light	Fine without high winds	Dry	9 9 9
B-00445-10	Slight	26/04/2010	1140	431298 409251	0	0	2	405V1A	0 0 0	Light	Fine without high winds	Dry	9 9
B-00502-10	Slight	13/05/2010	0934	431420 408824	0	0	1	605V1A 509V1A	0 0 0	Light	Fine without high winds	Dry	1 9
B-00859-10	Slight	10/08/2010	2345	431448 408691	0	0	1	406V2A	0 0 0	Dark	Fine without high winds	Dry	9 9
B-01353-10	Slight	20/12/2010	0940	431935 408040	0	0	1	404V1A	0 0 0	Light	Fine without high winds	Dry	9 21
B-00093-11	Slight	25/01/2011	0812	432224 409203	0	0	2	405V3A 406V3A 308V1A	0 0 0	Light	Fine without high winds	Wet/Damp	9 9 9
B-00211-11	Slight	25/02/2011	0600	432325 409185	0	0	1		0 0 0	Light	Fine without high winds	Dry	9 9
B-00299-11	Slight	22/03/2011	1615	431138 408401	0	0	1	802C1A	5 3 7	Light	Fine without high winds	Dry	11
B-00465-11	Slight	18/05/2011	1732	431894 408095	0	0	1	601V1A 405V1B 602V1B	0 0 0	Light	Fine without high winds	Dry	9 5
B-00524-11	Slight	10/06/2011	1457	431960 407992	0	0	2	103V1A 405V1A 408V1A	0 0 0	Light	Fine without high winds	Wet/Damp	9 9 9
B-00912-11	Slight	23/09/2011	1330	432630 409540	0	0	3	408V1A	0 0 0	Light	Fine without high winds	Dry	9 9
B-00945-11	Slight	06/10/2011	0902	432406 409325	0	0	1	406V2A	0 0 0	Light	Fine without high winds	Dry	9 14

Accidents between dates **01/01/2007** **and** **31/12/2011** (60) months

Selection:
Selected using Build Query : local_auth=210

Notes:
Cooper - BGH

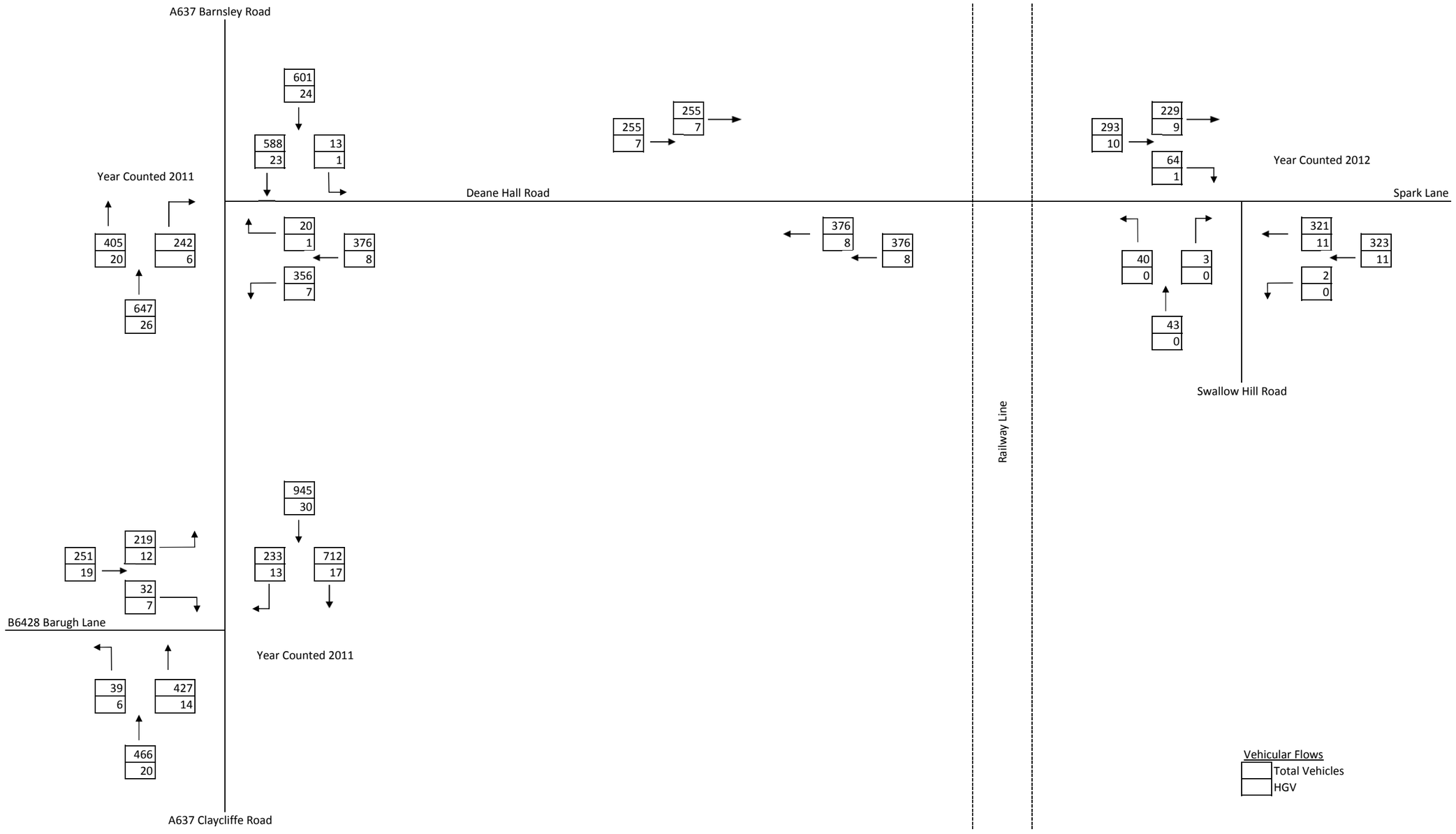
Police Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L	M	D	Light	Weather	Road Surface	Vehicle Types
Column Totals															
No. of Accidents															

