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TRANSPORT ASSESSMENT
PROPOSED McDONALD'S RESTAURANT
FORMER GALA BINGO
UPPER NEW STREET
BARNSLEY
S70 1LP

McDonald's Restaurants Ltd
11-59 High Street
East Finchley
London
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ADL/CC/3210/01A

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1.0 INTRODUCTION

1.1 Purpose of Report

1.1.1 ADL Traffic Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Assessment in support of the planning application for the redevelopment of the former Gala Bingo, Upper New Street, Barnsley, to provide a McDonald's Restaurant with drive thru facility.

1.2 Discussions with Highway Authority

1.2.1 A copy of the Council's pre-application advice is included as Appendix 1.1. This was based upon a previous layout option 2. The proposed planning layout has been amended and therefore many of the comments are no longer applicable. However, the comments relating to visibility splays and TRACKing have been addressed in this report.

1.3 Scope of Study

1.3.1 Chapter 2.0 describes the site and surrounding area. This chapter provides a review of the highway safety situation in the vicinity of the site and details of other McDonald's restaurants within 10km of the site.

1.3.2 Chapter 3.0 assesses the accessibility of the site by walking, cycling and public transport.

1.3.3 Chapter 4.0 describes the development proposals and provides an assessment of the access arrangements, parking provision and servicing/refuse collection facilities.

1.3.4 Chapter 5.0 presents the McDonald's survey information and TRICS data.

1.3.5 Chapter 6.0 assesses the proposed traffic and trip distribution.

1.3.6 Chapter 7.0 provides an on-site assessment of the site operation including parking demand and drive thru queues.

1.3.7 Chapter 8.0 presents the results of the 2016 traffic surveys.

1.3.8 Chapter 9.0 provides a traffic impact assessment.

1.3.9 Chapter 10.0 evaluates the national and local planning policy guidance.

1.3.10 Chapter 11.0 provides the summary and conclusions of this Transport Assessment.

1.3.11 The Appendices are included at the rear of this report.

2.0 BASELINE TRANSPORT INFORMATION

2.1 Site Location and Surrounding Area

2.1.1 The site is located close on the south of Barnsley. A plan showing the site location is included as Appendix 2.1.

2.1.2 The site is located on the eastern side of Upper New Street. John Street forms the northern site boundary. Thomas Street and Burleigh Street form the southern and eastern site boundaries. A plan showing the site and surrounding area is included as Appendix 2.2.

2.1.3 Upper New Street also provides access to a Morrisons foodstore and petrol filling station located opposite the site.

2.1.4 On the corner of Upper New Street and Thomas Street, next to the site is a retail unit. This unit has planning permission for change of use of the ground floor to two fast food outlets (A5) (Application № 2016/0452). The existing vehicle access would be retained on Thomas Street. The permitted layout is included in Appendix 2.3.

2.2 Road Network

2.2.1 Upper New Street (and New Street) is a single carriageway road which runs north to south from the three arm signalised junction with Westway (A628), 37m north of the site access to the Princess Street/Wood Street/Agnes Road crossroads 220m south of the site. Upper New Street is subject to a 30mph speed limit and street lighting facilities.

2.2.2 The A628 forms the main strategic link road east to west between M1 and forms part of the ring road around Barnsley city centre. West Way is subject to a 40mph speed limit and street lighting facilities.

2.2.3 The access to the Morrisons is via a four-arm mini roundabout with Upper New Street, Thomas Street and New Street 36m south of the site access.

2.3 Existing Use of the Site, Access Arrangements and Traffic Generation

2.3.1 The existing use of the site comprises of a 3,022sqm former Gala Bingo and 34 space car park.

2.3.2 Access to the site is via a crossover the footway on Upper New Street. Separate pedestrian access is available from John Street.

2.3.3 The TRICS database provides trip rates for bingo halls based on number of seats or number of staff. As this information is not available for the site ADL have simply taken the survey data for three comparable bingo hall sites on the database and calculated an average. The results are summarised in Table 2A for the Friday PM peak.

Table 2A Existing Bingo Hall Traffic: Friday

Time	Site and TRICS Reference							
	Bingo Hartlepool DH-07-H-01		Gala Bingo, Grantham LN-07-H-01		Mecca Bingo, Ipswich SF-07-H-01		Average	
	In	Out	In	Out	In	Out	In	Out
16:00	2	0	4	1	2	0	3	0
17:00	9	12	11	6	6	5	9	8
18:00	38	21	38	13	44	14	40	16

2.3.4 Table 2A demonstrates that during the Friday PM peak the permitted use of the site could generate the following traffic:

- Friday 18:00 – 19:00 hours 40 vehicles in
  16 vehicles out

2.4 Accident Analysis

2.4.1 ADL have obtained Crashmap personal injury traffic accident data for the 36-month period from 2014 to 2016 (most recent available) for the area covering the A628/Upper New Street junction and Upper New Street/Thomas Street roundabout. A copy of the data is included as Appendix 3.0.

2.4.2 Three slight personal injury accidents occurred within the study area.

2.4.3 One accident occurred due to a car changing lanes on the A628. Two accidents occurred when a car was turning right on the A628.

2.4.4 It is concluded that the accident records do not include any highway safety issues on the existing network, which need to be addressed as part of this planning application.

2.5 McDonald's Restaurants Within 10km of the Site

2.5.1 The existing McDonald's restaurants within 10km of the site are shown on the plan in Appendix 4.0 and are summarised in Table 2B below.

Table 2B Existing McDonald's Restaurants Within 10km of the Site

ADL Ref		Details
1	Address	Barnsley 2, S71 1LN
	Distance	0.8 miles
	Drive Thru	Yes
2	Address	Barnsley Stairfoot Roundabout, S70 3NT
	Distance	1.73 miles
	Drive Thru	Yes
3	Address	Tankersley, S75 3DL
	Distance	4.1 miles (6.6km)
	Drive Thru	Yes
4	Address	Cortonwood, S73 0TB
	Distance	4.66 miles (7.4km)
	Drive Thru	Yes

2.5.2 Table 2B demonstrates that there are 4 existing restaurants within 10km of the site of which all have drive thru facilities. The proposal would therefore act as a local facility for Barnsley.

3.0 ACCESSIBILITY

3.1 Pedestrians/Cyclists

3.1.1 The site is located in a mature urban environment with a well-developed footpath network. There are footways on both sides of Upper New Street and West Way. There are controlled signalised pedestrian crossing facilities on all arms of the Upper New Street/West Way junction. The site is only 350m walking distance from the city centre.

3.1.2 There is a cycle route which links to Barnsley City Centre to Stairfoot 0.8km east of the site. A plan showing the cycle routes in the vicinity of the site is included as Appendix 5.1.

3.1.3 The site is reasonably accessible by walking and cycling.

3.2 Public Transport

Bus

3.2.1 The nearest bus stops to the site are located on Upper New Street (north opposite the site) and West Way (96m westbound and 192m eastbound). The bus stops on Upper New Street and West Way (eastbound) are post only. The westbound bus stop on West Way benefits from a shelter. There are additional bus stops and services on Market Hill within the town centre (460m from the site). A plan showing the bus stop locations is included as Appendix 5.2.

3.2.2 These bus stops are served by route № 43/44. Details of these services are summarised in Table 3A below. A plan of the local bus routes is included as Appendix 5.3.

Table 3A Bus Services

№	Route	Frequency		
		Mon-Fri	Sat	Sun
43/44	Barnsley circular via Worsborough Common, Kingstone, Pagmoor York	2/hr	2/hr	1/hr

3.2.3 The bus stops are served by 2 buses per hour in each direction serving the local suburbs.

3.2.4 The site is reasonably accessible by public transport.

4.0 DEVELOPMENT PROPOSALS

4.1 Site Layout

4.1.1 It is proposed to redevelop the site to provide a 415sqm McDonald's Restaurant (GIA) with side-by-side drive thru facilities. The dining area would be 164sqm with 147 seats.

4.1.2 It is expected that the restaurant would operate 24 hours Monday to Sunday.

4.1.3 Based on data from McDonald's it is expected that up to 20 staff would be on site at any one time.

4.1.4 The Architect's layout is included as Appendix 6.1.

4.2 Access Arrangements

4.2.1 Access to the proposed restaurant would be via Upper New Street. The existing access would be improved and formalised. A right turn lane facility would be provided on Upper New Street so that customers waiting to turn right into the site would not block traffic at the signal junction. 'Keep Clear' markings would be provided on Upper New Street to facilitate right turn movements out of the McDonald's.

4.2.2 The proposed highway works are also shown on the plan in Appendix 6.2.

4.2.3 Visibility splays of 2.4m x 40m to the right and 2.4m x 36m to the left are achievable from the site access, which are considered very appropriate given that traffic will be travelling below 30mph on the approaches to and from the A628 signal junction.

4.2.4 Pedestrian access to the restaurant would be provided from Upper New Street with a dedicated route provided through the car park. There would also be pedestrian access from Thomas Street.

4.2.5 A visibility splay of 2.4m x 43m to the right could be achievable at the John Street/Burleigh Street junction is shown on the plan in Appendix 7.0. The visibility splay would not be affected by the Architect's layout.

4.3 Year of Opening

4.3.1 The proposed year of opening is 2019. Should planning permission and timescales permit then it is possible that the restaurant could open slightly earlier.

4.4 Parking Provision

4.4.1 It is proposed to provide 48 parking spaces, including 2 accessible spaces for disabled customers and 2 reserve bays for drive thru customers. There would be 8 cycle parking spaces (4 Sheffield stands) for staff and customers located close to the restaurant entrance.

4.5 Servicing/Refuse Provision: McDonald's

4.5.1 McDonald's has been trading in the UK since 1974. The company operates over 1,200 fast service restaurants of which around 820 are restaurants with drive thru facilities.

4.5.2 With regard to the 820 restaurants with drive thru facilities, on the assumption that each restaurant is serviced 3 times per week. This is equivalent to 2,460 deliveries per week or 351 per day (7 day week). Assuming restaurants received deliveries between:

- 07:00 and 12:00 5 hours
- 14:00 and 21:00 7 hours

} 12 hours per day for deliveries

Therefore, each hour there are 29 deliveries occurring at drive thru McDonald's Restaurants across the UK.

4.5.3 Martin Brower are McDonald's sole distributor for all its products and have a fleet of 150 vehicles. Martin Brower utilise multi-temperature vehicles which allows all of the restaurants requirements for; frozen, chilled and ambient products to be delivered in one visit. This therefore reduces the number of deliveries each restaurant received.

4.5.4 Restaurants typically receive three deliveries per week. Servicing McDonald's restaurants whilst they are open is a common practice and does not present any operational difficulties.

4.5.5 Martin Brower use a sophisticated computerised planning tool (Paragon), which enables requirements of delivery destinations to be set and ensures they are complied with on every occasion the delivery is planned. The restaurant is allocated a 2-hour delivery slot and the delivery will be planned within this. Notification of the planned delivery is emailed to the restaurant two days before delivery.

4.5.6 On the day of the delivery the GPS system linked to Paragon will automatically email the restaurant 30-minutes prior to the vehicles arrival. Staff can then prepare for the delivery arrival and cone off the delivery vehicle loading bay.

4.5.7 The goods are delivered by articulated lorry, typically 16.5m in length. This is typically parked for between 15 minutes – 1 hour. The duration of the stay depends upon the range and quantity of products to be delivered.

4.5.8 The deliveries would be scheduled to arrive at very quiet trading periods.

4.5.9 It is proposed that servicing will be undertaken from the customer car park. This is common practice and does not present any operational difficulties.

4.5.10 A representative from Martin Brower will visit the site prior to any new restaurant opening and assess the designated delivery area. Any special requirements (although there are none anticipated in this instance) will be communicated to their transport and scheduling department.

4.5.11 A TRACK analysis is presented in Appendix 8.1. The analysis demonstrates that a delivery vehicle can enter, unload and exit in a forward gear.

4.5.12 Refuse collection would be collected by a private contractor 3 times per week and would occur outside of peak hours.

