



Park Street, Wombwell
Highway Appraisal

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Firth Partnership
15 Regent Street
Barnsley
S70 2EG

My Ref: PAH/372
Your Ref: 2283 020 RL/R. Lawton
Date: 1st May 2009

FIRTH PARTNERSHIP			
DATE REC'D 5.5.09			
PROJECT:			
GEF		T/H	
PC		MAR	
PAL		USAR	

Dear Richard

RE: PROPOSED RESIDENTIAL DEVELOPMENT AT PARK STREET, WOMBWELL

I refer to your letter dated the 13th April 2009 and enclosures regarding the above site and the proposals for residential development consisting of 4no. detached dwellings and a single vehicular access point onto Park Street, Wombwell as shown on your drawing no. 2283 03.

My general highway appraisal on the above proposals are as follows:

The site's main frontage is to Park Street a two way single carriageway road which runs from its junction with Lundhill Road to the south east to its junction with Walk Hough Lane (B6096) to the north west. The area this immediate route serves is predominately residential apart from minor retailing / public houses and a primary school. Park Street eventually leads onto the major highway network, Wath Road the A633 and the Dearne Valley Parkway A6195 to the south east of the site.

On the immediate site frontage Park Street has the following characteristics:

A carriageway of 9.45 metres

A near side footway averaging 2.0 metres

A far side footway of some 2.1 metres.

There is a bus stop with a passenger shelter on the site frontage which will require relocating as part of any development proposals.

Park Street is lit to main road standards and is the subject of a 30 mph speed limit. There are no traffic regulation orders (TRO's) across the majority of the immediate site frontage, however, a TRO commences close to the bus shelter to the east of the site and runs across what would be the proposed point of access. This TRO restricts on street parking / waiting at any time. On the opposite side of Park Street on the site frontage there are TRO's in and around the bellmouths of the junctions of Macro Street and Reginald Roads with the major highway. These TRO's extend for the majority of the length of these small cul-de-sacs and restrict on street parking / waiting between the hours of 08.00 – 18.30hrs. The remaining section of Park Street between these two junctions has no parking restrictions and is used for on street parking on a regular basis by the residents of the terrace dwellings on the immediate frontage as they have no off street facilities.

There are currently no existing vehicular access points into the site from the Park Street. However, the adjacent properties to either side of the development site have vehicular access via simple dropped footway crossings.

With regard to the details shown on your drawing ref: 2283 03 I have the following comments / observations:

Visibility

A radar speed survey was undertaken on Wednesday the 22nd April 2009 between the hours of 11.30 and 12.05hrs and the speed of 100 vehicles was taken in both directions across the site frontage. The results of the speed survey can be found in Appendix A. In summary the 85%ile speed of vehicles in the critical direction was 34.22 mph and in the less critical direction i.e. vehicles travelling in a north easterly direction 33.58 mph. The aforementioned figures adjusted to take into account wet weather speeds would result in the following:

Critical direction – 31.72 mph

Less critical direction - 31.08 mph

These revised figures would necessitate visibility splays from the centre of the point of access at 2.4 metres ("x" distance) back from the channel line of 70 metres ("Y" distance) in both directions. Should the Local Highway Authority be willing in this case to accept the latest guidance on visibility contained with the Manual for Streets (MfS) then the "Y" distance could be reduced to 45 metres in both directions.

I am afraid that without the benefit of a topographical survey it would be difficult to confirm accurately whether the necessary visibility can be achieved.

Traffic Management

I have also investigated the issue of the provision a central island to prevent drivers overtaking who are travelling in a north westerly direction. There is only one *reasonably* suitable location which would be to the south east of the Reginald Road junction, however, this would, in my opinion, have an impact on access / egress to / from the "surgery" (no.77 Park Street) driveway. A much simpler and more effective method of control to prevent overtaking in this location would be to provide double white lines along the centre of Park Street say from its junction with Everill Gate Lane to Macro Road. This would obviously require a TRO to be implemented by the Local Highway Authority but the TRO should not hopefully raise any objections from local residents. The sight line in this direction from the proposed point of access to the site could then be safely taken to the centre line of the major road. This point is also reinforced by the latest guidance on visibility given within the MfS which allows the sight line to the left for emerging drivers to be taken to the centre line providing there is a "feature", in this case double white lines, which prevents vehicles from consistently crossing the centre line.

