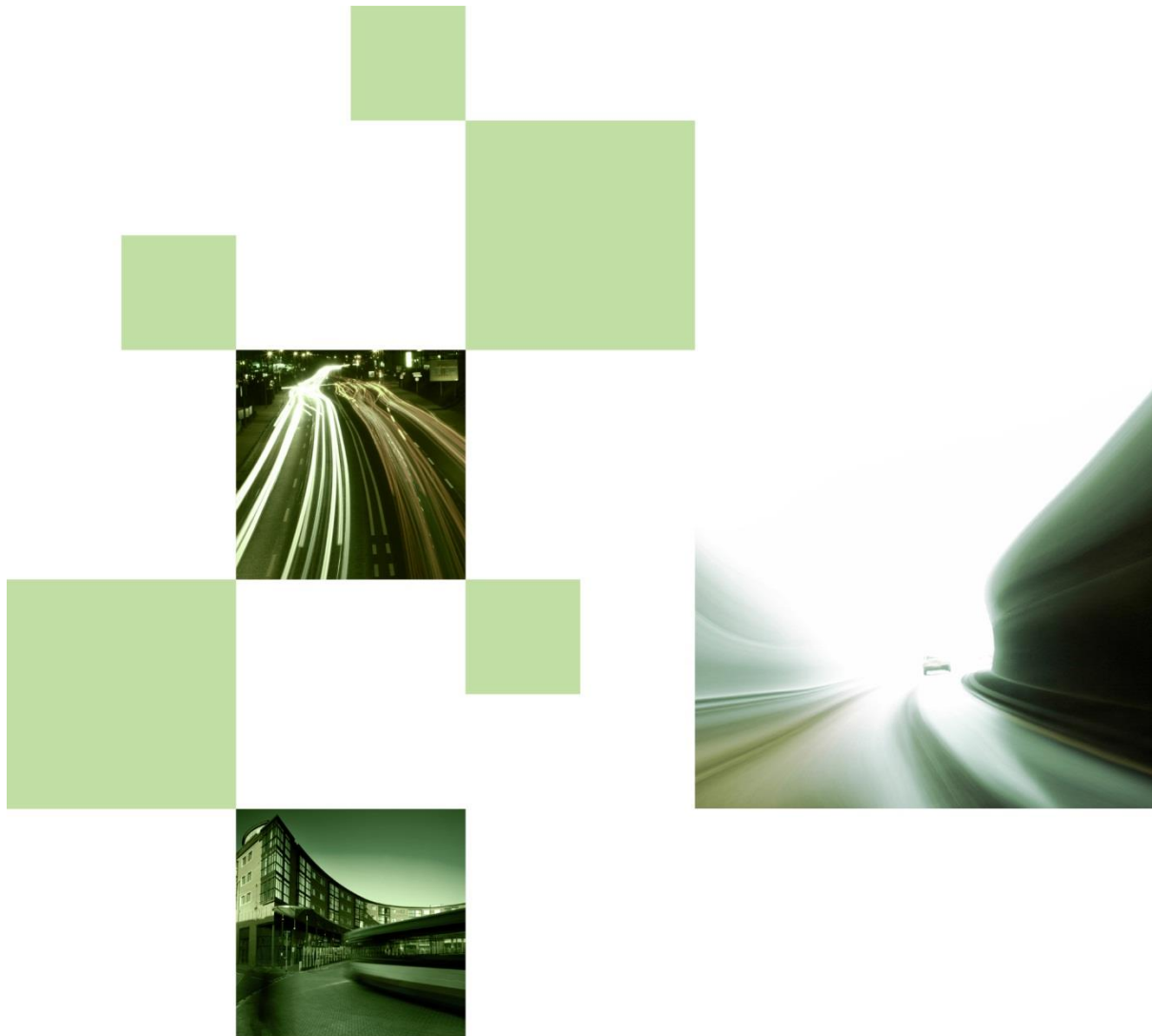


BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS



Dearne Valley Parkway Mixed Use Development

Transport Statement

March 2019

MIXED USE DEVELOPMENT
DEARNE VALLEY PARKWAY, BIRDWELL, SOUTH YORKSHIRE

HARTWOOD ESTATES LIMITED

TRANSPORT STATEMENT

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CONTENTS

1.0	INTRODUCTION	1
2.0	THE EXISTING SITUATION	5
3.0	SUSTAINABLE TRANSPORT	8
4.0	THE DEVELOPMENT PROPOSAL	11
5.0	TRIP GENERATION AND IMPACT ON THE LOCAL HIGHWAY NETWORK	13
6.0	SUMMARY & CONCLUSIONS	16

APPENDICES

Appendix BGH1	Site Location Plan
Appendix BGH2	Personal Injury Collision Data
Appendix BGH3	South Yorkshire Public Transport Map
Appendix BGH4	Indicative Site Layout Plan
Appendix BGH5	Trip Generation Formula

1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) forms part of an outline planning application by Hartwood Estates Limited, which seeks permission for an employment led, mixed use scheme, on an area of land off the A6195 Dearne Valley Parkway, Birdwell.
- 1.2 The site is located to the south east of Birdwell and is bounded by the Rockingham Business Park to the north-west, by a highway's depot to the south-west and by the A6195 Dearne Valley Parkway to the east. The site is currently un-developed, although it is bounded immediately to the north by a Petrol Filling Station (PFS), a Costa Coffee drive-thru and a Taco Bell fast-food drive-thru restaurant. The PFS and Costa Coffee drive-thru were constructed as part of a previous planning permission which also included the current development site.
- 1.3 The previous planning permission (application ref: 2014/1452) was granted by Barnsley Metropolitan Borough Council (BMBC) in April 2015 for the erection of an employment led, mixed use scheme, comprising office (B1), general industrial (B2), warehouse/distribution (B8), food and drink (A3/A4), hotel (C1) and petrol filling station / fast food restaurant (sui generis/A3) and associated infrastructure. The proposals included the construction of 253 associated car parking spaces. The PFS and Costa Coffee drive-thru were constructed as part of this previous permission, the Taco Bell drive-thru restaurant was constructed under a separate application by a different land owner.
- 1.4 Condition 1 of the outline planning permission stated that the reserved matters applications should be made within 3 years of the date of the permission (given permission was granted in April 2015 this would be April 2018). Given this has now passed, this TS has been prepared in support of a new planning application for the remaining elements of the site.
- 1.5 Condition 5 of the outline planning permission set out that the development shall not exceed 8,187m² of floorspace, with the following maximum development quanta:
- 600m² class A3/A4 units;
 - 1300m² class C1 50-bed hotel; and
 - 500m² petrol filling station (PFS).

- 1.6 The remaining uses on the site were not set out within condition 5, but included:
- 2000m² class B1 business units;
 - 500m² class B2 industrial units;
 - 1000m² class B1/B2 units; and
 - 2287m² class B8 storage/distribution units.
- 1.7 Condition 25 of the outline planning permission stated that the final mix of development must not result in greater than 72 and 96 two-way vehicle trips in the weekday AM peak hour and the weekday PM peak hour respectively. It was stated that the total number of trips should be calculated according to the formula set out in the BGH Trip Generation Calculation Formula, dated 22nd April 2015.
- 1.8 This TS has been prepared in support of a planning application for the following proposed land uses:
- 2,173m² class C1 69-bed hotel, including 490m² class A3 located on the ground floor of the hotel;
 - 4,050m² class B8 unit; and
 - 1,374m² class B1(c) units (2 No. 372m² units and 2 No. 315m² units).
- 1.9 It will be demonstrated within this TS that the vehicular generation associated with the proposed land uses in combination with the land uses constructed to date, do not exceed the limits set out within condition 25 of the original planning permission.
- 1.10 Vehicular access to the site will be provided via a continuation of Kestrel Way which is currently located to the north of the site. Kestrel Way is accessed from the wider highway network via a four-arm priority-controlled roundabout junction with A6195, known as Rockingham roundabout. Pedestrian access will be provided via footways alongside the Kestrel Way carriageway, linking into existing provision at Rockingham roundabout.
- 1.11 This Transport Statement is supported by a Framework Travel Plan to make the most of the opportunity to instil a sustainable approach to travel. The Travel Plan sets out a series of measures in order to encourage travel by modes other than the private car, and should be read alongside this TS.

Policy

- 1.12 This TS makes reference to the Department for Transport Communities and Local Government revised Planning Practice Guidance (PPG, most recently updated in October 2018). It considers the current usage of the local network and assesses its

suitability to accommodate the traffic that is likely to be generated by the development of the site. It also considers the historic road safety record of the highway network in the vicinity of the site.

1.13 It has also been prepared with regard to the National Planning Policy Framework (NPPF, most recently updated in February 2019), specifically with regard to paragraph 109 which states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

1.14 Paragraph 11 of the NPPF states a presumption in favour of sustainable development, which should be seen as a 'golden thread' running through the decision-making process. This TS considers the sustainability and accessibility of the site, including its proximity to local public transport services and the availability of facilities and services within acceptable travelling distances by a variety of transport modes including on foot and cycling.

1.15 This TS has also been prepared with regard to local transport policy, including the South Yorkshire Local Transport Plan 2011 - 2026 (SYLTP3) and the BMDC Local Plan (adopted January 2019).

TS Structure

1.16 Following this introduction, the TS will be structured into the following sections:

Section 2.0 Existing Situation

This section will describe the existing transport network and local infrastructure, in the vicinity of the site.

Section 3.0 Sustainable Transport

This section will describe, identify and propose sustainable transport measures aimed at reducing the reliance on the private car.