4.5.13 Waste minimisation has been achieved through the redesign of tray liners and specifying the use of light-weight bin liners. Food wastage is minimised through the use of a computer system which monitors the amount of food served at given times

of day, resulting in more accurate preparation and ordering of stock. This therefore, reduces the quantum of waste and frequency of collection required

4.5.14 Service vehicles also collect empty delivery trays and crates which are returned to supplies for reuse.

4.5.15 Cooking oil from restaurants is collected by Martin Brower's delivery vehicles and is recycled into bio diesel. The bio diesel is used as fuel by all McDonald's delivery vehicles resulting in a carbon saving of 8,200 tonnes per annum.

4.5.16 The arrangements described above follow a 'tried and tested' methodology used successfully across the UK and there is no reason to suggest why it could not be successfully undertaken at the proposed restaurant.

4.6 Drive Thru Lane

4.6.1 The drive thru lane forms an integral part of the McDonald's operation is shown adjacent to the northern, eastern and southern edges of the building (see Appendix 8.0).

4.6.2 When a customer wishes to purchase a meal without leaving their vehicle, the following steps are taken:

1. Enter the drive thru lane
2. Place an order at one of the Customer Order Display (COD) units
3. Pay at the first booth
4. Collect meal from the second booth (halfway along the northern elevation) and continue out of the drive thru lane

4.6.3 In the event that a customer places a larger or unusual order, which could take longer to prepare (and potentially delay other drivers using the drive thru lane), then a member of staff will divert them to one of two 'reserve bays'. These are situated near the store entrance and once the order is ready, a member of staff will carry the meal from the restaurant, to the customer.

4.6.4 Side by side ordering facilities provide a more efficient drive thru process. The proposals would reduce the time taken to process customers through the drive thru facility and therefore assists in effectively managing the length of the drive thru queue. Drivers waiting for an order would use one of the two COD units within the drive thru lane depending upon how many vehicles are waiting. Both COD units would operate simultaneously at all times and in practice can be likened to a dual pay-barrier arrangement at multi-storey car parks across the country.

4.6.5 A TRACK analysis is presented in Appendix 8.2 which illustrates a vehicle circulating the drive thru lane.

5.0 McDONALD'S SURVEY INFORMATION AND TRICS

5.1 Comparable McDonald's Restaurants (Proposed Traffic Generation)

5.1.1 ADL Traffic Engineering commissioned Axiom Traffic Ltd to undertake counts and customer interview surveys at four McDonald's restaurants with drive thru facilities located closed to foodstores. These restaurants are considered to be the best comparable restaurants for the following reasons:

- The restaurants are similarly located in edge of town centre areas close to large foodstores:
- The restaurants are of a similar scale to the proposal;
- The restaurants have a slightly higher level of AADT compared to the proposal;
- The restaurants have a similar level of market share.

5.1.2 Details of the surveyed restaurants are provided in Table 5A below.

Table 5A Comparable McDonald's Site: Barnsley

	Bulwell (Store № 707)	Arnold (Store № 963)	Folkestone (№ 775)	Pomphlett Rd Plymouth (№ 896)	Average	Proposed Site Barnsley
Restaurant Type	Single storey	Single storey	Single Storey	Single Storey	-	Single Storey
Floor Area	346sqm	322sqm	265sqm		-	415sqm
№ of Seats	104	79	71	69	81	147
Parking Provision	41	34	32	29	34	45
Drive Thru Facilities	Side By Side	Side By Side	Side By Side	Single when counted	-	Side by Side
Population Within 5km	200,693	243,533	65306	154,305	165,959	108,956
AADT	27,351 *1	25,188 *2	17937	31436	25,478	29,426
№ of surrounding McD's restaurants within 5km (incl. store)	3	3	2	4	3	3
№ of surrounding competitor fast service restaurants within 5km	2	3	5	5	4	2
Total Restaurants Within 5km	5	6	7	9	7	5
Population per McD's restaurant (market share McD's restaurants only)	66,897	81,177	32,653	38,576	55,320	36,318
Located Near to Major Foodstore	Morrison's	Sainsbury's	Sainsbury's	Morrison's	-	Morrison's

5.1.3 It should be noted that the proposed restaurant has a slightly lower level of market share (36,318 persons/McDonald's restaurant) compared with the average of the 4 restaurants (55,320) but has a slightly higher AADT (29,426) compared to the average of the 4 restaurants (25,478). Therefore, is it considered that on balance the average of the 4 restaurants provides a good and robust comparable to the proposal.

5.1.4 The average of the four survey results has been taken as the proposed traffic generation for Barnsley for the Friday evening and Saturday peak. The proposed trips are summarised in Appendix 9.0. The peak hour proposed traffic is summarised in Table 5B below.

Table 5B Proposed Traffic Generation (Averaged Surveyed)

	Peak Hour	Proposed Traffic	
		In	Out
Friday Peak	18:00-19:00	134	141
Saturday Peak	13:00-14:00	152	150

5.1.5 ADL have undertaken research which has proven that there is no statistically significant relationship between McDonald's traffic and either; floor area, dining area, number of seats or parking provision, as shown on the graphs included in Appendix 11.0. Therefore, the averaged surveyed traffic has not been adjusted for any variable.

5.2 TRICS Assessment

5.2.1 ADL have reviewed the TRICS database for McDonald's surveys within England within the last 8 years. The details of the sites are summarised in Table 5C below.

Table 5C TRICS McDonald's Sites (Most Recent 8 Years)

	Bristol (Store № 0662)	Cambridge (Store № 111)	Hanwell (Store № 722)	Brentford (Store № 742)	Slough (Store № 1008)	Average	Barnsley (Proposed)
TRICS Ref	BR-06-D-01	CA-06-D-01	EG-06-D-01	HO-6-D-01	SO-06-D-01	-	-
Date of Survey	08/02/2016	06/11/11	06/07/12	23/01/13	08/01/13	-	-
Postcode	BS3 4EG	CB5 8WL	UB1 3EG	TW8 0JS	SL1 2JD	-	-
TRICS Location Description	Neighbourhood centre	Suburban	Suburban	Edge of Town Centre	Edge of Town Centre	-	Edge of Town Centre
Restaurant Type	Single storey	Single storey	Two Storey Pub Conversion	Single storey	Two Storey Pub Conversion	-	Single storey
Floor Area	210sqm	450sqm	726sqm	378sqm	480sqm	449sqm	415sqm
№ of Seats	46	106	103	52	108	82	105
Parking Provision	33	37	38	25	40	35	45
Population Within 5km	293,578	137,828	429,241	423,078	186,576	294,058	108,956
AADT	10,278	25,133	42,859 *1	17,103 *1	19,453	22,965	29,426
№ of Surrounding McD Restaurants Within 5km (including store)	6	2	10	5	6	6	3
№ of Competitor Fast Service Restaurants Within 5km	9	4	13	12	5	9	2
Total Restaurants Within 5km	15	6	23	17	11	15	5
Population/ McDonald's restaurant (market share all McDonald's restaurants)	48,928	68,914	42,924	84,615	31,096	49,009	36,318

Note Source *1 = DfT 2015 AADT

5.2.2 The Barnsley site is considered to be similar to an average of the TRICS sites in terms of AADT and market share.

5.2.3 As TRICS is the industry standard methodology for traffic generation predictions, ADL have run the TRICS assessment of the weekday traffic using an average of all 5 sites as a comparison exercise to the assessment in Section 5.1. The TRICS data is included in Appendix 11.0 and the results are shown in Table 5D below.

Table 5D Traffic Generation Based on TRICS

		All McDonald's TRICS Sites	
		In	**Out**
AM Peak 08:00-09:00	Trip Rates	7.977	8.422
	Traffic generation 415sqm	33	35
PM Peak 17:00-18:00	Trip Rates	10.160	9.982
	Traffic generation 415sqm	42	41

5.2.4 Table 5D demonstrates that based on TRICS the predicted traffic would be considerably lower than that based on the surveys at the four surveyed restaurants. Therefore, the assessment in Section 6.1 is robust.

5.3 Review of Previous Transport Assessments & Accuracy of Traffic Predictions

5.3.1 ADL have undertaken surveys at recently built restaurants where ADL also prepared the Transport Assessment for the purposes of reviewing the accuracy of McDonald's traffic predictions. The results are summarised in Appendix 12.0 and Table 5E below.

5.3.2 Where the surveyed traffic matched the prediction this is 100%, a higher value means greater traffic than predicted and lower means less traffic was surveyed than predicted.

Table 5E Summary of Surveyed and Predicted McDonald's Traffic

	Wigan	**Monks Cross**	**Stretford**	**Norton Park**	**Brickhill**	**Average**
Friday	87%	76%	92%	88%	96%	88%
Saturday	98%	119%	100%	98%	114%	106%
Total	93%	99%	97%	94%	106%	98%

5.3.3 The results in Table 5E demonstrate that overall ADL traffic predictions have been well matched with actual traffic generation, on average 98%. This demonstrates that ADL traffic predictions are robust.

5.4 Summary

5.4.1 In summary it has been demonstrated that the predicted traffic based on the four restaurant surveys forms a robust basis for carrying forward the assessment of generated traffic by the proposed Barnsley restaurant.

6.0 McDONALD'S TRIP TYPES AND DISTRIBUTION

6.1 McDonald's Trips By Type

6.1.1 Interview surveys were undertaken at the four surveyed restaurants on both a Friday and Saturday during the survey periods. The purpose of the customer interview surveys was to establish the type of trips visiting a McDonald's restaurant with drive thru facilities in an edge of town centre location close to a large food store.

6.1.2 Four primary trip types are referred to in this report as follows:

- Additional Trips:
  - These are specific car journeys to visit the McDonald's whereby customers return to their original location immediately after completing their visit:
    e.g. Home → McDonald's → Home
    - In the case of the proposed restaurant these are specific car journeys to visit the restaurant.
- Diverted Trips:
  - These are trips where a driver is already on the network and alters their route to visit the McDonald's:
    e.g. Home → McDonald's → Other Home
    Work → McDonald's → Home
    - In the case of the proposed restaurant these are existing trips on West Way which divert into the site.
- Pass By Trips
  - These are also trips which are already on the network in any event which as the driver passes the site they decide to make a visit.
    - In the case of the proposed restaurant these would be existing trips on Upper New Street which turn into the site.
- Shared Trips:
  - These are existing trips on the network which are shared with the adjacent foodstore.
    - In the case of the proposed restaurant these are existing trips to the Morrisons that would also visit the restaurant.

6.1.3 Additional trips may not necessarily be new trips as those customers may previously have undertaken trips to other hot food takeaways on their route. Collectively, pass by; diverted and shared trips can be referred to as "existing trips" as they represent all existing vehicles on the network.

6.1.4 The data from the customer interview surveys have been analysed and a summary of the analysis is included in Table 6A below.

Table 6A Customer Interview Average Survey Results McDonald's

Trip Type	Definition	Friday		Saturday	
		№	%	№	%
Additional Trips	Same origin & destination McDonald's sole purpose of trip	37	41%	21	27%
Existing Trips	Different origin & destination	28	42%	35	44%
	Same origin & destination McDonald's not sole purpose of trip				
	Visit adjacent foodstore before or after McDonald's	12	17%	24	30%
Total Surveys		**66**	**100%**	**80**	**100%**

6.1.5 Table 6A demonstrates that on a Friday 41% of trips to McDonald's could be expected to be additional trips to the restaurant and 59% would be existing on the road network. On a Saturday 27% of trips would be additional trips and 73% would be existing on the road network.

6.1.6 The results in Table 6A also demonstrate that 17% of trips on a Friday and 30% of trips on a Saturday could be expected to be shared trips with the adjacent Morrisons.

6.1.7 The proportion of McDonald's trips by type on a Friday and Saturday has been calculated in Table 6A. As a result the proposed peak hour traffic has been split between additional, pass by/diverted and shared trips in Table 6B below.

