

GLEESON HOMES AND REGENERATION

PROPOSED
RESIDENTIAL DEVELOPMENT
LAND OFF LOWFIELD ROAD, BOLTON ON DEARNE. PHASE 3

TRANSPORT ASSESSMENT

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Ref: Job No. 38 v2

Date: June 15

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1.0 INTRODUCTION AND BACKGROUND INFORMATION

- 1.1 This Transport Assessment forms part of a planning application submitted by Gleeson Homes & Regeneration to develop 97 residential units, in an area of land off Lowfield Road in the Bolton upon Dearne area of Barnsley. The application site is approximately 14.0 kilometres to the south-east of Barnsley town centre and is within the Dearne South ward.
- 1.2 In 2008, outline application no. 1599 was approved to develop an adjacent plot of land. The TA by Halcrow which formed part of the application, assumed that the site would be developed for 50 residential units including 40 houses and 10 apartments served by way of a new priority junction onto Lowfield Road.
- 1.3 In 2011, detailed application no. 11/0963 was granted for some 60 residential units on the same plot of land, including a mix of two, three and four bed houses as shown on the plan at **Appendix TA1**, and served by way of the same new priority junction with Lowfield Road that was approved previously. (Referred to as Bolton on Dearne Phase 1).
- 1.4 In May 2015, detailed application no. 13/0960 was approved for some 58 residential units on the adjacent plot of land, again including a mix of two, three and four bedroom houses (Referred to as Bolton on Dearne Phase 2), as shown on the site layout plan at **Appendix TA2**.
- 1.5 The proposed development, to be referred as Bolton on Dearne Phase 3, will form an extension to the Phase 1 and Phase 2 schemes with access onto Lowfield Road by way of the arrangements permitted as part of approval 11/0963. A copy of the proposed site layout is at **Appendix TA3** and a composite plan showing all three phases is at **Appendix TA4**.
- 1.6 This Transport Assessment will provide the necessary information to assist the Local Planning and Highway Authority to assess the planning applications.

- 1.7 This Transport Assessment will consider the transport implications of the proposals to achieve a sustainable development and identify any residual impacts together with appropriate mitigation measures. In particular, based upon national guidance and locally determined traffic generation rates, it will consider the access arrangements and likely transport impact on the surrounding highway network
- 1.8 It will be demonstrated that that the site can be satisfactorily accessed and that the traffic likely to be generated by the development proposals can be accommodated safely and satisfactorily on the local highway network. The site is also well located to encourage trips by more environmentally friendly modes of travel than the private car.
- 1.9 A separate Residential Travel Plan has been produced in conjunction with this Transport Statement both of which demonstrate the development will accord with Local and Central Government advice.
- 1.10 This Transport Assessment will conclude that there are no highways or transportation reasons which would prevent the proposed development being granted planning consent.

2.0 TRANSPORT POLICY CONSIDERATIONS

National Planning Policy Framework, March 2012

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, and focussing significant development in locations which are or can be made sustainable.

2.3 Paragraph 32 of NPPF states that:-

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions 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 that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.4 NPPF indicates that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people and suggests that a key tool to facilitate this will be a Travel Plan. The

application includes a separate Residential Travel Plan prepared by TPS on behalf of Gleeson Homes and Regeneration.

South Yorkshire's Transport Plan 2011 – 2015 (LTP3)

- 2.6 South Yorkshire's third Local Transport Plan (LTP3) has three component parts: the Transport Strategy, the Implementation Plan and the Annual Delivery Programme which sets out in detail the agreed prioritised delivery programme for the next financial year as well as briefly outlining the proposed four year programme.
- 2.7 The Transport Strategy has four main goals. The primary goal is to support the economic growth of the City Region. At the same time it aims to enhance social inclusion and health, reduce greenhouse gas emissions and maximise safety.
- 2.8 In translating the Transport Strategy into action, it follows four cross-cutting principles:-
- **Squeeze more from existing assets**– in the current funding climate this principle will ensure assets are well managed and maintained and used to their fullest potential, minimising the need for major infrastructure work. It is key to this first Implementation Plan. Efforts will be targeted on the routes, locations, customer groups and issues we have identified from our evidence base as being particularly important;
 - **Make our growth sustainable** – it will look to achieve economic growth while minimising the impact on the environment, reducing emissions wherever possible;
 - **Give people choice** – it will enable people to make informed choices about whether and how they travel, through providing a range of transport links and services to match varying lifestyles; and
 - **Encourage a change in travel culture** - facilitating a shift from car dependency to more active and sustainable travel modes.
- 2.9 Relevant Transport strategy policies include:

- To improve connectivity between major Settlements;
- To focus new development along key public transport corridors and in places adjacent to existing shops and services;
- To apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economies;
- To develop public transport that connects people to jobs and training in both urban and rural areas;
- To develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes;
- To ensure public transport is accessible to all;
- To encourage active travel and develop high-quality cycling and walking networks; and
- To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices.

3.0 THE LOCAL HIGHWAY NETWORK AND ITS CURRENT USAGE

The Application Site

- 3.1 The development site is located some 14.0 kilometres to the southeast of Barnsley town centre. It is bounded to the north by land that is currently being developed under approvals 2011/0963 & 2013/0960, to the east by residential dwellings, to the south by green field land and to the west by the Sheffield – Leeds railway line.
- 3.2 The site previously housed a furniture manufacturing company, however, it is now cleared.
- 3.3 The site and the adjacent housing development now under construction, were previously served by an informal access off the southern kerb line of Lowfield Road. This was replaced by the approved access onto Lowfield Road and the informal access was closed. As noted at paragraph 1.5, the approved access will also serve the proposed development site and hence there will be not be a net increase in the number of accesses onto the public highway. The location of the application site in relation to the highway network is shown on the plan attached at **Appendix TA5**.

The local highway network

- 3.4 The site is located within Bolton upon Dearne, a predominantly residential area approximately 14.0 kilometres to the south east of Barnsley town centre. The only vehicular access to the development will be from approval 2011/0963 and Lowfield Road.
- 3.5 Approval 2011/0963 comprises some 60 houses that will be accessed from internal residential roads comprising 5.5m wide carriageways and 2m wide footways on both sides. Approval 2013/0960 was granted for some 58 residential houses comprising of two, three and four bedroom houses.
- 3.6 Lowfield Road is a cul-de-sac some 670 m long that runs in an easterly direction from its junction with Station Road. Lowfield Road also provides access to other residential streets such as Woodside View, Lowfield Meadows,

Lowfield Grove and Crane Well View. The road is lit, is subject to a 30mph speed limit but is not marked with centre line road markings. It provides access to a station car park that is located on the north side of Lowfield Road and to existing residential development, of which some 112 houses are located to the east of the site access. Typically, Lowfield Road has a carriageway some 6-6.5m wide, which is more than adequate for two way traffic flow. In the vicinity of the development site, there is a far side footway typically 1.2-1.5 m wide and a nearside verge.

- 3.7 Approval 11/0963 was subject to a number of planning conditions including widening the footway on the far side of Lowfield Road on the length from the site access to the railway bridge to achieve a uniform width of 2.0m. This work, which is shown on the plan at **Appendix TA6**, will be undertaken prior to completion of the Phase 1 development and prior to starting phase 2.
- 3.8 Approval 13/0960 was subject to a number of planning conditions including no.7 which requires the implementation of the following highway works, as shown on the plan at **Appendix TA7**.
- a) Provision of 2 vehicle activated signs
 - b) Any necessary signing/lining
 - c) Measures to control parking and loading
 - d) Provision of high friction coloured surfacing
 - e) Provision of LED street lighting on the bridge and the approaches to the bridge.
 - f) Provision of/any necessary changes to highway drainage
 - g) Resurfacing/reconstruction as necessary
- 3.9 Some 175m west of the approved site access, Lowfield Road crosses the Sheffield – Leeds railway line by way of a bridge where the road comprises a carriageway some 6 m wide, and a single footway some 1 m wide on the northern side. In addition, a separate 2m wide pedestrian footbridge has been constructed over the railway line on the northern side of the road immediately adjacent to the railway bridge and this provides safe and convenient pedestrian links to both the station and across the railway line.

- 3.10 The forward visibility along Lowfield Road at the railway bridge falls short of the new construction standard of 43m for a road subject to a 30 mph speed limit. However, a survey of the speed of traffic using Lowfield shows that the 85th %ile wet weather journey speed of traffic at the bridge is some 24 mph in both directions, which equates to a design speed of 40kph. The speed survey results are set out at **Appendix TA8**.
- 3.11 Lowfield Road becomes Station Road at the junction with Calder Road, some 55.0 metres west of the bridge. Station Road forms a ghost island priority junction with B6098 Station Road and Angel Street which forms main route through Bolton upon Dearne. The B6098 provides a link between the A635 and the A623 which in turn provides a direct route to Mexborough, A630 and Rotherham town centre. A635 performs the function of a primary distributor type of road providing links to Barnsley town centre, the A1(M), the M1 Motorway at Junction 37 and the A19 and Doncaster town centre. Accessibility to the site by car is therefore considered to be excellent due to its close proximity with Barnsley, Rotherham and Doncaster town centres and the national motorway network.

Usage of the local highway network

- 3.12 Traffic surveys of the usage of the following junctions were undertaken by Westgate Consulting on Tuesday 6 January 2015 & Thursday 8 January 2015 between the hours 07:00 - 09:30 and 16:00 – 18:30:

Site access/Lowfield Road priority T-junction

Station Road/Angel Street ghost island priority T-junction

- 3.13 The survey results, which are attached at **Appendix TA9**, show that the peak usage of the network occurred between 8:15 am to 9:15 am in the morning and between 4:00 pm to 5:00 pm in the evening. Diagrams showing the flows on the network during these two periods are at **Appendix TA10**.
- 3.14 During the AM Peak hour Lowfield Road, in the vicinity of the site access, carried a maximum 2-way flow of 86 vehicles during the morning peak hour

and 93 vehicles during the evening peak hour. This confirms that the traffic flows on Lowfield Road at the railway bridge are very low i.e a maximum of one vehicle every 40 seconds.

- 3.15 Computer analyses of the peak hour performance of the Station Road/Angel Street ghost island priority T-junction junction has been undertaken using the programme PICADY. The results which are attached at **Appendix TA11** and summarised in table 3.1 below, show that the junction currently operates with significant reserve capacity during both peak periods and this is confirmed by site observations. It can be concluded therefore that the computer model reasonably represents actual site conditions.

Table 3.1

Movement	2015 Existing Flows			
	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue	RFC	Queue
Station Road to B6098	0.45	1	0.26	0
Angel Street to Station Road	0.05	0	0.12	0

Public Transport

- 3.16 B6098 Station Road is also a bus route for services 216, 224 and 226 which together provide connections with a 30 minute frequency to Barnsley and Doncaster, as detailed at **Appendix TA12**. The 216 route is a bus service that runs from Wombwell to Grimethorpe and also stops at West Melton, Wath upon Dearne, Golthorpe, Thurnscoe and Middlecliffe. The 216 bus service runs at frequency of 3 services per day with one morning, one daytime and one evening service. The 224 route locally diverts from Angel Street onto High Street whereas the 226 route runs from Station Road onto High Street. Bus stops for the 226 service are located at the Station Road/ Angel Street junction, some 300 m from the edge of the development site. For the 224

service, the nearest bus stops are located on High Street near the junction with Angel Street, some 400 m from the edge of the development site.

- 3.17 Bolton upon Dearne railway station is located some 210m from the site access as shown on the plan at **Appendix TA14**. It provides a 60 minute frequency to Leeds and Sheffield, as detailed at **Appendix TA12**.

Accident Record

- 3.18 The record of personal injury accidents that have occurred on the local highway network during the period 1 January 2009 to 31 December 2013 has been obtained from the Local Highway Authority. A plot of the locations and summary of accidents within the study area are attached at **Appendix TA13**. The record can be summarised as follows.

- 3.19 A total of four personal injury accidents occurred within the study area, all of which were recorded as 'slight' in severity. There were no personal injury accidents recorded on Lowfield Road in the vicinity of the site access junction or along its length. Barnsley Highway ref no's are shown on the plan, also at **Appendix TA13**.

3.19.1 One of the 'slight' accidents (ref:B-00168-09) was recorded at the Station Road/ B6098 priority junction. The accident occurred when a vehicle travelling in wintery conditions collided with rear of another vehicle that was stationary and waiting to use the junction. The weather was described as "snowing" and the road surface was considered to be "frosty and icy".

3.19.2 The second 'slight' accident(ref:B-00757-09) occurred on Station Road west of the priority junction with B6098 and east of School Street when a car collided with the rear of a vehicle that was waiting to use the junction. The weather or road surface did not contribute to this accident as conditions were described as "fine".

3.19.3 The third 'slight' accident(ref:B-00886-10) occurred at the junction of Station Road and B6098 when a vehicle travelling north from Angel Street attempted to overtake a pedal cyclist on the cycle's nearside but

swerved into the path of cyclist. The road surface was dry and weather was not a contributory factor.

3.19.4 The fourth 'slight' accident(ref:B-00552-13) also occurred at the junction of Angel Street and Station Road, when a car emerged travelling west from the Station Road junction failed to see the cyclist travelling north from Angel Street and drove into the path of a pedal cycle causing the cyclist to swerve to avoid a collision and fall off .

3.20 The accident record show that the accidents within the study area were disparate in nature, with there being no junction layout or highway characteristics which have led to recurring causation factors and thus materially adversely affect road safety.

4.0 ACCESS TO THE DEVELOPMENT SITE BY SUSTAINABLE FORMS OF TRANSPORT

4.1 Current national planning policy set out in NPPF places significant emphasis on the availability and use of alternative means of access to the private car to developments.

4.2 The site is located within 800 metres of key services such as bus stops and a train station.

Accessibility on foot

4.3 As regards walking to local facilities, the Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot sets out the following suggested acceptable walking distance to and from the development for commuting and other journeys.

IHT Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys
Desirable Maximum Distance	500 metres	400 metres
Acceptable Maximum Distance	1,000 metres	800 metres
Preferred Maximum Distance	2,000 metres	1200 metres

Table 4.1

4.4 Furthermore 'Better Places to Live - A Companion Guide to PPG3' states that residents can access comfortably on foot facilities within an 800.0 metre walking distance. Also, PPG13 advises that ".....walking is the most important mode of travel at local levels and offers greatest potential to replace short car trips, particularly under 2.0 kilometres".

4.5 The proposed development will provide a number of convenient pedestrian links to the surrounding residential areas that will encourage walking trips. The plan at **Appendix TA!\$** shows the 800 metre, 1,200 metre and 2,000 metre

walking catchment areas from the centre of the application site. Within the 800 metre catchment area lie the Bolton Upon Dearne railway station and bus stops.

Accessibility by Cycle

- 4.6 Cycling has clear potential to substitute for short car trips, particularly those under 5km and up to 8km, and to form part of a longer journey by public transport. The plan at **Appendix TA15** shows that within 8.0 km the whole of Bolton Upon Dearne is accessible by cycle. Surrounding areas such as Thurnscoe, Wombwell, Mexborough and Darfield are also accessible by cycle.

Accessibility by Bus

- 4.7 The Institution of Highways and Transportation publication, Guidelines for Planning for Public Transport in Developments advises that the maximum walking distance to a bus stop should not exceed 400.0 metres. As outlined in paragraph 3.15, bus stops are located at the Station Road/ Angel Street ghost island priority T-junction and on High Street near the junction with Angel Street, and the walk distance to the stops is less than the acceptable threshold.

Accessibility by Rail

- 4.8 The railway station at Bolton upon Dearne, which has its own car park, is located some 210 m from the site, as shown on the plan at **Appendix TA14**. It provides rail links with Leeds, Wakefield, Rotherham and Sheffield and therefore the site will be highly accessible by train users.

Summary

- 4.9 It is concluded that the application site is in a sustainable location and offers a wide opportunity for sustainable travel, hence reducing reliance on the private car.

5.0 THE PROPOSED DEVELOPMENT

- 5.1 The planning application by Gleeson Homes & Regeneration seeks full planning permission to build a further 97 houses on land off Lowfield Road, in the Bolton upon Dearne, Barnsley, as shown on the site layout plan at **Appendix TA3**.
- 5.2 The proposed development will form an extension to the approved schemes ref: 2013/0960 and 2011/0963, as shown on the plan showing Appendix **TA4**, with access onto Lowfield Road by way of the arrangements approved as part of 2013/0960.
- 5.3 The proposed development will include both car and cycle parking spaces consistent with relevant national and local policies. The proposed development will link into existing roads and footways.
- 5.4 The planning application also includes a separate Framework Travel Plan prepared by Travel Plan Services (TPS) which reflects changes in national and local transport policy and sets out a package of measures aimed at promoting sustainable travel.

6.0 TRIP GENERATION AND MODAL SPLIT

Trip Generation

- 6.1 Planning Application 2013/0960 included a Transport Assessment that was based upon traffic generation rates determined from traffic surveys of the existing 112 houses located to the east of the site access on Lowfield Road. The surveys showed the houses generate some 85 and 73 two way trips during the morning and evening peak periods respectively, which equate to .76 and .65 trips per dwelling respectively.
- 6.2 The TA also compared these rates with those obtained for the TRICS database and showed that the locally determined rates were higher. As a result, The TA was based on the locally determined rates to ensure that the analyses were robust.
- 6.3 The same trip rates have therefore been used in the analyses for Phase 3, again to ensure robustness.
- 6.4 The Phase 2 TA also included an assessment of the likely distribution of generated traffic based upon the 2001 census journey to work data for the Dearne South ward. Again, to ensure a robust analysis and consistency, the same traffic distribution has been used for the Phase 3 analyses and the resultant generated peak hour flows on shown on the diagrams at **Appendix TA16**.
- 6.5 It is likely that development will commence in 2017 and take some 3 years to complete and therefore, the traffic impact of the development has been assessed at 2020. The diagrams at **Appendix TA17** show growthed peak hour flows at 2020 which have been derived by applying NTM factors (which have been adjusted using Tempro local growth factors) at **Appendix TA18**, to the existing peak hour flows at **Appendix TA10**.

Committed Development

- 6.6 The “existing” peak hour flows shown at **Appendix TA10** do not include all the traffic that will be generated by permission 11/0963 (Phase 1) which is still under construction and by permission 2013/0960 (Phase 2). The diagrams at **Appendix TA19** have been replicated from the TA that accompanied the Phase 2 application 2013/0960 and are included as committed developments. These have been added to the growthed peak hour flows shown at **Appendix TA17** to give 2020 base peak hour flows at **Appendix TA20**.

Predicted Flows

- 6.7 The generated peak hour development traffic shown on the diagrams at **Appendix TA16** have been added to the base flows shown at **Appendix TA20** to give predicted traffic flows on the network as a result of the proposed development and these are shown on the diagrams at **Appendix TA21**.
- 6.8 Based upon the previously validated computer model, analyses of both the base and predicted 2020 peak hour performance of the Station Road/Angel Street junction have been undertaken. The results, which are at **Appendix TA22** and are summarised in tables 6.5 – 6.6 below, confirm that the junction will continue to operate with reserve capacity, both with and without the development.

Table 6.5

Movement	2020 Base Flows			
	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue	RFC	Queue
Station Road to B6098	0.68	2	0.39	1
Angel Street to Station Road	0.07	0	0.19	0

Table 6.6

Movement	2020 Predicted Flows			
	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue	RFC	Queue
Station Road to B6098	0.83	4	0.47	1
Angel Street to Station Road	0.09	0	0.23	0

6.9 The diagrams at **Appendix TA21** show that the proposed development will increase the two way traffic flow on Lowfield Road at the hump back bridge by some 66 and 64 vehicles during the morning and evening peak periods respectively. These increases equate to a maximum of one extra vehicle every minute at peak times which will not be noticeable, at other times of the day the increases will be even less.

6.10 The analyses show that, following completion of the proposed housing development, the local highway network will continue to operate in a safe and satisfactory manner. It is therefore considered unnecessary to introduce further highway mitigation measures over and above those approved under permissions 11/0963 (Phase 1) and 2013/0960 (Phase 2).

7.0 SUMMARY AND CONCLUSIONS

- 7.1 This Transport Assessment forms part of a planning application submitted by Gleeson Homes & Regeneration to develop 97 residential units, in an area of land off Lowfield Road in the Bolton upon Dearne area of Barnsley. The application site is approximately 14.0 kilometres to the south-east of Barnsley town centre and is within the Dearne South ward.
- 7.2 In 2008, outline application no. 1599 was approved to develop an adjacent plot of land. The approval also included a detailed priority junction access onto Lowfield Road.
- 7.3 In 2011, detailed application no. 11/0963 was granted for some 60 residential units on the same plot of land as 08/1599 to be served by way of the same previously approved access onto Lowfield Road. This development is currently under construction (referred to as Phase 1). Off site, the development includes widening the footway on the far side of Lowfield Road on the length from the site access to the railway bridge to achieve a uniform width of 2.0m.
- 7.4 In May 2015, detailed application no. 13/0960 was approved for some 58 residential units on the adjacent plot of land, again including a mix of two, three and four bedroom houses (referred to as Phase 2). Off-site, this phase includes the introduction of traffic calming/road safety measures on the nearby railway bridge.
- 7.5 The proposed development (referred as Phase 3) will form an extension to the Phase 1 and Phase 2 schemes with access onto Lowfield Road by way of the arrangements permitted as part of approval 11/0963
- 7.6 A separate Residential Travel Plan has been produced in conjunction with this Transport Statement both of which demonstrate the development will accord

with Local and Central Government advice. The site is also well located to encourage trips by more environmentally friendly modes of travel than the private car.

- 7.7 This Transport Assessment has considered the transport implications of the proposals to achieve a sustainable development. Based upon national guidance and locally determined traffic generation rates, it has considered the access arrangements and likely transport impact on the surrounding highway network. It has concluded that it will continue to operate in a satisfactory manner, with and without the development and therefore there is no need to introduce further off-site mitigation measures.
- 7.8 It can be concluded therefore that there are no highways or transportation reasons which should prevent the proposed development being granted planning consent.


















Appendix TA 1

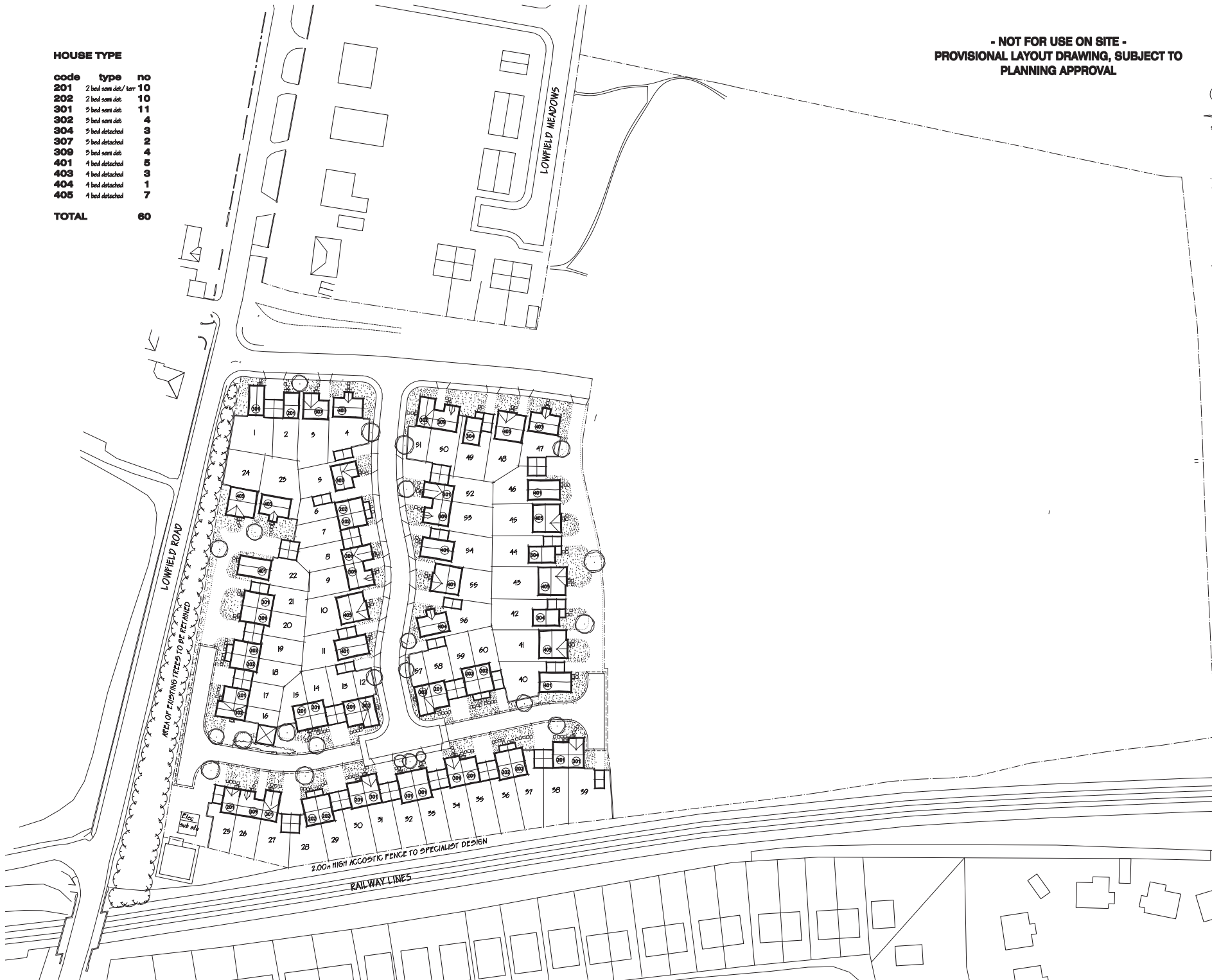
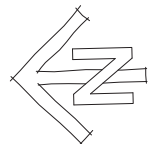
**- NOT FOR USE ON SITE -
PROVISIONAL LAYOUT DRAWING, SUBJECT TO
PLANNING APPROVAL**

HOUSE TYPE

code	type	no
201	2 bed semi det/ terr	10
202	2 bed semi det	10
301	3 bed semi det	11
302	3 bed semi det	4
304	3 bed detached	3
307	3 bed detached	2
308	3 bed semi det	4
401	4 bed detached	5
403	4 bed detached	3
404	4 bed detached	1
405	4 bed detached	7

TOTAL 60

-  Existing tree to be removed
-  Existing tree to be retained and protected during construction to British Standard BS311991.
-  Areas of new tree planting see schedule for species
-  New shrubs/ ground cover planting
-  Grass to front garden
-  Paving slab access paths to level threshold for principle entrance. Gradient not to exceed 1:12 for maximum 5.00m length
-  Private drives
-  1.80m high screen wall
-  5.0m boarded vertical screen fence 1.80m high (100 x 22mm boards with 22mm gaps, 9%: 75 x 30mm rails, 100 x 100mm posts @ 1.875m centres)
-  As above, height reduced to 1.20m
-  Plot division fence, post & wire
-  House type code reference number
-  Plot number
-  Material code reference refer to schedule
-  Garage location
-  Parking bay
-  Proposed floor levels subject to a tolerance of + / - 0.5m



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**LOWFIELD ROAD
BOLTON ON DEARNE**

planning layout
**GLEESON
HOMES & REGENERATION**

Ref	Additional text & remarks, dated, initial	28/07/11	Scale
			1:500
			at A1
			Drawn
			18.07.11
			Drawn No
			344/2A

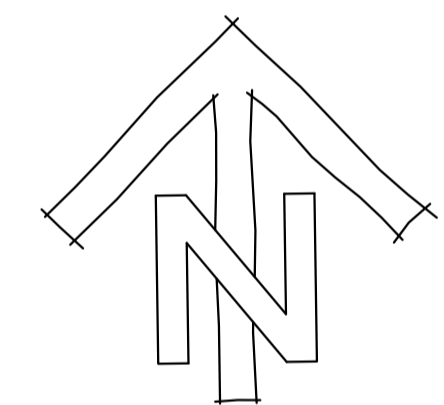
Appendix TA 2

Appendix TA 3

**- NOT FOR USE ON SITE -
PROVISIONAL LAYOUT DRAWING, SUBJECT TO
PLANNING APPROVAL**



- Existing tree to be removed
- Existing tree to be retained and protected during construction to British Standard BS57:1991.
- Areas of new tree planting see schedule for species
- New shrubs/ ground cover planting
- Grass to front garden
- Paving slab access paths to level threshold for principle entrance. Gradient not to exceed 1 in 12 for maximum 5.00m length
- Private drives
- 1.80m high screen wall
- S.W. boarded vertical screen fence 1.80m high (100 x 22mm boards with 22mm gaps, 3No. 75 x 38mm rails, 100 x 100mm posts @ 1.875m centres).
- Plot division fence, post & wire
- House type code reference number
- Plot number
- Material code reference refer to schedule
- Garages location.
- P indicate parking space compliant garages, all other to be Gleasons standard garages
- Parking bays
- Proposed floor levels subject to a tolerance of +/- 0.5m



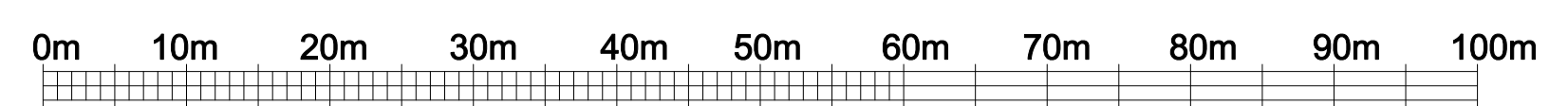
HOUSE TYPE

code	type	no
201	2 bed semi det/ terr	19
202	2 bed semi det	8
301	3 bed semi det	16
302	3 bed semi det	16
303	3 bed semi det	6
304	3 bed detached	6
309	3 bed semi det	14
310	3 bed detached	2
403	4 bed detached	1
404	4 bed detached	4
405	4 bed detached	2
406	4 bed detached	3
TOTAL		97

Extent of new "Odour stand off"
Extent of original "Odour stand off"

PUBLIC OPEN SPACE

MHCL17.843



Richard Ward Design **RW**

Chartered Architectural Technologist
Architectural Design & Development Consultant
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M.C.I.A.T.
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**LOWFIELD ROAD
BOLTON ON DEARNE 3**

planning layout
**GLEESON
HOMES & REGENERATION**

Scale
1:500 at A1
Date
28.11.14
Dwg No
449/3-

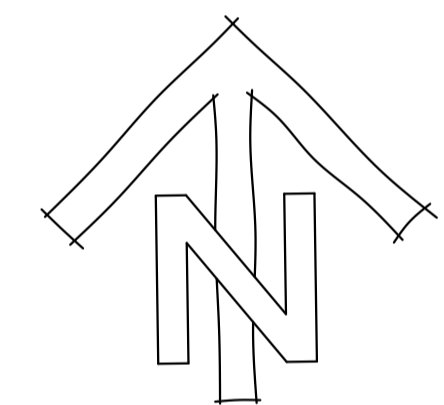
Appendix TA 4



PROPOSED UPPER FLOOR PLANS (R1) TO INCLUDE:

Plot No.	Room	Area (sqm)	Notes
01	Garage	15.00	R 100
02	Living	18.00	R 100
03	Bedroom	10.50	R 100
04	Bedroom	10.50	R 100
05	Bedroom	10.50	R 100
06	Living	18.00	R 100
07	Bedroom	10.50	R 100
08	Bedroom	10.50	R 100
09	Living	18.00	R 100
10	Bedroom	10.50	R 100
11	Bedroom	10.50	R 100
12	Living	18.00	R 100
13	Bedroom	10.50	R 100
14	Bedroom	10.50	R 100
15	Living	18.00	R 100
16	Bedroom	10.50	R 100
17	Bedroom	10.50	R 100
18	Living	18.00	R 100
19	Bedroom	10.50	R 100
20	Bedroom	10.50	R 100
21	Living	18.00	R 100
22	Bedroom	10.50	R 100
23	Bedroom	10.50	R 100
24	Living	18.00	R 100
25	Bedroom	10.50	R 100
26	Bedroom	10.50	R 100
27	Living	18.00	R 100
28	Bedroom	10.50	R 100
29	Bedroom	10.50	R 100
30	Living	18.00	R 100