General comments

With regard to the internal layout the Highways Officer will generally expect the following as part of any highway design:

- i) The normally accepted gradient for a private drive with access from a higher order road would generally require the initial 5 metres to be 1 in 40 (2.5%) and the remainder no steeper than 1 in 12 (8%) with the turning area again at a gradient of 2.5%. Crossfall would again be normally 2.5%. The gradients mentioned above will also generally conform to DDA regulations.
- ii) Internal turning facilities would normally be required given the status and high traffic flows on Park Street, therefore, it would normally be required to accommodate the swept path of a pantechicon sized service vehicle.

- iii) An independent visitor parking space for every 4 dwellings that the access serves is a normal requirement.

In conclusion I personally think there is a good case for some form of development on this site; however, as you are aware, the final decision will rest with the Local Planning and Highway Authority.

Please do not hesitate to contact me should you wish to discuss the above in more detail or require any further assistance in this matter.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Paul A Howarth', with a long horizontal flourish extending to the right.

Paul A Howarth
MIHT MIHIE

Appendix A

Radar speed survey results

Time: 11:30-12:05

Day: Wednesday

Location: Park Street, Wombwell

85th Percentile: 34.22 mph

85th Percentile: 55.06 kph

No of Readings, n = 100

Job No.: 273

Date: 22/04/2009

Direction: Towards DV Parkway

Weather: Dry

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	1	24	576
25	1	25	625
26	2	52	1352
27	4	108	2916
28	11	308	8624
29	16	464	13456
30	22	660	19800
31	11	341	10571
32	8	256	8192
33	4	132	4356
34	3	102	3468
35	7	245	8575
36	3	108	3888
37	2	74	2738
38	1	38	1444
39	1	39	1521
40	3	120	4800
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
Sub Total		3096	96902

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85	0	0	0
86	0	0	0
87	0	0	0
88	0	0	0
89	0	0	0
Sub Total		0	0

$$\Sigma v^2 = 3096$$

Mean Speed, m = 30.96

Standard Deviation, s = 3.26

$$(\Sigma v)^2 = 96902$$

SPEED SURVEY RESULTS



2 Laithes Fold, Alverthorpe, Wakefield, WF2 9TP
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Time: 11:30-12:00

Day: Wednesday

Location: Park Street, Wombwell

85th Percentile: 33.58 mph

85th Percentile: 54.04 kph

No of Readings, n = 100

Job No.: 273

Date: 22/04/2009

Direction: Towards B6096

Weather: Dry

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
10	0		0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	1	23	529
24	0	0	0
25	0	0	0
26	3	78	2028
27	7	189	5103
28	11	308	8624
29	11	319	9251
30	17	510	15300
31	14	434	13454
32	10	320	10240
33	6	198	6534
34	10	340	11560
35	6	210	7350
36	3	108	3888
37	0	0	0
38	0	0	0
39	0	0	0
40	1	40	1600
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
Sub Total		3077	95461