Table 6B Proposed Trips By Type

Trip Type	%	Friday PM Peak		Saturday Peak		
		In	Out	%	In	Out
Additional	41%	55	58	27%	41	40
Pass By/Diverted	42%	56	59	44%	67	66
Shared	17%	23	24	30%	44	44
Total	**100%**	**134**	**141**	**100%**	**152**	**150**

6.1.8 The following trips would therefore arrive at the restaurant during the peak hours:

- Friday:
  - 55 new trips on the network
  - 56 existing journeys making a visit to the restaurant
  - 23 shared trips with the supermarket

- Saturday:
  - 40 new trips on the network
  - 67 existing journeys making a visit to the restaurant
  - 45 shared trips with the supermarket

6.1.9 As shown, the number of new trips expected at the proposal would be less than one per minute during the restaurant's busiest trading hours, with the majority of visits already originating from within the foodstore or the adjacent road network. As a result, no further detailed analysis is considered to be necessary.

7.0 ON SITE ASSESSMENT AND TRAVEL PLAN

7.1 McDonald's Proposed Pedestrian Trips

7.1.1 The proposed McDonald's pedestrian trips are summarised in Table 7A. These are the average surveyed pedestrian trips from the four McDonald's restaurants.

Table 7A Proposed Pedestrian Trips (Average Surveyed)

	Peak Hour	In	Out
Friday	18:00 – 19:00	36	44
Saturday	13:00 – 14:00	46	51

7.1.2 A pedestrian link is provided for customers from the Morrisons Access Road.

7.2 Parking Demand

7.2.1 The maximum parking demand for the McDonald's (including staff, reserved and accessible parking) is expected to be as follows:

- Friday 23 vehicles
- Saturday 28 vehicles

7.2.2 The proposal for 44 standard car parking spaces is therefore sufficient to accommodate the expected level of demand.

7.3 Drive Thru Queue

7.3.1 The proposed drive thru queues are based on the average of those surveyed at the four McDonald's restaurants. The results are summarised in Table 7B below. This includes all vehicles waiting in the drive thru lane back from the collection booth.

Table 7B Proposed Drive Thru Queues (Average Surveyed)

	Friday	Saturday
Min Q	1	1
Max Q	14	14
Average	7	7

7.3.2 The proposed drive thru lane has capacity to accommodate 17 vehicles and is therefore more than adequate to accommodate the proposed level of demand.

7.4 Travel Plan

7.4.1 A Travel Plan will be submitted with the planning application.

8.0 2016 TRAFFIC SURVEYS AND BASE FLOWS

8.1 Survey Details

8.1.1 ADL Traffic Engineering commissioned Axiom Traffic Ltd to undertake a manual traffic count at the A628/Upper New Street signal junction and the Upper New Street/Thomas Street roundabout. Queue surveys were also undertaken at the A628/Upper New Street junction.

8.1.2 Enumerators visited the site on:

- Friday 2nd December 2016 16:00 – 19:00 hours
- Saturday 3rd December 2016 11:00 – 15:00 hours

8.2 Traffic Surveys

8.2.1 A summary of the traffic survey data is shown in Table 8A below.

Table 8A Surveyed Traffic A628/Upper New Street Junction

	Time	A628 West Way (West)	A628 West Way (East)	Upper New Street	Total
Friday	**16:00-17:00**	**1221**	**1072**	**531**	**2824**
	17:00-18:00	1163	1063	547	2773
	18:00-19:00	1046	1105	443	2594
Saturday	**11:00-12:00**	**1214**	**1290**	**649**	**3153**
	12:00-13:00	1205	1200	610	3015
	13:00-14:00	1159	1176	595	2930

8.2.2 The peak hours on the network were:

- Friday 16:00 – 17:00 hours 2824 vehicles
- Saturday 11:00 – 12:00 hours 3153 vehicles

8.2.3 The 2016 surveyed peak hour traffic flows are shown on the diagrams in Appendix 13.0.

8.3 Queue Survey

8.3.1 The average queues at the A628/Upper New Street junction are summarised in Table 8B below.

Table 8B Average Surveyed Queues A6238/Upper New Junction

	A628 West Way (East)			Upper New Street		A628 West Way (West)		
	Lane 1 Left	Lane 2 Ahead	Lane 3 Ahead	Lane 1 Left	Lane 2 Right	Lane 1 Ahead	Lane 2 Ahead	Lane 3 Right
Friday Peak 16:00-17:00	4	4	6	5	11	9	8	5
Saturday 11:00-12:00	5	6	8	5	9	6	3	6

8.3.2 The surveyed queues do not demonstrate any apparent capacity issue with the operation of the existing junction.

8.4 2019 Base Flows

8.4.1 The 2016 surveyed flows have been growthed to 2019 (year of opening) using the following TEMPRO/NTM growth rates:

- Friday PM Peak 1.0422
- Saturday Peak 1.0454

8.4.2 The 2019 base traffic flows are shown on the diagrams in Appendix 14.0.

9.0 TRAFFIC IMPACT ASSESSMENT

9.1 Trip Distribution

9.1.1 The additional and existing McDonald's trips inbound have been distributed on the road network in proportion with the existing traffic. The shared McDonald's trips have been distributed onto the road network in proportion with the existing traffic movements to/from the Morrisons. The results are summarised in Tables 9A and 9B below.

Table 9A Additional and Existing Trip Distribution

Arm	Friday PM Peak 2019 Base		Saturday Peak 2019 Base	
	№	%	№	%
A628 West	1272	48%	1269	43%
A628 East	1117	42%	1349	46%
New Street	279	10%	314	11%
Total	**2668**	**100%**	**2932**	**100%**

Table 9B Shared Trip Distribution

	2019 Base Flow		2019 Base Flow	
	№	%	№	%
Upper New Street (right into Morrisons)	330	33%	454	38%
Morrisons (right out)	377	37%	464	39%
Morrisons (left out)	177	17%	140	11%
New Street (left into Morrisons)	130	13%	147	12%
	1014	**100%**	**1205**	**100%**

9.1.2 The distribution of outbound trips is dependent on the trip type i.e. additional and diverted trips inbound will return to the same origin, whereas pass-by trips will continue in the direction of travel, as outlined in Section 6.1.

9.1.3 The proposed McDonald's trips by type are shown on the diagrams in Appendix 15.0.

9.2 Total Flows

9.2.1 The 2019 total flows are shown on the diagrams in Appendix 16.0.

9.2.2 It is noted that the network peaks are Friday 16:00 – 17:00 hours and Saturday 11:00 – 12:00 hours. Whereas the restaurant development peaks are Friday 18:00 – 19:00 hours and Saturday 13:00 – 14:00 hours. To provide a 'worst case' assessment it has been assumed that the development peaks and network peak traffic would coincide.

9.3 Capacity Assessment

9.3.1 ADL have assessed the site access and A628/Upper New Street signal junction using LINSIG for the 2016, 2019 base and 2019 total traffic situations. The junction layout and output results are included in Appendix 17.0 and summarised in Tables 9C to 9E below.

Table 9C LINSIG Results: A628/Upper New Street Junction 2016 Surveyed Situation

Arm	Movement	Friday PM Peak			Saturday Peak		
		DoS	Queue Surveyed	Queue	DoS	Queue Surveyed	Queue
A628 West	Ahead	45.1%	10	9	41.4%	9	6
	Ahead	46.3%	11	8	42.7%	10	3
	Right	53.2%	8	5	62.9%	10	6
A628 East	Ahead	52.6%	11	6	63.8%	14	8
	Ahead	52.7%	11	4	63.9%	14	6
	Left	27.8%	5	4	38.7%	8	5
Upper New St	Left	24.4%	5	5	32.9%	7	5
	Right	52.5%	8	11	63.6%	10	9

9.3.2 Table 9C demonstrates that the maximum degree of saturation for the 2016 surveyed traffic situation was 63.9% on the A628 East during the Saturday PM peal with a queue of 14 vehicles. The results demonstrate that the existing junction is operating within capacity. The modelled queues generally accord well with those surveyed at the junctions but are overall slightly higher therefore the modelling is considered to provide a robust assessment.

Table 9D LINSIG Results: A628/Upper New Street Junction Friday PM Peak

Arm	Movement	2019 Base		2019 Total		Difference
		DoS	Queue	DoS	Queue	Queue
A628 West	Ahead	47.0%	11	47.6%	11	0
	Ahead	48.3%	12	48.7%	12	0
	Right	55.6%	8	59.9%	10	+2
A628 East	Ahead	54.9%	12	60.4%	13	+1
	Ahead	54.9%	12	60.4%	13	+1
	Left	28.9%	5	35.1%	7	+2
Upper New St	Left	28.3%	6	30.9%	6	0
	Right	54.7%	8	60.1%	10	+2
Site Access	Right In	-	-	31.4%	1	-
	Right/Left Out	-	-	27.8%	1	-

9.3.3 Table 9D demonstrates that during the Friday PM peak with the proposed development, the maximum degree of saturation would be 60.4% with a queue of 13 vehicles on the A628 East. The proposed increase in queues would be only 1 or 2 extra vehicles in each lane. The maximum degree of saturation at the site access would be 31.4% for the right turn movement in with a queue of 1 vehicle.

Table 9E LINSIG Results: A628/Upper New Street Junction Saturday

Arm	Movement	2019 Base		2019 Total		Difference
		DoS	Queue	DoS	Queue	Queue
A628 West	Ahead	43.3%	10	46.7%	10	0
	Ahead	44.5%	11	48.0%	11	0
	Right	65.7%	11	71.5%	12	+1
A628 East	Ahead	66.7%	15	77.9%	17	+2
	Ahead	66.8%	15	78.1%	17	+2
	Left	40.5%	8	60.4%	12	+4
Upper New St	Left	34.3%	7	33.9%	7	0
	Right	66.5%	11	61.8%	11	0
Site Access	Right In	-	-	38.6%	1	-
	Right/Left Out	-	-	31.5%	1	-

9.3.4 Table 9E demonstrates that during the Saturday peak with the proposed development the maximum queue would be 78.1% on the A628 East with a queue of 17 vehicles. Again, the proposed increase in queues would be only 2 vehicles on each of the ahead lanes on A628 East and 4 vehicles on the left turn lane. The maximum degree of saturation at the site access would be 38.6% with a queue of 1 vehicle.

9.3.5 It is concluded that there is adequate spare capacity at the A628/Upper New Street junction and site access to accommodate the proposed development traffic.

9.4 Queue Assessment

9.4.1 The modelled 2019 base and total queues are shown on the plans in Appendix 18.0. The level of additional queues would not have a material impact.

9.4.2 The queue on Upper New Street would extend past the site access. Keep Clear markings are proposed to be provided to facilitate right turn movements out of the site.

10.0 PLANNING POLICY ASSESSMENT

10.1 DfT Guidance on Transport Assessments (March 2014)

10.1.1 Guidance relating to the Overarching Principles on Travel Plans (TP's), Transports Assessments (TA's) and Statements (TS's) was released in March 2014. The guidance is to be of assistance with regard to decision-taking when progressing a TP, TA or TS.

> ***"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements."***

- This report concludes that no significant negative transport impacts arise as a result of the development.
- A Travel Plan will be submitted with the application promoting sustainable development.
- Inspectors have previously found that McDonald's restaurants are not major generators of traffic. Nonetheless, a Transport Statement and Travel Plan have been provided for robustness.

10.1.2 The guidance continues:

> ***"They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."***

- The site is reasonably accessible by all modes of transport including public transport, walking and cycling promoting sustainable transport choices.

10.1.3 The key principles to be taken into account in preparing a Travel Plan, Transport Assessment or Statement are that they should be:

> ***"proportionate to the size and scope of the proposed development"***

- The Transport Statement scope is considered robust yet appropriate to the size of the development.

"established at the earliest practicable possible stage of a development proposal;"

- Details of the pre-app correspondence with the Highway Authority are included in Section 1.2 of this report.

"be tailored to particular local circumstances"

- This TS has been written to address the transportation matters arising in the vicinity local to the application.

"be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies"

- Details of the pre-app correspondence with the Highway Authority are included in Section 1.2 of this report. There are no implications.

