



Higham Lane, Dodworth
Proposed Residential Development
Transport Statement
Redrow Homes

November 2012 (Revision 2)

QM

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Contents

1	Introduction	1
2	Existing Site Conditions	2
3	Development Proposals and Access Arrangements	6
4	Framework Travel Plan	8
5	Traffic Generation and Impact	11
6	Summary and Conclusions	13

Appendices

Appendix A	Site Masterplan – Redrow Drawing HLD-16-02-SK02
Appendix B	Accident Data
Appendix C	TRICS Output

Figures

Figure 1	Site Location Plan
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1 Introduction

1.1.1 This Transport Statement (TS) has been undertaken by Optima to consider the highways and transportation issues raised by a proposed residential development on land situated to the west of Higham Lane in Dodworth.

1.1.2 This TS, which has been prepared in accordance with the DfT's March 2007 "Guidance on Transport Assessment" document, supports a full planning application made by Redrow Homes for 41 residential dwellings. Further details of the proposed development, which is also referred to as the Site within this report, are provided in Chapter 3.

1.1.3 This report sets out the highways/transport issues relating to the proposed development and identifies what measures will be provided to accommodate the anticipated impacts of the scheme. The TS considers the sustainability of the Site, reviewing the provision for, and quality of, facilities and connections to and from the surrounding areas. It covers a variety of topics and the document structure is as follows:

- Chapter 2 – describes the Site and the existing transport conditions, including the accessibility of the Site by non-car modes to local facilities/services;
- Chapter 3 – defines the development proposals including the access strategy;
- Chapter 4 – describes the framework Travel Plan (TP) which sets out a package of initiatives to improve the choice of travel modes to and from the Site;
- Chapter 5 – sets out the trip generation methodology and assesses the impact of the development on the highway network; and
- Chapter 6 – highlights the conclusions of the report.



2 Existing Site Conditions

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

2.2 EXISTING SITE

2.2.1 The development Site is situated in Dodworth which is approximately 4km to the west of Barnsley, 19km north of Rotherham and 19km south of Wakefield. The Site is located north of Barnsley Road (B6449) and abuts Higham Lane which lies immediately to the east of the Site. The Site in relation to the strategic and local transport system is shown on Figure 1.

2.2.2 The extent of the development, which has an overall area of approximately 1.1 hectares, is shown on the Masterplan contained in Appendix A. The Site is bound to the south by existing residential properties which front onto Hawthorne Crescent, to the east by Higham Lane and to the north/west by the Huddersfield to Sheffield railway line.

2.3 EXISTING LOCAL HIGHWAY NETWORK

2.3.1 The local highway network consists of Higham Lane which lies adjacent to the Site and the B6449 Barnsley Road which routes to the south. Both are adopted, lit highways, with Barnsley Road being subject to a 40 mph speed limit and Higham Lane a 30 mph limit. Neither road is presently subject to any parking restrictions within the vicinity of the Site.

2.3.2 Barnsley Road and Higham Lane meet to form a four-arm, staggered priority crossroads junction. The junction has a 'ghost island' layout i.e. it includes for central lanes on the major road to accommodate right turning vehicles. Barnsley Road extends eastwards from Dodworth to meet the A628 Whinby Road and junction 37 of the M1 beyond.

2.3.3 Higham Lane extends northwards from Barnsley Road for some 60m where it is met by Hawthorne Crescent from the west. This forms the 'through route' for traffic and drivers travelling southbound on Highham Lane (north) must give-way to vehicles on Hawthorne Crescent/Higham Lane (south). Immediately north of the Hawthorne Crescent junction Higham Lane provides access to a haulage yard situated to the east.

2.3.4 Higham Lane continues northwards providing access to several residential properties before arriving at the development Site boundary where a turning head stub road is provided within the Site as well as separate access to a bungalow. The turning head is required because immediately north of the Site, below the railway bridge, vehicular access is prohibited on Higham Lane. This is enforced by the installation of several bollards which only permit pedestrians and cyclists to pass beneath the railway bridge.

2.3.5 Adjacent to the Site frontage Higham Lane has a typical carriageway width of 6.1m with a 1.5m footway to the eastern side and 1.85m verge to the western (Site) side.

2.4 EXISTING PEDESTRIAN AND CYCLE FACILITIES/ACCESSIBILITY

2.4.1 Barnsley Road provides footways on both sides of the carriageway. Controlled and uncontrolled pedestrian crossings are provided on Barnsley Road in the form of a number of central refuge islands and a pelican crossing to the east, providing access to a number of facilities.

2.4.2 Higham Lane has footways that extend from the Barnsley Road junction to the access point of the development Site. Northwards of the Site access point, only the eastern side of the carriageway has a footway with a grass verge in its place on the western side.



2.4.3 The residential design guide “Manual for Streets” (MfS) advises that “*walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...*” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “*the greatest potential to replace short car trips, particularly those under 2km*”. The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document ‘Providing for Journeys on Foot’. With these policy references in mind the development Site is –

- Within 800m of Dodworth centre where there is access to numerous shops and facilities including a supermarket, post office, pharmacies as well as a range of pubs and restaurants;
- Not only does this provide vital services to local residents but also offers existing and possible future employment opportunities.
- In close proximity to a primary school (Dodworth St.John The Baptist Primary School), some 200m south of the site. Other primary schools are also located nearby;

2.4.4 Whilst there are no dedicated cycle facilities in the immediate vicinity of the Site many of the surrounding roads are quiet and residential in nature and would provide attractive cycle routes to and from the Site.