Total number of accidents listed: 27

APPENDIX BGH 5

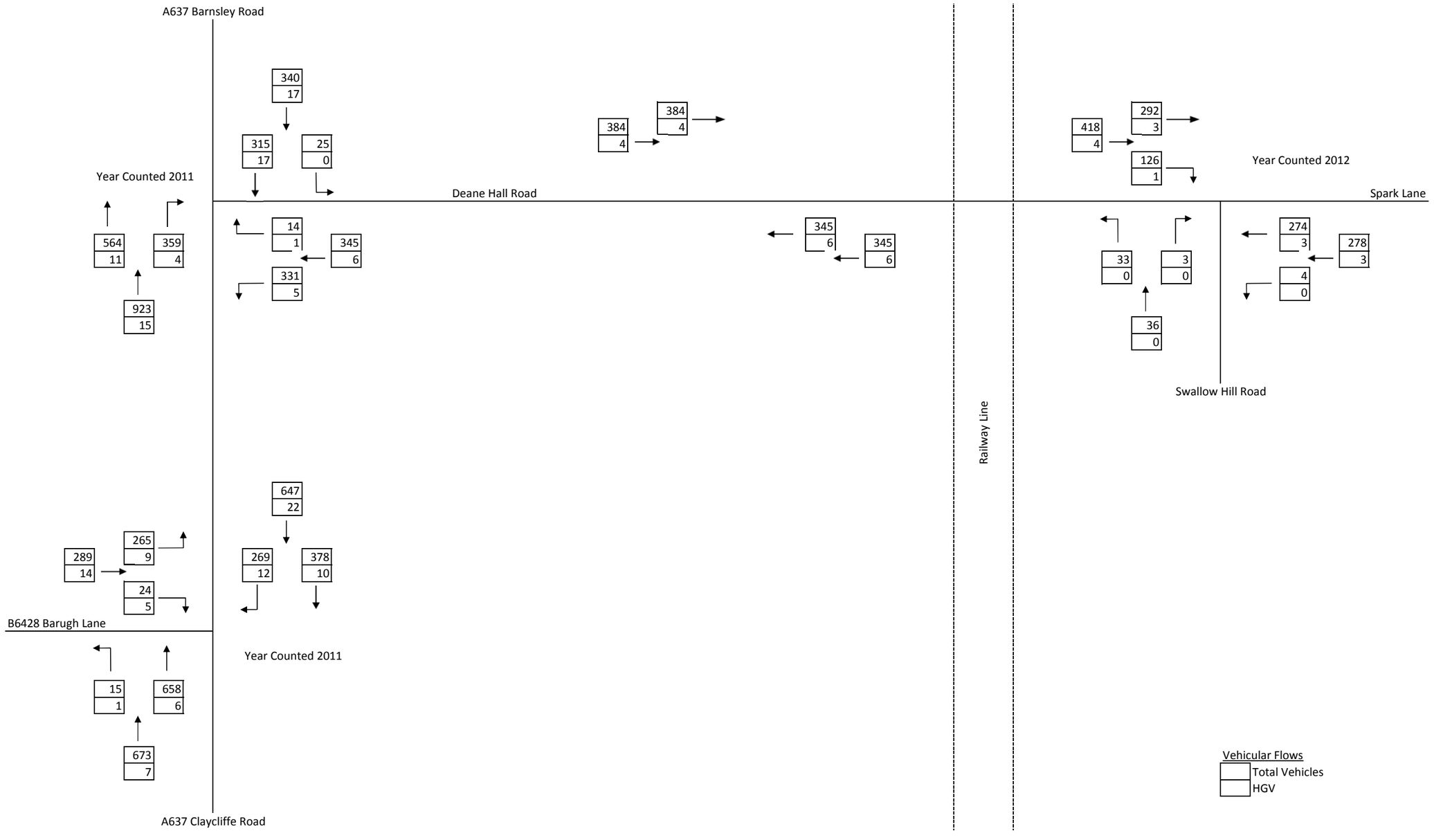
EXISTING VEHICULAR FLOWS
BARNSLEY

8:00 am to 9:00 am



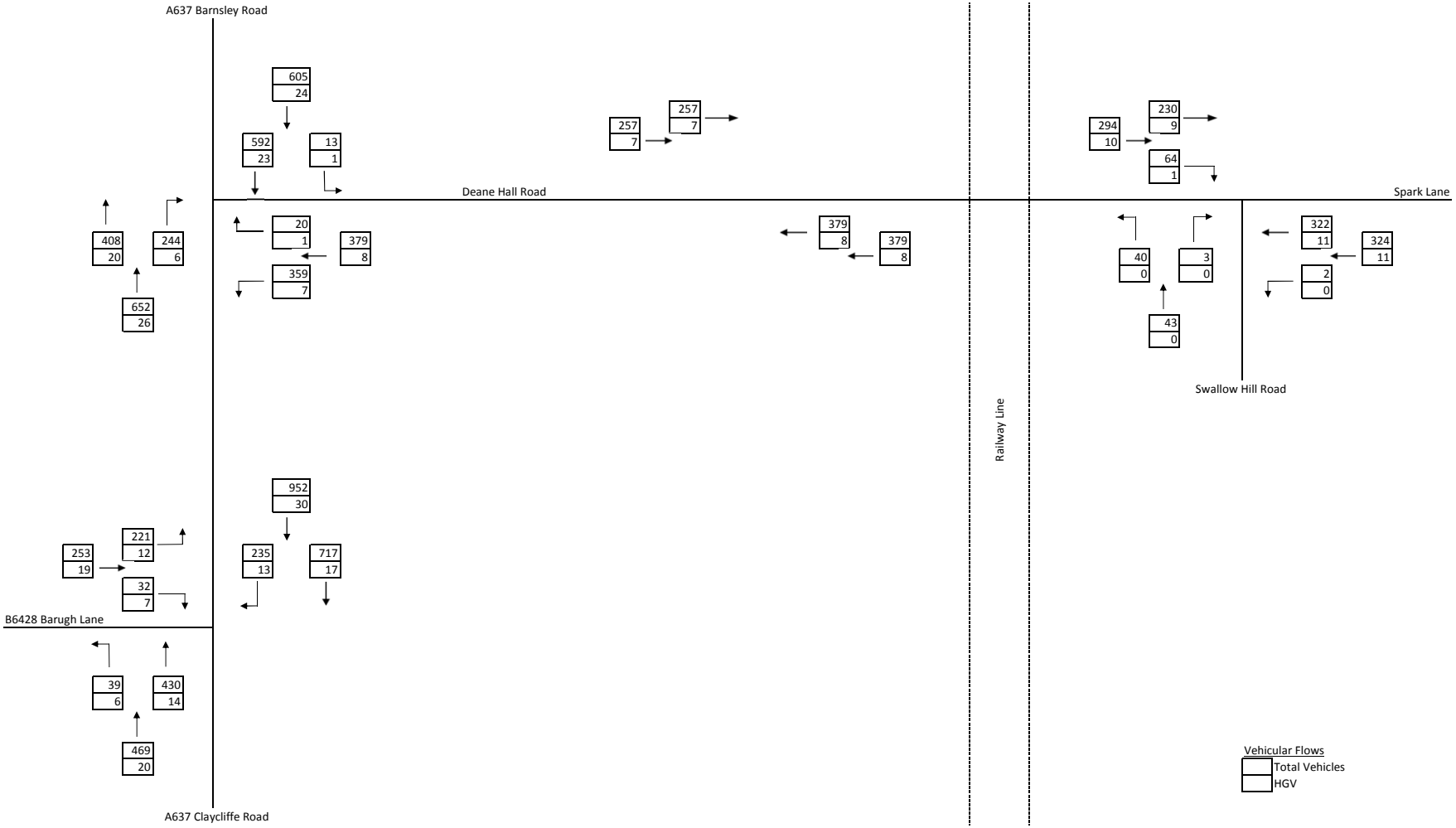
EXISTING VEHICULAR FLOWS
BARNSLEY

5:00 pm to 6:00 pm

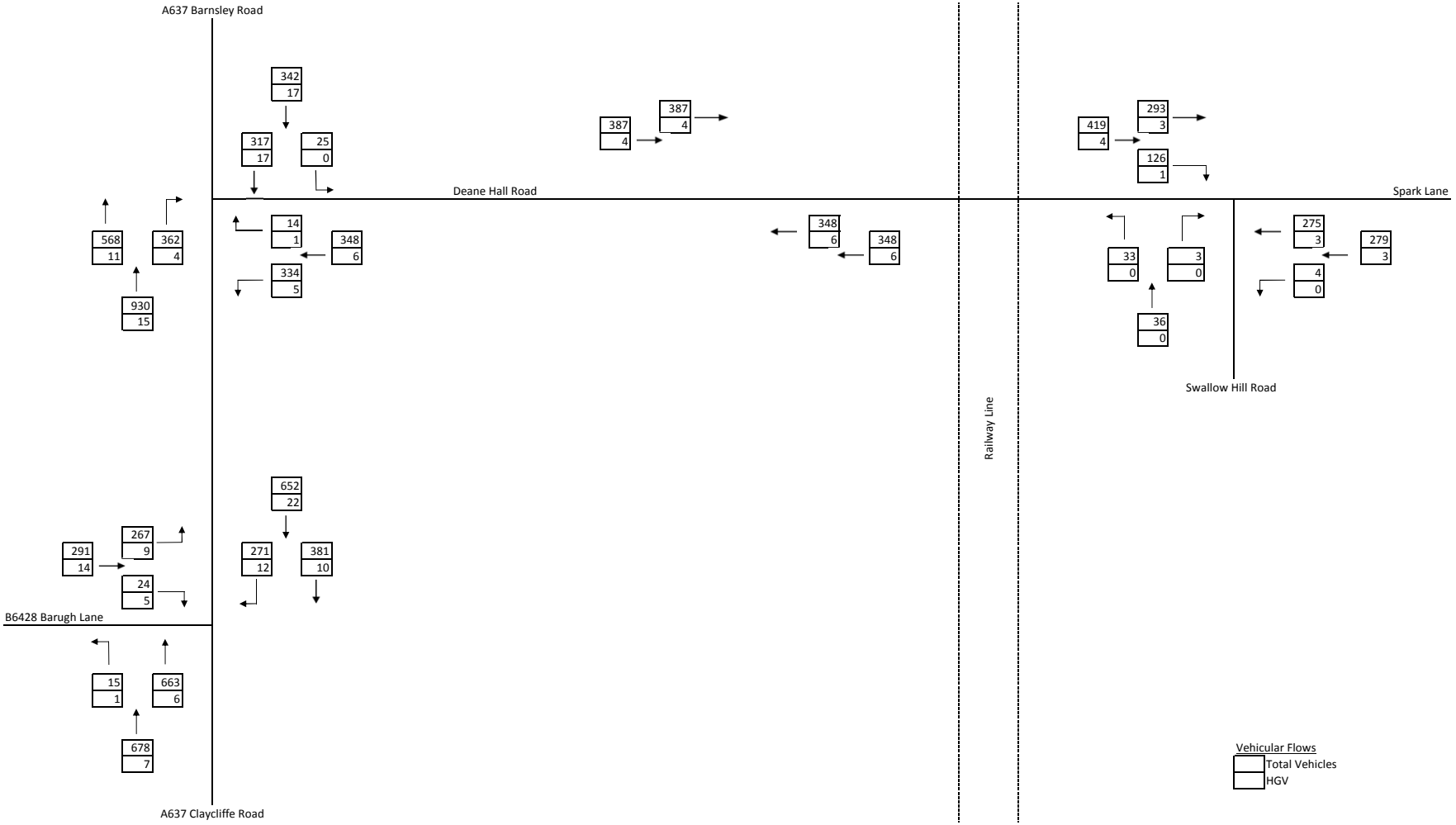


APPENDIX BGH 6

2013 GROWTHED VEHICULAR FLOWS
BARNSLEY
8:00 am to 9:00 am



2013 GROWTHED VEHICULAR FLOWS
BARNSLEY
5:00 pm to 6:00 pm



APPENDIX BGH 7

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
© Copyright TRL Limited, 2013

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://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: Swallow Hill Junction.arc8
Path: Y:\2008\08-226 to 08-250\08-241 Barnsley, CEG\Technical\Swallow Hill - Dearne Hall
Report generation date: 05/03/2013 16:10:03

Summary of junction performance

	AM			
	Queue (Veh)	**Delay (min)**	**RFC**	**LOS**
	A1 - 2013 Base			
Stream B-AC	0.11	0.14	0.10	A
Stream C-AB	0.28	0.10	0.16	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2013 Base, AM " model duration: 07:45 - 09:15
"D2 - 2013 Base, PM" model duration: 16:45 - 18:15
"D3 - 2018 Base + CD, AM" model duration: 07:45 - 09:15
"D4 - 2018 Base + CD, PM" model duration: 16:45 - 18:15
"D5 - 2018 Base + CD + Dev, AM" model duration: 07:45 - 09:15
"D6 - 2018 Base + CD + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 05/03/2013 16:10:02

File summary

File Description

Title	Barugh Green, Barnsley
Location	Swallow Hill Road
Site Number	
Date	04/03/2013
Version	
Status	
Identifier	
Client	CEG
Jobnumber	08-241
Enumerator	mcrabtree
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	Veh	Veh	perHour	min	-Hour	perMin

(Default Analysis Set) - 2013 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Base, AM	2013 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (min)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	0.11	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Spark Lane		Major
B	Swallow Hill Road		Minor
C	Dearne Hall Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	90.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										50	25

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	465.524	0.081	0.206	0.130	0.294
