



Residential Development, Doncaster Road, Darfield Transport Assessment

June 2025

Project number 1229C

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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Transport Assessment relating to a proposed residential development on land off the Doncaster Road, Darfield in the district of Barnsley. Figure 1 shows the site location in relation to the local highway network.

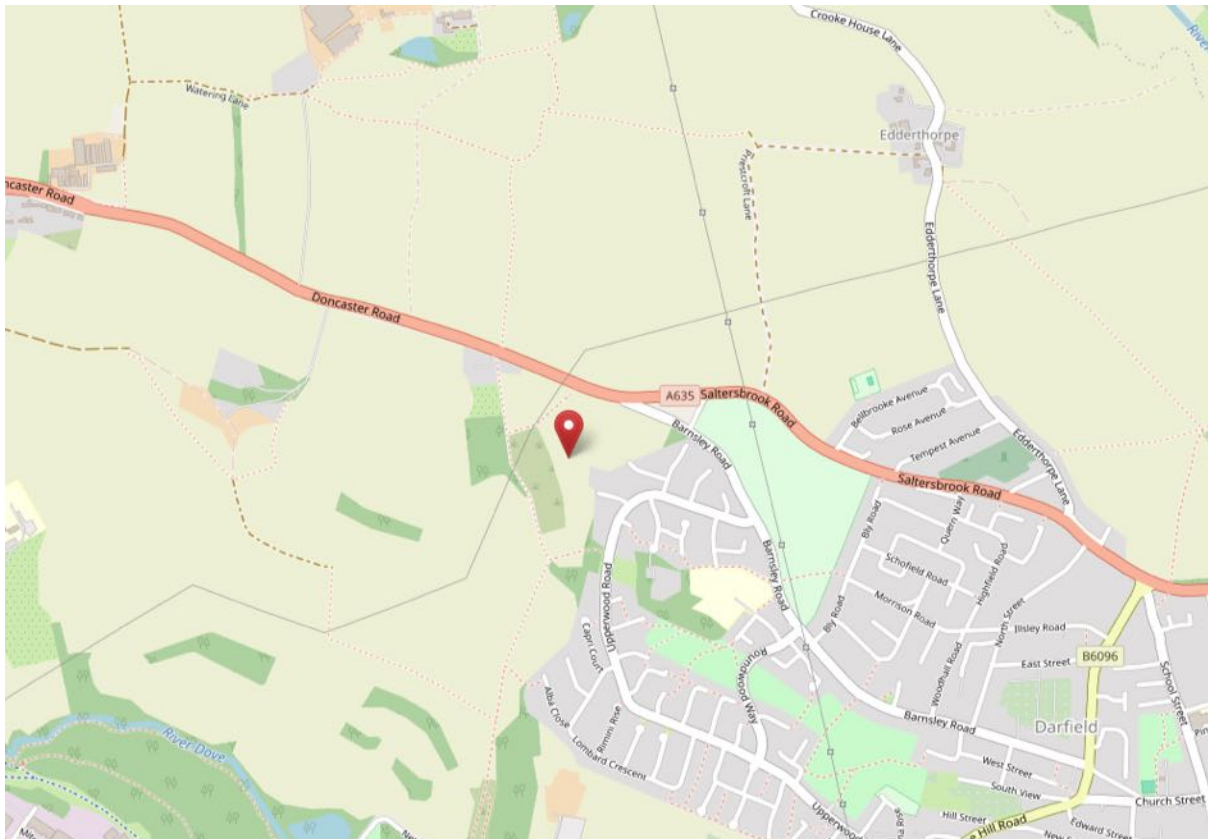


Figure 1 Site location

- 1.2 The proposals are to develop the site for residential purposes for around 460 dwellings overall, with phase 1 of the development totalling around 256 dwellings, which is the subject of this application. The dwellings would be a mix of detached, semi-detached and terrace type dwellings. Access to the site will be from a new right turn lane junction off Doncaster Road, and a new simple priority junction arrangement from Barmley Road.
- 1.3 This Transport Assessment follows scoping with Barnsley Council (please refer to Transport Assessment Scoping Note -1 dated February 2024). The outcome of Transport Assessment scoping has been considered to adjust the layout and form the framework of this updated Transport Assessment.

- 1.4 This Transport Assessment considers the site access and traffic impact associated with the proposed development and considers the road safety record and the impact on the local highway network. This assessment demonstrates that the proposals should be acceptable for planning approval purposes.

2.0 Existing Situation

Site Description

- 2.1 The site is located on the far west side of the village of Darfield. The centre of the village is around 1.3km southeast of the application site and lies just over 5km to the east of the town of Barnsley. To the south/south-east of the site are the settlements of Wombwell, Middlecliff and Brampton.
- 2.2 The application site is a large open area of vacant greenfield land, bounded by Doncaster Road (A635) to the north, a large established residential development to the east and New Hall Farm and further open land to the west. Directly, adjacent to the site is a well-stocked garden centre and associated café. There is a mini supermarket placed approximately 700 metres to the east of the site in the established residential area. To the south of the site, and within the recommended maximum walking distance are a range of locally operated shops, placed around the junction of the B6096 and Snape Hill Road, these include, additional mini supermarkets, general stores, bakery, hairdressers/barbers, bakery café and chiropodist. To the south of the site and within the preferred walking distance is the larger settlement of Wombwell. The town of Wombwell offers numerous amenities including a rail station.
- 2.3 As part of the development it is proposed to provide a new site access located off the A635 Doncaster Road and off Barnsley Road, which will serve the residential development.

Local Highway Network

- 2.4 The main site access is taken from the A635 Doncaster Road, with a secondary access located off Barnsley Road. Doncaster Road forms part of the A635 strategic highway, which is a primary route that links with Barnsley Town Centre to the west and the A638 on the outskirts of Doncaster Town Centre the east. The route travels through the settlements of Marr, Hickleton, Goldthorpe, Darfield, Ardsley, and the Barnsley areas of Stairfoot and Kendray, providing subsequent access to other strategic routes including the A6133, A633, A6195 and A1(M) Motorway. Given the status of the road, the A635 is subject to heavy traffic flows throughout the day.
- 2.5 Within the vicinity of the proposed site access Doncaster Road is a two way single carriageway with a wide verge provided on the south sides, and a shared footway/cycleway provided along the north side of the road. The carriageway is around 9.2m in width and the south side verge generally ranges between 4 and 5m in

width. The north side shared footway/ cycleway facility is signed and around 3m in width and provides a continuous cycle route between Darfield and Stairfoot to the west, the latter provides subsequent links to other routes including Barnsley town centre. The road contains edge of carriageway markings and is subject to a 50mph speed limit, although this changes to 40mph around 500m to the east of the Barnsley Road junction.

- 2.6 Doncaster Road starts to widen as it meets the Barnsley Road junction, forming a right turn lane/ ghost island arrangement. From this point eastwards, the road changes in name to Salterbrook Road providing a continuation of central hatch markings and traffic islands complete with illuminated bollards and lighting beacons. The layout and width of the road appears to be suitable for its day to day use.
- 2.7 Barnsley Road joins Doncaster Road via the right turn/ ghost island arrangement as described above. Barnsley Road is a local distributor road that connects with the A635 to the northwest and with the B6096 within the centre of Darfield. It is predominantly residential in nature and provides access to local access roads, residential streets, and individually served residential properties. Subsequently, Barnsley Road is subject to light traffic volumes throughout the day, with a noticeable increase during the network peak hours.
- 2.8 Barnsley is a two way single carriageway road with footways generally provided on both sides, although towards the application site the southwest side footway terminates, with a single footway along the north side being provided. In the vicinity of the proposed site access the carriageway is 9.2m in width, with a 1.6m wide footway on the northeast side and a grass verge along the south side that ranges between 1m and 2m in width. The layout of the carriageway and footway appears suitable for its day to day use and provides a link to the nearest bus stop located around 50m southeast of the proposed site access. Barnsley Road is subject to a 30mph speed limit for the majority of its length through Darfield, however this changes to 50mph in the vicinity of the proposed site access.
- 2.9 Traffic speeds along Doncaster Road in the vicinity of the site access were carried out during October 2021 in accordance with Design Manual for Roads and Bridges. The data collected from the radar speed survey shows that the average 85th percentile speed was 46mph heading westbound and 50mph heading eastbound. Therefore, the majority of traffic appears to be travelling at or below the speed limit. The speed survey can be found at Appendix A.
- 2.10 Traffic speeds at Barnsley Road in the vicinity of the secondary site access are considered to be lower than the speed limit due to the layout of the road and

location of the Doncaster Road junction. Therefore, an independent radar speed survey has been undertaken on the 24th June 2024 following the methodology within Design Manual for Roads and Bridges (TA 185 Vehicle Speed Measurement). The radar speed survey revealed an 85th percentile wet weather speed of 34mph and 33mph eastbound and westbound respectively. The speed survey can be found at Appendix A.

Traffic Surveys

- 2.11 Following scoping discussions, it has been necessary to carry out surveys at those junctions to be considered in capacity terms.
- 2.12 A traffic survey was carried out at the Doncaster Road/ Barnsley Road junction on the 20th June 2024 between 7am and 9:30am, and between 4pm and 6:30pm. This survey was undertaken during normal road/ traffic conditions and during school term time. The survey revealed the network peak hours to be between 7:15am and 8:15am, and between 4pm and 5pm. The traffic survey information can be found at Appendix B. This survey information has been used for capacity assessments at the proposed site access junction at Doncaster Road and at Barnsley Road, and also the Doncaster Road/ Barnsley Road junction.
- 2.13 A traffic survey was also carried out at the A635/ A6195 Cathill Roundabout on the 12th July 2024 between 7am and 9:30am, and between 4pm and 6:30pm. This survey was undertaken during normal road and traffic conditions and during school term time. The survey revealed the network peak hours to be between 7:30am and 8:30am, and between 4:15pm and 5:15pm. The traffic survey information can be found at Appendix B.
- 2.14 Further scoping discussions have taken place with the Council's Highways Officer; it has been necessary to provide queue length surveys at the A635/ A6195 Cathill Roundabout junction and the A635 Doncaster Road/ Barnsley Road junction to verify the junction modelling. The surveys were carried out on the 19th March 2025 between 7am and 9:30am and between 4pm and 6:30pm and recorded the maximum queue length every 5 minutes between these times. Using the peak hours determined from the junction turning counts referenced above, the average maximum peak hour queues have been determined in PCU and are shown at Appendix B.

Active Travel (Walking and Cycling)

- 2.15 To assess the requirements of Active Travel England the checklist to assess the ten active travel assessment criteria have been considered. The checklist can be found at Appendix C.
- 2.16 The site is situated in easy reach of nearby services and amenities include a beauty salon, several convenience stores, a butcher, a public house, a restaurant, a café and a hot food takeaway. There are also two primary schools, and a community centre located within walking distance, in addition to a wealth of independently owned and operated shops and businesses.
- 2.17 Footway provision is already provided along the northern edge of Doncaster Road in the form of a shared footway/ cycleway that links Darfield to Stairfoot before providing further links to Barnsley town centre. A shared footway/ cycleway facility will be provided within the site and will connect to the north side shared facility. The proposals include a footway along the south side of Doncaster Road and southwest side of Barnsley Road along the site frontage to provide improved connectivity with the local village amenities. Street lighting will also be provided as part of the works.
- 2.18 The majority of the proposed dwellings will be within 800 metres along footways of a range of facilities including Upperwood Academy, a garden centre, coffee house and deli, and two convenience stores all located off Barnsley Road.
- 2.19 The Government's Walking Route Audit Tool (WRAT) has been utilised to appraise the local footpath network to the proposed development site. The routes audited include the route from the proposed development to the local bus stops along the A635 Doncaster Road / Saltersbrook Road and Barnsley Road. Longer routes into Darfield have also been audited, including the routes into the centre to the local pharmacies / doctor's surgeries / shops, and routes to Upperwood Academy, Outwood Primary Academy Darfield, and Netherwood Academy. The full route audits can be found at Appendix K for the bus stop routes and Appendix L for the routes to the local schools and services. A map showing the routes to the bus stops can be found at Figure 2, whilst the routes into Darfield and the local schools can be found at Figure 3.

