sanderson
(consulting engineers) ltd
Highways | Traffic | Transportation | Water

Sanderson Associates (Consulting Engineers) Ltd, Sanderson House
Jubilee Way, Grange Moor, Huddersfield, West Yorkshire WF4 4TD
T 01924 844080
F 01924 844081
mail@sandersonassociates.co.uk
www.sandersonassociates.co.uk

BARNSLEY MBC

PROPOSED ADVANCED LEARNING CENTRE
WOMBWELL / DARFIELD SITE
WOMBWELL, BARNSLEY

TRANSPORT ASSESSMENT

Ref: 5068/IEL/TLH/005/01

September 2009

Checked and Approved By .....

Date. 3.9.09..

Director
A J France IEng FIHIE AMICE MIHT
VAT No. GB 873219218
Company No. 3235830
Registered Office
Stoneygate House, 2 Greenfield Road
Holmfirth HD9 2JT

Associate Directors
E Appleton BEng DMS CEng MICE MIHT
A P Wear (Business Manager)
P Maurice BEng CEng MICE
R Greenwood IEng FIHIE
D Colley BEng MIHT
J McKellar GradIHIE

ISO 9001 REGISTERED FIRM

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PROPOSED ADVANCED LEARNING CENTRE
WOMBWELL / DARFIELD SITE
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TRANSPORT ASSESSMENT

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1.0 INTRODUCTION

1.1 The proposed school site is located on land off the A633 Wombwell Bypass as shown in Appendix A. The new school site is approximately 1.8km north of Wombwell High School and 3.2km south west of Foulstone High School by road.

1.2 The site boundaries are as follows:

North – Netherwood Road and Pitt Street
South – A633 Wombwell Bypass
East – Residential Development off Station Road
West – Public Footpath / Netherwood Country Park

1.3 The A633 extends north west to south east past the town of Wombwell. The initial section of the Wombwell Bypass is named as "Mitchells Way" and begins at the roundabout of the A633/Bradberry Balk Lane/Barnsley Road and continues to the roundabout of the A633/Station Road. For simplicity and clarification this initial section of bypass will be referred to as "The Wombwell Bypass" throughout this report. This stretch of carriageway is currently plated as a 50mph speed limit and is of single carriageway construction. The bypass is lit and has no footways adjacent to the carriageway for its total length.

1.4 An indicative layout plan can be found at Appendix B. The plan illustrates how the site could be developed with the details to be agreed at the detailed planning application stage. The plan shows the location of the new school access off the A633 Wombwell Bypass. The remainder of the layout is subject to development. The new

school capacity will be 1800 pupils. The new school provision will replace the existing Wombwell High School and Foulstone High School situated off Roebuck Street, Wombwell and Nanny Marr Road, Darfield respectively.

2.0 EXISTING CONDITIONS

2.1 Wombwell High School

2.1.1 Wombwell High School is located within the existing residential area of Wombwell off Roebuck Street approximately 1.0km walking distance south of Wombwell Town Centre. The school location is shown at Appendix I.

2.1.2 The geographical location of students is shown on a plan at Appendix C. The vast majority of students which currently attend Wombwell High reside within the village of Wombwell on the south side of the Wombwell bypass. Others clusters can be seen at Brampton and Jump.

2.1.3 Pedestrian access to the school from the surrounding areas is very good with wide footways leading towards the school through the existing residential area. In addition, there is also a bus drop off/pick up facility situated south east of the school, off Lundhill Road, with a pedestrian footway link through a field. Further information on public transport is discussed in the Public Transport section of this report.

2.1.4 The improvements in pedestrian, cyclist and vehicular facilities identified within this report as part of the proposed development will cater for and allow those wishing to travel to the proposed school site by environmentally sustainable modes of transport to do so.

2.2 Foulstone High School

2.2.1 Foulstone High School is located off Nanny Marr Road, Darfield, Barnsley approximately 2.4km north of Wombwell town centre. The location of this existing school is shown at Appendix I.