PROPOSED 60m SOFT LANDSCAPE BUFFER

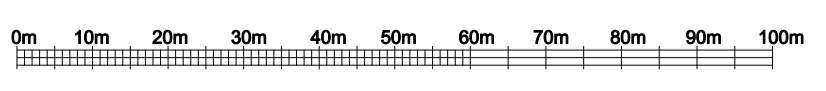


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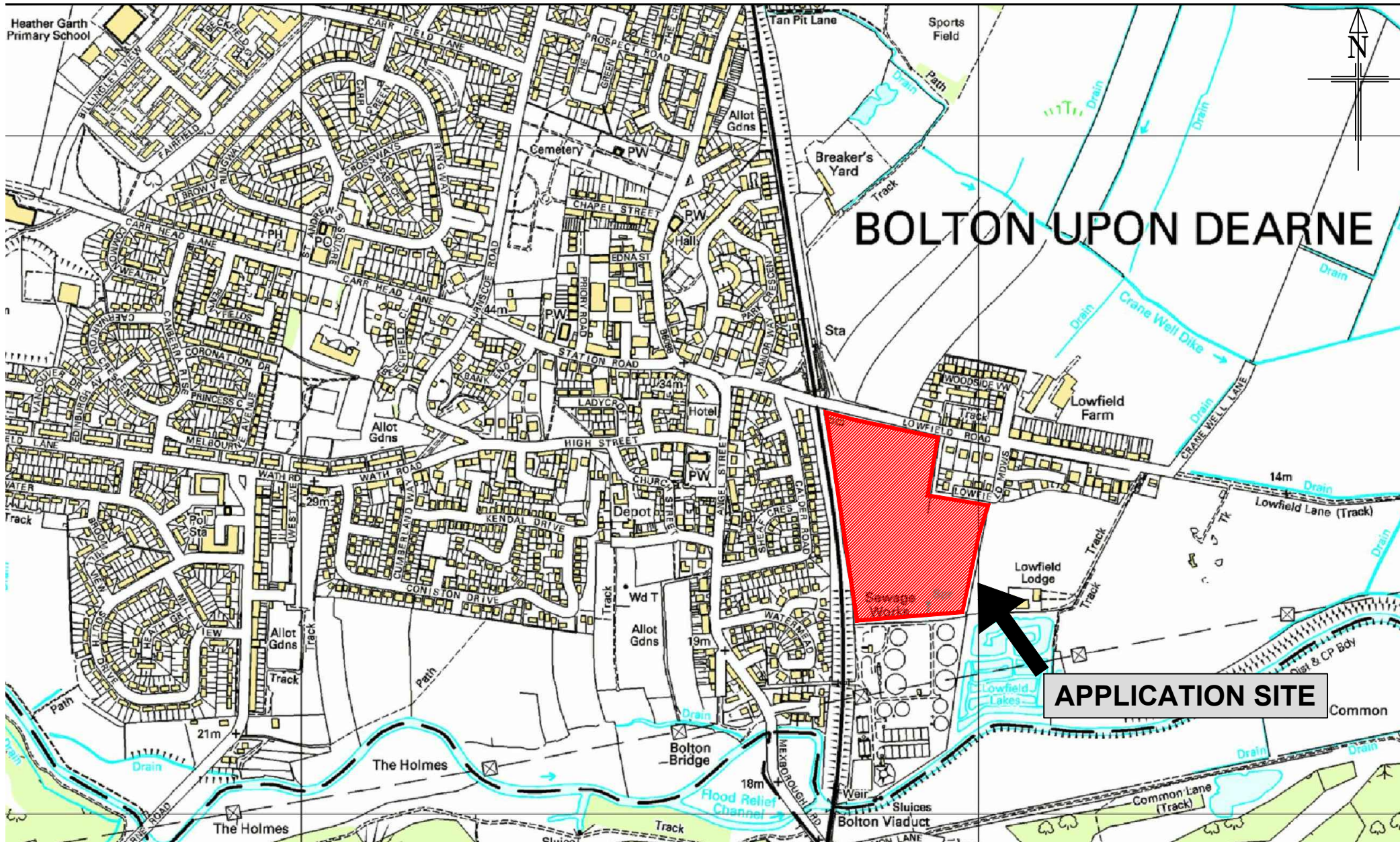
**LOWFIELD ROAD
 BOLTON ON DEARNE
 PHASES 1, 2 & 3
 planning layout**

**GLEESON
 HOMES & REGENERATION**

Scale	1:1000 at A1
Date	14.04.15
Dwg No	449/4-



Appendix TA 5



Client GLEESON REGENERATION AND HOMES

BRYAN • G • HALL
consulting civil & transportation planning engineers

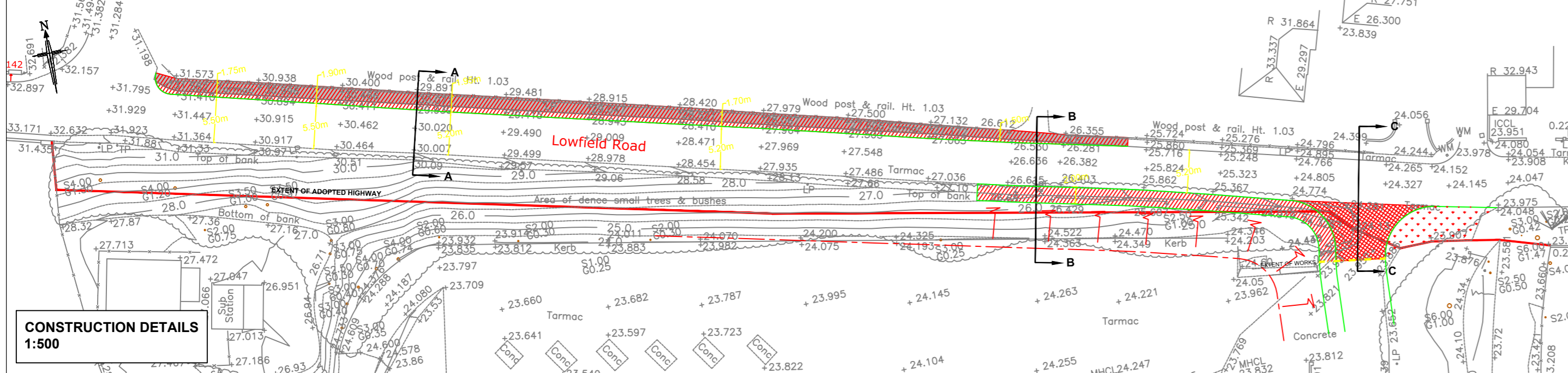
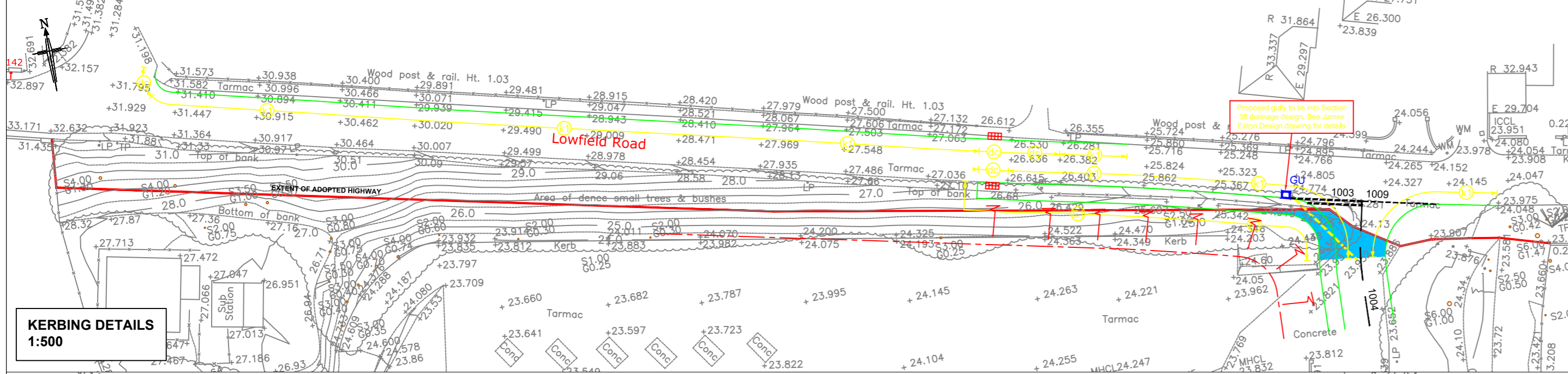
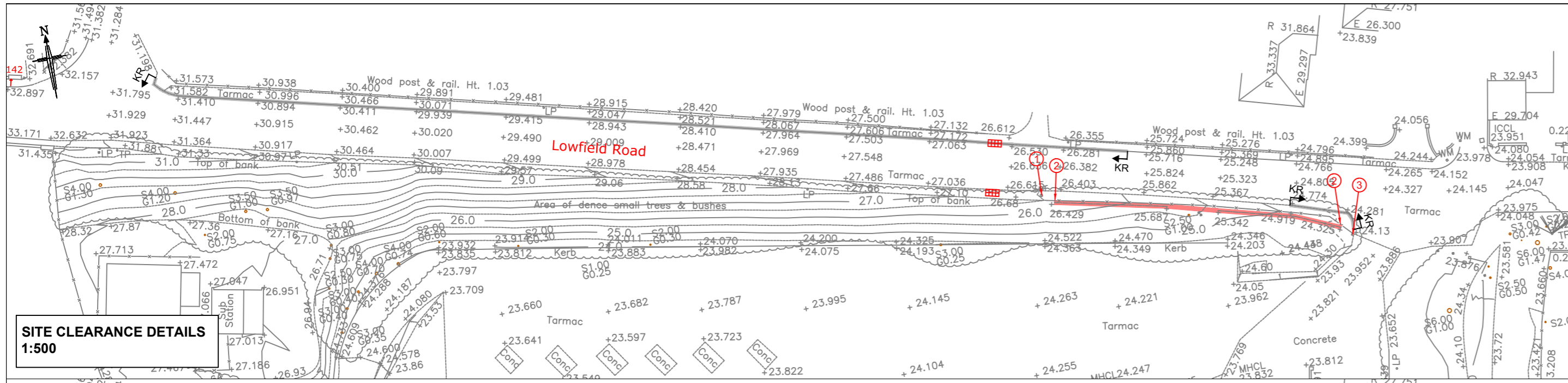
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http://www.bryanghall.co.uk

Project BOLTON UPON DEARNE
SOUTH YORKSHIRE

Title SITE LOCATION PLAN
IN RELATION TO THE LOCAL HIGHWAY NETWORK

Rev	Amendments	Date	Drawn	Chkd	Appr	Date
Scale	1:5,000 @ A4	MARCH 2013	Doc	Sheet No		
Drawn	RD	Checked	AM	Approved	DJP	
Job No	13-141	Drawing No	APPENDIX 2		Rev	-

Appendix TA 6



SITE CLEARANCE

- ① Existing inspection chamber cover to be adjusted to match new footway levels.
- ② Length of existing vegetation to be taken down and roots grubbed up in accordance with clause 202 of the Specification for Highway Works.
- ③ Existing gate post and foundation to be taken up and removed to tip off site.

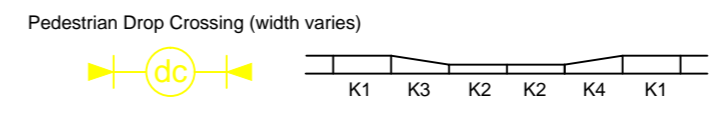


ROAD MARKING DETAILS

Diagram	Description
1004	400mm line 2000mm gap 100mm wide
1003	600mm line 300mm gap 200mm wide
1009	600mm line 300mm gap 100mm wide

KERBING DETAILS

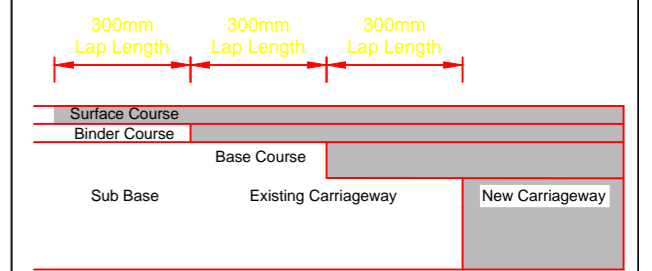
- 400 x 400 Buff tactile paving to BS 7263 - 3, BS, EN 1339: 2003 & South Yorkshire standard detail 13/14
 - Area of land to be dedicated as highway
 - 450mm diameter pcc gully and D400 cover and frame.
- K1 = 125mm x 255mm pcc half battered - 100mm upstand
 K2 = 125mm x 150mm pcc bull nose kerb - 0mm upstand
 K3 = 125mm x 255mm pcc transition kerb
 K4 = 125mm x 255mm pcc transition kerb
 E1 = 150mm x 50mm pcc edging kerb
 dc = Pedestrian drop crossing - 0-6mm upstand



Drawing Number	12/126/DE/100/001	Revision	A
----------------	-------------------	----------	---

- Notes**
- All works to be carried out in accordance with Barnsley Borough Council Council Highway Specification, and standard details unless otherwise instructed by Local Highway Officer.
 - All dimensions in millimetres unless otherwise stated.
 - The depth of foundations, beds channels etc. shall be 150mm, unless otherwise shown.
 - Although the underside of foundations are shown horizontal on the detail, allowance must be made for cross falls of formations and pavement courses.
 - Concrete for foundations and backing shall be mix ST4.
 - Unless otherwise shown on the drawing all kerbs to be vertical and upstand 125mm above the adjacent finished road surface.
 - All bedding concrete to be laid on a minimum of 150mm thick Type 1 sub-base.
 - Precast concrete kerbs to BS EN 1340.
 - All kerbs and edgings to be laid in accordance with BS 7533-6.
 - The mortar bed may be omitted if kerbs are being laid on wet laid concrete.
 - A pedestrian route through the works shall be maintained at all times and absolutely defined by suitable barriers and lights where necessary.
 - All paving details to tie into existing.
 - The contractor is obliged to obtain necessary road opening notices or licenses prior to commencement of the works.
 - All statutory undertakers covers and frames to be lifted/lowered to suit new footway levels prior to surfacing.
 - All services should be located on site prior to any works being carried out.
 - The contractor is to hand dig any trial pits to locate any services which may be affected by the proposed works.
 - All brick, masonry and PCC Kerbs shall be taken away and recycled where possible.

TYPICAL CARRIAGEWAY TIE IN DETAIL N.T.S.



CONSTRUCTION DETAILS

- New Carriageway Construction**
 25mm Dense Bitumen Macadam 125 pen surface course (6mm n.s)
 50mm Dense Bitumen Macadam 125 pen binder course (20mm n.s)
 70mm Dense Bitumen Macadam 125 pen base course
 390mm of Type 1 Sub-base
- New Flexible Footway Surfacing**
 In areas of less than 1.0m carriageway construction ST4 concrete to be used in lieu of sub base
- Footway Resurfacing**
 Where required break out existing material
 25mm Dense Bitumen Macadam 190 pen surface course (6mm n.s)
 55mm Dense Bitumen Macadam 190 pen binder course
 150mm Type 1 sub-base
- Proposed Verges**
 Break out existing bituminous footway surface
 Proof Roll existing sub base material
 Regulate with Binder Course material if required
 25mm Dense Bitumen Macadam 190 pen surface course (6mm n.s)
 55mm Dense Bitumen Macadam 190 pen binder course
- Proposed Topsoil and Seed**
 Break out existing construction and replace with:
 150mm Topsoil and Seed

General Note:
Base material to be laid in two layers when thickness is greater than 100mm

Do not scale this drawing

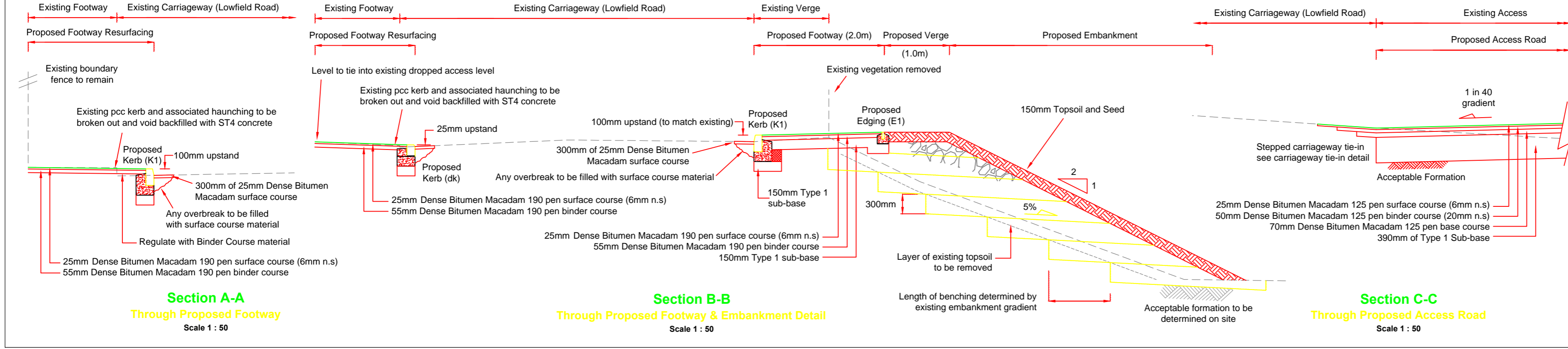
Rev	Date	Amendments	Dm	Chk	App
A	27.02.13	Amended to Barnsley MBC comments received via email on 25.02.13	CT	IE	

BRYAN G HALL
consulting civil & transportation planning engineers

Status	FOR APPROVAL
Client	GLEESON HOMES
Project	LOWFIELD ROAD, BOLTON UPON DEARNE
Title	PROPOSED ACCESS IMPROVEMENTS

Drawing No.	12/126/DE/100/001	Revision	A
Scale	AS SHOWN	Job No.	12-126
A2 - 420 x 594	Drawn CT	Date	31/01/13
	Checked JP	Approved	RBC

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Section A-A
Through Proposed Footway
Scale 1 : 50

Section B-B
Through Proposed Footway & Embankment Detail
Scale 1 : 50

Section C-C
Through Proposed Access Road
Scale 1 : 50

Appendix TA 7

Appendix TA 8

BRYAN G HALL - SPEED ANALYSIS	
<u>Northbound</u>	<u>Southbound</u>
31	28
27	27
27	26
23	24
23	24
23	22
23	22
22	22
22	21
22	21
21	21
21	21
21	21
20	20
20	20
19	20
19	19
18	19
18	17
16	17
<u>NB 85th Total:</u>	<u>SB 85th Total:</u>
23.6	24.3

Appendix TA 9

		Ahead to Station Road	Right turn to Station Road	Hourly total
7:00-7:15	Cars	50	5	
	HGV	0	0	
7:15-7:30	Cars	53	11	
	HGV	1	0	
7:30-7:45	Cars	82	11	
	HGV	0	0	
7:45-8:00	Cars	66	7	288
	HGV	1	1	
8:00-8:15	Cars	94	5	332
	HGV	2	1	
8:15-8:30	Cars	94	5	372
	HGV	2	1	
8:30-8:45	Cars	99	6	389
	HGV	5	0	
8:45-9:00	Cars	65	10	389
	HGV	0	0	
9:00-9:15	Cars	64	3	360
	HGV	6	0	
9:15-9:30	Cars	75	4	347
	HGV	10	0	

		Ahead to Station Road	Right turn to Station Road	Hourly total
16:00-16:15	Cars	70	15	
	HGV	2	0	
16:15-16:30	Cars	96	19	
	HGV	3	0	
16:30-16:45	Cars	136	11	
	HGV	5	1	
16:45-17:00	Cars	151	13	523
	HGV	1	0	
17:00-17:15	Cars	159	13	609
	HGV	1	0	
17:15-17:30	Cars	133	17	644
	HGV	3	0	
17:30-17:45	Cars	244	9	745
	HGV	1	0	
17:45-18:00	Cars	137	19	736
	HGV	0	0	
18:00-18:15	Cars	130	18	711
	HGV	0	0	
18:15-18:30	Cars	149	27	735
	HGV	1	0	

		Left turn to Angel Street	Right turn to Station Road(NW)	Hourly total
7:00-7:15	Cars	11	9	
	HGV	0	0	
7:15-7:30	Cars	18	10	
	HGV	0	0	
7:30-7:45	Cars	33	24	
	HGV	0	0	
7:45-8:00	Cars	15	16	136
	HGV	0	0	
8:00-8:15	Cars	17	28	206
	HGV	0	0	
8:15-8:30	Cars	17	28	
	HGV	0	0	
8:30-8:45	Cars	26	27	174
	HGV	0	0	
8:45-9:00	Cars	25	11	181
	HGV	2	0	
9:00-9:15	Cars	14	8	158
	HGV	0	0	
9:15-9:30	Cars	13	4	130
	HGV	0	0	

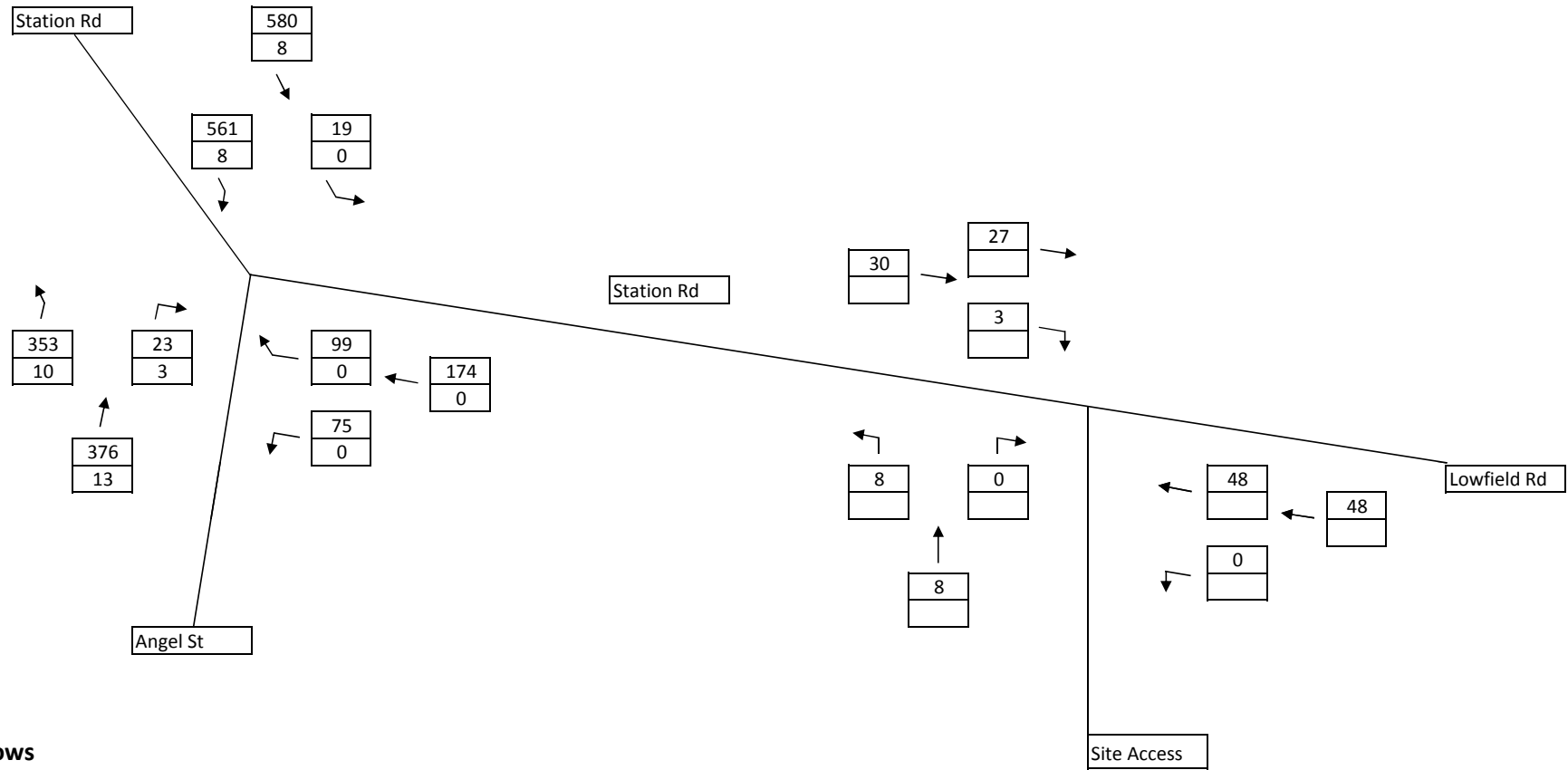
		Left turn to Angel Street	Right turn to Station Road(NW)	Hourly total
16:00-16:15	Cars	10	13	
	HGV	0	2	
16:15-16:30	Cars	12	10	
	HGV	0	0	
16:30-16:45	Cars	4	12	
	HGV	0	1	
16:45-17:00	Cars	9	13	86
	HGV	0	0	
17:00-17:15	Cars	13	3	78
	HGV	0	1	
17:15-17:30	Cars	9	8	73
	HGV	0	0	
17:30-17:45	Cars	20	11	87
	HGV	0	0	
17:45-18:00	Cars	6	12	83
	HGV	0	0	
18:00-18:15	Cars	12	10	88
	HGV	0	0	
18:15-18:30	Cars	10	17	98
	HGV	0	0	

		Left turn to Station Road	Ahead to Angel Street	Hourly Total	Hourly Total
7:00-7:15	Cars	3	42		
	HGV	0	0		
7:15-7:30	Cars	5	69		
	HGV	0	0		
7:30-7:45	Cars	4	136		
	HGV	0	0		
7:45-8:00	Cars	2	116	380	804
	HGV	0	3		
8:00-8:15	Cars	7	143	485	817
	HGV	0	0		
8:15-8:30	Cars	7	148	566	938
	HGV	0	0		
8:30-8:45	Cars	3	154	588	1151
	HGV	0	5		
8:45-9:00	Cars	16	85	572	1142
	HGV	0	4		
9:00-9:15	Cars	11	63	501	1019
	HGV	0	5		
9:15-9:30	Cars	14	69	434	911
	HGV	2	3		

		Left turn to Station Road	Ahead to Angel Street	Hourly total	Hourly total
16:00-16:15	Cars	27	66		
	HGV	0	3		
16:15-16:30	Cars	12	71		
	HGV	1	7		
16:30-16:45	Cars	15	100		
	HGV	0	1		
16:45-17:00	Cars	24	87	415	1024
	HGV	0	1		
17:00-17:15	Cars	17	95	433	1120
	HGV	0	2		
17:15-17:30	Cars	10	99	451	1168
	HGV	0	0		
17:30-17:45	Cars	19	118	472	1304
	HGV	0	0		
17:45-18:00	Cars	13	105	479	1298
	HGV	0	1		
18:00-18:15	Cars	14	94	474	1273
	HGV	0	1		
18:15-18:30	Cars	15	108	488	1321
	HGV	0	0		

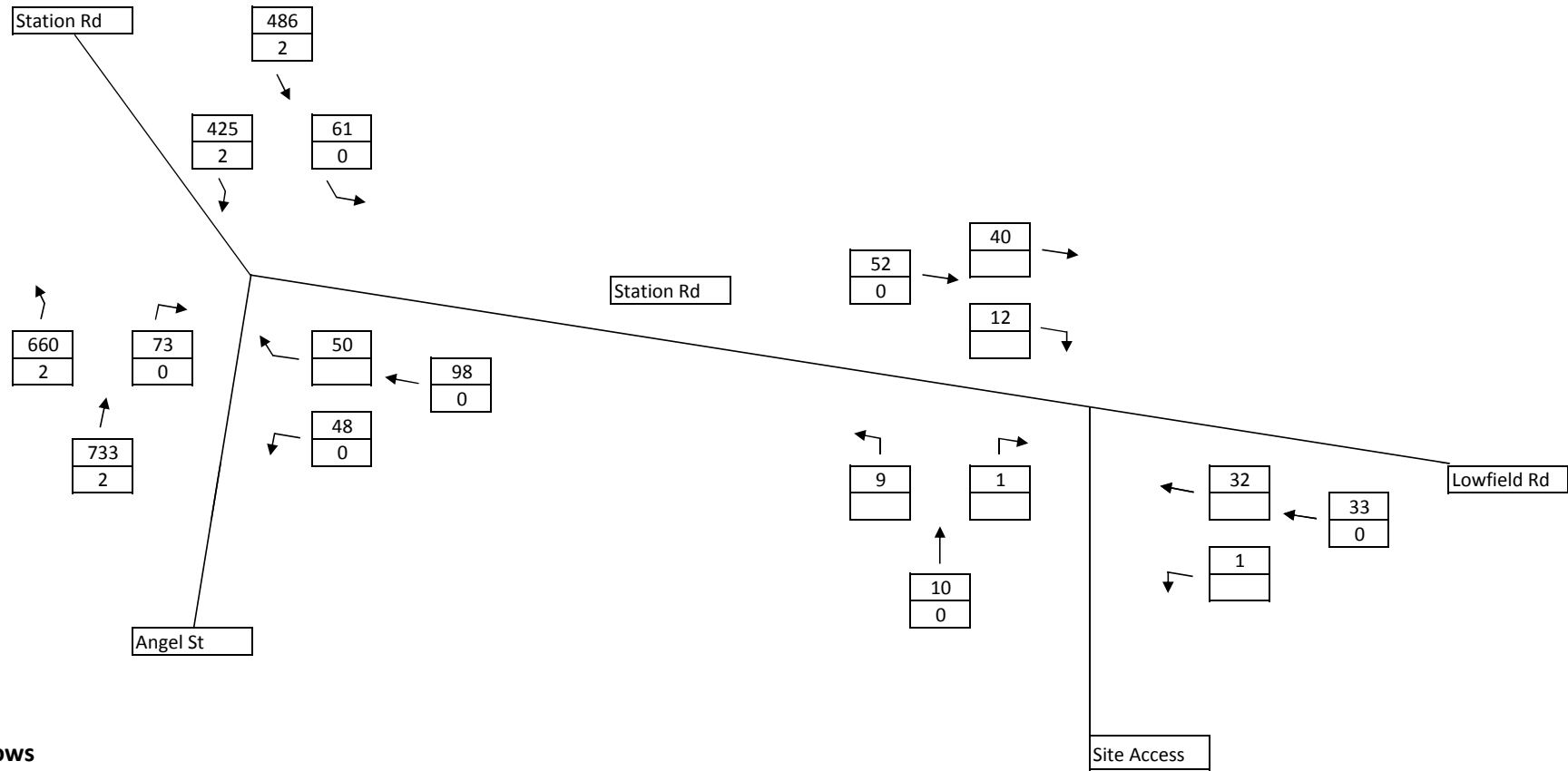
Appendix TA 10

EXISTING 2015 FLOWS
BOLTON UPON DEARNE
 Jan-15
 Existing AM Peak



Traffic Flows
 Total Vehicles
 Total HGVs

EXISTING 2015 FLOWS
BOLTON UPON DEARNE
 Jan-15
 Existing PM Peak



Traffic Flows
 Total Vehicles
 Total HGVs

Appendix TA 11

<h1>Junctions 8</h1>
<h2>PICADY 8 - Priority Intersection Module</h2>
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: B6098 Station Road Angel Street Model.arc8
 Path: Y:\2013\13-126 to 13-150\13-141 Bolton Upon Dearne\Technical\Phase 3\PICADY
 Report generation date: 18/02/2015 13:30:02

Summary of junction performance

	AM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - Existing 2015				
Stream B-AC	0.80	15.17	0.45	C
Stream C-AB	0.05	5.92	0.05	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - Existing 2015, AM Peak" model duration: 08:00 - 09:30
 "D2 - Existing 2015, PM Peak" model duration: 15:45 - 17:15
 "D3 - Base 2020, AM Peak" model duration: 08:00 - 09:30
 "D4 - Base 2020, PM Peak" model duration: 15:45 - 17:15
 "D5 - Predicted 2020, AM Peak" model duration: 08:00 - 09:30
 "D6 - Predicted 2020, PM Peak" model duration: 15:45 - 17:15