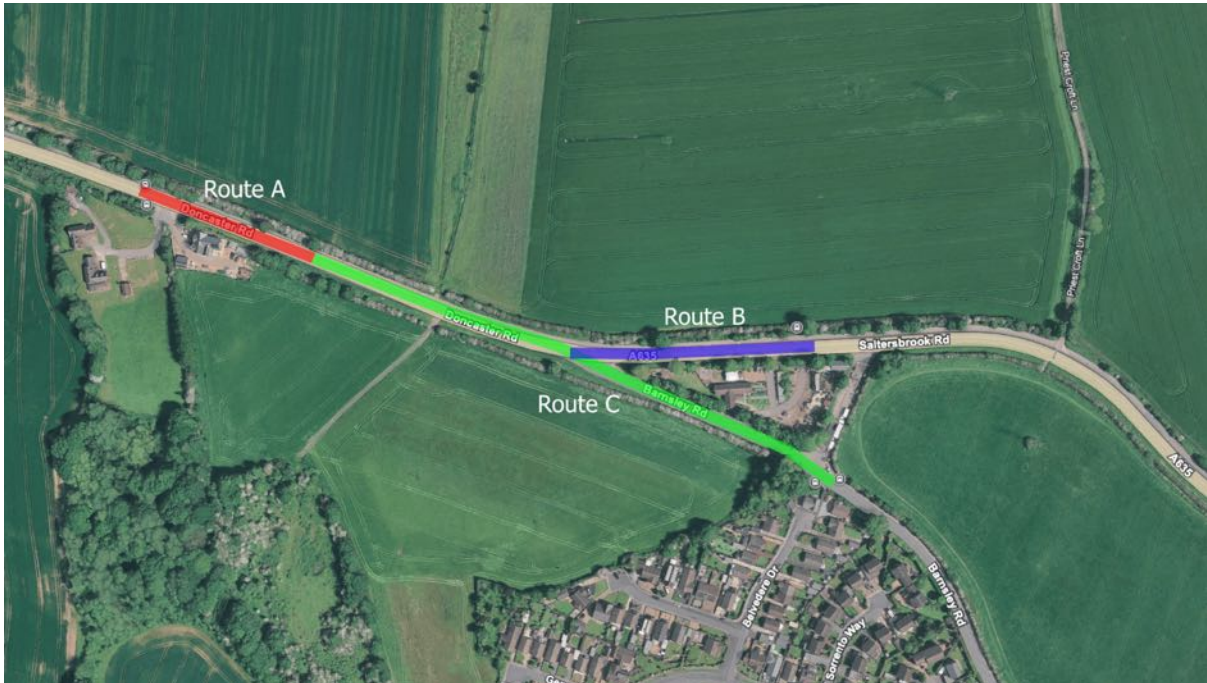


Figure 2 Routes from development site to local bus stops

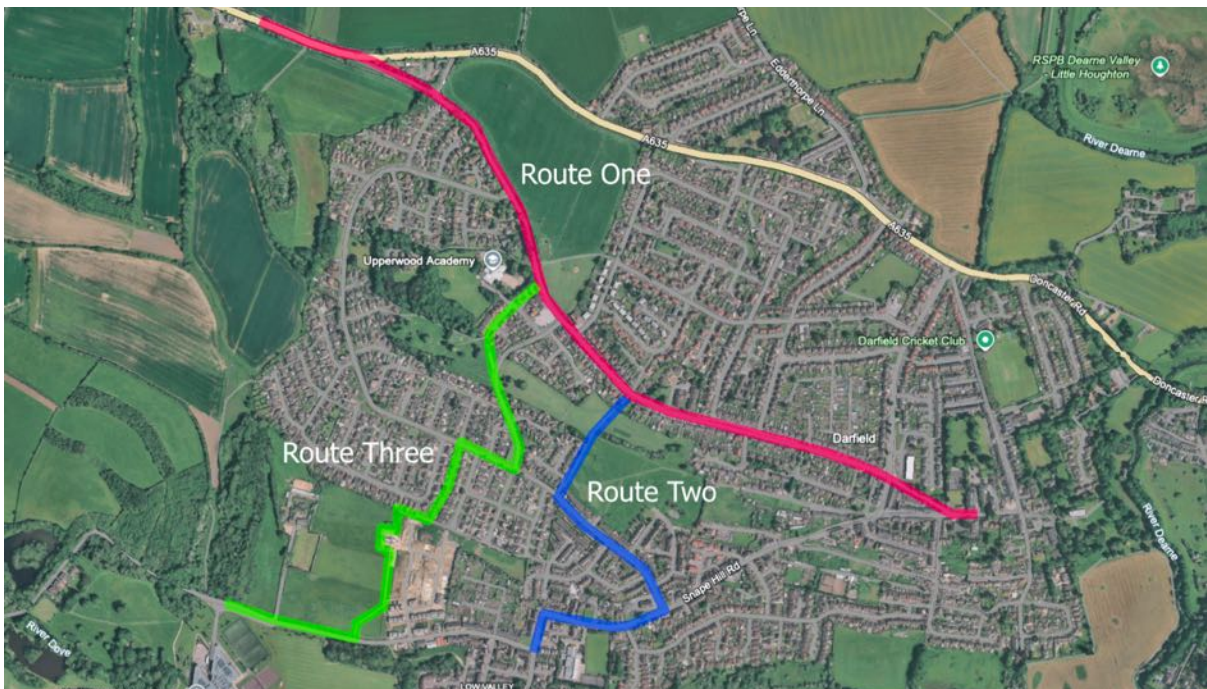


Figure 3 Routes from development site into Darfield and local schools

2.20 A WRAT score of 70% should be considered the minimum level of provision for overall for a route. Routes which score less than this are then used to identify where improvements are required.

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- 2.21 In regard to the routes from the proposed development site, Route A from the development site to the Doncaster Road bus stop scored 77.5%, Route B from Doncaster Road to the Saltersbrook Road bus stops scored 75%, and Route C from the development site access to the Barnsley Road bus stops scored 62.5%.
- 2.22 This suggests that the walking routes to the local bus stops within the vicinity of the proposed development are generally good, however Route C falls down on three issues which are easily actionable. A direct crossing to the bus stop on Barnsley Road should be introduced, tactile paving should be provided, and the overgrown bushes should be cut back. With these issues fixed, the Route would increase to a score of around 82.5%.
- 2.23 The routes into Darfield and the local schools were also scored utilising the WRAT, with Route 1 from the development site access into Darfield centre scoring 77.5%, Route 2 from Barnsley Road to Outwood Primary Academy Darfield scoring 65%, and Route 3 from Barnsley Road to Netherwood Academy scoring 70%.
- 2.24 This suggests that the walking routes to the local schools and services and generally good, however Route 2 to Outwood Primary Academy Darfield was noted as having issues in terms of attractiveness. These issues could be fixed by increasing natural surveillance and police presence, and as such would increase Route 2's score to approximately 75%.
- 2.25 The walking catchment can be found at Figure 4 and covers a 20-minute walking distance from the proposed development site.

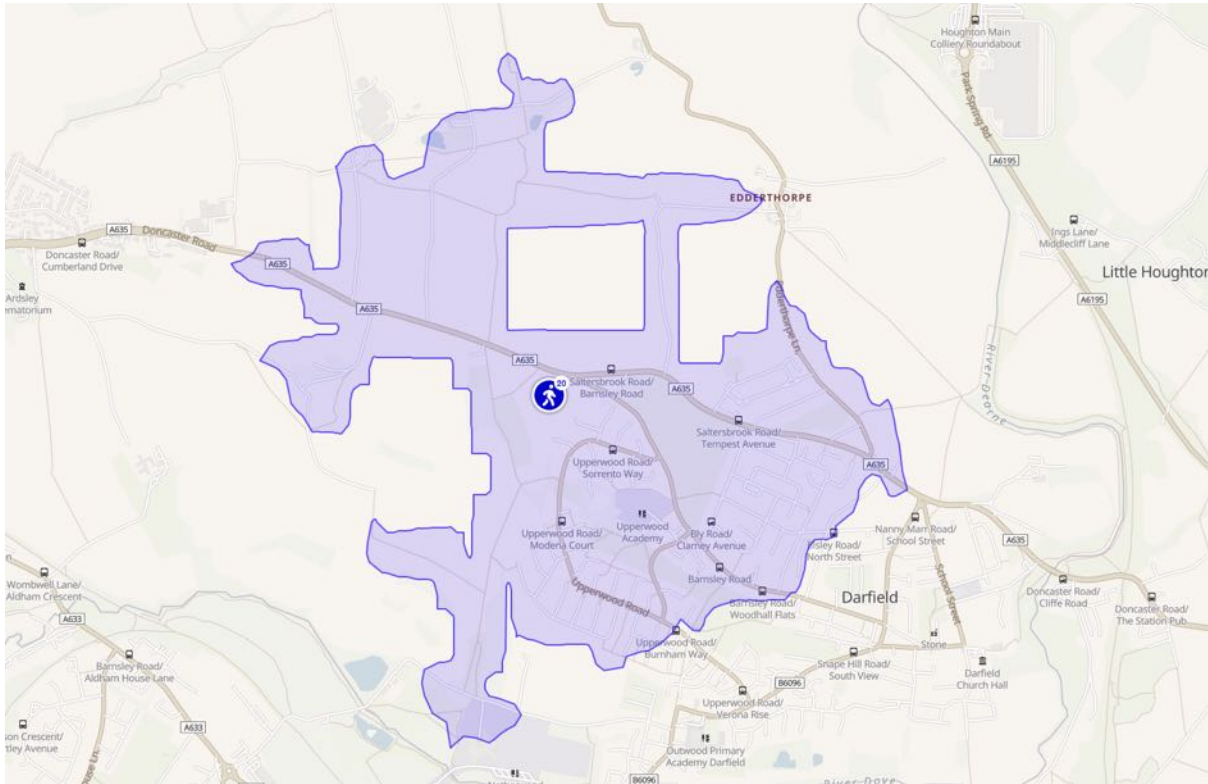


Figure 4 Walking isochrone

- 2.26 The Cycling Level of Service Tool (CLOS) from Appendix A of LTN 1/20: Cycle Infrastructure Design has been utilised to score the level of service of the local cycling infrastructure available within the vicinity of the proposed development site.
- 2.27 The route to be scored is the recently completed improvements to the shared footway / cycleway to the north of the proposed site along the A635 Doncaster Road / Saltersbrook Road. This route gained an overall audit score of 78% with 0 critical design fails. A score of 70% or more is classified as a high score. The full CLOS can be found at Appendix I.
- 2.28 Figure 5 identifies the destinations which can be reached during a 20-minute cycle journey from the proposed development site. The areas of Little Houghton, Billingley, Ederthorpe, Darfield, Broomhill, Wombwell, Hemingfield, Ardsley and Stairfoot are all located within this catchment and provide further employment, social and leisure opportunities for residents.

2.32 There is also a bus stop located on the A635 Doncaster Road around 155m west of the proposed site access. This includes tactile paving and flagpole. The table at Figure 6 summarises the services which utilise these local fare stages.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
218	Rotherham Town Centre / Interchange – Barnsley Town Centre / Interchange	30 mins	60 mins	N/A	Stagecoach Yorkshire
218a	Rotherham Town Centre / Interchange – Barnsley Town Centre / Interchange	60 mins	60 mins	N/A	Stagecoach Yorkshire
219	Doncaster Town Centre / Frenchgate Interchange – Barnsley Town Centre / Interchange	60 mins	60 mins	120 mins	Stagecoach Yorkshire
219a	Doncaster Town Centre / Frenchgate Interchange – Barnsley Town Centre / Interchange	Infrequent	Infrequent	N/A	Stagecoach Yorkshire
X19	Doncaster Town Centre / Frenchgate Interchange – Barnsley Town Centre / Interchange	30 mins – 60 mins	60 mins	60 mins	Stagecoach Yorkshire
481	Worsborough Bridge – Kendray	School service only	N/A	N/A	Peter Hodgson Travel

Figure 6 Bus services

2.33 As can be identified from the table at Figure 6, there are bus services that provide links to the settlements of Rawmarsh, Swinton, Manvers, Goldthorpe, Darfield, Ardsley, Spotborough, High Melton, Harlington, Thurnscoe, Great Houghton, Stairfoot, Grimethorpe, Worsborough Bridge, Ward Green, Monk Bretton, Worsborough Common, Lundwood, Cundy Cross and Kendray. In addition, there are links via bus to the interchanges at Rotherham, Mexborough, Barnsley and Doncaster Frenchgate which provide opportunities for travel to destinations further afield by sustainable means.

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- 2.34 The development includes bus stop upgrades on Doncaster Road and Barnsley Road (to be agreed with South Yorkshire PTE and LPA). The development would accommodate a bus route within the site if required. It is envisaged that the internal loop road that connects Doncaster Road and Barnsley Road access points would satisfy this requirement for Phase 1. The bus stop infrastructure and internal routing would be agreed with South Yorkshire PTE and the LPA.
- 2.35 Wombwell railway station is also located within the range of a 20-minute cycling distance from the proposed development site. This station serves the following lines: Leeds to Nottingham and Leeds to Sheffield via Castleford; and the Huddersfield to Sheffield (Penistone Line). Wombwell station has the benefit of 12no. cycle storage stands which are sheltered and covered by CCTV, located on the platform.
- 2.36 The site is in a very sustainable location due to its proximity to local fare stages and rail station which provides connections to Doncaster, Rotherham, Sheffield, Leeds, and Wakefield that have a multitude of amenities, facilities and other transport opportunities. The site is also within walking distance of the many local facilities and amenities within Darfield and cycling distance of those essential services within Wombwell. Therefore, the site conforms to current Government directives for ensuring developments are located in a sustainable location.

Road Traffic Accidents

- 2.37 The injury accident record for the last 5 year period up to the 17th March 2025 has been obtained from Barnsley Council. The study period conforms to current industry practices for appraising the safety of the local highway network.
- 2.38 The search area shown within Figure 7 below and includes Doncaster Road, Saltersbrook Road and Barnsley Road totalling a study length of some 900m of public highway.

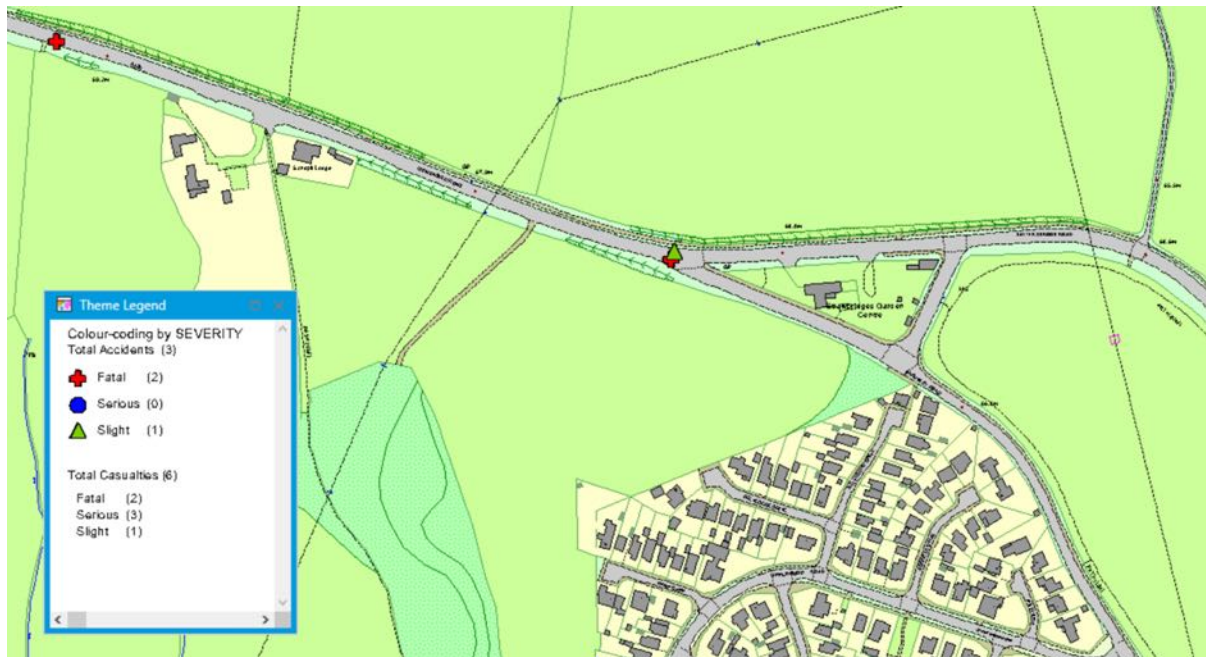


Figure 7 Accident study area

- 2.39 As can be seen from the study area within Figure 7, there have been a total of 3 police reported injury accidents during the 5-year study period. With two collisions located at the Barnsley Road/ A635 Doncaster Road junction and the remaining collision on Doncaster Road situated 157m from Brookfield (around 230m west of the application site). Regrettably there have been 2 collisions classified as fatal and 1 classified as slight. The accident data can be found at Appendix D.
- 2.40 The first collision occurred in August 2020 during daylight hours and dry road surface conditions and fine weather and involved a pedal cycle and a car. This collision occurred at the Doncaster Road/ Barnsley Road junction. No details are available on how the collision occurred other than both vehicles were travelling west to east. The rider of the pedal cycle died from their injuries. No contributory factors were given.
- 2.41 The second collision occurred during April 2022 in daylight hours with dry road surface conditions and fine weather. The collision and involved two cars around 157m from Brookfield. The collision involved vehicle 1 (car) travelling towards Darfield pulling across the centre line and into the opposite carriageway into the path of vehicle 2 (car) leading to a head on collision. The driver of vehicle 1 died from their injuries, the occupants of vehicle 2 obtained serious injuries. The contributory factors were illness or disability (mental or physical) and driver using mobile phone. This collision occurred around 230m west of the application site.