2.2.2 The geographical location of the Foulstone High students is shown on a plan at Appendix C. The vast majority of students which attend this school currently reside in Darfield and Great Houghton with other clusters in Thurnscoe and Goldthorpe.

2.2.3 Pedestrian access to the school from the surrounding areas is very good with wide footways (which follow the existing highway network), well lit and overlooked by the surrounding residential area. There is public transport provision immediately outside the school in the form of a full width bus layby for the pick up and drop off of students. Further information on public transport is discussed in the Public Transport section of this report.

2.2.1 The improvements in pedestrian, cyclist and vehicular facilities identified within this report as part of the proposed development will cater for and allow those wishing to travel to the proposed school site by environmentally sustainable modes of transport to do so.

2.3 Existing Travel Modal Split

2.3.1 Travel mode survey information has been provided for both Wombwell and Foulstone High School. Information on transport modal split as derived from a survey carried out in October 2005 is summarised as follows:-.

	Foulstone High School	Wombwell High School
Percentage	To School	To School
Walk	38	73
Cycle	0	1
Bus	46	12
Car	12	10
Car Share	4	3
Other	0	1
Total %	100%	100%

	Foulstone High School	Wombwell High School
Percentage	From School	From School
Walk	39	75
Cycle	0	1
Bus	48	12
Car	10	8
Car Share	3	2
Other	0	2
Total %	100%	100%

	Foulstone High School	Wombwell High School
Percentage	Would like to	Would like to
Walk	19	38
Cycle	23	14
Bus	30	8
Car	17	21
Car Share	2	6
Other	9	13
Total %	100%	100%

2.3.2 It should be noted that Foulstone High School had no cycle parking at the time of undertaking the survey. The existing travel patterns of both school sites show that there are a higher percentage of pupils walking to Wombwell High School than walking to Foulstone High School. This is possibly due to Wombwell High's location within a predominantly residential area and Foulstone High School is more accessible on main roads from the wider surrounding area.

2.3.3 The survey also identifies the potential level of pupils wishing to travel to school by alternative modes of transport should the opportunities and facilities exist to help them accomplish their ideal trip to and from school. The survey shows an increase in the likelihood of pupils travelling to school by cycle, a similar amount travelling by bus and an increase in the number of pupils travelling by car.

3.0 PERSONAL INJURY ACCIDENTS

3.1 Accident data for the period between 01/09/2002 and 31/08/2007 has been obtained from Barnsley Metropolitan Borough Council for the area within the vicinity of the proposed school site off the A633 Wombwell bypass, the length of Station Road, Pitt Street, Bradberry Balk Lane, and High Street. The data has been summarised dealing with the individual streets studied in turn. An accident plot diagram identifying the study area together with the full accident data is shown in Appendix E.

3.2 There have been some clusters of accidents, mainly at the major junction intersections such as the Bradberry Balk Lane roundabout, Station Road roundabout. All of the accidents have been assessed in the following sections.

3.3 A633 Wombwell Bypass

3.3.1 In relation to the new school site, the A633 Wombwell bypass runs east to west, between the roundabout junctions of Bradberry Balk Lane and Station Road, approximately 750m south of the new school site. Between 01/09/2002 and 31/08/2007, 6 accidents occurred on The Wombwell bypass between the roundabout junctions of Bradberry Balk Lane and Station Road. This is an approximate length of 1200m.

3.3.2 Of the 6 accidents, 1 occurred in 2003, 1 in 2004, 3 in 2005 and 1 in 2007 all of which have been classed as slight. Of these accidents, 3 occurred at or very near to the priority junction of Littlefield Lane.

3.3.3 Accident B-00497-07 was slight in severity and occurred on Littlefield Lane, approximately 25m from the junction with the A633 Wombwell bypass. The accident involved a pedal cyclist riding along Littlefield Lane when a vehicle approaching caused the rider to unbalance and fall. The accident occurred on Wednesday 11th April 2007 at 13:05 hrs in dry conditions. This accident appears to be as a result of excessive speed and a disregard for other road users.