1	B-C	588.441	0.087	0.219	-	-
1	C-B	626.083	0.233	0.233	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	324.00	100.000
B	ONE HOUR	✓	43.00	100.000
C	ONE HOUR	✓	294.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	2.000	322.000
	B	3.000	0.000	40.000
	C	230.000	64.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.07	0.00	0.93
	C	0.78	0.22	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.034
	B	1.000	1.000	1.000
	C	1.039	1.015	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	3.400
	B	0.000	0.000	0.000
	C	3.900	1.500	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS
B-AC	0.10	0.14	0.11	A

C-AB	0.16	0.10	0.28	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	32.37	32.11	0.00	518.28	0.062	0.07	0.123	A
C-AB	64.03	63.45	0.00	675.27	0.095	0.15	0.098	A
C-A	157.31	157.31	0.00	-	-	-	-	-
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	242.42	242.42	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	38.66	38.59	0.00	506.54	0.076	0.08	0.128	A
C-AB	82.23	82.03	0.00	688.97	0.119	0.20	0.099	A
C-A	182.07	182.07	0.00	-	-	-	-	-
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	289.47	289.47	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	47.34	47.25	0.00	490.22	0.097	0.11	0.135	A
C-AB	109.63	109.31	0.00	707.30	0.155	0.28	0.100	A
C-A	214.07	214.07	0.00	-	-	-	-	-
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	354.53	354.53	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	47.34	47.34	0.00	490.21	0.097	0.11	0.135	A
C-AB	109.73	109.72	0.00	707.39	0.155	0.28	0.100	A
C-A	213.97	213.97	0.00	-	-	-	-	-
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	354.53	354.53	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	38.66	38.75	0.00	506.52	0.076	0.08	0.128	A
C-AB	82.35	82.66	0.00	689.11	0.119	0.20	0.099	A
C-A	181.95	181.95	0.00	-	-	-	-	-
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	289.47	289.47	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	32.37	32.44	0.00	518.25	0.062	0.07	0.124	A
C-AB	64.22	64.42	0.00	675.38	0.095	0.15	0.098	A
C-A	157.12	157.12	0.00	-	-	-	-	-
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	242.42	242.42	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
© Copyright TRL Limited, 2013

