BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

PROPOSED RESIDENTIAL REDEVELOPMENT
BAMFORD CLOSE
DODWORTH

PLANNING APPLICATION BY
STRATA HOMES LTD

TRANSPORT STATEMENT

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November 2012 Ref: 12-246-001-03

001.03

Prepared by ..... Date 05/11/2012

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1.0 INTRODUCTION

1.1 Bryan G Hall Ltd has been appointed by Strata Homes Ltd to prepare a Transport Statement to accompany a planning application (Application Number 2012/0861) for the residential development of land to the south of Bamford Close and the west of Haddon Close, Dodworth. The development proposes the construction of some 44 residential dwellings, served by means of extending the existing Bamford Close and Haddon Close carriageways and utilising the current simple priority junctions with Baslow Crescent to access the wider highway network.

1.2 The Department for Transport publication 'Guidance on Transport Assessment' (March 2007) provides in Appendix B indicative thresholds for the preparation and submission of Transport Assessments (TA) and Transport Statements (TS). For the proposed residential land use it identifies that, below 50 residential units, no assessment or Travel Plan should be required. However, notwithstanding the advice, this Statement has been prepared to assess the accessibility and sustainability of the development location, to ensure a comprehensive package of information is available for consideration by the Local Planning Authority.

1.3 In accordance with the DfT guidance a Transport Statement should set out the transport issues relating to a proposed development site and details of the development proposals. Within the baseline transport data for the development should be a qualitative description of the travel characteristics of the site, including pedestrian and cyclist movements and existing public transport provision.

1.4 This Transport Statement considers two principle issues in relation to highway matters. These are:

1 the locational benefits arising from residential development of the site in relation to the sustainable transport policies and objectives set out in the National Planning Policy Framework;

and

2 the means by which safe and satisfactory access to the site will be achieved to serve the proposed development.

1.5 It will be illustrated by reference to policies set out in the NPPF that the development site is in a sustainable location within easy walking distance of public transport and other neighbourhood facilities/services. It will also be shown that the site can be safely and satisfactorily accessed from both Bamford Close/Haddon Close and that traffic generated by the development of 44 residential dwellings can be accommodated on the highway network without prejudice to its operation or road safety.

1.6 It will be concluded that the residential development of the Bamford Close/Haddon Close application site can be achieved without harm to highway interests and, therefore, there is no reason why the residential development of this site should be refused on highway grounds.

2.0 RELEVANT CENTRAL AND LOCAL GOVERNMENT POLICIES

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development, which the document indicates should be seen as a 'golden thread' running through the decision making process.

2.2 Within the overarching roles that the planning system ought to play, the NPPF indicates that there are a set of core land use planning principles which should underpin the decision making process. Specifically in relation to transport these principles include:

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

2.3 The NPPF indicates that when considering development proposals, the Local Planning Authority should take account of whether:

- The opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network which may cost-effectively, limit the significant impacts of the proposed scheme. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.4 The NPPF indicates that the decision making process should ensure that developments which generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

2.5 The NPPF further indicates that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed (where practical) to:

- Give priority to pedestrian/cycle movements and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and
- Consider the needs of people with disabilities by all modes of transport.

2.6 NPPF indicates that 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.

RSS for Yorkshire and the Humber to 2016

2.7 The policies relating to the Regional Transport Strategy for Yorkshire and the Humber are contained in Section 16 of the RSS. Part E of Policy E1 states that *"Congestion should be addressed especially in urban areas and on the strategic road network through positive measures including:*

1. Giving priority to improvements to public transport

and

3. Incentives to use public transport at new housing developments

4. Improved facilities for cyclists and pedestrians

7. Encouraging a shift from car-based to public transport-based commuting"

Manual for Streets

2.8 Guidance for the design of residential roads set out in Design Bulletin 32 and its companion guide Places Streets and Movement was superseded in March 2007 by the publication of the Departments for Transport and Communities and Local Government guidance 'Manual for Streets' (MfS1). The document states that:

"It is therefore strongly recommended that local authorities review their

standards and guidance to embrace the principles of MfS."

2.9 The aims of the document are to bring about a transformation in the quality of streets and represent a fundamental culture change in the way streets are designed and adopted. A street designed in accordance with the guidance set out in MfS1 aims to:

- Help to build and strengthen the communities it serves;
- Meet the needs of all users, by embodying the principles of inclusive design;
- Form part of a well-connected network;
- Be attractive and have its own distinctive identity;
- Be cost-effective to construct and maintain;
- Be safe.

2.10 The principles of inclusive design are to:

- Place people at the heart of the design process;
- Acknowledge diversity and difference;
- Offer choice where a single solution cannot accommodate all users;
- Provide for flexibility in use;
- Provide buildings and environments that are convenient and enjoyable to use for everyone.

2.11 Streets have a sense of place, are distinctive and are lined with/provide direct access to buildings and public spaces. The Manual does not provide an upper limit in terms of traffic flow to define a 'street', as that was considered to be too prescriptive, but as a general guide suggests a threshold of about 10,000 vehicles per day or about 1,000 vehicles per hour at peak times.

3.0 DESCRIPTION OF THE SITE AND LOCAL HIGHWAY NETWORK

3.1 The development site is located to the south of Bamford Close and the west of Haddon Close, approximately 300 metres to the south-west of Dodworth Village Centre. The site lies on the edge of a predominantly residential area on the western side of Dodworth. A site location plan, showing the development site in relation to the local highway network is attached at Appendix **BGH1**.

3.2 Bamford Close currently serves 16 residential dwellings and Haddon Close (leading to Eyam Close) serves 21 residential dwellings. The existing highway layout provides two potential routes into the proposed development site. A site layout plan, showing the existing highway geometry and the proposed development/access strategy is attached at Appendix **BGH2**.

3.3 The existing Bamford Close and Haddon Close culs de sac are adequate in terms of geometry, width and junction visibility, to serve both the traffic generated by existing residential dwellings and the additional trips which may be attracted to the proposed development site.

3.4 The site currently comprises undeveloped land, which is bound to the north, east and west by existing residential development (with Bamford Close abutting the northern boundary and Haddon Close the eastern boundary). The site is bounded to the south by a cemetery located to the rear of St. John the Baptist Church.

3.5 Bamford Close is a residential cul de sac, which runs for approximately 135 metres in a north to south direction, connecting with Baslow Crescent to the north by means of a simple priority junction (located on the outside of a sweeping bend within the Baslow Crescent highway alignment).

3.6 Bamford Close is typically a 5.5 metre wide single carriageway, two-way cul de sac, with 1.8 metre wide footways on both sides of the street. It also provides

a dedicated pedestrian route, which runs between residential properties providing a direct connection with Eyam Close and Champany Fields to the east and west respectively. In the immediate vicinity of the application site Bamford Close is relatively straight and flat, lit to side road standards and is subject to a 30mph speed limit (although vehicle speeds are typically below this maximum speed limit by virtue of the cul-de-sac nature of the street). It serves residential frontage development on both its eastern and western sides.

3.7 The available visibility within the highway, from Bamford Close onto Baslow Crescent is 2.4 x 43 metres to the west and 2.4 x 32 metres to the east (measured through the centre line of the carriageway to the nearside kerb-line in both instances, whilst maintaining clear visibility through the tangent point of the aforementioned sweeping bend).

3.8 A radar speed survey was conducted on Tuesday 7th August 2012 under dry/clear weather conditions, in full accordance with the advice provided in the Design Manual for Roads and Bridges (Volume 5, Section 1, Part 4: TA 22/81 - Vehicle Speed Measurement on All Purpose Roads). The speed samples were recorded at a distance of 43 metres to the west and 32 metres to the east of the existing junction (i.e. the furthest point at which a driver would be able to see approaching vehicles on Baslow Crescent, whilst egressing from Bamford Close). The results of the speed survey are attached at Appendix **BGH3**.

3.9 The results of the vehicle speed survey concluded that the 85th percentile wet weather journey speed of vehicles travelling eastbound and westbound on Baslow Crescent was 16.5mph (26.6kph) and 15.5mph (24.9kph) respectively.

3.10 Given the urban nature of Bamford Close/Baslow Crescent and the low results of the aforementioned speed survey, it is reasonable to suggest that the guidance on visibility splays at junctions and accesses contained within 'Manual for Streets' should be applied in this location.

3.11 When adopting 'Manual for Streets' to determine stopping sight distances (SSD), the measured 85th percentile wet weather journey speeds of 16.5mph (26.6kph) and 15.5mph (24.9kph) require that minimum 'Y' distances of 17 metres to the west and 16 metres to the east are provided at the junction of Bamford Close and Baslow Crescent. As stated previously the available visibility within the highway is 2.4 x 43 metres to the west and 2.4 x 32 metres to the east. It is, therefore, considered that the junction adequately satisfies the advice set out within the Department for Transport publication, thus providing safe and satisfactory egress visibility.

3.12 Approximately 95 metres east of the previously described junction with Bamford Close, Haddon Close also connects to Baslow Crescent by means of a simple priority junction. Haddon Close forms a similar residential cul de sac type arrangement, which runs for approximately 115 metres in a north to south direction, providing a link to Eyam Close. The available visibility within the highway, from Haddon Close onto Baslow Crescent, is in excess of 2.4 x 40 metres to both the east and west (measured to the nearside kerb-line in both instances). It is, therefore, considered that the junction adequately satisfies the advice set out within the Department for Transport publication, thus providing safe and satisfactory egress visibility.

3.13 Haddon Close/Eyam Close is typically a 5.5 metre wide single carriageway, two-way cul de sac, with 1.8 metre wide footways on both sides of the street. In addition, a dedicated pedestrian route runs between residential properties providing a direct connection with Hayfield Close and Bamford Close to the east and west respectively. In the immediate vicinity of the application site the cul de sac is relatively straight and flat, lit to side road standards and subject to a 30mph speed limit (although vehicle speeds are, once again, typically below this maximum speed limit). It serves residential frontage development on both eastern and western sides.