10.2 National Planning Policy Framework (2012)

10.2.1 The National Planning Policy Framework (March 2012) sets out the Government's planning policies for England and how these are expected to be applied. In its Ministerial Foreword, The Framework states that:

"Sustainable development is about positive growth"
"Development that is sustainable should go ahead, without delay"

10.2.2 The core planning principle in transport terms (paragraph 17) is to:

"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

10.2.3 Paragraph 32 states that:

> ***"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment."***

10.2.4 Inspectors have previously found that McDonald's restaurants are not major generators of traffic. However, as a Transport Assessment was requested for the proposal, and to be robust, the proposal has been tested against the following 4 criteria (paragraph 32):

> ***"Planning policies and decisions should consider whether:***
> - ***the opportunities for sustainable transport modes have taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure."***

The site is accessible by all modes of transport.

- ***"Safe and suitable access to the site can be achieved by all people"***

It is proposed to provide safe and suitable access for vehicles and non-motorised users.

- ***"Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development"***

The impacts of the development are not considered to be material.

- ***"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."***

There are no residual impacts and therefore the development should not be refused on transport grounds.

10.2.5 The NPPF continues (paragraph 35):

"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be located and designed where practical to:

- ***accommodate the efficient deliveries of goods and supplies"***

The delivery vehicle will use the customer car par thereby efficiently using the land. Delivery vehicles also collect the used vegetable oil which is refined into bio diesel to fuel the delivery vehicles.

- ***give priority to pedestrians and cycle movements, and have access to high quality public transport facilities.***

The site is reasonably accessible by walking, cycling and public transport.

- ***create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.***

Measures are proposed to minimise conflict between pedestrians and traffic through the provision of a separate pedestrian access.. Cycle parking is proposed to be provided on site for staff and customers.

- ***Incorporate facilities for charging plug-in and other ultra-low emission vehicles;***

These are not considered appropriate for a fast service restaurant with drive thru facilities.

And:

- ***Consider the need of disabled people by all modes of transport***

Two accessible parking spaces are proposed to be provided for disabled customers. The drive thru facility enables disabled customers to order and purchase food without leaving their vehicles.

It is expected that customers with visual impairments who are likely to travel to the site as passengers in a vehicle and would be accompanied to/from the restaurant. Drop kerbs and tactile paving would be provided for pedestrians accessing the patio area which would benefit disabled users and those with visual impairments.

Other design features which will benefit visually impaired customers include:

- The front door and windows include suitable manifestation with the front door being automatic/sliding;
- The patio furniture and legs contrast with the patio paving;
- Inside, the counter area is brightly lit and directly ahead of the front door;
- Loose and fixed furniture contrast with the chosen floor tile;
- All public accessed internal doors and frames contrast with the surrounding wall;
- Toilet doors have a separate male/female/ambulant symbol with braille markings.

10.2.6 With regard to Travel Plans the Policy Framework advises:

"A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement, as determined by local criteria, should be required to provide a Travel Plan."

A Travel Plan will be submitted with the application.

"Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities."

Section 2.5 demonstrates that there are 4 existing McDonald's restaurants within 10km of the site (all with drive thru facilities). The proposal therefore provides a local facility. Section 5.1 demonstrates that the majority of customers visiting the McDonald's do so as part of a linked trip and are already on the road network in any event or will share trips with the foodstore.

10.2.7 It is concluded that the proposal accords with The Framework guidance.

11.0 SUMMARY AND CONCLUSIONS

11.1 ADL Traffic Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Assessment in support of the planning application for the redevelopment of part of the Morrisons car park at Upper New Street, Barnsley to provide a McDonald's Restaurant with drive thru facility.

11.2 The existing site comprises of a 3,022sqm former Gala Bingo and car park with access from Upper New Street.

11.3 It is concluded that the accident records do not include any highway safety issues on the existing network, which need to be addressed as part of this planning application.

11.4 It has been demonstrated that there are 4 existing restaurants within 10km of the site of which all have drive thru facilities. The proposal would therefore act as a local facility for Barnsley.

11.5 The site is reasonably accessible by walking, cycling and public transport.

11.6 It is proposed to redevelop the site to provide a 415sqm McDonald's Restaurant with side-by-side drive thru facilities. Access to the proposed restaurant would be via an improved access on Upper New Street.

11.7 Appropriate arrangements are proposed for the servicing of the restaurant.

11.8 The restaurant would generate the following traffic:

- Pm Peak 134 vehicles
- Saturday Peak 152 vehicles

11.9 It has been demonstrated that on a Friday 41% of trips to McDonald's could be expected to be additional trips to the restaurant and 59% would be existing on the road network. On a Saturday 27% of trips would be additional trips and 73% would be existing on the road network.

11.10 The number of additional trips to the network would therefore be:

- Pm Peak 55 vehicles
- Saturday Peak 41 vehicles

11.11 It is considered that the proposed development would have no material impact on the operation of the road network.

11.12 The proposed parking provision is sufficient for the restaurants operational requirements.

11.13 The proposed drive thru has sufficient capacity to accommodate the expected demand.

11.14 A Travel Plan will be submitted with the application.

11.15 It is concluded that there is adequate spare capacity at the A628/Upper New Street junction and site access to accommodate the proposed development traffic.

11.16 The proposal accords with the national planning policy guidance.

11.17 It is concluded that there are no justifiable, traffic, transportation or highways reasons for refusing this application.

APPENDIX 1.0

CORRESPONDENCE WITH HIGHWAY AUTHORITY

1.1 Pre-App Advice 1 September 2016

Place

Environment & Transport

BARNSLEY
Metropolitan Borough Council

To: Development Management
Fao James Hyde

My Ref: 2016/ENQ/00339 **Your Ref:**

Date: 1st September 2016 **Tel:** B Wilson **Ext:** 2177

Upper New Street, Barnsley
Restaurant

Reference is made to the above.

There are no objections in principle to the proposed development in a highway context, however, I would comment as follows:-

1.The access from Upper New Street is not acceptable as it could result in vehicles queuing back to the Westway junction to the detriment of the free and safe flow of traffic on the highway.

2.Access/egress should be derived from Thomas Street and visibility splays, having the dimensions 2.4m x 43m, should be safeguarded such that there is no obstruction to visibility and forming part of the adopted highway, in the interests of road safety.

3.It is noted that there is an intention for a future unit, I am concerned whether parking in accordance with the SPD – Parking can be provided for all the uses. An analysis should be submitted.

4.I shall require tracking showing how the delivery vehicle gets into/out of the delivery bay, and it should be explained how it can manoeuvre safely when the premises are open to the public.

5.I would point out that the proposed layout appears to compromises the servicing of any future unit, which would make the space undevelopable.

6.The Traffic Regulation Order would have to be amended, and the signing/lining would have to altered and a Pay and Display machine relocated. This may also involve a commuted sum.

7.A visibility splay, having the dimensions 2.4m x 43m, should be safeguarded at the junction of John Street/Burleigh Street, such that there is no obstruction to visibility and forming part of the adopted highway, in the interests of road safety.

For and on behalf of
Acting Head of Highways, Engineering & Transportation

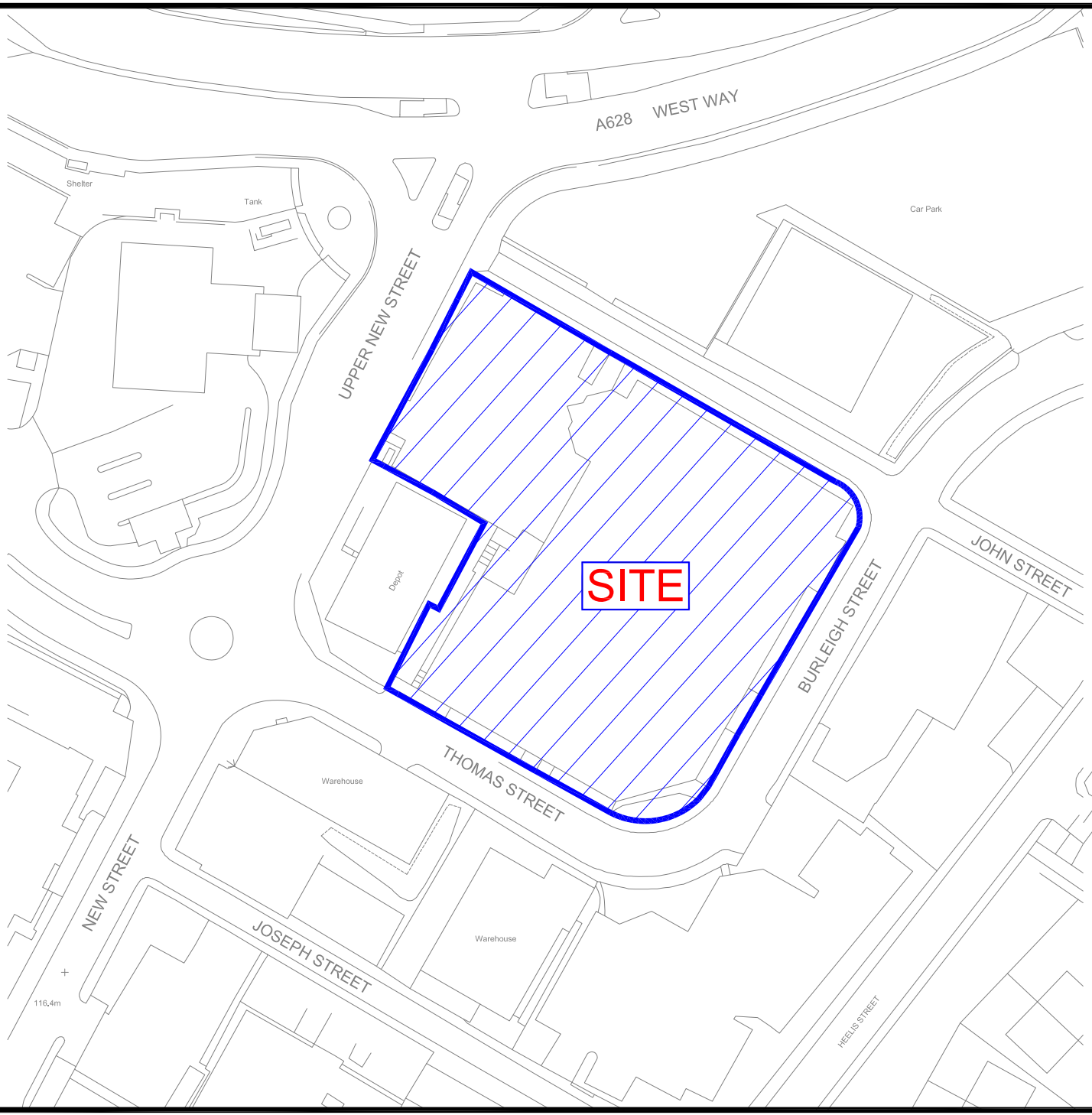
APPENDIX 1.1
PRE-APP ADVICE
1st SEPTEMBER 2016

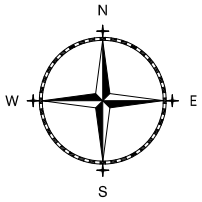
APPENDIX 2.0

SITE LOCATION AND SURROUNDING AREA

ADL TRAFFIC

Title	SITE LOCATION
Scale	APPENDIX 2.1





TRAFFIC

Title
SITE AND SURROUNDING AREA

Scale
1:1000@A4

APPENDIX 2.2

Notes

Jennings Design Associates take no responsibility for any dimensions obtained by scaling from this drawing. If no dimension is shown the recipient must ascertain the dimension specifically from the Architect or by site measurement. Supplying this drawing in digital form is solely for convenience and no reliance may be placed on digital data. All data must be checked against hard copy. Dimensions must be checked on site. Any discrepancies must be reported to the Architect immediately. This drawing is copyright of Jennings Design Associates