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://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: Swallow Hill Junction.arc8
Path: Y:\2008\08-226 to 08-250\08-241 Barnsley, CEG\Technical\Swallow Hill - Dearne Hall
Report generation date: 05/03/2013 16:10:52

Summary of junction performance

	PM			
	Queue (Veh)	**Delay (min)**	**RFC**	**LOS**
	A1 - 2013 Base			
Stream B-AC	0.09	0.13	0.08	A
Stream C-AB	0.65	0.11	0.31	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2013 Base, AM" model duration: 07:45 - 09:15
"D2 - 2013 Base, PM " model duration: 16:45 - 18:15
"D3 - 2018 Base + CD, AM" model duration: 07:45 - 09:15
"D4 - 2018 Base + CD, PM" model duration: 16:45 - 18:15
"D5 - 2018 Base + CD + Dev, AM" model duration: 07:45 - 09:15
"D6 - 2018 Base + CD + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 05/03/2013 16:10:52

File summary

File Description

Title	Barugh Green, Barnsley
Location	Swallow Hill Road
Site Number	
Date	04/03/2013
Version	
Status	
Identifier	
Client	CEG
Jobnumber	08-241
Enumerator	mcrabtree
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	Veh	Veh	perHour	min	-Hour	perMin

(Default Analysis Set) - 2013 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Base, PM	2013 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (min)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	0.12	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Spark Lane		Major
B	Swallow Hill Road		Minor
C	Dearne Hall Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	90.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										50	25

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	465.524	0.081	0.206	0.130	0.294
1	B-C	588.441	0.087	0.219	-	-
1	C-B	626.083	0.233	0.233	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	279.00	100.000
B	ONE HOUR	✓	36.00	100.000
C	ONE HOUR	✓	419.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	4.000	275.000
	B	3.000	0.000	33.000
	C	293.000	126.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.08	0.00	0.92
	C	0.70	0.30	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.011
	B	1.000	1.000	1.000
	C	1.010	1.008	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	1.100
	B	0.000	0.000	0.000
	C	1.000	0.800	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS
B-AC	0.08	0.13	0.09	A

C-AB	0.31	0.11	0.65	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	27.10	26.89	0.00	521.26	0.052	0.05	0.121	A
C-AB	136.30	135.03	0.00	721.56	0.189	0.32	0.102	A
C-A	179.14	179.14	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	207.03	207.03	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	32.36	32.31	0.00	510.24	0.063	0.07	0.126	A
C-AB	175.32	174.86	0.00	742.52	0.236	0.43	0.106	A
C-A	201.35	201.35	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	247.22	247.22	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	39.64	39.56	0.00	494.76	0.080	0.09	0.132	A
C-AB	237.29	236.43	0.00	771.81	0.307	0.65	0.112	A
C-A	224.04	224.04	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	302.78	302.78	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	39.64	39.64	0.00	494.72	0.080	0.09	0.132	A
C-AB	237.59	237.57	0.00	772.13	0.308	0.65	0.113	A
C-A	223.74	223.74	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	302.78	302.78	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	32.36	32.44	0.00	510.18	0.063	0.07	0.126	A
C-AB	175.70	176.52	0.00	743.00	0.236	0.45	0.106	A
C-A	200.97	200.97	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	247.22	247.22	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
B-AC	27.10	27.15	0.00	521.18	0.052	0.06	0.121	A
C-AB	136.82	137.31	0.00	721.99	0.190	0.33	0.103	A
C-A	178.62	178.62	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	207.03	207.03	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
© Copyright TRL Limited, 2013

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://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: Barnsley Road-Dearne Hall Road.arc8
Path: Y:\2008\08-226 to 08-250\08-241 Barnsley, CEG\Technical\Barnsley Road-Dearne Hall Road
Report generation date: 05/03/2013 15:58:53

Summary of junction performance

	AM				
	Queue (Veh)	**Delay (min)**	**RFC**	**LOS**	**Network Residual Capacity**
	A1 - 2013 Base				
Stream B-C	4.95	0.81	0.85	E	-10 % [Stream B-A]
Stream B-A	0.47	1.38	0.34	F	
Stream C-AB	1.45	0.31	0.60	C	
Stream C-A	-	-	-	-	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2013 Base, AM " model duration: 07:45 - 09:15
"D2 - 2013 Base, PM" model duration: 16:45 - 18:15
"D3 - 2018 Base + CD, AM" model duration: 07:45 - 09:15
"D4 - 2018 Base + CD, PM" model duration: 16:45 - 18:15
"D5 - 2018 Base + CD + Dev, AM" model duration: 07:45 - 09:15
"D6 - 2018 Base + CD + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 05/03/2013 15:58:51

File summary

File Description

Title	Dearne Hall Road/Barnsley Road
Location	Barnsley
Site Number	
Date	01/03/2013
Version	
Status	
Identifier	
Client	CEG
Jobnumber	08-241
Enumerator	mcrabtree
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	0.60	20.00

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	Veh	Veh	perHour	min	-Hour	perMin

(Default Analysis Set) - 2013 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2013 Base, AM	2013 Base	AM		ONE HOUR	07:45	09:15	90	15						

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (min)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		0.63	E

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-10	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	Barnsley Road North		Major
B	Dearne Hall Road		Minor
C	Barnsley Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	110.00	✓	6.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	4.40	3.30	3.00	3.00		1.00	19	12

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	471.028	0.085	0.216	0.136	0.308
1	B-C	675.261	0.103	0.260	-	-