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- 2.42 The third collision occurred during October 2023 in daylight hours with dry road surface conditions and fine weather. The collision involved two cars on Doncaster Road near to the junction with Barnsley Road, with vehicle 2 travelling west to east and colliding with the rear of vehicle 1. This collision resulted in slight injuries to the driver of vehicle 2. The contributory factor for this collision was careless, reckless or in a hurry.
- 2.43 It should be noted that there were no collisions along the A635 Doncaster Road or Barnsley Road in the vicinity of the proposed site access points.
- 2.44 Given the low traffic impact on the SRN, it is not considered justified to provide a collision study that includes routes to and connections with the SRN.
- 2.45 Given the above, there are no significant clusters of accidents and it would appear that these collisions were disparate events with differing manoeuvres and vehicle types.
- 2.46 The proposals include a new right turn lane junction to serve the site access off Doncaster Road complete with central hatching and pedestrian/ traffic islands. The proposals also include red surfacing and 'SLOW' road markings. These measures can only reduce traffic speeds further along the A635 Doncaster Road and Salterbrook Road in the vicinity of the Barnsley Road junction.
- 2.47 The injury accident record along the section of Doncaster Road, Salterbrook Road and Barnsley Road does not indicate a road safety problem that would warrant treatment or be a cause for concern as a result of the change in traffic flows as a result of the development proposals.

3.0 Development Proposals

Proposed Development

- 3.1 The proposals are to develop the site for residential purposes and at the time of writing this report it is proposed to provide circa 256 new dwellings, which would form Phase 1 of the larger site that would accommodate around 460 dwellings in total.
- 3.2 As part of Phase 1 the 256 proposed dwellings will be a mix of detached, semi-detached and terrace type dwellings. The internal arrangements will follow street hierarchy with a mix of traditional estate roads, shared surface streets, and shared driveways. The internal arrangement will follow Barnsley Council's adoptable standards and would conform to the South Yorkshire Residential Design Guide 2011.
- 3.3 The layout for Phase 1 includes a loop arrangement, which can be found at Figure 8, that connects Barnsley Road to the east with the A635 Doncaster Road to the northwest. The feeder road and loop will be 6.75m wide to enable future bus access into the site.



Figure 8 Loop road proposal connecting Doncaster Road and Barnsley Road

- 3.4 The proposed site layout can be found at Appendix E.

Access and Parking Provision

- 3.5 The main site access will be located off the A635 Doncaster Road and will serve the main feeder road into the development and the majority of dwellings. A secondary access will be provided off Barnsley Road.
- 3.6 The main site access off Doncaster Road will include a new right turn lane arrangement situated over 160m west of the Barnsley Road/ A635 Doncaster Road junction. The junction spacing is suitable for speed limits of 50mph and accords with Design Manual for Roads and Bridges. The speed survey on Doncaster Road (see Appendix A) confirms that actual traffic speeds are lower than or at the speed limit.
- 3.7 The A635 Doncaster Road access proposals include widening Doncaster Road along the site frontage to accommodate the new right turn lane. The proposed junction geometry will consist of a 15.0m radius on both sides, complete with suitable entry and exit tapers (1:6). The right turn lane will include a traffic island on the west side complete with illuminated bollards and beacon. The right turn lane also includes a pedestrian refuge island to the east, which will be 3m in width to assist cyclists crossing Doncaster Road from the development to the north side shared footway / cycleway. The pedestrian refuge will include illuminated bollards and refuge beacon. Tactile paving will also be provided on both sides of the road and within the refuge island.
- 3.8 The right turn lane arrangement will fully comply with Design Manual for Roads and Bridges and will include 3.5m wide traffic lanes and a 3.5m wide right turn lane. Suitable direct taper and deceleration lane has also been provided. Details of the right turn junction arrangement can be found at Appendix E.
- 3.9 The speed survey at Appendix A confirms that the 85th percentile speed was 46mph heading westbound and 50mph heading eastbound. Using the SSD values set out in Design Manual for Roads and Bridges an 'X' distance of 4.5m and a 'Y' distance of 160.0m in both directions is required at the proposed access junction. This visibility is shown on the access proposals at Appendix E.
- 3.10 The secondary access located off Barnsley Road will take the form of a simple priority junction with give way arrangement and includes 6m radii on both sides with a carriageway width of 6.75m wide to enable future bus access. Vehicle speeds at Barnsley Road in the vicinity of the secondary site access are considered to be

lower than the speed limit due to the layout of the road and location of the Doncaster Road junction. The speed survey has revealed that the 85th percentile wet weather speed of 34mph and 33mph eastbound and westbound respectively. Using the speed data this requires a visibility splay of 2.4m x 90m in both directions based on Design Manual for Roads and Bridges. The proposals include visibility splays of 2.4m x 90m to the east and 2.4m x 130m to the west.

- 3.11 The internal layout includes 6.75m wide internal feeder road with a 2.0m footway on one side and a 4.5m wide shared cycle link on the other side. The layout will also include traditional estate roads with a 5.5m wide carriageway and 2.0m wide footways on both sides. The shared surface streets will contain hard margins on both sides and suitable visitor parking in accordance with Council guidance. The design speed for the traditional estate roads is 20mph, which is accomplished through the use of raised junctions, vertical deflections (speed tables) and buildouts with the spacing between calming features in accordance with the South Yorkshire Residential Design Guide. The shared surface streets have a design speed of 15mph in accordance with the design guide, which can be achieved by alignment.
- 3.12 The shared cycle link will travel north to south through phases 1 and 2 (between Doncaster Road and the public right of way network to the south of the site). The shared cycle link will also travel along the south side of the internal loop that connects the main feeder road off Doncaster Road with the proposed junction at Barnsley Road.
- 3.13 It is intended that the site would accommodate a bus route (if required) and the initial feeder road off Doncaster Road and from Barnsley Road forming the loop would be used for this purpose for the phase 1 development. The bus route and infrastructure would be agreed with the PTE and LPA. For the remaining site the extension to the internal bus route would be considered feasible as suitable road geometry continues south to serve phase 2.
- 3.14 The proposed bus stop(s) will be located within 400 metres walking distance of all dwellings with locations to be agreed. The bus stops will contain tactile-paved, dropped kerb pedestrian crossing in reasonable proximity to conform with accessibility standards set out in the Department for Transport's 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure,' Sections 4.10 and 4.11. If space is available, bus shelters with accessible seating (recommendations for which can be found in Section 11.5 of 'Inclusive Mobility') are to be provided opposite the boarding points or alternatively downstream, leaving a 2000mm length of clear boarding/alighting area.

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- 3.15 Sufficient space will be provided either to the front or rear of the shelter, ensuring a clear, obstacle-free footway width of between 2000–3000mm, with an unobstructed boarding area of 2000mm x 2000mm to allow adequate manoeuvring space for a wheelchair user. A 100mm yellow line will be marked on the footway, offset by 450mm from the kerb at bus stops, to provide guidance to bus drivers and as a warning to passengers.
- 3.16 The site layout will comply with Barnsley Council’s SPD Parking adopted November 2019 meeting or exceeding 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms.
- 3.17 Visitor spaces are proposed for shared surface streets. The SPD requirement for 1 space per 4 dwellings has generally been followed although the SPD allows for some flexibility on visitor parking.

Pedestrian and Cycle Provision

- 3.18 The proposals include footways within the site connecting to other internal streets along with pedestrian connections to neighbouring off site streets including Belvedere Drive, Genoa Close and through green space to the west of Upperwood Road. The internal road network and pedestrian/ cycle routes shall include suitable levels of lighting so that these routes are attractive to all users at all times of the day and year.
- 3.19 The site has been designed to meet the diverse range of needs of the broad spectrum of society meeting guidance within ‘PAS 6463: Design for the Mind’ with the inclusion of green space, wide pavements, and a mixture of footways both direct, logical straight lines, and more flowing curved lines that feel more natural and unobtrusive. The green space ‘pocket park’ provided within the proposals can also be utilised as a wayfinding node to help people orient themselves correctly within the site.
- 3.20 The development proposes a shared pedestrian/ cycle facility along the main feeder road that runs from north to south and the loop arrangement from Barnsley Road. The shared facility is 4.5m in width and complies with geometric requirements contained within Local Transport Note 1/20 Cycle Infrastructure Design. The shared facility will connect to the existing shared cycleway facility along the north side of Doncaster Road via the proposed refuge island.

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- 3.21 The existing cycle network within the vicinity of the site was scored with LTN 1/20's CLoS tool with a high-quality rating of 78% with 0 critical design fails. The Junction Assessment Tool (JAT) within Appendix B of LTN 1/20 has been undertaken for the developments proposed access onto the A635 Doncaster Road. The overall score of the JAT is 6/12 or 50%. The JAT can be found in full at Appendix J.
- 3.22 It is proposed to provide a footway across the site frontage along Doncaster Road and Barnsley Road, connecting both proposed access junctions via the external footway network. From the Barnsley Road junction it is proposed to provide a footway connection to the nearby bus stop.
- 3.23 The adjacent bus stops located on Doncaster Road and Barnsley Road are proposed to be upgraded to real time waiting shelters. The bus stop locations and upgrades will be agreed with the PTE and LPA.
- 3.24 Cycle parking will be provided for each dwelling in accordance with Barnsley Council's SPD.

Servicing

- 3.25 The site layout provides internal turning for a fire appliance and large refuse vehicle as appropriate in accordance with the South Yorkshire Residential Design Guide. The site servicing needs can be adequately catered for.

4.0 Transport Policy

4.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

National Policy

National Planning Policy Framework – Promoting Sustainable Transport

4.2 The National Planning Policy Framework (NPPF) was first published in March 2012 and was updated most recently by the Department for Levelling Up, Housing & Communities in December 2024.

4.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans can provide sufficient housing and other development in a sustainable manner.

4.4 Paragraph 109 of Chapter 9 suggests that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- Making transport considerations an important part of early engagement with local communities;
- Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- Understanding and addressing the potential impacts of development on transport networks;
- Realising opportunities from existing or proposed transport infrastructure and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- Identifying and pursuing opportunities to promote walking, cycling and public transport use; and

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- Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for environmental gains.
- 4.5 The proposals include a layout that complies with the policy, with suitable street hierarchy, pedestrian and cycle provision along with suitable parking for potential residents and their visitors. The site access points, and external road junctions have been appraised so that the impacts at these junctions can be considered. The proposals also include public transport improvements, pedestrian and cycle link improvements.
- 4.6 Paragraph 115 within Chapter 9 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Sustainable transport modes are prioritised taking into account of the vision for the site, the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through vision-led approach.
- 4.7 The development layout provides suitable external cycle and pedestrian links from Doncaster Road and Barnsley Road, with a new off site footway connecting the two site access junctions. A pedestrian island is to be provided on Doncaster Road to assist pedestrian and cycle movements from the shared facility on the north side of Doncaster Road to the site. Once into the site it is proposed to provide a 4.5m wide shared cycle link that travels north to south throughout both phases of the development and along the internal loop connecting Barnsley Road with the main feeder road. The site provides pedestrian, and cycle connects to the adjacent residential area to the immediate east of the site, providing subsequent links into the centre of Darfield and its essential services and amenities, which are within walking distance. The proposed site access points meet current standards in terms of geometry and visibility and would provide a safe arrangement.

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- 4.8 Paragraphs 116 and 117 of Chapter 9 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development should
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 4.9 The proposals are considered to be compliant with the above, the internal design follows typical hierarchy of consideration, providing good quality pedestrian and cycle links and connections to the wider network. The proposals include bus stop upgrades and suitable geometry that can accommodate a bus route. The internal design and connections will meet the Council’s adoptable standards in terms of layout and levels. EV charging infrastructure will be provided within the site for residents in accordance with current local policy. The internal layout allows for emergency vehicles and waste collection vehicles to enter and exit the site in a forward gear.
- 4.10 Paragraph 118 of Chapter 9 of the NPPF also states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 4.11 A travel plan has been produced and accompanies this Transport Assessment.

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- 4.12 The development aligns with the NPPF by addressing transport considerations from the earliest stages of planning. It ensures that any potential impacts on the transport network are addressed, and opportunities from promoting sustainable transport modes, such as walking, cycling, and public transport, are identified and pursued.

Local Transport Plan

- 4.13 The Sheffield City Region Transport Strategy sets out the transport priorities for the region up to 2040. The Transport Strategy seeks to:
- To improve connection for residents and businesses to economic opportunity
 - Provide a cleaner and greener Sheffield City Region
 - provide a safe, reliable and accessible transport network
- 4.14 The Strategy seeks to strengthen the region's economy and provide sufficient housing to support economic and population growth. Also, the following will have to be considered as part of the Strategy:
- Improving the transport network connectivity and providing greater capacity are vital in enabling growth.
 - Travel choices, enabling the public to make the most sustainable choices about when and how they travel need to be improved.
 - Connectivity, ensuring people can make integrated and safe journeys using transport networks on which they can rely.
 - Enhancements to improve the overall network to make it more fit for journeys in the future.

Local Policy

4.15 Barnsley Council's Local Plan was adopted January 2019. Chapter 12 deals with Transport and provides relevant policy.

4.16 Policy T3 deals with new development and sustainable travel. The policy states: -

New development will be expected to:

Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;

Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;

Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and

Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

4.17 Policy T4 deals with new development and transport safety. The policy states: -

New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

If a development is not suitably served by the existing highway or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

DfT Circular 01/2022

4.18 Government guidance within this policy paper provides the policies with regard to strategic road network (SRN) and the delivery of sustainable development.

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- 4.19 Local planning authorities and development promoters are encouraged to identify any potential impacts on the SRN that may result from development proposals and discuss at the earliest opportunity.
- 4.20 This policy paper advises that a Transport Assessment must consider the existing and forecast levels of traffic on the SRN, alongside any additional trips from committed developments that would impact the same section (link or junction) as the proposed development. An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of the proposed development.
- 4.21 National Highways have responded to the planning application (consultation response dated 25 September 2024) and have confirmed that when considering the volume of vehicle trips forecast and distributing this using the National Highways' own gravity model GraHAM, the proposed development site is unlikely to cause a material volume of traffic that could severely impact the operation of the SRN or contribute to any unacceptable impact on highway safety. National Highways have confirmed no objection to the proposal.
- 4.22 The information provided within this report complies with the requirements of Circular 01/22 and would include junction performance assessments on the SRN if the anticipated volume of development traffic would require it. There are no junctions with the SRN that are impacted by the development, and this is confirmed by National Highways.
- 4.23 It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good quality facilities for travel from modes other than the single occupancy private car trips. The proposals include appropriate mitigation including new right turn lane, traffic islands, shared cycleway and new footway provision

5.0 Traffic Impact

Proposed Development Traffic

- 5.1 To determine the anticipated traffic generations for the site it has been necessary to examine data from the national TRICS database.
- 5.2 Phase 1 of the development proposes around 256 dwellings with the remaining site expected to deliver a further 200 dwellings. To provide a robust assessment and to provide some flexibility for the purpose of traffic generations for phase 1, 270 dwellings have been considered.
- 5.3 The tables at Figures 9 and 10 show the trip rates and generations for total vehicles for phase 1 (270 dwellings) and for the whole site (470 dwellings). The TRICS output includes the 85th percentile rates and have been agreed with the Council's Highways Officer. The TRICS output can be found at Appendix F.