3.14 Baslow Crescent is a local estate road, which follows a 'U' shaped alignment, connecting with Station Road to the north and B6449 Dodworth Green Road to

the east. The street primarily serves residential frontage development on both sides of the carriageway and also provides access to four connecting culs de sac to the south (Bamford Close and Haddon Close included).

3.15 Baslow Crescent is typically a 5.5 metre wide single carriageway, two-way street, with 1.8 metre wide footways on both sides. A dedicated walking route which links the two ends of Balsow Crescent also runs between residential properties, providing a more direct route for pedestrians travelling between Bamford Close and Station Road. Baslow Crescent is relatively straight (except for the extreme western end, where the horizontal alignment forms the aforementioned 'U' shape) and flat, lit to side road standards and is subject to a 30mph speed limit.

3.16 B6449 Dodworth Green Road is a local distributor type road, which runs broadly in a north south direction, connecting with B6099 Mitchelson Avenue to the north and thus providing access to the wider highway network via junction 37 of the M1. In addition to its function as a traffic distributor route, Dodworth Green Road primarily serves residential frontage development, with some retail and leisure development also accessed from both sides of the street.

3.17 Dodworth Green Road is typically a 7.3 metre wide single carriageway, two-way street, with 1.8 metre wide footways on both sides. It is, in general, relatively straight and flat (however, there is a moderate gradient north of the junction with Baslow Crescent), lit to main road standards and is subject to a 30mph speed limit.

3.18 Station Road connects with B6449 Dodworth Green Road/High Street to the east and B6449 Mitchelson Avenue to the west, providing access to the wider highway network by means of the A628 Dodworth bypass. The street primarily serves residential frontage development, with some retail and leisure development also accessed from both sides of the road.

3.19 Station Road is typically a 5.5 metre wide single carriageway, two-way street, with 1.8 metre wide footways on both sides. Station Road is relatively straight and flat, lit to main road standards and is subject to a 30mph speed limit.

3.20 The A628 Dodworth bypass was completed during 2007 and has provided a direct link between Junction 37 of the M1 and Manchester (via Silkstone and Pennistone) effectively removing the necessity to travel through Dodworth village in order to access these destinations. Dodworth Business Park and the Capitol One employment site have also been developed along the route of the bypass road, providing local growth without impacting upon residential streets.

3.21 Prior to construction of the Dodworth bypass, the High Street/Station Road/Dodworth Green Road/Barnsley Road crossroads junction formed the primary route for traffic travelling between Barnsley and Manchester. However, since construction of this strategic road, average traffic levels within the village centre have reduced significantly, with commuter traffic opting to make use of the more convenient and direct A628 link rather than local roads.

3.22 In order to demonstrate the anticipated effect of the construction of this strategic bypass route, an Environmental Statement was prepared by Barnsley Metropolitan Borough Council in order to accompany a planning application for the scheme. Section 3.1 of this document (entitled 'Traffic Effects') states that following completion of the scheme "approximately 60% of the projected traffic flow from Barnsley Road through Dodworth is expected to reassign onto the bypass."

3.23 It is considered, therefore, that the forecast traffic relief offered to Dodworth village centre as a direct result of construction of the bypass route, will more than adequately ensure that the additional trips likely to be generated by the development proposed upon the Bamford Close development site, can be adequately accomodated upon the local highway network without resulting in detrimental harm to its continued safe and satisfactory operation.

3.24 Personal injury accident data for the period 1st January 2007 to 31st December 2011 has been obtained from Barnsley Metropolitan Borough Council. The area under consideration includes Bamford Close, Haddon Close, Baslow Crescent, Station Road and B6449 Dodworth Green Road.

3.25 Over this wide study area there has been a total of 8 personal injury accidents recorded, all of which were classified as 'slight' in severity. The 8 accidents have resulted in 9 casualties, of which 1 was documented as involving a cyclist and 4 involving pedestrians.

3.26 No accidents have been recorded on Bamford Close/Haddon Close or at their respective junctions with Baslow Crescent. Similarly, no accidents have been recorded at the junctions between Baslow Crescent and Station Road or Baslow Crescent and B6449 Dodworth Green Road throughout the duration of the study period.

3.27 Although there has been a small number of accidents at the junction of B6449 Dodworth Green Road/B6099 High Street/Station Road, there is no evidence of any particular recurring causation factor.

3.28 It is concluded that there are no existing road safety issues which would be exacerbated as a result of additional site generated traffic being added to the highway network. Appendix **BGH4** contains a summary of the accident data.

4.0 PUBLIC TRANSPORT AND NON-MOTORISED ACCESS

4.1 As set out within Section 2.0 of this Transport Statement, national policies delivered through the NPPF, place significant emphasis for new development proposals on the availability and use of transport modes other than the private car.

4.2 In particular, national guidance seeks to reduce car dependency by improving public transport linkages. A choice of how people can travel will result in transport patterns that are more sustainable in environmental terms. One of the major locational benefits, which arise from the development of sites within or adjacent to urban areas, is the opportunity to provide such a choice in the mode of transport available for residents. A choice of destinations close to home, shopping or the place of work will reduce travel distances and encourage a higher proportion of trips to be made on foot and by bicycle.

4.3 In order to deliver the objectives of the NPPF, when considering planning applications, Authorities should, amongst other things accommodate housing in locations which are highly accessible by public transport, walking and cycling.

4.4 Additionally, with regards the development of housing, LPAs should seek to encourage schemes that are built in such a way that accessibility to local services by public transport is maximised where possible. The needs of people should also be placed before ease of traffic movement when designing the layout of residential developments in order to assist in the reduction of car dependency and increase the attractiveness of walking/cycling.

Bus Services

4.5 High Street/Station Road form the main bus route through Dodworth, carrying regular bus services in each direction to and from Barnsley, Peniston, Cubley and Gilroyd. The timetables attached at Appendix **BGH5** provide a summary of these services.

4.6 High Street/Station Road carries services 14/21 and 22 which provide buses in each direction, at 30 minute intervals to Barnsley, Dodworth, Gilroyd, Kingstone and Pogmoor between Monday and Saturday, with a 60 minute frequency service offered on Sundays.

4.7 The Institution of Highways and Transportation publication 'Guidelines for Public Transport in Development' states:

> "The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes"

4.8 'Planning for Public Transport in Developments' also sets out that new development should be located so that walking distances to the nearest bus stop should be less than 400 metres and less than 200 metres in city centres.

4.9 The nearest bus stops to the development are situated on Station Road approximately 350 metres walking distance from the eastern boundary of the site, with good quality, direct pedestrian routes available to future residents.

4.10 The bus stops closest to the site benefit from a shelter (southern stop only) and schedule information boards, providing users with detailed service details. It is considered that these stops are very likely to be attractive for use by residents and visitors associated with the proposed residential redevelopment.

Rail Travel

4.11 The Institution of Highways and Transportation publication 'Guidelines for Public Transport in Development' states at paragraph 6.16 that:

> "A significant difference between rail and bus served developments is that people have been found to be willing to walk about twice as far to and from a station than a bus stop; up to about 800m for rail compared to about 400m for bus. The provision of secure storage for bicycles

can encourage people to cycle up to at least three kilometres to a station."

4.12 Dodworth Railway Station is located approximately 350 metres north of the western site boundary and is therefore within an acceptable walking distance. Once again, good quality, direct pedestrian routes are available to future residents of the development, wishing to access this public transport terminal on foot. The facility lies on the Northern Rail operated Penistone Line and provides 2 trains per hour to and from Sheffield, Barnsley, Penistone and Huddersfield.

Walking

4.13 The Institution of Highways and Transportation publication (2000) 'Guidelines for providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres).

4.14 Walking is also an essential part of public transport travel, bus stops and in some instances, railway stations usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities as are currently available to the application site.

4.15 The IHT Guidelines also describe 'acceptable' walking distances for pedestrians without any mobility impairment. They suggest that, for commuting and education, up to 500 metres is the desirable distance, up to 1000 metres is an acceptable distance and 2000 metres is the preferred maximum. The plan attached at Appendix **BGH6** shows the areas within reasonable walking distance of the proposed development site, based on a straight line distance of 2.0 kilometres.

4.16 The whole of Dodworth, including such facilities as food retail outlets, local shopping facilities, schools and access to public transport interchanges, including the aforementioned bus stops, are all within 2.0 kilometres walking

distance, making them accessible on foot. A range of local shops and faciliites (including Budgens supermarket, Dodworth Library, Apollo Court Medical Centre, Cohen's Chemist, Dodworth Post Office, etc) will provide for the day to day needs of the residents at the proposed development. In the vicinity of the site, there is a good network of footways together with convenient crossing points, with zebra crossings located on Dodworth Green Road and High Street.

Cycling

4.17 Cycling has clear potential to substitute for short car trips, particularly those under 5km and up to 8km, to form part of a longer journey by public transport. The plan attached at Appendix **BGH7** shows the areas within reasonable cycling distance of the application site based upon straight line distances of 5 and 8 kilometres.

4.18 All of Dodworth, Barnsley, Birdwell, Tankersley, Thurgoland, Wortley, Stocksbridge, Hoylandswaine, Penistone, Silkstone, High Hoyland, Kexbrough, Darton, Staincross, Royston and Worsbrough are accessible within an 8.0 kilometre catchment area of the application site. There will therefore be a reasonable prospect of some people cycling to and from the application site.

Summary

4.19 In light of the excellent accessibility of the site, the proposed development is fully consistent with the aims and objectives set out in NPPF and will provide the opportunity for journeys to be made by public transport, cycling and walking as a viable alternative mode of travel to the private car. It is, therefore, considered that the proposed development fully accords with both local and national sustainable transport policy.