1	C-B	637.665	0.246	0.246	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	605.00	100.000
B	ONE HOUR	✓	379.00	100.000
C	ONE HOUR	✓	652.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	13.000	592.000
	B	20.000	0.000	359.000
	C	408.000	244.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.05	0.00	0.95
	C	0.63	0.37	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.071	1.037
	B	1.048	1.000	1.019
	C	1.047	1.024	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	7.100	3.700
	B	4.800	0.000	1.900
	C	4.700	2.400	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-hr)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-hr/min)	Inclusive Total Queueing Delay (Veh-hr)	Inclusive Average Queueing Delay (min)
B-C	0.85	0.81	4.95	E	329.42	494.14	3.52	0.43	0.04	3.52	0.43
B-A	0.34	1.38	0.47	F	18.35	27.53	0.30	0.65	0.00	0.30	0.65
C-AB	0.60	0.31	1.45	C	228.44	342.66	1.41	0.25	0.02	1.41	0.25
C-A	-	-	-	-	369.85	554.77	-	-	-	-	-
A-B	-	-	-	-	11.93	17.89	-	-	-	-	-
A-C	-	-	-	-	543.23	814.84	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	270.27	67.57	266.30	0.00	534.58	0.506	0.00	0.99	0.221	B
B-A	15.06	3.76	14.78	0.00	225.67	0.067	0.00	0.07	0.284	C
C-AB	183.98	45.99	181.76	0.00	509.72	0.361	0.00	0.55	0.182	B
C-A	306.88	76.72	306.88	0.00	-	-	-	-	-	-
A-B	9.79	2.45	9.79	0.00	-	-	-	-	-	-
A-C	445.69	111.42	445.69	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	322.73	80.68	320.07	0.00	507.24	0.636	0.99	1.66	0.316	C
B-A	17.98	4.49	17.79	0.00	165.23	0.109	0.07	0.12	0.406	C
C-AB	220.89	55.22	219.89	0.00	489.56	0.451	0.55	0.80	0.222	B
C-A	365.24	91.31	365.24	0.00	-	-	-	-	-	-
A-B	11.69	2.92	11.69	0.00	-	-	-	-	-	-
A-C	532.20	133.05	532.20	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	395.27	98.82	384.32	0.00	464.88	0.850	1.66	4.40	0.668	E
B-A	22.02	5.51	20.94	0.00	73.12	0.301	0.12	0.39	1.129	F
C-AB	280.45	70.11	278.01	0.00	471.07	0.595	0.80	1.41	0.307	C
C-A	437.41	109.35	437.41	0.00	-	-	-	-	-	-
A-B	14.31	3.58	14.31	0.00	-	-	-	-	-	-
A-C	651.80	162.95	651.80	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	395.27	98.82	393.04	0.00	463.03	0.854	4.40	4.95	0.807	E
B-A	22.02	5.51	21.70	0.00	64.65	0.341	0.39	0.47	1.382	F
C-AB	280.45	70.11	280.30	0.00	471.23	0.595	1.41	1.45	0.314	C
C-A	437.41	109.35	437.41	0.00	-	-	-	-	-	-
A-B	14.31	3.58	14.31	0.00	-	-	-	-	-	-
A-C	651.80	162.95	651.80	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	322.73	80.68	335.07	0.00	505.62	0.638	4.95	1.87	0.374	C
B-A	17.98	4.49	19.32	0.00	156.27	0.115	0.47	0.13	0.442	D
C-AB	220.89	55.22	223.30	0.00	489.79	0.451	1.45	0.85	0.227	B
C-A	365.24	91.31	365.24	0.00	-	-	-	-	-	-
A-B	11.69	2.92	11.69	0.00	-	-	-	-	-	-
A-C	532.20	133.05	532.20	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	270.27	67.57	273.53	0.00	534.14	0.506	1.87	1.05	0.233	B
B-A	15.06	3.76	15.30	0.00	222.16	0.068	0.13	0.07	0.290	C
C-AB	183.98	45.99	185.06	0.00	509.76	0.361	0.85	0.58	0.185	B
C-A	306.88	76.72	306.88	0.00	-	-	-	-	-	-
A-B	9.79	2.45	9.79	0.00	-	-	-	-	-	-
A-C	445.69	111.42	445.69	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.23	0.02	0.221	B	B
B-A	0.02	0.00	0.284	C	B
C-AB	0.14	0.01	0.182	B	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.38	0.03	0.316	C	B
B-A	0.03	0.00	0.406	C	C
C-AB	0.20	0.01	0.222	B	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.90	0.06	0.668	E	D
B-A	0.08	0.01	1.129	F	E
C-AB	0.35	0.02	0.307	C	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.18	0.08	0.807	E	D
B-A	0.11	0.01	1.382	F	F
C-AB	0.37	0.02	0.314	C	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.54	0.04	0.374	C	C
B-A	0.04	0.00	0.442	D	C
C-AB	0.22	0.01	0.227	B	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.28	0.02	0.233	B	B
B-A	0.02	0.00	0.290	C	B
C-AB	0.15	0.01	0.185	B	B
C-A	-	-	-	-	-

A-B	-	-	-	-	-
A-C	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
© Copyright TRL Limited, 2013

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://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: Barnsley Road-Dearne Hall Road.arc8
Path: Y:\2008\08-226 to 08-250\08-241 Barnsley, CEG\Technical\Barnsley Road-Dearne Hall Road
Report generation date: 05/03/2013 16:00:04

Summary of junction performance

	PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	A1 - 2013 Base				
Stream B-C	1.89	0.32	0.66	C	1 % [Stream B-A]
Stream B-A	0.14	0.57	0.13	D	
Stream C-AB	3.15	0.44	0.78	D	
Stream C-A	-	-	-	-	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2013 Base, AM" model duration: 07:45 - 09:15
"D2 - 2013 Base, PM " model duration: 16:45 - 18:15
"D3 - 2018 Base + CD, AM" model duration: 07:45 - 09:15
"D4 - 2018 Base + CD, PM" model duration: 16:45 - 18:15
"D5 - 2018 Base + CD + Dev, AM" model duration: 07:45 - 09:15
"D6 - 2018 Base + CD + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 05/03/2013 16:00:02

File summary

File Description

Title	Dearne Hall Road/Barnsley Road
Location	Barnsley
Site Number	
Date	01/03/2013
Version	
Status	
Identifier	
Client	CEG
Jobnumber	08-241
Enumerator	mcrabtree
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	0.60	20.00

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	Veh	Veh	perHour	min	-Hour	perMin

(Default Analysis Set) - 2013 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2013 Base, PM	2013 Base	PM		ONE HOUR	16:45	18:15	90	15						

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (min)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		0.39	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	1	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	Barnsley Road North		Major
B	Dearne Hall Road		Minor
C	Barnsley Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	110.00	✓	6.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	4.40	3.30	3.00	3.00		1.00	19	12

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	469.735	0.085	0.215	0.135	0.308
1	B-C	675.928	0.103	0.261	-	-