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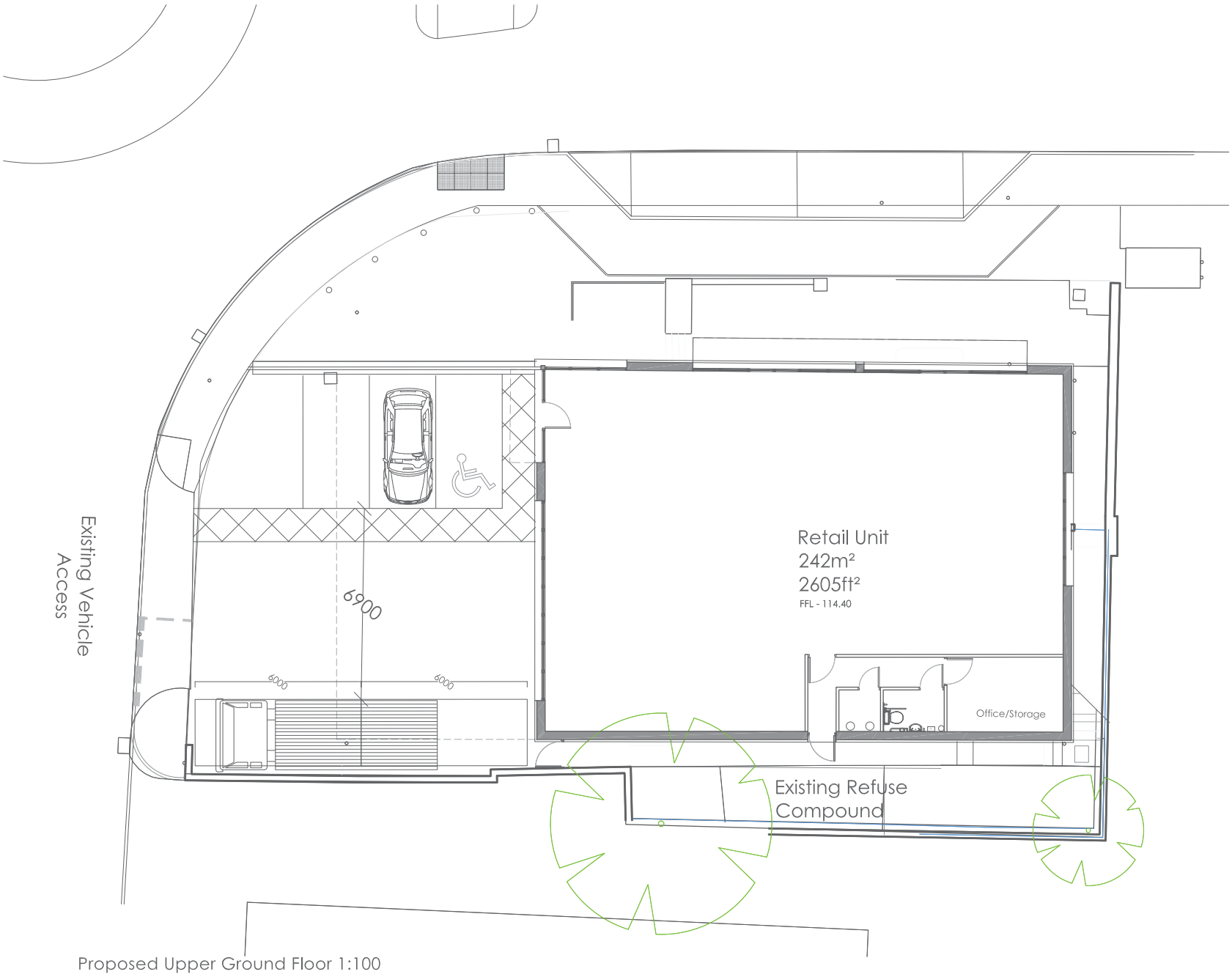
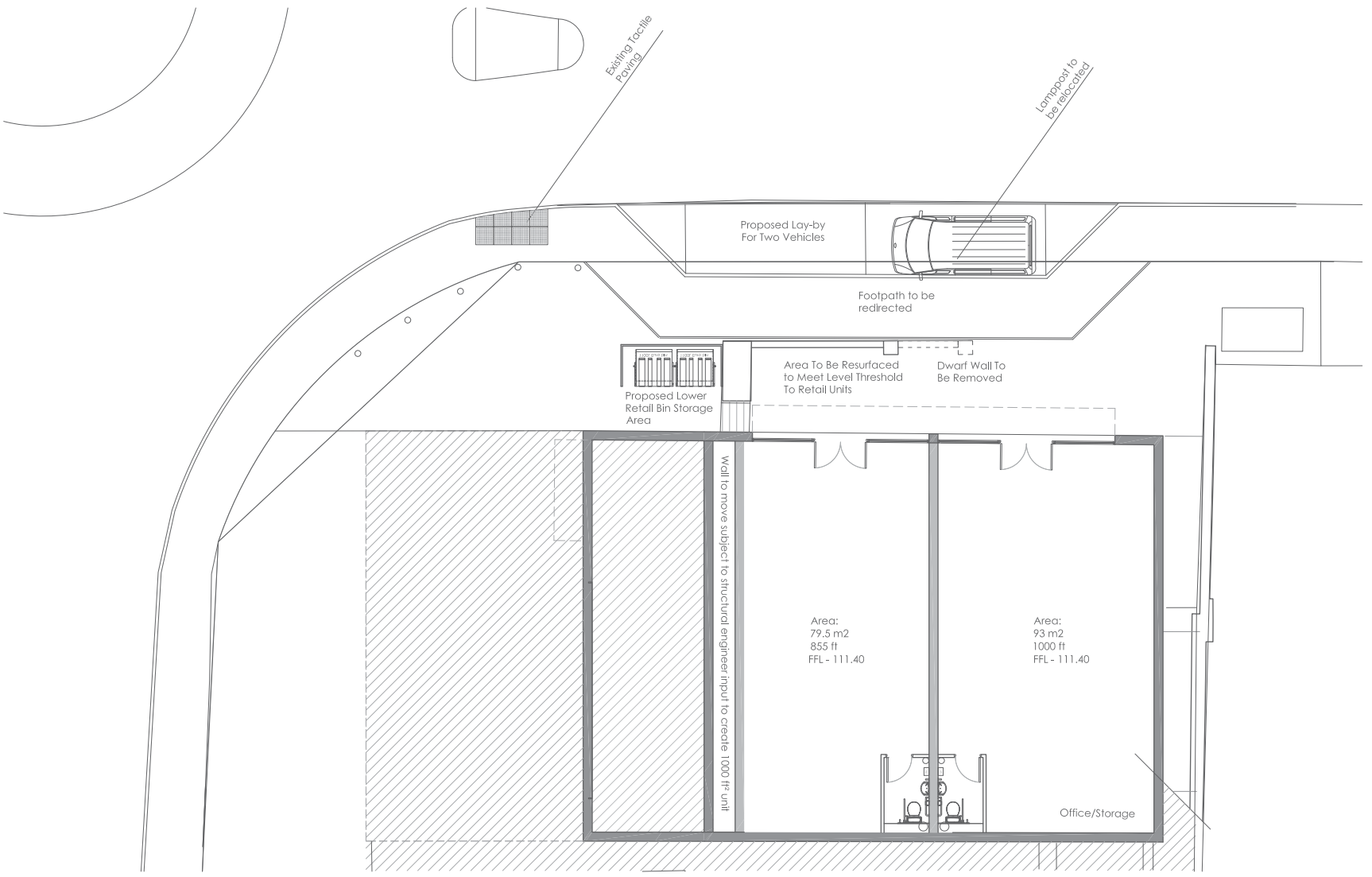


Proposed Upper Ground Floor 1:100



Proposed Lower Ground Floor 1:100

APPENDIX 2.3 PERMITTED RETAIL UNIT

Rev	Description	Date	By
B	To Meet Planing Comments	19.10.16	CM
A	To Meet Planing Comments	21.06.16	CM

Jennings Design Associates
Architects

C	Concept	G	Tender
D	Planning	J	Construction
E	Building Regs	L	As Built
F	Production	Sk	Sketch

Architects Designers Project Managers
The Warehouse, Saxon Street, Denton, Manchester M34 3DS
T: 0161 336 5011 F: 0161 320 0512 E: jda@jda-architects.com

Client: Condie, Fairhurst

Project: Upper New Street, Barnsley

Scale:	@ original size	Date:	Drawn by:	Checked by:
1:100	A1	03.03.16	CM	BJ

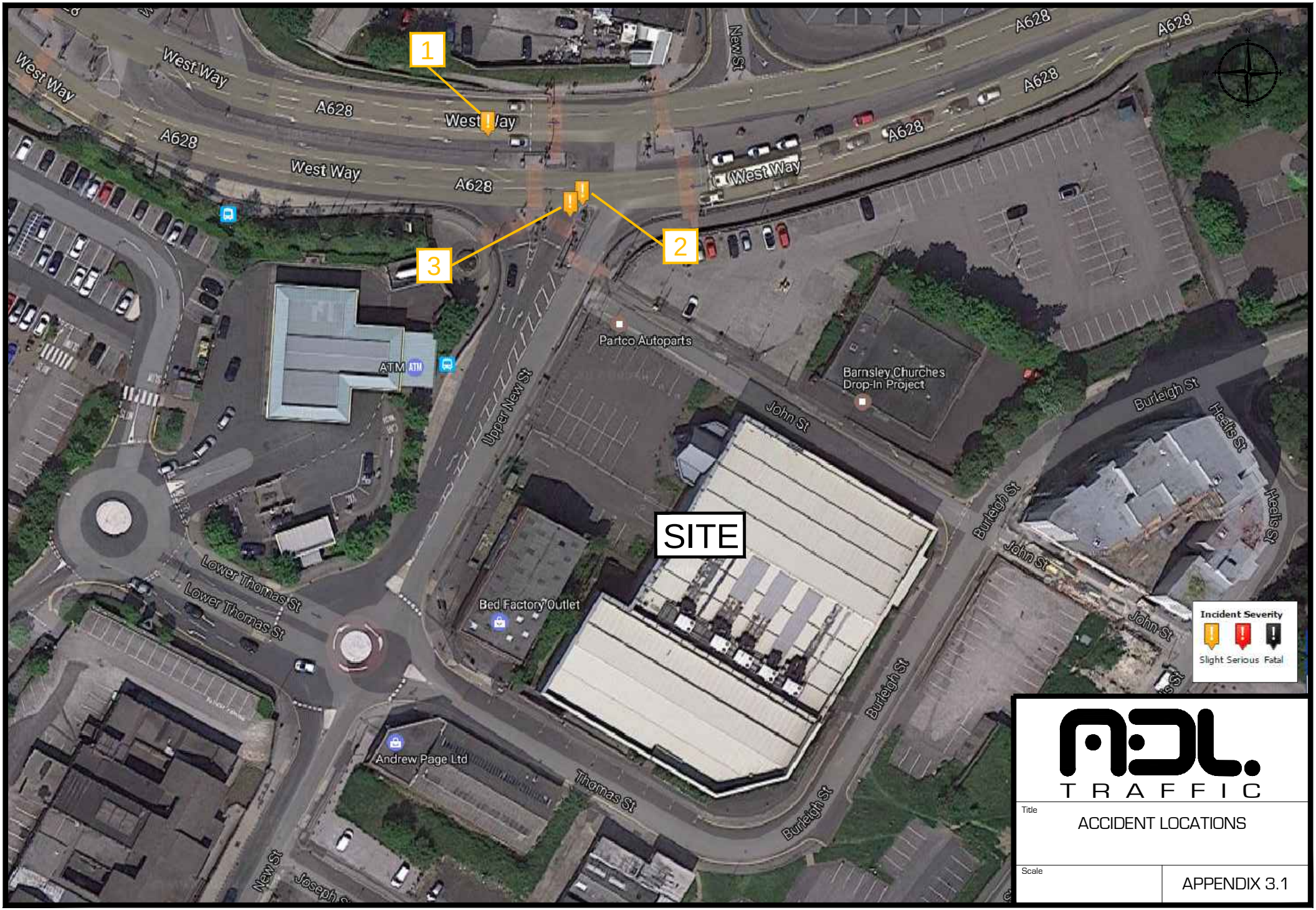
Job Number			Description	Rev
904	A	004	Prop. Plans Retail	B

0 1m 2m Scale 1:100

S:\904 - Upper New Street - Barnsley - Condie - Fairhurst\Drawings\Live\plots\904 A004_Proposed Plan - Retail.dwg

APPENDIX 3.0

ACCIDENT DATA



ADL TRAFFIC

Title: ACCIDENT LOCATIONS

Scale:

APPENDIX 3.1

Accident 201414B057414

The accident 201414B057414 happened on Tuesday, June 17 of 2014 at 11:00:00. It was a Slight accident with 1 casualties involving 2 vehicles.The weather was Fine no high winds, the road was Dry and it was Daylight. The speed limit in the accident location was 40 mph.The Police from South Yorkshire attended and registred the accident.The road type is Dual carriageway. The Junction is T or staggered junction.The location of the accident is 3763 West Way, Barnsley S70 1LQ, UK.