Section 4.0 Development Proposal

This section will describe the proposed development in detail and the access strategy.

Section 5.0 Trip Generation and Impact on the Local Highway Network

This section presents appropriate trip generation rates for the development and assesses the impact on the local highway network.

Section 6.0 Summary and Conclusions

This section will present a summary of the findings and the conclusions drawn from the analysis contained within the TS.

- 1.17 This TS demonstrates that the traffic likely to be generated by the development proposal is not materially different to that permitted as part of the previous planning permission. It is therefore considered that the development generated traffic can be safely and satisfactorily accommodated on the local highway network and will not result in severe impact on the operation of the network in the vicinity of the site, or be likely to create conditions that are detrimental to road safety.
- 1.18 It is, therefore, concluded that there are no traffic capacity or road safety related reasons why the development should not be granted planning approval.

2.0 THE EXISTING SITUATION

The Application Site

- 2.1 The site is bounded by the Rockingham Business Park to the north-west, by a highways depot to the south-west and by the A6195 Dearne Valley Parkway to the east. The site is currently un-developed, although it is bounded immediately to the north by a PFS, a Costa Coffee drive-thru and a Taco Bell fast-food restaurant. A plan showing the location of the proposed site and the existing units is attached at **Appendix BGH1**.
- 2.2 The site is currently un-developed, although it has been cleared in anticipation of development as part of the extant permission. Access to the site is provided from a continuation of Kestrel Way and the roundabout with A6195 Dearne Valley Parkway, known as Rockingham roundabout.

The Local Highway Network

- 2.3 Kestrel Way is a cul-de-sac which currently provides access to two separate development parcels to the north and to the south. To the south, Kestrel Way serves a PFS, a Costa Coffee drive-thru and a Taco Bell drive-thru fast-food restaurant and to the north, it serves a number of mixed-use site comprising of employment and food / drink units.
- 2.4 The Kestrel Way carriageway currently ends just to the south of the PFS where it will ultimately be extended and provide access to the site. Kestrel Way has a carriageway width of 7.3 metres with two 2.0 metre footways to either side. It is street lit, has parking restrictions along its length to restrict on-street parking and is subject to a 30mph speed limit.
- 2.5 Dearne Valley Parkway, classified A6195, runs in a north-south direction for approximately 380 metres, alongside the eastern boundary of the site, from the roundabout with A61 Sheffield Road roundabout in the south, known as Birdwell roundabout, to Rockingham roundabout in the north. Along this length, A6195 Dearne Valley Parkway is dualled in both directions with traffic flow separated by a central reserve with safety barrier. The northbound and southbound carriageways have a typical width of 9.1 metres and a footway on their nearside of circa 1.8 metres. It is street lit, and subject to the national speed limit.
- 2.6 A highway improvement scheme has recently been delivered to the south and east of this stretch of A6195 Dearne Valley Parkway by BMDC. This scheme includes a series of inter-connecting roundabouts to form a composite gyratory system, with

multiple roundabout arms currently stopped up but with the aim of serving future development. This scheme was delivered to address existing issues and provide capacity for future development related traffic.

2.7 In the vicinity of the development site, A61 Sheffield Road is a single carriageway, two-way road which is typically some 7.3 metres wide with variable width 1.5 metre to 2.5-metre-wide footways on both sides of the carriageway. The A61 Sheffield Road forms the north western (A61) arm of Birdwell roundabout, distributing traffic towards Birdwell and Barnsley whilst to the east of Birdwell roundabout and the new gyratory, Sheffield Road is classified as the A6135 and serves Hoyland. Sheffield Road is lit and is subject to a 30mph speed limit to the east and west of Birdwell roundabout, although the roundabout itself is subject to a variable 40mph / national speed limit.

2.8 The A61 also forms the southern arm of the Birdwell roundabout, connecting to the M1 J36 as well as settlements to the west, such as Tankersley, Burncross, Chapeltown and ultimately Sheffield. From Birdwell roundabout, the A61 continues as a dual carriageway for a short distance before meeting with Barnsley roundabout, the grade-separated Junction 36 of the M1. Junction 36 provides grade separated access to the M1, with the off slip roads signalised at the circulatory carriageway of the roundabout. To the west of J36 the A61 is subject to a 50 mph speed limit.

Personal Injury Collisions (PICs)

2.9 The record of personal injury collisions (PIC's) that have occurred on the local highway network in the vicinity of the site during the five-year period from 1st January 2013 to 31st December 2017 has been requested from BMBC and is attached at **Appendix BGH2**. This was the most recent five-year period available. Within the area considered, there have been a total of 21 PIC's, of which 19 have been classified as slight in severity, 2 as serious in severity and none as fatal in severity.

Rockingham Roundabout

2.10 There have been 3 PIC's at the Rockingham roundabout within the time period considered, of which 1 was classed as serious in severity and 2 were classed as slight. The serious PIC (Ref: 17181437) involved a heavy goods vehicle travelling round the roundabout and overturning on its nearside and colliding with a lamppost. The overloading of the vehicle is listed as a possible causation factor. The two slight incidents involved a poor turning manoeuvre and a driver losing control while turning.

A6195 Dearne Valley Parkway Link

- 2.11 There have been 4 PIC's along the A6195 Dearne Valley Parkway link within the time period considered, of which all 4 are classified as slight in severity. These involved three rear end shunt collisions, with one being in wet conditions and an incident of a vehicle drifting across the carriageway.

Birdwell Roundabout

- 2.12 There have been 4 PIC's at the Birdwell roundabout within the time period considered, of which all 4 are classified as slight in severity. These involved two rear end shunt collisions, a side-on collision due to a poor turning manoeuvre and an incident of a car driver failing to judge the path and speed of a turning cyclist.

Birdwell Gyratory

- 2.13 There has been 1 PIC at the Birdwell Gyratory (apart from areas already considered above) within the time period considered, which was classed as slight in severity. The incident was a side-on collision occurring due to a poor turning manoeuvre.

A6135 Sheffield Road link to Hoyland

- 2.14 There have been 6 PIC's along the A6135 Sheffield Road link towards Hoyland within the time period considered, of which all 6 incidents were classified as slight in severity. The six incidents involved; two rear end shunt collisions, a dazzled driver failing to see a parked car, a poor turning manoeuvre into the petrol station, a driver failing to look properly when pulling out and a pedestrian under the influence of alcohol walking into the path of oncoming traffic.

Sheffield Road to Link Birdwell

- 2.15 There have been 3 PIC's at the Birdwell Gyratory (apart from areas already considered above) within the time period considered, of which 1 was classed as serious in severity and 2 were classed as slight. The serious collision (Ref: B-00513-14) involved a right turning vehicle colliding with the path of an oncoming cyclist, causing serious harm to the cyclist. Poor weather conditions, spray from other vehicles and a failure to judge the other persons path or speed are listed as contributory factors. The two slight incidents involved a rear end shunt collision due to sudden braking and an incident of sudden braking bus causing a passenger to fall.

Summary

- 2.16 Overall, it is considered that there are no highway layout characteristics adversely affecting road safety in the vicinity of the site.

3.0 SUSTAINABLE TRANSPORT

- 3.1 National and local transport policies seek to reduce the need to travel and to promote the use of alternative modes to the private car. The development proposal is consistent with these objectives and includes provision of a Framework Travel Plan to encourage the use of public transport, walking and cycling.

Pedestrian Accessibility

- 3.2 The Chartered Institution of Highways and Transportation (CIHT) publication “Planning for Walking” (March 2015) states that after driving, walking is the most common form of travel in Britain accounting for 22% of all journeys in 2012. Approximately 80% of journeys shorter than 1 mile (1.6 kilometre) are made wholly on foot. Walking is also regarded as an essential part of public transport, as bus stops are usually accessed on foot.
- 3.3 An earlier publication the Chartered Institution of Highways and Transportation publication [2000] ‘Guidelines for Providing for Journeys on Foot’ notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres).
- 3.4 The site is within a reasonable walking distance of several residential areas, principally to the north-west of the site at Birdwell and to the east towards Hoyland. These areas are both circa 1.0 kilometres walking distance from the site which equates to a 12-minute walk time.
- 3.5 There are existing footways on A6195 Dearne Valley Parkway which link with the Rockingham roundabout and the site access to the west. Crossing points are provided across the A6195 carriageway to the south via a series of Toucan crossings. Uncontrolled crossing points are provided across the Kestrel Way arm of the Rockingham roundabout to ensure accessibility for pedestrians wishing to walk to / from the A6195 to the north-east. It is considered that the site is reasonably located to promote trips by foot.

Cycle Accessibility

- 3.6 The CIHT publication “Planning for Cycling” (October 2014) states that cycling is one of the most sustainable forms of transport, and it has great potential for increases in use. The report states that the majority of cycling trips are for short distances, with 80% being less than 5 miles (8 kilometres).

3.7 The areas of Hoyland, Brampton, Chapeltown, Wombwell and a large part of Barnsley are within 8.0 km of the application site. This represents a significant residential catchment and the development site is therefore located within cycling distance of a very large population. However more importantly it is readily accessible to local residents and businesses.

3.8 There are no designated cycle lanes in the area; however National Cycle Network (NCN) Route 67 is located approximately 1.0 kilometres to the south of the site and runs from Long Whatton near Loughborough to join National Route 71 near Northallerton in North Yorkshire. NCN Route 62 is also located approximately 3.1 kilometres to the north of the site and runs locally between Worsbrough and Wombwell.