	AM 8:00 – 9:00			PM 17:00 – 18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
270 residential properties						
Trip Rate	0.165	0.462	0.627	0.444	0.149	0.593
Traffic generations	44	125	169	120	40	160

Figure 9 Trip rates and traffic generations (Phase 1 270 dwellings)

	AM 8:00 – 9:00			PM 17:00 – 18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
470 residential properties						
Trip Rate	0.165	0.462	0.627	0.444	0.149	0.593
Traffic generations	78	217	295	209	70	279

Figure 10 Trip rates and traffic generations (Phase 2 470 dwellings)

- 5.4 As can be seen from the tables at Figures 9 and 10, the first phase of the development (270 dwellings) would generate 169 and 160 trips during the morning and evening peak hours respectively. For the second phase (site total of 470 dwellings) the development would generate 295 trips during the morning peak and 279 trips during the evening peak hours.
- 5.5 From the initial scoping and submission, the multi-model TRICS output were provided (see Appendix F). Based on the TRICS data, the daily multi-model trips for phase 1 (up to 270 dwellings) and phase 2 (total development up to 470 dwellings) can be seen in the tables below:

Mode of Travel	TRIP RATE	Generations (270 Dwellings)
People	7.073	1909
Pedestrians	0.667	180
Cyclists	0.102	28
Public Transport	0.201	54
Vehicle Occupants	6.101	1647

Figure 11 TRICS Multi Model Traffic Daily Generations (Phase 1 - 270 Dwellings)

Mode of Travel	TRIP RATE	Generations (470 Dwellings)
People	7.073	3324
Pedestrians	0.667	314
Cyclists	0.102	48
Public Transport	0.201	95
Vehicle Occupants	6.101	2867

Figure 12 TRICS Multi Model Traffic Daily Generations (Phase 2 - 470 Dwellings)

Traffic Surveys

- 5.6 Following scoping discussions, it has been necessary to carry out surveys at those junctions to be considered in capacity terms.

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- 5.7 A traffic survey was carried out at the Doncaster Road/ Barnsley Road junction on the 20th June 2024 between 7am and 9:30am, and between 4pm and 6:30pm. This survey was undertaken during normal road/ traffic conditions and during school term time. The survey revealed the network peak hours to be between 7:15am and 8:15am, and between 4pm and 5pm. The traffic survey information can be found at Appendix B. This survey information has been used for the proposed site access junction at Doncaster Road and at Barnsley Road, and also the Doncaster Road/ Barnsley Road junction.
- 5.8 A traffic survey was also carried out at the A635/ A6195 Cathill Roundabout on the 12th July 2024 between 7am and 9:30am, and between 4pm and 6:30pm. This survey was undertaken during normal road and traffic conditions and during school term time. The survey revealed the network peak hours to be between 7:30am and 8:30am, and between 4:15pm and 5:15pm. The traffic survey information can be found at Appendix B.
- 5.9 Further scoping discussions have taken place with the Council's Highways Officer; it has been necessary to provide queue length surveys at the A635/ A6195 Cathill Roundabout junction and the A635 Doncaster Road/ Barnsley Road junction. The surveys were carried out on the 19th March 2025 between 7am and 9:30am and between 4pm and 6:30pm and recorded the maximum queue length every 5 minutes between these times. Using the peak hours determined from the junction turning counts referenced above, the average maximum peak hour queues have been determined in PCU and are shown at Appendix B.

Traffic Growth

- 5.10 In respect to the surveyed flows, it has been necessary to use the TEMPRO program to provide traffic growth factors from the application year 2024 to the future year 2034.
- 5.11 For this area (E02001528 Barnsley 020) an AM growth factor of 1.1013 and PM growth factor of 1.1021 has been applied to determine future year conditions to 2034.

Committed Development

- 5.12 During scoping communications with Barnsley Council, it was requested that the following sites were included as part of the overall junction performance analysis.

HS79 – Site Fronting Former Foulstone School Playing Fields – 189 dwellings

HS77 – Land North of Pitt Street, Wombwell – 109 dwellings

HS80 – Site of the former Foulstone School – 49 dwellings

HS85 – Hill Street/ Snape Hill Road – 32 dwellings

HS86 – Site at New Street – 35 dwellings

2021/0602 – Land at Low Valley Farm, Pitt Street, Darfield, Barnsley – 100 dwellings

ES10 - Employment Allocation land off A635 to the east of Cathill Roundabout

- 5.13 From the above, the HS77 and 2021/0602 is the same site, so 2021/0602 has been considered. With regard to HS80, this has already been completed and occupied prior to any traffic surveys used for the assessment.
- 5.14 The traffic flows associated with the committed developments above are identified within the traffic flows at Appendix H, which also include proposed development traffic flows for 270 dwellings and 470 dwellings, 2024 and 2034 future year scenarios.

Traffic Distribution

- 5.15 To ascertain the proposed traffic distribution from the site, the census information has been used from the NOMIS website, which provides information on usual residence and place of work.
- 5.16 The NOMIS output can be found at Appendix G and identified that 43% of the site traffic would travel west towards Stairfoot (A635 / A633 junction) and 48% would travel east to Cathill Roundabout (A6195 / A635 junction). The distribution shows that 9% would travel south along Barnsley Road.
- 5.17 Given the size of development and that there are two proposed access points, it has been considered justified to assign one of the two junctions to particular dwellings within the development. For example, it is not considered realistic for residents to travel to the Doncaster Road site access to travel west, if these residents are situated adjacent to a proposed access on Barnsley Road. Therefore, it is considered that to provide a robust assignment of development traffic to the Barnsley Road access around 40 dwellings located on the east side of the site would use this access. For vehicles travelling south along Barnsley Road, 9% of the total development traffic have been assigned to use the Barnsley Road junction, as this presents the least distance travelled to this destination. The remaining plots would

utilise the Doncaster Road access for all other destinations. The traffic flow diagrams for the 270 dwellings and 470 dwellings can be found at Appendix H.

Junction Capacity Assessment

5.18 Following scoping advice from Barnsley Council any junction subject to 30 trips of more during the network peak hours should be assessed. Subsequently the Council's Highways have agreed the following junctions for assessment.

- A635 Doncaster Road Site Access Junction
- A635 Doncaster Road/ Barnsley Road Junction
- Barnsley Road Site Access Junction
- Stairfoot Signalised Junction
- Cathill Roundabout (A635/ A6195) Junction
- A635/ ES10 Allocation Roundabout Junction

5.19 Further to the above, based on the traffic flow data at Appendix H a junction performance assessment at the A635/ ES10 allocation roundabout is not considered appropriate as it does not meet the normal trigger for assessment (>30 trips during the network peak hour). Therefore, a total of 4 junctions are to be considered. It should be noted that the committed flows from the ES10 allocation are considered as part of the junction performance assessments.

5.20 Stairfoot signalised roundabout also requires assessment, discussions are still taking place with the Council Traffic Signals Officers, and we are also awaiting signal timings from YUNEX. Subsequently, a Transport Assessment Addendum No 2 will be produced that considers this signalised roundabout and the potential traffic impact relating to the proposed development.

Doncaster Road – Proposed Site Access

5.21 A junction capacity assessment has been carried out for the proposed site access junction using the PICADY computer program. We have modelled the junction in the morning and evening peak periods for the application year (2024) and future year (2034) including committed development. We have also modelled the two scenarios with 270 dwellings and 470 dwellings.

5.22 The results of the PICADY assessment are included at Appendix M and are summarised in the table below: -

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2024 Plus Committed Plus 270 Dwellings				
Site Access Left Turn	0.10	0.1	0.03	0.0
Site Access Right Turn	0.19	0.3	0.06	0.1
Doncaster Road Right Turn	0.03	0.0	0.08	0.1
2024 Plus Committed Plus 470 Dwellings				
Site Access Left Turn	0.15	0.2	0.05	0.1
Site Access Right Turn	0.28	0.4	0.11	0.1
Doncaster Road Right Turn	0.06	0.1	0.11	0.1
2034 Plus Committed Plus 270 Dwellings				
Site Access Left Turn	0.10	0.1	0.03	0.0
Site Access Right Turn	0.21	0.3	0.06	0.1
Doncaster Road Right Turn	0.03	0.0	0.08	0.1
2034 Plus Committed Plus 470 Dwellings				
Site Access Left Turn	0.19	0.3	0.05	0.1
Site Access Right Turn	0.39	0.7	0.12	0.1
Doncaster Road Right Turn	0.06	0.1	0.15	0.2

Figure 13 PICADY Doncaster Road/ Site Access

5.23 From the above analysis it can be seen that the junction will operate well within the normal requirements for the Ratio of Flow to Capacity (RFC value less than 0.85) during the 2024 and 2034 development scenarios in the working weekday AM and PM peak periods. All queue lengths would be less than 1 PCU.

Doncaster Road/ Barnsley Road Junction

5.24 A junction capacity assessment has been carried out for the proposed site access junction using the PICADY computer program. We have modelled the junction in the morning and evening peak periods for the application year (2024), and future year (2034) including base conditions and committed developments. We have also modelled the two scenarios with 270 dwellings and 470 dwellings.

- 5.25 The results of the PICADY assessment for 2024 scenarios are included at Appendix N and are summarised in the table below: -

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2024 Base				
Barnsley Roa	0.23	0.3	0.14	0.2
Doncaster Road Right Turn	0.12	0.1	0.29	0.5
2024 Plus Committed				
Barnsley Road Left Turn	0.24	0.3	0.16	0.2
Doncaster Road Right Turn	0.12	0.1	0.30	0.5
2024 Plus Committed Plus 270				
Barnsley Road Left Turn	0.29	0.4	0.18	0.2
Doncaster Road Right Turn	0.13	0.2	0.33	0.5
2024 Plus Committed Plus 470				
Barnsley Road Left Turn	0.32	0.5	0.20	0.3
Doncaster Road Right Turn	0.13	0.2	0.34	0.6

Figure 14 PICADY Doncaster Road/ Barnsley Road (2024)

- 5.26 The results of the PICADY assessment for the 2034 scenarios are included at Appendix N and are summarised in the table below: -

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2034 No Development				
Barnsley Road Left Turn	0.26	0.4	0.16	0.2
Doncaster Road Right Turn	0.13	0.2	0.33	0.5
2034 Plus Committed				
Barnsley Road Left Turn	0.27	0.4	0.16	0.2
Doncaster Road Right Turn	0.14	0.2	0.34	0.6
2034 Plus Committed Plus 270				
Barnsley Road Left Turn	0.32	0.5	0.20	0.2
Doncaster Road Right Turn	0.15	0.2	0.36	0.6
2034 Plus Committed Plus 470				
Barnsley Road Left Turn	0.36	0.6	0.20	0.3
Doncaster Road Right Turn	0.15	0.2	0.38	0.7

Figure 15 PICADY Doncaster Road/ Barnsley Road (2034)

- 5.27 From the above analysis it can be seen that the junction will operate well within the normal requirements for the Ratio of Flow to Capacity (RFC value less than 0.85) during the 2024 and 2034 development scenarios in the working weekday AM and PM peak periods. All queue lengths would be less than 1 PCU.
- 5.28 To verify the modelling a queue length survey was carried out at the Doncaster Road/ Barnsley Road junction on the 19th March 2025. During the morning peak period there was a maximum average queue length of 1.9 PCU for the Barnsley Road arm and a maximum average queue length of 0.2 PCU on the Doncaster Road right turn arm. These values are generally within 1 to 2 PCUs of the average queue lengths shown in the above table. For the evening peak period the values are within 1 PCU of the average queue lengths shown above. Therefore, the model appears to provide a suitable representation of how the junction currently performs.

Barnsley Road – Proposed Site Access

- 5.29 A junction capacity assessment has been carried out for the proposed site access junction using the PICADY computer program. We have modelled the junction in the morning and evening peak periods for the application year (2024) and future year (2034) including committed development. We have also modelled the two scenarios with 270 dwellings and 470 dwellings.
- 5.30 The results of the PICADY assessment are included at Appendix O and are summarised in the table below: -

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2024 Plus Committed Plus 270 Dwellings				
Site Access	0.05	0.1	0.02	0.0
Barnsley Road Right Turn	0.01	0.0	0.03	0.0
2024 Plus Committed Plus 470 Dwellings				
Site Access	0.07	0.1	0.02	0.0
Barnsley Road Right Turn	0.02	0.0	0.05	0.1
2034 Plus Committed Plus 270 Dwellings				
Site Access	0.05	0.1	0.02	0.0
Barnsley Road Right Turn	0.01	0.0	0.03	0.0
2034 Plus Committed Plus 470 Dwellings				
Site Access	0.08	0.1	0.02	0.0
Barnsley Road Right Turn	0.02	0.0	0.05	0.1

Figure 16 PICADY Barnsley Road/ Site Access

- 5.31 From the above analysis it can be seen that the junction will operate well within the normal requirements for the Ratio of Flow to Capacity (RFC value less than 0.85) during the 2024 and 2034 development scenarios in the working weekday AM and PM peak periods. All queue lengths would be less than 1 PCU.