2.4.5 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips up to 8km. This makes the development Site accessible via bicycle to those facilities local facilities already referred to as well as:

- The large town of Barnsley approximately 4km to the east, accompanied by its vast range of facilities and employment opportunities; and
- A number of smaller surrounding towns and villages like Penistone in the west and Cawthorne to the north.

2.5 EXISTING PUBLIC TRANSPORT FACILITIES

Bus Services

2.5.1 There are a numerous bus services operating within the vicinity of the Site with the nearest main stops being located on Barnsley Road close to the Higham Lane junction. The stops are situated approximately 500m from the centre of the development Site. The nearest eastbound stop on Barnsley Road is provided with a shelter for waiting passengers. Further details of the service routes and frequencies are given in Tables 2.1 and 2.2.

Table 2.1 – Bus Service Summary (Barnsley Road Stops)

Service	Route	Two-Way Service Frequency	Days of Operation
14	Barnsley Interchange – Gilroyd	4 per hour (09.09-17:42)	Weekday
		4 per hour (08.39-16:42)	Saturday
		No Service	Sunday
22	Barnsley Interchange – Gilroyd	4 per hour (07.30-20.02)	Weekday
		4 per hour (07.57-20.02)	Saturday
		2 per hour (8.57-17.32)	Sunday



Table 2.2 – Bus Service Summary (Mitchelson Avenue Stops)

Service	Route	Two Way Service Frequency	Days of Operation
21	Barnsley Interchange – Cubley - Penistone	4 per hour (05.22-23.48)	Weekday
		4 per hour (06.12-23.48)	Saturday
		2 per hour (8.22-23.48)	Sunday

2.5.2 During the weekday and Saturday the bus services combine to provide an overall hourly frequency of 6 buses in each direction i.e. 12 bus services per hour two-way. On a Sunday the services combine to provide an overall hourly frequency of 2 buses in each direction i.e. 4 bus services per hour two-way.

2.5.3 The bus services provide attractive, regular connections to Barnsley, Gilroyd, Cubley and Penistone. Service 21 also connects with Dodworth rail station. Further connections to the rest of the region and beyond are available from Barnsley.

Rail services

2.5.4 Dodworth train station is located approximately 1.3km to the south west of the development Site. The station provides direct lines to Huddersfield (1 per hour) and Sheffield (1 per hour), where onward connections can be made to a number of significant destinations such as Leeds, Manchester and London.

2.5.5 Dodworth station has car parking facilities for up to 14 vehicles as well as cycle storage facilities. Although the station is not staffed, it does benefit from having a help point that can be used for both information and emergency purposes. The station also benefits from having a bus stop located in close proximity which is served by Service 21, thereby increasing accessibility to/from the station itself.

2.6 EXISTING TRAFFIC COUNTS

2.6.1 Fully classified turning counts have been undertaken in July 2012. A summary of the surveys is provided in Table 2.3.

Table 2.3 – Summary of Junction Count Surveys

Ref	Location	Type	Date Undertaken	Assessment Periods
1	Mitchelson Avenue/Higham Lane/Barnsley Road/ Dodworth Green	Fully Classified Manual Turning Count	Thursday 19 th July 2012	07:00-10:00 & 16:00-19:00
2	Higham Lane/Hawthorne Crescent	Fully Classified Manual Turning Count	Thursday 19 th July 2012	07:00-10:00 & 16:00-19:00



2.6.2 The traffic count surveys identified the existing weekday morning and evening peak hour periods as follows:

- Weekday AM Peak - 08:15 to 9:15; and
- Weekday PM Peak - 17:00 to 18:00

2.6.3 The count surveys identified that the following approximate traffic flows typically route along Barnsley Road (immediately east of the Higham Lane junction):

- Weekday Morning Peak Hour (two-way) - 603 vehicles;
- Weekday Evening Peak Hour (two-way) - 833 vehicles

2.6.4 The count surveys also identified that the following approximate traffic flows typically route along Higham Lane (between Barnsley Road and Hawthorne Crescent):

- Weekday Morning Peak Hour (two-way) - 22 vehicles;
- Weekday Evening Peak Hour (two-way) - 31 vehicles

2.7 EXISTING ACCIDENT DATA ANALYSIS

2.7.1 Personal injury accident data has been obtained from Barnsley Council (BC) for the studied highway network for the most recently available five year period between January 2007 and December 2011 (the information was produced by Barnsley Council in August 2012). The area covered includes the Barnsley Road corridor including its junctions with Higham Lane to the north and Mitchelson Avenue to the west and includes the residential estate located on Hawthorne Road. The accident data, including a location plan, is attached at Appendix B.

2.7.2 For the five year period, there have been a total of 6 personal injury accidents across the entire study area – three of which was classified as serious in nature, the remaining 3 being slight. No fatalities have been recorded during this period.

2.7.3 No accidents have been recorded on Higham Lane or the surrounding residential area on Hawthorne Crescent within the five year period. No accidents have occurred as a result of vehicles entering or exiting the Higham Lane/Hawthorne Crescent or Higham Lane/Barnsley Road junctions.

2.7.4 The accidents in the study area are distributed fairly evenly and do not form any particular clusters.

2.7.5 The relatively low incidence of accidents across the study area, over a five year period, combined with a number of causal factors and a variety of locations, lead to the conclusion that there is generally no specific cause for concern relating to existing highway safety.