3.3.4 Accident B-01308-05 was slight in severity and occurred on the A633 Wombwell bypass at the junction of Littlefield Lane and involved a 13 year old male pedestrian running into the path a moving vehicle. The accident occurred on Tuesday 20th September 2005 at 11:30 hrs in dry conditions. This accident appears to be as a result of an injudicious decision.

3.3.5 Accident B-00602-05 was slight in severity and also occurred on the A633 Wombwell bypass at the junction of Littlefield Lane in similar circumstance to the above. A pedestrian crossed the road in front of a vehicle travelling towards Barnsley and a collision occurred. The accident occurred on Friday 6th May 2005 at 17:15 hrs in dry conditions. This accident appears to be as a result of an injudicious decision given that visibility for pedestrians along the bypass at this point is good.

3.3.6 The proposed mitigation measures at this junction comprise of a pedestrian and cyclist footbridge across the bypass from Littlefield Lane on the southern (Wombwell) side leading to off road cycle footway provision to the new school site. These mitigation measures will provide a much enhanced and safer environment for the level of pupils which are expected to cross the Wombwell bypass once the

proposed school site is established. At the bypass level it is proposed to create a new access roundabout which incorporates Littlefield Lane and informal crossings at the splitter islands for pedestrians and cyclists across the bypass (west side). The roundabout will be subject to a 30mph speed limit and the crossing points are at locations where vehicle speeds are expected to be low because of the traffic calming effect of the roundabout. None of the accidents which occurred at the Littlefield Lane / Wombwelll bypass junction occurred during the recognised school peak hours of 08:00 – 09:00 and 15:00 – 16:00.

3.3.7 The remaining 3 accidents occurred on the Wombwell bypass itself. Accident B-00813-04 was slight in severity and occurred approximately 400m from Barnsley Road and involved a vehicle experiencing a tyre blow out and colliding with a pedal cyclist. The accident occurred on Tuesday 15th June 2004 at 16:55 hrs in dry conditions. It is evident that this accident was caused by a mechanical failure.

3.3.8 Slight accident E-00067-03 on the Wombwell bypass approximately 500m from the Station Road roundabout and involved a vehicle which swerved to avoid a parked car and a vehicle travelling in the opposite direction, losing control, mounting the kerb and coming to rest in a ditch. The accident occurred Monday 20th January 2003 at 18:15 hrs in wet and dark conditions. The Wombwell bypass is currently lit and this accident is possibly due to excessive speed.

3.3.9 Accident B-00637-05 appears to have been logged in error and actually occurred outside of the accident study area on Parkland View some 5km north of the proposed school site.

3.4 A633 Barnsley Road / Bradberry Balk Lane / Barnsley Road Roundabout

3.4.1 The above roundabout is situated to the west of the proposed school site and is one of the major intersections within the vicinity of the site. Between 01/09/2002 and 31/08/2007, 6no. accidents have occurred at this roundabout junction. Of these 6no. accidents, 1no. accident resulted in a fatality and the remaining 5no. accidents were all slight in severity. A summary of the accidents is given below:

3.4.2 Fatal accident B-01329-04 involved a 57 year old male pedal cyclist negotiating the roundabout, falling from cycle and sustaining a head injury. It is evident that no other vehicle was involved in the accident which occurred at 17:05 on Thursday 30th September 2004 in dry and daylight conditions. No information is available to establish whether the rider was wearing protective cycle head wear.

3.4.3 The remaining 5no. accidents involved 2 pedal cyclist accidents, 2 rear shunts and 1 accident involved overtaking at the roundabout. There are 3 accidents which involve cyclists negotiating this roundabout junction, however the low number of recorded accidents over the past five years does not suggest a particular accident trend.

3.4.4 The proposed mitigation measures at this junction comprise pedestrian and cyclist improvements to provide enhanced crossing facilities on all arms of the roundabout. Additional off road cycle measures will allow cyclists to circumnavigate the roundabout from an off road location.