A635/ A6195 Cathill Roundabout

- 5.32 A junction capacity assessment has been carried out for the proposed site access junction using the ARCADY computer program. We have modelled the junction in the morning and evening peak periods for the application year (2024), and future year (2034) including base conditions and committed developments. We have also modelled the two scenarios with 270 dwellings and 470 dwellings.
- 5.33 The results of the ARCADY assessment for 2024 scenarios are included at Appendix P and are summarised in the table below: -

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2024 Base				
A635 Doncaster Road (W)	0.45	0.9	0.55	1.3
A6195 (N)	0.37	0.7	0.53	1.3
A635 Doncaster Road (E)	0.39	0.7	0.55	1.3
A6195 (S)	0.37	0.7	0.50	1.1
2024 Plus Committed				
A635 Doncaster Road (W)	0.54	1.3	0.59	1.6
A6195 (N)	0.42	0.8	0.56	1.4
A635 Doncaster Road (E)	0.43	0.8	0.66	2.1
A6195 (S)	0.42	0.8	0.54	1.3
2024 Plus Committed Plus 270				
A635 Doncaster Road (W)	0.58	1.5	0.61	1.7
A6195 (N)	0.43	0.8	0.58	1.5
A635 Doncaster Road (E)	0.44	0.8	0.67	2.2
A6195 (S)	0.43	0.8	0.56	1.4
2024 Plus Committed Plus 470				
A635 Doncaster Road (W)	0.61	1.7	0.62	1.8
A6195 (N)	0.44	0.9	0.59	1.6
A635 Doncaster Road (E)	0.45	0.9	0.68	2.4
A6195 (S)	0.44	0.8	0.57	1.4

Figure 17 ARCADY A635/ A6195 Cathill Roundabout (2024)

5.34 The results of the ARCADY assessment for 2034 scenarios are included at Appendix P and are summarised in the table below: -

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2034 Base				
A635 Doncaster Road (W)	0.51	1.9	0.63	1.9
A6195 (N)	0.42	1.7	0.61	1.7
A635 Doncaster Road (E)	0.44	1.8	0.63	1.8
A6195 (S)	0.42	1.4	0.56	1.4
2034 Plus Committed				
A635 Doncaster Road (W)	0.60	1.6	0.68	2.3
A6195 (N)	0.47	1.0	0.64	1.9
A635 Doncaster Road (E)	0.48	1.0	0.74	3.1
A6195 (S)	0.47	1.0	0.61	1.7
2034 Plus Committed Plus 270				
A635 Doncaster Road (W)	0.65	2.0	0.70	2.5
A6195 (N)	0.48	1.0	0.66	2.1
A635 Doncaster Road (E)	0.49	1.0	0.76	3.3
A6195 (S)	0.48	1.0	0.63	1.8
2034 Plus Committed Plus 470				
A635 Doncaster Road (W)	0.68	2.3	0.72	2.7
A6195 (N)	0.49	1.0	0.66	2.1
A635 Doncaster Road (E)	0.49	1.1	0.77	3.5
A6195 (S)	0.48	1.0	0.64	1.9

Figure 18 ARCADY A635/A6195 Cathill Roundabout (2034)

5.35 From the above analysis it can be seen that the junction will operate well within the normal requirements for the Ratio of Flow to Capacity (RFC value less than 0.85) during the 2024 and 2034 development scenarios in the working weekday AM and PM peak periods. All average queue lengths would be less than 4 PCUs throughout the peak periods.

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- 5.36 To provide a sensitivity test queue length surveys were carried out at this junction on the 19th March 2025 so that the model could be adjusted to accord with the maximum queue lengths observed during the survey. During the survey the average maximum queues were noted to be between 10.3 PCU and 16.8 PCU during the morning peak and between 11.9 PCU and 19.9 PCU during the evening peak. Capacity adjustments have been made to the model to reflect the maximum queues observed that range between -363pcu/hr to -1155pcu/hr. The adjusted outputs can be found at Appendix Q.
- 5.37 It should be acknowledged that traffic queues were observed on one day only, which can be unreliable because queue lengths have a large daily variability even with the same levels of traffic demand. The average queues shown within the ARCADY model are what you would expect to see if you averaged observations from many days.
- 5.38 The results of the ARCADY assessment for the 2024 scenarios using capacity adjustments to suit the observed maximum average queue lengths are included at Appendix Q and summarised in the table below: -

	AM Peak		PM Peak	
	RFC	95%ile Queue	RFC	95%ile Queue
2024 Base				
A635 Doncaster Road (W)	0.71	10.7	0.74	12.3
A6195 (N)	0.73	11.9	0.80	19.9
A635 Doncaster Road (E)	0.77	16.8	0.75	11.9
A6195 (S)	0.73	10.3	0.80	19.4
2024 Plus Committed				
A635 Doncaster Road (W)	0.87	35.6	0.80	20.5
A6195 (N)	0.86	33.2	0.85	29.1
A635 Doncaster Road (E)	0.85	27.9	0.91	51.2
A6195 (S)	0.84	26.9	0.88	36.5
2024 Plus Committed Plus 270				
A635 Doncaster Road (W)	0.94	58.9	0.82	23.1
A6195 (N)	0.89	41.9	0.87	34.8
A635 Doncaster Road (E)	0.87	34.0	0.93	63.3
A6195 (S)	0.85	28.9	0.91	51.2
2024 Plus Committed Plus 470				
A635 Doncaster Road (W)	0.99	75.0	0.83	25.1
A6195 (N)	0.93	54.4	0.89	42.9
A635 Doncaster Road (E)	0.90	44.6	0.95	72.8
A6195 (S)	0.87	33.4	0.93	62.9

Figure 19 ARCADY A635/ A6195 Cathill Roundabout (2024 Adjusted for Queue Length)

- 5.39 As can be seen from the above analysis, during the 2024 base conditions with the amendment to the capacity to suit the maximum queue lengths (95%ile) the junction operates within normal requirements with an RFC that ranges between 0.71 and 0.73 during the morning peak and between 0.74 and 0.80 during the evening peak.

-
- 5.40 The introduction of committed development provides a substantial impact to the operation of the junction with the A635 Doncaster Road (west) and A6195 (north) arms exceeding an RFC of 0.85 during the morning peak. During the evening peak it is the A635 Doncaster Road (east) and A6195 (south) arms that exceed normal requirements with the highest having an RFC of 0.91.
- 5.41 Considering the adjusted model summarised above, as the introduction of committed development has impacted the junction to operate at or above 0.85 RFC, the introduction of further traffic from developments would no doubt have an exponential impact on the operation of the junction. With the introduction of the proposed development (270 dwellings) it can be seen that during the morning peak the RFC would increase by between 0.01 and 0.07. During the evening peak the RFC would increase by between 0.02 and 0.03. It should be considered that on all arms the junction would operate within the theoretical capacity of the junction.
- 5.42 For the development of the remaining phase of the site providing a total of 470 dwellings, during the morning peak the RFC would increase by between 0.02 and 0.04 and for the evening peak the RFC would increase by between 0.01 and 0.02.
- 5.43 From the above it can be seen that the junction would still operate within theoretical capacity for the 2024 scenarios, notwithstanding the capacity adjustments to meet the maximum queue lengths observed from the queue length survey.
- 5.44 Therefore, the assessments above have confirmed that the proposed development (270 dwelling and 470 dwelling scenarios) would have little impact on the surrounding junctions and access points. Subsequently, the proposed development has little impact on the junctions assessed above.
- 5.45 Discussions are ongoing with regard to the assessment of Stairfoot signalised roundabout (see paragraph 5.20). A Transport Addendum No 2 will be produced that considers the development impact at the roundabout.

6.0 Conclusion

- 6.1 This report presents the proposals to develop the site for residential purposes for circa 460 dwellings, with the first phase totalling some 256 dwellings. The dwellings will be a mix of detached, semi-detached, terrace type dwellings. Access to the site will be from two new junction arrangements off Doncaster Road and Barnsley Road. This report considers such matters as access, sustainability, car parking and servicing, and presents the proposals in relation to current guidance and data.
- 6.2 The report describes the existing highway network and the proposed development on the site and compares the traffic generations, highway safety and access proposals with the existing and proposed situation. The vehicular access and sustainable elements of the scheme are also assessed. The traffic impact associated with the current development proposals has also been presented.
- 6.3 Junction capacity assessments have been carried out at nearby junctions (excluding Stairfoot signals) and have determined that the development traffic would have little impact on junction performance and therefore meets the test within paragraph 116 of the current NPPF.

Appendix A

Speed Surveys



SPEED SURVEY

LOCATION Doncaster Road, Darfield
DIRECTION OF TRAVEL Eastbound

SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS
1		26		51	8	76	
2		27		52	12	77	
3		28		53	4	78	
4		29		54	4	79	
5		30		55	2	80	
6		31		56		81	
7		32		57		82	
8		33		58	1	83	
9		34		59		84	
10		35		60	2	85	
11		36		61	1	86	
12		37		62		87	
13		38	22	63		88	
14		39	6	64		89	
15		40	22	65		90	
16		41	8	66		91	
17		42	12	67		92	
18		43	26	68		93	
19		44	12	69		94	
20		45	24	70		95	
21		46	24	71		96	
22		47	36	72		97	
23		48	18	73		98	
24		49	8	74		99	
25		50	14	75		100	

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DUAL CARRIAGEWAY? M

MEAN SPEED 45.3721805

SINGLE CARRIAGEWAY? Y

STANDARD DEVIATION 4.55496997

WET ROAD SURFACE? N

85th PERCENTILE 49.9271504

85th PERCENTILE WET WEATHER SPEED 47.4421504 ✓



SPEED SURVEY

LOCATION Doncaster Road, Darfield
DIRECTION OF TRAVEL Westbound

SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS
1		26		51		76	
2		27		52		77	
3		28		53	4	78	
4		29		54	2	79	
5		30		55		80	
6		31		56		81	
7		32		57		82	
8		33		58		83	
9		34	2	59		84	
10		35	2	60		85	
11		36	2	61		86	
12		37	6	62		87	
13		38	14	63		88	
14		39	22	64		89	
15		40	10	65		90	
16		41	26	66		91	
17		42	40	67		92	
18		43	30	68		93	
19		44	20	69		94	
20		45	20	70		95	
21		46	10	71		96	
22		47	10	72		97	
23		48	10	73		98	
24		49	4	74		99	
25		50	4	75		100	

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DUAL CARRIAGEWAY? M

MEAN SPEED 42.7058824

SINGLE CARRIAGEWAY? Y

STANDARD DEVIATION 3.61747503

WET ROAD SURFACE? N

85th PERCENTILE 46.3233574

85th PERCENTILE WET WEATHER SPEED 43.8383574 ✓



ABACUS
TRAFFIC SURVEYS
14 CLIFF HILL COURT,
HOLMFIRTH, HD9 1JF

Job Number	1229C
Survey Date	24-Jun-24
Start Time	9:30am
Finish Time	11:30am

Location	Barnsley Road, Darfield
Direction of Travel	Eastbound

Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings
1		26	12	51		76	
2		27	18	52		77	
3		28	12	53		78	
4		29	6	54		79	
5		30	4	55		80	
6		31	14	56		81	
7		32	8	57		82	
8		33	12	58		83	
9		34	4	59		84	
10		35	6	60		85	
11		36	12	61		86	
12		37	1	62		87	
13		38	5	63		88	
14		39	2	64		89	
15		40	2	65		90	
16		41	6	66		91	
17		42	2	67		92	
18		43		68		93	
19		44		69		94	
20		45		70		95	
21		46		71		96	
22	2	47		72		97	
23	6	48		73		98	
24	4	49		74		99	
25	6	50	1	75		100	

Overall Readings	145	Dual Carriageway?	N
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Mean Speed	30.931	Single Carriageway?	Y
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Standard Deviation	5.233	Wet Road Surface?	N
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85th Percentile	36.164
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85th Percentile Wet Weather Speed	33.679	✓
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ABACUS
TRAFFIC SURVEYS
14 CLIFF HILL COURT,
HOLMFIRTH, HD9 1JF

Job Number	1229C
Survey Date	24-Jun-24
Start Time	9:30am
Finish Time	11:30am

Location	Barnsley Road, Darfield
Direction of Travel	Westbound

Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings	Speed (Mph)	No. of Readings
1		26	4	51		76	
2		27	6	52		77	
3		28	12	53		78	
4		29	4	54		79	
5		30	22	55		80	
6		31	14	56		81	
7		32	18	57		82	
8		33	14	58		83	
9		34	14	59		84	
10		35	4	60		85	
11		36	6	61		86	
12		37	4	62		87	
13		38	8	63		88	
14		39	1	64		89	
15		40	3	65		90	
16		41		66		91	
17		42		67		92	
18		43		68		93	
19		44		69		94	
20		45		70		95	
21	10	46		71		96	
22	2	47		72		97	
23	4	48		73		98	
24	2	49		74		99	
25	4	50		75		100	

Overall Readings	156	Dual Carriageway?	N
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Mean Speed	30.686	Single Carriageway?	Y
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Standard Deviation	4.575	Wet Road Surface?	N
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85th Percentile	35.260
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85th Percentile Wet Weather Speed	32.775	✓
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Appendix B

Traffic Surveys



ABACUS
TRAFFIC SURVEYS
 14 CLIFF HILL COURT,
 HOLMFIRTH, HD9 1JF

A	Doncaster Road West
B	Doncaster Road East
C	Barnsley Road

Doncaster Road, Darfield
 20/06/2024

Time Start	A - B		A - C		B - A		B - C		C - A		C - B	
	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV
7:00 - 7:15	99	3	10	0	143	3	0	0	18	1	0	0
7:15 - 7:30	103	2	10	2	148	3	0	0	28	0	0	0
7:30 - 7:45	117	8	12	0	143	3	0	0	32	2	0	0
7:45 - 8:00	95	1	22	3	140	1	0	0	35	2	0	0
8:00 - 8:15	101	2	9	0	143	5	0	0	31	2	0	0
8:15 - 8:30	98	2	25	1	112	5	0	0	28	1	1	0
8:30 - 8:45	85	1	19	0	93	3	0	0	39	0	0	0
8:45 - 9:00	78	3	15	1	87	3	0	0	54	2	1	0
9:00 - 9:15	75	3	19	0	85	3	1	0	25	1	0	0
9:15 - 9:30	72	3	12	1	81	2	0	0	23	1	0	0

16:00 - 16:15	120	3	46	2	103	11	0	0	22	0	0	0
16:15 - 16:30	125	2	40	0	90	4	0	0	21	1	0	0
16:30 - 16:45	130	2	33	1	97	2	0	0	17	1	0	0
16:45 - 17:00	123	3	38	0	92	2	0	0	24	1	1	0
17:00 - 17:15	115	1	35	2	105	1	0	0	21	1	0	0
17:15 - 17:30	116	1	26	1	107	1	0	0	26	1	0	0
17:30 - 17:45	120	2	23	1	110	1	0	0	22	1	0	0
17:45 - 18:00	110	2	19	1	102	1	0	0	18	1	1	0
18:00 - 18:15	95	1	18	1	95	2	0	0	20	1	0	0
18:15 - 18:30	86	1	13	1	87	1	0	0	17	1	0	0
Total	2063	46	444	18	2163	57	1	0	521	21	4	0