Public Transport Accessibility

3.9 With regard to public transport provision at new development, the Chartered Institution of Highways and Transportation (CIHT) publication 'Planning for Walking' (April 2015) states:-

"...for bus stops in residential areas, 400m has traditionally been regarded as a cut-off point, and, in town centres, 200m. People will walk up to 800 metres to get to a railway station which reflects the greater perceived quality or importance of rail services."

3.10 There are currently no operating bus routes along A6195 Dearne Valley Parkway in the vicinity of the development site. There are various bus routes along the A61/A6135 corridor, operating frequent services between Sheffield and Barnsley, as well as smaller towns such as Birdwell, Hoyland, Tankersley and Worsbrough.

3.11 The nearest bus stops to the development are located on the A61 Sheffield Road, to the west of Birdwell roundabout, circa 700 metres walking distance from the access into the development on Kestrel Way. These stops can be accessed from the site by using the footways on A6195 Dearne Valley Parkway and using the existing pedestrian crossing facilities. Whilst this is above the recommended 400 metre walking distance, it is considered an acceptable distance given the provision of high frequency and quality services.

3.12 Details of the services which are available at these stops are shown in Table 3.1 overleaf, with an extract from the South Yorkshire Transport services map attached at **Appendix BGH3**.

Table 3.1
Summary of Existing Bus Services

Route Number	Route Description	Frequency		
		Monday - Saturday	Evening	Sunday
2	Sheffield-Ecclesfield- Chapelton-Hoyland-Birdwell- Worsbrough-Barnsley	30 mins	60 mins	60 mins
66	Barnsley-Birdwell-Hoyland- Jump-Elsecar	12 mins	60 mins	30 mins
67/67A/67C	Barnsley-Worsbrough- Tankersley-Hoyland- Hemingfield-Wombwell	30 mins	60 mins	60mins
X17	Barnsley-Worsbrough- Carbrook-Sheffield- Chesterfield-Walton- Holymoorside-Walton-Matlock	60 mins	120 mins	60 mins

3.13 The nearest railway station to the site is Elsecar railway station, located circa 3.5 kilometres to the east of the site. Whilst the railway station is not immediately accessible for pedestrians, it is accessible via a direct link from bus services 66, 67, 67A and 67C. This provides opportunity for combined bus / rail journeys to and from the site for those travelling from further afield.

3.14 Elsecar railway station has circa 4 services per hour, providing links to local areas within Yorkshire including Huddersfield, Sheffield, Barnsley, Wakefield and Leeds.

Summary

3.15 In summary, it is considered that the development is well located to promote trips by walking and cycling to and from the local residential areas. The development is also well located to promote trips by public transport, utilising the existing bus stops on A61 Sheffield Road. Elsecar railway station is also located within a reasonable distance of the development for those travelling from further afield.

4.0 THE DEVELOPMENT PROPOSAL

- 4.1 The development proposals are seeking outline planning permission for an employment led, mixed use development scheme on land adjacent to A6195 Dearne Valley Parkway, Birdwell. The proposed land uses are:
- 2,173m² class C1 69-bed hotel, including 490m² class A3 located underneath the hotel;
 - 4,050m² class B8 unit; and
 - 1,374m² class B1(c) units (2 No. 372m² units and 2 No. 315m² units).
- 4.2 An indicative plan showing how the site may be developed in the future is attached at **Appendix BGH4**.
- 4.3 Vehicular access to the site will be provided via a continuation of Kestrel Way to the south of existing Costa Coffee, Taco Bell and PFS units. Kestrel Way is accessed from the wider highway network via a four-arm priority-controlled roundabout junction with A6195, known as Rockingham roundabout. Pedestrian access will be provided via footways alongside the Kestrel Way carriageway, linking into existing provision at Rockingham roundabout.
- 4.4 Servicing access to the development site will be from the same point of access along Kestrel Way and via Rockingham roundabout, from where, delivery vehicles will be able to access all parts of the site as appropriate. Internal access roads will be designed to accommodate all servicing movements. Vehicle swept path analysis will be provided as part of each subsequent detailed application to demonstrate the largest vehicles expected can safely access and egress the site.
- 4.5 Car parking for each of the land uses will be provided in accordance with BMDC's Supplementary Planning Document 'Parking', adopted in March 2012. Details of parking numbers will be provided for each element as their respective detailed planning applications are made. The parking standards for each proposed land use as per BMDC's guidance is summarised in Table 4.1 overleaf.

Table 4.1
Car Parking Requirements

Land Use	GFA of unit (m ²)	BMBC Parking guidelines	Maximum no. of spaces allowed
Industrial B1 (c)*	1,374	1 space per 50m ² up to 500m ² , then 1 space per 60m ² between 500m ² and 2500m ²	25 spaces
Storage/Distribution B8	4,050	1 space per 60m ² up to 300m ² , then 1 space per 100m ² up to 1000m ² , and 1 space per 150m ² thereafter	32 spaces
69 Bed Hotel C1	2,173	-	-

***Standards for B2 general industry have been applied for the B1(c) land use, as there is no such category within the standards and B2 is the most comparable.**

- 4.6 Accessible parking should be provided in addition to the above maximum standards and will be provided at 4% of the total number of spaces.
- 4.7 With regard to cycle parking, the standards require a minimum provision of 1 space per 300m² for the B1(c) land use, a minimum provision of 1 space per 1000m² for visitors and 1 space per 40 staff for B8 land use, and no minimum provision for C1 hotel land use.

5.0 TRIP GENERATION AND IMPACT ON THE LOCAL HIGHWAY NETWORK

- 5.1 The site consists of previously un-developed land, effectively comprising a grassed area although which has been cleared in anticipation of future development. As such the site is currently not generating any traffic and hence any generated trips are considered as new trips to the local highway network.
- 5.2 However, the development site has been subject to a previous planning permission in 2015 which has since expired. The permission included the development site, as well as the existing Costa Coffee and PFS units located immediately to the north. Planning permission was granted for:
- 600m² class A3/A4 units;
 - 1300m² class C1 50-bed hotel;
 - 500m² petrol filling station (PFS).
 - 2000m² class B1 business units;
 - 500m² class B2 industrial units;
 - 1000m² class B1/B2 units; and
 - 2287m² class B8 storage/distribution units.
- 5.3 Removing the land uses which have been constructed, the remaining land uses are therefore:
- 1300m² class C1 50-bed hotel
 - 2000m² class B1 business units;
 - 500m² class B2 industrial units;
 - 1000m² class B1/B2 units; and
 - 2287m² class B8 storage/distribution units.
- 5.4 As part of the original planning permission and as discussed in Chapter 1, Condition 25 stated that the final mix of development must not result in greater than 72 and 96 two-way vehicle trips in the weekday AM peak hour and the weekday PM peak hour respectively. The total number of trips should be calculated according to the formula set out in the BGH Trip Generation Calculation Formula, dated 22nd April 2015. This formula is attached to this TS at **Appendix BGH5**.
- 5.5 Using this formula, comparison will therefore be made between the above land uses which were previously consented for the site, and the proposed land uses which are the subject of this assessment.

- 5.6 Two-way trip rates for each of the component land uses have been retrieved from this trip generation formula referenced in Condition 25 of the original planning permission. The relevant vehicular trip rates are summarised in Table 5.1 below.

Table 5.1 Trip Rates

Land Use	Per unit	Weekday AM	Weekday PM
(Sui Generis) PFS	Hectare	633.64	721.60
A3 / A4 Food / Drink	100 sqm	0.000	4.939
B1 Business	100 sqm	1.655	1.341
B1(c) / B2 Industrial	100 sqm	0.573	0.472
B8 Storage / Distribution	100 sqm	0.119	0.115
C1 Hotel	100 sqm	0.412	0.319

- 5.7 The resulting generated traffic levels are set out in Table 5.2 overleaf. This Table sets out the trip generation of the previous consented uses on the site, the trip generation of the proposed land uses and then compares the two. The PFS and food / drink elements have already been delivered and have been kept within the table for completeness.

Table 5.2 Trip Generation

Land Use	Development Size	Weekday AM	Weekday PM
Original Permission			
<u>Sui Generis PFS</u>	<u>0.05 ha</u>	<u>22</u>	<u>25</u>
<u>A3 / A4 Food / Drink</u>	<u>600 sqm</u>	<u>0</u>	<u>30</u>
B1 Business	2,000 sqm	33	27
B1(c) / B2 Industrial	1,500 sqm	9	7
B8 Storage / Distribution	2,287 sqm	3	3
C1 Hotel	1300 sqm	5	4
Total		72	96
Proposed Land Uses			
<u>Sui Generis PFS</u>	<u>0.05 ha</u>	<u>22</u>	<u>25</u>
<u>A3 / A4 Food / Drink</u>	<u>600 sqm</u>	<u>0</u>	<u>30</u>
B1 Business	0 sqm	0	0
B1(c) / B2 Industrial	1,374 sqm	8	6
B8 Storage / Distribution	2,287 sqm	5	5
C1 Hotel	2,173 sqm	9	7
Total		44	73
Difference			
Difference		-28	-23

Note – Land uses underlined have already been constructed.

- 5.8 It can be seen from Table 5.2 that the proposed land uses will generate a lesser number of vehicle trips than the previously consented uses on the site during the weekday morning and evening peak periods.