3.5 B6086 Station Road / A633 Wombwell Bypass / A633 Valley Way Roundabout

3.5.1 The above roundabout is situated to the south east of the proposed school site and is one of the major intersections within the vicinity of the site. Between 01/09/2002 and 31/08/2007, 7no. accidents have occurred at this roundabout junction. Of these 7no. accidents, 1no. recorded accident was classified as serious and the remaining 6no. accidents were all slight in severity.

3.5.2 Serious accident E-00625-03 involved two vehicles driven by a 21 year old female and a 58 year old man. The accident occurred when a vehicle entered the roundabout from Station Road and another vehicle entered from the Wombwell bypass and a collision occurred. The accident occurred on Sunday 24th August 2003 at 23:30 hrs in dry and dark conditions.

3.5.3 The remaining 6no. accidents involved 4 very similar accidents to the above whereby vehicles collided when opposing each other on the roundabout. An accident also occurred which involved 1 vehicle losing control and mounting the kerb and the remaining accident involved a pedestrian walking into the path of a vehicle.

3.5.4 The low number of accidents which have occurred at this roundabout over the past five years and given that the majority of the accidents are of the type which would be expected at any roundabout, leads to the conclusion that there is no specific and unexpected accident trend at this roundabout junction.

3.6 Further Accident Analysis

3.6.1 The remaining 78no. accidents are classified as follows:

- 1no. fatal accident.
- 10no. serious accidents.
- 67no. slight accidents.

3.6.2 Fatal accident E-00945-03 occurred on High Street at its junction with Orchard Street and involved an 81 year old female pedestrian stepping into the carriageway as a bus began to set off from a stationary position at a bus stop. The accident occurred on Sunday 14th December 2003 at 09:40 hrs in wet and daylight conditions.

3.6.3 The 10no. serious accidents recorded are spread over the wide study area. The majority of the accidents have occurred at separate locations with the exception of accidents E-00136-03 and E-00238-03 which both occurred on Nanny Marr Road at the junction with East Street. However the causation of both serious accidents is not the same. Accident E-00136-03 involved a pedestrian stepping into the carriageway and colliding with a vehicle and accident E-00238-03 involved a vehicle turning right into East Street and Colliding with an oncoming vehicle. It is therefore considered that there is no specific accident trend at this particular location.

3.6.4 The remaining 8no. accidents consist of four instances whereby pedestrians step into the carriageway and collide with a vehicle. These accidents occurred at separate locations with no specific accident trend identifiable. Two instances of right turn accidents have been recorded at different locations and two instances of vehicles overtaking and colliding or losing control. Given that these accidents have occurred in

separate locations over a period of five years and covering a vast study area, it is considered that there is no accident problem at any of these locations.

3.6.5 The remaining 67no. slight accidents within the study area have been summarised in the following table for reference.

Accident Type /Severity	2002	2003	2004	2005	2006	2007	Total
	Slight	Slight	Slight	Slight	Slight	Slight	
Child runs into road	1	1		1	2		5
Ped on Xing	1	1	1				3
Right turn	1	2	4	2			9
Overtaking				1			1
Head on collision on bend	1		1				2
Ped stepped into road	1	3		4			8
Boarding PSV		1					1
Fell from PSV		2					2
Police Pursuit		1					1
Wrong side of contraflow			1				1
Pulled out of junction			1	1			2
Rear shunt			3	4	4	1	12
Head on collision			1				1
Cyclist			2			1	3
Loss of control			2	3	1		6
Loss of control on Ice			1				1
Reversing			1			1	2
Collision due to handbrake left off					1		1
Jacknifed trailer						1	1
Other			1	1	2	1	5
Total	5	11	19	17	10	5	67

Remaining 67no. Slight Accidents Within the Study Area.