$$\Sigma v^2 = 3077$$

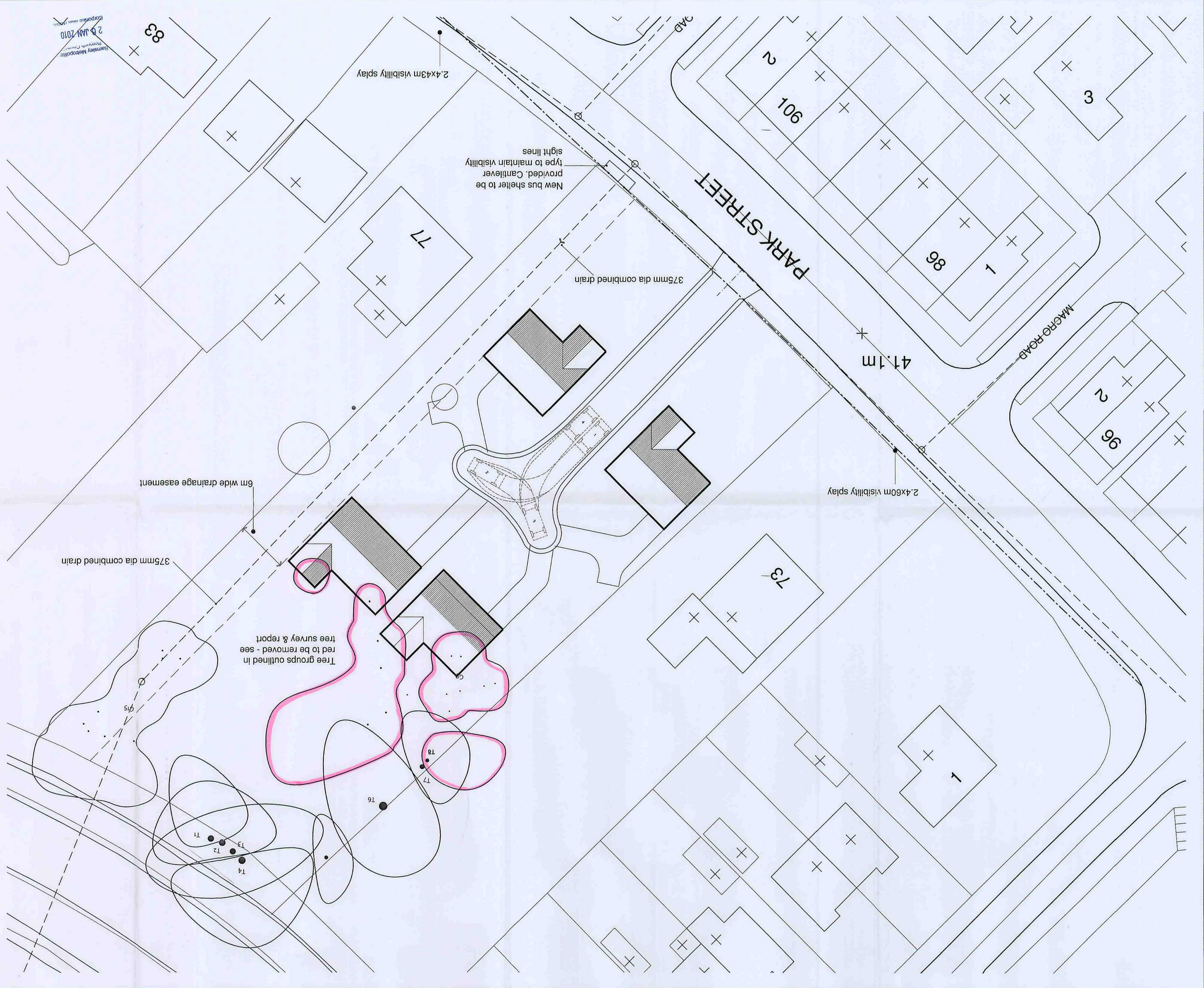
Mean Speed, m = 30.77

Standard Deviation, s = 2.81

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
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51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
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66	0	0	0
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69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85	0	0	0
86	0	0	0
87	0	0	0
88	0	0	0
89	0	0	0
Sub Total		0	0

$$(\Sigma v)^2 = 95461$$

SPEED SURVEY RESULTS



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Architect
all work to be carried out in accordance with the Building
Regulations and the requirements of the Local Authority

REF.	DESCRIPTION	BY	CHK	DATE

REVISIONS

ARCHITECTS - QUANTITY SURVEYORS - PROJECT
MANAGEMENT CONSULTANTS
15 REGENT STREET
BARNLEY, SOUTH YORKSHIRE
S70 2EQ
tel: 01226 206021
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web: www.fifthpartnership.co.uk
e-mail: admin@fifth.co.uk

CLIENT
MRS P DAW

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT
PARK STREET, WOMBWELL
BARNLEY