5.0 PROPOSED DEVELOPMENT

5.1 The development proposal seeks to construct some 44 residential dwellings on previously undeveloped land to the south of Bamford Close and the west of Haddon Close in Dodworth.

5.2 It is proposed that the application site will be served by means of extending the existing Bamford Close and Haddon Close carriageway and utilising the current simple priority junctions with Baslow Crescent.

5.3 Bamford Close currently serves 16 residential dwellings and Haddon Close (leading to Eyam Close) serves 21 residential dwellings. The existing highway layout provides two potential routes into the proposed development site. A layout plan, showing the existing highway geometry and the proposed development/access strategy is attached at Appendix **BGH2**.

5.4 Given the low traffic generation associated with the proposed residential development (i.e. typically 0.6 - 0.8 trips per dwelling, two-way, during the peak traffic hours), there is no capacity reason why the proposed accesses onto the existing Bamford Close and Haddon Close culs de sac should not adequately accommodate the additional traffic likely to be generated by the proposed dwellings.

5.5 The existing simple priority junctions with Baslow Crescent are, similarly considered to be appropriate to serve the proposed residential development of 44 residential dwellings on the application site and there are no geometry or visibility reasons why these junctions should not be considered acceptable.

6.0 CONCLUSIONS

6.1 This Transport Statement forms part of planning application No 2012/0861 submitted by Strata Homes Ltd for the residential development of land to the south of Bamford Close and the west of Haddon Close, Dodworth. The development proposes the construction of some 44 residential dwellings, served by means of extending the existing Bamford Close and Haddon Close carriageways and utilising the current simple priority junctions with Baslow Crescent. The proposed site access will fully satisfy current layout recommendations in terms of road width, junction radii and visibility.

6.2 Consideration of the personal injury accidents, which have been recorded over the last five years within the vicinity of the development site have shown that no accidents have been recorded on Bamford Close/Haddon Close or at their respective junctions with Baslow Crescent. Similarly, no accidents have been recorded at the junctions between Baslow Crescent and Station Road or the B6449 Dodworth Green Road throughout the duration of the study period. There are therefore no existing road safety issues which would be exacerbated as a result of additional site generated traffic being added to the highway network.

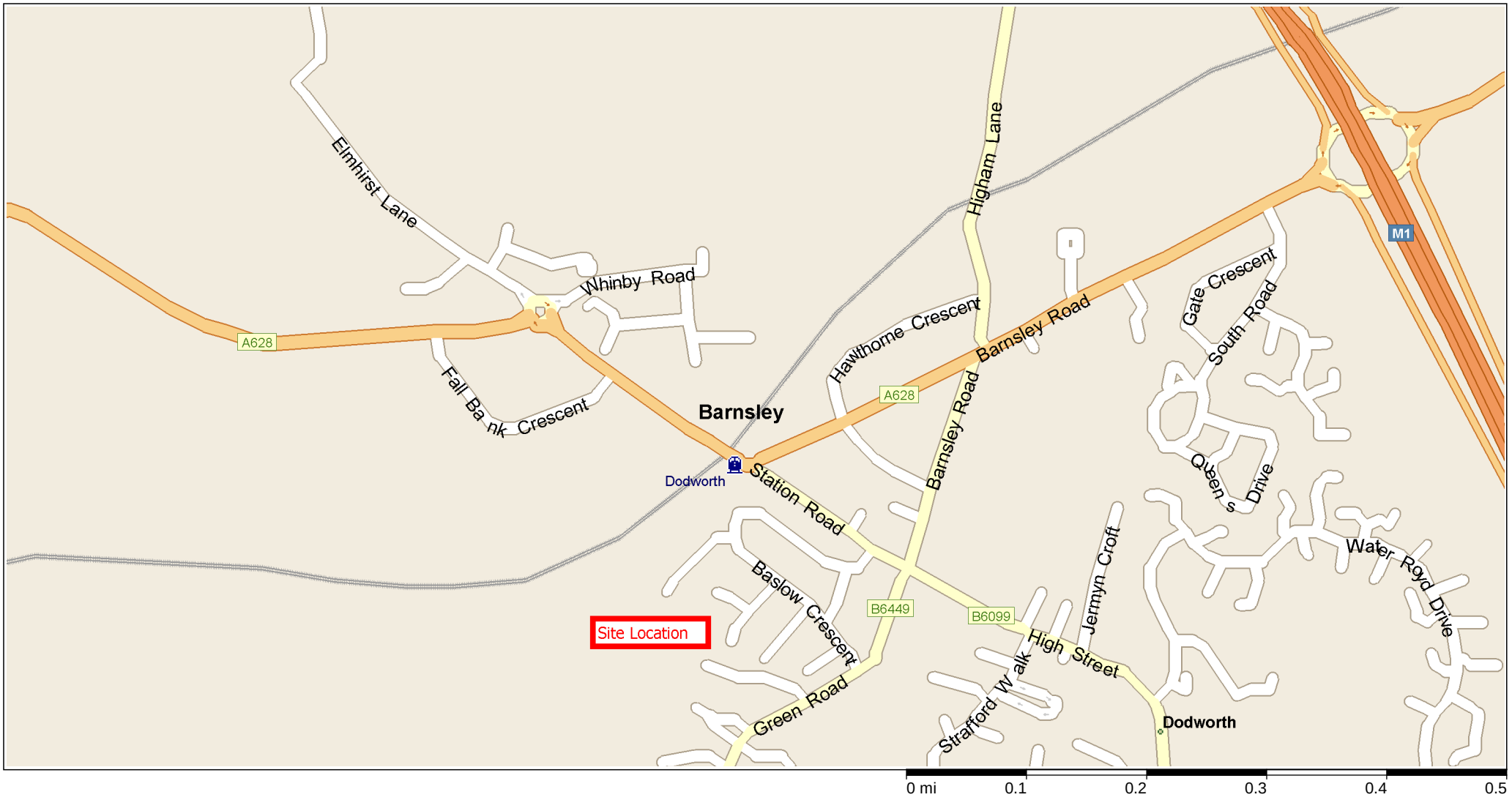
6.3 It has been demonstrated that the site is in a sustainable location and that the proposed development accords with local and national sustainable transport policies.

6.4 Given the low levels of generated traffic associated with the proposed development, there can be no highway capacity or operational reasons why it should not be acceptable to serve the development via the existing Bamford Close and Haddon Close culs de sac.

6.5 It is concluded, therefore, that there are no defensible highway or transport policy reasons why planning consent for the proposed residential development should be withheld.

APPENDIX BGH 1

Site Location Plan



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APPENDIX BGH 2

All work to be carried out in accordance with the requirements of the Building Regulations,Water Authority and the Construction (Design and Management) Regulations currently in force.

Do not scale from this drawing. Architect to be notified of any discrepancies.

Verify relevant dimensions on site before commencing work or preparing shop drawings. This drawing is copyright.

Rev:	Date:	Action:	Initls
A	04.01.12	Amended to take account of highwall position	ikc
B	08.02.12	replanned with new house types	ikc
C	28.02.12	replanned with new house types	ikc
D	28.02.12	replanned with new house types	ikc
E	20.03.12	replanned with new house types	ikc
F	21.03.12	replanned with new house types	ikc
G	28.03.12	replanned with new house types	ikc
H	15.05.12	amended following pre-app meeting with BMBC	ikc
I	01.06.12	amended following pre-app meeting with BMBC	ikc
J	26.06.12	amended following pre-app meeting with BMBC	ikc
K	28.06.12	amended following engineers comments	ikc
L	10.07.12	Plots 1 - 3 & 15 - 21 amended following community consultation meeting	ikc

ACCOMODATION SCHEDULE — **SITE:** Bamford Close, Dodworth

DRAWING NUMBER: SK01 Rev I — 15.05.12

	House Type	Abb.	No	Bedrooms	Parking	Storey Height	Sq/ft	Total sqft	%age
2/3Bed Mews	Type 1	Type 1	8	2	PS	2	655	5240	18.18
	Type 2	T2	5	3	PS	2	876	4380	11.36
4 Bed Detached	Type 12	Type 12	7	4	G	2	1273	8911	15.91
	Type A	Type A	18	4	G	2	1344	24192	40.91
	Type 11	Type 11	6	4	G	2	1207	7242	13.64
		Total	**44**						
							Total Sq.Ft	**49965**	

PS= Parking Space Only
IG = Integral Garage
G= Detached/Remote or Attached Garage

Gross Site Area -	14001	m2		
Amenity	423	m2		
Undevelopable	0	m2		
Net Area	13578	m2	3.355	acres
	1.3578	Ha		
	14892	sq.ft/acre		
Density.	**32.4**	dwellings/Ha		

homes by strata

strata homes limited quay point lakeside doncaster DN4 5PL
T 01302 308508 F 01302 308501 www.homesbystrata.co.uk

scale: 1/500 | drawn by: ikc | date: 12-02-12

Project: Bamford Close Dodworth

Drawing: Sketch Layout

Drawing Number: BC/SK01 | Revision L

APPENDIX BGH 3

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Westbound	Eastbound
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85th Percentile Dry Weather Spot Speed	
85th Total:	**85th Total:**
18	19
85th Percentile Wet Weather Journey Speed	
85th Total:	**85th Total:**
15.5	16.5

APPENDIX BGH 4



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MAKING SOUTH YORKSHIRE ROADS SAFER

Selected map area

SCALE	1 : 2500
DATE	01/08/2012
DRWG No.	
DRN BY	

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

B-00460-07 04/04/2007 Wednesday Time:0830 Vehicles 1 Casualties 1 Slight
Easting: 431,384 Northing: 405,302
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: COLLINS CL DODWORTH 5 MTS FROM J/W STATION RD
Description:V1 COLL WITH PED WHILST REVERSING FROM DRIVEWAY

Vehicle Reference:1 Car Reversing
First point of impact:Back
Vehicle direction: SE to NW Journey: Commuting to/from work
Age of Driver : 29 Breath test:Not applicable

Contributory Factors : 405 802 702 710

Casualty Reference:1 Age:88 Female Pedestrian Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Driver's nearside masked
Ped Location:In carr elsewhere

B-00696-07 24/05/2007 Thursday Time:0810 Vehicles 1 Casualties 1 Slight
Easting: 431,442 Northing: 405,171
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: GREEN RD DODWORTH
Description:PED RAN ACC RD TO CATCH BUS BUT RAN IN FRONT OF VEH AND COLL OCC.