3.6.6 Of the remaining 67 accidents which have occurred within the study area, the most frequently occurring type of accident is the 'rear shunt' closely followed by 'right turn accidents', which is what would be expected given the number of junctions within the large study area. 8no. accidents involved pedestrians stepping into the road and 5no. accidents involved children running into the road. The majority of

these pedestrian, including child, accidents occurred as a result of either running or walking into the carriageway between parked vehicles.

3.6.7 It should be noted that there have been no recorded accidents at the junction of Pitt Street/George Street from where pedestrian and cyclists travelling from Darfield will be routed toward the school and access the site via traffic free pedestrian/cyclist footways situated on the site frontage with Pitt Street.

3.6.8 The accidents which have occurred in such a large study area is relatively low in both number and severity. The highway mitigation measures which are proposed as part of this development will provide an enhanced environment for the level of pupils which are expected to visit the proposed school site.

4.0 EXISTING HIGHWAY SITUATION

4.1 A633 Wombwell Bypass

4.1.1 Traffic survey information was requested from Barnsley Metropolitan Borough council for the Wombwell bypass. A permanent volumetric vehicle counter is currently installed on the A633 Wombwell Bypass and as such only records the total volumes of traffic over a 24 hour period in hourly intervals. Therefore the survey information received does not differentiate between the classifications of vehicles and as a result total vehicles with an estimation of HGV numbers have been assumed. A summary of the count data can be found at Appendix D. Peak hour summary flow diagrams can also be found at Appendix L.

4.1.2 The Wombwell bypass forms an alternative route to travelling through the town centre of Wombwell. The bypass runs between the roundabouts at Station Road and Bradberry Balk Lane.

4.1.3 The A633 Wombwell bypass ranges in width between approximately 7.3m and 7.6m. Pedestrian facilities are limited on the bypass because of the nature of the road, however, a footway does link the Station Road roundabout to Littlefield Lane which is set back behind vegetation and is unlit and not overlooked. Therefore these pedestrian facilities are not currently recommended as a safe route for pedestrians.

4.1.4 The northern section of Littlefield Lane forms a priority junction with the Wombwell Bypass approximately 400m west of the Station Road roundabout and enables pedestrian access to the Trans Pennine Trail from Wombwell town centre via a dropped crossing on the bypass directly opposite the Littlefield Lane junction.

4.1.5 Stretching from Southport to Hornsea and from Leeds to Chesterfield, the Trans Pennine Trail passes through a wide range of urban and rural environments including national parks, industrial heritage areas, coastlines and city centres. The Trans Pennine Trail is mapped and signed all the way, mainly traffic free. Easy gradients and surfaced paths make many sections suitable for families, gentle exercise and people using wheelchairs, pushchairs and bicycles.

4.1.6 The initial pedestrian route on Littlefield Lane is hard surfaced, lit and overlooked up until the Trans Pennine Trail commences. The Trans Pennine Trail within the immediate vicinity of the site and thereon is currently grass/crushed stone surfaced, unlit, and not overlooked.

4.2 B6086 Station Road / A633 Wombwell Bypass / A633 Valley Way Roundabout

4.2.1 The above roundabout is a five arm roundabout linking Station Road and Valley Way with the Wombwell bypass. A newly constructed residential development, Mayflower Gardens, forms the fifth arm to the roundabout and also forms a link to Park Street to the south.

4.2.2 This roundabout junction is a key intersection for the following destinations:

- Northeast – Darfield

- Southeast – Brampton / Wath upon Dearne
- Southwest – Hoyland / Worsborough / M1
- West – Ardsley / Barnsley

4.2.3 The A633 Valley Way also forms part of the Wombwell Bypass and is subject to a 50mph speed limit with a carriageway width of approximately 7.9m and provides a vehicular link to/from Brampton and Wath upon Dearne. A single footway of approximately 1.5 - 1.8m runs part of the length of Valley Way from the above roundabout to the junction of Everill Gate Lane.