6.0 SUMMARY & CONCLUSIONS

- 6.1 This Transport Statement forms part of an outline planning application by Hartwood Estates Limited, which seeks permission for an employment led, mixed use scheme, on an area of land off the A6195 Dearne Valley Parkway, Birdwell.
- 6.2 The site is located to the south east of Birdwell and is bounded by the Rockingham Business Park to the north-west, by a highway's depot to the south-west and by the A6195 Dearne Valley Parkway to the east. The site is currently un-developed, although it is bounded immediately to the north by a Petrol Filling Station, a Costa Coffee drive-thru and a Taco Bell fast-food drive-thru restaurant.
- 6.3 This TS has been prepared in support of the following proposed land uses:
- 2,173m² class C1 69-bed hotel, including ancillary 490m² class A3 located on the ground floor of the hotel;
 - 4,050m² class B8 unit; and
 - 1,374m² class B1(c) units (2 No. 372m² units and 2 No. 315m² units).
- 6.4 Vehicular access to the site will be provided via a continuation of Kestrel Way which is currently located to the north of the site. Kestrel Way is accessed from the wider highway network via a four-arm priority-controlled roundabout junction with A6195, known as Rockingham roundabout. Pedestrian access will be provided via footways alongside the Kestrel Way carriageway, linking into existing provision at Rockingham roundabout.
- 6.5 The record of personal injury collisions occurring on the local highway network has been reviewed and it is been concluded that there are no highway layout characteristics adversely affecting road safety in the vicinity of the site.
- 6.6 The development is well located to promote trips by walking and cycling to and from the local residential areas. The development is also well located to promote trips by public transport, utilising the existing bus stops on A61 Sheffield Road. Elsecar railway station is also located within a reasonable distance of the development for those travelling from further afield.
- 6.7 The likely vehicular trip generation of the proposals has been assessed and it is concluded that it will generate a lower number of vehicle trips than the previously consented uses on the site during the weekday morning and evening peak periods and that contained within the relevant condition (Condition 25) of the previous planning permission.

- 6.8 In summary, this TA has shown that the proposed development site will be accessible by all modes of transport, and is consistent with both national and local transport planning policies. It has been demonstrated that the development will not result in severe harm to the highway network, there are no highways or transport reasons why the development should be refused.

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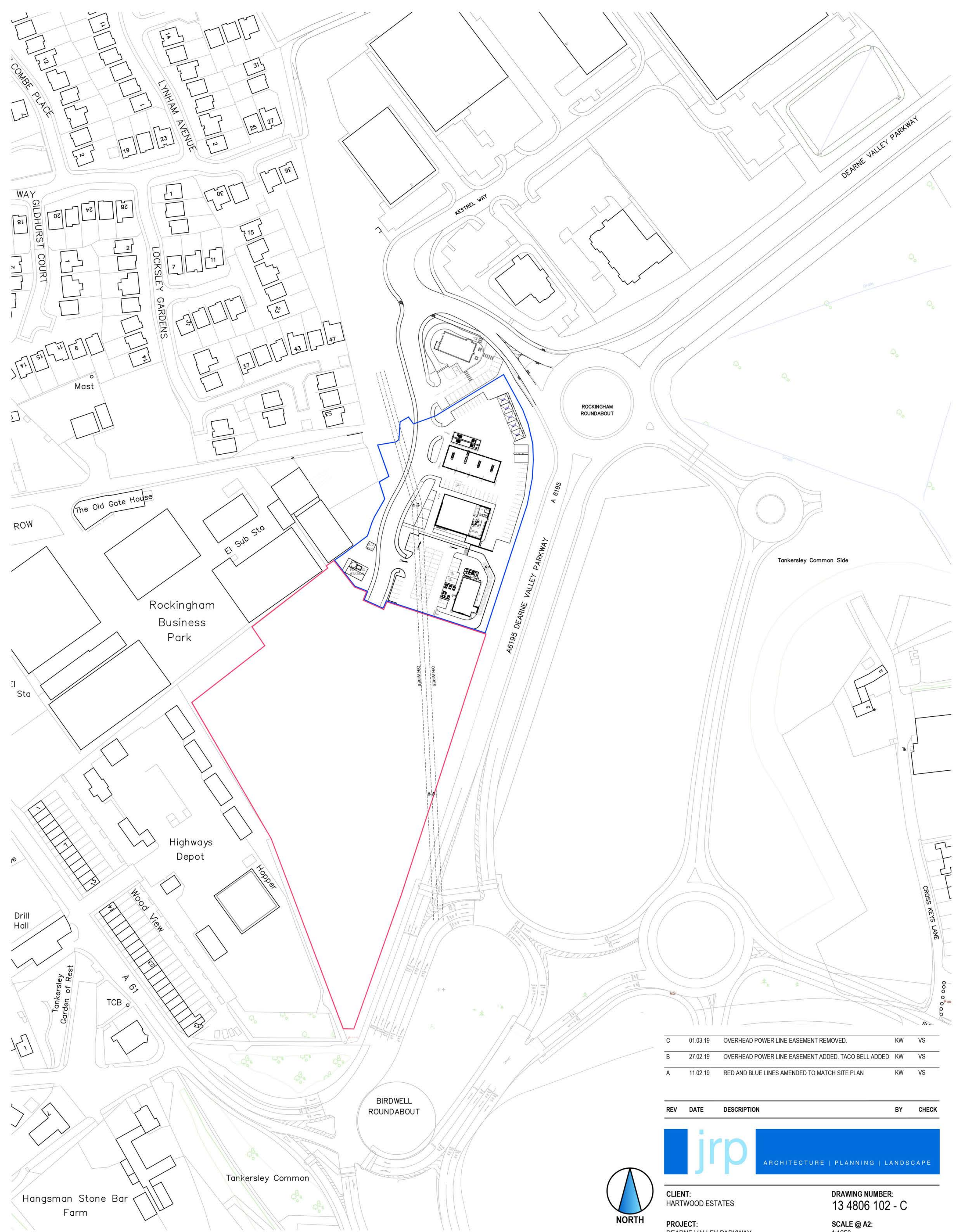
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APPENDIX BGH 1



C	01.03.19	OVERHEAD POWER LINE EASEMENT REMOVED.	KW	VS
B	27.02.19	OVERHEAD POWER LINE EASEMENT ADDED. TACO BELL ADDED	KW	VS
A	11.02.19	RED AND BLUE LINES AMENDED TO MATCH SITE PLAN	KW	VS

REV	DATE	DESCRIPTION	BY	CHECK
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CLIENT:
HARTWOOD ESTATES

DRAWING NUMBER:
13 4806 102 - C

PROJECT:
DEARNE VALLEY PARKWAY
SHEFFIELD ROAD

SCALE @ A2:
1:1250

DRAWING:
LOCATION PLAN

DRAWN:
KW

DATE:
FEB 19

CHECKED:
VS

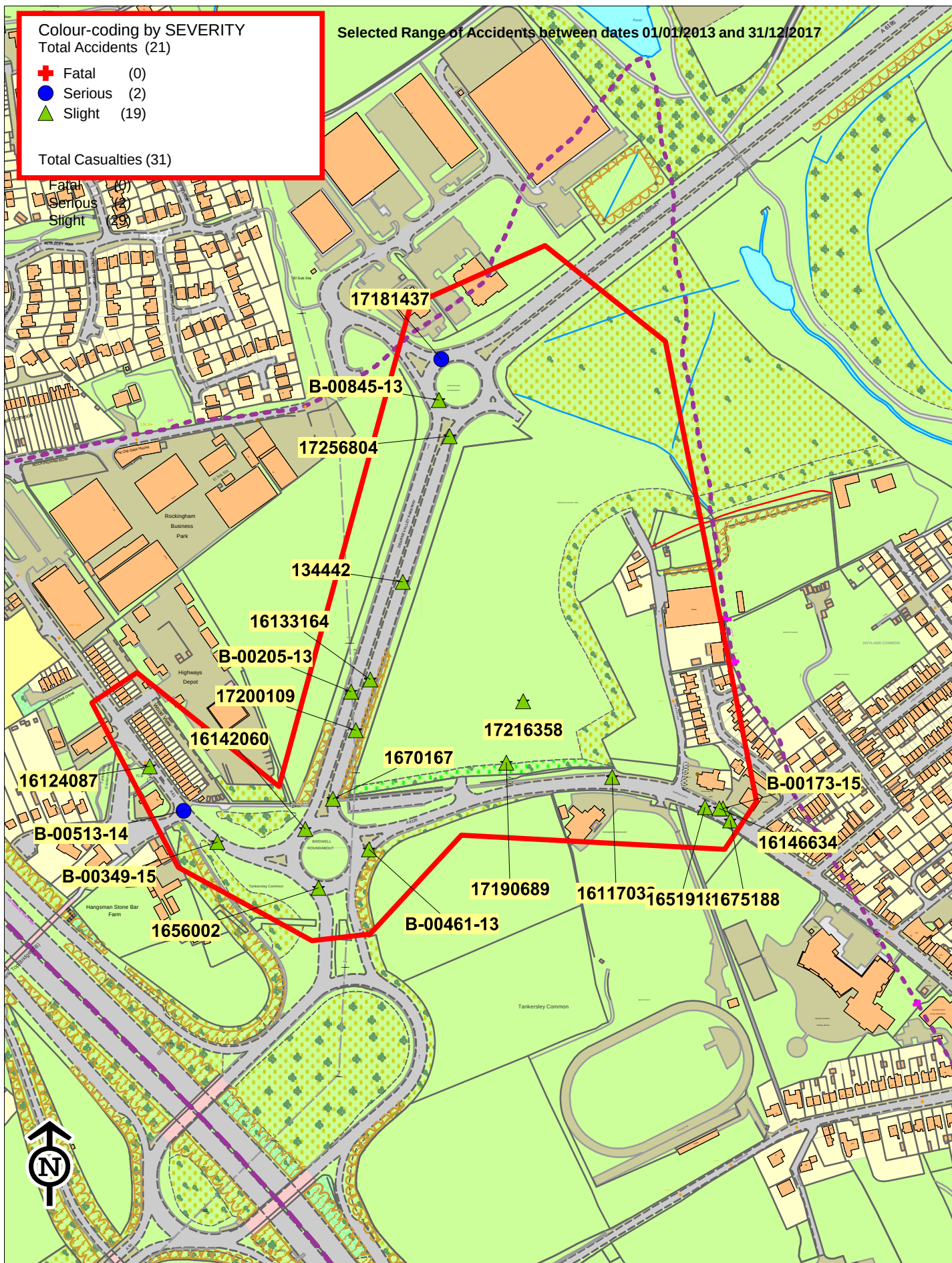
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14 MARINER COURT / CALDER PARK / WAKEFIELD / WF4 3FL
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102 / LOCATION PLAN