Vehicle Reference:1 Car Going ahead
First point of impact:Nearside
Vehicle direction: N to SW Journey: Pupil riding to/from school
Age of Driver : 50 Breath test:Not applicable

Contributory Factors : 802 803 808

Casualty Reference:1 Age:14 Female Pedestrian Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Driver's nearside
Ped Location:In carr elsewhere

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

B-00681-09 20/06/2009 Saturday Time:1139 Vehicles 2 Casualties 2 Slight
Easting: 431,383 Northing: 405,227
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: BASLOW CRES DODWORTH
Description:V1 TR AROUND BEND COLL WITH V2 TR IN OPP DIRECTION.

Vehicle Reference:1 Car Going ahead left hand bend
First point of impact:Front
Vehicle direction: SW to NE Journey: Commuting to/from work
Age of Driver : 18 Breath test:Not applicable

Contributory Factors : 601 602 108

Casualty Reference:1 Age:18 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Going ahead right hand bend
First point of impact:Front
Vehicle direction: NE to SW Journey: Commuting to/from work
Age of Driver : 26 Breath test:Not applicable

Contributory Factors : 601 602 108

Casualty Reference:2 Age:26 Male Driver/rider Severity:Slight
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 **Chris Appleton - BG Hall**

B-00338-10 13/03/2010 Saturday Time:1100 Vehicles 1 Casualties 1 Slight
Easting: 431,501 Northing: 405,213
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: HIGH ST DODWORTH 30 MTS FROM J/W BARNSLEY RD
Description:V1 WAS IN STANDING TF ON HIGH ST WHEN A VEH IN FRONT STARTED TO REVERSE. TO AVOID A COLL V1 ALSO REVERSED. AT THE SAME TIME AN ELDERLY LADY WAS XING THE RD DIRECTLY BEHIND V1, AS A RESULT V1 PUSHED THE ELDERLY LADY & SHE FELL OVER,BRUISING HER ELBOW.

Vehicle Reference:1 Car Reversing
First point of impact:Back
Vehicle direction: SE to NW Journey: Other/Not known
Age of Driver : 28 Breath test:Not applicable

Contributory Factors : 405

Casualty Reference:1 Age:74 Female Pedestrian Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Driver's offside
Ped Location:In carr elsewhere

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

B-00992-10 22/09/2010 Wednesday Time:1515 Vehicles 2 Casualties 1 Slight
Easting: 431,469 Northing: 405,238
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: STATION RD DODWORTH AT J/W HIGH ST
Description:PED CYC SIGNALLING TO TN RGT INTO HIGH ST, V2 PULLED OUT OF HIGH ST AND COLL WITH PED CYC.

Vehicle Reference:1 Pedal cycle Slowing or Stopping
First point of impact:Front
Vehicle direction: N to W Journey: Other/Not known
Age of Driver : 48 Breath test:Not applicable

Contributory Factors : 401 402 405 407 602 504

Casualty Reference 1 Age:48 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference:2 Car Waiting to turn left
First point of impact:Did not impact
Vehicle direction: W to S Journey: Other/Not known
Age of Driver : 52 Breath test:Not applicable

Contributory Factors : 401 402 405 407 602 504

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

B-01321-10 09/12/2010 Thursday Time:0910 Vehicles 1 Casualties 1 Slight
Easting: 431,489 Northing: 405,227
Fine without high winds Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: HIGH ST DODWORTH
Description:V1 TV FROM GREEN RD ONTO HIGH ST , WHEN ANOTHER VEH O/T V1 & THEN BRAKED HARD CAUSING V1 TO PERFORM EMERGENCY STOP. AS A RESULT PASSENGER ON BUS SUSTAINED S INJURY.

Vehicle Reference1 Bus or coach Slowing or Stopping
First point of impact:Did not impact
Vehicle direction: SW to SE Journey: Journey as part of work
Age of Driver : 36 Breath test:Not applicable

Contributory Factors : 408

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

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

B-00115-11 02/02/2011 Wednesday Time:0910 Vehicles 1 Casualties 1 Slight
Easting: 431,460 Northing: 405,241
Fine with high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: STATION RD DODWORTH 3 MTS FROM HIGH ST
Description:PED STEPPED OFF PAVEMENT AND CLIPPED WING MIRROR OF PASSING VEH CAUSING HER TO FALL BACKWORDS.

Vehicle Reference:1 Car Slowing or Stopping
First point of impact:Nearside
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 61 Breath test:Negative

Contributory Factors : 802 808

Casualty Reference 1 Age:77 Female Pedestrian Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Driver's nearside
Ped Location:In carr elsewhere

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

B-00262-11 18/03/2011 Friday Time:0830 Vehicles 2 Casualties 1 Slight
Easting: 431,472 Northing: 405,225
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: HIGH ST DODWORTH
Description:V1 WAITING TO TURN R AT JCT WHEN V2 COLL WITH REAR OF V1

Vehicle Reference1 Car Waiting to turn right
First point of impact:Back
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 44 Breath test:Driver not contacted

Contributory Factors : 405

Casualty Reference 1 Age:44 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Did not impact
Vehicle direction: Parked to Parked Journey: Other/Not known
Age of Driver : 21 Breath test:Driver not contacted

Contributory Factors : 405

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

Notes:
Chris Appleton - BG Hall

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	0	7	7
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	0	8	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	3	3
Passenger	0	0	1	1
Motorcycle ride	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	0	4	4
Other	0	0	0	0
Total	0	0	9	9

APPENDIX BGH 5

Travel South Yorkshire

14

Full Timetable

Barnsley
Pogmoor
Dodworth
Gilroyd

From 23/07/2012

Also serves:
Barnsley District General Hospital

Also available online at travelsouthyorkshire.com

Operated by:
Tates Travel

What's changed

From Monday 23 July 2012, changes will be made to the times of service 14.

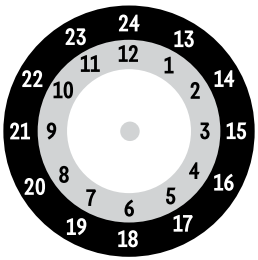


We aim to provide information which is as accurate as possible. We cannot accept responsibility for errors, or for any service that does not operate to the times shown.

24 hour clock
Throughout South Yorkshire our timetables use the 24 hour clock to avoid confusion between am and pm times.

For example:
9.00am is shown as 0900
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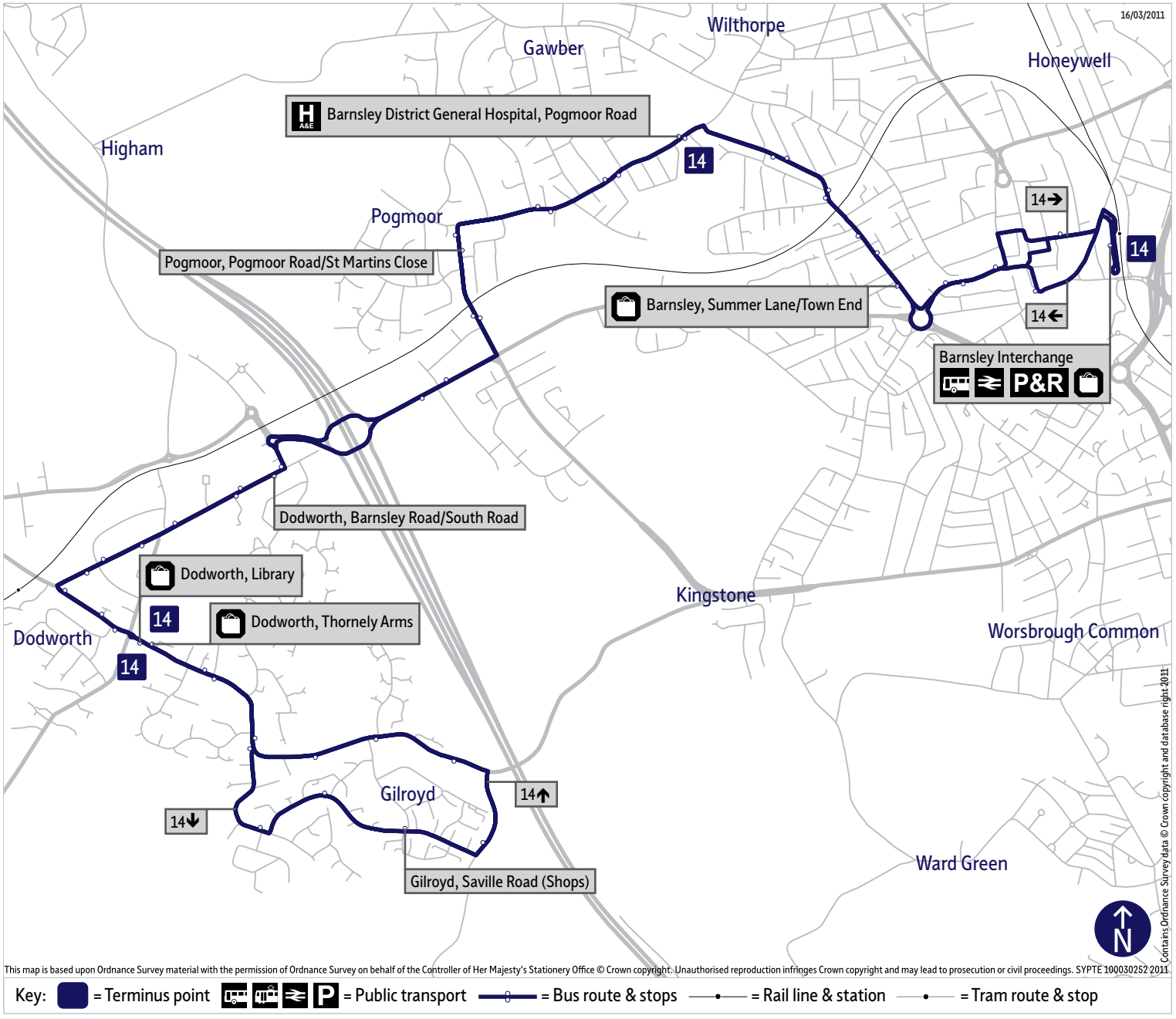
24 hour times
12 hour times