A	A635 west
B	A635 east
C	A6195 south
D	A6195 north

Doncaster Road, Darfield
12/07/2024

Time Start	A - B		A - C		A - D		B - A		B - C		B - D		C - A		C - B		C - D		D - A		D - B		D - C	
	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV
7:00 - 7:15	67	4	10	1	12	1	57	3	29	6	9	1	10	1	59	4	65	3	9	1	13	2	81	3
7:15 - 7:30	93	6	17	0	18	1	60	4	41	8	9	1	13	1	69	5	74	8	9	1	15	3	85	5
7:30 - 7:45	91	1	32	2	31	0	72	3	81	11	21	11	17	2	88	6	112	8	11	3	10	2	134	7
7:45 - 8:00	84	9	33	0	38	1	86	2	77	7	17	0	17	2	72	9	79	4	16	2	25	2	150	6
8:00 - 8:15	83	2	32	3	47	2	93	3	73	7	20	2	17	1	69	7	93	5	16	0	16	4	138	5
8:15 - 8:30	71	5	31	0	40	1	92	6	71	13	10	1	18	1	66	14	86	9	17	0	19	1	137	3
8:30 - 8:45	86	5	23	0	43	2	81	4	70	11	11	1	16	1	64	11	92	4	16	3	18	2	146	4
8:45 - 9:00	79	5	19	1	36	1	75	10	64	10	9	5	15	1	61	10	77	3	15	1	18	2	131	3
9:00 - 9:15	74	4	17	0	29	0	73	6	59	9	10	3	13	1	59	8	70	2	14	0	17	2	121	3
9:15 - 9:30	65	4	17	1	27	1	66	5	57	9	11	3	12	1	57	7	68	2	12	1	15	1	97	2
16:00 - 16:15	87	2	19	1	49	2	107	4	98	5	18	0	20	0	90	7	117	3	15	1	23	1	201	7
16:15 - 16:30	91	2	20	0	64	4	111	5	103	6	16	4	20	0	91	8	120	3	18	0	25	1	227	10
16:30 - 16:45	97	1	11	1	59	0	134	1	106	5	17	0	25	0	95	10	129	3	14	2	15	2	196	2
16:45 - 17:00	112	2	15	0	52	3	114	3	104	3	18	2	25	0	98	5	129	4	24	1	9	1	210	5
17:00 - 17:15	130	2	7	0	55	1	136	1	104	5	17	1	27	0	101	6	128	1	22	0	14	1	203	5
17:15 - 17:30	115	2	8	1	52	1	119	2	104	10	15	0	26	0	119	5	136	0	18	0	12	2	183	2
17:30 - 17:45	90	3	2	0	53	1	105	2	107	18	16	2	22	0	80	1	153	2	11	1	6	2	148	1
17:45 - 18:00	87	3	5	1	40	2	107	2	99	7	15	1	18	0	82	2	126	1	10	0	8	2	152	2
18:00 - 18:15	84	2	5	0	34	0	103	2	85	15	13	2	16	0	79	1	105	1	10	1	10	1	159	1
18:15 - 18:30	81	1	7	1	28	1	99	2	87	5	11	1	14	0	72	1	88	1	9	0	9	1	143	1
Total	1767	65	330	13	807	25	1890	70	1619	170	283	41	361	12	1571	127	2047	67	286	18	297	35	3042	77

Doncaster Road, Darfield

Queue Length Survey (PCU)

Date: 19th March 2025

ARM A
ARM B
ARM C

A635 Saltersbrook Road
Barnsley Road
A635 Doncaster Road

A635 Doncaster Road/ Barnsley Road junction

Time	ARM A
	Lane 1 Left Turn/ Ahead
07:00	0
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
Max Queue	0

Time	ARM B
	Lane 1 Left/ Right Turn
07:00	1
07:05	1
07:10	0
07:15	0
07:20	0
07:25	1
07:30	4
07:35	1
07:40	0
07:45	2
07:50	0
07:55	4
08:00	0
08:05	8
08:10	1
08:15	2
08:20	1
08:25	0
08:30	1
08:35	0
08:40	0
08:45	3
08:50	1
08:55	0
09:00	3
09:05	0
09:10	0
09:15	2
09:20	0
09:25	0
Max Queue	8

Time	ARM C	
	Lane 1 Ahead	Lane 2 Right Turn
07:00	0	0
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	2
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	0
07:45	0	0
07:50	0	0
07:55	0	0
08:00	0	0
08:05	0	0
08:10	0	0
08:15	0	0
08:20	0	1
08:25	0	0
08:30	0	1
08:35	0	0
08:40	0	0
08:45	0	3
08:50	0	0
08:55	0	0
09:00	0	1
09:05	0	0
09:10	0	0
09:15	0	1
09:20	0	0
09:25	0	0
Max Queue	0	3

Time	ARM A
	Lane 1 Left Turn/ Ahead
16:00	0
16:05	0
16:10	0
16:15	0
16:20	0
16:25	0
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0
17:05	0
17:10	0
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	0
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
Max Queue	0

Time	ARM B
	Lane 1 Left/ Right Turn
16:00	3
16:05	0
16:10	1
16:15	2
16:20	0
16:25	0
16:30	3
16:35	0
16:40	0
16:45	4
16:50	1
16:55	0
17:00	2
17:05	0
17:10	0
17:15	0
17:20	3
17:25	0
17:30	3
17:35	0
17:40	0
17:45	0
17:50	3
17:55	0
18:00	0
18:05	2
18:10	0
18:15	0
18:20	0
18:25	2
Max Queue	4

Time	ARM C	
	Lane 1 Ahead	Lane 2 Right Turn
16:00	0	3
16:05	0	0
16:10	0	0
16:15	0	0
16:20	0	0
16:25	0	0
16:30	0	4
16:35	0	2
16:40	0	0
16:45	0	2
16:50	0	0
16:55	0	0
17:00	0	4
17:05	0	0
17:10	0	0
17:15	0	2
17:20	0	0
17:25	0	0
17:30	0	0
17:35	0	3
17:40	0	0
17:45	0	0
17:50	0	0
17:55	0	0
18:00	2	5
18:05	0	1
18:10	0	0
18:15	0	0
18:20	0	1
18:25	0	0
Max Queue	2	5

Doncaster Road, Darfield

Queue Length Survey (PCU)

Date: 28th March 2025

Date: 19th March 2025

ARM A A635 Doncaster Road (west of junction)
 ARM B A6195 (north of junction)
 ARM C A635 Doncaster Road (east of junction)
 ARM D A6195 (south of junction)

Cathill Roundabout (A6195/ A635)

Time	ARM A	
	Lane 1 Ahead/ Left	Lane 2 Ahead Right
07:00	5	2
07:05	4	0
07:10	2	2
07:15	3	0
07:20	0	0
07:25	11	2
07:30	5	1
07:35	7	1
07:40	11	3
07:45	25	4
07:50	5	2
07:55	10	7
08:00	9	5
08:05	0	0
08:10	7	3
08:15	5	1
08:20	6	0
08:25	9	4
08:30	9	5
08:35	3	1
08:40	8	2
08:45	7	5
08:50	5	4
08:55	3	0
09:00	2	0
09:05	0	2
09:10	0	5
09:15	6	0
09:20	7	1
09:25	2	2
Max Queue	25	7

Time	ARM B	
	Lane 1 Ahead/ Left	Lane 2 Ahead Right
07:00	7	4
07:05	2	2
07:10	2	1
07:15	5	2
07:20	7	4
07:25	8	0
07:30	10	4
07:35	1	0
07:40	11	6
07:45	16	7
07:50	9	3
07:55	6	5
08:00	5	3
08:05	1	4
08:10	19	8
08:15	4	3
08:20	6	4
08:25	5	3
08:30	17	10
08:35	2	4
08:40	1	1
08:45	3	3
08:50	4	5
08:55	8	6
09:00	5	2
09:05	4	0
09:10	5	3
09:15	3	4
09:20	1	8
09:25	4	3
Max Queue	19	10

Time	ARM C	
	Lane 1 Left	Lane 2 Ahead Right
07:00	2	4
07:05	5	6
07:10	0	5
07:15	4	3
07:20	3	3
07:25	4	7
07:30	0	5
07:35	0	2
07:40	12	12
07:45	7	6
07:50	5	10
07:55	0	44
08:00	7	14
08:05	11	6
08:10	0	9
08:15	16	4
08:20	3	8
08:25	2	18
08:30	10	7
08:35	6	10
08:40	6	9
08:45	6	9
08:50	5	8
08:55	6	5
09:00	6	11
09:05	3	5
09:10	2	4
09:15	5	7
09:20	8	8
09:25	4	3
Max Queue	16	44

Time	ARM D	
	Lane 1 Left	Lane 2 Ahead Right
07:00	5	2
07:05	4	3
07:10	7	8
07:15	4	0
07:20	0	0
07:25	5	10
07:30	3	7
07:35	2	4
07:40	3	2
07:45	8	6
07:50	6	4
07:55	9	4
08:00	5	4
08:05	6	2
08:10	9	5
08:15	6	4
08:20	8	7
08:25	7	3
08:30	2	2
08:35	4	0
08:40	4	8
08:45	3	4
08:50	6	3
08:55	6	3
09:00	6	5
09:05	4	2
09:10	8	2
09:15	5	4
09:20	3	7
09:25	4	0
Max Queue	9	10

Time	ARM A	
	Lane 1 Ahead/ Left	Lane 2 Ahead Right
16:00	8	4
16:05	29	0
16:10	10	2
16:15	13	0
16:20	22	5
16:25	8	3
16:30	7	2
16:35	5	3
16:40	6	4
16:45	6	1
16:50	4	2
16:55	4	2
17:00	8	3
17:05	19	2
17:10	15	3
17:15	4	2
17:20	4	2
17:25	5	2
17:30	5	1
17:35	4	3
17:40	3	2
17:45	4	4
17:50	5	1
17:55	2	0
18:00	2	0
18:05	5	2
18:10	2	2
18:15	3	2
18:20	0	1
18:25	0	0
Max Queue	29	5

Time	ARM B	
	Lane 1 Ahead/ Left	Lane 2 Ahead Right
16:00	2	1
16:05	0	0
16:10	7	8
16:15	27	10
16:20	12	5
16:25	8	3
16:30	7	6
16:35	12	5
16:40	17	19
16:45	10	8
16:50	16	11
16:55	15	7
17:00	7	5
17:05	4	0
17:10	15	10
17:15	16	11
17:20	15	12
17:25	2	1
17:30	20	10
17:35	2	1
17:40	6	4
17:45	6	6
17:50	2	2
17:55	6	4
18:00	5	3
18:05	6	2
18:10	4	6
18:15	2	1
18:20	3	2
18:25	4	3
Max Queue	27	19

Time	ARM C	
	Lane 1 Left	Lane 2 Ahead Right
16:00	12	7
16:05	4	3
16:10	9	6
16:15	6	3
16:20	7	6
16:25	4	4
16:30	4	8
16:35	16	22
16:40	18	9
16:45	15	4
16:50	3	1
16:55	1	1
17:00	2	3
17:05	0	3
17:10	0	3
17:15	8	18
17:20	4	4
17:25	0	0
17:30	8	1
17:35	8	4
17:40	7	5
17:45	3	3
17:50	2	4
17:55	3	3
18:00	10	4
18:05	4	5
18:10	3	3
18:15	4	2
18:20	2	2
18:25	5	2
Max Queue	18	22

Time	ARM D	
	Lane 1 Left	Lane 2 Ahead Right
16:00	14	6
16:05	7	7
16:10	9	5
16:15	9	3
16:20	11	6
16:25	12	5
16:30	12	5
16:35	20	4
16:40	27	4
16:45	24	13
16:50	10	5
16:55	4	2
17:00	10	10
17:05	8	5
17:10	19	5
17:15	13	7
17:20	9	5
17:25	0	2
17:30	4	3
17:35	7	2
17:40	5	3
17:45	7	6
17:50	10	3
17:55	9	5
18:00	7	6
18:05	6	2
18:10	7	2
18:15	6	1
18:20	6	5
18:25	4	0
Max Queue	27	13

Appendix C

ATE Checklist

The cells in columns A-C identify ten active travel assessment criteria for new developments, a brief description of each criterion and the common shortfalls found in planning application submissions to date.