Run using Junctions 8.0.2.316 at 18/02/2015 13:30:02

File summary

File Description

Title	B6098 Station Road/Angel Street Priority Junction
Location	Bolton Upon Dearne
Site Number	
Date	18/02/2015
Version	
Status	Preliminary
Identifier	
Client	Gleeson Regeneration and Homes
Jobnumber	13-141
Enumerator	R Donaldson
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing Layout - Existing 2015, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2015, AM Peak	Existing 2015	AM Peak		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	13.97	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B6098 Station Road		Major
B	Station Road		Minor
C	B6098 Angel Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.15		0.00	✓	5.00	83.00	✓	2.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.45										79	94

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None

C	None
---	------

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	575.222	0.090	0.229	0.144	0.326
1	B-C	713.889	0.094	0.239	-	-
1	C-B	811.584	0.271	0.271	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	588.00	100.000
B	ONE HOUR	✓	174.00	100.000
C	ONE HOUR	✓	389.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	19.000	569.000
	B	99.000	0.000	75.000
	C	363.000	26.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.57	0.00	0.43
	C	0.93	0.07	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.45	15.17	0.80	C
C-AB	0.05	5.92	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	131.00	129.57	0.00	493.01	0.266	0.36	9.868	A
C-AB	19.58	19.46	0.00	691.60	0.028	0.03	5.356	A
C-A	273.28	273.28	0.00	-	-	-	-	-
A-B	14.30	14.30	0.00	-	-	-	-	-
A-C	428.37	428.37	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	156.42	155.87	0.00	466.20	0.336	0.50	11.579	B
C-AB	23.39	23.36	0.00	668.40	0.035	0.04	5.580	A
C-A	326.32	326.32	0.00	-	-	-	-	-
A-B	17.08	17.08	0.00	-	-	-	-	-
A-C	511.52	511.52	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	191.58	190.42	0.00	428.72	0.447	0.79	15.031	C
C-AB	28.66	28.62	0.00	636.43	0.045	0.05	5.922	A
C-A	399.63	399.63	0.00	-	-	-	-	-
A-B	20.92	20.92	0.00	-	-	-	-	-
A-C	626.48	626.48	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	191.58	191.53	0.00	428.71	0.447	0.80	15.171	C
C-AB	28.66	28.66	0.00	636.43	0.045	0.05	5.922	A
C-A	399.63	399.63	0.00	-	-	-	-	-

A-B	20.92	20.92	0.00	-	-	-	-	-
A-C	626.48	626.48	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	156.42	157.55	0.00	466.19	0.336	0.51	11.705	B
C-AB	23.39	23.43	0.00	668.40	0.035	0.04	5.583	A
C-A	326.32	326.32	0.00	-	-	-	-	-
A-B	17.08	17.08	0.00	-	-	-	-	-
A-C	511.52	511.52	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	131.00	131.59	0.00	492.97	0.266	0.37	9.979	A
C-AB	19.58	19.61	0.00	691.60	0.028	0.03	5.356	A
C-A	273.28	273.28	0.00	-	-	-	-	-
A-B	14.30	14.30	0.00	-	-	-	-	-
A-C	428.37	428.37	0.00	-	-	-	-	-

<h1>Junctions 8</h1>
<h2>PICADY 8 - Priority Intersection Module</h2>
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: B6098 Station Road Angel Street Model.arc8
 Path: Y:\2013\13-126 to 13-150\13-141 Bolton Upon Dearne\Technical\Phase 3\PICADY
 Report generation date: 18/02/2015 13:31:29

Summary of junction performance

PM Peak				
	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - Existing 2015				
Stream B-AC	0.34	11.44	0.26	B
Stream C-AB	0.14	6.09	0.12	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - Existing 2015, AM Peak" model duration: 08:00 - 09:30
 "D2 - Existing 2015, PM Peak " model duration: 15:45 - 17:15
 "D3 - Base 2020, AM Peak" model duration: 08:00 - 09:30
 "D4 - Base 2020, PM Peak" model duration: 15:45 - 17:15
 "D5 - Predicted 2020, AM Peak" model duration: 08:00 - 09:30
 "D6 - Predicted 2020, PM Peak" model duration: 15:45 - 17:15

Run using Junctions 8.0.2.316 at 18/02/2015 13:31:28

File summary

File Description

Title	B6098 Station Road/Angel Street Priority Junction
Location	Bolton Upon Dearne
Site Number	
Date	18/02/2015
Version	
Status	Preliminary
Identifier	
Client	Gleeson Regeneration and Homes
Jobnumber	13-141
Enumerator	R Donaldson
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing Layout - Existing 2015, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2015, PM Peak	Existing 2015	PM Peak		ONE HOUR	15:45	17:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	9.14	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B6098 Station Road		Major
B	Station Road		Minor
C	B6098 Angel Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.15		0.00	✓	5.00	83.00	✓	2.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.45										79	94

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None

C	None
---	------

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	575.222	0.090	0.229	0.144	0.326
1	B-C	713.889	0.094	0.239	-	-
1	C-B	811.584	0.271	0.271	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	488.00	100.000
B	ONE HOUR	✓	98.00	100.000
C	ONE HOUR	✓	735.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	61.000	427.000
	B	50.000	0.000	48.000
	C	662.000	73.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.13	0.88
	B	0.51	0.00	0.49
	C	0.90	0.10	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	11.44	0.34	B
C-AB	0.12	6.09	0.14	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	73.78	73.08	0.00	493.96	0.149	0.17	8.540	A
C-AB	55.19	54.85	0.00	713.68	0.077	0.08	5.462	A
C-A	498.16	498.16	0.00	-	-	-	-	-
A-B	45.92	45.92	0.00	-	-	-	-	-
A-C	321.47	321.47	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	88.10	87.87	0.00	464.54	0.190	0.23	9.551	A
C-AB	66.13	66.05	0.00	695.82	0.095	0.10	5.716	A
C-A	594.62	594.62	0.00	-	-	-	-	-
A-B	54.84	54.84	0.00	-	-	-	-	-
A-C	383.86	383.86	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	107.90	107.48	0.00	422.61	0.255	0.34	11.406	B
C-AB	81.66	81.52	0.00	672.44	0.121	0.14	6.090	A
C-A	727.59	727.59	0.00	-	-	-	-	-
A-B	67.16	67.16	0.00	-	-	-	-	-
A-C	470.14	470.14	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	107.90	107.89	0.00	422.57	0.255	0.34	11.439	B
C-AB	81.66	81.65	0.00	672.44	0.121	0.14	6.095	A
C-A	727.59	727.59	0.00	-	-	-	-	-

A-B	67.16	67.16	0.00	-	-	-	-	-
A-C	470.14	470.14	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	88.10	88.51	0.00	464.49	0.190	0.24	9.585	A
C-AB	66.13	66.26	0.00	695.82	0.095	0.11	5.718	A
C-A	594.62	594.62	0.00	-	-	-	-	-
A-B	54.84	54.84	0.00	-	-	-	-	-
A-C	383.86	383.86	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	73.78	74.02	0.00	493.86	0.149	0.18	8.580	A
C-AB	55.19	55.27	0.00	713.68	0.077	0.08	5.470	A
C-A	498.16	498.16	0.00	-	-	-	-	-
A-B	45.92	45.92	0.00	-	-	-	-	-
A-C	321.47	321.47	0.00	-	-	-	-	-

Appendix TA 12



What's changed

224

Full Timetable

Doncaster
 Sprotbrough
 High Melton
 Barnburgh
 Goldthorpe
 Bolton on Dearne
 Mexborough

From 26/01/2013



Also available online at
travelsouthyorkshire.com

Operated by:



From Saturday 26 January 2013, changes will be made to the times of service 224.

Journeys from both Doncaster Interchange and Mexborough will depart 5 minutes later Monday to Saturday evenings and all day Sunday.



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:

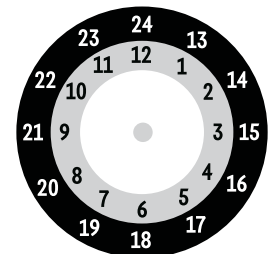
9.00am is shown as 0900

2.15pm is shown as 1415

10.25pm is shown as 2225

24 hour times

12 hour times



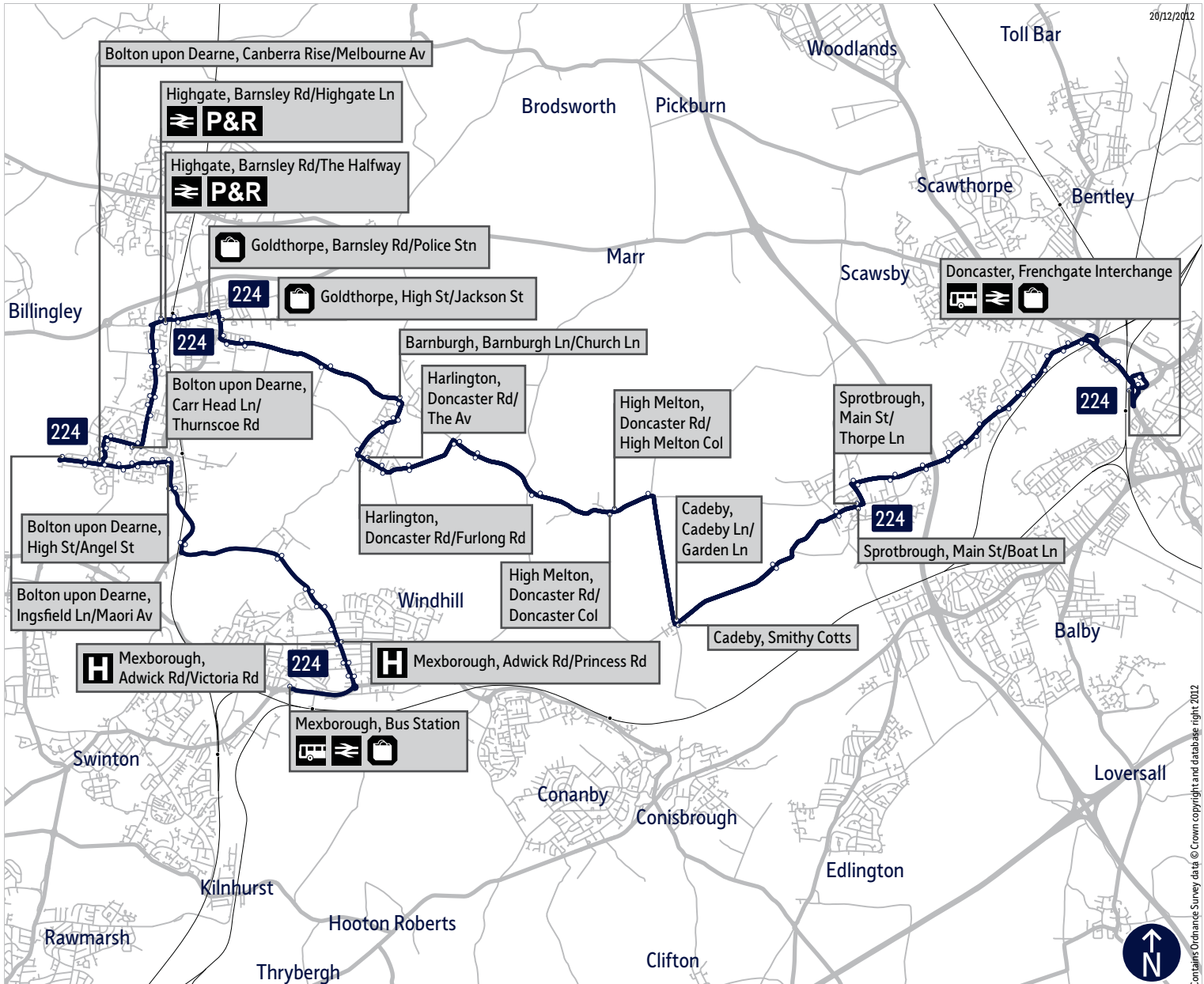
Stopping points for service 224

Doncaster Frenchgate Interchange ▶ Trafford Way ▶ North Bridge Road ▶ **Sprotbrough** ▶ Sprotbrough Road ▶ Melton Road ▶ Main Street ▶ Doncaster Road ▶ **Cadeby** ▶ **High Melton** ▶ Doncaster Road ▶ Ludwell Hill ▶ **Barnburgh** ▶ **Harlington** ▶ Doncaster Road ▶ Furlong Road ▶ **Barnburgh** ▶ Hollowgate ▶ Barnburgh Lane ▶ **Goldthorpe** ▶ Barnsley Road ▶ **Highgate** ▶ Highgate Lane ▶ **Bolton Upon Dearne** ▶ Carr Head Lane ▶ Canberra Rise ▶ Ingsfield Lane ▶ Wath Road ▶ High Street ▶ Mexborough Road ▶ **Adwick Upon Dearne** ▶ Hound Hill Lane ▶ Adwick Road ▶ **Mexborough, Mexborough Bus Station**

Mexborough, Mexborough Bus Station ▶ Adwick Road ▶ **Adwick Upon Dearne** ▶ Hound Hill Lane ▶ **Bolton Upon Dearne** ▶ Mexborough Road ▶ High Street ▶ Wath Road ▶ Ingsfield Lane ▶ Canberra Rise ▶ Carr Head Lane ▶ Highgate Lane ▶ **Highgate** ▶ Barnsley Road ▶ **Goldthorpe** ▶ High Street ▶ Barnburgh Lane ▶ **Barnburgh** ▶ Hollowgate ▶ **Harlington** ▶ Doncaster Road ▶ **Barnburgh** ▶ Ludwell Hill ▶ **High Melton** ▶ Doncaster Road ▶ **Cadeby** ▶ Cadeby Lane ▶ **Sprotbrough** ▶ Main Street ▶ Melton Road ▶ Sprotbrough Road ▶ North Bridge Road ▶ Church View ▶ Trafford Way ▶ **Doncaster Frenchgate Interchange**

Bus route map for service 224

20/12/2012



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

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224 ▶ Monday to Friday

Doncaster Centre ▶ Mexborough

Doncaster, Frenchgate Interchange	0635	0740	0810	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515
Sprotbrough, Main St/Boat Ln	0648	0753	0823	0858	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528
Cadeby, Smithy Cotts	0653	0758	0828	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533
High Melton, Doncaster Rd/Doncaster Col	0656	0801	0831	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536
Harlington, Doncaster Rd/Furlong Rd	0701	0806	0836	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1541
Barnburgh, Barnburgh Ln/Church Ln	0704	0809	0839	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544
Goldthorpe, Barnsley Rd/Police Stn	0709	0814	0844	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449	1519	1549
Highgate, Barnsley Rd/The Halfway	0711	–	0846	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421	1451	1521	1551
Bolton upon Dearne, Carr Head Ln/Thurnscoe Rd	0715	–	0850	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555
Bolton upon Dearne, Ingsfield Ln/Maori Av	0718	–	0853	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558
Bolton upon Dearne, High St/Angel St	0721	–	–	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601
Mexborough, Adwick Rd/Princess Rd	0727	–	–	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607
Mexborough, Bus Station	0730	–	–	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610

224 ▶ Monday to Friday (continued)

Doncaster Centre ▶ Mexborough

Doncaster, Frenchgate Interchange	1620	1650	1725	1755	1820	1855	1955	2055	2155	2310							
Sprotbrough, Main St/Boat Ln	1634	1704	1739	1807	1832	1907	2007	2107	2207	2322							
Cadeby, Smithy Cotts	1638	1708	1743	1811	–	1911	2011	2111	2211	2326							
High Melton, Doncaster Rd/Doncaster Col	1641	1711	1746	1814	–	1914	2014	2114	2214	2329							
Harlington, Doncaster Rd/Furlong Rd	1646	1716	1751	1819	–	1919	2019	2119	2219	2334							
Barnburgh, Barnburgh Ln/Church Ln	1649	1719	1754	1822	–	1922	2022	2122	2222	2337							
Goldthorpe, Barnsley Rd/Police Stn	1654	1724	1759	1826	–	1926	2026	2126	2226	2341							
Highgate, Barnsley Rd/The Halfway	1656	1726	1801	1828	–	1928	2028	2128	2228	2343							
Bolton upon Dearne, Carr Head Ln/Thurnscoe Rd	1700	1730	1805	1831	–	1931	2031	2131	2231	2346							
Bolton upon Dearne, Ingsfield Ln/Maori Av	1703	1733	1808	1834	–	1934	2034	2134	2234	2349							
Bolton upon Dearne, High St/Angel St	1706	1736	1811	1837	–	1937	2037	2137	2237	2352							
Mexborough, Adwick Rd/Princess Rd	1712	1742	1817	1842	–	1942	2042	2142	2242	2357							
Mexborough, Bus Station	1715	1745	1820	1845	–	1945	2045	2145	2245	0000							

224 ▶ Monday to Friday
Mexborough ▶ Doncaster Centre

Mexborough, Bus Station	0635	0705	0735	–	–	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445
Mexborough, Adwick Rd/Victoria Rd	0638	0708	0738	–	–	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418	1448
Bolton upon Dearne, High St/Angel St	0642	0712	0742	–	–	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452
Bolton upon Dearne, Ingsfield Ln/Maori Av	0646	0716	0746	–	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456
Bolton upon Dearne, Canberra Rise/Melbourne Av	0650	0720	0750	–	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500
Highgate, Barnsley Rd/Highgate Ln	0653	0723	0753	–	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503
Goldthorpe, High St/Jackson St	0656	0726	0756	0816	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506
Barnburgh, Barnburgh Ln/Church Ln	0700	0730	0800	0820	0910	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510
Harlington, Doncaster Rd/The Av	0703	0733	0803	0823	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513
High Melton, Doncaster Rd/High Melton Col	0709	0739	0809	0829	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449	1519
Cadeby, Cadeby Ln/Garden Ln	0712	0742	0812	0832	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522
Sprotbrough, Main St/Thorpe Ln	0717	0746	0816	0836	0927	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456	1526
Doncaster, Frenchgate Interchange	0730	0805	0835	0855	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540

224 ▶ Monday to Friday (continued)
Mexborough ▶ Doncaster Centre

Mexborough, Bus Station	1515	1545	1615	1725	1755	1900	2000	2100	2200
Mexborough, Adwick Rd/Victoria Rd	1518	1548	1618	1728	1758	1903	2003	2103	2203
Bolton upon Dearne, High St/Angel St	1522	1552	1622	1732	1802	1907	2007	2107	2207
Bolton upon Dearne, Ingsfield Ln/Maori Av	1526	1556	1626	1735	1805	1910	2010	2110	2210
Bolton upon Dearne, Canberra Rise/Melbourne Av	1530	1600	1630	1738	1808	1913	2013	2113	2213
Highgate, Barnsley Rd/Highgate Ln	1533	1603	1633	1741	1811	1916	2016	2116	2216
Goldthorpe, High St/Jackson St	1536	1606	1636	1744	1814	1919	2019	2119	2219
Barnburgh, Barnburgh Ln/Church Ln	1540	1610	1640	1748	1818	1923	2023	2123	2223
Harlington, Doncaster Rd/The Av	1543	1613	1643	1751	1821	1926	2026	2126	2226
High Melton, Doncaster Rd/High Melton Col	1549	1619	1649	1756	1826	1931	2031	2131	2231
Cadeby, Cadeby Ln/Garden Ln	1552	1622	1652	1759	1829	1934	2034	2134	2234
Sprotbrough, Main St/Thorpe Ln	1556	1626	1656	1803	1833	1938	2038	2138	2238
Doncaster, Frenchgate Interchange	1610	1640	1710	1815	1845	1950	2050	2150	2250

224 ▶ Saturday
Doncaster Centre ▶ Mexborough

Doncaster, Frenchgate Interchange	0635	0745	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545
Sprotbrough, Main St/Boat Ln	0648	0758	0858	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558
Cadeby, Smithy Cotts	0653	0803	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1603
High Melton, Doncaster Rd/Doncaster Col	0656	0806	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536	1606
Harlington, Doncaster Rd/Furlong Rd	0701	0811	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1541	1611
Barnburgh, Barnburgh Ln/Church Ln	0704	0814	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614
Goldthorpe, Barnsley Rd/Police Stn	0709	0819	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449	1519	1549	1619
Highgate, Barnsley Rd/The Halfway	0711	0821	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421	1451	1521	1551	1621
Bolton upon Dearne, Carr Head Ln/Thurnscoe Rd	0715	0825	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555	1625
Bolton upon Dearne, Ingsfield Ln/Maori Av	0718	0828	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558	1628
Bolton upon Dearne, High St/Angel St	0721	0831	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	-
Mexborough, Adwick Rd/Princess Rd	0727	0837	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	-
Mexborough, Bus Station	0730	0840	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610	-

224 ▶ Saturday (continued)
Doncaster Centre ▶ Mexborough

Doncaster, Frenchgate Interchange	1615	1645	1720	1750	1855	1955	2055	2155	2310
Sprotbrough, Main St/Boat Ln	1628	1658	1733	1802	1907	2007	2107	2207	2322
Cadeby, Smithy Cotts	1633	1703	1738	1806	1911	2011	2111	2211	2326
High Melton, Doncaster Rd/Doncaster Col	1636	1706	1741	1809	1914	2014	2114	2214	2329
Harlington, Doncaster Rd/Furlong Rd	1641	1711	1746	1814	1919	2019	2119	2219	2334
Barnburgh, Barnburgh Ln/Church Ln	1644	1714	1749	1817	1922	2022	2122	2222	2337
Goldthorpe, Barnsley Rd/Police Stn	1649	1719	1754	1821	1926	2026	2126	2226	2341
Highgate, Barnsley Rd/The Halfway	1651	1721	1756	1823	1928	2028	2128	2228	2343
Bolton upon Dearne, Carr Head Ln/Thurnscoe Rd	1655	1725	1800	1826	1931	2031	2131	2231	2346
Bolton upon Dearne, Ingsfield Ln/Maori Av	1658	1728	1803	1829	1934	2034	2134	2234	2349
Bolton upon Dearne, High St/Angel St	1701	1731	1806	1832	1937	2037	2137	2237	2352
Mexborough, Adwick Rd/Princess Rd	1707	1737	1812	1837	1942	2042	2142	2242	2357
Mexborough, Bus Station	1710	1740	1815	1840	1945	2045	2145	2245	0000

224 ▶ Sunday**Doncaster Centre ▶ Mexborough**

Doncaster, Frenchgate Interchange	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055	2155	2255
Sprotbrough, Main St/Boat Ln	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2007	2107	2207	2307
Cadeby, Smithy Cotts	0911	1011	1111	1211	1311	1411	1511	1611	1711	1811	1911	2011	2111	2211	2311
High Melton, Doncaster Rd/Doncaster Col	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814	1914	2014	2114	2214	2314
Harlington, Doncaster Rd/Furlong Rd	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919	2019	2119	2219	2319
Barnburgh, Barnburgh Ln/Church Ln	0922	1022	1122	1222	1322	1422	1522	1622	1722	1822	1922	2022	2122	2222	2322
Goldthorpe, Barnsley Rd/Police Stn	0926	1026	1126	1226	1326	1426	1526	1626	1726	1826	1926	2026	2126	2226	2326
Highgate, Barnsley Rd/The Halfway	0928	1028	1128	1228	1328	1428	1528	1628	1728	1828	1928	2028	2128	2228	2328
Bolton upon Dearne, Carr Head Ln/Thurnscoe Rd	0931	1031	1131	1231	1331	1431	1531	1631	1731	1831	1931	2031	2131	2231	2331
Bolton upon Dearne, Ingsfield Ln/Maori Av	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834	1934	2034	2134	2234	2334
Bolton upon Dearne, High St/Angel St	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937	2037	2137	2237	2337
Mexborough, Adwick Rd/Princess Rd	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842	1942	2042	2142	2242	2342
Mexborough, Bus Station	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845	1945	2045	2145	2245	2345

224 ▶ Sunday**Mexborough ▶ Doncaster Centre**

Mexborough, Bus Station	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200
Mexborough, Adwick Rd/Victoria Rd	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803	1903	2003	2103	2203
Bolton upon Dearne, High St/Angel St	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2007	2107	2207
Bolton upon Dearne, Ingsfield Ln/Maori Av	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1910	2010	2110	2210
Bolton upon Dearne, Canberra Rise/Melbourne Av	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	1913	2013	2113	2213
Highgate, Barnsley Rd/Highgate Ln	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816	1916	2016	2116	2216
Goldthorpe, High St/Jackson St	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919	2019	2119	2219
Barnburgh, Barnburgh Ln/Church Ln	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923	2023	2123	2223
Harlington, Doncaster Rd/The Av	0926	1026	1126	1226	1326	1426	1526	1626	1726	1826	1926	2026	2126	2226
High Melton, Doncaster Rd/High Melton Col	0931	1031	1131	1231	1331	1431	1531	1631	1731	1831	1931	2031	2131	2231
Cadeby, Cadeby Ln/Garden Ln	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834	1934	2034	2134	2234
Sprotbrough, Main St/Thorpe Ln	0938	1038	1138	1238	1338	1438	1538	1638	1738	1838	1938	2038	2138	2238
Doncaster, Frenchgate Interchange	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950	2050	2150	2250



226

Full Timetable

Barnsley
 Stairfoot
 Wombwell
 Wath upon Dearne
 Bolton on Dearne
 Goldthorpe
 Thurnscoe

From 21/07/2012

Also serves:
 Ventura House



Also available online at
travelsouthyorkshire.com

Operated by:



What's changed

From Saturday 21 July 2012, there will be changes to the times of service 226.

The Monday to Saturday timetable is revised in the early morning and late evening.



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:

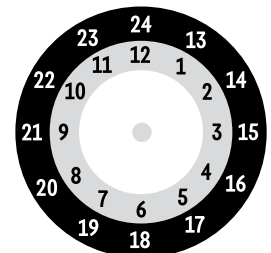
9.00am is shown as 0900

2.15pm is shown as 1415

10.25pm is shown as 2225

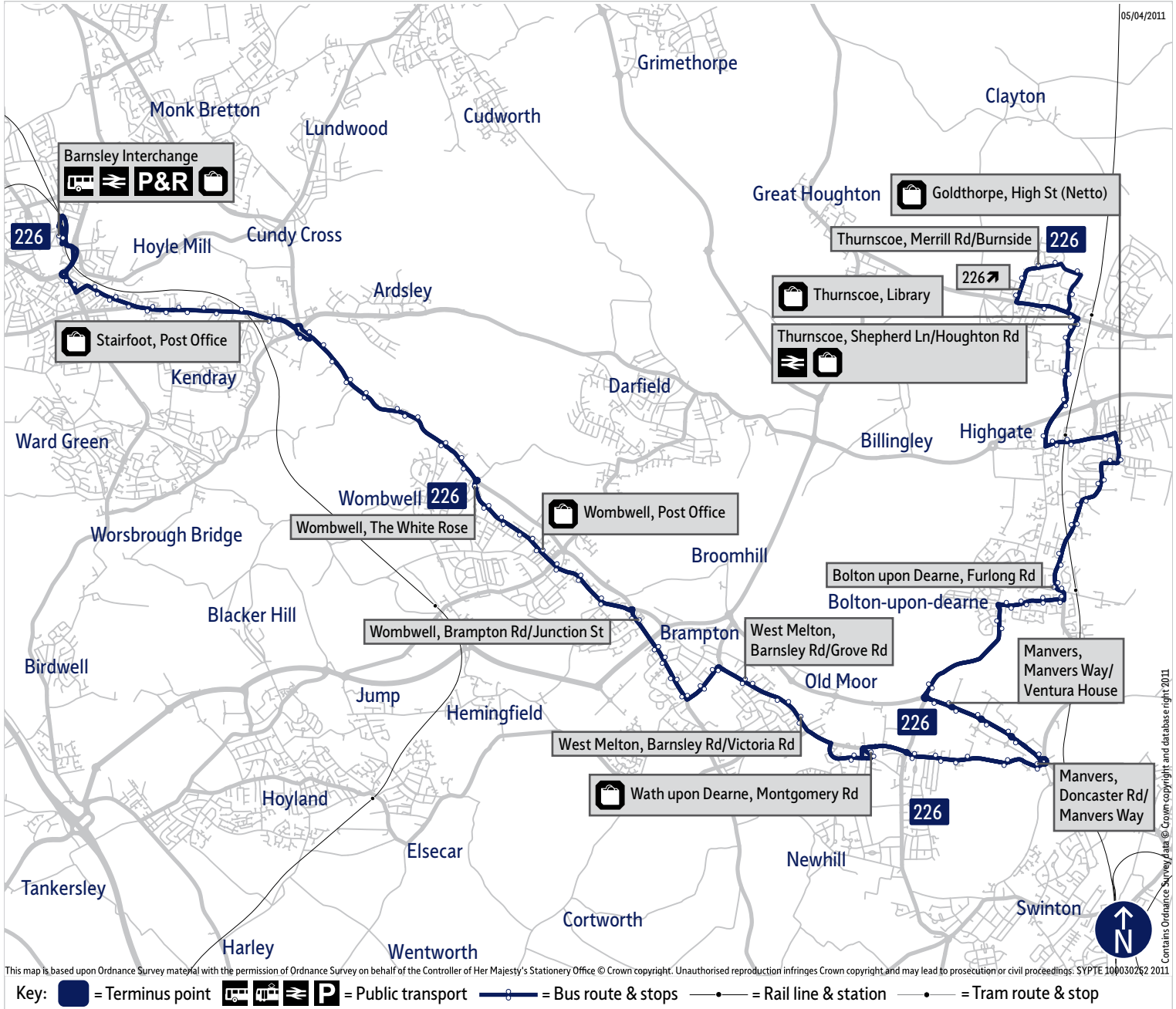
24 hour times

12 hour times



Bus route map for service 226

05/04/2011



226 ▶ Monday to Friday

Barnsley Centre ▶ Thurnscoe

Barnsley, Interchange	-	0635	0705	0735	0810	0840	0910	0940	1010	1040	1110	1140	1210
Stairfoot, Post Office	-	0643	0713	0743	0818	0848	0918	0948	1018	1048	1118	1148	1218
Wombwell, The White Rose	0620	-	-	-	-	-	-	-	-	-	-	-	-
Wombwell, Post Office	0622	0652	0722	0752	0827	0857	0927	0957	1027	1057	1127	1157	1227
Wombwell, Brampton Rd/Junction St	0626	0656	0726	0756	0831	0901	0931	1001	1031	1101	1131	1201	1231
West Melton, Barnsley Rd/Grove Rd	0631	0701	0731	0801	0836	0906	0936	1006	1036	1106	1136	1206	1236
West Melton, Barnsley Rd/Victoria Rd	0632	0702	0732	0802	0837	0907	0937	1007	1037	1107	1137	1207	1237
Wath upon Dearne, Montgomery Rd	a. 0636	0706	0736	0806	0841	0911	0941	1011	1041	1111	1141	1211	1241
Wath upon Dearne, Montgomery Rd	d. 0639	0709	0739	0809	0844	0914	0944	1014	1044	1114	1144	1214	1244
Manvers, Doncaster Rd/Manvers Way	0644	0714	0744	0814	0849	0919	0949	1019	1049	1119	1149	1219	1249
Manvers, Manvers Way/Ventura House	0646	0716	0746	0816	0851	0921	0951	1021	1051	1121	1151	1221	1251
Bolton upon Dearne, Furlong Rd	0652	0722	0752	0822	0857	0927	0957	1027	1057	1127	1157	1227	1257
Goldthorpe, Police Stn	0658	0728	0758	0828	0903	0933	1003	1033	1103	1133	1203	1233	1303
Thurnscoe, Library	0704	0734	0804	0834	0909	0939	1009	1039	1109	1139	1209	1239	1309
Thurnscoe, Merrill Rd/Burnside	0706	0736	0806	0836	0911	0941	1011	1041	1111	1141	1211	1241	1311

226 ▶ Monday to Friday (continued)