Stopping points for service 14

Barnsley, Interchange ▸ Market Hill ▸ Shambles Street ▸ Summer Lane ▸ **Pogmoor** ▸ Pogmoor Road ▸ **Dodworth** ▸ Dodworth Road ▸ Barnsley Road ▸ Mitchelson Avenue ▸ Station Road ▸ High Street ▸ Smithy Wood Lane ▸ **Gilroyd** ▸ Saville Road ▸ Gilroyd Lane ▸ Keresford Road ▸ **Dodworth** ▸ Keresforth Road ▸ High Street ▸ Station Road ▸ Mitchelson Avenue ▸ Barnsley Road ▸ Dodworth Road ▸ **Pogmoor** ▸ Pogmoor Road ▸ Summer Lane ▸ Shambles Street ▸ Regent Street ▸ **Barnsley, Interchange**

Bus route map for service 14



14 ▸ Monday to Friday

Barnsley Centre ▸ Gilroyd ▸ Barnsley Centre

See notes:													SD
Barnsley, Interchange	–	–	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409
Barnsley District Gen Hosp/Pogmoor Rd	–	–	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415
Dodworth, Thornely Arms	0833	0855	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423
Gilroyd, Saville Rd/Shops	0838	0900	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428
Dodworth, Library	0843	0905	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433
Barnsley District Gen Hosp/Pogmoor Rd	0851	0913	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	–
Barnsley, Interchange	0857	0919	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	–

See notes:	SH							
Barnsley, Interchange	1409	1439	1514	1544	1614	1644	1704	1734
Barnsley District Gen Hosp/Pogmoor Rd	1415	1445	1520	1550	1620	1650	1710	1740
Dodworth, Thornely Arms	1423	1453	1528	1558	1628	1658	1718	1748
Gilroyd, Saville Rd/Shops	1428	1458	1533	1603	1633	1703	1723	1753
Dodworth, Library	1433	1503	1538	1608	1638	1708	1728	1758
Barnsley District Gen Hosp/Pogmoor Rd	1441	1511	1546	1616	1646	1716	1736	1806
Barnsley, Interchange	1447	1517	1552	1622	1652	1722	1742	–

14 ▸ Saturday

Barnsley Centre ▸ Gilroyd ▸ Barnsley Centre

Barnsley, Interchange	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439
Barnsley District Gen Hosp/Pogmoor Rd	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445
Dodworth, Thornely Arms	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453
Gilroyd, Saville Rd/Shops	0858	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458
Dodworth, Library	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503
Barnsley District Gen Hosp/Pogmoor Rd	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511
Barnsley, Interchange	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517

Barnsley, Interchange	1514	1544
Barnsley District Gen Hosp/Pogmoor Rd	1520	1550
Dodworth, Thornely Arms	1528	1558
Gilroyd, Saville Rd/Shops	1533	1603
Dodworth, Library	1538	1608
Barnsley District Gen Hosp/Pogmoor Rd	1546	1616
Barnsley, Interchange	1552	1622

No Service Sunday

Notes: SD - Schooldays only, SH - School holidays only

Travel South Yorkshire

21 22

Full Timetable

Barnsley
Gilroyd
Dodworth
Silkstone (21)
Oxspring (21)
Penistone (21)
Cubley (21)

From 01/09/2012

Also available online at travelsouthyorkshire.com

Operated by:

Stagecoach

What's changed

From Saturday 1 September 2012, there will be changes to service 22.

There are no changes to service 21.



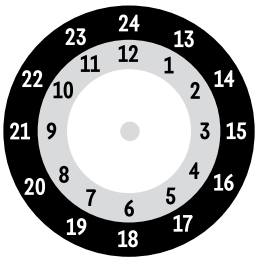
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24 hour times
12 hour times

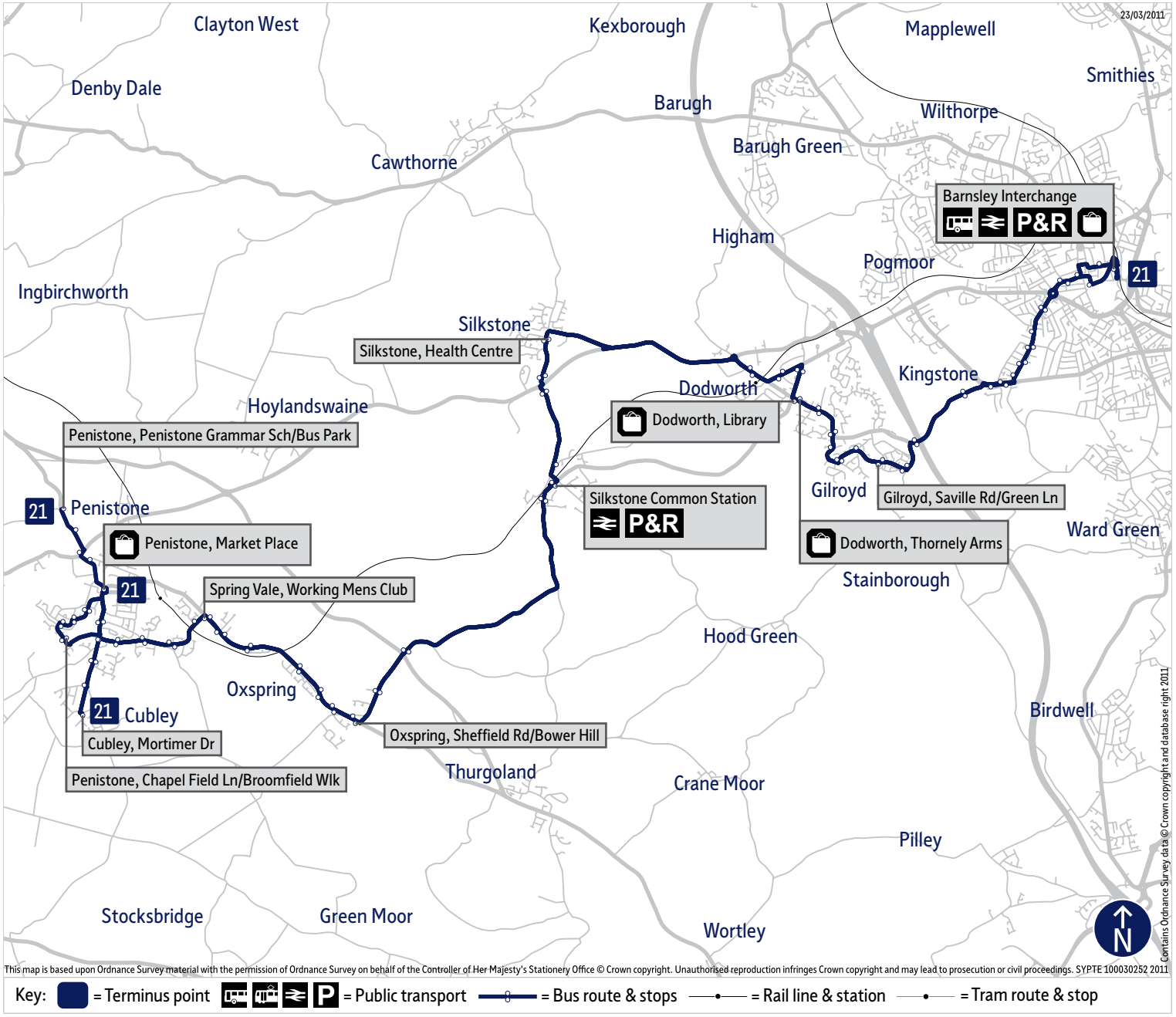


Stopping points for service 21

Barnsley Interchange ▸ Market Hill ▸ Shambles Street ▸ Racecommon Road ▸ **Kingstone** ▸ Park Road ▸ Keresforth Hill Road ▸ **Gilroyd** ▸ Saville Road ▸ **Dodworth** ▸ Stainborough Road ▸ High Street ▸ Mitchelson Avenue ▸ Station Road ▸ **Silkstone** ▸ High Street ▸ Cone Lane ▸ **Silkstone Common** ▸ Knabbs Lane ▸ **Oxspring** ▸ Coates Lane ▸ Bower Hill ▸ Sheffield Road ▸ **Spring Vale** ▸ Green Road ▸ **Penistone** ▸ High Street ▸ Market Place ▸ Park Avenue ▸ Bluebell Avenue ▸ Chapel Field Lane ▸ The Green ▸ Mortimer Road ▸ **Cubley, Mortimer Drive**