Criterion	Description	Common Shortfalls	Rating
1. Trip generation and assignment	Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	Source data is not representative of the proposed development, is out-of-date or is confined to commuting journeys only. Forecasted trip generation is limited to motor vehicle traffic or peak hours only. Future year forecasts do not realise the potential of the development to support a greater number of walking, wheeling and cycling journeys or do not align with the national target (or any adopted local targets) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030.	
2. Active travel route audit	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	Local pedestrian and cycling routes are only identified in application documents by their location, with no assessment provided on whether these are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20). Applications that include new dwellings have not demonstrated how local schools and colleges will be accessed by active travel modes. Qualitative analysis to inform any necessary improvements to the design and accessibility of key routes does not include maps, photographs and comments nor has regard to the following guidance, tools and plans in the assessment of key routes: <ul style="list-style-type: none"> Inclusive Mobility (Chapters 3, 4, 6, 7 and 15; and Sections 5.2, 5.7, 9.1, 9.3, 9.4 and 9.7 as appropriate); PAS 6463: Design for the Mind (Sections 5.2.1, 5.2.3, 6.4, 7.6.2, 7.6.3, 7.7 and 11.12); LTN 1/20: Cycle Infrastructure Design (including Appendix A: Cycling Level of Service Tool; and Appendix B: Junction Assessment Tool); the government's Walking Route Audit Tool; and any adopted or emerging Local Cycling and Walking Infrastructure Plans (LCWIPs). 	
3. Pedestrian access to local amenities	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	Trip lengths to key amenities as presented in application documents are based on straight-line distances from site boundaries or main access points. There are few everyday amenities within the recommended distance from most buildings using safe and accessible routes for pedestrians. Footpaths/ways to local amenities do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: <ul style="list-style-type: none"> have a minimum width of 2m, with limited pinch points no less than 1.5m; are step-free; have a smooth, even surface; have seating at regular intervals; are uncluttered; have good natural surveillance and clear lines of sight; have street lighting; have wayfinding; and have crossing points suitable for the speed and traffic flow of the road(s). 	
4. Cycling accessibility	Are a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, accessible for cyclists using well-designed routes?	Cycle routes relied on by the development are not coherent, direct, safe, comfortable or attractive in line with the five core design principles and geometric requirements in LTN 1/20 (see Sections 4.2 and 5). This may be due to physical features, steps, steep gradients or surface quality; or the absence of ramps, lighting or appropriate crossing facilities. The development relies on shared use routes in full or intermittently, which conflicts with the clear position in paragraph 1.6.1 (2) of LTN 1/20 that cycles must be treated as vehicles and not as pedestrians. There is insufficient protection from motor traffic in accordance with the suitability and segregation standards in LTN 1/20 (see Figure 4.1 and Section 6) such that some potential cyclists would be excluded.	
5. Access to public transport	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?	There are no public transport nodes with a regular service (this will differ between urban and rural areas) within the recommended distances. Local bus stops do not have good natural surveillance or do not provide seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs. Local rail stations do not provide sufficient cycle parking, including spaces for non-standard cycles. Footpaths/ways to public transport nodes do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: <ul style="list-style-type: none"> have a minimum width of 2m, with limited pinch points no less than 1.5m; are step-free; have a smooth, even surface; have seating at regular intervals; are uncluttered; have good natural surveillance and clear lines of sight; have street lighting; have wayfinding; and have crossing points suitable for the speed and traffic flow of the road(s). 	
6. Off-site transport infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	The application fails to identify necessary, directly related and proportionate improvements or contributions to: <ul style="list-style-type: none"> footpaths/ways in line with the design standards identified in criteria 3 and 5; cycling routes in line with LTN 1/20 standards identified in criteria 4; or public transport infrastructure (where this is not provided on-site) that may include: new or extended services; seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs at bus stops; and secure cycle parking with pumps and repair tools at rail stations and mobility hubs. The application fails to identify the mechanism to secure identified improvements and the trigger point(s) for delivery or payment. Proposed road/junction improvements do not prioritise pedestrian and cycling movements, including appropriate crossings.	
7. Site permeability	Does the development prioritise pedestrian and cycle movements within the site?	Opportunities have been missed to maximise accessibility for active travel modes, including: <ul style="list-style-type: none"> the development does not provide or safeguard pedestrian and cycling connections to neighbouring sites including future phases of development; routes for pedestrians and cyclists are not at least as direct – and preferably more direct – than the equivalent by car; routes are not fully accessible or do not have adjacent accessible alternatives (e.g. ramps alongside steps or bound paths next to unbound paths); inappropriate or infrequent crossings are proposed (see Inclusive Mobility Sections 4.10-4.11, PAS 6463 Section 7.6.2, LTN 1/20 Table 10-2, Manual for Streets Section 6.3 and Manual for Streets 2 Section 9.3); pedestrians and cyclists are not prioritised at side road crossing points (see LTN 1/20 Figure 10.13); priority junctions have radii that interrupts the pedestrian desire line (see Manual for Streets Sections 6.3-6.4 and Manual for Streets 2 Section 9.4); there are red/zero scores when applying the Junction Assessment Tool in LTN 1/20; signalised junctions do not have pedestrian aspects on some arms; where cyclists would mix with motor vehicles, lane widths are between 3.2m and 3.9m (paragraph 7.2.5 of LTN 1/20 identifies that such widths allow motor vehicles to drive alongside a cyclist without a safety margin for their comfort and protection); there are unsafe or poorly signed transitions for cyclists when moving between cycleways on and off the carriageway; or cycleways within commercial sites are not continuous through to cycle parking areas. Shared use routes for pedestrians and cyclists are proposed and these do not meet the limited situations listed in paragraph 6.5.6 of LTN 1/20. Where shared use routes are acceptable, their widths are below 3m (<300 cyclists per hour) or below 4.5m elsewhere, contrary to LTN 1/20 Table 6-3.	
8. Placemaking	Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?	The design of streets does not encourage social interaction or create attractive, safe and accessible open spaces that would support an active life for everyone, contrary to the National Design Guide (See Part 2). This may include missed opportunities to incorporate green infrastructure / street trees, shared space residential streets (such as appropriately designed home-zones, mews and culs-de-sac), equipped play facilities, seating at regular intervals, and clear lines of sight to assist with orientation (including measures to prevent inconsiderate parking). Aspects of the proposed design give rise to personal and highway safety concerns, including: <ul style="list-style-type: none"> streets, public transport nodes and other public spaces do not benefit from appropriate levels of natural surveillance and lighting; the requirements of disabled people have not been appropriately considered; the development includes 'blind-spots', sharp turns or high-sided boundary treatments; the development does not provide continuous and legible routes or is not supported by an effective wayfinding strategy; or residential or local streets encourage traffic movements through the site or are not designed for a 20mph speed limit (see Manual for Streets Section 7.4 for guidance on achieving appropriate traffic speeds). There are gaps in the provision of well-located, on-site amenities to support the quantum of development proposed, in conflict with paragraph 83 of the National Design Guide. For larger residential-led developments, this may include a lack of evidence that the applicant has utilised local authority pupil yield data (or the Department for Education's Pupil Yield Dashboard in the absence of such) to inform the need for new schools and early years settings.	
9. Cycle parking and trip-end facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	Cycle parking is not provided in accordance with up-to-date local standards, or Section 11 of LTN 1/20 in the absence of such. Details of accessibility, parking types and dimensions, security arrangements or lighting as appropriate is not provided (highly accessible cycle parking is essential for people with sensory and/or information processing differences and disabled cyclists who may be unable to walk very far or navigate a change in levels). For workplaces, public buildings (including those used for leisure and recreation) larger retail developments and other developments with communal parking: <ul style="list-style-type: none"> internal cycle stores cannot be accessed from building frontages, are not step-free or require passing through more than two sets of doors; a proportion of cycle parking (typically 5%) is not provided for non-standard cycles to accommodate people with mobility impairments, which is contrary to paragraph 11.3.2 of LTN 1/20 (Table 11-2 also advises on bay lengths and access aisle widths for larger cycles using Sheffield stands); or high-quality facilities including showers, lockers, changing rooms and drying areas are not provided for cyclists in non-residential settings (see Section 11.7 of LTN 1/20, BREEAM guidance and any local standards). The quantum and quality of the cycle parking and trip-end facilities proposed does not align with travel plan targets for cycling or application objectives to deliver a sustainable form of development.	
10. Travel planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	A 'full', 'framework' or 'interim' travel plan has not been submitted as appropriate (a framework travel plan is generally only appropriate for commercial developments where the end user is unknown, while an interim travel plan can be acceptable where the split of uses is not yet confirmed). Where the appropriate travel plan has been submitted: <ul style="list-style-type: none"> targets for active travel mode share lack ambition or do not align with the national target (or any adopted local target) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030; mode share targets are not set for the end of each phase (where identifiable) nor extend to five years beyond the final occupation of the development; there is an absence of travel plan targets for all uses proposed within the application site as appropriate; the travel plan does not provide sufficient detail on the active travel and public transport infrastructure to be provided or improved (both on and off-site) or how its use will be embedded by initiatives and incentives to be secured through planning conditions and obligations; or there are no details of effective and influential actions to be taken if targets are not met, with the intention for these to be secured and monitored (if triggered) through planning conditions and obligations. 	

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	
Summary of proposal	
ATE reference	
Local authority reference	
Local planning authority	
Local highway authority	

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Not rated	Yes these are provided within Section 5 TA	
2. Active travel route audit	Not rated	The TA includes cycle level of service, JAT and walking route audits.	
3. Pedestrian access to local amenities	Not rated	The TA includes walking route audits and provides information on local amenities within walking distance	
4. Cycling accessibility	Not rated	The TA includes information cycle facilities and cycle level of service assessment including JAT.	
5. Access to public transport	Not rated	The TA appraised bus routes to local key destinations, providing information on bus stop provision and proposals for bus stop upgrades (to be agreed with South Yorkshire PTE and LPA).	
6. Off-site transport infrastructure	Not rated	The proposals include connections bus stop upgrades, connections to cycle links and pedestrian facilities on the wider network.	
7. Site permeability	Not rated	The layout considers suitable user hierarchy in developing the scheme, including access geometry to accommodate a bus route and shared cycle lane (off carriageway) that travels through the site and connects both Doncaster Road and Barnsley Road access points.	
8. Placemaking	Not rated	The layout includes suitable communal spaces and green spaces	
9. Cycle parking and trip-end facilities	Not rated	Cycle parking to be provided in accordance with local policy.	
10. Travel planning	Not rated	These are provided within the Travel Plan.	

Appendix D

Road Traffic Accidents

Theme Legend

Colour-coding by SEVERITY

Total Accidents (3)

- Fatal (2)
- Serious (0)
- Slight (1)

Total Casualties (6)

- Fatal (2)
- Serious (3)
- Slight (1)

Details of Personal Injury Accidents for Period - **01/01/2020** to **17/03/2025** (63) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

20971560	Tuesday	DONCASTER ROAD (A635)	Veh 1	Pedal cycle	Going ahead	W to E	Dri	M	71	Fatal
	11/08/2020	BARNSELY AT OR NR JN WITH	Veh 2	Car	Going ahead	W to E				
R1: A 635	1015hrs	BARNSELY ROAD								
R2: U	Daylight:street lights present									
E 440,387	Dry									
N 405,227	Fine without high winds									
	50 mph									

Causation Factor:

1st: Other

Participant:

Vehicle 1

Confidence:

Possible

UNKNOWN AT THIS TIME HOW COLLISION HAS OCCURED. INJURED PARTY IS A PEDAL CYCLIST WITH INJURIES TO RIGHT HAND SIDE AND LEFT HAND SIDE OF BODY AND LEFT HAND SIDE OF HEAD. MINOR DAMAGE TO PEDAL CYCLE BELONGING TO INJUREI PARTY. SLIGHT SCUFF ON NEAR SIDE PEDAL, SEAT AND HANDLEBAR. UNKNOWN AT THIS STAGE WHETHER OTHER VEHICLE(S) IS INVOLVED IN COLLISION. SINCE UPDATED TO REFLECT V2 TRAVELLING IN SAME DIRECTION ALTHOUGH AT THIS TIME THERE IT IS NOT KNOWN IF THERE WAS CONTACT BETWEEN THE TWO VEHICLES.

221162579	Monday	DONCASTER ROAD (A635) - 157	Veh 1	Car	Going ahead	W to E	Dri	F	43	Fatal
	04/04/2022	METRES FROM JUNCTION WITH	Veh 2	Car	Going ahead	E to W	Dri	F	29	Serious
R1: A 635	1534hrs	BROOKFIELD, ARDSLEY, BARNSELY	Veh 2	Car	Going ahead	E to W	RSP	M	5	Serious
	Daylight:street lights present									
E 439,951	Dry									
N 405,381	Fine without high winds									
	50 mph									

Causation Factor:

1st: Illness or disability, mental or physical

Participant:

Vehicle 1

Confidence:

Possible

2nd: Driver using mobile phone

Vehicle 1

Possible

HEAD ON COLLISION. V1 TRAVELLING ALONG THE SINGLE CARRIAGEWAY SECTION OF THE A635 DONCASTER ROAD, AWAY FROM BARNSELY AND IN THE GENERAL DIRECTION OF DARFIELD. V2 IS TRAVELLING IN THE OPPOSITE CARRIAGEWAY FROM DARFIELD AND IN THE GENERAL DIRECTION OF BARNSELY. V1 HAS NAVIGATED A SLIGHT BEND TO THE RIGHT BEFORE CONTINUING TO PULL ACROSS THE CENTRE LINE AND INTO THE OPPOSITE CARRIAGEWAY. V1 HAS THEN COLLIDED WITH V2 HEAD ON. V1 HAS SPUN AROUND AND COME TO REST AT THE SIDE OF THE OPPOSITE CARRIAGEWAY IN WHICH IT WAS TRAVELLING AND LIKewise FOR V2. V1 DRIVER DECLARED DECEASED ON SCENE. OCCUPANTS OF V2 TREATED AT SCENE AND TAKEN TO APPROPRIATE HOSPITALS.

Details of Personal Injury Accidents for Period - 01/01/2020 to 17/03/2025 (63) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

231364814	Thursday	DONCASTER ROAD (A635) NEAR	Veh 1	Car	Going ahead	W to E	Dri	M	43	Slight
	19/10/2023	JUNCTION WITH BARNESLEY ROAD,	Veh 2	Car	Going ahead	NW to E				
R1: A 635	1446hrs	ARDSLEY, BARNESLEY,								
R2: U	Daylight:street lights present									
E 440,389	Dry									
N 405,232	Fine without high winds									
	50 mph									

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 2

Possible

V2 - BMW - DRIVING TOWARDS DARFIELD ON THE A635 AWAY FROM BARNESLEY HAS COLLIDED WITH V1- VW. THIS HAS CAUSED DAMAGE TO THE FRONT RIGHT OF V2- AIR BAGS DEPLOYED AND SUBSTANTIAL DAMAGE TO THE REAR RIGHT OF V1 (AIR BAGS ALSO DEPLOYED). DRIVER AND PASSENGER S OF V2 DID NOT WISH TO ENGAGE WITH AMBULANCE STAFF. DRIVER OF V1 WAS CONVEYED TO BARNESLEY HOSPITAL AND IS BELIEVED TO BE IN SHOCK.

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

20971560 11/08/2020 Tuesday Time: 1015 Vehicles 2 Casualties 1 Fatal
Easting: 440,387 Northing: 405,227
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 50

Location: DONCASTER ROAD (A635) BARNSELY AT OR NR JN WITH BARNSELY ROAD
Description: UNKNOWN AT THIS TIME HOW COLLISION HAS OCCURED. INJURED PARTY IS A PEDAL CYCLIST WITH INJURIES TO RIGHT HAND SIDE AND LEFT HAND SIDE OF BODY AND LEFT HAND SIDE OF HEAD. MINOR DAMAGE TO PEDAL CYCLE BELONGING TO INJURED PARTY. SLIGHT SCUFF ON NEARSIDE PEDAL, SEAT AND HANDLEBAR. UNKNOWN AT THIS STAGE WHETHER OTHER VEHICLE(S) IS INVOLVED IN COLLISION. SINCE UPDATED TO REFLECT V2 TRAVELLING IN SAME DIRECTION ALTHOUGH AT THIS TIME THERE IT IS NOT KNOWN IF THERE WAS CONTACT BETWEEN THE TWO VEHICLES.

Vehicle Reference: 1 Pedal cycle Going ahead
First point of impact: Nearside
Vehicle direction: W to E Journey: Other
Age of Driver : 71 Breath test: Not applicable

Contributory Factors : 999

Casualty Reference: 1 Age: 71 Male Driver/rider Severity: Fatal

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Did not impact
Vehicle direction: W to E Journey: Not known
Age of Driver : 42 Breath test: Driver not contacted

Contributory Factors : 999

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

221162579 04/04/2022 Monday Time: 1534 Vehicles 2 Casualties 4 Fatal
Easting: 439,951 Northing: 405,381
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 50

Location: DONCASTER ROAD (A635) - 157 METRES FROM JUNCTION WITH BROOKFIELD,
ARDSLEY, BARNSELY

Description: HEAD ON COLLISION. V1 TRAVELLING ALONG THE SINGLE CARRIAGEWAY
SECTION OF THE A635 DONCASTER ROAD, AWAY FROM BARNSELY AND IN THE
GENERAL DIRECTION OF DARFIELD. V2 IS TRAVELLING IN THE OPPOSITE
CARRIAGEWAY FROM DARFIELD AND IN THE GENERAL DIRECTION OF BARN
SELY. V1 HAS NAVIGATED A SLIGHT BEND TO THE RIGHT BEFORE CONTINUING
TO PULL ACROSS THE CENTRE LINE AND INTO THE OPPOSITE CARRIAGEWAY.
V1 HAS THEN COLLIDED WITH V2 HEAD ON. V1 HAS SPUN AROUND AND COME
TO REST AT THE SIDE OF THE OPPOSITE CARRIAGEWAY IN WHI
CH IT WAS TRAVELLING AND LIKEWISE FOR V2. V1 DRIVER DECLARED
DECEASED ON SCENE. OCCUPANTS OF V2 TREATED AT SCENE AND TAKEN TO
APPROPRIATE HOSPITALS.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 43 Breath test: Not provided (medical)

Contributory Factors : 505 508

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Fatal

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 29 Breath test: Negative

Contributory Factors : 505 508

Casualty Reference: 2 Age: 29 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 5 Male Passenger Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 12 Female Passenger Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2020 and 17/03/2025 (63) months
Selection: Notes:
Selected using Manual Selection

231364814 19/10/2023 Thursday Time: 1446 Vehicles 2 Casualties 1 Slight
Easting: 440,389 Northing: 405,232
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 50

Location: DONCASTER ROAD (A635) NEAR JUNCTION WITH BARNSELY ROAD, ARDSLEY, BARNSELY,
Description: V2 - BMW - DRIVING TOWARDS DARFIELD ON THE A635 AWAY FROM BARNSELY HAS COLLIDED WITH V1- VW. THIS HAS CAUSED DAMAGE TO THE FRONT RIGHT OF V2- AIR BAGS DEPLOYED AND SUBSTANTIAL DAMAGE TO THE REAR RIGHT OF V1 (AIR BAGS ALSO DEPLOYED). DRIVER AND PASSENGERS OF V2 DID NOT WISH TO ENGAGE WITH AMBULANCE STAFF. DRIVER OF V1 WAS CONVEYED TO BARNSELY HOSPITAL AND IS BELIEVED TO BE IN SHOCK.