APPENDIX BGH 2



Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Daniel Grant - Bryan G Hall

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

134442 Wednesday A 6195 DEARNE VALLEY PARKWAY Veh 1 Car Parked 0 to 0
 27/02/2013 150M WEST of A6195 SHORTWOOD Veh 2 Car Stopping E to SW Dri F 26 Slight
 R1: A 6195 1929hrs VILLAS BARNSLEY SOUTH Veh 3 Car Stopping E to SW
 Darkness: street lights present
 E 435,032 Wet/Damp
 N 400,560 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Slippery road (due to weather) Vehicle 2 Possible
 V1 STOPPED, V2 STOPPED BEHIND V1, V3 FAILS TO SEE V2 PULL UP AND COLLIDES WITH ITS REAR, V1 THEN DRIVES AWAY

B-00205-13 Wednesday DEARNE VALLEY PARKWAY Veh 1 Car O/take m/veh o/side S to N FSP F 25 Slight
 08/05/2013 BARNSLEY 100M J/W BIRDWELL Veh 1 Car O/take m/veh o/side S to N Dri M 24 Slight
 R1: A 6195 1630hrs RNDABT Veh 2 Car Going ahead S to N Dri F 30 Slight
 Daylight:street lights present
 E 434,989 Dry
 N 400,469 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Sudden braking Vehicle 1 Possible
 2nd: Failed to judge other persons path or speed Vehicle 1 Possible
 VH1 M/CAR TRV DVP IN OS LN TWDS PLATTS COMMON. VH2 M/CAR TRV BHND VH1 IN SAME LN. VH1 SLOWS DUE TO UK VH OTKING. VH2 COLL REAR VH1

B-00461-13 Saturday WESTWOOD NEW RD BIRDWELL Veh 1 Car Going ahead LH bend E to W Dri M 45 Slight
 03/08/2013 Veh 2 Car Going ahead LH bend E to W
 R1: A 619 0903hrs
 R2: A 61 Daylight:street lights present
 E 435,004 Dry
 N 400,338 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 2 Possible
 2nd: Following too close Vehicle 2 Possible
 V1 AT ROUNABOUT ABOUT TO PULL OFF. V2 COLL WITH REAR OF V1.

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Daniel Grant - Bryan G Hall

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

B-00845-13	Sunday	DEARNE VALLEY PARKWAY	Veh 1	Car	Going ahead	SW to NE RSP	M	16	Slight
	27/10/2013	BARNSELY J/W SHORTWOOD	Veh 1	Car	Going ahead	SW to NE FSP	M	17	Slight
R1: A 6195	0615hrs	BUSINESS PARK	Veh 1	Car	Going ahead	SW to NE RSP	M	16	Slight
R2: A 6195	Darkness: street lights present		Veh 1	Car	Going ahead	SW to NE RSP	M	17	Slight
E 435,062	Wet/Damp								
N 400,711	Fine without high winds								
	70 mph								

Causation Factor:

1st: Loss of control
2nd: Defective brakes
3rd: Aggressive driving

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

LOSES CONTROL AT ROUNDABOUT AND COLL WITH ROUNDABOUT

B-00513-14	Sunday	SHEFFIELD ROAD BARNSELY J/W	Veh 1	Car	Turning right	W to SE			
	25/05/2014	MOOR LANE	Veh 2	Pedal cycle	Going ahead	SE to NW Dri	M	37	Serious
R1: A 61	1137hrs								
R2: U	Daylight:street lights present								
E 434,850	Wet/Damp								
N 400,370	Raining without high winds								
	30 mph								

Causation Factor:

1st: Rain, sleet, snow, or fog
2nd: Spray from other vehicles
3rd: Failed to judge other persons path or speed

Participant:

Vehicle 1
Vehicle 1
Vehicle 2

Confidence:

Very Likely
Very Likely

V1 TURNING RIGHT FROM MOOR LANE INTO PATH OF V2 PEDCYC

B-00173-15	Friday	SHEFFIELD RD HOYLAND COMMON	Veh 1	Car	Turning right	SE to NE Ped	M	17	Slight
	20/02/2015	26 MTS REGENT STREET							
R1: A 6135	1905hrs								
R2: U	Darkness: street lights present								
E 435,298	Dry								
N 400,372	Fine without high winds								
	30 mph								

Causation Factor:

1st: Failed to look properly
2nd: Poor turn or manoeuvre

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

CAS CROSSING ENTRANCE TO SERVICE STATION AS V1 TURNED RIGHT INTO ENTRANCE AND COLL OCC.

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Daniel Grant - Bryan G Hall

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

B-00349-15 Thursday SHEFFIELD ROAD BIRDWELL 30 MTS Veh 1 Bus/coach Going ahead RH bend SE to N Seat M 2 Slight
16/04/2015 MOOR LANE
R1: A 61 1120hrs
Daylight:street lights present
E 434,878 Dry
N 400,344 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Sudden braking Vehicle 1 Very Likely
2nd: Swerved Vehicle 1 Very Likely
3rd: Inexperience with type of vehicle Vehicle 1 Possible
4th: Poor turn or manoeuvre Vehicle 1 Possible
5th: Exceeding speed limit Vehicle 1 Possible
6th: Careless/Reckless/In a hurry Vehicle 1 Possible

VEH1 TV SHEFFIELD RD BRAKES CAUSING PASS TO FALL.

1651918 Tuesday SHEFFIELD ROAD (A6135) BARNESLEY Veh 1 Car Going ahead SE to NW Dri M 42 Slight
23/02/2016 Veh 2 Car Parked 0 to 0
R1: A 6135 0740hrs
Daylight:street lights present
E 435,283 Dry
N 400,373 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Distraction in vehicle Vehicle 1 Possible
2nd: Distraction outside vehicle Vehicle 1 Possible

V1 TRAVELLING ALONG SHEFFIELD ROAD, HOUALND TOWARDS M1, DRIVER CLAIMS TO HAVE BEEN BLINDED BY SUN, COLLIDES WITH V2 WHICH WAS PARKED AND UNATTENDED NEXT TO NEARSIDE KERB.

1656002 Friday SHEFFIELD ROAD (A61) BARNESLEY Veh 1 Pedal cycle Going ahead to Dri M 50 Slight
18/03/2016 AT OR WITHIN 20 MTS OF Veh 2 Car Starting to
R1: A 61 1815hrs
Darkness: street lights present
R2: A 6135
E 434,962 Dry
N 400,306 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 2 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 2 Very Likely

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Daniel Grant - Bryan G Hall

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1670167 Saturday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Going ahead N to S RSP F 77 Slight
 02/04/2016 BARNSELY AT OR WITHIN 20 MTS Veh 1 Car Going ahead N to S Dri F 46 Slight
 2240hrs OF SHEFFIELD ROAD (A61) Veh 2 Car Going ahead N to S
 R2: A 61 Darkness: street lights present
 E 434,974 Dry
 N 400,380 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 2

Very Likely

V1 ON APPROACH TO A ROUNDABOUT IS HIT FROM BEHIND BY V2. V2 FTS MINOR INJURIES V1.

1675188 Thursday SHEFFIELD ROAD (A6135) BARNSELY Veh 1 Goods < 3.5t Going ahead NW to SE
 26/05/2016 AT OR WITHIN 20 MTS OF REGENT Veh 2 Goods < 3.5t Stopping NW to SE Dri M 30 Slight
 0930hrs STREET
 R2: U Daylight:street lights present
 E 435,304 Wet/Damp
 N 400,362 Raining without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Distraction in vehicle

Vehicle 1

Possible

2nd: Sudden braking

Vehicle 2

Possible

3rd: Failed to judge other persons path or speed

Vehicle 1

IN WET CONDITIONS, V1 FOLLOWING V2, V2 STOPS TO TURNING. V1 FAILS TO STOP AND COLLIDES WITH REAR OF V2, V2 DRIVER SUFFERS SLIGHT BACK INJURY.

16117032 Wednesday SHEFFIELD ROAD (A6135) BARNSELY Veh 1 Car Starting W to E
 12/10/2016 Veh 2 Car Going ahead W to E Dri F 49 Slight
 1000hrs
 R1: A 6135 Daylight:street lights present
 E 435,206 Wet/Damp
 N 400,398 Fine with high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V1 PARKED AT THE SIDE OF THE ROAD, V2 TRAVELLING TOWARDS HOYLAND, V1 CHECKS MIRRORS AND STARTS TO PULL OUT. V1 COLLIDES IN THE OFFSIDE.