1	C-B	637.665	0.246	0.246	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	342.00	100.000
B	ONE HOUR	✓	348.00	100.000
C	ONE HOUR	✓	930.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	25.000	317.000
	B	14.000	0.000	334.000
	C	568.000	362.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.04	0.00	0.96
	C	0.61	0.39	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.051	1.000
	B	1.067	1.000	1.015
	C	1.019	1.011	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	5.100	0.000
	B	6.700	0.000	1.500
	C	1.900	1.100	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-hr)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-hr/min)	Inclusive Total Queueing Delay (Veh-hr)	Inclusive Average Queueing Delay (min)
B-C	0.66	0.32	1.89	C	306.48	459.73	1.79	0.23	0.02	1.80	0.23
B-A	0.13	0.57	0.14	D	12.85	19.27	0.13	0.39	0.00	0.13	0.39
C-AB	0.78	0.44	3.15	D	363.00	544.50	2.72	0.30	0.03	2.72	0.30
C-A	-	-	-	-	490.38	735.57	-	-	-	-	-
A-B	-	-	-	-	22.94	34.41	-	-	-	-	-
A-C	-	-	-	-	290.88	436.33	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	251.45	62.86	248.59	0.00	596.00	0.422	0.00	0.72	0.171	B
B-A	10.54	2.63	10.36	0.00	237.75	0.044	0.00	0.05	0.263	C
C-AB	275.16	68.79	271.53	0.00	571.55	0.481	0.00	0.91	0.198	B
C-A	424.99	106.25	424.99	0.00	-	-	-	-	-	-
A-B	18.82	4.71	18.82	0.00	-	-	-	-	-	-
A-C	238.65	59.66	238.65	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	300.26	75.06	298.95	0.00	580.72	0.517	0.72	1.04	0.212	B
B-A	12.59	3.15	12.49	0.00	190.11	0.066	0.05	0.07	0.338	C
C-AB	337.93	84.48	335.94	0.00	570.04	0.593	0.91	1.41	0.254	C
C-A	498.12	124.53	498.12	0.00	-	-	-	-	-	-
A-B	22.47	5.62	22.47	0.00	-	-	-	-	-	-
A-C	284.98	71.24	284.98	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	367.74	91.94	364.55	0.00	556.98	0.660	1.04	1.84	0.307	C
B-A	15.41	3.85	15.14	0.00	123.62	0.125	0.07	0.14	0.552	D
C-AB	475.91	118.98	469.66	0.00	607.12	0.784	1.41	2.97	0.412	C
C-A	548.04	137.01	548.04	0.00	-	-	-	-	-	-
A-B	27.53	6.88	27.53	0.00	-	-	-	-	-	-
A-C	349.02	87.26	349.02	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	367.74	91.94	367.53	0.00	556.42	0.661	1.84	1.89	0.317	C
B-A	15.41	3.85	15.39	0.00	121.30	0.127	0.14	0.14	0.566	D
C-AB	475.91	118.98	475.18	0.00	607.37	0.784	2.97	3.15	0.443	D
C-A	548.04	137.01	548.04	0.00	-	-	-	-	-	-
A-B	27.53	6.88	27.53	0.00	-	-	-	-	-	-
A-C	349.02	87.26	349.02	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	300.26	75.06	303.41	0.00	580.24	0.517	1.89	1.10	0.219	B
B-A	12.59	3.15	12.86	0.00	186.80	0.067	0.14	0.07	0.345	C
C-AB	337.93	84.48	344.40	0.00	570.41	0.592	3.15	1.53	0.273	C
C-A	498.12	124.53	498.12	0.00	-	-	-	-	-	-
A-B	22.47	5.62	22.47	0.00	-	-	-	-	-	-
A-C	284.98	71.24	284.98	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
B-C	251.45	62.86	252.89	0.00	595.72	0.422	1.10	0.74	0.176	B
B-A	10.54	2.63	10.64	0.00	235.18	0.045	0.07	0.05	0.267	C
C-AB	275.16	68.79	277.48	0.00	571.62	0.481	1.53	0.96	0.206	B
C-A	424.99	106.25	424.99	0.00	-	-	-	-	-	-
A-B	18.82	4.71	18.82	0.00	-	-	-	-	-	-
A-C	238.65	59.66	238.65	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.17	0.01	0.171	B	B
B-A	0.01	0.00	0.263	C	B
C-AB	0.22	0.01	0.198	B	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.25	0.02	0.212	B	B
B-A	0.02	0.00	0.338	C	C
C-AB	0.35	0.02	0.254	C	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.42	0.03	0.307	C	B
B-A	0.03	0.00	0.552	D	C
C-AB	0.70	0.05	0.412	C	C
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.47	0.03	0.317	C	B
B-A	0.04	0.00	0.566	D	C
C-AB	0.81	0.05	0.443	D	C
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.29	0.02	0.219	B	B
B-A	0.02	0.00	0.345	C	C
C-AB	0.40	0.03	0.273	C	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-hr)	Queueing Rate Of Delay (Veh-hr/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.19	0.01	0.176	B	B
B-A	0.01	0.00	0.267	C	B
C-AB	0.24	0.02	0.206	B	B
C-A	-	-	-	-	-

A-B	-	-	-	-	-
A-C	-	-	-	-	-

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
© Copyright TRL Limited, 2013

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://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: Exist.arc8
Path: Y:\2008\08-226 to 08-250\08-241 Barnsley, CEG\Technical\Rbt
Report generation date: 05/03/2013 16:22:48

Summary of junction performance

	AM			
	Queue (Veh)	Delay (min)	RFC	LOS
	A1 - 2013 Base			
Arm 1	99.90	6.76	1.20	F
Arm 2	8.19	1.02	0.92	F
Arm 3	3.98	0.92	0.83	F

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

"D1 - 2013 Base, AM " model duration: 07:45 - 09:15
"D2 - 2013 Base, PM" model duration: 16:45 - 18:15
"D3 - 2018 Base + CD, AM" model duration: 07:45 - 09:15
"D4 - 2018 Base + CD, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 05/03/2013 16:22:47

File summary

File Description

Title	Barnsley Road/Claycliffe Road/Barugh Green
Location	
Site Number	
Date	04/03/2013
Version	
Status	
Identifier	
Client	CEG
Jobnumber	08-241
Enumerator	mcrabtree
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	Veh	Veh	perHour	min	-Hour	perMin

(Default Analysis Set) - 2013 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors

(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Base, AM	2013 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	4.24	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Barnsley Road (N)	
2	Claycliffe Road	
3	Barugh Lane	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.00	3.00	3.60	4.60	19.50	17.40	0.00	
2	3.20	3.20	3.80	3.00	13.50	7.50	0.00	
3	2.80	2.80	3.20	2.80	16.90	15.20	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.682	931.576
2		(calculated)	(calculated)	0.533	707.292
3		(calculated)	(calculated)	0.560	633.883

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	952.00	100.000
2	ONE HOUR	✓	469.00	100.000
3	ONE HOUR	✓	253.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	717.000	235.000
	2	430.000	0.000	39.000
	3	221.000	32.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.00	0.75	0.25
	2	0.92	0.00	0.08
	3	0.87	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.024	1.055
	2	1.033	1.000	1.153
	3	1.054	1.218	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	2.400	5.500
	2	3.300	0.000	15.300
	3	5.400	21.800	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS
1	1.20	6.76	99.90	F
2	0.92	1.02	8.19	F
3	0.83	0.92	3.98	F

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS

1	716.72	701.35	23.68	0.00	883.92	0.811	3.84	0.307	C
2	353.09	347.24	173.13	0.00	584.73	0.604	1.46	0.247	B
3	190.47	187.23	318.36	0.00	418.42	0.455	0.81	0.256	C

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
1	855.83	823.31	28.48	0.00	880.05	0.972	11.97	0.780	E
2	421.62	416.96	203.23	0.00	568.49	0.742	2.63	0.384	C
3	227.44	225.19	382.29	0.00	384.01	0.592	1.37	0.372	C

Main results: (08:15-08:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
1	1048.17	870.60	34.20	0.00	875.44	1.197	56.37	2.569	F
2	516.38	499.23	214.90	0.00	562.19	0.919	6.91	0.790	E
3	278.56	270.37	457.72	0.00	343.40	0.811	3.42	0.749	E

Main results: (08:30-08:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
1	1048.17	874.03	34.95	0.00	874.84	1.198	99.90	5.507	F
2	516.38	511.27	215.75	0.00	561.73	0.919	8.19	1.023	F
3	278.56	276.34	468.75	0.00	337.46	0.825	3.98	0.923	F