4.2.4 The Station Road arm of the roundabout extends northeast toward Darfield. This 2.5km length of highway is subject to a 30mph speed limit. Station Road, which extends southwest toward High Street, provides two way access for part of its length to the public car park. However the remainder of this road is prohibited to all traffic from the roundabout with the exception of buses which can travel from the roundabout along the full length of Station Road to High Street. Bus shelters are located on Station Road for services travelling south west.

4.2.5 All arms have pedestrian dropped crossings and footways leading to the roundabout from the surrounding areas.

4.3 A633 Barnsley Road / Bradberry Balk Lane / Barnsley Road Roundabout

4.3.1 The above roundabout is a four arm roundabout linking Bradberry Balk Lane and Barnsley Road with the Wombwell bypass. Barnsley Road and Bradberry Balk Lane are subject to 30mph speed restrictions and the A633 Barnsley Road is subject to a 40mph speed limit, following the initial section near the roundabout of 30mph.

4.3.2 This roundabout junction is a key intersection for the following destinations:

- Northeast – Darfield
- Northwest – Barnsley
- Southeast – Wombwell / Brampton / Wath upon Dearne
- South – Wombwell

4.3.3 All arms have pedestrian dropped crossings and footways leading to the roundabout from the surrounding areas.

4.3.4 Bradberry Balk Lane extends north east and subsequently changes in name to Netherwood Road and Pitt Street. This 1.7km length of highway extends north east from the above roundabout and runs along the rear of the proposed development site. The initial section, named Bradberry Balk Lane has a carriageway width of approximately 7.9m with a single footway some 2m wide. However, further along the length of Bradberry Balk Lane, the footway becomes intermittent and the carriageway begins to narrow in places, particularly on the approach to the bridge near property No. 96, to approximately 5m with no footways. Bradberry Balk Lane is lit to a main road standard and is subject to a 30mph speed restriction.

4.3.5 Bradberry Balk Lane also provides access to an existing public car park which serves Netherwood Country Park. The car park is not hard surfaced or lit. The Trans Pennine Trail is also accessible from Bradberry Balk Lane.

5.0 PUBLIC TRANSPORT

The bus services which operate in Barnsley have been studied to assess the services available to the existing school sites at Wombwell and the Darfield School sites and the proposed site off the Wombwell by-pass. The full bus service data is included in Appendix F and has been summarised below.

5.1 Wombwell High School

5.1.1 There are 10 bus services, which serve Wombwell High School that form part of the general bus network. There are no specific home-to-school services which serve the school.

5.1.2 Service numbers 40 (formerly no.60), 67, 68, 68A, 69, 222, 223, 226, 228 and 229 all operate approximately 600m north of the existing school site and its outlying areas, mainly to the south and south east of Barnsley. Many of these services also extend to towns and villages outside of the Barnsley Metropolitan area.

5.1.3 The above buses do not directly serve Wombwell High School. The nearest these services come to Wombwell High is approximately 600m walking distance north, within Wombwell town centre. All of these services, with the exception of service no. 40, operate within the morning and evening school peak periods and throughout the school day.

5.2 Foulstone High School

5.2.1 There are five bus services that form part of the general bus network in Barnsley that provide access to the existing Foulstone School. There are also 5 specific home-to-school services.

5.2.2 The 68, 68A, 69, 218, and 219 all access the existing school and predominantly travel to and from the south and south east of Barnsley. All of the above services currently operate within the morning and evening school peak periods and throughout the school day.

5.2.3 Service X19 in an express service which only operates on Doncaster Road passed Foulstone High and provides access to/from Barnsley, Goldthorpe, Doncaster and Cantley.

5.3 Proposed School Site

5.3.1 It is evident that services 67, 68, 68A, 69, 222, 223, 226, 228 and 229 do operate within the vicinity of the site, with the closest being the existing services travelling on Station Road, Barnsley Road and through Wombwell town centre.

5.3.2 Whilst buses do travel along the A633 Barnsley Road, the majority turn right at the A633 Barnsley Road / Bradbury Balk Lane / Mitchells Way Roundabout and are routed through the town centre of Wombwell. Other services turn right before this roundabout via the residential streets of either Wilson Street or Aldham House Lane. Buses from the south travel via Park Street into Wombwell town centre.