Cubley, Mortimer Drive ▸ Hackings Avenue ▸ **Penistone** ▸ Mortimer Road ▸ The Green ▸ Chapel Field Lane ▸ Bluebell Avenue ▸ Park Avenue ▸ Market Place ▸ High Street ▸ Green Road ▸ **Spring Vale** ▸ Sheffield Road ▸ **Oxspring** ▸ Bower Hill ▸ Coates Lane ▸ **Silkstone Common** ▸ Knabbs Lane ▸ **Silkstone** ▸ Cone Lane ▸ High Street ▸ **Dodworth** ▸ Barnsley Road ▸ Mitchelson Avenue ▸ Barnsley Road ▸ High Street ▸ Smithy Wood Lane ▸ **Gilroyd** ▸ Saville Road ▸ Gilroyd Lane ▸ Keresforth Hill Road ▸ **Kingstone** ▸ Park Road ▸ Racecommon Road ▸ Shambles Street ▸ Regent Street ▸ **Barnsley Interchange**

Bus route map for service 21



21 ▸ Monday to Friday

Barnsley Centre ▸ Cubley

See notes:				SD	SH	SD	SH	SD									
Barnsley, Interchange	0522	0612	0642	0707	0712	0727	0742	–	0812	0842	0912	0942	1012	1042	1112	1142	1212
Gilroyd, Saville Rd/Green Ln/Shops	0533	0623	0653	0718	0723	0738	0753	–	0823	0853	0923	0953	1023	1053	1123	1153	1223
Dodworth, High St/Green Rd	0536	0627	0657	0722	0727	0742	0757	–	0827	0857	0927	0957	1027	1057	1127	1157	1227
Silkstone, High St/Martin Croft	0540	0633	0703	0728	0733	0748	0803	–	0833	0903	0933	1003	1033	1103	1133	1203	1233
Silkstone Common, Knabbs Ln	0544	0637	0707	0732	0737	0752	0807	–	0837	0907	0937	1007	1037	1107	1137	1207	1237
Oxspring, Sheffield Rd/Bower Hill	0548	0642	0712	0737	0742	0757	0812	–	0842	0912	0942	1012	1042	1112	1142	1212	1242
Spring Vale, Sheffield Rd/Green Rd	0550	0645	0715	0740	0745	0800	0815	–	0845	0915	0945	1015	1045	1115	1145	1215	1245
Penistone, Market Place	0557	0651	0721	0746	0751	0806	0821	0821	0851	0921	0951	1021	1051	1121	1151	1221	1251
Penistone, Penistone Grammar Sch Bus Park	–	–	–	0751	–	0811	–	–	–	–	–	–	–	–	–	–	–
Penistone, Chapelfield Ln/Broomfield Wlk	0600	0653	0723	–	–	–	0823	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253
Cubley, Mortimer Dr/Lyttleton Cres	0603	0657	0727	–	–	–	0827	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257

21 ▸ Monday to Friday (continued

Barnsley Centre ▸ Cubley

See notes:				SD	SH												
Barnsley, Interchange	1242	1312	1342	1412	1412	1442	1512	1542	1612	1647	1707	1737	1807	1907	2007	2137	2307
Gilroyd, Saville Rd/Green Ln/Shops	1253	1323	1353	1423	1423	1453	1523	1553	1623	1658	1718	1748	1817	1917	2016	2146	2316
Dodworth, High St/Green Rd	1257	1327	1357	1427	1427	1457	1527	1557	1627	1702	1722	1752	1821	1921	2020	2150	2320
Silkstone, High St/Martin Croft	1303	1333	1403	1433	1433	1503	1533	1603	1633	1708	1728	1758	1827	1927	2025	2155	2325
Silkstone Common, Knabbs Ln	1307	1337	1407	1437	1437	1507	1537	1607	1637	1712	1732	1802	1831	1931	2029	2159	2329
Oxspring, Sheffield Rd/Bower Hill	1312	1342	1412	1442	1442	1512	1542	1612	1642	1717	1737	1807	1836	1936	2034	2204	2334
Spring Vale, Sheffield Rd/Green Rd	1315	1345	1415	1445	1445	1515	1545	1615	1645	1720	1740	1810	1839	1939	2037	2207	2337
Penistone, Market Place	1321	1351	1421	1451	1451	1521	1551	1621	1651	1726	1746	1816	1844	1944	2042	2212	2342
Penistone, Penistone Grammar Sch Bus Park	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Penistone, Chapelfield Ln/Broomfield Wlk	1323	1353	1423	–	1453	1523	1553	1623	1653	1728	1748	1818	1846	1946	2044	2214	2344
Cubley, Mortimer Dr/Lyttleton Cres	1327	1357	1427	–	1457	1527	1557	1627	1657	1732	1752	1822	1850	1950	2048	2218	2348

21 ▸ Monday to Friday

Penistone ▸ Barnsley Centre

See notes:																	SD
Penistone, Penistone Grammar Sch Bus Park	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Cubley, Mortimer Dr/Lyttleton Cres	0605	0659	0729	–	0829	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329	1359	1429
Penistone, Chapel Field Ln/Broomfield Wlk	0608	0702	0732	–	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432
Penistone, Market Place	0612	0706	0736	0800	0836	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436
Spring Vale, Sheffield Rd/Green Rd	0616	0710	0740	0805	0840	0910	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	–
Oxspring, Sheffield Rd/Bower Hill	0619	0713	0743	0807	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	–
Silkstone Common, Knabbs Ln	0625	0719	0749	0815	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	–
Silkstone, High St/Martin Croft	0629	0723	0753	0819	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	–
Dodworth, High St/Green Rd	0636	0730	0800	0824	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	–
Gilroyd, Saville Rd/Green Ln	0639	0733	0803	0826	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	–
Barnsley, Interchange	0653	0747	0817	0843	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	–

21 ▸ Monday to Friday (continued

Penistone ▸ Barnsley Centre

See notes:	SH	SH	SD											
Penistone, Penistone Grammar Sch Bus Park	–	–	1500	–	–	–	–	–	–	–	–	–	–	–
Cubley, Mortimer Dr/Lyttleton Cres	1429	1459	–	1529	1559	1629	1659	1734	1754	1824	1852	1950	2050	2220
Penistone, Chapel Field Ln/Broomfield Wlk	1432	1502	–	1532	1602	1632	1702	1737	1757	1827	1855	1953	2053	2223
Penistone, Market Place	1436	1506	1506	1536	1606	1636	1706	1741	1801	1831	1859	1957	2057	2227
Spring Vale, Sheffield Rd/Green Rd	1440	1510	1510	1540	1610	1640	1710	1745	1805	1835	1903	2001	2101	2231
Oxspring, Sheffield Rd/Bower Hill	1443	1513	1513	1543	1613	1643	1713	1748	1808	1838	1906	2004	2104	2234
Silkstone Common, Knabbs Ln	1449	1519	1519	1549	1619	1649	1719	1754	1814	1844	1911	2009	2109	2239
Silkstone, High St/Martin Croft	1453	1523	1523	1553	1623	1653	1723	1758	1818	1848	1915	2013	2113	2243
Dodworth, High St/Green Rd	1500	1530	1530	1600	1630	1700	1730	1805	1825	1855	1922	2019	2119	2249
Gilroyd, Saville Rd/Green Ln	1503	1533	1533	1603	1633	1703	1733	1808	1828	1858	1925	2022	2122	2252
Barnsley, Interchange	1517	1547	1547	1617	1647	1717	1747	1822	1842	1912	1937	2032	2132	2302

21 ▸ Saturday

Barnsley Centre ▸ Cubley

Barnsley, Interchange	0612	0712	0812	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512
Gilroyd, Saville Rd/Green Ln/Shops	0623	0723	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523
Dodworth, High St/Green Rd	0627	0727	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527
Silkstone, High St/Martin Croft	0633	0733	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533
Silkstone Common, Knabbs Ln	0637	0737	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537
Oxspring, Sheffield Rd/Bower Hill	0642	0742	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542
Spring Vale, Sheffield Rd/Green Rd	0645	0745	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545
Penistone, Market Place	0651	0751	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421	1451	1521	1551
Penistone, Chapelfield Ln/Broomfield Wlk	0653	0753	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553
Cubley, Mortimer Dr/Lyttleton Cres	0657	0757	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557

21 ▸ Saturday (continued)

Barnsley Centre ▸ Cubley

Barnsley, Interchange	1542	1612	1647	1707	1737	1807	1907	2007	2137	2307
Gilroyd, Saville Rd/Green Ln/Shops	1553	1623	1658	1718	1748	1817	1917	2016	2146	2316
Dodworth, High St/Green Rd	1557	1627	1702	1722	1752	1821	1921	2020	2150	2320
Silkstone, High St/Martin Croft	1603	1633	1708	1728	1758	1827	1927	2025	2155	2325
Silkstone Common, Knabbs Ln	1607	1637	1712	1732	1802	1831	1931	2029	2159	2329
Oxspring, Sheffield Rd/Bower Hill	1612	1642	1717	1737	1807	1836	1936	2034	2204	2334
Spring Vale, Sheffield Rd/Green Rd	1615	1645	1720	1740	1810	1839	1939	2037	2207	2337
Penistone, Market Place	1621	1651	1726	1746	1816	1844	1944	2042	2212	2342
Penistone, Chapelfield Ln/Broomfield Wlk	1623	1653	1728	1748	1818	1846	1946	2044	2214	2344
Cubley, Mortimer Dr/Lyttleton Cres	1627	1657	1732	1752	1822	1850	1950	2048	2218	2348

21 ▸ Saturday

Cubley ▸ Barnsley Centre

Cubley, Mortimer Dr/Lyttleton Cres	0659	0759	0829	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329	1359	1429	1459	1529
Penistone, Chapel Field Ln/Broomfield Wlk	0702	0802	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532
Penistone, Market Place	0706	0806	0836	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536
Spring Vale, Sheffield Rd/Green Rd	0710	0810	0840	0910	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540
Oxspring, Sheffield Rd/Bower Hill	0713	0813	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513	1543
Silkstone Common, Knabbs Ln	0719	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449	1519	1549
Silkstone, High St/Martin Croft	0723	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553
Dodworth, High St/Green Rd	0730	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
Gilroyd, Saville Rd/Green Ln	0733	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1603
Barnsley, Interchange	0747	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517	1547	1617