Main results: (08:45-09:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
1	855.83	870.17	29.93	0.00	878.88	0.974	96.32	6.760	F
2	421.62	441.13	214.80	0.00	562.25	0.750	3.31	0.553	D
3	227.44	236.64	404.45	0.00	372.08	0.611	1.68	0.469	D

Main results: (09:00-09:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
1	716.72	874.19	24.49	0.00	883.26	0.811	56.95	5.293	F
2	353.09	359.25	215.79	0.00	561.71	0.629	1.77	0.305	C
3	190.47	193.64	329.38	0.00	412.49	0.462	0.89	0.278	C

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
© Copyright TRL Limited, 2013

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://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: Exist.arc8
Path: Y:\2008\08-226 to 08-250\08-241 Barnsley, CEG\Technical\Rbt
Report generation date: 05/03/2013 16:24:43

Summary of junction performance

	PM			
	Queue (Veh)	Delay (min)	RFC	LOS
	A1 - 2013 Base			
Arm 1	4.14	0.36	0.81	C
Arm 2	136.76	13.84	1.39	F
Arm 3	12.39	2.44	1.00	F

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

"D1 - 2013 Base, AM" model duration: 07:45 - 09:15
"D2 - 2013 Base, PM " model duration: 16:45 - 18:15
"D3 - 2018 Base + CD, AM" model duration: 07:45 - 09:15
"D4 - 2018 Base + CD, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 05/03/2013 16:24:42

File summary

File Description

Title	Barnsley Road/Claycliffe Road/Barugh Green
Location	
Site Number	
Date	04/03/2013
Version	
Status	
Identifier	
Client	CEG
Jobnumber	08-241
Enumerator	mcrabtree
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	Veh	Veh	perHour	min	-Hour	perMin

(Default Analysis Set) - 2013 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors

(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Base, PM	2013 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	6.29	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Barnsley Road (N)	
2	Claycliffe Road	
3	Barugh Lane	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.00	3.00	3.60	4.60	19.50	17.40	0.00	
2	3.20	3.20	3.80	3.00	13.50	7.50	0.00	
3	2.80	2.80	3.20	2.80	16.90	15.20	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.682	931.576
2		(calculated)	(calculated)	0.533	707.292
3		(calculated)	(calculated)	0.560	633.883

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	652.00	100.000
2	ONE HOUR	✓	678.00	100.000
3	ONE HOUR	✓	291.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	381.000	271.000
	2	663.000	0.000	15.000
	3	267.000	24.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.00	0.58	0.42
	2	0.98	0.00	0.02
	3	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.026	1.044
	2	1.009	1.000	1.066
	3	1.034	1.208	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	2.600	4.400
	2	0.900	0.000	6.600
	3	3.400	20.800	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS
1	0.81	0.36	4.14	C
2	1.39	13.84	136.76	F
3	1.00	2.44	12.39	F

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS

1	490.86	486.02	17.54	0.00	887.40	0.553	1.21	0.148	A
2	510.43	490.47	202.01	0.00	588.76	0.867	4.99	0.534	D
3	219.08	212.70	479.62	0.00	346.11	0.633	1.59	0.432	D

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
1	586.14	583.41	20.88	0.00	884.74	0.662	1.89	0.197	B
2	609.51	549.33	242.49	0.00	566.44	1.076	20.04	1.687	F
3	261.60	253.18	537.17	0.00	315.09	0.830	3.70	0.867	F

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
1	717.87	709.71	24.61	0.00	881.76	0.814	3.93	0.333	C
2	746.49	536.43	294.99	0.00	537.50	1.389	72.55	5.424	F
3	320.40	298.45	524.56	0.00	321.88	0.995	9.19	1.676	F

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
1	717.87	717.04	25.37	0.00	881.16	0.815	4.14	0.361	C
2	746.49	535.63	298.03	0.00	535.83	1.393	125.27	11.020	F
3	320.40	307.59	523.78	0.00	322.30	0.994	12.39	2.438	F

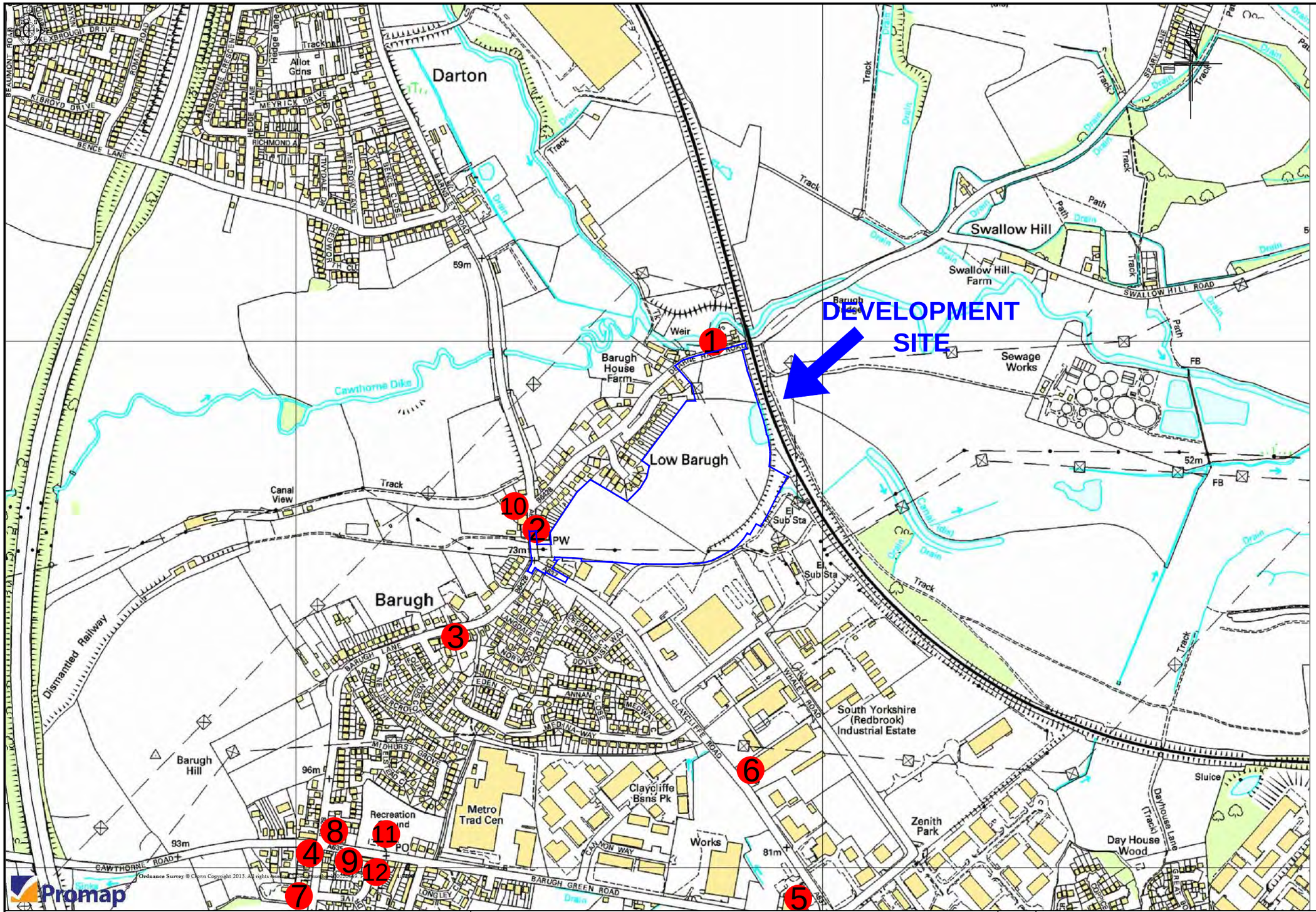
Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
1	586.14	594.49	23.16	0.00	882.93	0.664	2.05	0.214	B
2	609.51	563.54	247.10	0.00	563.90	1.081	136.76	13.837	F
3	261.60	280.78	551.07	0.00	307.60	0.850	7.60	2.169	F