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Daniel Grant - Bryan G Hall

Police Ref.	Day	Location Description	Vehicles					Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Time										
2nd Road No.	D/L										
Grid Ref.	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

16124087	Thursday	SHEFFIELD ROAD (A61) BARNSELY	Veh 1	Car	Stopping	S	to N	Dri	F	42	Slight
	27/10/2016		Veh 1	Car	Stopping	S	to N	RSP	M	25	Slight
R1: A 61	1929hrs		Veh 1	Car	Stopping	S	to N	FSP	F	31	Slight
	Darkness: street lights present		Veh 2	Goods < 3.5t	Going ahead	S	to N				
E 434,822	Dry										
N 400,407	Fine without high winds										
	30 mph										

Causation Factor:

Participant:

Confidence:

1st: Sudden braking

Vehicle 1

Very Likely

2nd: Following too close

Vehicle 2

Very Likely

VEHICLE 1 BRAKED SUDDENLY CAUSING VEHICLE 2 TO COLLIDE WITH THE REAR

16133164	Friday	DEARNE VALLEY PARKWAY (A6195) BARNSELY	Veh 1	Car	Stopping	N	to S				
	11/11/2016		Veh 2	Car	Stopping	N	to S	Dri	M	63	Slight
R1: A 6195	1409hrs										
	Daylight:street lights present										
E 435,005	Dry										
N 400,479	Fine without high winds										
	70 mph										

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Possible

BOTH VEHS TRAVELLING ALONG DEARNE VALLEY PARKWAY APPROACH A RONDAOBT, V1 DRIFTS SLIGHTLY CAUSING V2 TO CROSS THE CARRIAGEWAY AND HIT A LAMPOST, MINOR INJURY TO DRIVER OF V2

16142060	Wednesday	SHEFFIELD ROAD (A61) BARNSELY	Veh 1	Car	Going ahead	S	to N	RSP	M	2	Slight
	21/12/2016	AT OR WITHIN 20 MTS OF DEARNE VALLEY PARKWAY (A6195)	Veh 2	Car	Turning right	S	to E				
R1: A 61	1530hrs										
R2: A 6195	Daylight:street lights present										
E 434,951	Wet/Damp										
N 400,355	Fine without high winds										
	60 mph										

Causation Factor:

Participant:

Confidence:

1st: Animal or object in carriageway

Vehicle 2

Very Likely

2nd: Failed to judge other persons path or speed

Vehicle 1

Very Likely

THIS IS A MINOR INJURY, MINOR DAMAGE ONLY RTC. V2 A SILVER FORD FUSION, TRAVELLED AROUND THE ROUNDAABOUT FROM THE DIRECTION OF TANKERSLEY WITH THE INTENTION OF TURNING RIGHT TOWARD BIRDWELL. DUE TO A STRANDED VEHICLE ALREADY ON THE ROUNDAABOUT V2 WAS FORCED TO TURN RIGHT FROM LANE ONE. WHILST TURNING RIGHT IN LANE ONE V1, A BLACK RENAULT CLIO HAS INTENDED TO GO FROM THE ROUNDAABOUT AND CONTINUE ALONG THE DEARNE VALLEY PARKWAY IN LANE TWO AND HAS SUBSEQUENTLY COLLIDED WITH THE OFFSIDE OF V2. V1 HAS DAMAGE TO THE FRONT BUMPER WHILST V2 HAS BODY DAMAGE TO THE DRIVERS DOOR AND FRONT OFFSIDE WING. THE INJURY ASPECT OF THE COLLISION IS DUE TO A YOUNG CHILD IN V1 SUFFERING FROM SHOCK.

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Daniel Grant - Bryan G Hall

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

16146634 Saturday SHEFFIELD ROAD (A6135) BARNSELY Veh 1 Car Going ahead NW^{to} SE Ped F 46 Slight
24/12/2016
R1: A 6135 1950hrs
Darkness: street lights present
E 435,295 Dry
N 400,372 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Casualty 1 Very Likely
2nd: Careless/Reckless/In a hurry Casualty 1 Very Likely
3rd: Impaired by alcohol Casualty 1

CAS001 UNDER INFLUENCE OF ALCOHOL WALKED INTO PATH OF V1

17181437 Friday ROCKINGHAM ROUNDABOUT Veh 1 Goods > 7.5t Going ahead RH bend S to NE Dri M 33 Serious
12/05/2017 (A6195) BARNSELY AT OR NR JN
WITH KESTREL WAY
R1: A 6195 1517hrs
R2: U Daylight:street lights present
E 435,064 Dry
N 400,745 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Overloaded or poorly loaded vehicle or trailer Vehicle 1 Possible
2nd: Road layout (eg bend, hill etc.) Vehicle 1 Possible

V1 HAS BEEN TRAVELLING ALONG THE DEARNE VALLEY PARKWAY WHEN IT HAS BEEN TRAVELLING AROUND ROCKINGHAM ROUNDABOUT. AS IT WAS DOING SO IT HAS OVERTURNED ON TO ITS NEAR SIDE AND COLLIDED WITH A LAMP POST.

17190689 Sunday CROSS KEYS ROUNDABOUT (A6135) Veh 1 Car Stopping E to W FSP F 13 Slight
04/06/2017 BARNSELY AT OR NR JN WITH Veh 1 Car Stopping E to W Dri F 27 Slight
R1: A 6135 1130hrs SHEFFIELD ROAD (A6135) Veh 2 Car Going ahead E to W
R2: A 6135 Daylight:street lights present
E 435,118 Dry
N 400,410 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 2 Very Likely

V1 IN L/H LANE INTENDING TO ENTER MOTORWAY. V1 SLOWED AFTER HEARING BEEP AND V2 COLL WITH REAR OF V1. DETAILS EXCHANGED

Details of Personal Injury Accidents for Period - 01/01/2013 to 31/12/2017 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

Daniel Grant - Bryan G Hall

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

17200109	Saturday	DEARNE VALLEY PARKWAY (A6195)	Veh 1	Car	Going ahead	NE to SW				
	08/07/2017	BARNSELEY	Veh 2	Car	Going ahead	NE to SW	Dri	M	19	Slight
R1: A 6195	1155hrs		Veh 3	Car	Going ahead	NE to SW				
	Daylight:street lights present		Veh 4	Car	Going ahead	NE to SW	Dri	F	53	Slight
E 434,993	Dry									
N 400,437	Fine without high winds									
	70 mph									

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

2nd: Failed to look properly

Vehicle 1

Very Likely

VEHICLE ONE HAS COLLIDE WITH REAR OF SLOW MOVING TRAFFIC, HITTING REAR OF VEHICLE TWO

17216358	Monday	CROSS KEYS ROUNDABOUT (A6135)	Veh 1	Car	Going ahead	W to E				
	14/08/2017	BARNSELEY AT OR NR JN WITH	Veh 2	Car	O/take m/veh o/side	W to E	Dri	F	35	Slight
R1: A 6135	0820hrs	SHEFFIELD ROAD (A6135)								
R2: A 6135	Daylight:street lights present									
E 435,132	Dry									
N 400,461	Unknown									
	30 mph									

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 2

Possible

V2 TRAVELLING FROM M1 AND WAS ON THE INSIDE LANE OF ROUNDABOUT NEAR ROCKINGHAM CENTRE WHEN V1 APPROACHED FROM BEHIND IN OFFSIDE LANE AND COLLIDED WITH V2. V2 SPUN OUT OF CONTROL. V1 FTS AND WAS SEEN TO TRAVEL DOWN MOOR LANE. V2 FOLLOWED V1 AND STOPPED. DRIVER OF V1 STATED 'I WASN'T DRIVING AWAY, I'M LATE GETTING TO A PATIENT'. DETAILS WERE EXCHANGED BUT DRIVER C V2 HAS NECK/SHOULDER TORN MUSCLES AND ATTENDED HOSPITAL.

17256804	Monday	DEARNE VALLEY PARKWAY (A6195)	Veh 1	Car	Going ahead	N to S	FSP	F	46	Slight
	18/12/2017	BARNSELEY AT OR NR JN WITH	Veh 2	Car	Going ahead	N to S				
R1: A 6195	1445hrs	ROCKINGHAM ROUNDABOUT								
R2: A 6195	Daylight:street lights present									
E 435,071	Dry									
N 400,681	Fine without high winds									
	70 mph									

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 2

Very Likely

VEH 1 HAD JUST EXITED ROUNDABOUT WHEN VEH 2 SWERVED TO AVOID ANOTHER CAR THEN BY DOING THAT IT HAS SWERVEI AGAIN AND HIT VEH 1

APPENDIX BGH 3



**Barnsley
Bus Partnership**

BARNSLEY Bus Map

From 29 April 2018



travelsouthyorkshire.com/bbp

Making bus travel easier in Barnsley.

The organisations responsible for bus travel in Barnsley are working together to improve your services. We are the Barnsley Bus Partnership.

The result is a simpler, more co-ordinated service: you can now travel around the town much more easily, with tickets you can use on any bus in the Barnsley area. Bus passengers are already seeing a big difference and there's much more still to come.

How will you benefit?