1

The full details of the accident 201414B057414 are shown below:

Accident Index	201414B057414	**Severity**	Slight
Date	2014-06-17	**Time**	11:00:00
Local authority District	Barnsley	**Number of vehicles**	2
Local authority Highway	Barnsley	**Number of casualties**	1
Speed Limit	40	**1st Road Class**	A
Road Type	Dual carriageway	**1st Road Number**	628
Junction Detail	T or staggered junction	**2nd Road Class**	Unclassified
Junction Control	Auto traffic signal	**2nd Road Number**	0
Pedestrian Crossing	None within 50 metres	**Physical Pedestrian Crossing**	Pedestrian phase at traffic signal junction
Weather Condition	Fine no high winds	**Light Condition**	Daylight
Road Surface Condition	Dry	**Special Condition**	None
Carriageway Hazards	None	**Urban or Rural Area**	Urban
Police Force	South Yorkshire	**Did Police Officer Attend**	Yes
LSOA of Accident	E01007340		

Vehicles

The full list of vehicles involved in the accident 201414B057414 is shown below. To see the detail of each vehicle please click on the reference of the vehicle:

Vehicle			Driver		Manoeuvre		
Ref	**Type**	**Age**	**Gender**	**Age Band**	**Manoeuvre**	**Location**	**1st Impact**
1	Car	10	Female	46 - 55	Changing lane to left	On main cway - not in restricted lane	Front
2	Taxi/Private hire car	2	Male	36 - 45	Going ahead other	On main cway - not in restricted lane	Did not impact

APPENDIX 3.2
ACCIDENT DETAILS

Casualties

The full list of casualties of the accident 201414B057414 is shown below. To see the detail of each casualty please click on the reference of the casualty:

Vehicle Ref	Casualty Ref	Gender	Age	Severity	Class	Type
2	1	Female	26 - 35	Slight	Passenger	Taxi/Private hire car occupant

Accident 201414B127314

The accident 201414B127314 happened on Monday, December 22 of 2014 at 07:40:00. It was a Slight accident with 1 casualties involving 2 vehicles.The weather was Fine + high winds ,the road was Dry with Darkness - lights lit. The speed limit in the accident location was 40 mph.The Police from South Yorkshire attended and registred the accident.The road type is Dual carriageway. The Junction is Crossroads.The location of the accident is 3763 West Way, Barnsley S70 1LQ, UK.

2

The full details of the accident 201414B127314 are shown below:

Accident Index	201414B127314	**Severity**	Slight
Date	2014-12-22	**Time**	07:40:00
Local authority District	Barnsley	**Number of vehicles**	2
Local authority Highway	Barnsley	**Number of casualties**	1
Speed Limit	40	**1st Road Class**	A
Road Type	Dual carriageway	**1st Road Number**	628
Junction Detail	Crossroads	**2nd Road Class**	Unclassified
Junction Control	Auto traffic signal	**2nd Road Number**	0
Pedestrian Crossing	None within 50 metres	**Physical Pedestrian Crossing**	Pedestrian phase at traffic signal junction
Weather Condition	Fine + high winds	**Light Condition**	Darkness - lights lit
Road Surface Condition	Dry	**Special Condition**	None
Carriageway Hazards	None	**Urban or Rural Area**	Urban
Police Force	South Yorkshire	**Did Police Officer Attend**	Yes
LSOA of Accident	E01007340		

Vehicles

The full list of vehicles involved in the accident 201414B127314 is shown below. To see the detail of each vehicle please click on the reference of the vehicle:

Vehicle		Driver			Manoeuvre		
Ref	**Type**	**Age**	**Gender**	**Age Band**	**Manoeuvre**	**Location**	**1st Impact**
1	Van / Goods 3.5 tonnes mgw or under	3	Male	26 - 35	Going ahead other	On main cway - not in restricted lane	Front
2	Car	-1	Female	46 - 55	Turning right	On main cway - not in restricted lane	Offside

Casualties

The full list of casualties of the accident 201414B127314 is shown below. To see the detail of each casualty please click on the reference of the casualty:

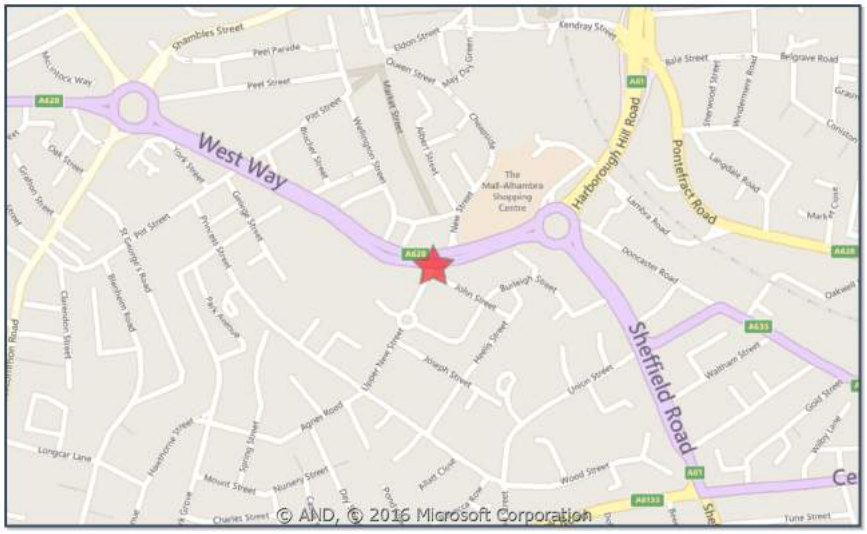
Vehicle Ref	Casualty Ref	Gender	Age	Severity	Class	Type
2	1	Female	46 - 55	Slight	Driver or rider	Car occupant

crashmap.co.uk

2016 data is provisional and is subject to change

3 **Crash Date:** Saturday, April 09, 2016 **Time of Crash:** 9:00:00 PM **Crash Reference:** **2016140067728**

Highest Injury Severity:	Slight	**Road Number:**	A628	**Number of Casualties:**	2
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	434539 406038
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

powered by INSIGHTwarehouse

2016 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	55-64	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None
2	Car (excluding private hire)	-1	Male	35-44	Vehicle is in the act of turning right	Unknown	Other	None	None

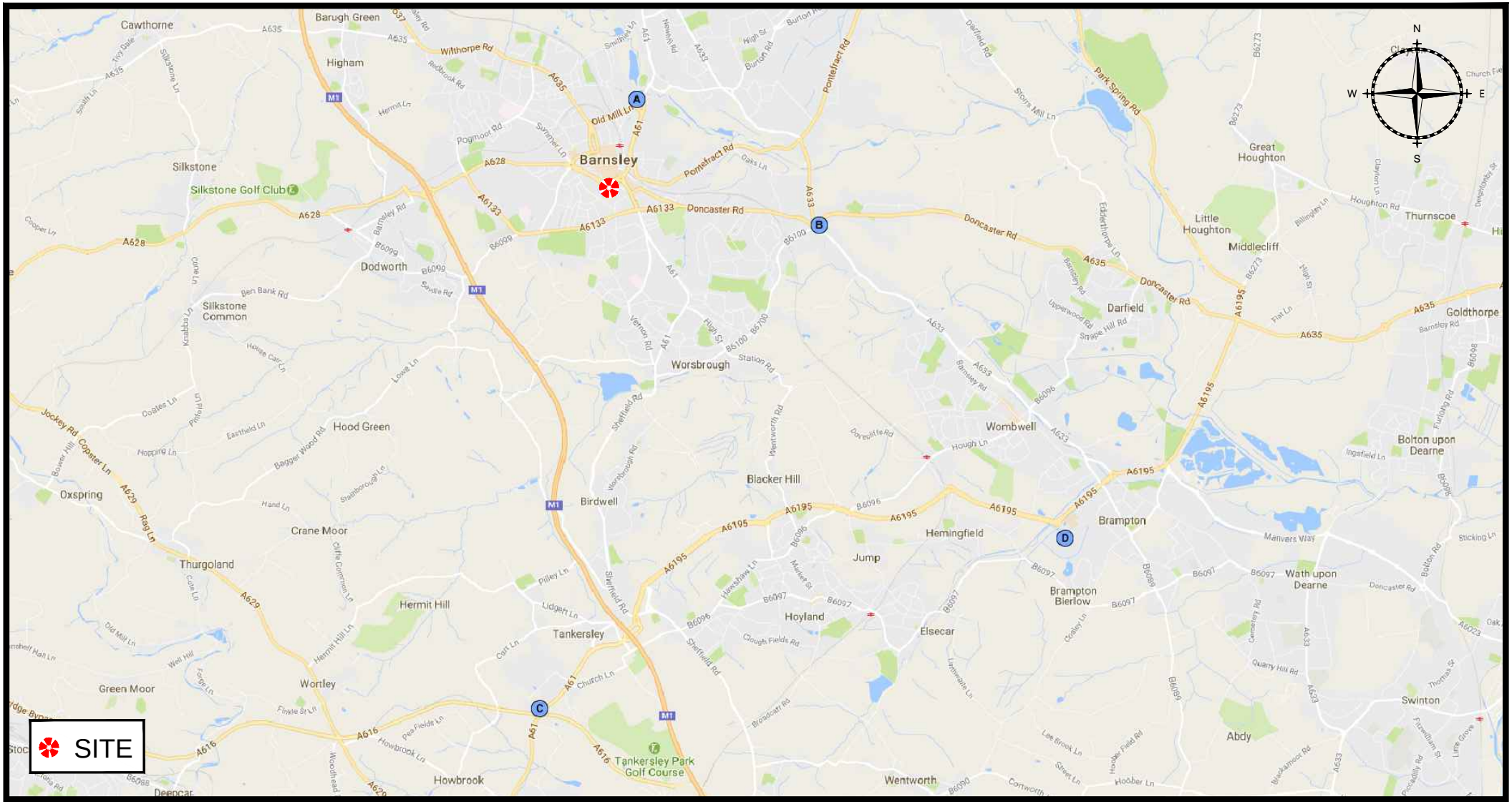
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	55-64	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	35-44	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