21 ▸ Saturday (continued)

Cubley ▸ Barnsley Centre

Cubley, Mortimer Dr/Lyttleton Cres	1559	1629	1659	1734	1754	1824	1852	1950	2050	2220
Penistone, Chapel Field Ln/Broomfield Wlk	1602	1632	1702	1737	1757	1827	1855	1953	2053	2223
Penistone, Market Place	1606	1636	1706	1741	1801	1831	1859	1957	2057	2227
Spring Vale, Sheffield Rd/Green Rd	1610	1640	1710	1745	1805	1835	1903	2001	2101	2231
Oxspring, Sheffield Rd/Bower Hill	1613	1643	1713	1748	1808	1838	1906	2004	2104	2234
Silkstone Common, Knabbs Ln	1619	1649	1719	1754	1814	1844	1911	2009	2109	2239
Silkstone, High St/Martin Croft	1623	1653	1723	1758	1818	1848	1915	2013	2113	2243
Dodworth, High St/Green Rd	1630	1700	1730	1805	1825	1855	1922	2019	2119	2249
Gilroyd, Saville Rd/Green Ln	1633	1703	1733	1808	1828	1858	1925	2022	2122	2252
Barnsley, Interchange	1647	1717	1747	1822	1842	1912	1937	2032	2132	2302

21 ▸ Sunday — Barnsley Centre ▸ Cubley

Barnsley, Interchange	0822	0922	1022	1122	1222	1322	1422	1522	1622	1722	1822	1907	2007	2137	2307
Gilroyd, Saville Rd/Green Ln/Shops	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732	1832	1916	2016	2146	2316
Dodworth, High St/Green Rd	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836	1920	2020	2150	2320
Silkstone, High St/Martin Croft	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842	1925	2025	2155	2325
Silkstone Common, Knabbs Ln	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1929	2029	2159	2329
Oxspring, Sheffield Rd/Bower Hill	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	1851	1934	2034	2204	2334
Spring Vale, Sheffield Rd/Green Rd	0854	0954	1054	1154	1254	1354	1454	1554	1654	1754	1854	1937	2037	2207	2337
Penistone, Market Place	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1942	2042	2212	2342
Penistone, Chapelfield Ln/Broomfield Wlk	0901	1001	1101	1201	1301	1401	1501	1601	1701	1801	1901	1944	2044	2214	2344
Cubley, Mortimer Dr/Lyttleton Cres	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1905	1948	2048	2218	2348

21 ▸ Sunday — Cubley ▸ Barnsley Centre

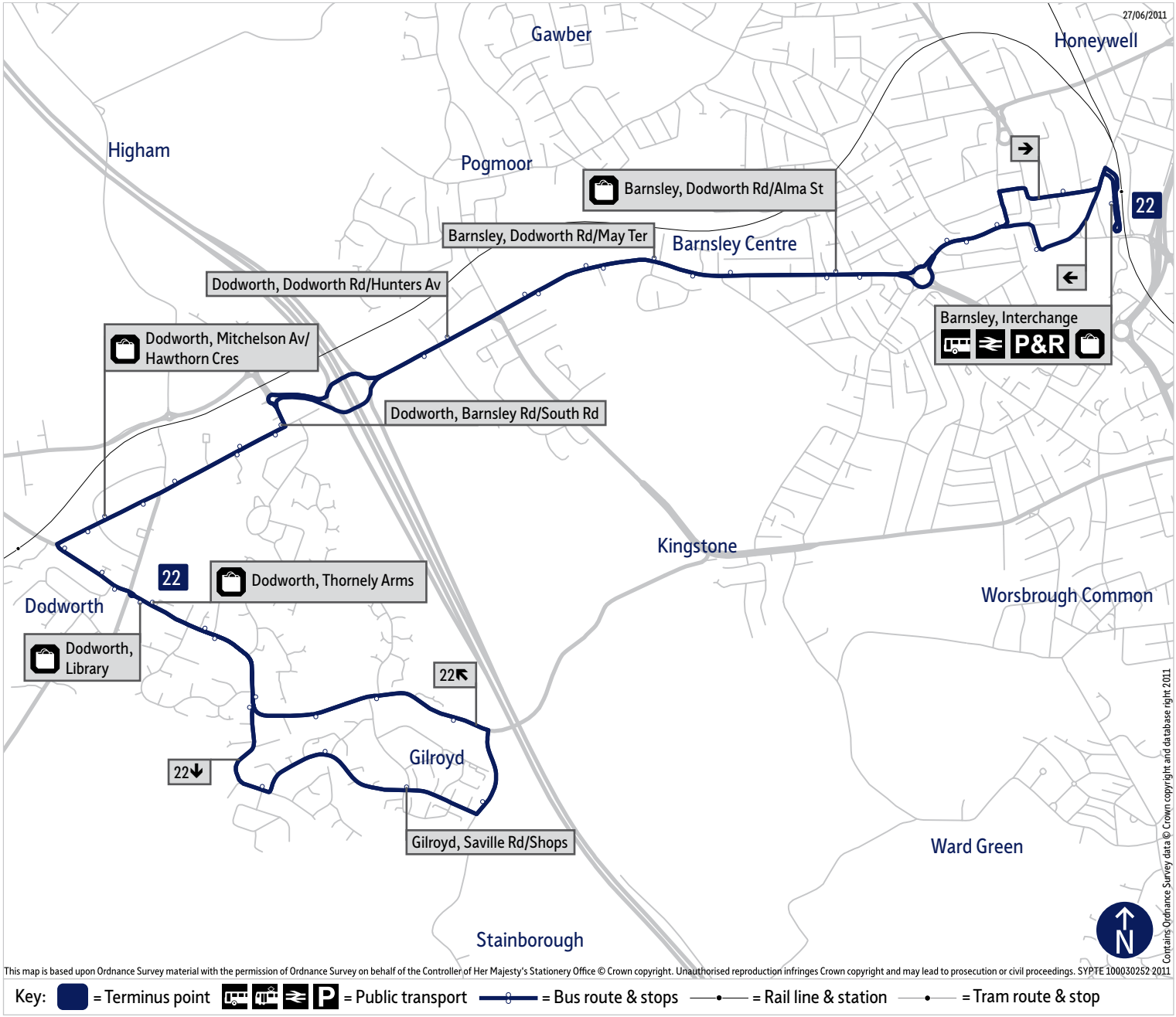
Cubley, Mortimer Dr/Lyttleton Cres	0907	1007	1107	1207	1307	1407	1507	1607	1707	1907	1950	2050	2220	
Penistone, Chapel Field Ln/Broomfield Wlk	0910	1010	1110	1210	1310	1410	1510	1610	1710	1910	1953	2053	2223	
Penistone, Market Place	0914	1014	1114	1214	1314	1414	1514	1614	1714	1914	1957	2057	2227	
Spring Vale, Sheffield Rd/Green Rd	0918	1018	1118	1218	1318	1418	1518	1618	1718	1918	2001	2101	2231	
Oxspring, Sheffield Rd/Bower Hill	0921	1021	1121	1221	1321	1421	1521	1621	1721	1921	2004	2104	2234	
Silkstone Common, Knabbs Ln	0926	1026	1126	1226	1326	1426	1526	1626	1726	1926	2009	2109	2239	
Silkstone, High St/Martin Croft	0930	1030	1130	1230	1330	1430	1530	1630	1730	1930	2013	2113	2243	
Dodworth, High St/Green Rd	0937	1037	1137	1237	1337	1437	1537	1637	1737	1937	2019	2119	2249	
Gilroyd, Saville Rd/Green Ln	0940	1040	1140	1240	1340	1440	1540	1640	1740	1940	2022	2122	2252	
Barnsley, Interchange	0952	1052	1152	1252	1352	1452	1552	1652	1752	1952	2032	2132	2302	

Notes: SD - Schooldays Only, SH - School Holidays Only

Stopping points for service 22

Barnsley Interchange ▸ Market Hill ▸ Shambles Street ▸ Dodworth Road ▸ **Dodworth** ▸ Barnsley Road ▸ Mitchelson Avenue ▸ Station Road ▸ High Street ▸ Smithy Wood Lane ▸ **Gilroyd** ▸ Saville Road ▸ Gilroyd Lane ▸ Keresford Road ▸ **Dodworth** ▸ High Street ▸ Station Road ▸ Mitchelson Avenue ▸ Barnsley Road ▸ Dodworth Road ▸ Shambles Street ▸ Regent Street ▸ **Barnsley Interchange**

Bus route map for service 22



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Key: = Terminus point = Public transport = Bus route & stops = Rail line & station = Tram route & stop

22 ▸ Monday to Friday

Barnsley Centre ▸ Gilroyd ▸ Barnsley Centre

Barnsley, Interchange	–	0730	0752	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457
Dodworth, High St/Green Rd	0709	0742	0804	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509
Gilroyd, Saville Rd/Green Ln	0713	0746	0808	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513
Dodworth, High St/Green Rd	0718	0751	0813	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518
Dodworth, Mitchelson Av/Hawthorne Cres	0719	0752	0814	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449	1519
Barnsley, Interchange	0732	0807	0832	0907	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532

See notes: SH SD

Barnsley, Interchange	1527	1532	1557	1627	1657	1722	1752	1827	1927
Dodworth, High St/Green Rd	1539	1544	1609	1639	1709	1734	1804	1839	1939
Gilroyd, Saville Rd/Green Ln	1543	1548	1613	1643	1713	1738	1808	1843	1943
Dodworth, High St/Green Rd	1548	1553	1618	1648	1718	1743	1813	1848	1948
Dodworth, Mitchelson Av/Hawthorne Cres	1549	1554	1619	1649	1719	1744	1814	1849	1949
Barnsley, Interchange	1602	1607	1632	1702	1732	1757	1827	1902	2002