Barnsley Centre ▶ Thurnscoe

Barnsley, Interchange	1240	1310	1340	1410	1445	1515	1550	1620	1650	1720	1750	1830	1900
Stairfoot, Post Office	1248	1318	1348	1418	1453	1523	1558	1628	1658	1728	1758	1838	1908
Wombwell, The White Rose	-	-	-	-	-	-	-	-	-	-	-	-	-
Wombwell, Post Office	1257	1327	1357	1427	1502	1532	1607	1637	1707	1737	1807	1846	1916
Wombwell, Brampton Rd/Junction St	1301	1331	1401	1431	1506	1536	1611	1641	1711	1741	1811	1850	1920
West Melton, Barnsley Rd/Grove Rd	1306	1336	1406	1436	1511	1541	1616	1646	1716	1746	1816	1854	1924
West Melton, Barnsley Rd/Victoria Rd	1307	1337	1407	1437	1512	1542	1617	1647	1717	1747	1817	1855	1925
Wath upon Dearne, Montgomery Rd	a. 1311	1341	1411	1441	1516	1546	1621	1651	1721	1751	1821	1859	1929
Wath upon Dearne, Montgomery Rd	d. 1314	1344	1414	1444	1519	1549	1624	1654	1724	1754	1824	1901	1931
Manvers, Doncaster Rd/Manvers Way	1319	1349	1419	1449	1524	1554	1629	1659	1729	1759	1829	1905	1935
Manvers, Manvers Way/Ventura House	1321	1351	1421	1451	1526	1556	1631	1701	1731	1801	1831	1907	1937
Bolton upon Dearne, Furlong Rd	1327	1357	1427	1457	1532	1602	1637	1707	1737	1807	1837	1913	1943
Goldthorpe, Police Stn	1333	1403	1433	1503	1538	1608	1643	1713	1743	1813	1843	1918	1948
Thurnscoe, Library	1339	1409	1439	1509	1544	1614	1649	1719	1749	1819	1849	1924	1954
Thurnscoe, Merrill Rd/Burnside	1341	1411	1441	1511	1546	1616	1651	1721	1751	1821	1851	1926	1956

226 ▶ Monday to Friday (continued)
Barnsley Centre ▶ Thurnscoe

Barnsley, Interchange	1935	2005	2035	2105	2135	2205	2305
Stairfoot, Post Office	1943	2013	2043	2113	2143	2213	2313
Wombwell, The White Rose	-	-	-	-	-	-	-
Wombwell, Post Office	1951	2021	2051	2121	2151	2221	2321
Wombwell, Brampton Rd/Junction St	1955	2025	2055	2125	2155	2225	2325
West Melton, Barnsley Rd/Grove Rd	1959	2029	2059	2129	2159	2229	2329
West Melton, Barnsley Rd/Victoria Rd	2000	2030	2100	2130	2200	2230	2330
Wath upon Dearne, Montgomery Rd	a. 2004	2034	2104	2134	2204	2234	2334
Wath upon Dearne, Montgomery Rd	d. 2006	2036	2106	2136	2206	2236	2336
Manvers, Doncaster Rd/Manvers Way	2010	2040	2110	2140	2210	2240	2340
Manvers, Manvers Way/Ventura House	2012	2042	2112	2142	2212	2242	2342
Bolton upon Dearne, Furlong Rd	2018	2048	2118	2148	2218	2248	2348
Goldthorpe, Police Stn	2023	2053	2123	2153	2223	2253	2353
Thurnscoe, Library	2029	2059	2129	2159	-	2259	2359
Thurnscoe, Merrill Rd/Burnside	2031	2101	2131	2201	-	2301	0001

226 ▶ Monday to Friday
Thurnscoe ▶ Barnsley Centre

Thurnscoe, Merrill Rd/Burnside	-	0517	0541	0611	0641	0711	0737	0807	0846	0916	0946	1016	1046
Thurnscoe, Shepherd Ln/Houghton Rd	-	0521	0546	0616	0646	0716	0742	0812	0851	0921	0951	1021	1051
Goldthorpe, High St/Netto	-	0527	0552	0622	0652	0722	0749	0819	0857	0927	0957	1027	1057
Bolton upon Dearne, Furlong Rd	-	0532	0558	0628	0658	0728	0756	0826	0903	0933	1003	1033	1103
Manvers, Manvers Way/Ventura	0507	0537	0604	0634	0704	0734	0803	0833	0909	0939	1009	1039	1109
Manvers, Doncaster Rd/Manvers Way	0509	0539	0606	0636	0706	0736	0806	0836	0911	0941	1011	1041	1111
Wath upon Dearne, Montgomery Rd	a. 0512	0542	0611	0641	0711	0741	0811	0841	0916	0946	1016	1046	1116
Wath upon Dearne, Montgomery Rd	d. 0514	0544	0614	0644	0714	0744	0814	0844	0919	0949	1019	1049	1119
West Melton, WMC	0517	0547	0617	0647	0717	0747	0817	0847	0922	0952	1022	1052	1122
West Melton, Barnsley Rd/Grove Rd	0518	0548	0618	0648	0718	0748	0818	0848	0923	0953	1023	1053	1123
Wombwell, Brampton Rd/Junction St	0523	0553	0623	0653	0723	0753	0823	0853	0928	0958	1028	1058	1128
Wombwell, Post Office	0528	0558	0628	0658	0728	0758	0828	0858	0933	1003	1033	1103	1133
Stairfoot, Post Office	0536	0606	0637	0707	0737	0807	0837	0907	0942	1012	1042	1112	1142
Barnsley, Interchange	0545	0615	0646	0716	0746	0816	0846	0916	0951	1021	1051	1121	1151

226 ▶ Monday to Friday (continued)**Thurnscoe ▶ Barnsley Centre**

Thurnscoe, Merrill Rd/Burnside	1116	1146	1216	1246	1316	1346	1416	1446	1516	1551	1621	1656	1726
Thurnscoe, Shepherd Ln/Houghton Rd	1121	1151	1221	1251	1321	1351	1421	1451	1521	1556	1626	1701	1731
Goldthorpe, High St/Netto	1127	1157	1227	1257	1327	1357	1427	1457	1527	1602	1632	1707	1737
Bolton upon Dearne, Furlong Rd	1133	1203	1233	1303	1333	1403	1433	1503	1533	1608	1638	1713	1743
Manvers, Manvers Way/Ventura	1139	1209	1239	1309	1339	1409	1439	1509	1539	1614	1644	1719	1749
Manvers, Doncaster Rd/Manvers Way	1141	1211	1241	1311	1341	1411	1441	1511	1541	1616	1646	1721	1751
Wath upon Dearne, Montgomery Rd	a. 1146	1216	1246	1316	1346	1416	1446	1516	1546	1621	1651	1726	1756
Wath upon Dearne, Montgomery Rd	d. 1149	1219	1249	1319	1349	1419	1449	1519	1549	1624	1659	1729	1759
West Melton, WMC	1152	1222	1252	1322	1352	1422	1452	1522	1552	1627	1702	1732	1802
West Melton, Barnsley Rd/Grove Rd	1153	1223	1253	1323	1353	1423	1453	1523	1553	1628	1703	1733	1803
Wombwell, Brampton Rd/Junction St	1158	1228	1258	1328	1358	1428	1458	1528	1558	1633	1708	1738	1808
Wombwell, Post Office	1203	1233	1303	1333	1403	1433	1503	1533	1603	1638	1713	1743	1813
Stairfoot, Post Office	1212	1242	1312	1342	1412	1442	1512	1542	1612	1647	1722	1752	1822
Barnsley, Interchange	1221	1251	1321	1351	1421	1451	1521	1551	1621	1656	1731	1801	1831

226 ▶ Monday to Friday (continued)**Thurnscoe ▶ Barnsley Centre**

Thurnscoe, Merrill Rd/Burnside	1756	1826	1856	1931	2001	2031	2101	2201	2301				
Thurnscoe, Shepherd Ln/Houghton Rd	1801	1830	1900	1935	2005	2035	2105	2205	2305				
Goldthorpe, High St/Netto	1807	1836	1906	1941	2011	2041	2111	2211	2311				
Bolton upon Dearne, Furlong Rd	1813	1841	1911	1946	2016	2046	2116	2216	2316				
Manvers, Manvers Way/Ventura	1819	1846	1916	1951	2021	2051	2121	2221	2321				
Manvers, Doncaster Rd/Manvers Way	1821	1848	1918	1953	2023	2053	2123	2223	2323				
Wath upon Dearne, Montgomery Rd	a. 1826	1852	1922	1957	2027	2057	2127	2227	2327				
Wath upon Dearne, Montgomery Rd	d. 1829	1855	1925	2000	2030	2100	2130	2230	2330				
West Melton, WMC	1832	1858	1928	2003	2033	2103	2133	2233	2333				
West Melton, Barnsley Rd/Grove Rd	1833	1859	1929	2004	2034	2104	2134	2234	2334				
Wombwell, Brampton Rd/Junction St	1838	1904	1934	2009	2039	2109	2139	2239	2339				
Wombwell, Post Office	1843	1908	1938	2013	2043	2113	2143	2243	2343				
Stairfoot, Post Office	1852	1916	1946	2021	2051	2121	2151	2251	2351				
Barnsley, Interchange	1901	1925	1955	2030	2100	2130	2200	2300	0000				

226 ▶ Saturday
Barnsley Centre ▶ Thurnscoe

Barnsley, Interchange	–	0710	0740	0810	0840	0910	0940	1010	1040	1110	1140	1210		
Stairfoot, Post Office	–	0718	0748	0818	0848	0918	0948	1018	1048	1118	1148	1218		
Wombwell, Post Office	–	–	0727	0757	0827	0857	0927	0957	1027	1057	1127	1157	1227	
Wombwell, Brampton Rd/Junction St	–	–	0731	0801	0831	0901	0931	1001	1031	1101	1131	1201	1231	
West Melton, Barnsley Rd/Grove Rd	–	–	0736	0806	0836	0906	0936	1006	1036	1106	1136	1206	1236	
West Melton, Barnsley Rd/Victoria Rd	–	–	0737	0807	0837	0907	0937	1007	1037	1107	1137	1207	1237	
Wath upon Dearne, Montgomery Rd	a.	–	–	0741	0811	0841	0911	0941	1011	1041	1111	1141	1211	1241
Wath upon Dearne, Montgomery Rd	d.	0644	0716	0744	0814	0844	0914	0944	1014	1044	1114	1144	1214	1244
Manvers, Doncaster Rd/Manvers Way		0649	0721	0749	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249
Manvers, Manvers Way/Ventura House		0651	0723	0751	0821	0851	0921	0951	1021	1051	1121	1151	1221	1251
Bolton upon Dearne, Furlong Rd		0657	0729	0757	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257
Goldthorpe, Police Stn		0703	0735	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303
Thurnscoe, Library		0709	0741	0809	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309
Thurnscoe, Merrill Rd/Burnside		0711	0743	0811	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311

226 ▶ Saturday (continued)
Barnsley Centre ▶ Thurnscoe

Barnsley, Interchange		1240	1310	1340	1410	1445	1515	1550	1620	1650	1720	1750	1830	1900
Stairfoot, Post Office		1248	1318	1348	1418	1453	1523	1558	1628	1658	1728	1758	1838	1908
Wombwell, Post Office		1257	1327	1357	1427	1502	1532	1607	1637	1707	1737	1807	1846	1916
Wombwell, Brampton Rd/Junction St		1301	1331	1401	1431	1506	1536	1611	1641	1711	1741	1811	1850	1920
West Melton, Barnsley Rd/Grove Rd		1306	1336	1406	1436	1511	1541	1616	1646	1716	1746	1816	1854	1924
West Melton, Barnsley Rd/Victoria Rd		1307	1337	1407	1437	1512	1542	1617	1647	1717	1747	1817	1855	1925
Wath upon Dearne, Montgomery Rd	a.	1311	1341	1411	1441	1516	1546	1621	1651	1721	1751	1821	1859	1929
Wath upon Dearne, Montgomery Rd	d.	1314	1344	1414	1444	1519	1549	1624	1654	1724	1754	1824	1901	1931
Manvers, Doncaster Rd/Manvers Way		1319	1349	1419	1449	1524	1554	1629	1659	1729	1759	1829	1905	1935
Manvers, Manvers Way/Ventura House		1321	1351	1421	1451	1526	1556	1631	1701	1731	1801	1831	1907	1937
Bolton upon Dearne, Furlong Rd		1327	1357	1427	1457	1532	1602	1637	1707	1737	1807	1837	1913	1943
Goldthorpe, Police Stn		1333	1403	1433	1503	1538	1608	1643	1713	1743	1813	1843	1918	1948
Thurnscoe, Library		1339	1409	1439	1509	1544	1614	1649	1719	1749	1819	1849	1924	1954
Thurnscoe, Merrill Rd/Burnside		1341	1411	1441	1511	1546	1616	1651	1721	1751	1821	1851	1926	1956

226 ▶ Saturday (continued)

Barnsley Centre ▶ Thurnscoe

Barnsley, Interchange	1935	2005	2035	2105	2135	2205	2305
Stairfoot, Post Office	1943	2013	2043	2113	2143	2213	2313
Wombwell, Post Office	1951	2021	2051	2121	2151	2221	2321
Wombwell, Brampton Rd/Junction St	1955	2025	2055	2125	2155	2225	2325
West Melton, Barnsley Rd/Grove Rd	1959	2029	2059	2129	2159	2229	2329
West Melton, Barnsley Rd/Victoria Rd	2000	2030	2100	2130	2200	2230	2330
Wath upon Dearne, Montgomery Rd	a. 2004	2034	2104	2134	2204	2234	2334
Wath upon Dearne, Montgomery Rd	d. 2006	2036	2106	2136	2206	2236	2336
Manvers, Doncaster Rd/Manvers Way	2010	2040	2110	2140	2210	2240	2340
Manvers, Manvers Way/Ventura House	2012	2042	2112	2142	2212	2242	2342
Bolton upon Dearne, Furlong Rd	2018	2048	2118	2148	2218	2248	2348
Goldthorpe, Police Stn	2023	2053	2123	2153	2223	2253	2353
Thurnscoe, Library	2029	2059	2129	2159	-	2259	2359
Thurnscoe, Merrill Rd/Burnside	2031	2101	2131	2201	-	2301	0001

226 ▶ Saturday

Thurnscoe ▶ Barnsley Centre

Thurnscoe, Merrill Rd/Burnside	-	-	0646	0746	0816	0846	0916	0946	1016	1046	1116	1146	1216
Thurnscoe, Shepherd Ln/Houghton Rd	-	-	0651	0751	0821	0851	0921	0951	1021	1051	1121	1151	1221
Goldthorpe, High St/Netto	0535	-	0657	0757	0827	0857	0927	0957	1027	1057	1127	1157	1227
Bolton upon Dearne, Furlong Rd	0540	-	0703	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233
Manvers, Manvers Way/Ventura	0545	0611	0709	0809	0839	0909	0939	1009	1039	1109	1139	1209	1239
Manvers, Doncaster Rd/Manvers Way	0547	0613	0711	0811	0841	0911	0941	1011	1041	1111	1141	1211	1241
Wath upon Dearne, Montgomery Rd	a. 0550	0616	0716	0816	0846	0916	0946	1016	1046	1116	1146	1216	1246
Wath upon Dearne, Montgomery Rd	d. 0550	0616	0719	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249
West Melton, WMC	0553	0619	0722	0822	0852	0922	0952	1022	1052	1122	1152	1222	1252
West Melton, Barnsley Rd/Grove Rd	0554	0620	0723	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253
Wombwell, Brampton Rd/Junction St	0559	0624	0728	0828	0858	0928	0958	1028	1058	1128	1158	1228	1258
Wombwell, Post Office	0603	0628	0733	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303
Stairfoot, Post Office	0611	0636	0742	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312
Barnsley, Interchange	0620	0645	0751	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321

226 ▶ Saturday (continued)

Thurnscoe ▶ Barnsley Centre

Thurnscoe, Merrill Rd/Burnside	1246	1316	1346	1416	1446	1516	1551	1621	1656	1726	1756	1826	1856
Thurnscoe, Shepherd Ln/Houghton Rd	1251	1321	1351	1421	1451	1521	1556	1626	1701	1731	1801	1830	1900
Goldthorpe, High St/Netto	1257	1327	1357	1427	1457	1527	1602	1632	1707	1737	1807	1836	1906
Bolton upon Dearne, Furlong Rd	1303	1333	1403	1433	1503	1533	1608	1638	1713	1743	1813	1841	1911
Manvers, Manvers Way/Ventura	1309	1339	1409	1439	1509	1539	1614	1644	1719	1749	1819	1846	1916
Manvers, Doncaster Rd/Manvers Way	1311	1341	1411	1441	1511	1541	1616	1646	1721	1751	1821	1848	1918
Wath upon Dearne, Montgomery Rd	a. 1316	1346	1416	1446	1516	1546	1621	1651	1726	1756	1826	1852	1922
Wath upon Dearne, Montgomery Rd	d. 1319	1349	1419	1449	1519	1549	1624	1659	1729	1759	1829	1855	1925
West Melton, WMC	1322	1352	1422	1452	1522	1552	1627	1702	1732	1802	1832	1858	1928
West Melton, Barnsley Rd/Grove Rd	1323	1353	1423	1453	1523	1553	1628	1703	1733	1803	1833	1859	1929
Wombwell, Brampton Rd/Junction St	1328	1358	1428	1458	1528	1558	1633	1708	1738	1808	1838	1904	1934
Wombwell, Post Office	1333	1403	1433	1503	1533	1603	1638	1713	1743	1813	1843	1908	1938
Stairfoot, Post Office	1342	1412	1442	1512	1542	1612	1647	1722	1752	1822	1852	1916	1946
Barnsley, Interchange	1351	1421	1451	1521	1551	1621	1656	1731	1801	1831	1901	1925	1955

226 ▶ Saturday (continued)

Thurnscoe ▶ Barnsley Centre

Thurnscoe, Merrill Rd/Burnside	1931	2001	2031	2101	2201	2301
Thurnscoe, Shepherd Ln/Houghton Rd	1935	2005	2035	2105	2205	2305
Goldthorpe, High St/Netto	1941	2011	2041	2111	2211	2311
Bolton upon Dearne, Furlong Rd	1946	2016	2046	2116	2216	2316
Manvers, Manvers Way/Ventura	1951	2021	2051	2121	2221	2321
Manvers, Doncaster Rd/Manvers Way	1953	2023	2053	2123	2223	2323
Wath upon Dearne, Montgomery Rd	a. 1957	2027	2057	2127	2227	2327
Wath upon Dearne, Montgomery Rd	d. 2000	2030	2100	2130	2230	2330
West Melton, WMC	2003	2033	2103	2133	2233	2333
West Melton, Barnsley Rd/Grove Rd	2004	2034	2104	2134	2234	2334
Wombwell, Brampton Rd/Junction St	2009	2039	2109	2139	2239	2339
Wombwell, Post Office	2013	2043	2113	2143	2243	2343
Stairfoot, Post Office	2021	2051	2121	2151	2251	2351
Barnsley, Interchange	2030	2100	2130	2200	2300	0000

226 ▶ Sunday**Barnsley Centre ▶ Thurnscoe**

Barnsley, Interchange	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
Stairfoot, Post Office	0808	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908	2008
Wombwell, Post Office	0816	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816	1916	2016
Wombwell, Brampton Rd/Junction St	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1920	2020
West Melton, Barnsley Rd/Grove Rd	0824	0924	1024	1124	1224	1324	1424	1524	1624	1724	1824	1924	2024
West Melton, Barnsley Rd/Victoria Rd	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	1925	2025
Wath upon Dearne, Montgomery Rd	a. 0829	0929	1029	1129	1229	1329	1429	1529	1629	1729	1829	1929	2029
Wath upon Dearne, Montgomery Rd	d. 0831	0931	1031	1131	1231	1331	1431	1531	1631	1731	1831	1931	2031
Manvers, Doncaster Rd/Manvers Way	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935	2035
Manvers, Manvers Way/Ventura House	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937	2037
Bolton upon Dearne, Furlong Rd	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2043
Goldthorpe, Police Stn	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1848	1948	2048
Thurnscoe, Library	0854	0954	1054	1154	1254	1354	1454	1554	1654	1754	1854	1954	2054
Thurnscoe, Merrill Rd/Burnside	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1856	1956	2056

226 ▶ Sunday (continued)**Barnsley Centre ▶ Thurnscoe**

Barnsley, Interchange	2100	2200	2300
Stairfoot, Post Office	2108	2208	2308
Wombwell, Post Office	2116	2216	2316
Wombwell, Brampton Rd/Junction St	2120	2220	2320
West Melton, Barnsley Rd/Grove Rd	2124	2224	2324
West Melton, Barnsley Rd/Victoria Rd	2125	2225	2325
Wath upon Dearne, Montgomery Rd	a. 2129	2229	2329
Wath upon Dearne, Montgomery Rd	d. 2131	2231	2331
Manvers, Doncaster Rd/Manvers Way	2135	2235	2335
Manvers, Manvers Way/Ventura House	2137	2237	2337
Bolton upon Dearne, Furlong Rd	2143	2243	2343
Goldthorpe, Police Stn	2148	2248	2348
Thurnscoe, Library	2154	2254	2354
Thurnscoe, Merrill Rd/Burnside	2156	2256	2356

226 ▶ Sunday**Thurnscoe ▶ Barnsley Centre**

Thurnscoe, Merrill Rd/Burnside	-	0857	0957	1057	1157	1257	1357	1457	1557	1657	1757	1857	1957	
Thurnscoe, Shepherd Ln/Houghton Rd	-	0901	1001	1101	1201	1301	1401	1501	1601	1701	1801	1901	2001	
Goldthorpe, High St/Netto	-	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2007	
Bolton upon Dearne, Furlong Rd	-	0912	1012	1112	1212	1312	1412	1512	1612	1712	1812	1912	2012	
Manvers, Manvers Way/Ventura		0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817	1917	2017
Manvers, Doncaster Rd/Manvers Way		0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919	2019
Wath upon Dearne, Montgomery Rd	a.	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923	2023
Wath upon Dearne, Montgomery Rd	d.	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	1925	2025
West Melton, WMC		0828	0928	1028	1128	1228	1328	1428	1528	1628	1728	1828	1928	2028
West Melton, Barnsley Rd/Grove Rd		0829	0929	1029	1129	1229	1329	1429	1529	1629	1729	1829	1929	2029
Wombwell, Brampton Rd/Junction St		0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834	1934	2034
Wombwell, Post Office		0838	0938	1038	1138	1238	1338	1438	1538	1638	1738	1838	1938	2038
Stairfoot, Post Office		0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1946	2046
Barnsley, Interchange		0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055

226 ▶ Sunday (continued)**Thurnscoe ▶ Barnsley Centre**

Thurnscoe, Merrill Rd/Burnside		2057	2157	2257
Thurnscoe, Shepherd Ln/Houghton Rd		2101	2201	2301
Goldthorpe, High St/Netto		2107	2207	2307
Bolton upon Dearne, Furlong Rd		2112	2212	2312
Manvers, Manvers Way/Ventura		2117	2217	2317
Manvers, Doncaster Rd/Manvers Way		2119	2219	2319
Wath upon Dearne, Montgomery Rd	a.	2123	2223	2323
Wath upon Dearne, Montgomery Rd	d.	2125	2225	2325
West Melton, WMC		2128	2228	2328
West Melton, Barnsley Rd/Grove Rd		2129	2229	2329
Wombwell, Brampton Rd/Junction St		2134	2234	2334
Wombwell, Post Office		2138	2238	2338
Stairfoot, Post Office		2146	2246	2346
Barnsley, Interchange		2155	2255	2355

Notes: a. - Arrival time, d. - Departure time

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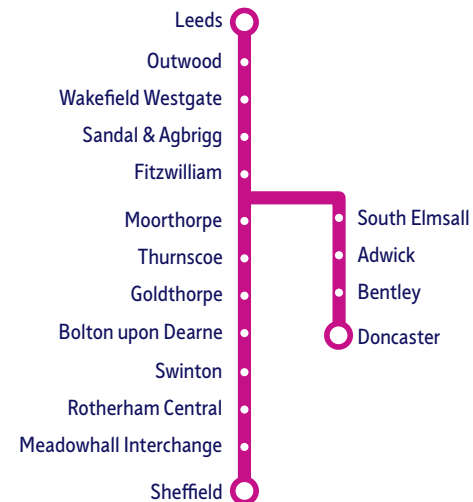


**Sheffield ▶ Meadowhall ▶ Rotherham ▶
Moorthorpe / Doncaster ▶ Leeds**

Including Sheffield - London St Pancras via Derby Summary

Full Rail
Timetable

From: 9 December 2012 - 18 May 2013



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

For example:

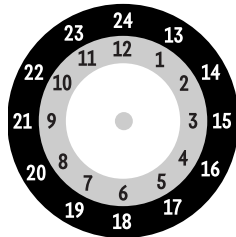
9.00am is shown as 0900

2.15pm is shown as 1415

10.25pm is shown as 2225

a. Arrival time

d. Departure time



24 hour times

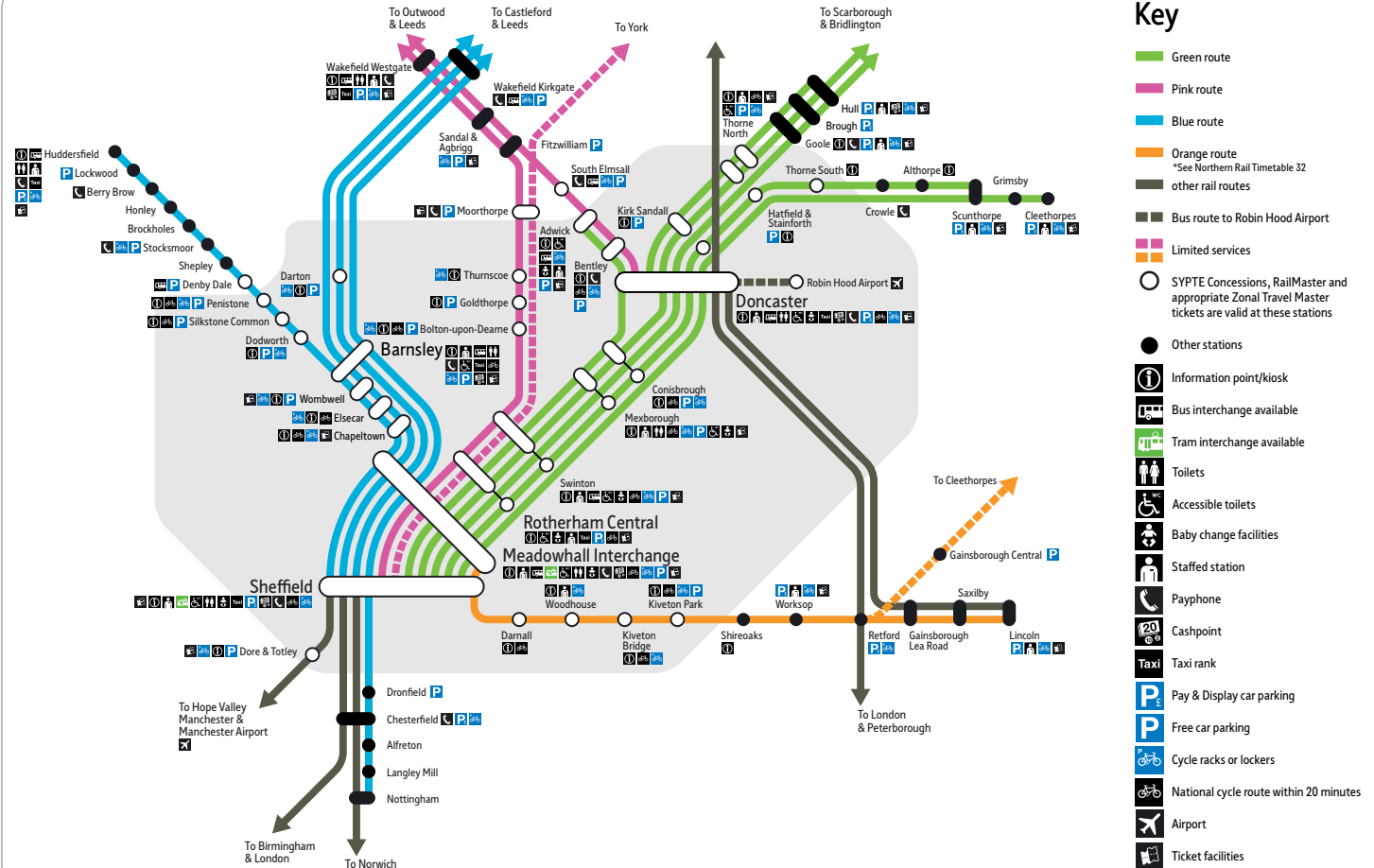
12 hour times



Car parking

Many stations in South Yorkshire have free car parking for rail users, please see map.