- An easier to understand and simpler bus network
- Coordinated timetables
- Great value ticket range for travel on any bus in Barnsley
- More frequent services on a number of routes

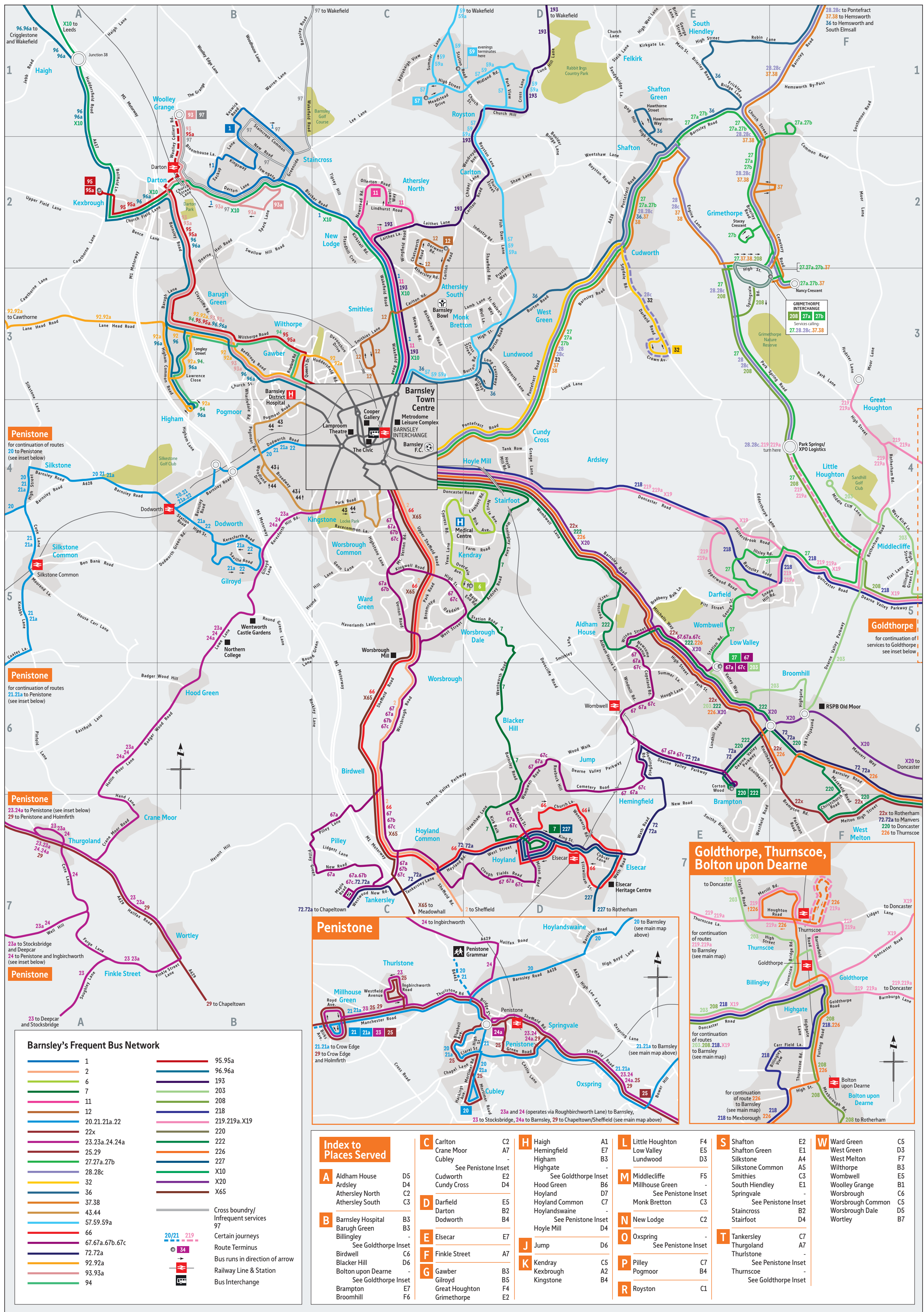
Who is in the Barnsley Bus Partnership?

- Barnsley Metropolitan Borough Council
- Stagecoach Yorkshire
- South Yorkshire Passenger Transport Executive
- Watersons Coaches
- Globe Coaches

FREQUENCY GUIDE			FREQUENCY (MINUTES)			
Service	Operator	Route	Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
1	Stagecoach	Barnsley – Mapplewell – Staincross	10	12	30	30
6	Stagecoach	Barnsley – Kendray – Worsbrough Bank End	12	12	30	60
11	Stagecoach	Barnsley – Athersley North	12	12	30	30/60
12	Stagecoach	Barnsley – Honeywell – Athersley South	15	15	30	60
20	Stagecoach	Barnsley – Penistone – Cubley	60	60	No service (see 21a)	No service (see 21a)
21	Stagecoach	Barnsley – Penistone – Millhouse Green (Crow Edge)	60	60	No service (see 21a)	No service (see 21a)
21a	Stagecoach	Barnsley – Gilroyd – Cubley – Penistone – Millhouse Green (Crow Edge)	No service (see 20, 21, 22)	No service (see 20, 21, 22)	60	120
22	Stagecoach	Barnsley – Gilroyd	30	30	No service (see 21a)	No service (see 21a)
			Combined 15 min frequency Mon-Sat daytime between Barnsley – Dodworth			
23	Yorkshire Tiger	Millhouse Green – Penistone – Thurgoland – Stocksbridge	120	120	No service	No service
23a	Yorkshire Tiger	Barnsley – Thurgoland – Stocksbridge	2 journeys	2 journeys	No service	No service
24	Yorkshire Tiger	Barnsley – Thurgoland – Penistone – Ingbirchworth	120	120	see service 24a**	see service 24a**
24a	TM Travel	Barnsley – Thurgoland – Penistone	see service 24	see service 24	120	120
25	South Pennine Community Transport	Cubley – Oxspring – Penistone – Thurlstone – Millhouse Green	60 (mornings only)	No service	No service	No service
29	TM Travel	Sheffield - Chapeltown - Thurgoland - Penistone - Holmfirth	4 journeys	4 journeys	5 journeys	2 journeys
257	South Pennine Community Transport	Stocksbridge – Holmfirth	Wed only	No service	No service	No service
222	Stagecoach	Barnsley – Aldham House – Wombwell – Cortonwood	30	30	60	60
22x	Stagecoach	Barnsley – Wath upon Dearne – Rotherham	15	15	60	60
226	Stagecoach	Barnsley – Wath upon Dearne – Thurnscoe	30	30	60	60
			Combined 7/8 min frequency Mon-Sat daytime between Barnsley – Wombwell			
27	Stagecoach	Barnsley – Grimethorpe – Darfield – Wombwell	2 journeys/hour	2 journeys/hour	60	60
27a	Stagecoach	Barnsley – Grimethorpe Interchange	60	60	60	60
27b	Stagecoach	Barnsley – Grimethorpe Interchange	60	60	No service	No service
28	Stagecoach	Barnsley – Grimethorpe – Pontefract	60	60	No service (see 28c)	No service (see 28c)
28c	Stagecoach	Barnsley – Cudworth Crown Avenue – Grimethorpe – Pontefract	No service (see 28)	No service (see 28)	60	60
32	Stagecoach	Barnsley – Cudworth Crown Avenue	12	12	No service (see 28c)	No service (see 28c)
			Combined frequencies of: Barnsley – Lundwood/Cudworth every 6 mins Mon-Sat daytime Barnsley – Cudworth Crown Avenue every 12 mins Mon-Sat daytime Barnsley – Grimethorpe every 12 mins Mon-Sat daytime			
36	Waterson Coaches	Barnsley – Shafton – South Hiendley – Hemsworth – South Elmsall	60	4 journeys	No service	No service
37	Waterson Coaches	Barnsley – Grimethorpe	60	No service	No service	No service
38	Waterson Coaches	Barnsley – Grimethorpe	60	60	No service	No service
43	Stagecoach	Barnsley – Pogmoor – Kingstone – Barnsley	30	30	60	60
44	Stagecoach	Barnsley – Pogmoor – Kingstone – Barnsley	30	30	60	No service (see 43)
57	Stagecoach	Barnsley – Royston	4 buses per hour	4 buses per hour	No service (see 59)	No service (see 59)