22 ▸ Saturday

Barnsley Centre ▸ Gilroyd ▸ Barnsley Centre

Barnsley, Interchange	0757	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557
Dodworth, High St/Green Rd	0809	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509	1539	1609
Gilroyd, Saville Rd/Green Ln	0813	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513	1543	1613
Dodworth, High St/Green Rd	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518	1548	1618
Dodworth, Mitchelson Av/Hawthorne Cres	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449	1519	1549	1619
Barnsley, Interchange	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632

Barnsley, Interchange	1627	1657	1722	1752	1827	1927
Dodworth, High St/Green Rd	1639	1709	1734	1804	1839	1939
Gilroyd, Saville Rd/Green Ln	1643	1713	1738	1808	1843	1943
Dodworth, High St/Green Rd	1648	1718	1743	1813	1848	1948
Dodworth, Mitchelson Av/Hawthorne Cres	1649	1719	1744	1814	1849	1949
Barnsley, Interchange	1702	1732	1757	1827	1902	2002

22 ▸ Sunday

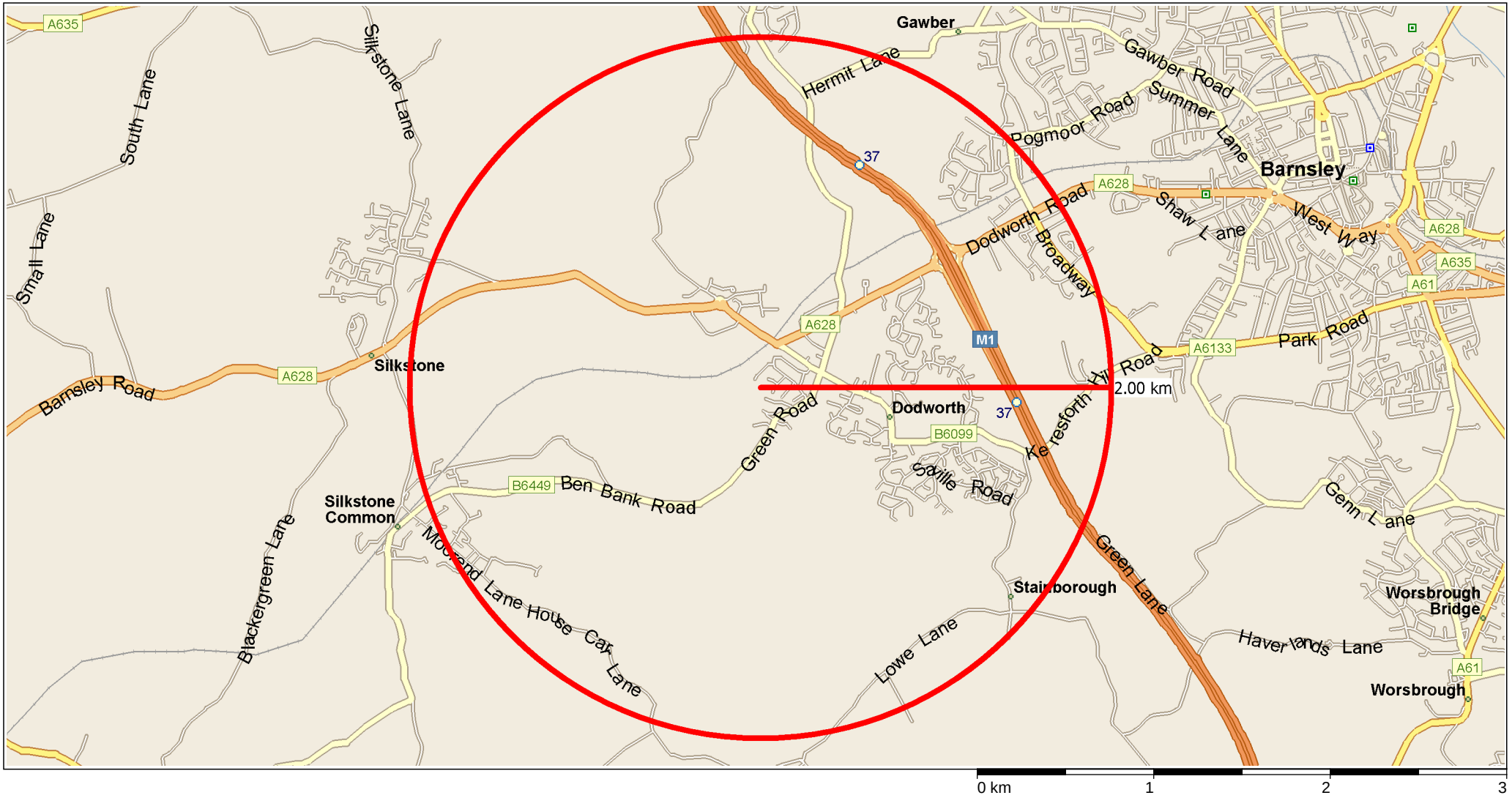
Barnsley Centre ▸ Gilroyd ▸ Barnsley Centre

Barnsley, Interchange	0857	0957	1057	1157	1257	1357	1457	1557	1657
Dodworth, High St/Green Rd	0909	1009	1109	1209	1309	1409	1509	1609	1709
Gilroyd, Saville Rd/Green Ln	0913	1013	1113	1213	1313	1413	1513	1613	1713
Dodworth, High St/Green Rd	0918	1018	1118	1218	1318	1418	1518	1618	1718
Dodworth, Mitchelson Av/Hawthorne Cres	0919	1019	1119	1219	1319	1419	1519	1619	1719
Barnsley, Interchange	0932	1032	1132	1232	1332	1432	1532	1632	1732

Notes: SH - School Holidays Only, SD - Schooldays Only

APPENDIX BGH 6

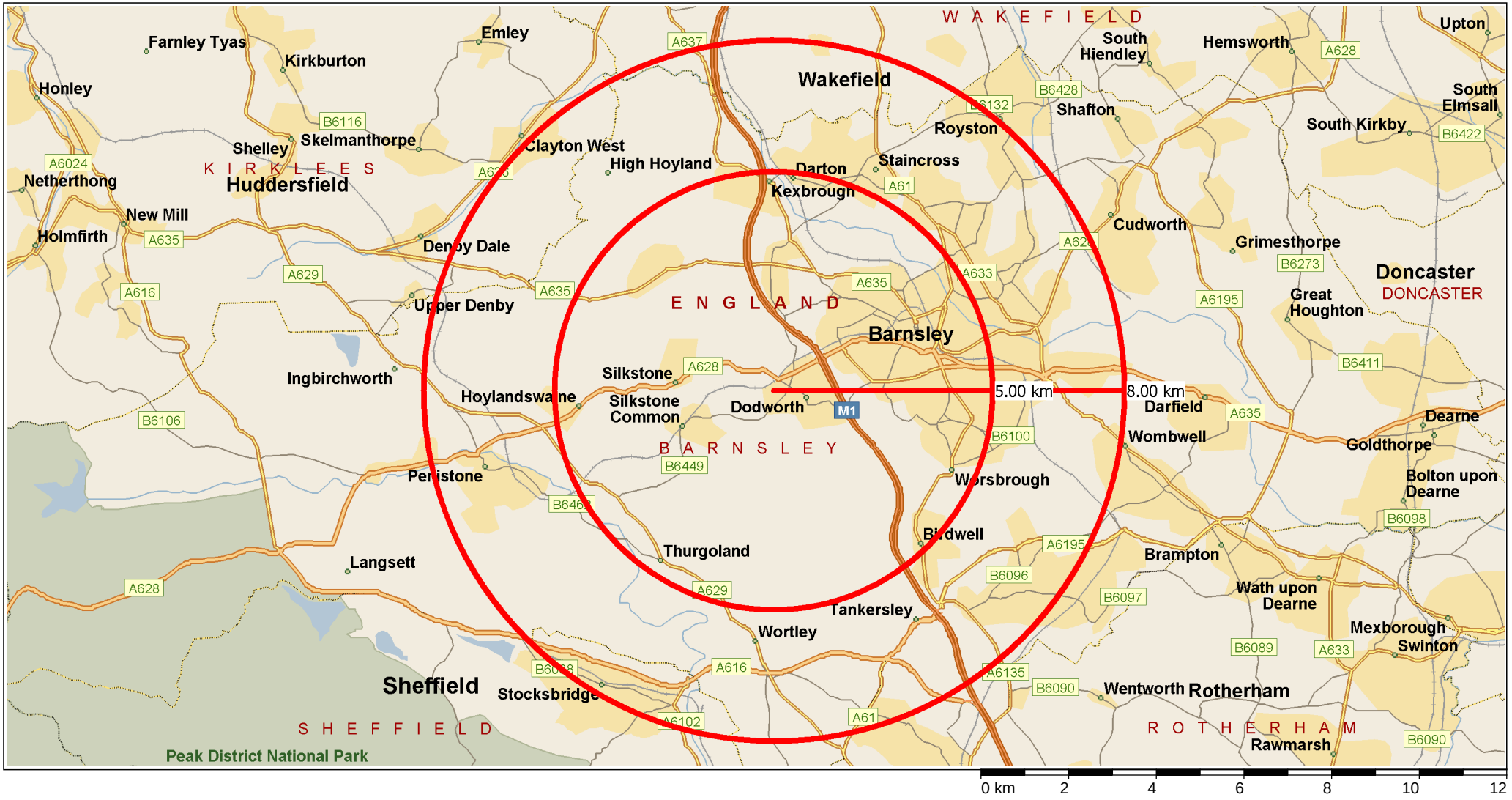
Walking Isochrone



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APPENDIX BGH 7

Cycling Isochrone



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