South Yorkshire Area Rail Network



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Sheffield - Meadowhall - Rotherham - Leeds

Monday to Fridays

						K					K					
Sheffield	d	0522	0628	0714	0814	0914	0929	1014	1114	1214	1314	1329	1414	1514	1614	1713
Meadowhall		0528	0634	0721	0822	0921	0935	1021	1121	1221	1321	1335	1421	1520	1620	1720
Rotherham Central		0534	0640	0727	0828	0927	0942	1027	1127	1227	1327	1341	1427	1526	1626	1726
Swinton (S Yorks)		0542	0651	0735	0837	0936	0951	1036	1136	1236	1336	1350	1435	1534	1636	1736
Bolton-upon-Dearne		0546	0656	0739	0841	0941		1041	1141	1241	1341		1440	1539	1640	1740
Goldthorpe		0549	0658	0742	0844	0943		1043	1143	1243	1343		1442	1541	1643	1743
Thurnscoe		0552	0701	0745	0847	0946		1046	1146	1246	1346		1445	1544	1646	1746
Moorhorpe		0557	0706	0754	0852	0951	1001	1053	1153	1252	1353	1401	1452	1552	1653	1752
Fitzwilliam		0602	0712	0800	0858	0956	—	1059	1159	1259	1359	—	1458	1557	1659	1758
Sandal & Agbrigg		0608	0718	0806	0904	1002	—	1105	1205	1305	1405	—	1504	1603	1705	1805
Wakefield Westgate		0613	0723	0811	0908	1006	—	1109	1209	1309	1409	—	1508	1608	1709	1809
Outwood		0618	0728	0816	0913	1011	—	1114	1214	1314	1414	—	1513	1613	1714	1814
Leeds	a	0633	0744	0836	0931	1031	—	1131	1231	1329	1431	—	1531	1631	1733	1830

						FX	FO	
Sheffield	d	1813	1918	2027	2130	2224	2315	2315
Meadowhall		1820	1925	2035	2136	2230	2321	2321
Rotherham Central		1826	1931	2041	2142	2236	2327	2327
Swinton (S Yorks)		1836	1940	2050	2150	2245	2336	2336
Bolton-upon-Dearne		1841	1944	2055	2155	2249	2341	2341
Goldthorpe		1843	1947	2057	2157	2252	2344	2344
Thurnscoe		1846	1950	2100	2200	2255	2347	2347
Moorhorpe		1853	2000	2105	2205	2300	2352	2352
Fitzwilliam		1859	2005	2111	2211	2307		
Sandal & Agbrigg		1905	2011	2117	2217	2313		
Wakefield Westgate		1910	2016	2122	2221	2318	0010	
Outwood		1915	2021	2127	2226	2323		
Leeds	a	1931	2034	2147	2246	2341	0029	0030

Notes: **FO** Fridays only **FX** Fridays excepted **K** Through train to or from York

Sheffield - Meadowhall - Rotherham - Leeds

Saturdays

					K					K						
Sheffield	d	0628	0714	0814	0914	0929	1014	1114	1214	1314	1329	1414	1514	1614	1714	1815
Meadowhall		0634	0721	0822	0921	0935	1021	1121	1221	1321	1335	1421	1521	1621	1721	1821
Rotherham Central		0640	0727	0828	0927	0942	1027	1127	1227	1327	1341	1427	1527	1627	1727	1827
Swinton (S Yorks)		0651	0733	0837	0936	0951	1036	1136	1236	1336	1350	1436	1536	1636	1737	1837
Bolton-upon-Dearne		0656	0738	0842	0941		1041	1141	1241	1341		1441	1541	1641	1741	1841
Goldthorpe		0658	0740	0844	0943		1043	1143	1243	1343		1443	1543	1643	1744	1844
Thurnscoe		0701	0743	0847	0946		1046	1146	1246	1346		1446	1546	1646	1747	1847
Moorthorpe		0706	0752	0853	0952	1001	1053	1153	1252	1352	1401	1452	1552	1652	1752	1852
Fitzwilliam		0712	0758	0909	1009	—	1109	1209	1309	1409	—	1509	1610	1709	1813	1909
Sandal & Agbrigg		0718	0804	0915	1015	—	1115	1215	1315	1415	—	1515	1616	1715	1819	1915
Wakefield Westgate		0723	0811	0919	1019	—	1119	1219	1319	1419	—	1519	1620	1719	1823	1919
Outwood		0728	0816	0924	1024	—	1124	1224	1324	1424	—	1524	1625	1724	1828	1924
Leeds	a	0744	0832	0940	1040	—	1140	1240	1343	1440	—	1540	1641	1741	1844	1943

Sheffield	d	1918	2030	2130	2224
Meadowhall		1925	2036	2136	2230
Rotherham Central		1931	2042	2142	2236
Swinton (S Yorks)		1940	2050	2150	2245
Bolton-upon-Dearne		1944	2055	2154	2249
Goldthorpe		1947	2057	2157	2252
Thurnscoe		1950	2100	2200	2255
Moorthorpe		2001	2105	2205	2300
Fitzwilliam		2007	2111	2211	2307
Sandal & Agbrigg		2013	2117	2217	2313
Wakefield Westgate		2017	2122	2222	2318
Outwood		2022	2127	2227	2323
Leeds	a	2038	2147	2245	2340

Notes: **K** Through train to or from York



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Conference and Training Suites

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Sheffield - Meadowhall - Rotherham - Leeds

Sundays

					K		K			
Sheffield	d	0936	1136	1336	1536	1636	1737	1857	1936	2136
Meadowhall		0942	1142	1342	1542	1642	1745	1905	1942	2142
Rotherham Central		0948	1149	1349	1550	1649	1751	1911	1949	2148
Swinton (S Yorks)		0958	1200	1357	1558	1658	1759	1919	1957	2156
Bolton-upon-Dearne		1003	1204	1401	1602	1702	1803		2002	2200
Goldthorpe		1005	1207	1404	1605	1705	1806		2004	2203
Thurnscoe		1008	1210	1407	1608	1708	1809		2007	2206
Moorthorpe		1013	1215	1412	1613	1713	1814	1929	2012	2211
Fitzwilliam		1019	1221	1417	1619	—	1819	—	2018	2217
Sandal & Agbrigg		1025	1227	1423	1625	—	1825	—	2024	2223
Wakefield Westgate		1030	1231	1428	1629	—	1830	—	2029	2228
Outwood		1035	1236	1433	1634	—	1835	—	2034	2233
Leeds	a	1052	1253	1447	1654	—	1850	—	2052	2252

Notes: K Through train to or from York

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Leeds - Rotherham - Meadowhall - Sheffield

Mondays to Fridays

							K					K				
Leeds	d	0533	0643	0748	0848	0948	1048	—	1148	1248	1348	1448	—	1548	1648	1746
Outwood		0544	0654	0759	0859	0959	1059	—	1159	1259	1359	1459	—	1559	1659	1757
Wakefield Westgate		0549	0658	0803	0903	1003	1103	—	1203	1303	1403	1503	—	1603	1703	1801
Sandal & Agbrigg		0553	0702	0807	0907	1007	1107	—	1207	1307	1407	1507	—	1607	1707	1807
Fitzwilliam		0600	0709	0814	0914	1014	1114	—	1214	1314	1414	1514	—	1614	1714	1814
Moorthorpe		0606	0715	0820	0920	1020	1120	1159	1220	1320	1420	1520	1551	1620	1720	1820
Thurnscoe		0612	0721	0826	0926	1026	1126	—	1226	1326	1426	1526	—	1626	1726	1826
Goldthorpe		0615	0723	0828	0928	1028	1128	—	1228	1328	1428	1528	—	1628	1728	1828
Bolton-upon-Dearne		0618	0726	0831	0931	1031	1131	—	1231	1331	1431	1531	—	1631	1731	1831
Swinton (S Yorks)		0623	0730	0834	0935	1035	1135	1210	1235	1335	1435	1535	1601	1635	1735	1835
Rotherham Central		0631	0739	0843	0944	1044	1144	1219	1244	1344	1444	1544	1609	1644	1744	1845
Meadowhall		0638	0745	0851	0950	1050	1151	1224	1251	1351	1450	1550	1618	1650	1750	1850
Sheffield	a	0647	0756	0859	1000	1101	1201	1236	1301	1401	1501	1601	1627	1700	1801	1900

Leeds	d	1848	1948	2048	2148	2309
Outwood		1859	1959	2059	2159	2320
Wakefield Westgate		1903	2003	2103	2203	2324
Sandal & Agbrigg		1907	2007	2107	2207	2328
Fitzwilliam		1914	2014	2113	2214	2335
Moorthorpe		1920	2020	2120	2220	2341
Thurnscoe		1926	2026	2127	2226	2347
Goldthorpe		1928	2028	2129	2228	2349
Bolton-upon-Dearne		1931	2031	2132	2231	2352
Swinton (S Yorks)		1935	2035	2135	2235	2356
Rotherham Central		1945	2045	2144	2246	0003
Meadowhall		1951	2051	2152	2253	0009
Sheffield	a	1959	2102	2204	2302	0023

Notes: **K** Through train to or from York

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Leeds - Rotherham - Meadowhall - Sheffield

Saturdays

Leeds	d	0643	0748	0848	0948	1048	K	1148	1248	1348	1448	K	1548	1648	1748	1848
Outwood		0654	0759	0859	0959	1059	—	1159	1259	1359	1459	—	1559	1659	1759	1859
Wakefield Westgate		0658	0803	0903	1003	1103	—	1203	1303	1403	1503	—	1603	1703	1803	1903
Sandal & Agbrigg		0702	0807	0907	1007	1107	—	1207	1307	1407	1507	—	1607	1707	1807	1907
Fitzwilliam		0709	0814	0914	1014	1114	—	1214	1314	1414	1514	—	1614	1714	1814	1914
Moorthorpe		0715	0820	0920	1020	1120	1159	1220	1320	1420	1520	1551	1620	1720	1820	1920
Thurnscoe		0721	0826	0926	1026	1126	—	1226	1326	1426	1526	—	1626	1726	1826	1926
Goldthorpe		0723	0828	0928	1028	1128	—	1228	1328	1428	1528	—	1628	1728	1828	1928
Bolton-upon-Dearne		0726	0831	0931	1031	1131	—	1231	1331	1431	1531	—	1631	1731	1831	1931
Swinton (S Yorks)		0730	0835	0935	1035	1135	1210	1235	1335	1435	1535	1601	1635	1735	1835	1935
Rotherham Central		0738	0844	0946	1044	1144	1219	1244	1344	1444	1544	1609	1644	1744	1844	1944
Meadowhall		0747	0851	0950	1050	1150	1224	1250	1350	1450	1550	1618	1650	1750	1850	1951
Sheffield	a	0754	0859	1000	1100	1200	1236	1300	1400	1500	1600	1627	1700	1800	1900	2000

Leeds	d	1948	2048	2148	2244
Outwood		1959	2059	2159	2255
Wakefield Westgate		2003	2103	2203	2259
Sandal & Agbrigg		2007	2107	2207	2303
Fitzwilliam		2014	2113	2214	2310
Moorthorpe		2020	2119	2220	2316
Thurnscoe		2026	2125	2226	2322
Goldthorpe		2028	2127	2228	2324
Bolton-upon-Dearne		2031	2130	2231	2327
Swinton (S Yorks)		2035	2134	2237	2331
Rotherham Central		2045	2142	2246	2338
Meadowhall		2051	2150	2253	2344
Sheffield	a	2100	2202	2303	2358

Notes: **K** Through train to or from York

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Leeds - Rotherham - Meadowhall - Sheffield

Sundays

						K		K		
Leeds	d	0848	1118	1318	1518	1719	—	1918	—	2140
Outwood		0859	1129	1329	1529	1730	—	1929	—	2151
Wakefield Westgate		0903	1133	1333	1533	1733	—	1933	—	2155
Sandal & Agbrigg		0907	1137	1337	1537	1737	—	1937	—	2159
Fitzwilliam		0914	1144	1345	1544	1747	—	1944	—	2206
Moorthorpe		0920	1150	1351	1550	1754	1852	1950	2136	2213
Thurnscoe		0926	1156	1357	1556	1800	—	1956	—	2219
Goldthorpe		0928	1158	1359	1558	1802	—	1958	—	2221
Bolton-upon-Deerne		0931	1201	1402	1601	1805	—	2001	—	2224
Swinton (S Yorks)		0935	1205	1406	1605	1810	1901	2009	2145	2232
Rotherham Central		0948	1213	1414	1613	1819	1913	2017	2152	2240
Meadowhall		0954	1221	1421	1619	1825	1918	2023	2158	2245
Sheffield	a	1003	1232	1432	1631	1836	1927	2034	2209	2254

Notes: **K** Through train to or from York

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Doncaster - Leeds

Monday to Fridays

		D			D	GR		GR		GR		GR		K		
Doncaster	d	0626	0659	0708	0726	0734	0744	0756	0812	0816	0826	0841	0849	0912	0926	0934
Bentley		0629	0702	0711	0729	0737		0759		0818	0829		0852		0929	0937
Adwick		0633	0708	0715	0733	0743		0803		0823	0833		0858		0933	0942
South Elmsall		0639	—	0721	0739	—		0809		—	0839		—		0939	—
Fitzwilliam		0644	—	0734	0744	—		0814		—	0845		—		0944	—
Sandal & Agbrigg		0650	—	0740	0750	—		0820		—	0850		—		0950	—
Wakefield Westgate		0654	—	0744	0754	—	0801	0825	0831	—	0855	0900	—	0931	0954	—
Outwood		0659	—	0749	0759	—		0829		—	0859		—		0959	—
Leeds	a	0714	—	0802	0814	—	0819	0842	0848	—	0914	0917	—	0948	1014	—

		GR	GR		L	GR	GR		L	GR	GR		L	GR	GR	
Doncaster	d	0941	1013	1026	1034	1042	1113	1126	1134	1141	1213	1226	1234	1241	1313	1326
Bentley				1029	1037			1129	1137			1229	1238			1329
Adwick				1033	1043			1133	1143			1233	1243			1333
South Elmsall				1039	—			1139	—			1239	—			1339
Fitzwilliam				1044	—			1145	—			1244	—			1345
Sandal & Agbrigg				1050	—			1150	—			1249	—			1350
Wakefield Westgate		0959	1031	1054	—	1100	1131	1155	—	1201	1231	1252	—	1301	1331	1355
Outwood				1059	—			1159	—			1256	—			1359
Leeds	a	1017	1048	1114	—	1117	1148	1215	—	1217	1248	1313	—	1317	1348	1414

Notes: **D** Through train to or from Sheffield **K** Through train from Worksop and Sheffield
L Through train from Lincoln and Sheffield

Doncaster - Leeds

Mondays to Fridays

		L	GR	GR		D	GR	GR		L	GR	GR		L	GR	GR
Doncaster	d	1334	1341	1413	1426	1434	1441	1513	1526	1534	1541	1612	1616	1634	1641	1713
Bentley		1337			1429	1437			1529	1537			1619	1637		
Adwick		1343			1433	1443			1533	1542			1623	1643		
South Elmsall		—			1439	—			1539	—			1629	—		
Fitzwilliam		—			1445	—			1544	—			1633	—		
Sandal & Agbrigg		—			1450	—			1550	—			1639	—		
Wakefield Westgate		—	1359	1431	1455	—	1459	1531	1554	—	1559	1631	1643	—	1700	1731
Outwood		—			1459	—			1559	—			1649	—		
Leeds	a	—	1417	1448	1513	—	1517	1548	1614	—	1617	1650	1703	—	1717	1748

			L	GR	GR		GR	GR		GR	GR	GR		GR	GR	
Doncaster	d	1726	1734	1742	1817	1826	1840	1914	1922	1943	1949	2020	2026	2040	2113	2127
Bentley		1729	1737			1829			1925				2029			2130
Adwick		1733	1743			1833			1929				2033			2134
South Elmsall		1739	—			1839			1935				2039			2140
Fitzwilliam		1745	—			1845			1948				2045			2147
Sandal & Agbrigg		1751	—			1850			1953				2051			2153
Wakefield Westgate		1755	—	1800	1835	1855	1859	1932	1958	2002	2007	2038	2055	2100	2131	2157
Outwood		1800	—			1859			2002				2100			2202
Leeds	a	1814	—	1817	1852	1914	1917	1948	2017	2020	2023	2054	2114	2118	2149	2215

Notes: D Through train to or from Sheffield

L Through train from Lincoln and Sheffield

Mondays to Fridays

		GR	GR		GR
Doncaster	d	2143	2222	2226	2332
Bentley				2229	
Adwick				2233	
South Elmsall				2239	
Fitzwilliam				2245	
Sandal & Agbrigg				2251	
Wakefield Westgate		2208	2240	2255	2353
Outwood				2300	
Leeds	a	2223	2258	2314	0010

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Doncaster - Leeds

Saturdays

		D	D			GR			D	GR		L	GR			
Doncaster	d	0626	0655	0726	0734	0816	0826	0850	0854	0926	0934	0950	1026	1034	1050	1126
Bentley		0629	0658	0729	0737	0819	0829		0857	0929	0937		1029	1037		1129
Adwick		0633	0704	0733	0743	0823	0833		0904	0933	0943		1033	1043		1133
South Elmsall		0639	—	0739	—	—	0839		—	0939	—		1039	—		1139
Fitzwilliam		0644	—	0744	—	—	0845		—	0944	—		1045	—		1145
Sandal & Agbrigg		0650	—	0750	—	—	0850		—	0950	—		1049	—		1149
Wakefield Westgate		0654	—	0754	—	—	0855	0908	—	0954	—	1007	1055	—	1107	1155
Outwood		0659	—	0759	—	—	0859		—	0959	—		1058	—		1158
Leeds	a	0714	—	0814	—	—	0914	0924	—	1014	—	1024	1114	—	1125	1214

		L	GR		L	GR	GR		L	GR		L	GR		L	GR
Doncaster	d	1134	1150	1226	1234	1250	1313	1326	1334	1353	1426	1434	1450	1526	1534	1550
Bentley		1137		1229	1237			1329	1337		1429	1437		1529	1537	
Adwick		1143		1233	1243			1333	1343		1433	1443		1533	1543	
South Elmsall		—		1239	—			1339	—		1439	—		1539	—	
Fitzwilliam		—		1245	—			1345	—		1445	—		1545	—	
Sandal & Agbrigg		—		1249	—			1349	—		1449	—		1549	—	
Wakefield Westgate		—	1207	1255	—	1307	1331	1355	—	1412	1455	—	1507	1555	—	1607
Outwood		—		1258	—			1358	—		1458	—		1558	—	
Leeds	a	—	1225	1313	—	1325	1348	1414	—	1429	1514	—	1525	1613	—	1625

Notes: D Through train to or from Sheffield

L Through train from Lincoln and Sheffield

Doncaster - Leeds

Saturdays

		L	GR		L	GR		GR	GR		GR	GR		GR		
Doncaster	d	1626	1634	1650	1726	1734	1750	1826	1850	1914	1922	1948	2012	2026	2117	2122
Bentley		1629	1637		1729	1737		1829			1925			2029		2125
Adwick		1633	1643		1733	1743		1833			1929			2033		2129
South Elmsall		1639	—		1739	—		1839			1935			2039		2135
Fitzwilliam		1644	—		1745	—		1844			1948			2044		2142
Sandal & Agbrigg		1649	—		1751	—		1850			1953			2050		2148
Wakefield Westgate		1654	—	1707	1755	—	1808	1854	1907	1933	1958	2006	2033	2054	2134	2153
Outwood		1659	—		1800	—		1857			2002			2059		2158
Leeds	a	1713	—	1725	1814	—	1825	1914	1924	1948	2017	2022	2047	2118	2151	2216

		GR		XC	GR
Doncaster	d	2218	2226	2253	2348
Bentley			2229		
Adwick			2233		
South Elmsall			2239		
Fitzwilliam			2244		
Sandal & Agbrigg			2250		
Wakefield Westgate		2235	2254	2311	0005
Outwood			2259		
Leeds	a	2253	2314	2327	0023

Notes: L Through train from Lincoln and Sheffield



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Doncaster - Leeds

Sundays

		GR		GR X	GR Y	GR		GR	GR		GR X	GR Y	GR		GR	
Doncaster	d	0912	1050	1112	1148	1152	1250	1312	1348	1450	1512	1550	1553	1657	1710	1750
Bentley		0915		1115				1315			1515				1713	
Adwick		0919		1119				1319			1519				1717	
South Elmsall		0925		1125				1325			1525				1723	
Fitzwilliam		0930		1130				1330			1530				1728	
Sandal & Agbrigg		0936		1136				1336			1536				1734	
Wakefield Westgate		0940	1108	1140	1206	1210	1308	1340	1406	1508	1540	1608	1611	1715	1738	1810
Outwood		0945		1145				1345			1545				1743	
Leeds	a	0959	1128	1159	1227	1227	1328	1359	1427	1528	1559	1627	1627	1731	1759	1829

		XC Z	GR X	GR	GR X		GR	GR	GR X	GR Y	GR X	GR X	GR Y		GR	GR
Doncaster	d	1816	1819	1847	1914		1949	2019	2043	2052	2118	2148	2149	2152	2223	2336
Bentley						1930								2155		
Adwick						1934								2159		
South Elmsall						1941								2205		
Fitzwilliam						1947								2212		
Sandal & Agbrigg						1953								2218		
Wakefield Westgate		1835	1838	1905	1932	1957	2008	2037	2101	2110	2136	2206	2207	2223	2240	2356
Outwood						2002								2228		
Leeds	a	1851	1856	1926	1951	2016	2025	2052	2118	2127	2155	2224	2224	2244	2258	0013

Notes: X Until 10 February and from 31 March

Y 17 February to 24 March

Z Until 30 December and from 17 February

Leeds - Doncaster

Monday to Fridays

	GR	EM	GR	GR	XC		GR	D	GR		GR	D		GR		
Leeds	d	0505	0525	0530	0605	0616	0619	0640	—	0715	0720	0740	—	—	0815	0820
Outwood							0628		—		0729		—	—		0829
Wakefield Westgate		0516	0538	0542	0617	0628	0633	0651	—	0726	0733	0751	—	—	0827	0833
Sandal & Agbrigg							0636		—		0736		—	—		0836
Fitzwilliam							0643		—		0744		—	—		0844
South Elmsall							0649		—		0749		—	—		0849
Adwick							0655	0729	—	0755	0755	0815	0833	—	0855	
Bentley							0659	0733	—	0759	0759	0818	0837	—	0859	
Doncaster	a	0533	0555	0601	0634	0644	0708	0709	0737	0745	0807	0809	0823	0841	0845	0907

	GR	D	GR		GR	D	GR		GR	D	GR		GR	D	GR	
Leeds	d	0845	—	0915	0920	0945	—	1015	1020	1045	—	1115	1120	1145	—	1215
Outwood			—		0929		—		1029		—		1129		—	
Wakefield Westgate		0856	—	0927	0933	0956	—	1027	1033	1056	—	1127	1133	1156	—	1227
Sandal & Agbrigg			—		0936		—		1036		—		1136		—	
Fitzwilliam			—		0944		—		1044		—		1144		—	
South Elmsall			—		0949		—		1049		—		1149		—	
Adwick			0915		0955		1015		1055		1115		1155		1215	
Bentley			0919		0959		1019		1059		1119		1159		1219	
Doncaster	a	0915	0924	0945	1007	1015	1024	1044	1107	1115	1124	1145	1207	1215	1225	1245

Notes: D Through train to or from Sheffield

Leeds - Doncaster

Monday to Fridays

		GR	D	GR		GR	D	GR		GR	D	GR		GR	R	
Leeds	d	1220	1245	—	1315	1320	1345	—	1415	1420	1445	—	1515	1520	1545	—
Outwood		1229		—		1329		—		1429		—		1529		—
Wakefield Westgate		1233	1256	—	1327	1333	1357	—	1427	1433	1456	—	1527	1533	1556	—
Sandal & Agbrigg		1236		—		1336		—		1436		—		1536		—
Fitzwilliam		1244		—		1344		—		1444		—		1544		—
South Elmsall		1249		—		1349		—		1449		—		1549		—
Adwick		1255		1315		1355		1415		1455		1515		1555		1615
Bentley		1259		1318		1359		1419		1459		1519		1559		1619
Doncaster	a	1307	1315	1326	1344	1407	1415	1424	1444	1507	1515	1524	1544	1607	1615	1624

		GR		GR		GR		GR		GR		GR		GR		
Leeds	d	1615	1620	1645	1657	1715	1720	1745	—	1815	1820	1845	1915	1919	1945	2020
Outwood			1629		1706		1729		—		1829			1928		2029
Wakefield Westgate		1627	1633	1656	1710	1727	1733	1756	—	1827	1833	1856	1927	1932	1956	2033
Sandal & Agbrigg			1636				1736		—		1836			1935		2036
Fitzwilliam			1644		1719		1744		—		1845			1944		2044
South Elmsall			1649		1725		1749		—		1849			1949		2049
Adwick			1655		1730		1755		1816		1855			1955		2055
Bentley			1659		1735		1759		1818		1859			1959		2059
Doncaster	a	1645	1707	1716	1745	1744	1807	1815	1827	1844	1907	1913	1944	2007	2016	2108

Notes: D Through train to or from Sheffield

R Through train to Sheffield and Retford

Mondays to Fridays

		GR		
Leeds	d	2045	2120	2240
Outwood			2129	2249
Wakefield Westgate		2056	2133	2253
Sandal & Agbrigg			2136	2256
Fitzwilliam			2144	2303
South Elmsall			2149	2308
Adwick			2155	2314
Bentley			2159	2318
Doncaster	a	2115	2207	2328

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Leeds - Doncaster

Saturdays

		GR	GR	XC		D	GR		GR	D	GR			GR	D	GR
Leeds	d	0505	0605	0616	0620	—	0705	0720	0735	—	0805	—	0820	0840	—	0905
Outwood					0629	—		0729		—		—	0829		—	
Wakefield Westgate		0516	0617	0629	0633	—	0716	0734		—	0816	—	0833	0851	—	0917
Sandal & Agbrigg					0636	—		0737		—		—	0836		—	
Fitzwilliam					0644	—		0744		—		—	0844		—	
South Elmsall					0649	—		0749		—		—	0849		—	
Adwick					0655	0723		0755		0815		0833	0855		0915	
Bentley					0659	0727		0759		0819		0837	0859		0919	
Doncaster	a	0534	0634	0645	0707	0731	0735	0807	0808	0823	0834	0842	0907	0912	0924	0934

			D	GR		D	GR		D	GR		D	GR		D	GR
Leeds	d	0920	—	1005	1020	—	1105	1120	—	1205	1220	—	1305	1320	—	1405
Outwood		0929	—		1029	—		1129	—		1229	—		1329	—	
Wakefield Westgate		0933	—	1016	1033	—	1116	1133	—	1216	1233	—	1316	1333	—	1416
Sandal & Agbrigg		0936	—		1036	—		1136	—		1236	—		1336	—	
Fitzwilliam		0944	—		1044	—		1144	—		1244	—		1344	—	
South Elmsall		0949	—		1049	—		1149	—		1249	—		1349	—	
Adwick		0955	1015		1055	1115		1155	1215		1255	1315		1355	1415	
Bentley		0959	1019		1059	1119		1159	1218		1259	1319		1359	1419	
Doncaster	a	1008	1024	1035	1107	1124	1135	1207	1224	1235	1307	1324	1335	1407	1424	1435

Notes: D Through train to or from Sheffield

Leeds - Doncaster

Saturdays

		GR	D	GR		R	GR		GR			GR		GR		
Leeds	d	1420	1440	—	1505	1520	—	1605	1620	1705	1720	—	1805	1820	1905	1920
Outwood		1429		—		1529	—		1629		1729	—		1829		1929
Wakefield Westgate		1433	1452	—	1517	1533	—	1617	1633	1717	1733	—	1816	1833	1916	1933
Sandal & Agbrigg		1436		—		1536	—		1636		1736	—		1836		1936
Fitzwilliam		1444		—		1544	—		1644		1744	—		1844		1944
South Elmsall		1449		—		1549	—		1649		1749	—		1849		1949
Adwick		1455		1515		1555	1615		1655		1755	1816		1855		1955
Bentley		1459		1519		1559	1618		1659		1759	1820		1859		1959
Doncaster	a	1507	1510	1524	1534	1607	1625	1635	1707	1735	1807	1827	1835	1907	1936	2007

		GR			
Leeds	d	2005	2020	2120	2216
Outwood			2029	2129	2225
Wakefield Westgate		2016	2033	2133	2230
Sandal & Agbrigg			2036	2136	2233
Fitzwilliam			2044	2144	2239
South Elmsall			2049	2149	2244
Adwick			2055	2155	2250
Bentley			2059	2159	2254
Doncaster	a	2034	2107	2207	2304

Notes: D Through train to or from Sheffield

R Through train to Sheffield and Retford

Leeds - Doncaster

Sundays

		GR	XC Z	GR	XC Z	GR		XC Z	GR	GR		GR	GR		GR	GR
Leeds	d	0805	0900	0905	1000	1005	1018	1100	1105	1205	1218	1305	1405	1418	1505	1615
Outwood							1028				1227			1427		
Wakefield Westgate		0816	0911	0917	1012	1016	1032	1112	1116	1216	1232	1316	1417	1432	1516	1627
Sandal & Agbrigg							1035				1235			1435		
Fitzwilliam							1042				1241			1441		
South Elmsall							1047				1246			1446		
Adwick							1053				1252			1452		
Bentley							1057				1256			1456		
Doncaster	a	0834	0931	0935	1028	1033	1105	1128	1134	1233	1304	1335	1434	1505	1533k	1644

			GR	GR X	GR	GR		GR	GR X	GR		GR	
Leeds	d	1618	1645	1715	1745	1815	1818	1845	1915	1945	2018	2045	2118
Outwood		1627					1827				2027		2127
Wakefield Westgate		1631	1656	1727	1757	1827	1832	1856	1926	1956	2032	2056	2131
Sandal & Agbrigg		1634					1835				2035		2134
Fitzwilliam		1641					1842				2041		2141
South Elmsall		1646					1847				2046		2146
Adwick		1652					1853				2052		2152
Bentley		1656					1857				2056		2156
Doncaster	a	1705	1717g	1745	1815	1844	1906	1917	1943	2016	2105	2113	2205

Notes: **g** 2 minutes earlier 17 February to 24 March **k** 2 minutes later 17 February to 24 March
X Until 10 February and from 31 March **Z** Until 30 December and from 17 February

Sheffield - York via Swinton

Mondays to Saturdays

Sheffield	d	0929	1329
Meadowhall		0935	1335
Rotherham Central		0942	1341
Swinton		0951	1350
Moorthorpe		1001	1401
Pontefract Baghill		1010	1410
Sherburn-in-Elmet		1027	1428
Church Fenton		1031b	1431b
Ulleskelf		1036	1435b
York	a	1055	1455

Sundays

Sheffield	d	1636	1857
Meadowhall		1642	1905
Rotherham Central		1649	1911
Swinton		1657	1919
Moorthorpe		1713	1929
Pontefract Baghill		1721	1938
Sherburn-in-Elmet		1738	1955
Church Fenton		1742	2000
Ulleskelf			
York	a	1759	2018

Notes: **b** 1 minute later on Saturdays

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York - Sheffield via Swinton

Mondays to Saturdays

York	d	1105	1502
Ulleskelf		1115	1512
Church Fenton		1119	1516
Sherburn-in-Elmet		1123	1520
Pontefract Baghill		1143	1539
Moorthorpe		1159	1551
Swinton	a	1208	1600b
Rotherham Central		1218	1609
Meadowhall		1224	1617
Sheffield	a	1236	1627

Sundays

York	d	1810	2050
Ulleskelf			
Church Fenton		1821	2101
Sherburn-in-Elmet		1825	2105
Pontefract Baghill		1840	2120
Moorthorpe		1852	2136
Swinton	a	1901	2145
Rotherham Central		1912	2152
Meadowhall		1918	2157
Sheffield	a	1927	2209

Notes: b 1 minute later on Saturdays

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Sheffield - Derby - London

Monday to Fridays

		EM C	EM D	EM E	EM	EM A	EM	EM	EM	EM B	EM	EM	EM	EM	EM	
Sheffield	d	0529	0502	0526	0557	0627	0647	0727	0741	0732	0827	0847	0927	0935	1027	1047
Chesterfield	d	0541	0515	0538	0610	0639	0659	0739	0755	0745	0839	0859	0939	0947	1039	1059
Derby	a	0602	0559	0602	0629	0703	0719	0759	0814		0859	0919	0959	1016	1059	1119
Derby	d	0604	0604	0604	0632	0705	0720	0801	0816		0901	0920	1001	1020	1101	1120
Long Eaton	d				0643				0826			0930		1030		1130
East Mid Parkway	d	0617	0617	0617			0733		0832	0839		0935		1035		1135
Loughborough	d	0625	0625	0625	0652	0722	0741		0840			0942		1042		1142
Leicester	a	0637	0637	0637	0704	0734	0752	0823	0852	0857	0923	0954	1023	1054	1123	1154
St Pancras Int.	a	0807	0807	0807	0839	0855	0909	0934	1005	1016	1034	1104	1134	1204	1233	1304

		EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	
Sheffield	d	1127	1147	1227	1235	1327	1347	1427	1435	1527	1547	1627	1635	1727	1735	1827
Chesterfield	d	1139	1159	1239	1248	1339	1359	1439	1447	1539		1639	1650	1739	1750	1839
Derby	a	1159	1219	1259	1315	1359	1419	1459	1516	1559	1616	1659	1716	1759	1816	1859
Derby	d	1201	1220	1301	1320	1401	1420	1501	1520	1601	1618	1701	1718	1801	1818	1901
Long Eaton	d		1230		1330		1430		1530		1628		1728		1828	
East Mid Parkway	d		1235		1335		1435		1535		1632		1732		1832	
Loughborough	d		1242		1342		1442		1542		1640		1740		1840	
Leicester	a	1223	1253	1323	1354	1423	1453	1523	1553	1623	1651	1723	1752	1823	1851	1923
St Pancras Int.	a	1334	1404	1434	1503	1534	1604	1633	1705	1733	1808	1839	1906	1935	2004	2034

Notes: A From Leeds, Wakefield Westgate and Doncaster

B From Leeds and Wakefield Westgate

C Until 28 December 2012

D From 31 December 2012 until 22 March 2013

E From 25 March 2013

Sheffield - Derby - London

Mondays to Fridays

		EM	EM	EM F	EM G
Sheffield	d	1835	1927	2039	2039
Chesterfield	d	1847	1939	2053	2053
Derby	a	1914	1959	2118	2118
Derby	d	1918	2001	2120	2120
Long Eaton	d	1928			
East Mid Parkway	d	1932		2133	2133
Loughborough	d	1940		2141	2141
Leicester	a	1951	2023	2152	2152
St Pancras Int.	a	2102	2136	2305	2309

Notes: F Until 28 December 2012 and from 11 February 2013

G From 31 December 2012 until 8 February 2013

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Sheffield - Derby - London

Saturdays

		EM C	EM D	EM	EM A	EM	EM A	EM	EM	EM	EM	EM	EM	EM	EM	
Sheffield	d	0500	0527	0625	0732	0727	0832	0827	0847	0927	0947	1027	1047	1127	1147	1227
Chesterfield	d	0512	0539	0637	0745	0739	0845	0839	0859	0939	0959	1039	1059	1139	1159	1239
Derby	a	0554	0559	0659		0759		0859	0919	0959	1019	1059	1119	1159	1219	1259
Derby	d	0601	0601	0701		0801		0901	0920	1001	1020	1101	1120	1201	1220	1301
Long Eaton	d							0930			1030		1130		1230	
East Mid Parkway	d				0839		0939		0935		1035		1135		1235	
Loughborough	d							0942			1042		1142		1242	
Leicester	a	0623	0623	0723	0855	0823	0957	0923	0954	1023	1054	1123	1154	1223	1254	1323
St Pancras Int.	a	0734	0734	0834	1012	0934	1113	1034	1105	1137	1205	1234	1305	1334	1405	1434

		EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM B	EM
Sheffield	d	1247	1327	1347	1427	1447	1527	1547	1627	1635	1727	1735	1827	1847	1927
Chesterfield	d	1259	1339	1359	1439	1459	1539	1559	1639	1647	1739	1751	1839		1939
Derby	a	1319	1359	1419	1459	1519	1559	1619	1659	1716	1759	1816	1859	1919	1959
Derby	d	1320	1401	1420	1501	1520	1601	1620	1701	1718	1801	1818	1901	1921	2001
Long Eaton	d	1330		1430		1530		1630		1728		1828		1931	
East Mid Parkway	d	1335		1435		1535		1635		1732		1832		1935	
Loughborough	d	1342		1442		1542		1642		1740		1840		1941	
Leicester	a	1354	1423	1454	1523	1554	1623	1654	1723	1751	1823	1851	1923	1954	2023
St Pancras Int.	a	1505	1534	1605	1634	1705	1734	1805	1834	1906	1934	2005	2034	2106	2134

Notes: A From Leeds and Wakefield Westgate
D Until 29 December 2012

B From York and Doncaster

C From 5 January 2013

Sheffield - Derby - London

Sundays until 30 December

		EM	EM	EM	EM A	EM A	EM	EM	EM	EM A	EM	EM	EM	EM B	EM	EM
Sheffield	d	0816	0917	1031	1036	1146	1246	1346	1500	1532	1600	1700	1800	1900	1930	2026
Chesterfield	d	0829	0929	1043	1051	1157	1258	1358	1512	1546	1612	1711	1813	1912	1943	2040
Derby	a	0848	0948	1102		1219	1317	1417	1531	1605	1631	1732	1833	1932	2003	2059
Derby	d	0850	0956	1104		1220	1319	1419	1533	1605	1633	1732	1834	1934	2004	2101
Long Eaton	d	0900	1006	1114			1329	1429	1543					1944	2015	
East Mid Parkway	d	0904	1011	1118	1143	1233	1333	1433	1547	1619	1644	1745	1846	1948	2020	2113
Loughborough	d	0912	1018	1126	1151	1241	1341	1441	1555	1628				1956	2028	
Leicester	a	0922	1029	1136	1203	1253	1352	1452	1605	1640	1658	1803	1900	2006	2040	2130
St Pancras Int.	a	1118	1213	1302	1336	1426	1518	1618	1718	1816	1807	1916	2010	2132	2213	2304

Sundays 6 January until 10 February

		EM	EM	EM A	EM	EM A	EM	EM	EM A	EM	EM	EM	EM	EM C	EM	EM
Sheffield	d	0808	0917	1036	1025	1135	1246	1346	1532	1500	1600	1700	1800	1900	1930	2026
Chesterfield	d	0821	0929	1051	1037	1146	1258	1358	1546	1512	1612	1711	1813	1912	1943	2040
Derby	a	0840	0948		1056	1208	1317	1417	1605	1531	1631	1732	1833	1932	2003	2059
Derby	d	0842	0951		1058	1215	1319	1419	1605	1533	1633	1732	1834	1934	2004	2101
Long Eaton	d	0852	1001		1108		1329	1429		1543				1944	2015	
East Mid Parkway	d	0857	1006	1143	1113	1228	1334	1433	1619	1547	1644	1745	1846	1948	2020	2113
Loughborough	d	0906	1018	1156	1126	1241	1346	1441	1628	1555				1956	2028	
Leicester	a	0922	1029	1208	1136	1253	1357	1452	1640	1605	1658	1803	1900	2006	2040	2130
St Pancras Int.	a	1118	1213	1342	1302	1426	1523	1618	1816	1718	1807	1916	2010	2132	2213	2304

Notes: A From Leeds and Wakefield Westgate

B From York and Doncaster

C From York

Sheffield - Derby - London

Sundays 17 February until 24 March

		EM	EM	EM	EM A	EM A	EM	EM	EM A	EM	EM	EM	EM	EM B	EM	EM
Sheffield	d	0810	0917	1025	1036	1129	1246	1346	1532	1500	1600	1700	1800	1900	1930	2026
Chesterfield	d	0823	0929	1037	1051	1140	1258	1358	1546	1512	1612	1711	1813	1912	1943	2040
Derby	a	0842	0948	1056		1202	1317	1417	1605	1531	1631	1732	1833	1932	2003	2059
Derby	d	0844	0950	1058		1205	1319	1419	1605	1533	1633	1732	1834	1934	2004	2101
Long Eaton	d	0854	1000	1108			1329	1429		1543				1944	2015	
East Mid Parkway	d	0858	1005	1112	1143	1218	1333	1433	1619	1547	1644	1745	1846	1948	2020	2113
Loughborough	d	0906	1012	1120	1151	1226	1341	1441	1628	1555				1956	2028	
Leicester	a	0922	1029	1136	1209	1245	1357	1452	1640	1605	1658	1803	1900	2006	2040	2130
St Pancras Int.	a	1118	1213	1302	1342	1426	1523	1618	1816	1718	1807	1916	2010	2132	2213	2304

Sundays 31 March until 12 May

		EM	EM	EM	EM A	EM A	EM	EM	EM A	EM	EM	EM	EM	EM B	EM	EM
Sheffield	d	0816	0917	1025	1036	1146	1246	1346	1532	1500	1600	1700	1800	1900	1930	2026
Chesterfield	d	0829	0929	1037	1051	1157	1258	1358	1546	1512	1612	1711	1813	1912	1943	2040
Derby	a	0848	0948	1056	1116	1219	1317	1417	1605	1531	1631	1732	1833	1932	2003	2059
Derby	d	0850	0956	1058	1123	1220	1319	1419	1605	1533	1633	1732	1834	1934	2004	2101
Long Eaton	d	0900	1006	1108			1329	1429		1543				1944	2015	
East Mid Parkway	d	0904	1011	1112	1135	1233	1333	1433	1619	1547	1644	1745	1846	1948	2020	2113
Loughborough	d	0912	1018	1120	1144	1241	1341	1441	1628	1555				1956	2028	
Leicester	a	0922	1029	1130	1156	1253	1352	1452	1640	1605	1658	1803	1900	2006	2040	2130
St Pancras Int.	a	1118	1213	1307	1339	1429	1518	1618	1816	1718	1807	1916	2010	2132	2213	2304

Notes: A From Leeds and Wakefield Westgate

B From York and Doncaster

London - Derby - Sheffield

Mondays to Fridays

		EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	
St Pancras Int.	d	0545	0637	0725	0755	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325
Leicester	d	0712	0757	0836	0904	0935	1004	1035	1104	1135	1204	1235	1304	1335	1404	1435
Loughborough	d	0724	0808	0846		0945		1045		1145		1245		1345		1445
East Mid Parkway	d	0731		0853		0952		1052		1152		1252		1352		1452
Long Eaton	a	0735		0858		0956		1055		1156		1255		1356		1456
Derby	a	0747	0823	0913	0926	1009	1026	1109	1126	1209	1226	1309	1326	1409	1426	1509
Derby	d	0749	0828	0918	0928	1018	1028	1118	1128	1218	1228	1318	1328	1418	1428	1515
Chesterfield	d	0808	0846	0936	0946	1036	1046	1136	1146	1236	1246	1336	1346	1436	1446	1533
Sheffield	a	0825	0904	0952	1000	1052	1102	1152	1204	1252	1304	1352	1400	1452	1503	1552

		EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM
St Pancras Int.	d	1355	1425	1455	1525	1555	1625	1655	1700	1755	1815	1825	1855	1930	1955	2055	
Leicester	d	1504	1535	1604	1635	1704	1735	1804	1832	1904	1934	1945	2013	2054	2104	2204	
Loughborough	d		1545		1645		1745		1843		1945	1956	2023	2104			
East Mid Parkway	d		1552		1652		1752		1849		1952		2030				
Long Eaton	a		1556		1656		1800		1855			2006					
Derby	a	1526	1609	1626	1709	1726	1813	1826	1909	1928		2019	2045			2131	2226
Derby	d	1528	1617	1628	1718	1728	1818	1828	1918	1928		2021	2048			2134	2228
Chesterfield	d	1546	1635	1646	1736	1746	1841	1846	1936	1946	2052	2040	2108	2220	2153	2246 ^e	
Sheffield	a	1600	1652	1704	1752	1802	1858	1901	1951	2003	2114	2056	2125	2237	2216	2303	

Notes: **A** Continues to Wakefield Westgate and Leeds
e Arrives 2249 31 December until 22 March

B Until 22 March 2013

C From 25 March 2013

London - Derby - Sheffield

Mondays to Fridays

		EM C	EM D	EM E	EM C
St Pancras Int.	d	2055	2225	2225	2225
Leicester	d	2204	2355	2356	2355
Loughborough	d		0006	0007	0006
East Mid Parkway	d		0013	0015	0013
Long Eaton	a				
Derby	a	2226	0034	0035	0034
Derby	d	2233	0035	0037	0040
Chesterfield	d	2307	0058	0059	0116
Sheffield	a	2321	0113	0115	0136

Notes: C From 25 March 2013

D Until 8 February 2013

E From 11 February 2013 until 22 March 2013



Take a different direction with Park & Ride...

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London - Derby - Sheffield

Saturdays

		EM	EM A	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	
St Pancras Int.	d	0610	0637	—	0755	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325
Leicester	d	0736	0755	0838	0904	0935	1004	1035	1104	1135	1204	1235	1304	1335	1404	1435
Loughborough	d	0747	0805	0849	0945	0945	1045	1045	1145	1145	1245	1245	1345	1345	1445	1445
East Mid Parkway	d		0812	0855	0952	0952	1052	1052	1152	1152	1252	1252	1352	1352	1452	1452
Long Eaton	a	0755		0900	0956	0956	1056	1056	1156	1156	1256	1256	1356	1356	1456	1456
Derby	a	0809	0826	0914	0926	1009	1026	1109	1126	1209	1226	1309	1326	1409	1426	1509
Derby	d	0818	0828	0918	0928	1018	1028	1118	1128	1218	1228	1318	1328	1418	1428	1518
Chesterfield	d	0836	0846	0936	0946	1036	1046	1136	1146	1236	1246	1336	1346	1436	1446	1536
Sheffield	a	0852	0907	0952	1000	1052	1100	1152	1201	1252	1304	1352	1400	1452	1500	1552

		EM	EM	EM	EM	EM	EM	EM	EM	EM	EM B	EM	EM	EM	EM
St Pancras Int.	d	1355	1425	1455	1525	1555	1625	1655	1725	1755	1815	1825	1855	1955	2055
Leicester	d	1504	1535	1604	1635	1704	1735	1804	1835	1904	1930	1935	2004	2106	2204
Loughborough	d		1545		1645		1745		1845		1945	1945			
East Mid Parkway	d		1552		1652		1752		1852		1945	1952			
Long Eaton	a		1556		1656		1756		1856			1956			
Derby	a	1526	1609	1626	1709	1726	1809	1826	1909	1926		2009	2026	2132	2226
Derby	d	1528	1618	1628	1718	1728	1818	1828	1918	1928		2018	2028	2134	2228
Chesterfield	d	1546	1636	1646	1736	1746	1838	1846	1936	1946	2052	2036	2046	2155	2246
Sheffield	a	1600	1652	1700	1752	1804	1859	1904	1952	2000	2114	2054	2100	2215	2300

Notes: A Continues to Doncaster and York

B Continues to Wakefield Westgate and Leeds

London - Derby - Sheffield

Sundays until 30 December

		EM D	EM	EM	EM	EM	EM	EM A	EM	EM	EM	EM A	EM	EM A	EM
St Pancras Int.	d	—	0930	1030	1130	1240	1340	1440	1540	1635	1735	1835	1935	2040	2130
Leicester	d	1010	1106	1209	1309	1418	1518	1610	1710	1745	1843	1946	2046	2210	2254
Loughborough	d	1020	1117	1220	1320	1429	1529	1621	1721						2305
East Mid Parkway	d	1027	1123	1226	1326	1436	1536	1629	1729	1801	1856	2001	2101	2225	2316
Long Eaton	a	1031	1128	1231	1331	1442	1542	1633	1733						2324
Derby	a	1042	1139	1243	1342	1455	1555	1646	1746	1814	1908	2014	2114	2239	2335
Derby	d	1053	1150	1251	1350	1457	1556	1652	1750	1814	1910	2016	2116	2250	2336
Chesterfield	d	1112	1209	1312	1408	1517	1616	1712	1809	1835	1928	2035	2135	2309	2355
Sheffield	a	1128	1225	1328	1425	1533	1632	1728	1825	1851	1945	2051	2151	2328	0009

Sundays 6 January until 10 February

		EM B	EM	EM	EM	EM	EM	EM A	EM	EM	EM	EM A	EM	EM A	EM
St Pancras Int.	d	—	0930	1030	1130	1240	1340	1440	1540	1635	1735	1835	1935	2040	2130
Leicester	d	1010	1106	1209	1309	1418	1518	1610	1710	1745	1843	1946	2046	2210	2254
Loughborough	d	1020	1117	1220	1320	1429	1529	1621	1721						2305
East Mid Parkway	d	1031	1127	1230	1330	1436	1536	1629	1729	1801	1856	2001	2101	2225	2316
Long Eaton	a	1038	1134	1237	1337	1442	1542	1633	1733						2324
Derby	a	1049	1145	1248	1348	1455	1555	1646	1746	1814	1908	2014	2114	2239	2335
Derby	d	1053	1150	1253	1350	1457	1556	1652	1750	1814	1910	2016	2116	2250	2336
Chesterfield	d	1112	1209	1312	1408	1517	1616	1712	1809	1835	1928	2035	2135	2309	2355
Sheffield	a	1128	1225	1328	1425	1533	1632	1728	1829	1851	1945	2051	2151	2328	0009

Notes: **A** Continues to Wakefield Westgate and Leeds **B** Continues to York
D Continues to Doncaster and York

London - Derby - Sheffield

Sundays 17 February until 24 March

		EM D	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM A	EM	EM	EM	
St Pancras Int.	d	—	0930	1030	1030	1030	1030	1130	1240	1240	1340	1340	1440	1540	1635	1735
Leicester	d	1010	1108	1209	1209	1210	1218	1308	1418	1432	1518	1518	1610	1710	1745	1843
Loughborough	d	1025	1123	1220	1220	1226	1228	1325	1429	1443	1529	1529	1621	1721		
East Mid Parkway	d	1032	1130	1226	1230	1232	1235	1332	1436	1450	1536	1536	1629	1729	1801	1856
Long Eaton	a	1036	1134	1231	1237	1237	1239	1336	1442	1455	1542	1542	1633	1733		
Derby	a	1047	1145	1243	1248	1248	1250	1347	1455	1507	1555	1555	1646	1746	1814	1908
Derby	d	1053	1150	1253	1253	1253	1253	1350	1457	1515	1556	1556	1652	1750	1814	1910
Chesterfield	d	1112	1209	1312	1312	1312	1312	1408	1517	1534	1616	1616	1712	1809	1835	1928
Sheffield	a	1128	1224	1328	1328	1328	1328	1425	1533	1551	1632	1632	1728	1829	1851	1945

		EM A	EM	EM A	EM
St Pancras Int.	d	1835	1935	2040	2130
Leicester	d	1946	2046	2210	2254
Loughborough	d				2305
East Mid Parkway	d	2001	2101	2225	2316
Long Eaton	a				2324
Derby	a	2014	2114	2239	2335
Derby	d	2016	2116	2250	2336
Chesterfield	d	2035	2135	2309	2355
Sheffield	a	2051	2151	2328	0009

Notes: **A** Continues to Wakefield Westgate and Leeds

D Continues to Doncaster and York

London - Derby - Sheffield

Sundays 31 March until 12 May

		EM D	EM	EM	EM	EM	EM	EM A	EM	EM	EM	EM	EM A	EM	EM A	EM
St Pancras Int.	d	—	0930	1030	1130	1240	1340	1440	1540	1635	1735	1835	1935	2040	2130	
Leicester	d	1010	1106	1218	1309	1432	1518	1610	1710	1745	1843	1946	2046	2210	2254	
Loughborough	d	1020	1117	1228	1320	1443	1529	1621	1721						2305	
East Mid Parkway	d	1027	1123	1235	1326	1450	1536	1629	1729	1801	1856	2001	2101	2225	2316	
Long Eaton	a	1031	1128	1239	1331	1455	1542	1633	1733						2324	
Derby	a	1042	1139	1250	1342	1507	1555	1646	1746	1814	1908	2014	2114	2239	2335	
Derby	d	1053	1150	1253	1350	1515	1556	1652	1750	1814	1910	2016	2116	2250	2336	
Chesterfield	d	1112	1209	1312	1408	1534	1616	1712	1809	1835	1928	2035	2135	2309	2355	
Sheffield	a	1128	1225	1328	1425	1551	1632	1728	1829	1851	1945	2051	2151	2328	0009	

Notes: **A** Continues to Wakefield Westgate and Leeds

D Continues to Doncaster and York

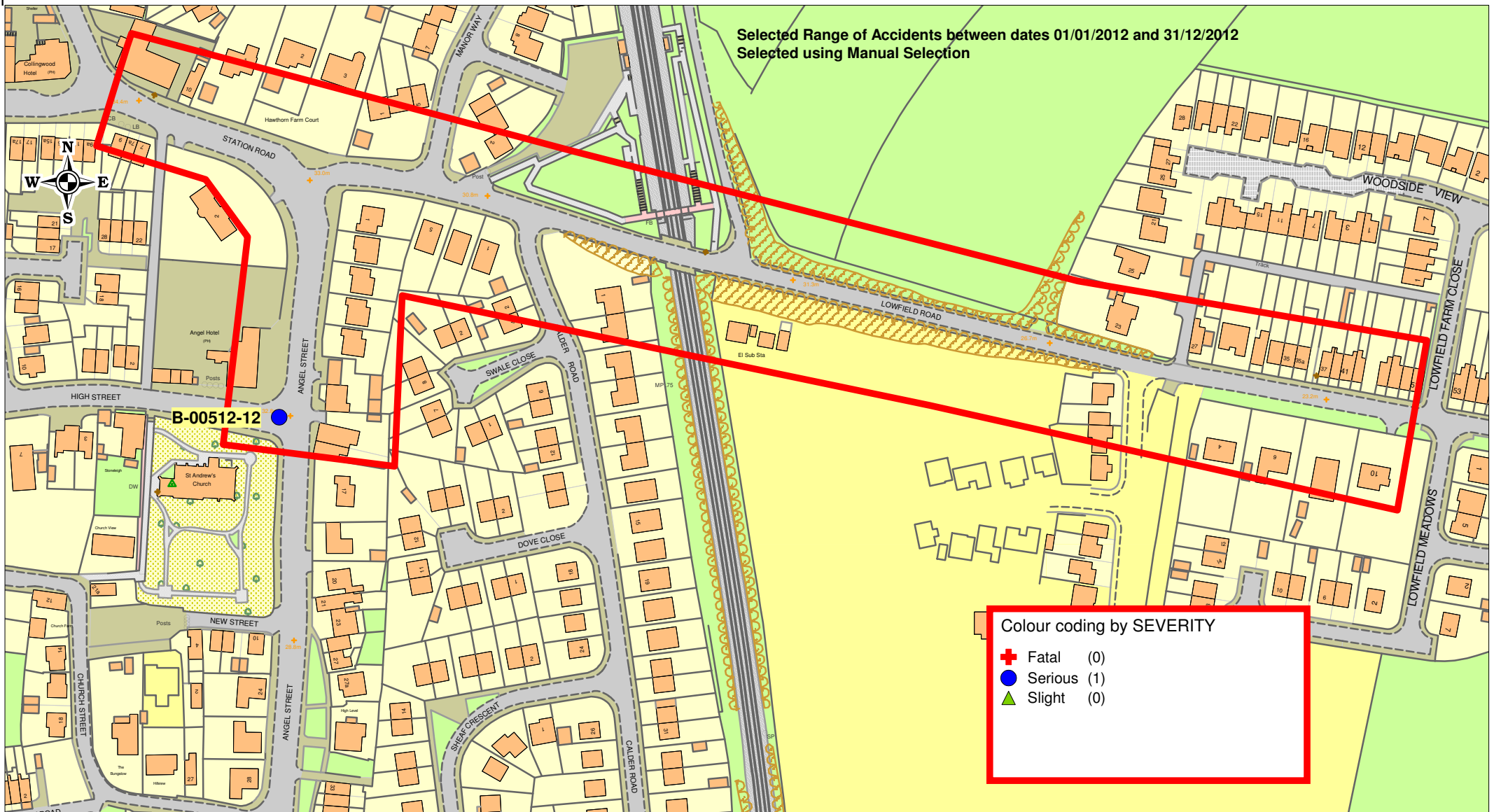
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Appendix TA 13



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 South Yorkshire LTP Partnership
 Licence No. 100019587 2013

Selected map area

SCALE	1 : 1930
DATE	18/03/2013
DRWG No.	
DRN BY	

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

Selection:
Selected using Build Query : local_auth=210

Notes:
Robbie Donaldson - BGH

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-00645-07	14/05/2007	1	Slight	0	0	1	0	Light	No turn	Wet/Damp	1930	STATION RD BOLTON UPON DEARNE AT J/W ANGEL ST
B-00281-08	01/03/2008	3	Slight	0	0	0	0	Light	Left	Dry	1615	ANGEL ST BOLTON UPON DEARNE
B-00886-10	24/08/2010	1	Slight	1	0	0	0	Light	No turn	Dry	1615	STATION RD BOLTON ON DEARNE
Column Totals		5		1	0	1	0					
No. of Accidents				1	0	1	0					
Total number of accidents listed:		3										

Accidents between dates 01/01/2012 and 31/12/2012 (12) months

Selection: Notes:

Selected using Build Query : local_auth=210

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-00512-12	05/06/2012	1	Serious	0	0	0	1	Light	Right	Dry	1313	HIGH ST BOLTON UPON DEARNE AT J/W ANGEL ST
Column Totals		1		0	0	0	1					
No. of Accidents				0	0	0	1					
Total number of accidents listed:		1										

AccsMap - Accident Analysis System

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

Selection:

Notes:

Selected using Build Query : local_auth=210

Robbie Donaldson - BGH

B-00645-07 14/05/2007 Monday Time:1930 Vehicles 1 Casualties 1 Slight

Easting: 445,625 Northing: 402,638

Fine without high winds Road Surface:Wet/Damp Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: STATION RD BOLTON UPON DEARNE AT J/W ANGEL ST

Description:VEH TR AROUND BEND WHEN CAR DOOR FLEW OPEN AND CHILD FELL FROM VEH.

Vehicle Reference1 Car Going ahead right hand bend

First point of impact:Did not impact

Vehicle direction: N to S

Journey: Other/Not known

Age of Driver : 56

Breath test:Not applicable

Contributory Factors : 999

Casualty Reference 1 Age:7 Female Passenger Severity:Slight

Ped Dir: Ped Movement :

Ped Location:

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

Selection:

Selected using Build Query : local_auth=210

Notes:

Robbie Donaldson - BGH

B-00281-08 01/03/2008 Saturday Time:1615 Vehicles 2 Casualties 3 Slight
Easting: 445,621 Northing: 402,548
Fine without high winds Road SurfaceDry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: ANGEL ST BOLTON UPON DEARNE

Description:V1 TV ALONG B6098, DRIVER WAS SLOWING DUE TO TEMPORARY TRAFFIC LIGHTS WHEN V2 EXITED JCT & COLL WITH V1.

Vehicle Reference1 Car Slowing or Stopping
First point of impact:Nearside
Vehicle direction: N to S Journey: Other/Not known
Age of Driver : 48 Breath test:Not applicable

Contributory Factors : 706 406 405

Casualty Reference 1 Age:48 Female Driver/rider Severity:Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 2 Age:16 Female Passenger Severity:Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference 3 Age:19 Female Passenger Severity:Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference2 Car Turning left
First point of impact:Front
Vehicle direction: E to S Journey: Other/Not known
Age of Driver : Breath test:Not applicable

Contributory Factors : 706 406 405

AccsMap - Accident Analysis System

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

Selection:

Notes:

Selected using Build Query : local_auth=210

Robbie Donaldson - BGH

B-00886-10 24/08/2010 Tuesday Time:1615 Vehicles 2 Casualties 1 Slight
 Easting: 445,563 Northing: 402,661
 Fine without high winds Road SurfaceDry Daylight:street lights present
 Road Type: Single carriageway Speed Limit: 30

Location: STATION RD BOLTON ON DEARNE

Description:V1 HAS SWERVED AND COLL WITH V1 (PED CYC) KNOCKING HIM OFF BIKE.

Vehicle Reference1 Car

Going ahead

First point of impact:Offside

Vehicle direction: S to N

Journey: Other/Not known

Age of Driver :

Breath test:Not applicable

Contributory Factors : 601 409 808

Vehicle Reference2 Pedal cycle

Overtaking moving vehicle on its offside

First point of impact:Nearside

Vehicle direction: S to N

Journey: Other/Not known

Age of Driver : 28

Breath test:Not applicable

Contributory Factors : 601 409 808

Casualty Reference 1 Age:28 Male Driver/rider Severity:Slight

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian

Ped Location:

AccsMap - Accident Analysis System

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

Selection:

Selected using Build Query : local_auth=210

Notes:

Robbie Donaldson - BGH

Accidents involving:

Casualties:

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

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

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2012 (12) months
 Selection: Notes:
 Selected using Build Query : local_auth=210

B-00512-12 05/06/2012 Tuesday Time:1313 Vehicles 2 Casualties 1 Serious
 Easting: 445,615 Northing: 402,549
 Fine without high winds Road Surface:Dry Daylight:street lights present
 Road Type: Single carriageway Speed Limit: 30

Location: HIGH ST BOLTON UPON DEARNE AT J/W ANGEL ST
 Description:VI EMERGED FROM JCT INTO PATH OF V2 AND COLL OCC.

Vehicle Reference1 Car Turning right
 First point of impact:Offside
 Vehicle direction: W to S Journey: Other/Not known
 Age of Driver : 44 Breath test:Negative

Contributory Factors : 405 403

Vehicle Reference2 Motorcycle over 50cc and up to 60cc Going ahead
 First point of impact:Front
 Vehicle direction: S to N Journey: Other/Not known
 Age of Driver : 60 Breath test:Negative

Contributory Factors : 405 403

Casualty Reference 1 Age:60 Male Driver/rider Severity:Serious

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian
 Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2012 and 31/12/2012 (12) months

Selection:

Notes:

Selected using Build Query : local_auth=210

Accidents involving:

Casualties:

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

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	0	1

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

Selection:
Selected using Build Query : local_auth=210

Notes:
Robbie Donaldson - BGH

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Weather	Road Surface	Vehicle Types		
					Ftl	Ser	Slt		L	MD				Light	
B-00645-07	Slight	14/05/2007	1930	445625 402638	0	0	1	999V1A	0	0	0	Light	Fine without high winds	Wet/Damp	9
B-00281-08	Slight	01/03/2008	1615	445621 402548	0	0	3	706V2B 406V2B 405V2A	0	0	0	Light	Fine without high winds	Dry	9 9
B-00886-10	Slight	24/08/2010	1615	445563 402661	0	0	1	601V1A 409V1A 808V1A	0	0	0	Light	Fine without high winds	Dry	1 9

Column Totals

No. of Accidents

Total number of accidents listed: 3

Accidents between dates 01/01/2012 and 31/12/2012 (12) months

Selection: Notes:

Selected using Build Query : local_auth=210

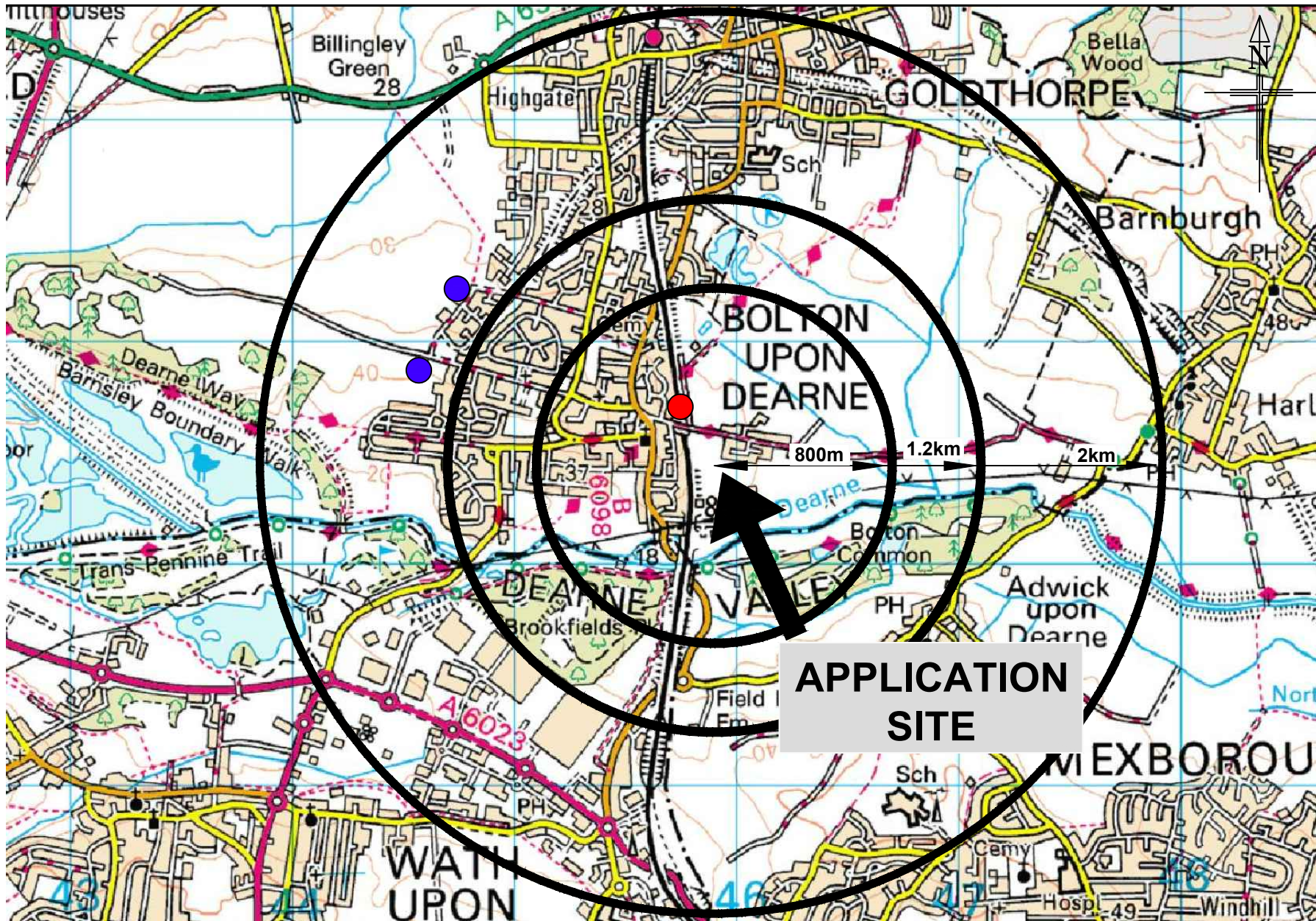
Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Weather	Road Surface	Vehicle Types		
					Ftl	Ser	Slk		L	MD				Light	
B-00512-12	Serious	05/06/2012	1313	445615 402549	0	1	0	405V1A 403V1A	0	0	0	Light	Fine without high winds	Dry	3 9