3 Development Proposals and Access Arrangements

3.1.1 The development proposals, which are shown on the Architects Masterplan drawing contained in Appendix A, comprise the following:

- 41 residential dwellings including affordable housing provision; and
- Associated parking, landscaping and infrastructure Works.

Vehicular Access

3.1.2 Vehicular access to the Site is proposed to be taken from the adopted Higham Lane approximately 150m north of the Higham Lane/Barnsley Road junction. It is proposed that the access takes the form of a simple priority junction with visibility splays being provided in accordance with MfS for a 30mph zone as shown on the Masterplan attached at Appendix A. It can be seen that 2.4m x 43.0m splays can be accommodated in both directions. It is considered that these splays are appropriate given the existing speed limit, the Cul-de-sac nature of Higham Lane, the residential character of the area and the geometries of Higham Lane. At the Site access priority junction from Higham Lane 6.0m radii are proposed.

3.1.3 As part of the development proposals the existing vehicle turning point on Higham Lane will be stopped up and utilised as developable land. The proposed Site access will provide a replacement and improved turning area on Higham Lane.

3.1.4 Vehicles accessing the Site will route via the priority junction of Higham Lane/Hawthorne Crescent and the priority junction of Higham Lane/Barnsley Road. The accident data obtained from BC shows that no accidents have occurred at either of these junctions within the most recent five year period and it is therefore concluded that the layouts of these junctions are satisfactory for the proposed development purposes.

Pedestrian and Cycle Access

3.1.5 Pedestrian and cycle access to the development will also take place from Higham Lane, with approximately 2.0m wide footways located either side of the new junction along the frontage of the development Site. The proposed footways will link with the existing footway along the western edge of the Higham Lane carriageway.

3.1.6 Vehicular access is prohibited north of the site on Higham Lane and is enforced through the installation of several bollards which only permit pedestrians and cyclists to pass beneath the railway bridge. This link provides access to the north of the A638 Whinby Road.

Internal Layout

3.1.7 The internal road within the proposed development will be provided with a 5.5m carriageway coupled with 2.0m footways to both sides for the initial 100m of the development upon which a 2.0m footway will only be provided along the northern edge of the carriageway. This internal carriageway will extend along the entire length of the development with turning facilities provided both at the centre and the far end of the site as shown in the Masterplan drawing contained in Appendix A.

3.1.8 The dwellings on Site are proposed to have room for at least 2 vehicles on their driveways/within their garages, with the exception of plots 38-41 which are all provided with one designated parking space. Parking for visitors can be safely accommodated either on individual driveways or on the internal road.



3.1.9 The proposed provision of spaces will ensure that the demand for parking on Site will not affect the highway network operation or safety.



4 Framework Travel Plan

4.1 INTRODUCTION

4.1.1 This chapter sets out details of the Framework Travel Plan (FTP) on which a future bespoke, detailed Travel Plan can be based post occupation.

4.1.2 This FTP sets out potential facilities/initiatives for incorporation into a future detailed Travel Plan to encourage residents to use sustainable transport along with suggested initiatives for consideration by the developer marketing company. This FTP contains the following elements:

- Objectives and scope of the Plan;
- Travel Plan targets;
- Description of roles and responsibilities;
- Potential additional measures to encourage, promote and increase the use of public transport, cycling and walking and reduce the level of single occupancy car trips; and
- A brief communication strategy.

4.2 OBJECTIVES AND SCOPE OF THE PLAN

4.2.1 The final Travel Plan which falls under this framework shall, by containing appropriate measures, assist in improving the environment by reducing the number of trips made to and from the development by private car. Residents shall be made aware of the measures included within the Travel Plan in order that positive benefits can be delivered and the number of trips undertaken by public transport, walking or cycling can be increased.

4.2.2 In order to ensure that the measures contained within the Travel Plan are capable of delivering a sustainable travel demand pattern for the development it is important to identify some key objectives. The overall travel management objectives for the proposed development are:

- Promoting walking, cycling and public transport as the primary mode of travel; and
- To deliver mode shift from single occupancy car journeys to alternative modes including multi-occupancy vehicle trips.

4.3 TARGETS

4.3.1 The Travel Plan will aim to promote travel choice for the occupiers and users of the development, and hence to increase the use of sustainable transport modes.

4.3.2 Mode split targets will be set that will seek to reflect or improve on the predicted traffic generation figures set out in Chapter 5 of this report.

4.4 ROLES AND RESPONSIBILITIES

4.4.1 An important aspect of a successful Travel Plan is the allocation of sufficient resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. This will ensure the appropriate allocation of time and resources to those charged with managing the process.

4.4.2 An appointed site management company will act as the Travel Plan Co-ordinator (TPC) for the development. The anticipated duties of the Travel Plan Co-ordinator will include:



- Acting as a single point of contact for all transport, access and travel related issues for the development;
- Obtaining and providing site occupants with up to date details of information relating to access to the site via sustainable modes;
- Liaison with BC and other key stakeholders; and
- Ensuring that a copy of the Travel Plan is provided within marketing information packs as well as providing details of the site's accessibility by sustainable modes on the developments website and within any newsletters.