DWG. TITLE
PROPOSED SITE LAYOUT

SCALES	DATE	DRAWN	CHKD
1:200	15.12.09		

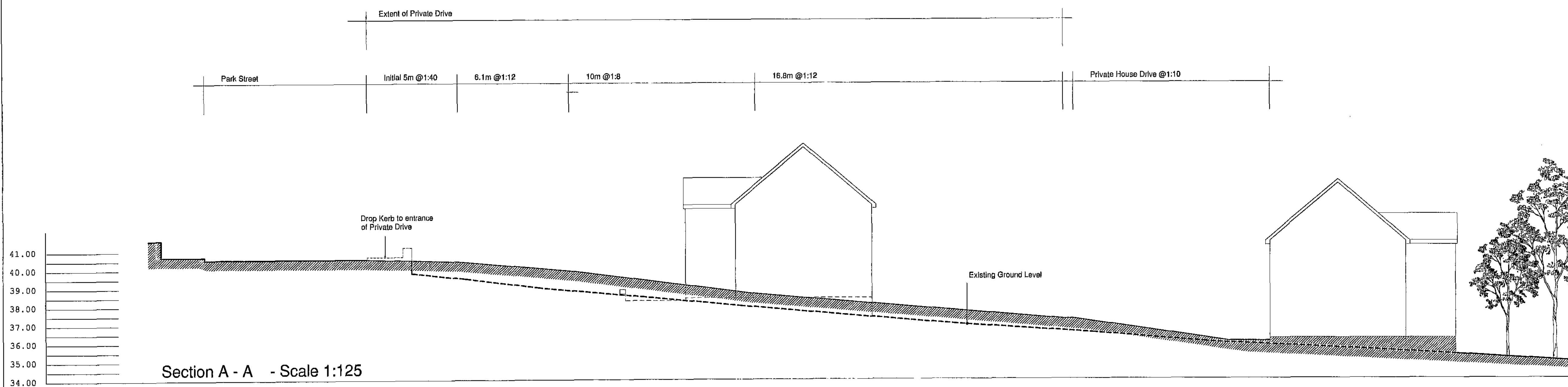
DWG. No. 2283/04

25 JAN 2010
Barnley Metropolitan Council
Corporate Planning Section

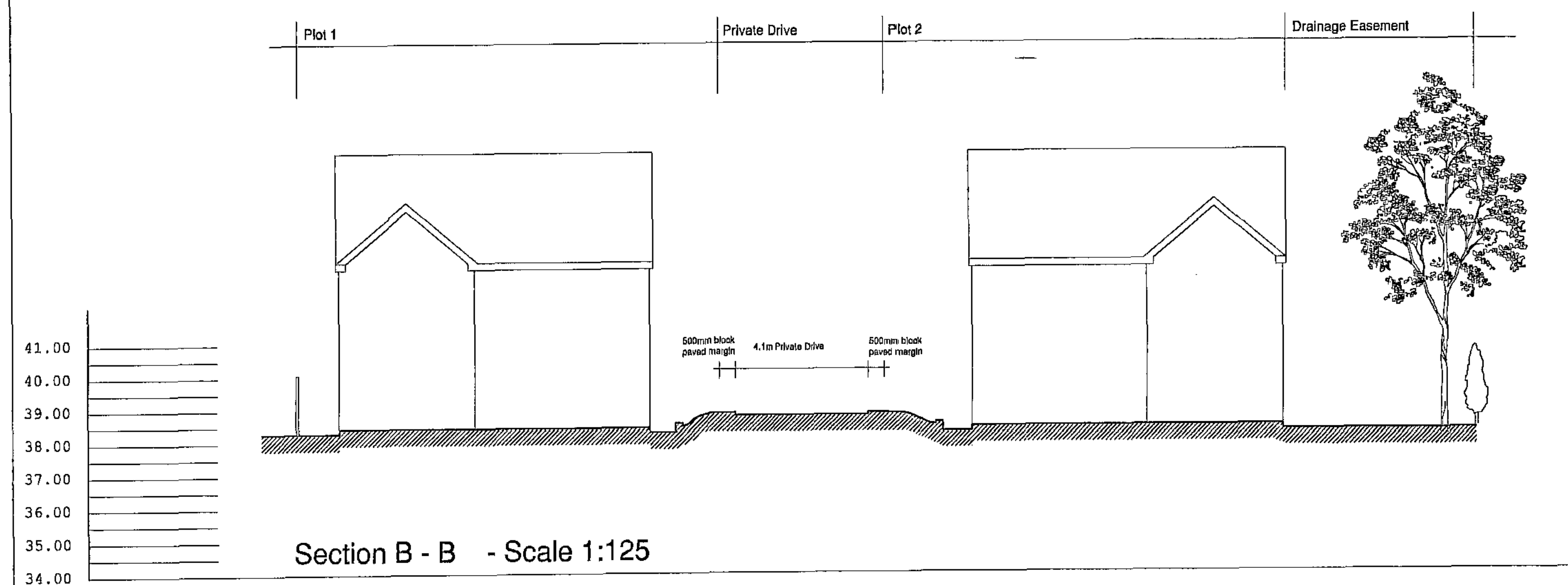
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REVISIONS