FREQUENCY GUIDE			FREQUENCY (MINUTES)			
Service	Operator	Route	Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
59/59a	Stagecoach	Barnsley – Royston – Wakefield	30	30	60 (30 Barnsley to Royston)	60 (Barnsley to Royston)
Combined 10 mins frequency Mon-Sat Barnsley – Royston						
2	Stagecoach	Barnsley – Birdwell – Chapeltown – North General Hospital – Sheffield	30	30	60	60
7	Yorkshire Tiger	Barnsley – Blacker Hill – Hoyland	60	60	No service	No service
66	Stagecoach	Barnsley – Hoyland – Elsecar	12	12	30	60
67	Stagecoach	Barnsley – Pilley – Tankersley – Hoyland – Cortonwood – Wombwell	60	60	No service (see 67c)	120
67a	Stagecoach	Barnsley – Pilley – Hoyland – Cortonwood – Wombwell	60	60	120	120
67b	Stagecoach	Barnsley Ward Green – Birdwell – Tankersley	Limited service	Limited service	Limited service	Limited service
67c	Stagecoach	Barnsley Worsbrough Dale – Tankersley – Hoyland – Cortonwood – Wombwell	Limited service	Limited service	120	No service
Every 30 mins combined						
72/72a	Yorkshire Tiger	Chapeltown – Hoyland – Manvers	60	60	No service	No service
92	Yorkshire Tiger	Barnsley – Barugh Green – Cawthorne	60	60	No service	No service
92a	Yorkshire Tiger	Barnsley – Higham – Barugh Green – Cawthorne	No service	No service	120	60/120 Mon -Sat 120 Sunday
93	Stagecoach	Barnsley – Darton – Woolley Grange	2 buses per hour	60	60	60 not Sunday eves
93a	Stagecoach	Barnsley – Mapplewell	60	60	No service	No service
95	Stagecoach	Barnsley – Kexborough	20	30	60	60 not Sunday eves
95a	Stagecoach	Barnsley – Kexborough – Darton	No service (see 93, 95)	Few buses	No service (see 93, 95)	60 Sunday eve late eve Mon-Sat
Combined daytime frequency Barnsley - Hospital - Darton 10 mins Mon - Fri / 15 mins Saturday						
94	Globe Coaches	Barnsley – Higham	60	60	No service	No service
96	Globe Coaches	Barnsley – Kexborough – Wakefield	60	60	No service	No service
96a	Globe Coaches	Wakefield – Kexborough – Higham – Barnsley	2 journeys	No service	No service	No service
97	Globe Coaches	Darton – Wakefield	1 journey	No service	No service	No service
193	Watersons	Barnsley – Monk Bretton – Royston – Wakefield	60	60	No service	No service
201	Stagecoach	Chapeltown – Wentworth Industrial Park – Fox Valley – Stocksbridge	60	60	No service	No service
203	Yorkshire Tiger	Doncaster – Thurnscoe – Wombwell	5 journeys	5 journeys	No service	No service
208	Stagecoach	Rotherham – Swinton – Mexborough – Goldthorpe – Grimethorpe	3 journeys	3 journeys	3 journeys	3 journeys
217	Stagecoach	Rotherham – Kilnhurst – Mexborough	30	30	No service	No service
218	Stagecoach	Barnsley – Mexborough – Kilnhurst – Rotherham	30	30	60 Rotherham to Mexborough	60 Rotherham to Mexborough
219	Stagecoach	Barnsley – Thurnscoe – Doncaster	60	60	60	60
219a	Stagecoach	Barnsley – Thurnscoe – Doncaster	60	60	No service (see 219)	No service (see 219)
220	Stagecoach	Cortonwood – Wath upon Dearne – Mexborough – Doncaster	30	30	60	60
222	Stagecoach	Barnsley – Aldham House – Wombwell – Cortonwood	30	30	60	60
226	Stagecoach	Barnsley – Wombwell – Wath upon Dearne - Bolton upon Dearne - Goldthorpe - Thurnscoe	30	30	60	60
227	TM Travel	Rotherham – Wentworth – Hoyland	60	60	60	No service
X10	Stagecoach	Barnsley - Mapplewell - Darton - Kexbrough - Leeds	60	60	60	60
X19	Stagecoach	Barnsley - Goldthorpe - Doncaster	30	30	60	2 journeys
X20	Stagecoach	Barnsley – Mexborough – Doncaster	60	60	No service	60 early eve Not Sunday eve
X65	Stagecoach	Barnsley - Birdwell - Meadowhall	60 School holidays	60	60	60 (Saturday and school holidays)

* No evening service ** Runs part route only



**New, one easy ticket...
For all buses in Barnsley**

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What are the BConnect ticket prices?

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You can also buy tickets for individual operators as well as single fares.



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Bus Partnership**

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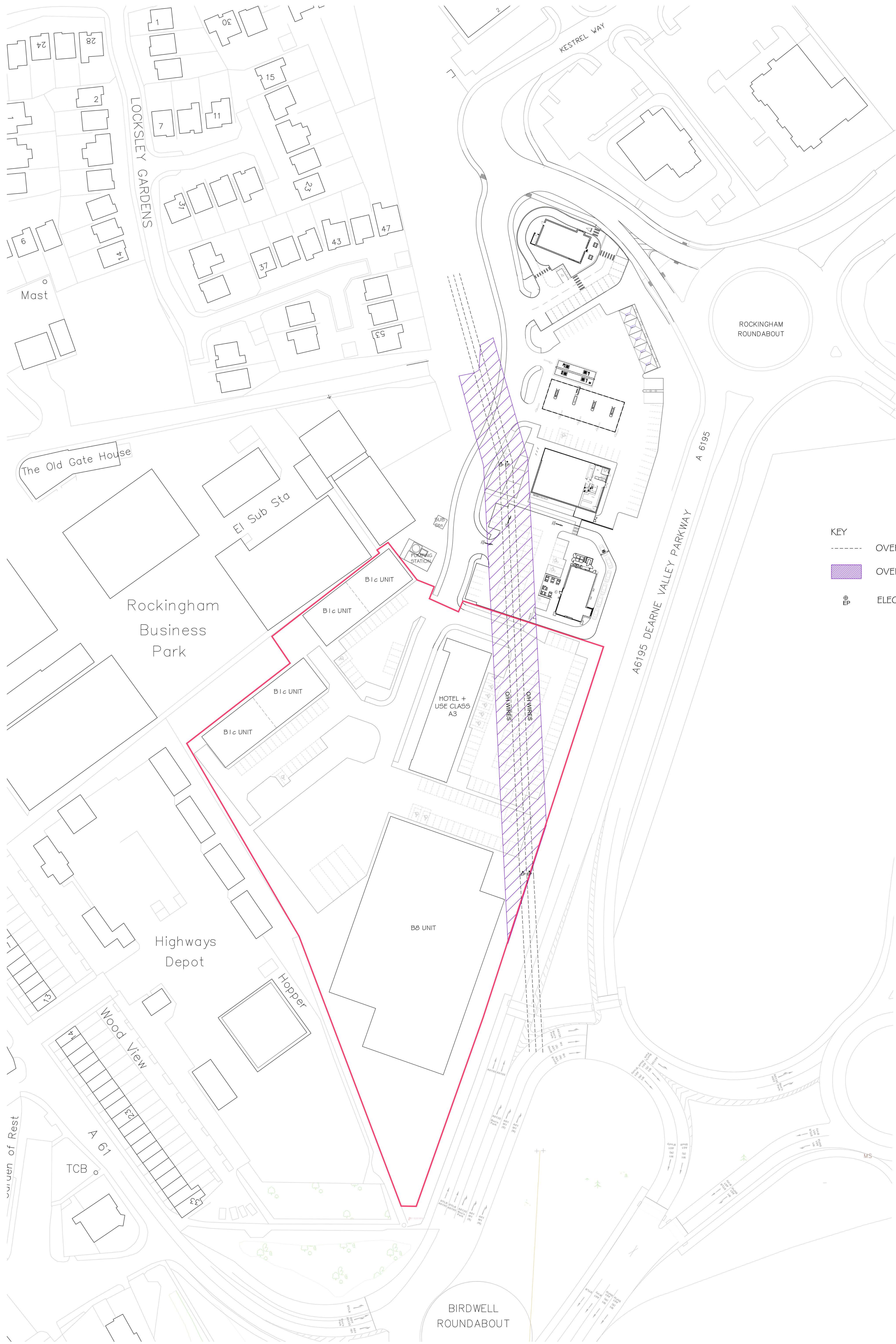
Travel South Yorkshire, supported
by the Barnsley Bus Partnership, is
working hard to ensure all public
transport is fully accessible to all.

All information is correct as
of 29 April 2018



travelsouthyorkshire.com/bbp

APPENDIX BGH 4



- KEY
- OVERHEAD CABLE
 - OVERHEAD CABLE EASEMENT
 - EP ELECTRIC PYLON

B	01.03.19	AMENDED IN ACCORDANCE WITH SMITH JENKINS COMMENTS	KJR	VS
A	27.02.19	AMENDED IN ACCORDANCE WITH SMITH JENKINS COMMENTS	KJR	VS

REV	DATE	DESCRIPTION	BY	CHECK

jrprp ARCHITECTURE | PLANNING | LANDSCAPE

CLIENT:
HARTWOOD ESTATES

PROJECT:
DEARNE VALLEY PARKWAY
SHEFFIELD ROAD

DRAWING:
INDICATIVE SITE LAYOUT

DRAWING NUMBER:
13 4806 103 - B

SCALE @ A1:
1:500

DRAWN:
KJR

CHECKED:
VS

DATE:
FEB 19

DATE:
FEB 19

APPENDIX BGH 5

Project Name:	Dearne Valley Parkway, Mixed Use Development
Planning Application Reference	2014/1452
Subject:	Hartwood Estates Trip Generation Calculation Formula
Date:	22 nd April 2015

Formula to be used for calculation of the weekday AM and PM peak hour two way vehicle trips according to the development mix proposed. Formula to be used to demonstrate conformity to the total maximum two way vehicle trips stated in planning condition and below.

Hartwood Estates Trip Generation Calculation Formula

$$\frac{A \times 0.00}{100} + \frac{B \times 1.655}{100} + \frac{C \times 0.573}{100} + \frac{D \times 0.573}{100} + \frac{E \times 0.119}{100} + \frac{F \times 0.412}{100} + \frac{(G \times 633.64) \times 70\%}{100} \leq 72 \text{ in the weekday AM peak hour}$$

$$\frac{A \times 4.939}{100} + \frac{B \times 1.341}{100} + \frac{C \times 0.472}{100} + \frac{D \times 0.472}{100} + \frac{E \times 0.115}{100} + \frac{F \times 0.319}{100} + \frac{(G \times 721.60) \times 70\%}{100} \leq 96 \text{ in the weekday PM peak hour}$$

Where:

A - GFA of the Food / Drink units in sq.m

B - GFA of the Business units in sq.m

C - GFA of the Industrial units in sq.m

D - GFA of the business / industrial units in sq.m

E - GFA of the storage / distribution units in sq.m

F - GFA of the 50 bed hotel units in sq.m

G - size of the PFS in Hectares