4.5 TRAVEL PLAN MEASURES

4.5.1 In addition to the internal Site infrastructure proposed, the following measures will be included in the TP:

Walking and Cycling

- A plan showing the key pedestrian routes to the site including any crossing facilities;
- A plan showing the key cycling routes to the site including any crossing facilities and details/locations of cycle parking (this information may be combined with the pedestrian plan).
- Details of nearby cycle shops including location, contact information and those that may offer discounts on cycles and repairs/maintenance.
- Provide details of third party walking and cycling organisations such as 'bikebudi' (www.bikebudi.com), 'walkbudi' (www.walkbudi.com) and 'walkit' (www.walkit.com).
- Provide details of cycling events throughout the year.
- Promote and encourage walking and cycling to work, through events such as 'Bike to Work Day' and 'Bike Week' (www.bikeweek.org), to heighten awareness.
- Provide details of the DfT Cycle to Work scheme available at <http://www.dft.gov.uk/pgr/sustainable/cycling/cycletoworkschemeimplementat5732>.

Public Transport

- Provision of up to date information relating to bus services, routes, destinations, times/frequencies.
- Details of bus stop locations close to the site;
- Details of all school bus services close to the site;
- Details of any AccessBus scheme for disabled users.
- Details of personalised public transport journey planner information.
- Any bus promotional offers including details of concessionary travel; and
- Contact details of taxi operators and locations of nearby taxi ranks.



School Travel

4.5.2 The responsibility for obtaining the most up to date information regarding local schools rests with the Travel Plan Co-ordinator. This package of information will include school location, distance from the Site, appropriate pedestrian/cycle routes to the school and details of public transport services. This information will be made available to residents in the welcome packs.

4.5.3 The Travel Plan Co-ordinator will also investigate (by talking to schools and/or parents) which local schools operate a School Travel Plan, what measures are already in place, and whether a Walk to School Campaign is promoted.

Home Delivery Services

4.5.4 The Travel Plan Co-ordinator will promote the use of home delivery services including providing details of local grocery stores and information on stores which provide home delivery services.

4.6 COMMUNICATION

4.6.1 The public transport authority (SYPT) should be contacted regarding the provision of leaflets, timetable and promotions/offers.

4.6.2 All prospective residents will be made aware of the implementation of the Travel Plan at the Site and the sustainable travel options available potentially via a marketing website.

4.6.3 The TPC should consider membership of any local authority Travel Plan Network which may be established during the lifetime of the Travel Plan.

4.6.4 It should be noted that the travel planning guidance provided in this section is not exhaustive and this framework TP is intended to provide guidance for the future development of a detailed TP.



5 Traffic Generation and Impact

5.1 INTRODUCTION

5.1.1 This chapter sets out the trip generations and the impacts associated with the proposed development Site. Both of these methodologies have been discussed with BC in advance of the preparation of this TA.

5.2 VEHICULAR TRIP GENERATIONS

5.2.1 To determine appropriate residential trip rates reference has been made to the TRICS database (version 2012b) to establish total vehicular trip rates. The time periods selected are the weekday morning (08:00-09:00) and evening (17:00-18:00) peak hour periods. Survey sites within the database have been chosen using the following parameters:

- Land use Residential/Houses Privately Owned selected;
- Vehicular trip rates selected;
- Surveys undertaken in the last five years;
- London & Irish sites excluded;
- Suburban and Edge of Town included; and
- Range of households between 20 and 100 selected

5.2.2 This selection process yields 15 surveys completed at representative sites and the TRICS outputs for these have been attached at Appendix C for information. The resulting weekday peak hour total vehicular trip rates are shown in Table 5.1.

5.2.3 Based on the characteristics of the sites that have been selected being representative of the development site it is appropriate to apply average trip rates. This methodology is in accordance with the Department for Transport (DfT) document Guidance on Transport Assessment (GTA) which states that 85th percentile trip rates should only be used when appropriate, comparable sites cannot be found. The selected sites are comparable.

Table 5.1 – Proposed Total Vehicular Average Weekday Trip Rates

Time Period	Total Vehicular Trip Rates (per unit)		
	Arrivals	Departures	Total
AM 08:00 - 09:00	0.183	0.391	0.574
PM 17:00 – 18:00	0.403	0.247	0.650

5.2.4 The total vehicular trip rates shown in Table 5.1 have been multiplied by 41 (the proposed number of dwellings) to give the total vehicular trip generations as shown in Tables 5.2 and 5.3 for the AM and PM peaks respectively.

Table 5.2 – Proposed AM Total Vehicular Weekday Trip Rates and Generations



	Arrivals	Departures	Total
Trip Rate	0.183	0.391	0.574
Trip Generation	8	16	24

Table 5.3 – Proposed PM Total Vehicular Weekday Trip Rates and Generations

	Arrivals	Departures	Total
Trip Rate	0.403	0.247	0.650
Trip Generation	17	10	27

5.2.5 It is demonstrated in Tables 5.2 and 5.3 that the proposed use would result in a nominal increase of some 24 and 27 vehicular trips during the morning and evening peak hours respectively. Such a small increase will have a non-material impact on the local highway network and is less than the 30 two-way trips which is given as a guideline threshold figure in the DfT's GTA document.

5.2.6 In summary it is concluded that the proposed development will have no material effect or impact on the local highway network.



6 Summary and Conclusions

6.1.1 This Transport Statement has been prepared by Optima to support a planning application for the development of land to the west of Higham Lane, Dodworth for a total of 41 dwellings.