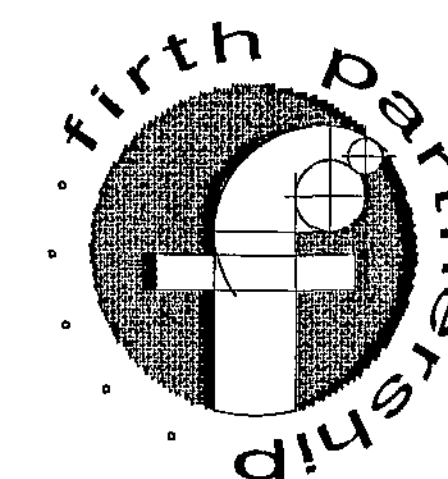
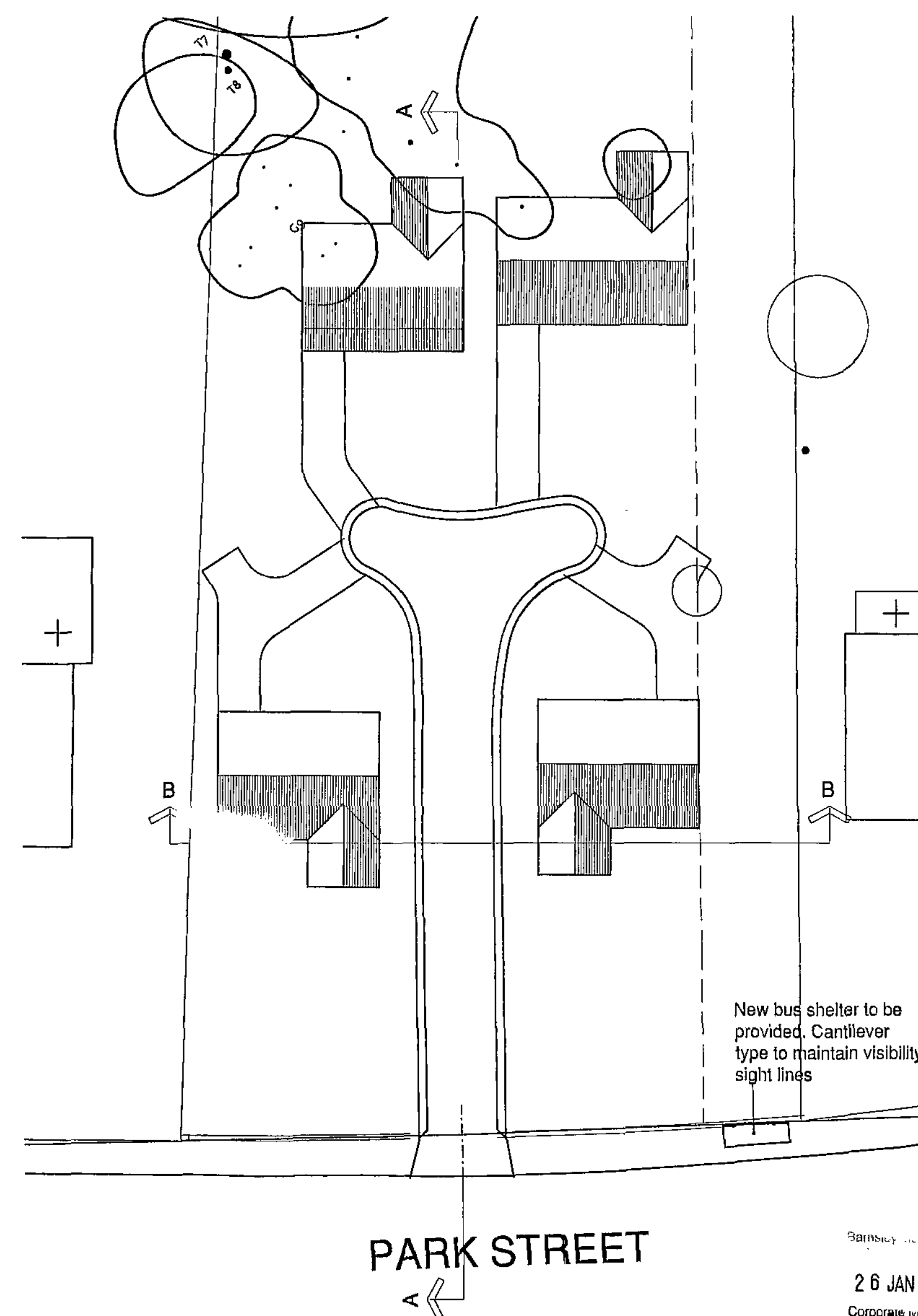
REF.	DESCRIPTION	BY	CHK	DATE



Section A - A - Scale 1:125



Section B - B - Scale 1:125



FIRTH PARTNERSHIP

ARCHITECTS - QUANTITY SURVEYORS - PROJECT
MANAGEMENT CONSULTANTS

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CLIENT
MRS P DAW

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT
PARK STREET - WOMBWELL
BARNLEY

DRG. TITLE
SITE SECTIONS

SCALES	DATE	DRAWN	CHKD
1:125 & 1:250	21.01.10	RAL	
DRG. No.	REV		
2283/05			

Barnley
26 JAN 2010
Corporate main road