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (min)	LOS
1	490.86	493.98	19.49	0.00	885.85	0.554	1.27	0.154	A
2	510.43	582.67	205.32	0.00	586.93	0.870	118.70	13.163	F
3	219.08	236.37	569.78	0.00	297.51	0.736	3.27	1.114	F

APPENDIX BGH 8



Local Facilities

1 - Millers Inn PH

2 - Barugh Methodist Church

3 - The Crown and Anchor PH

4 - Cawthorne Road Day Nursery

5 - Chestnut Tree PH

6 - Julie's Cafe

7 - Deb's Barbers, Pharmacy, Post Office, Barugh Green WMC and Barugh Green Primary School

8 - The Spencers Arms PH

9 - Premier Supermarket

10 - The Royal Hotel PH

11 - Playground

12 - Chinese Takeaway and Hair Design Studio

Ordnance Survey © Crown Copyright 2013. All rights reserved. Licence number 100022432

Promap

Client: CEP Ltd and Hallam Land Management

Project: PROPOSED RESIDENTIAL DEVELOPMENT
LAND AT DEARNE HALL ROAD, BARUGH GREEN

Title: SITE LOCATION IN RELATION TO LOCAL FACILITIES

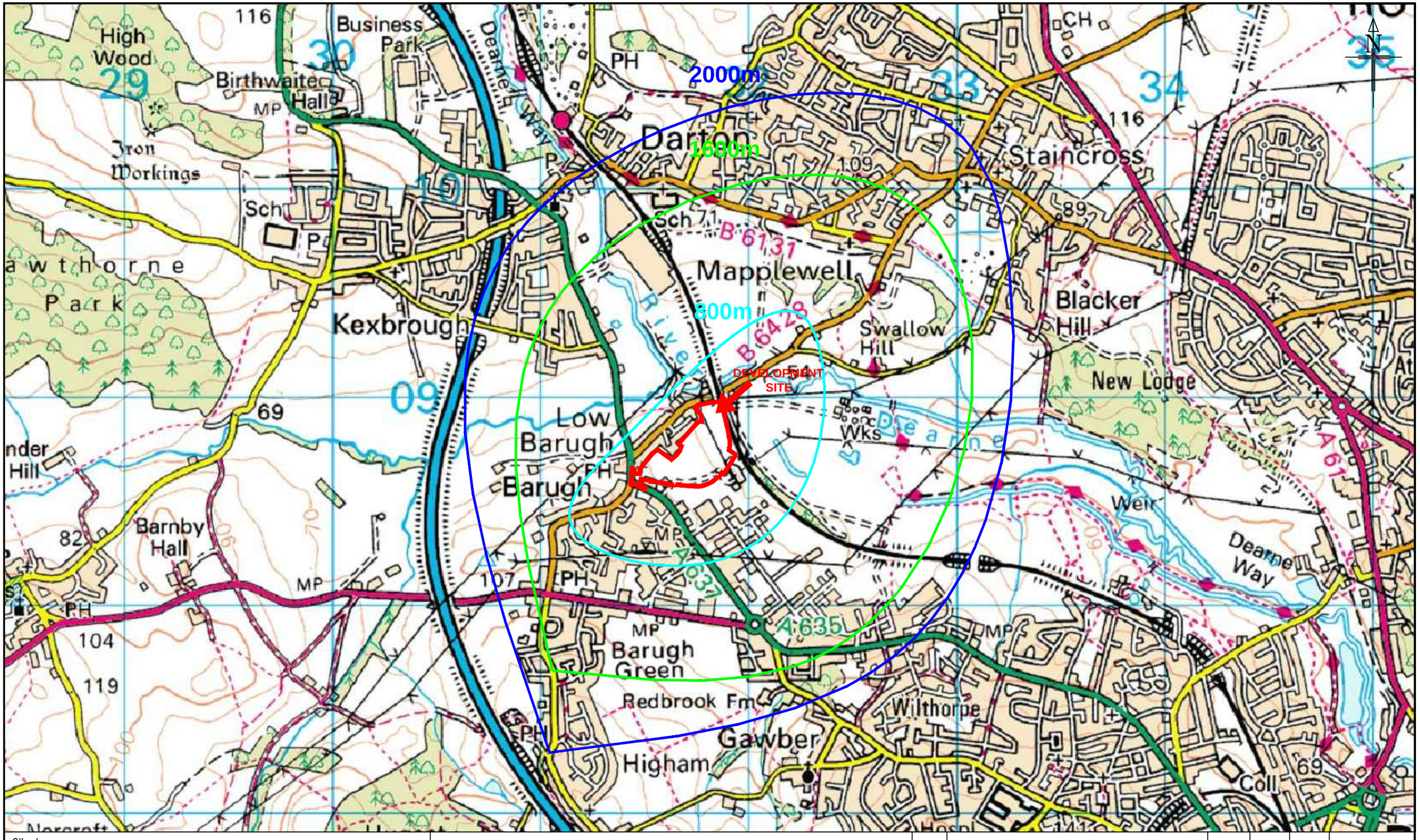
BRYAN · G · HALL
consulting civil & transportation planning engineers

Bryan G Hall Ltd.
Suite E8 Joseph's Well
Hanover Walk
Leeds,
LS3 1AB
Tel: +44(0)113 246 1555
Fax: +44(0)113 234 2201

Rev	Amendments	Drawn	Chkd	Appr	Date

Scale: NTS	Date: March 2013	Doc Sheet No
Drawn: RD	Checked: MC	Approved: SCW
Job No: 08–241	Drawing No: Appendix – BGH8	Rev

APPENDIX BGH 9



Client: CEP Ltd and Hallam Land Management

Project: PROPOSED RESIDENTIAL DEVELOPMENT
LAND AT DEARNE HALL ROAD, BARUGH GREEN

Title: WALKING ISOLINES

BRYAN · G · HALL
consulting civil & transportation planning engineers

Bryan G Hall Ltd.
Suite E8 Joseph's Well
Hanover Walk
Leeds,
LS3 1AB
Tel: +44(0)113 246 1555
Fax: +44(0)113 234 2201

Rev	Amendments	Drawn	Chkd	Appr	Date

Scale: NTS	Date: March 2013	Doc Sheet No
Drawn: RD	Checked: MC	Approved: SCW
Job No: 08-241	Drawing No: Appendix – BGH9	Rev