6.1.2 This report has provided a commentary on the existing Site and its conditions. It has demonstrated that the site is located in a sustainable location that is easily accessible to good public transport, cycle and pedestrian links. The location of the Site will ensure that future residents have the option to travel to and from the site using sustainable modes of transport.

6.1.3 A review of the personal injury accident data has been undertaken for the study area, which has shown that there are no specific accident concerns. This conclusion is based on the infrequency and random nature/location of accidents over the most recently available five year period.

6.1.4 The Site access arrangements provide appropriate visibility requirements as well as improvements to pedestrian facilities which will benefit both existing and future residents.

6.1.5 It has been demonstrated that the development would result in a nominal increase of vehicular trips during the morning and evening peak hours and that the increase will have a non-material impact on the local highway network and is less than the 30 two-way trips which is given as a guideline threshold figure in the DfT's GTA document.

6.1.6 It is therefore concluded that there are no highway or transport related issues that should prevent the proposed residential development from being granted planning consent.

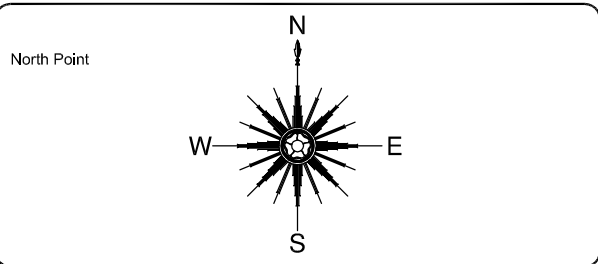


Figures & Appendices



Appendix A Site Masterplan – Redrow Drawing HLD-16-02-SK02





Mix Schedule		
Abb. Name	House Type	Quantity
T1	TYPE 1	02
T2	TYPE 2	02
T3	TYPE 3	02
T4	TYPE 4	02
T5	TYPE 5	04
T6	TYPE 6	01
T7	TYPE 7	08
T8	TYPE 8	03
T9	TYPE 9	07
T10	TYPE 10	02
T11	TYPE 11	04
T12	TYPE 12	02
T12	TYPE 12	02
TOTAL:		41

Key:

- Indicative traffic calming feature
- Indicative landscaping - refer to Smeedon Foreman designs for details.
- Proposed cycle store
- Proposed bin store
- Existing Tree to be retained
- Existing tree to be removed

Notes:

All visibility splays to be adopted by BMBC subject to completion of S38 agreement
For further information trees please refer to Smeedon Foreman Tree report.

Rev	Date	Description	BD	Initials
-	28/08/12	First Issue		

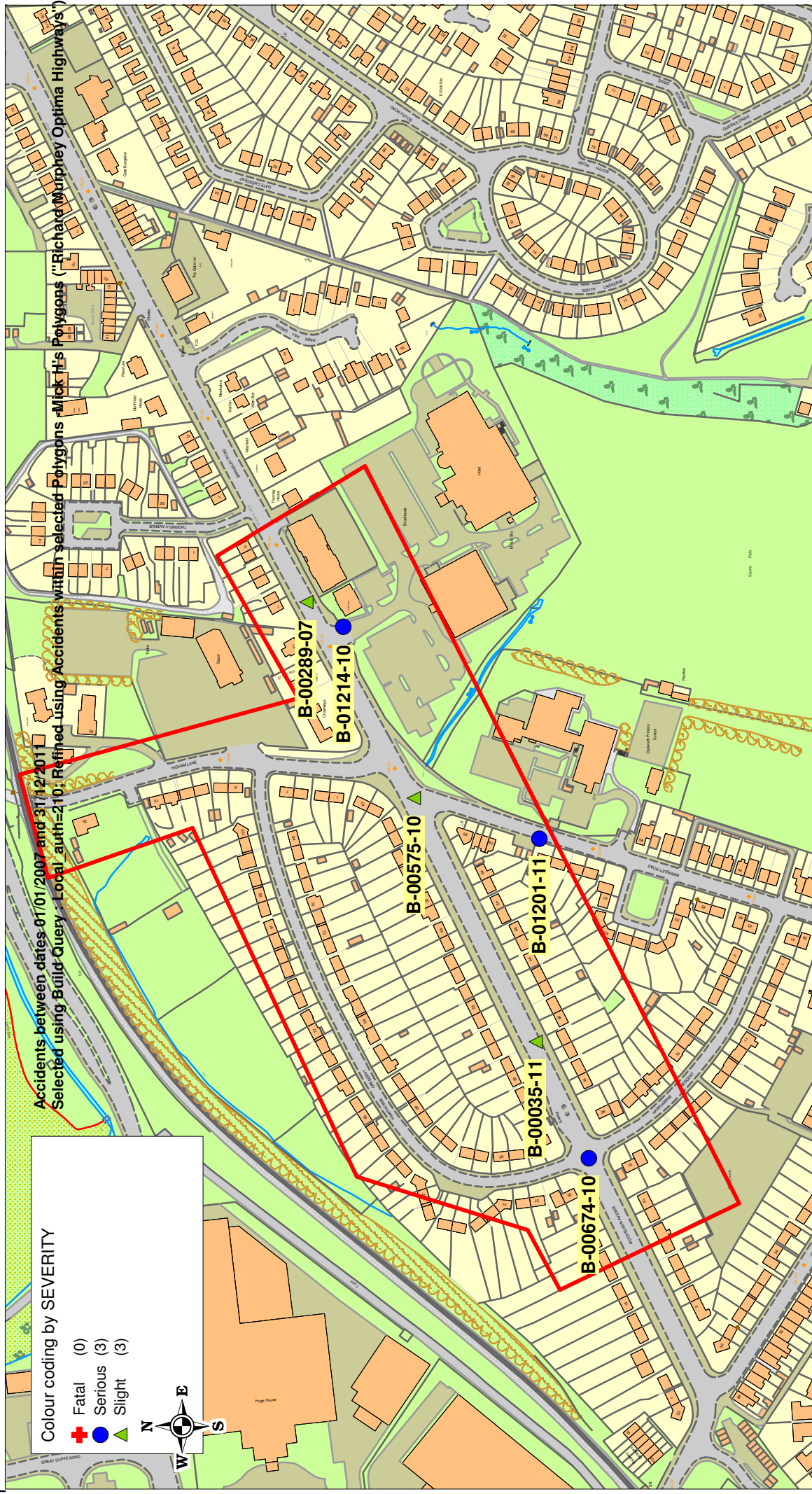
Development	HIGHAM LANE		
Location	DODWORTH		
Marketing Name			
Drawing Title	Planning Layout		
Drawing Number	4707-16-02-01		
Revision	-	Scale @ A2	1:500
Drawn By	BD	Date Started	28.08.12
Checked by		Date	