APPENDIX 4.0

McDONALD'S RESTAURANTS WITHIN 10KM OF THE SITE



A. BARNSLEY 2
OLD MILL LANE
S71 1LN
1.3KM FROM SITE
DRIVE THRU: YES

B. BARNSLEY STAIRFOOT ROUNDABOUT
WOMBWELL LANE
STAIRFOOT
S70 3NT
2.7KM FROM SITE
DRIVE THRU: YES

C. TANKERSLEY
WENTWORTH INDUSTRIAL PARK
MAPLE ROAD,
TANKERSLEY
S75 3DL
6.5KM FROM SITE
DRIVE THRU: YES

D. CORTONWOOD
CORTONWOOD RETAIL PARK
BRAMPTON BIERLOW
S73 0TB
7.4KM FROM SITE
DRIVE THRU: YES

ADL TRAFFIC

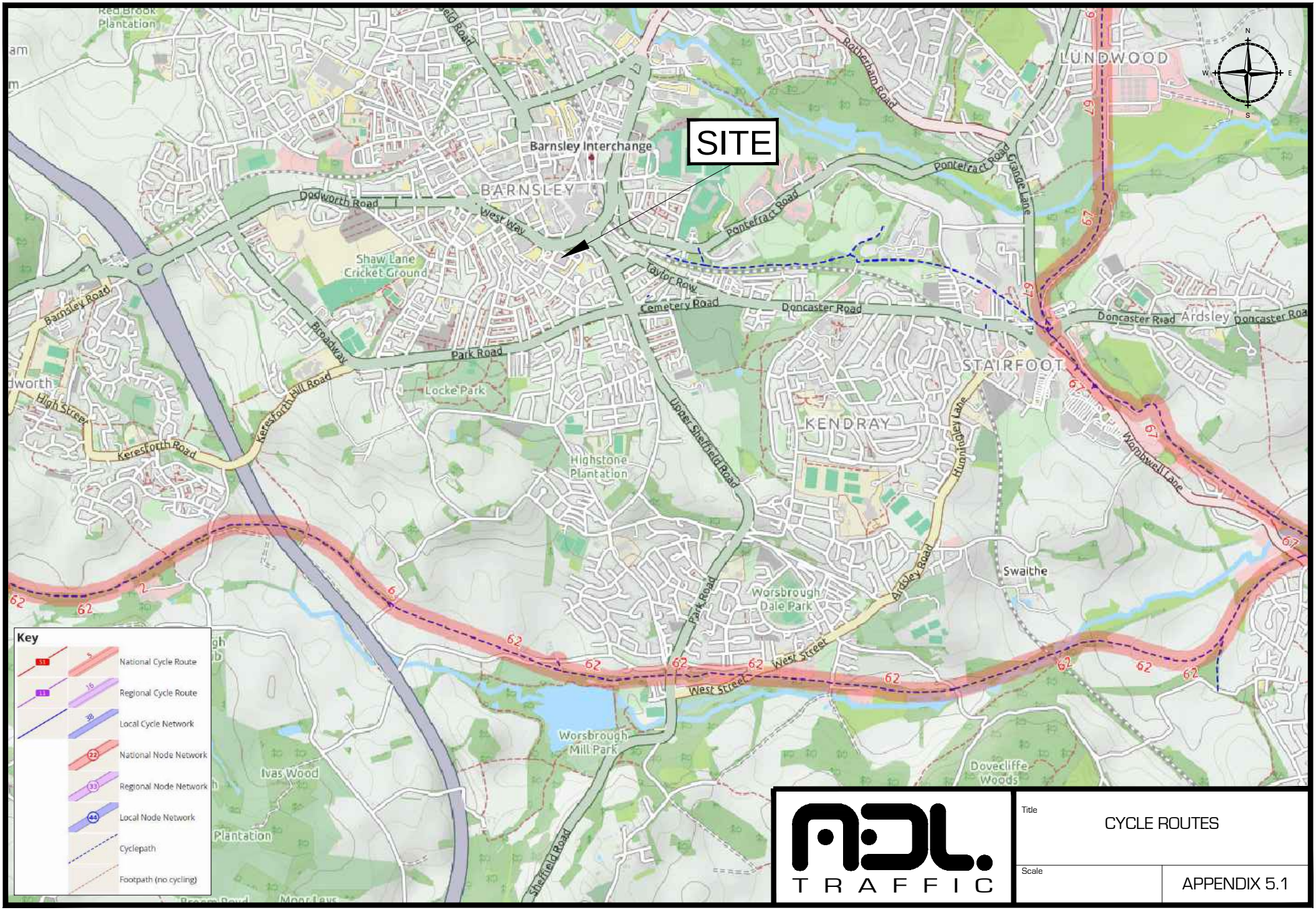
Title
McDONALD'S RESTAURANTS WITHIN 10KM OF THE SITE

Scale

APPENDIX 4.0

APPENDIX 5.0

ACCESSIBILITY

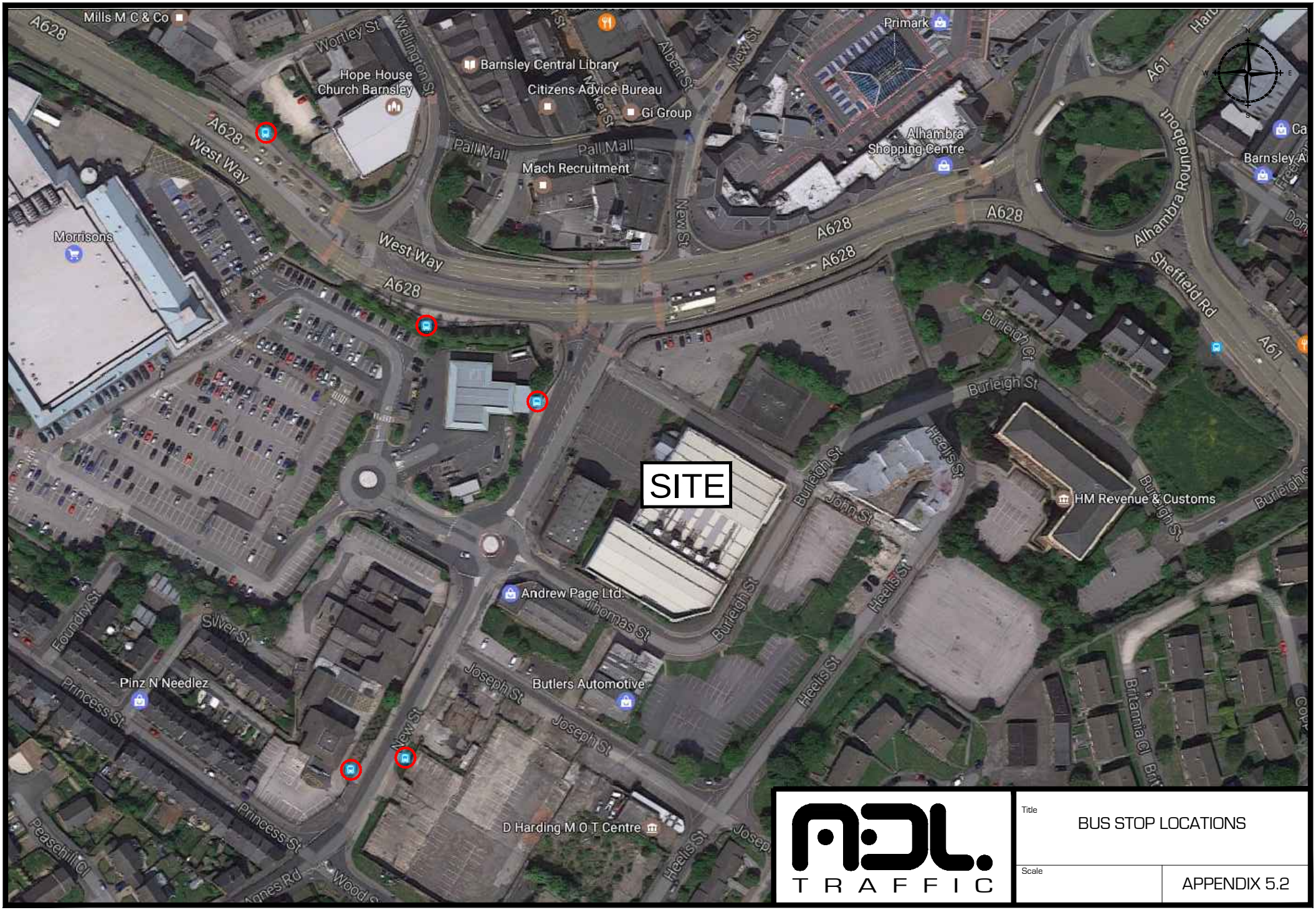


ADL TRAFFIC

Title: CYCLE ROUTES

Scale:

APPENDIX 5.1



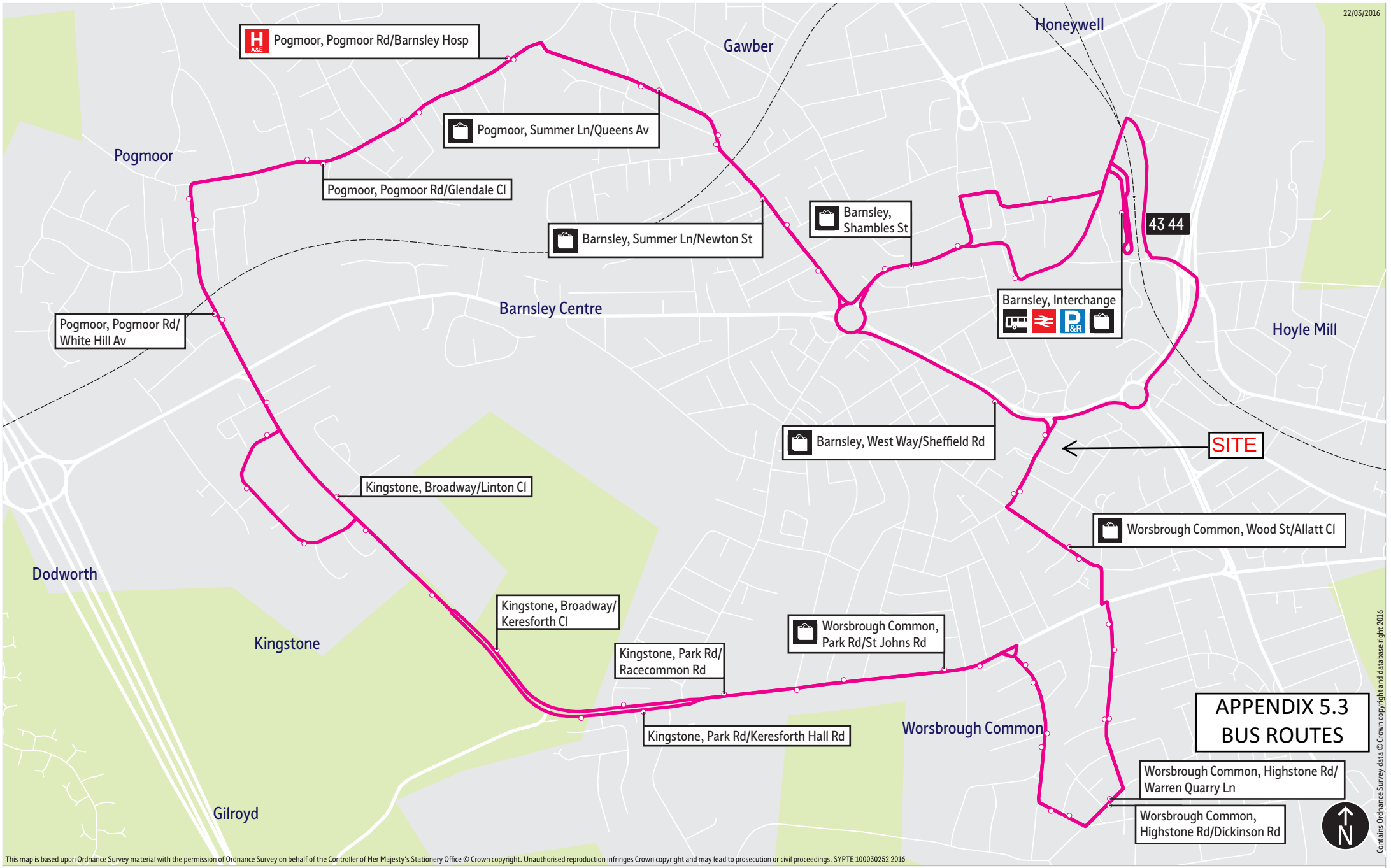
ADL TRAFFIC

Title: BUS STOP LOCATIONS

Scale:

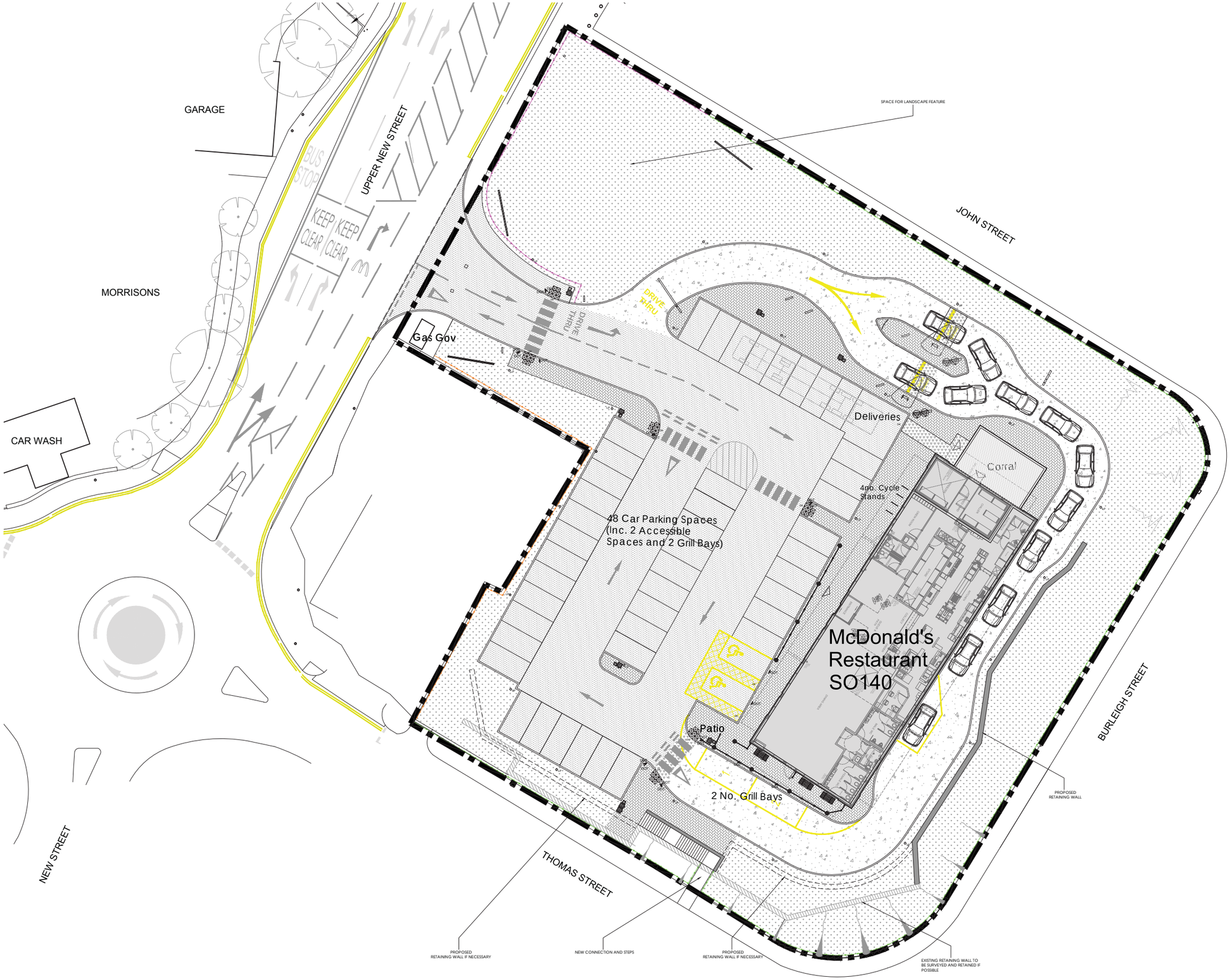
APPENDIX 5.2

Bus route map for services 43 and 44



APPENDIX 6.0

ARCHITECT'S SITE LAYOUT AND HIGHWAY WORKS



PROPOSED SITE PLAN
Scale @ 1:200

N

0 2 4 6 8 10m
Scale 1:200

NOTES

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dims only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.
- Scale for planning purposes only.
- Extent of McDonald's Demise indicated thus:

SCHEDULE OF PARKING (EXISTING & PROPOSED)	
PROPOSED ACCESSIBLE BAYS	2
PROPOSED GENERAL BAYS	44
PROPOSED GRILL BAYS	2
PROPOSED TOTAL BAYS	48

PROPOSED SCHEDULE OF AREAS	
PROPOSED SITE AREA (ha)	0.471
PROPOSED BUILDING (GEA / m²) (Excluding Corral)	441.0

PROPOSED SITE FINISHES	
TARMACADAM - CAR PARK	
PRINTED CONCRETE - DRIVE THRU	
MARSHALLS 200X100 CHARCOAL KEYBLOK PAVING - PATIO	
TARMACADAM - FOOTPATHS	
TURF & LOW LEVEL SHRUBS - SOFT LANDSCAPING	
BRUSHED CONCRETE - DT LANE WHERE ROAD MARKINGS AND DELIVERY ROUTE	
450mm HIGH TIMBER POST & RAIL FENCE	
1100mm HIGH TIMBER POST & CLOSE BOARD FENCE	
2000mm HIGH TIMBER POST & CLOSE BOARD FENCE	
6M INDICATIVE LIGHTING COLUMN - POSITIONS TO BE CONFIRMED BY M&E CONSULTANT	
6M INDICATIVE LIGHTING COLUMN - POSITIONS TO BE CONFIRMED BY M&E CONSULTANT	

PATIO AUBRILAM FURNITURE SCHEDULE	
RECTANGULAR TABLE - 2 SEATS	
OVERALL 700 x 1450mm (H 780mm). GALVANISED STEEL FRAME WITH LAMINATED TIMBER EFFECT FINISH.	
TRASH BIN	
OVERALL 492 x 492mm (H 1217mm). GALVANISED STEEL FRAME WITH LAMINATED TIMBER EFFECT FINISH.	
ASH BIN	
OVERALL 297 x 297mm (H 891mm). GALVANISED STEEL FRAME WITH LAMINATED TIMBER EFFECT FINISH.	

GENERAL SITE PROPOSAL NOTES:

"DOT" DENOTES DEPARTMENT OF TRANSPORT SIGNS. FOR SIGNAGE TYPE REFER TO AEW DRAWING 6635_AEW_XXXX_0008

"DK" DENOTES DROP KERB TO BE INSTALLED

ALL DRIVE-THRU RELATED ROAD MARKINGS TO BE IN YELLOW THERMOPLASTIC MATERIAL

CAR PARK RELATED ROAD MARKINGS TO BE IN WHITE THERMOPLASTIC MATERIAL

STANDARD PARKING BAYS TO BE FINISHED IN WHITE THERMOPLASTIC MATERIAL

ALL JUNCTION ROAD MARKINGS TO BE LINED IN WHITE THERMOPLASTIC MATERIAL

ACCESSIBLE PARKING BAYS TO BE LINED IN YELLOW THERMOPLASTIC MATERIAL TO CURRENT PART M STANDARDS WITH RELEVANT DOT SIGNAGE AND DROP KERBS AS INDICATED

PARKED ORDER BAYS AND NUMBERS TO BE LINED IN YELLOW THERMOPLASTIC MATERIAL WITH RELEVANT DOT SIGNAGE

ALL PEDESTRIAN CROSSING SET OUT IN WHITE THERMOPLASTIC MATERIAL. TACTILE PAVING WHERE CROSSING LEADS TO SAFE DESTINATION

DROP KERBS TO BE INSTALLED ALONG DELIVERY

APPENDIX 6.1
SITE LAYOUT

REV	Date	Drawn by: -	Checked by: -
A	23/02/17	MC	JC

- 4.No cycle stands indicated.
- Building label indicated.
- Parking Count note amended

Status: **S2** — Purpose of Issue: **For Information**

drawing stage: **PLANNING**

client: McDonald's Restaurants Ltd

project: Barnsley, Upper New Street — store: 8543

drawing title: **PROPOSED SITE PLAN**

date: 16/02/17 — drawn: MC

scale@A1: 1:200 — checked: JC

Rev: A

Job No: 6635_AEW_8543_0004

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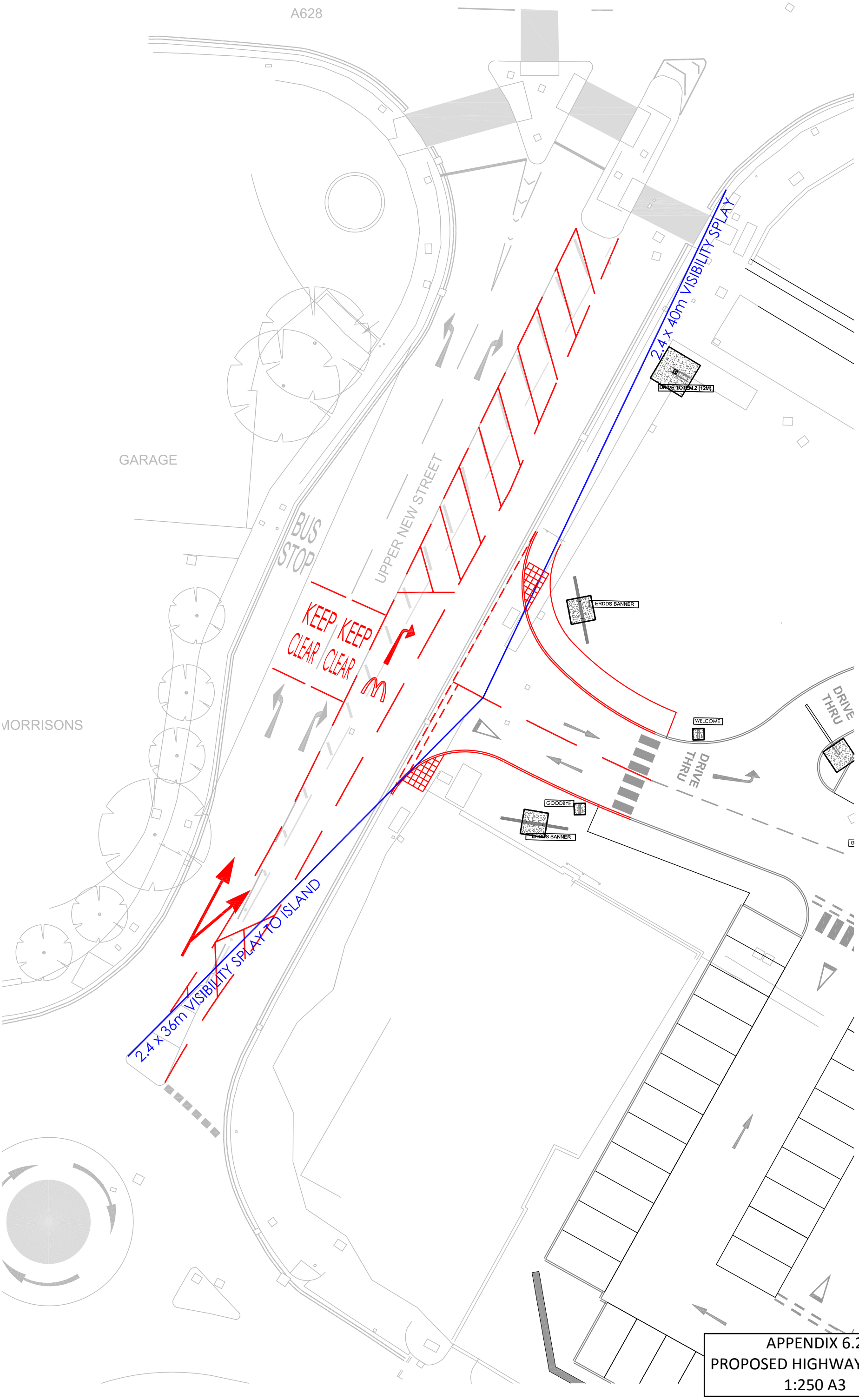

APPENDIX 6.2
PROPOSED HIGHWAY WORKS
1:250 A3