5.3.3 There are no bus stops on the A633 Wombwell Bypass in the immediate vicinity of the proposed school access. There are stops on Station Road, however, the relevant services for the school site stop some distance from the proposed school access.

5.3.4 It is proposed that the new school site will have provision within the site for buses to drop off and pick up pupils together with an on site bus turn around facility to allow buses to enter, turn and leave the site in a forward gear. It is also recommended that these bus stops are provided with bus boarding kerbs and shelters to give an enhanced environment for those pupils travelling to the new school by bus. The details of this can be agreed at detailed planning stage.

5.3.5 Should the proposed school site be granted permission it is considered that there is scope for the existing normal network bus services and the home-to-school services to be re-routed to provide a service for pupils travelling to the proposed site within the morning and evening school peak periods. At all other times during the day, the bus services would resume there normal route. It should also be borne in mind that it is unlikely that any home-to-school services will be required to the existing Foulstone and Wombwell School site if the proposed site is granted permission.

5.4 Discounted Fares

5.4.1 Discounted fares are available to all students between the ages of 11 and 18 in South Yorkshire. Students aged between 11 and 16 can apply for a 'Mega Travel Card' which enables all journeys in South Yorkshire at a cost of 40p. Full time students aged between 16 and 18 can apply for a Student Travel Card which are also entitled to the same fare cost of 40p.

5.4.2 Pupils who live more than 3 miles away from the nearest available school are entitled to free travel to and from school (Zero Fare Pass). For pupils under 8 years old this distance is 2 miles.

5.4.3 Following discussions with SYPTE, the home-to-school services to the proposed new school site will be reviewed as a matter of course to reassess the school catchment areas and the eligibility of pupils to receive free bus travel.

5.4.4 The details of Home to School Transport is provided in the brochure included in Appendix G.

5.5 Public Transport Summary

5.5.1 Whilst there are a number of services which operate within the area of the proposed new school at the Darfield / Wombwell site, it is evident that services are limited which are conducive with the start and end of the school day.

5.5.2 There are a large number of home-to-school services to the existing Foulstone School which it is considered should be rerouted to the proposed new school as part of the development and further reviewed to asses any additional requirements.

5.5.3 The proposed school site would provide an area within the site where buses will drop off and pick up pupils. This facility is proposed to be situated within the school grounds approximately 200m from the proposed school building.

6.0 EFFECTS DURNG CONSTRUCTION

6.1 Construction Traffic Implications

6.1.1 It is highly unlikely that construction traffic would exceed the maximum traffic generation of the proposed school or the peak hour generations identified.

6.1.2 Construction will increase the number of HGV movements on the local highway network in the short term. Exact figures are not available at this outline stage.

6.1.3 The site is green field and therefore no demolition works are required prior to construction commencing.

6.2 Mitigation

6.2.1 Any piling activities necessary for foundation construction will only be undertaken between the hours of 10:00 – 12:00 and 14:00 – 16:00 Mondays to Fridays, with no piling occurring at weekends or Bank Holidays.

6.2.2 Construction working times will be limited to 08:00 – 13:00 hours on Saturdays with no Sunday or Bank Holiday working.

6.2.3 It is recommended that all construction traffic use the Wombwell by-pass to access the development site. A temporary access may be required or alternatively the access should be built first to allow access to the site. The access will be largely constructed off the main bypass such that disruption to the bypass will be minimised during its construction.

7.0 MULTI MODAL TRIP GENERATION

7.1 As required in the Department for Transports "Guidance on Transport Assessment", the person trips to the proposed development have been assessed using information contained within the TRICS 2007 (b) database. The TRICS outputs are attached at Appendix K.