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This layout has been designed after due consideration of our Context & Constraints Plan

Appendix B Accident Data





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MAKING SOUTH YORKSHIRE
ROADS SAFER

Selected map area

SCALE	1 : 3000
DATE	01/08/2012
DRWG No.	
DRN BY	

AccsMap - Accident Analysis System

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

Selection:

Notes:

Selected using Build Query : Local_auth=210; Refined using Ac

Selected Polygon: Richard Murnhey Ontima Hi

B-00289-07 26/02/2007 Monday Time:1425 Vehicles 2 Casualties 1 Slight
Easting: 431,676 Northing: 405,623
Fine without high winds Road Surface Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY RD DODWORTH 100 MTS FROM HIGHAM LN

Description: V1 TRAVELLING ALONG CARR WHEN V2 ATTEMPTED TO OVERTAKE BUT CUT IN TOO EARLY AND COLL WITH O/S OF V1.

Vehicle Reference1 Car Going ahead
First point of impact: Offside
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 39 Breath test: Not applicable

Contributory Factors : 405

Casualty Reference 1 Age: 39 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact: Front
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 19 Breath test: Not applicable

Contributory Factors : 405

AccsMap - Accident Analysis System

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

Selection:

Notes:

Selected using Build Query : Local_auth=210; Refined using Ac:

B-00575-10 28/05/2010 Friday Time:0930 Vehicles 2 Casualties 1 Slight
Easting: 431,565 Northing: 405,562
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY RD DODWORTH AT J/W MITCHELSON AVE

Description:V1 PULLED OUT OF HIGHAM LN TURNING RGT TOW MANCHESTER, V2 PULLED
OUT OF OTHER STAGGERED JCT , AS V1 IS CROSSING IN FRONT OF V2, V2
STIKES V1 ON REAR N/S CAUSING V1 TO FLIP ON ITS SIDE.

Vehicle Reference1 Car

Going ahead

First point of impact:Nearside

Vehicle direction: N to W

Journey: Journey as part of work

Age of Driver : 53

Breath test:Not applicable

Contributory Factors : 405

Casualty Reference 1 Age:53 Male Driver/rider Severity:Slight

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian

Ped Location:

Vehicle Reference2 Car

Moving off

First point of impact:Front

Vehicle direction: S to E

Journey: Other/Not known

Age of Driver : 36

Breath test:Not applicable

Contributory Factors : 405

AccsMap - Accident Analysis System

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

Selection:

Notes:

Selected using Build Query : Local_auth=210; Refined using Ac

B-00674-10 23/06/2010 Wednesday Time:2100 Vehicles 2 Casualties 2 Serious
 Easting: 431,361 Northing: 405,463
 Fine without high winds Road Surface:Dry Daylight:street lights present
 Road Type: Single carriageway Speed Limit: 40

Location: MITCHELSON AVE DODWORTH J/W HAWTHORNE CRES
 Description:V2 TV ALONG HAWTHORNE CRES & STOPPED AT JCT WITH MITCHELSON AVE.
 DRIVER LOOKED BOTH WAYS BEFORE PULLING OUT. AS V2 CROSSED
 MITCHELSON AVE RIDER OF V1 COLL WITH DRIVER SIDE OF V2.

Vehicle Reference1 Motorcycle over 500cc Going ahead
 First point of impact:Front
 Vehicle direction:Parked to Parked Journey: Other/Not known
 Age of Driver : 25 Breath test:Not applicable

Contributory Factors : 405 406 306

Casualty Reference 1 Age:25 Male Driver/rider Severity:Serious

Ped Dir:Pedestrian Dii Ped Movement : Not pedestrian

Ped Location:

Vehicle Reference2 Car Moving off
 First point of impact:Back
 Vehicle direction:Parked to Parked Journey: Journey as part of work
 Age of Driver : 55 Breath test:Not applicable

Contributory Factors : 405 406 306

Casualty Reference 2 Age:55 Male Driver/rider Severity:Slight

Ped Dir:Pedestrian Dii Ped Movement : Not pedestrian

Ped Location:

AccsMap - Accident Analysis System

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

Selection:

Notes:

Selected using Build Query : Local_auth=210; Refined using Ac:

B-01214-10 15/11/2010 Monday Time:1425 Vehicles 1 Casualties 1 Serious
Easting: 431,662 Northing: 405,602
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DODWORTH RD BARNSELEY AT J/W BANNATYNES ENTRANCE
Description:DRIVER TURNED INTO HOTEL ENTRANCE AND COLL WITH WALL

Vehicle Reference1 Car Turning left
First point of impact:Front
Vehicle direction: NE to S Journey: Other/Not known
Age of Driver : 20 Breath test:Not applicable

Contributory Factors : 401

Casualty Reference 1 Age:20 Female Driver/rider Severity:Serious
Ped Dir:Pedestrian Dir 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; Refined using Ac:

B-00035-11 09/01/2011 Sunday Time:0328 Vehicles 2 Casualties 2 Slight
Easting: 431,427 Northing: 405,493
Fine with high winds Road Surface:Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: MITCHELSON AVE DODWORTH 75 MTS FROM HAWTHORNE CRES
Description:DRIVER OF V1 LOST CONTROL COLL WITH V2 THAT WAS STATIONARY PUSHING
IT INTO LAMP POST.

Vehicle Reference1 Car Overtaking stationary vehicle on its offside
First point of impact:Front
Vehicle direction: E to W Journey: Other/Not known
Age of Driver : 19 Breath test:Positive

Contributory Factors : 501

Casualty Reference 1 Age:19 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Dii Ped Movement : Not pedestrian
Ped Location:

Casualty Reference 2 Age:19 Female Passenger Severity:Slight
Ped Dir:Pedestrian Dii Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Parked
First point of impact:Back
Vehicle direction:Parked to Parked Journey: Journey as part of work
Age of Driver : 44 Breath test:Driver not contacted

Contributory Factors : 501

AccsMap - Accident Analysis System

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

Selection:

Notes:

Selected using Build Query : Local_auth=210; Refined using Ac:

B-01201-11 12/12/2011 Monday Time:1803 Vehicles 1 Casualties 1 Serious

Easting: 431,542 Northing: 405,491

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

Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY RD DODWORTH

Description:PED STEPPED INTO CARR INTO PATH OF VEH AND COLL OCC.

Vehicle Reference1 Car

Going ahead

First point of impact:Front

Vehicle direction: S to N

Journey: Other/Not known

Age of Driver : 73

Breath test:Negative

Contributory Factors : 809 802 808 707 708

Casualty Reference 1 Age:13 Male Pedestrian Severity:Serious

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

Ped Location:In carr elsewhere

Accidents involving:

Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	2	3	5
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	3	3	6

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	4	5
Passenger	0	0	1	1
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	1	0	1
Other	0	0	0	0
Total	0	3	5	8

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

Selection:

Notes:

Selected using Build Query : Local_auth=210; Refined using

~~Accidents within selected Polygons - Mick H's Polygons~~

("Richard Murphey Optima Highways")

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

Selected Polygon: Richard Murphey Optima Highways

B-00289-07 Monday BARNSELEY RD DODWORTH 100 MTS Veh 2 Car Going ahead 0 to 0
26/02/2007 FROM HIGHAM LN Veh 1 Car Going ahead 0 to 0 Dri M 39 Slight
A 628 1425hrs
Daylight:street lights present
E 431,676 Dry
N 405,623 Fine without high winds
30 mph

V1 TRAVELLING ALONG CARR WHEN V2 ATTEMPTED TO OVERTAKE BUT CUT IN TOO EARLY AND COLL WITH O/S OF V1.

B-00575-10 Friday BARNSELEY RD DODWORTH AT J/W Veh 2 Car Starting S to E
28/05/2010 MITCHELSON AVE Veh 1 Car Going ahead N to W Dri M 53 Slight
A 628 0930hrs
Daylight:street lights present
E 431,565 Dry
N 405,562 Fine without high winds
40 mph

V1 PULLED OUT OF HIGHAM LN TURNING RGT TOW MANCHESTER, V2 PULLED OUT OF OTHER STAGGERED JCT, AS V1 IS CROSSING IN FRONT OF V2, V2 STIKES V1 ON REAR N/S CAUSING V1 TO FLIP ON ITS SIDE.

B-00674-10 Wednesday MITCHELSON AVE DODWORTH J/W Veh 2 Car Starting 0 to 0 Dri M 55 Slight
23/06/2010 HAWTHORNE CRES Veh 1 M/C > 500 cc Going ahead 0 to 0 Dri M 25 Serious
U 2100hrs
Daylight:street lights present
E 431,361 Dry
N 405,463 Fine without high winds
40 mph

V2 TV ALONG HAWTHORNE CRES & STOPPED AT JCT WITH MITCHELSON AVE. DRIVER LOOKED BOTH WAYS BEFORE PULLING OUT. AS V2 CROSSED MITCHELSON AVE RIDER OF V1 COLL WITH DRIVER SIDE OF V2.