Column Totals

No. of Accidents

Total number of accidents listed: 1

Appendix TA 14

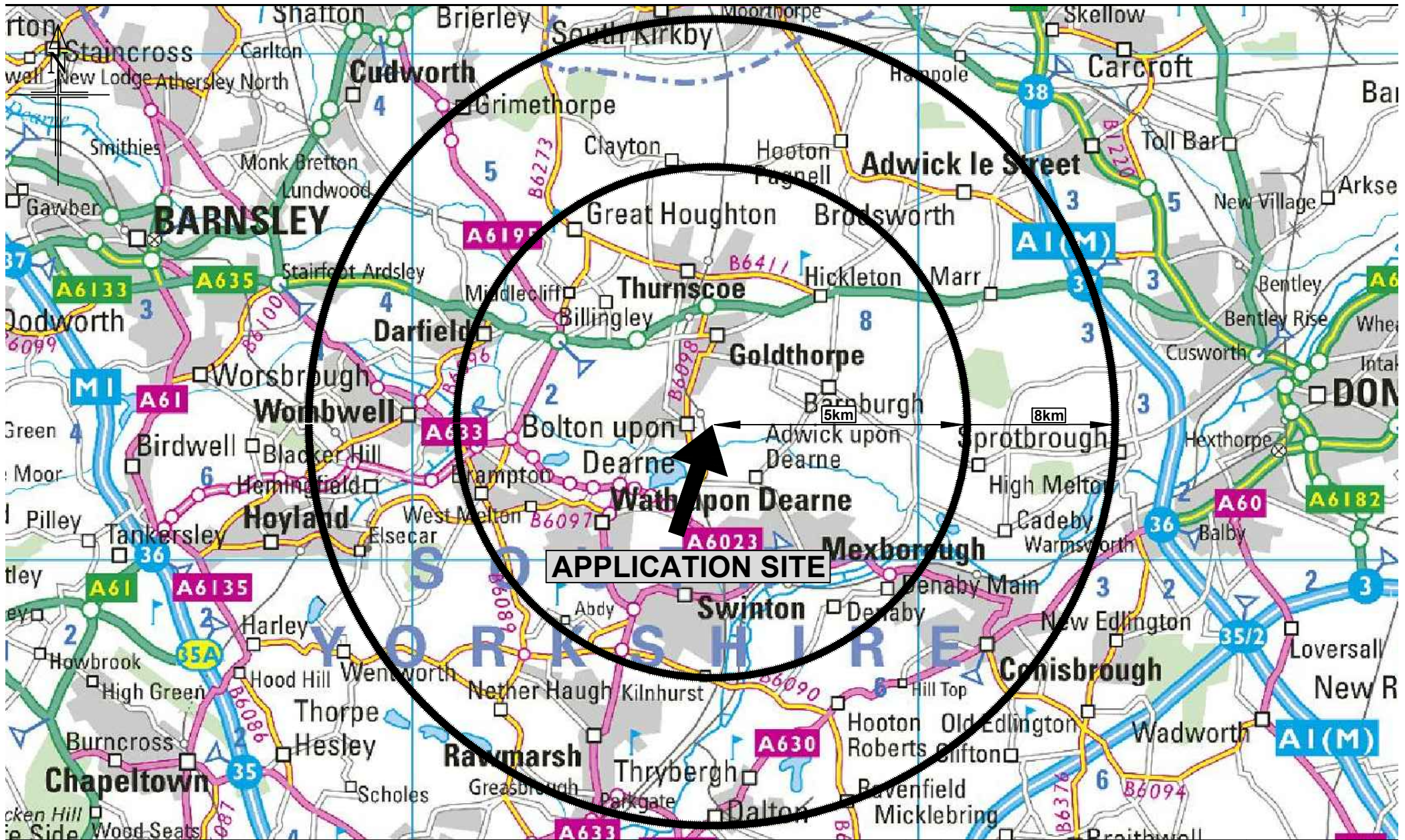


- KEY:
- Bolton Upon Dearne Railway Station ●
 - Primary School ●

APPLICATION SITE

Client GLEESON REGENERATION AND HOMES	Project BOLTON UPON DEARNE SOUTH YORKSHIRE	Rev	Amendments	Drawn	Chkd	Appr	Date	
		Scale	1:25,000 @ A4	Date	MARCH 2013			Doc Sheet No
BRYAN • G • HALL consulting civil & transportation planning engineers <small>Bryan G Hall Ltd, Suite 8E, Joseph's Well Hanover Walk Leeds LS3 7AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http://www.bryanghall.co.uk</small>	Title WALKING ISOCHRONES SHOWN AT 800M, 1.2KM AND 2KM DISTANCES	Drawn	RD	Checked	AM	Approved	DJP	
		Job No	13-141	Drawing No	APPENDIX 10		Rev	-

Appendix TA 15

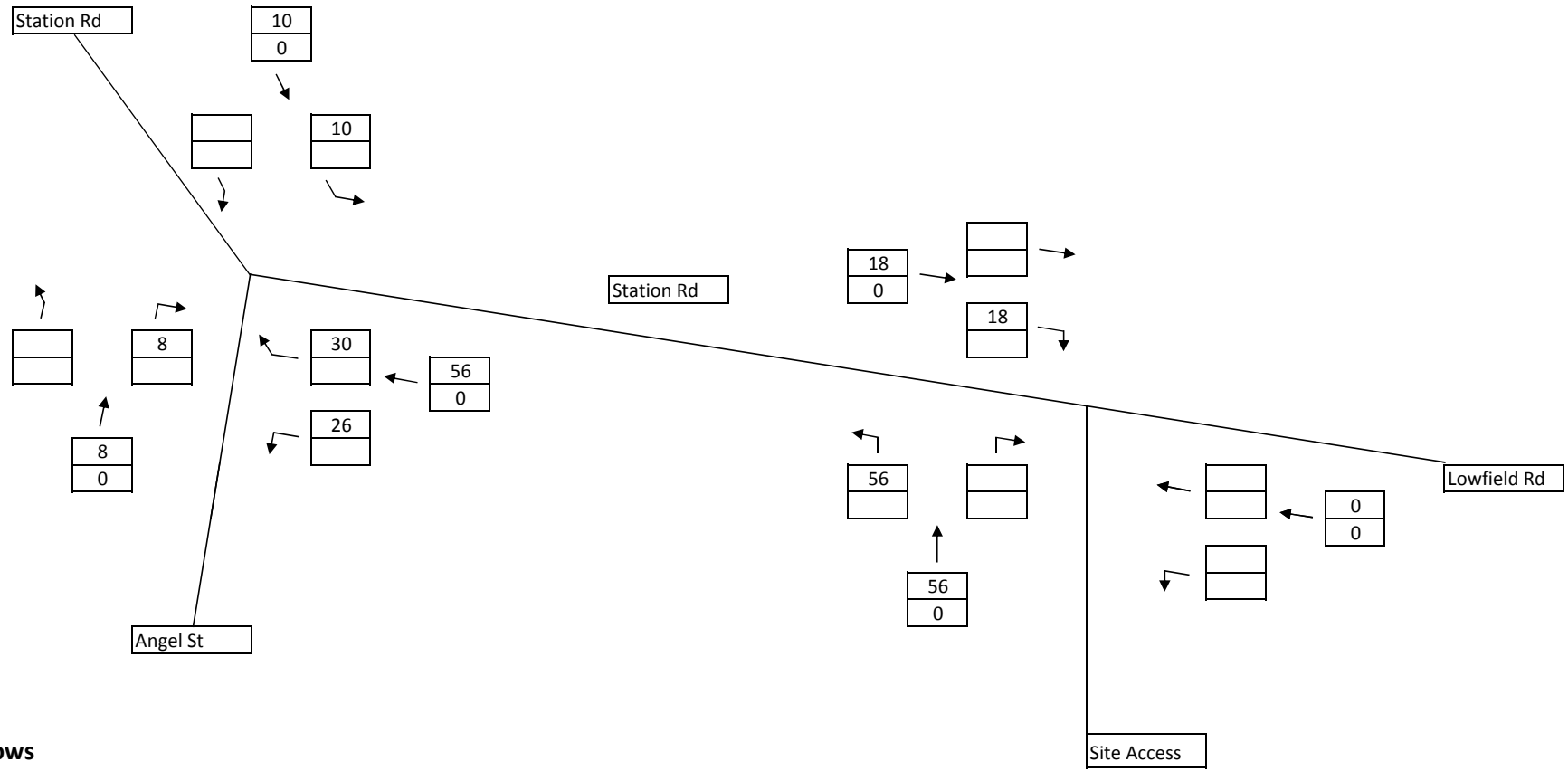


Client GLEESON REGENERATION AND HOMES BRYAN · G · HALL consulting civil & transportation planning engineers <small>Bryan G Hall Ltd, Suite 8E, Joseph's Well Hanover Walk Leeds LS3 7AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http://www.bryanhall.co.uk</small>	Project BOLTON UPON DEARNE SOUTH YORKSHIRE	Rev Scale 1:100,000 @ A4 Drawn RD Job No 13-141	Date MARCH 2013 Checked AM Drawing No APPENDIX 11	Drawn Chkd Appr Date Doc Sheet No Approved DJP Rev
	Title CYCLING ISOCHRONES SHOWN AT 5.0KM AND 8.0KM DISTANCES			

Appendix TA 16

**PHASE 3 GENERATIONS
BOLTON UPON DEARNE**

AM

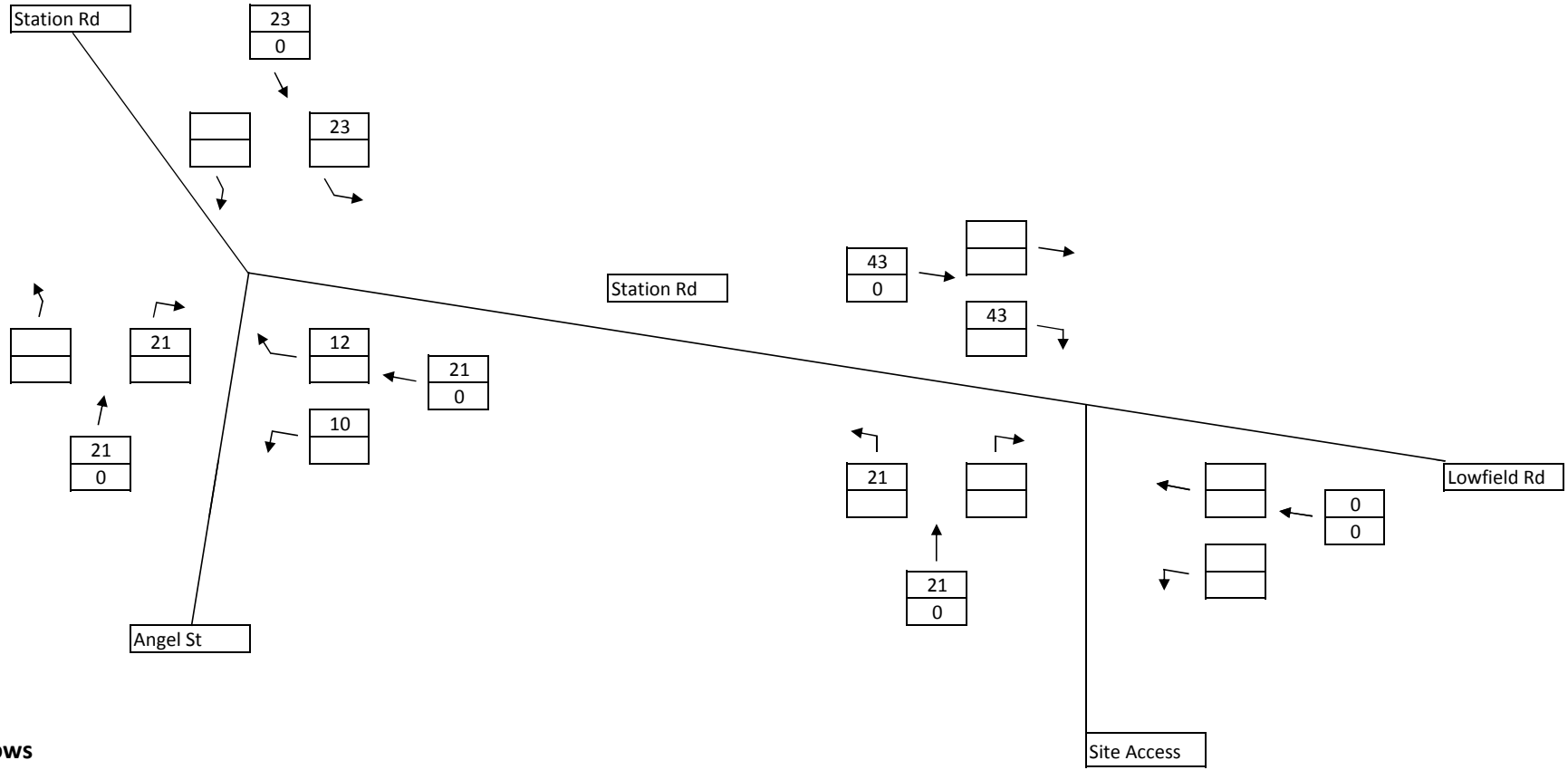


Traffic Flows

	Total Vehicles
	Total HGVs

**PHASE 3 GENERATIONS
BOLTON UPON DEARNE**

PM

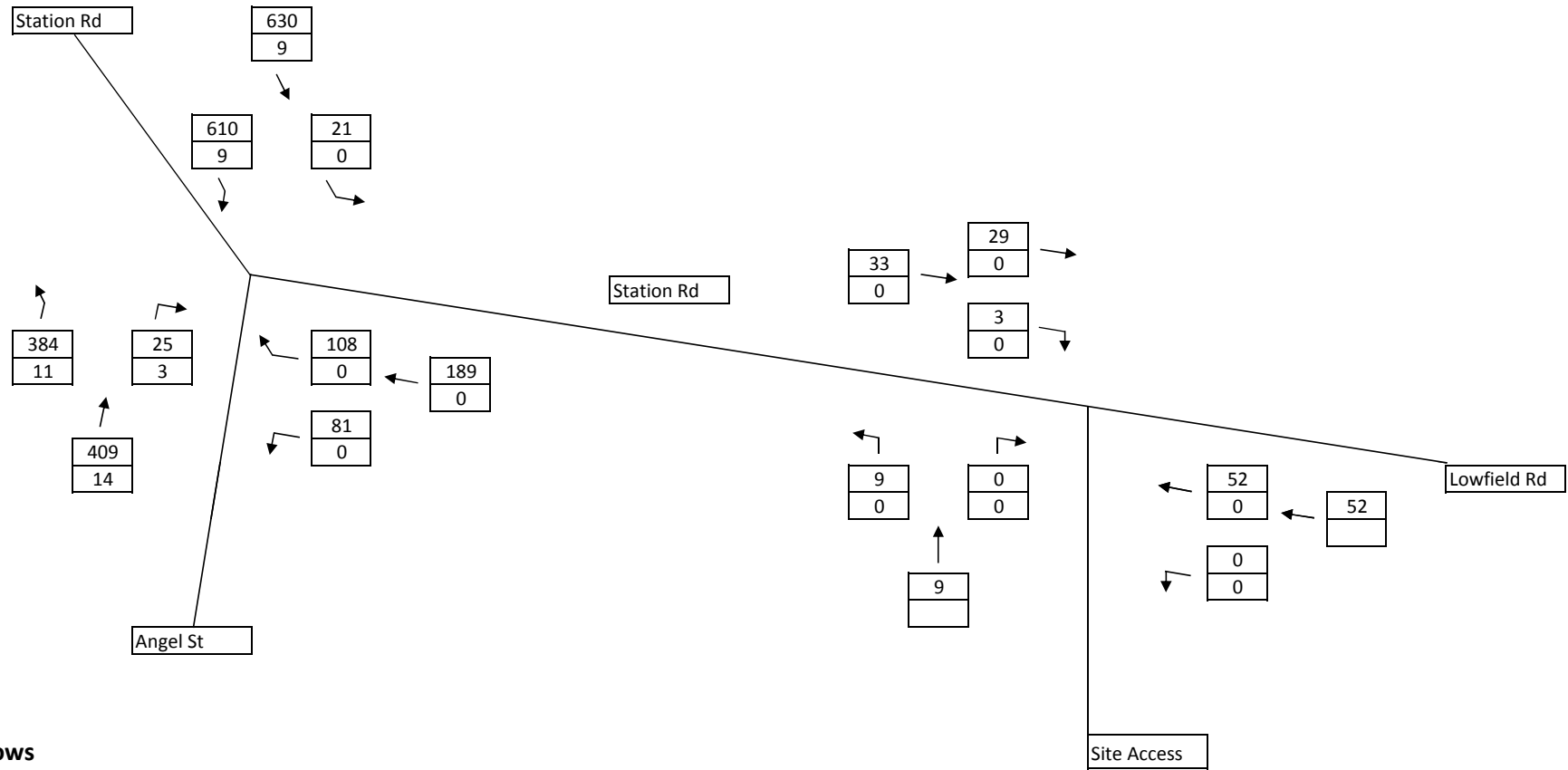


Traffic Flows

	Total Vehicles
	Total HGVs

Appendix TA 17

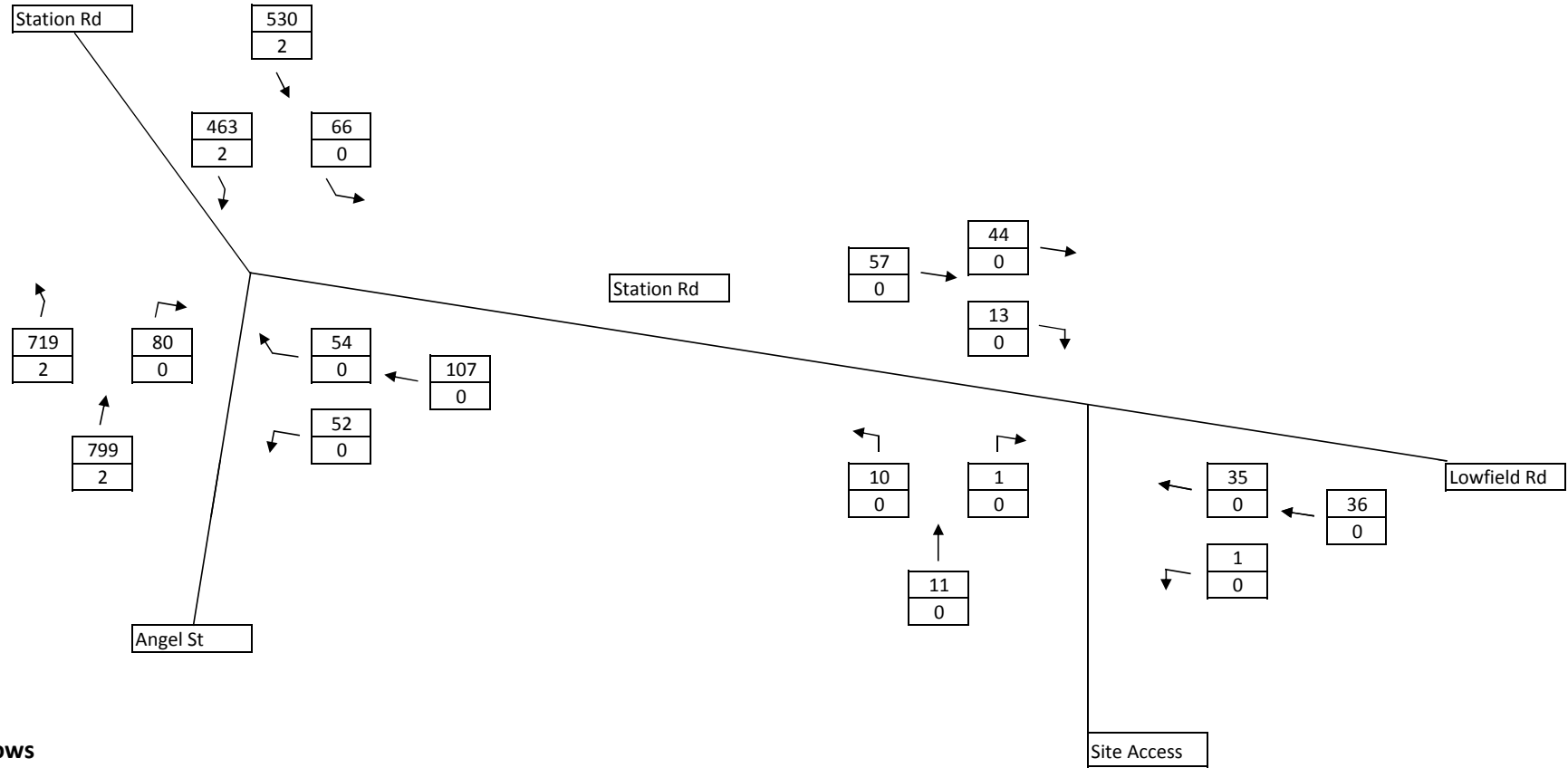
**GROWTHED 2020 FLOWS
BOLTON UPON DEARNE
AM Peak**