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: W to E Journey: Not known
Age of Driver : 43 Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NW to E Journey: Not known
Age of Driver : 20 Breath test: Not requested

Contributory Factors : 602

Accidents between dates **01/01/2020** and **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Accidents involving:

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

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	1	1	1	3
Passenger	0	2	0	2
Motorcycle rider	0	0	0	0
Cyclist	1	0	0	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	2	3	1	6

Accidents between dates 01/01/2020 and 17/03/2025 (63) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
20971560	11/08/2020	1	Fatal	0	1	0	0	1	Light	No turn	Dry	1015	DONCASTER ROAD (A635) BARNSELY AT OR NR JN WITH BARNSELY
221162579	04/04/2022	4	Fatal	0	0	0	2	0	Light	No turn	Dry	1534	DONCASTER ROAD (A635) - 157 METRES FROM JUNCTION WITH BR
231364814	19/10/2023	1	Slight	0	0	0	0	0	Light	No turn	Dry	1446	DONCASTER ROAD (A635) NEAR JUNCTION WITH BARNSELY ROAD,
Column Totals		6		0	1	0	2	1					
No. of Accidents				0	1	0	1	1					

Total number of accidents listed: 3

Accidents between dates 01/01/2020 and 17/03/2025 (63) months

Selection:

Notes:

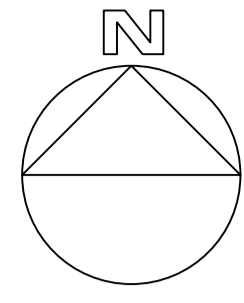
Selected using Manual Selection

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties			Causation Factors/ Prob	Ped		Weather	Road Surface	Vehicle Types	
						Ftl	Ser	Slt		L	M D				Light
20971560	Fatal	11/08/2020	Tue	1015	440387 405227	1	0	0	999V1B	0	0	Light	Fine without high winds	Dry	1 9
221162579	Fatal	04/04/2022	Mon	1534	439951 405381	1	3	0	505V1B 508V1B	0	0	Light	Fine without high winds	Dry	9 9
231364814	Slight	19/10/2023	Thu	1446	440389 405232	0	0	1	602V2B	0	0	Light	Fine without high winds	Dry	9 9
Column Totals	Slight :	1				2	3	0				Light :	3	Dry :	3
	Serious :	0										Dark :	0	Wet :	0
	Fatal :	2													

Total number of accidents listed: 3

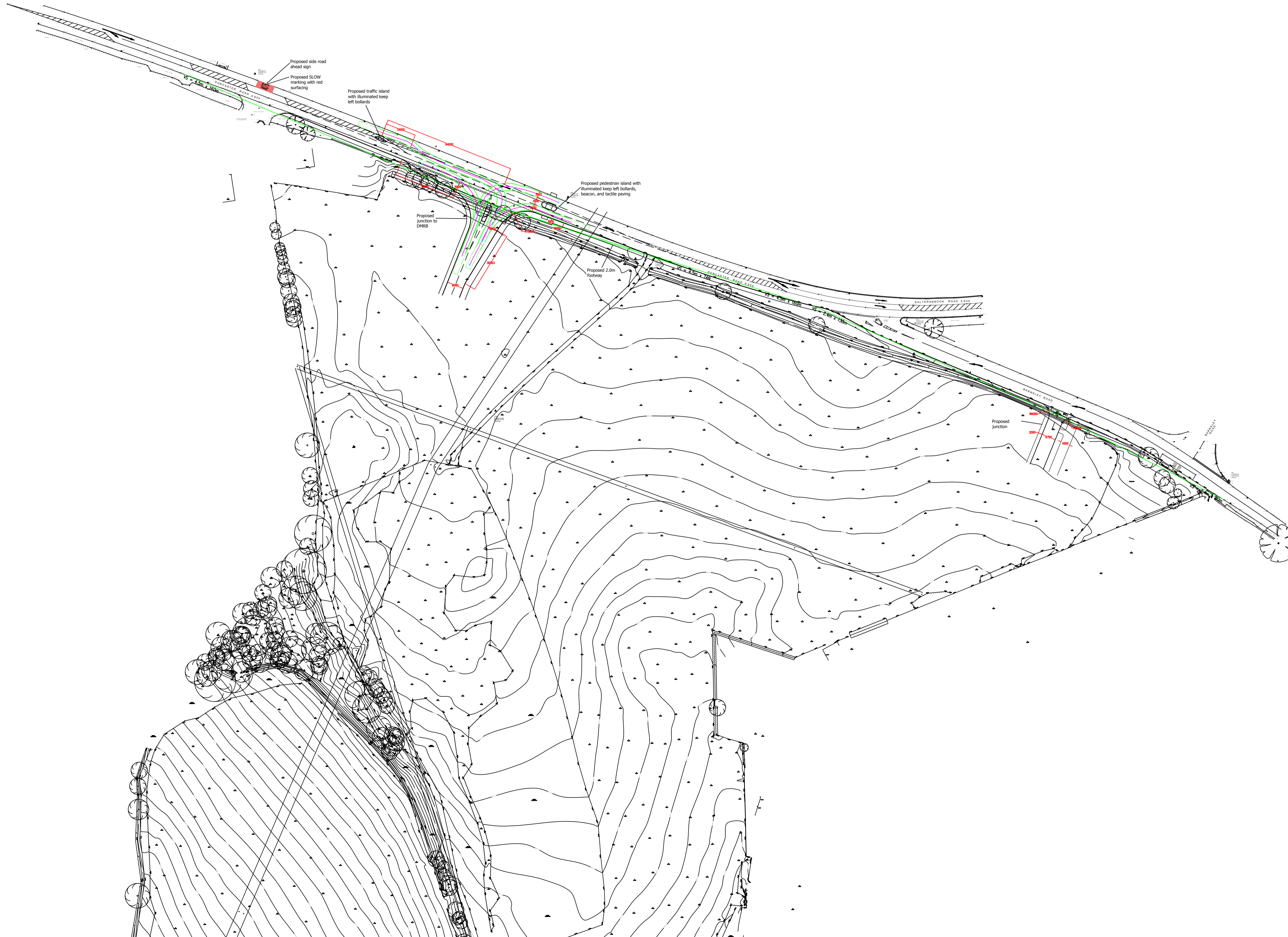
Appendix E

Development Proposals



General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE
DONCASTER ROAD, DARFIELD

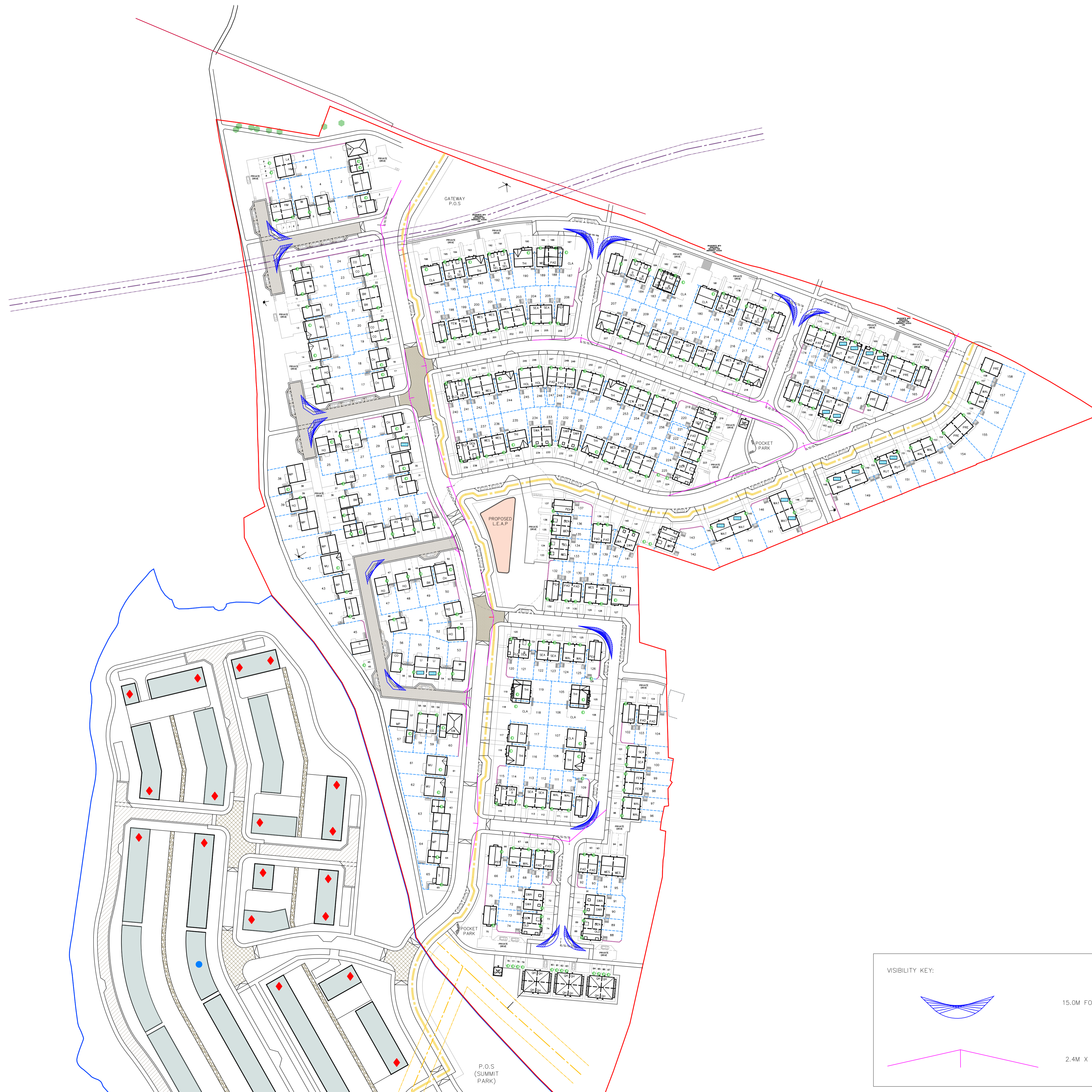
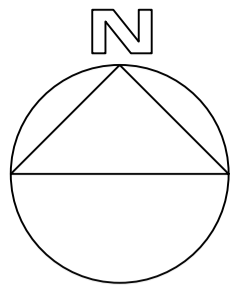
DRAWING TITLE
REVISED JUNCTION ARRANGEMENT

DRAWING NUMBER	ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
	PRGN - 1229	- HGN	- DR	- CH	-	101E A

CLIENT
SAUL HOMES & KEEPMOAT

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:1000	A1	AH	LO	AH	JUN 25

PARAGON HIGHWAYS
20 - 21 THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB
01924 291536
MAIL@PARAGONHIGHWAYS.COM



General Notes

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- This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
VISIBILITY DRAWING

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	1229 -	HGN -	DR -	CH -	1001A

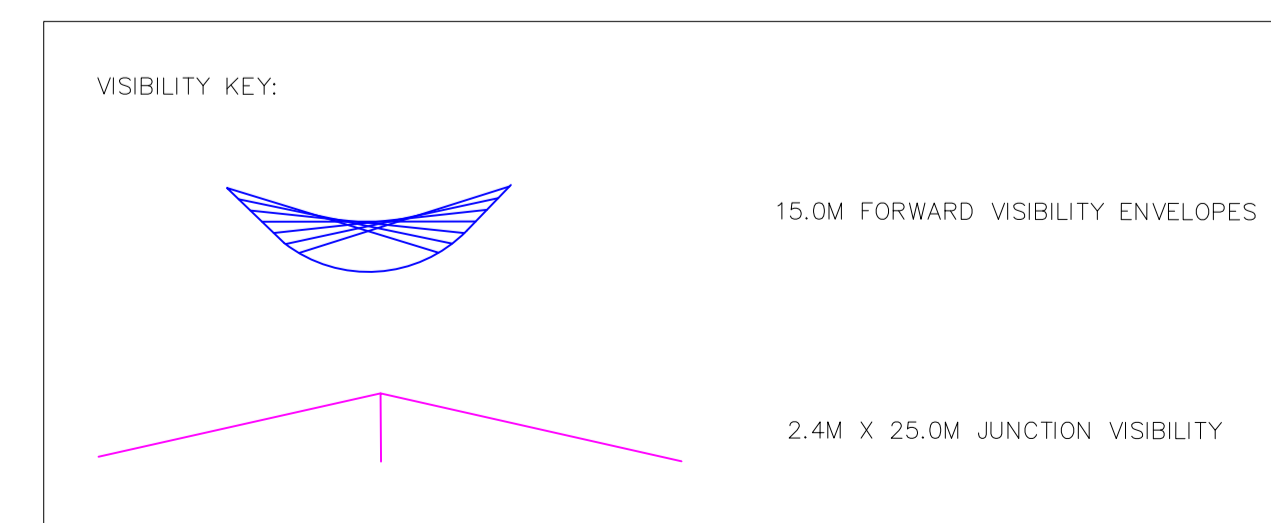
CLIENT
SH & KM

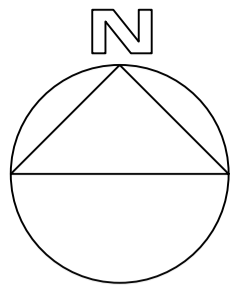
SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:1000	A1	JJH	LJO	LJO	JUNE 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

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- This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
VEHICLE TRACKING DRAWING

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN -	1229 -	HGN -	DR -	CH -	1002A

CLIENT
SH & KH

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:1000	A1	JJH	LJO	LJO	JUNE 25

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