B-01214-10 Monday DODWORTH RD BARNSELEY AT J/W Veh 1 Car Turning left NE to S Dri F 20 Serious
15/11/2010 BANNATYNES ENTRANCE
A 628 1425hrs
Daylight:street lights present
E 431,662 Dry
N 405,602 Fine without high winds
30 mph

DRIVER TURNED INTO HOTEL ENTRANCE AND COLL WITH WALL

B-00035-11 Sunday MITCHELSON AVE DODWORTH 75 Veh 2 Car Parked 0 to 0
09/01/2011 MTS FROM HAWTHORNE CRES Veh 1 Car O/take s/veh o/side E to W FSP F 19 Slight
A 628 0328hrs Veh 1 Car O/take s/veh o/side E to W Dri M 19 Slight
Darkness: street lights present a
E 431,427 Wet/Damp
N 405,493 Fine with high winds
40 mph

DRIVER OF V1 LOST CONTROL COLL WITH V2 THAT WAS STATIONARY PUSHING IT INTO LAMP POST.

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

Selection:

Notes:

Selected using Build Query : Local_auth=210; Refined using

~~Accidents within selected Polygons - Mick H's Polygons~~

("Richard Murphey Optima Highways")

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

B-01201-11	Monday	BARNSELY RD DODWORTH	Veh 1	Car		Going ahead	S	to N	Ped	M	13	Serious
A 6499	12/12/2011											
	1803hrs											
		Darkness: street lights present a										
E 431,542		Wet/Damp										
N 405,491		Raining without high winds										
		30 mph										

PED STEPPED INTO CARR INTO PATH OF VEH AND COLL OCC.

Appendix C TRICS Output



TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	2 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 23 to 84 (units:)
 Range Selected by User: 20 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 18/11/11

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	4 days
Thursday	2 days
Friday	3 days

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	8

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

C3 15 days

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	10 days

Travel Plan:

Yes	1 days
No	14 days

LIST OF SITES relevant to selection parameters

1	CB-03-A-03 SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40 Survey date: THURSDAY 20/11/08	CUMBRIA	Survey Type: MANUAL
2	CB-03-A-04 SEMI DETACHED, WORKINGTON MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09	CUMBRIA	Survey Type: MANUAL
3	CF-03-A-03 DETACHED, CARDIFF LLANTRISANT ROAD CARDIFF Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 29 Survey date: MONDAY 08/10/07	CARDIFF	Survey Type: MANUAL
4	CW-03-A-02 SEMI D./DETACHED, TRURO BOSVEAN GARDENS TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 73 Survey date: TUESDAY 18/09/07	CORNWALL	Survey Type: MANUAL
5	DC-03-A-01 DETACHED, POOLE ISAACS CLOSE POOLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 Survey date: WEDNESDAY 16/07/08	DORSET	Survey Type: MANUAL
6	EA-03-A-01 DETACHED, KILMARNOCK TALISKER AVENUE KILMARNOCK Edge of Town Residential Zone Total Number of dwellings: 39 Survey date: THURSDAY 05/06/08	EAST AYRSHIRE	Survey Type: MANUAL
7	ES-03-A-02 PRIVATE HOUSING, PEACEHAVEN SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11	EAST SUSSEX	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11	DETACHED / SEMI, MANCHESTER GREATER MANCHESTER	Survey Type: MANUAL
9	HI-03-A-14 CALEDONIAN ROAD DALNEIGH INVERNESS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 73 Survey date: FRIDAY 13/05/11	SEMI-DETACHED, INVERNESS HIGHLAND	Survey Type: MANUAL
10	NY-03-A-01 GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: TUESDAY 25/09/07	MIXED HOUSES, NORTHALLERTON NORTH YORKSHIRE	Survey Type: MANUAL
11	NY-03-A-05 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: MONDAY 22/09/08	HOUSES AND FLATS, RIPON NORTH YORKSHIRE	Survey Type: MANUAL
12	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11	DETACHED / SEMI, BOROBIDGE NORTH YORKSHIRE	Survey Type: MANUAL
13	PK-03-A-01 TULLYLUMB TERRACE GORNHILL PERTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 Survey date: WEDNESDAY 11/05/11	DETAC. & BUNGALOWS, PERTH PERTH & KINROSS	Survey Type: MANUAL
14	SF-03-A-01 A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 77 Survey date: WEDNESDAY 23/05/07	SEMI DETACHED, IPSWICH SUFFOLK	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS
	BASELEY WAY		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
	Survey date: MONDAY	24/09/07	Survey Type: MANUAL

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	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	53	0.068	15	53	0.302	15	53	0.370
08:00 - 09:00	15	53	0.183	15	53	0.391	15	53	0.574
09:00 - 10:00	15	53	0.160	15	53	0.204	15	53	0.364
10:00 - 11:00	15	53	0.160	15	53	0.165	15	53	0.325
11:00 - 12:00	15	53	0.178	15	53	0.178	15	53	0.356
12:00 - 13:00	15	53	0.196	15	53	0.155	15	53	0.351
13:00 - 14:00	15	53	0.172	15	53	0.186	15	53	0.358
14:00 - 15:00	15	53	0.207	15	53	0.210	15	53	0.417
15:00 - 16:00	15	53	0.253	15	53	0.205	15	53	0.458
16:00 - 17:00	15	53	0.343	15	53	0.205	15	53	0.548
17:00 - 18:00	15	53	0.403	15	53	0.247	15	53	0.650
18:00 - 19:00	15	53	0.303	15	53	0.178	15	53	0.481
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	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:			2.626			2.626			5.252

Parameter summary

Trip rate parameter range selected:	23 - 84 (units:)
Survey date date range:	01/01/07 - 18/11/11
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Figures