Traffic Flows

	Total Vehicles
	Total HGVs

**GROWTHED 2020 FLOWS
BOLTON UPON DEARNE
PM Peak**



Traffic Flows

	Total Vehicles
	Total HGVs

Appendix TA 18

2015-2020

AM Peak

Level	Area	Local Growth Figure
00CC10	Dearne	1.086666518

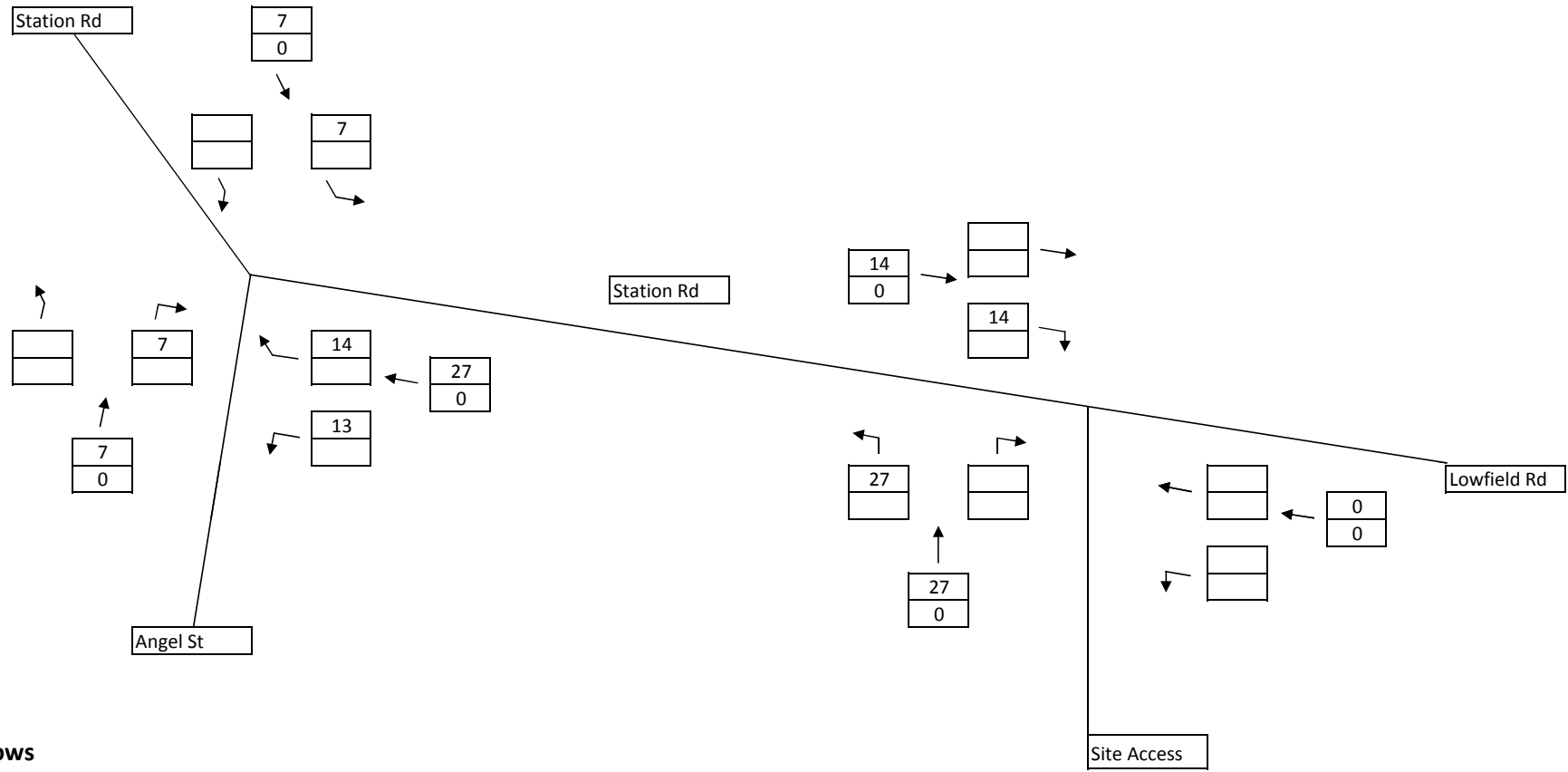
PM Peak

Level	Area	Local Growth Figure
00CC10	Dearne	1.089508085

Appendix TA 19

**PHASE 1 GENERATIONS
BOLTON UPON DEARNE**

AM

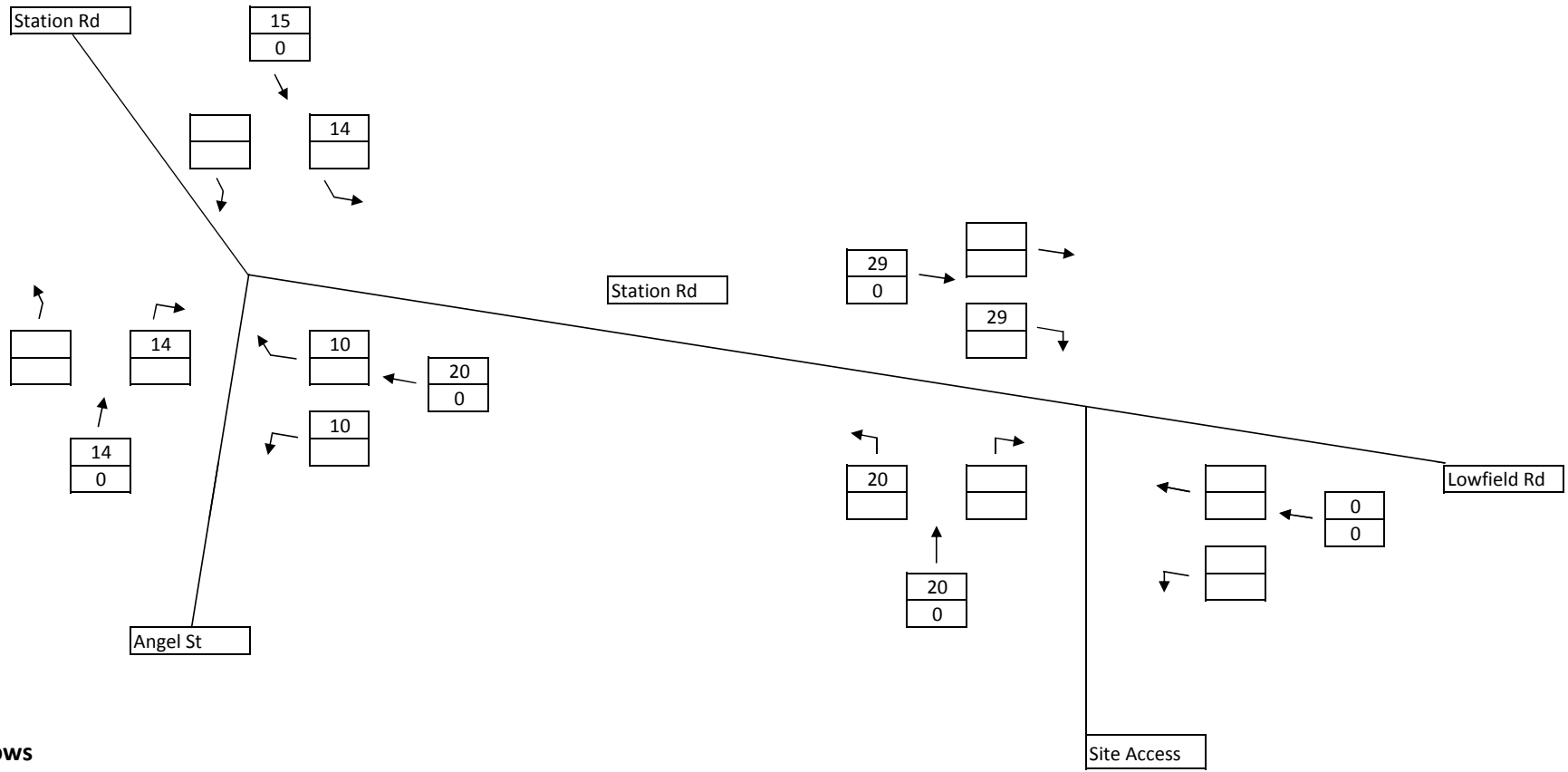


Traffic Flows

	Total Vehicles
	Total HGVs

**PHASE 1 GENERATIONS
BOLTON UPON DEARNE**

PM

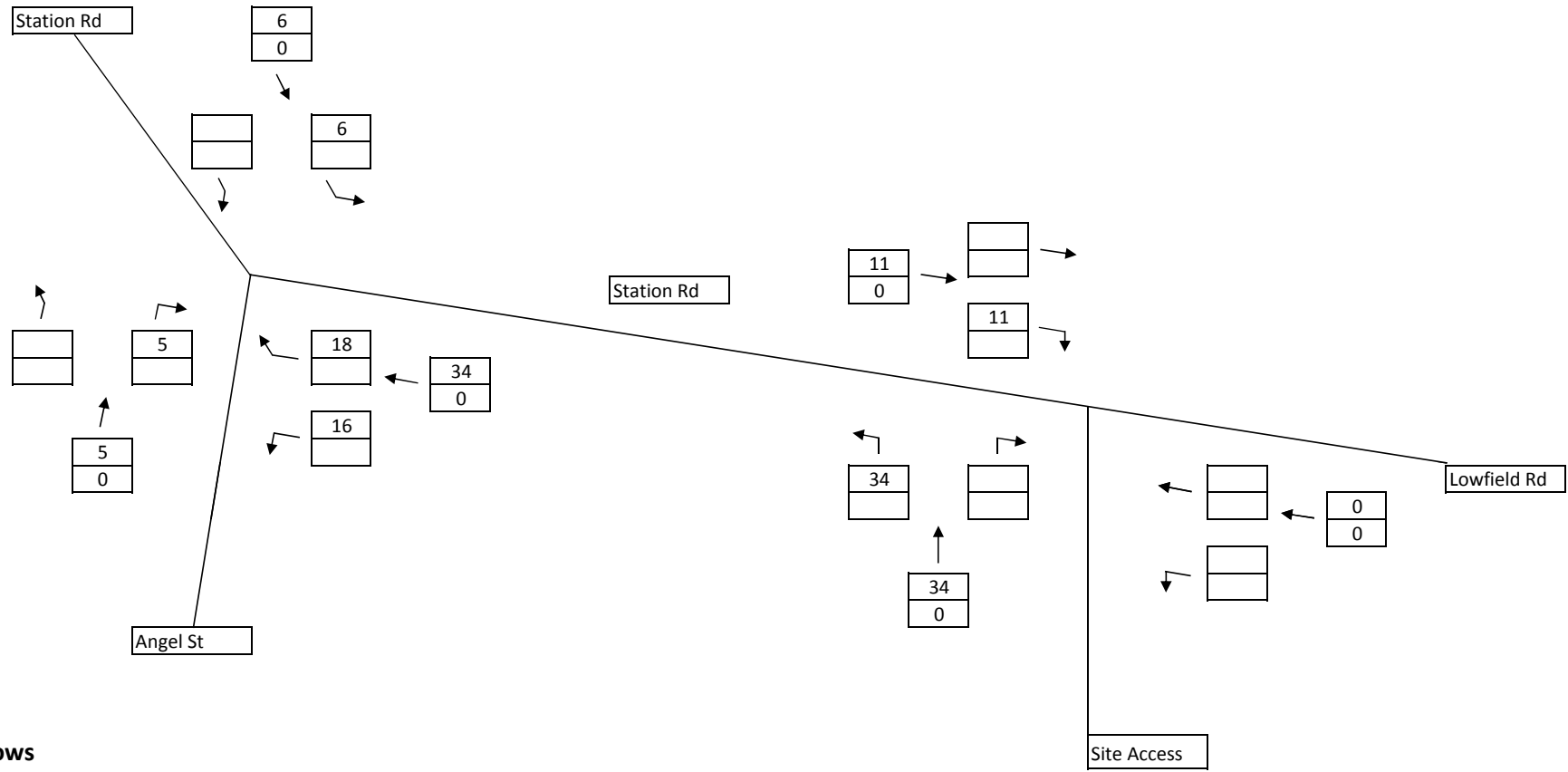


Traffic Flows

	Total Vehicles
	Total HGVs

**PHASE 2 GENERATIONS
BOLTON UPON DEARNE**

AM

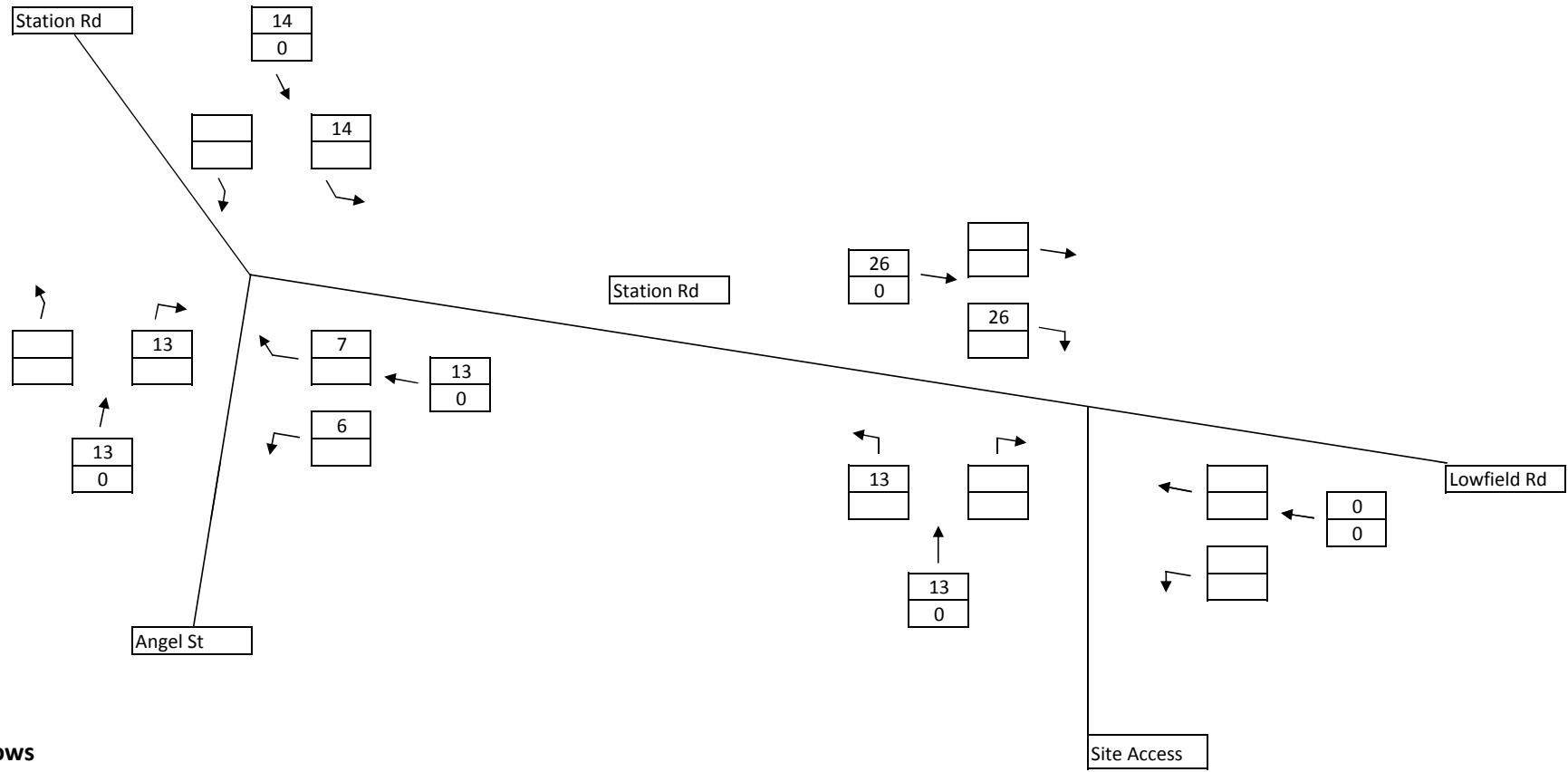


Traffic Flows

	Total Vehicles
	Total HGVs

**PHASE 2 GENERATIONS
BOLTON UPON DEARNE**

PM

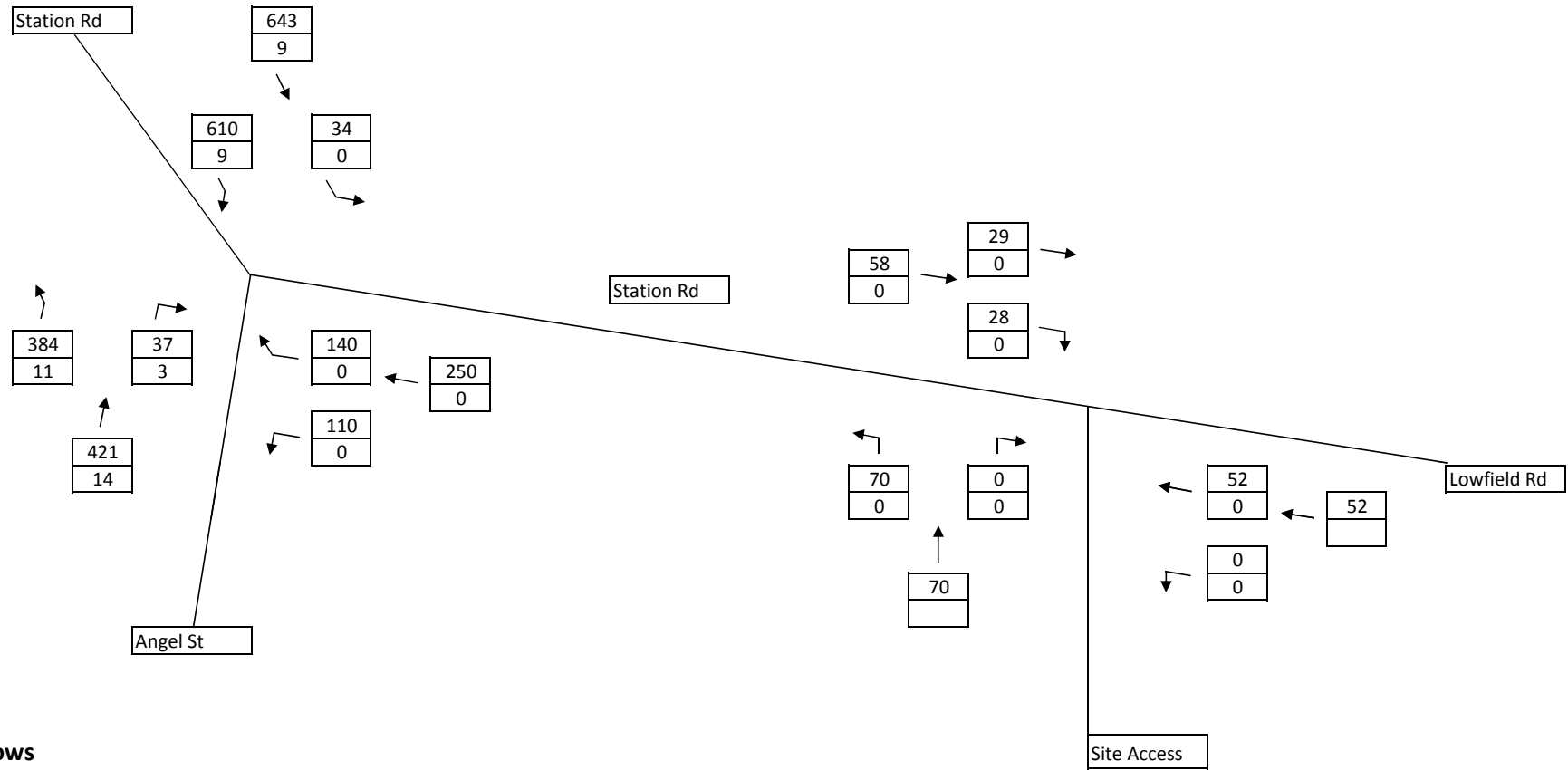


Traffic Flows

	Total Vehicles
	Total HGVs

Appendix TA 20

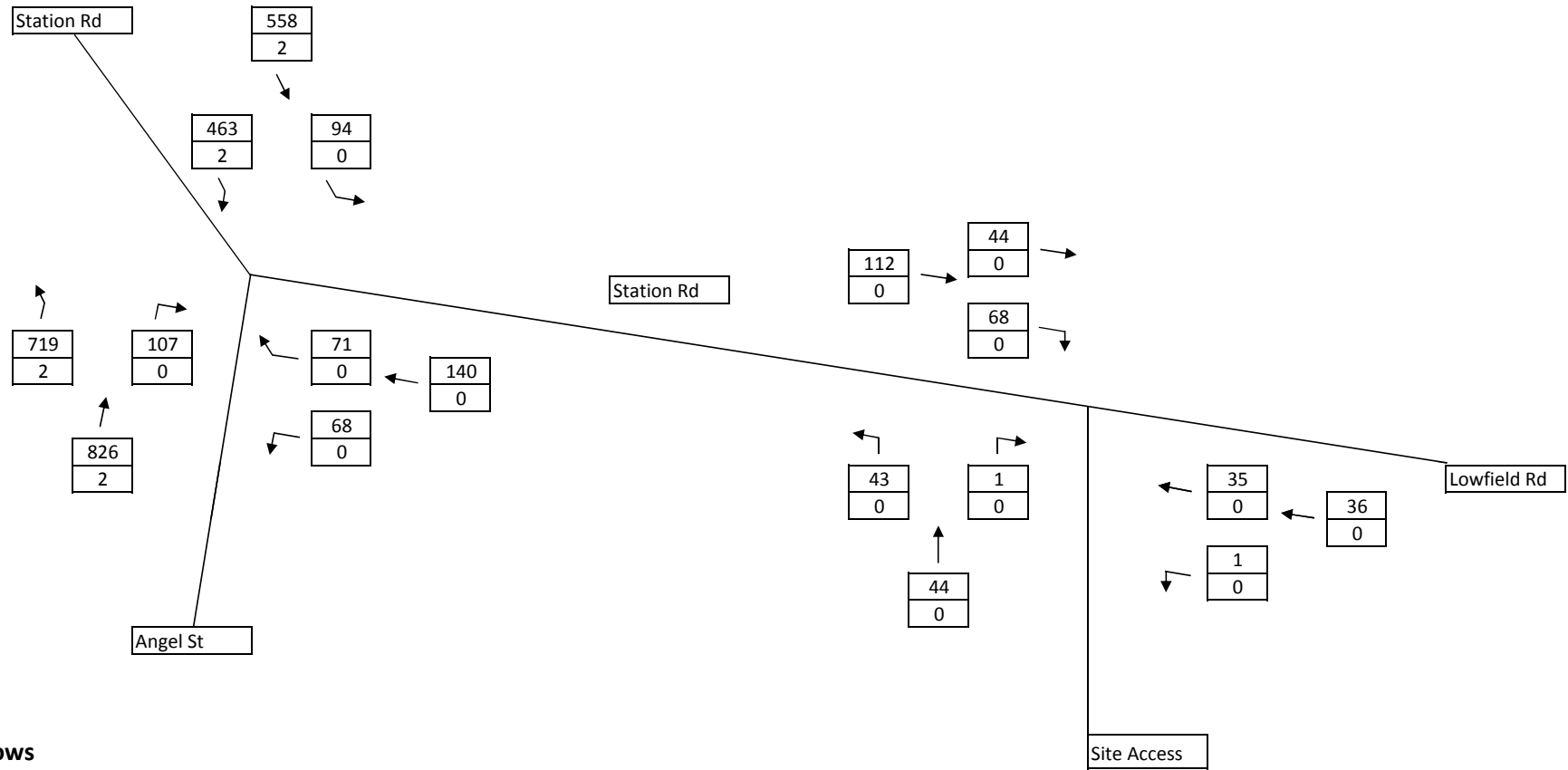
**BASE 2020 FLOWS
BOLTON UPON DEARNE
AM Peak**



Traffic Flows

	Total Vehicles
	Total HGVs

**BASE 2020 FLOWS
BOLTON UPON DEARNE
PM Peak**

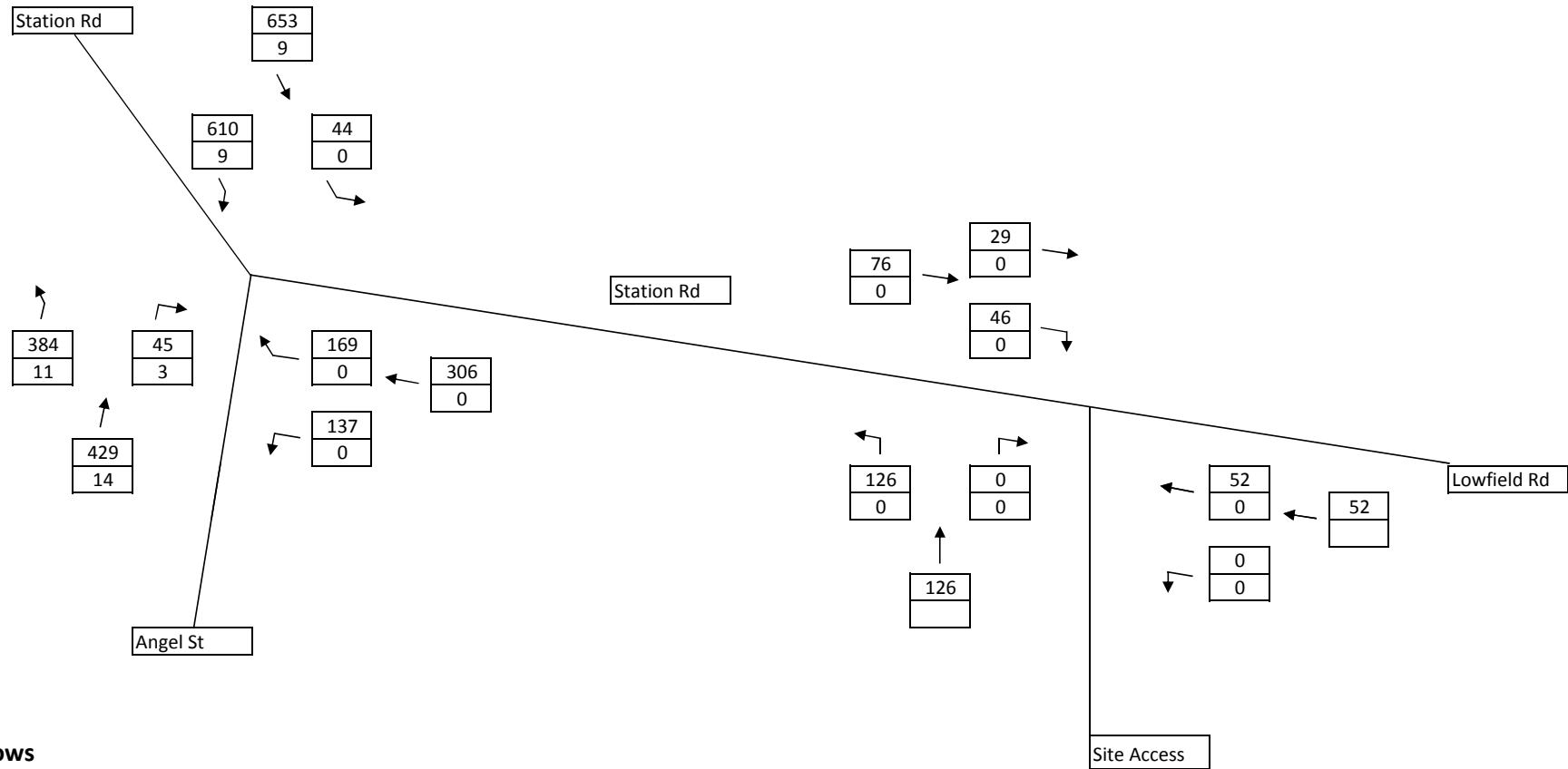


Traffic Flows

	Total Vehicles
	Total HGVs

Appendix TA 21

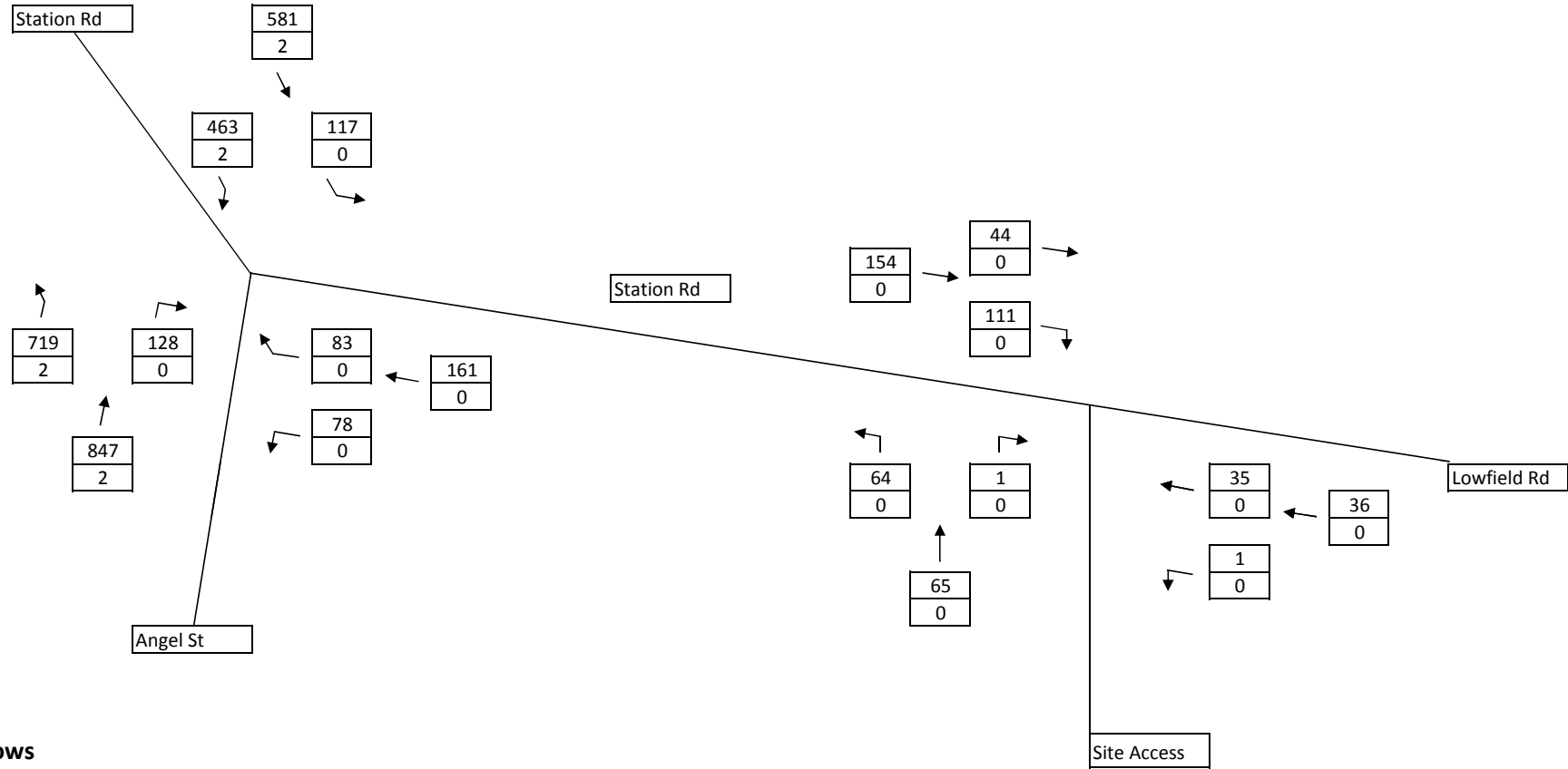
**PREDICTED 2020 FLOWS
BOLTON UPON DEARNE
AM Peak**



Traffic Flows

	Total Vehicles
	Total HGVs

**GROWTHED 2020 FLOWS
BOLTON UPON DEARNE
PM Peak**



Traffic Flows

	Total Vehicles
	Total HGVs

Appendix TA 22

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: B6098 Station Road Angel Street Model.arc8
Path: Y:\2013\13-126 to 13-150\13-141 Bolton Upon Dearne\Technical\Phase 3\PICADY
Report generation date: 18/02/2015 13:34:46

Summary of junction performance

AM Peak				
	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - Base 2020				
Stream B-AC	2.00	27.02	0.68	D
Stream C-AB	0.08	6.27	0.07	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - Existing 2015, AM Peak" model duration: 08:00 - 09:30

"D2 - Existing 2015, PM Peak" model duration: 15:45 - 17:15

"D3 - Base 2020, AM Peak " model duration: 08:00 - 09:30

"D4 - Base 2020, PM Peak" model duration: 15:45 - 17:15

"D5 - Predicted 2020, AM Peak" model duration: 08:00 - 09:30

"D6 - Predicted 2020, PM Peak" model duration: 15:45 - 17:15

Run using Junctions 8.0.2.316 at 18/02/2015 13:34:46

File summary

File Description

Title	B6098 Station Road/Angel Street Priority Junction
Location	Bolton Upon Dearne
Site Number	
Date	18/02/2015
Version	
Status	Preliminary
Identifier	
Client	Gleeson Regeneration and Homes
Jobnumber	13-141
Enumerator	R Donaldson
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing Layout - Base 2020, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2020, AM Peak	Base 2020	AM Peak		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	24.16	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B6098 Station Road		Major
B	Station Road		Minor
C	B6098 Angel Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.15		0.00	✓	5.00	83.00	✓	2.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.45										79	94

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None

C	None
---	------

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	575.222	0.090	0.229	0.144	0.326
1	B-C	713.889	0.094	0.239	-	-
1	C-B	811.584	0.271	0.271	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	653.00	100.000
B	ONE HOUR	✓	250.00	100.000
C	ONE HOUR	✓	435.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	34.000	619.000
	B	140.000	0.000	110.000
	C	395.000	40.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.56	0.00	0.44
	C	0.91	0.09	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.68	27.02	2.00	D
C-AB	0.07	6.27	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	188.21	185.68	0.00	479.33	0.393	0.63	12.160	B
C-AB	30.14	29.96	0.00	678.55	0.044	0.05	5.549	A
C-A	297.35	297.35	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C	466.02	466.02	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	224.74	223.40	0.00	449.38	0.500	0.97	15.835	C
C-AB	36.02	35.97	0.00	652.98	0.055	0.06	5.834	A
C-A	355.04	355.04	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	556.47	556.47	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	275.26	271.44	0.00	407.37	0.676	1.92	25.771	D
C-AB	44.20	44.13	0.00	617.94	0.072	0.08	6.273	A
C-A	434.74	434.74	0.00	-	-	-	-	-
A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	681.53	681.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	275.26	274.96	0.00	407.35	0.676	2.00	27.024	D
C-AB	44.20	44.20	0.00	617.94	0.072	0.08	6.273	A
C-A	434.74	434.74	0.00	-	-	-	-	-

A-B	37.43	37.43	0.00	-	-	-	-	-
A-C	681.53	681.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	224.74	228.59	0.00	449.35	0.500	1.03	16.576	C
C-AB	36.02	36.09	0.00	652.98	0.055	0.06	5.835	A
C-A	355.04	355.04	0.00	-	-	-	-	-
A-B	30.57	30.57	0.00	-	-	-	-	-
A-C	556.47	556.47	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	188.21	189.71	0.00	479.27	0.393	0.66	12.495	B
C-AB	30.14	30.19	0.00	678.55	0.044	0.05	5.552	A
C-A	297.35	297.35	0.00	-	-	-	-	-
A-B	25.60	25.60	0.00	-	-	-	-	-
A-C	466.02	466.02	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: B6098 Station Road Angel Street Model.arc8
Path: Y:\2013\13-126 to 13-150\13-141 Bolton Upon Dearne\Technical\Phase 3\PICADY
Report generation date: 18/02/2015 13:35:22

Summary of junction performance

PM Peak				
	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - Base 2020				
Stream B-AC	0.64	15.21	0.39	C
Stream C-AB	0.23	6.68	0.19	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - Existing 2015, AM Peak" model duration: 08:00 - 09:30

"D2 - Existing 2015, PM Peak" model duration: 15:45 - 17:15

"D3 - Base 2020, AM Peak" model duration: 08:00 - 09:30

"D4 - Base 2020, PM Peak" model duration: 15:45 - 17:15

"D5 - Predicted 2020, AM Peak" model duration: 08:00 - 09:30

"D6 - Predicted 2020, PM Peak" model duration: 15:45 - 17:15

Run using Junctions 8.0.2.316 at 18/02/2015 13:35:22

File summary

File Description

Title	B6098 Station Road/Angel Street Priority Junction
Location	Bolton Upon Dearne
Site Number	
Date	18/02/2015
Version	
Status	Preliminary
Identifier	
Client	Gleeson Regeneration and Homes
Jobnumber	13-141
Enumerator	R Donaldson
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing Layout - Base 2020, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2020, PM Peak	Base 2020	PM Peak		ONE HOUR	15:45	17:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.45	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B6098 Station Road		Major
B	Station Road		Minor
C	B6098 Angel Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.15		0.00	✓	5.00	83.00	✓	2.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.45										79	94

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None

C	None
---	------

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	575.222	0.090	0.229	0.144	0.326
1	B-C	713.889	0.094	0.239	-	-
1	C-B	811.584	0.271	0.271	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	559.00	100.000
B	ONE HOUR	✓	139.00	100.000
C	ONE HOUR	✓	828.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	94.000	465.000
	B	71.000	0.000	68.000
	C	721.000	107.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.51	0.00	0.49
	C	0.87	0.13	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	15.21	0.64	C
C-AB	0.19	6.68	0.23	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.65	103.53	0.00	473.27	0.221	0.28	9.708	A
C-AB	81.39	80.87	0.00	701.80	0.116	0.13	5.792	A
C-A	541.97	541.97	0.00	-	-	-	-	-
A-B	70.77	70.77	0.00	-	-	-	-	-
A-C	350.08	350.08	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	124.96	124.51	0.00	439.01	0.285	0.39	11.431	B
C-AB	98.06	97.92	0.00	683.38	0.144	0.17	6.147	A
C-A	646.29	646.29	0.00	-	-	-	-	-
A-B	84.50	84.50	0.00	-	-	-	-	-
A-C	418.03	418.03	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	153.04	152.09	0.00	389.71	0.393	0.63	15.088	C
C-AB	122.66	122.41	0.00	661.35	0.185	0.23	6.676	A
C-A	788.99	788.99	0.00	-	-	-	-	-
A-B	103.50	103.50	0.00	-	-	-	-	-
A-C	511.97	511.97	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	153.04	153.01	0.00	389.65	0.393	0.64	15.208	C
C-AB	122.66	122.65	0.00	661.35	0.185	0.23	6.684	A
C-A	788.99	788.99	0.00	-	-	-	-	-

A-B	103.50	103.50	0.00	-	-	-	-	-
A-C	511.97	511.97	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	124.96	125.89	0.00	438.90	0.285	0.40	11.534	B
C-AB	98.06	98.31	0.00	683.38	0.144	0.17	6.155	A
C-A	646.29	646.29	0.00	-	-	-	-	-
A-B	84.50	84.50	0.00	-	-	-	-	-
A-C	418.03	418.03	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.65	105.11	0.00	473.10	0.221	0.29	9.795	A
C-AB	81.39	81.54	0.00	701.80	0.116	0.13	5.804	A
C-A	541.97	541.97	0.00	-	-	-	-	-
A-B	70.77	70.77	0.00	-	-	-	-	-
A-C	350.08	350.08	0.00	-	-	-	-	-

<h1>Junctions 8</h1>
<h2>PICADY 8 - Priority Intersection Module</h2>
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015
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Filename: B6098 Station Road Angel Street Model.arc8
 Path: Y:\2013\13-126 to 13-150\13-141 Bolton Upon Dearne\Technical\Phase 3\PICADY
 Report generation date: 18/02/2015 13:35:50

Summary of junction performance

	AM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Layout - Predicted 2020			
Stream B-AC	4.28	48.95	0.83	E
Stream C-AB	0.09	6.40	0.09	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - Existing 2015, AM Peak" model duration: 08:00 - 09:30
 "D2 - Existing 2015, PM Peak" model duration: 15:45 - 17:15
 "D3 - Base 2020, AM Peak" model duration: 08:00 - 09:30
 "D4 - Base 2020, PM Peak" model duration: 15:45 - 17:15
 "D5 - Predicted 2020, AM Peak " model duration: 08:00 - 09:30
 "D6 - Predicted 2020, PM Peak" model duration: 15:45 - 17:15

Run using Junctions 8.0.2.316 at 18/02/2015 13:35:50

File summary

File Description

Title	B6098 Station Road/Angel Street Priority Junction
Location	Bolton Upon Dearne
Site Number	
Date	18/02/2015
Version	
Status	Preliminary
Identifier	
Client	Gleeson Regeneration and Homes
Jobnumber	13-141
Enumerator	R Donaldson
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing Layout - Predicted 2020, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Predicted 2020, AM Peak	Predicted 2020	AM Peak		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	43.16	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B6098 Station Road		Major
B	Station Road		Minor
C	B6098 Angel Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.15		0.00	✓	5.00	83.00	✓	2.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.45										79	94

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None

C	None
---	------

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	575.222	0.090	0.229	0.144	0.326
1	B-C	713.889	0.094	0.239	-	-
1	C-B	811.584	0.271	0.271	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	663.00	100.000
B	ONE HOUR	✓	306.00	100.000
C	ONE HOUR	✓	443.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	44.000	619.000
	B	169.000	0.000	137.000
	C	395.000	48.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.55	0.00	0.45
	C	0.89	0.11	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.83	48.95	4.28	E
C-AB	0.09	6.40	0.09	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	230.37	226.77	0.00	478.48	0.481	0.90	14.112	B
C-AB	36.18	35.96	0.00	676.67	0.053	0.06	5.617	A
C-A	297.33	297.33	0.00	-	-	-	-	-
A-B	33.13	33.13	0.00	-	-	-	-	-
A-C	466.02	466.02	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	275.09	272.66	0.00	448.09	0.614	1.51	20.231	C
C-AB	43.25	43.20	0.00	650.85	0.066	0.07	5.924	A
C-A	354.99	354.99	0.00	-	-	-	-	-
A-B	39.56	39.56	0.00	-	-	-	-	-
A-C	556.47	556.47	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	336.91	327.42	0.00	405.43	0.831	3.88	41.803	E
C-AB	53.13	53.03	0.00	615.62	0.086	0.09	6.399	A
C-A	434.63	434.63	0.00	-	-	-	-	-
A-B	48.44	48.44	0.00	-	-	-	-	-
A-C	681.53	681.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	336.91	335.31	0.00	405.40	0.831	4.28	48.946	E
C-AB	53.13	53.13	0.00	615.62	0.086	0.09	6.399	A
C-A	434.63	434.63	0.00	-	-	-	-	-

A-B	48.44	48.44	0.00	-	-	-	-	-
A-C	681.53	681.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	275.09	285.48	0.00	448.05	0.614	1.68	23.375	C
C-AB	43.25	43.35	0.00	650.85	0.066	0.07	5.926	A
C-A	354.99	354.99	0.00	-	-	-	-	-
A-B	39.56	39.56	0.00	-	-	-	-	-
A-C	556.47	556.47	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	230.37	233.27	0.00	478.41	0.482	0.96	14.852	B
C-AB	36.18	36.24	0.00	676.67	0.053	0.06	5.621	A
C-A	297.33	297.33	0.00	-	-	-	-	-
A-B	33.13	33.13	0.00	-	-	-	-	-
A-C	466.02	466.02	0.00	-	-	-	-	-