7.2 The TRICS database has been used to assess the person trips to the proposed development and the results are summarised below:

Land Use	Assessment Period	No of Pupils	Trip Rates per pupil			Trips for Total Pupils		
			IN	OUT	2-WAY	IN	OUT	2-WAY
Education Secondary	08:00 – 09:00	1800	0.940	0.049	0.989	1692	88	1780
	15:00 – 16:00		0.068	0.750	0.818	122	1350	1472
	00:00 – 24:00		1.650	1.647	3.297	2970	2965	5935

Proposed ALC Wombwell / Darfield: Total Person Trips

7.3 From further data contained within the TRICS database the modal split for the various uses during peak periods and over a 24 hour period has been determined as follows:-

Am Peak Hour Modal Split	2-Way Trip Rate	% Split	No of Trips
Pedestrians	0.417	42	751
Cyclist	0.048	5	86
Public Transport Users	0.288	29	518
Total Vehicle Occupants	0.236	24	424
Total	0.989	100	1779

Pm Peak Hour Modal Split	2-Way Trip Rate	% Split	No of Trips
Pedestrians	0.412	51	742
Cyclist	0.044	5	79
Public Transport Users	0.220	27	396
Total Vehicle Occupants	0.141	17	254
Total	0.818	100	1471

24 Hr Modal Split	2-Way Trip Rate	% Split	No of Trips
Pedestrians	1.526	46	2747
Cyclist	0.116	4	209
Public Transport Users	0.684	21	1231
Total Vehicle Occupants	0.968	29	1742
Total	3.297	100	5929

7.4 The above modal splits can be compared with the travel mode survey information provided for both the Wombwell and Foulstone High Schools. This information is contained in section 2.0 of this report and was originally used within schools Travel Plan.

7.5 It can be seen that a high percentage of school children currently travel to and from Wombwell High School on foot. This being 73% to school and 75% from school, with car travel being 13% and 10% respectively. Bus travel is at 12% to and from Wombwell High School. These figures are possibly due to Wombwell High's location within a predominantly residential area.

7.6 However, the percentage of school children traveling to and from Foulstone High School on foot is lower at 38% and 39% respectively, with car travel being at 16% and 13% respectively. Bus travel is higher at 46% and 48% respectively. These figures are possibly due to Foulstone High School being more accessible on main roads from the wider surrounding area.

7.7 In comparison with the modal splits derived from the TRICS database, as given above, it can be seen that the percentage of pupils predicted to travel to and from the new school site on foot is between 42 – 51%

in the AM and PM peak periods respectively. This is somewhere in between the figures given for both the Wombwell and Foulstone High Schools of 39% and 75% respectively. Given that walking to the new school site will be promoted as part of the proposed development and mitigation measures are proposed to facilitate this and provide safe routes to school, it is considered that the percentage of pupils traveling to and from the new school site on foot is likely to be high, possibly near the percentage of that currently seen at Wombwell High School with the assistance of an effective Travel Plan.

7.8 The percentage of those using the private the car to travel to and from school as given within the TRICS modal splits above ranges from 17 to 24% which is higher than the percentage of users currently traveling to and from the Wombwell and Foulstone High Schools. Therefore it is expected, together with the predicted high level of pupils traveling to/from school by foot, that the percentage of those traveling by car is likely to be lower than the figures given in the TRICS modal split as given above. Therefore the assessment of traffic within the Transport Assessment is considered very robust.

7.9 However, it is considered that the projected level of pedestrian, cyclist and public transport use can be readily accommodated within the proposed provision on the highway network. The proposed mitigation measures for pedestrians, cyclists and public transport users can be seen in section 8.2.7 of this report.

8.0 EFFECTS ON OPERATION

8.1 Safer Routes to School

8.1.1 The Department for Transport published the document "A Safer Journey to School" in July 1999. This guide for School Travel Plans is supported by the Department for Education and Employment and endorsed by the Department of Health and Sustrans.

8.1.2 Safer Routes to School is the centrepiece of the Governments transport proposals for schools and takes account of integrated transport policy to reduce car dependency, particularly for short journeys such as the 'School Run'.

8.1.3 A good safer routes to school scheme should:

- Follow the routes which are already used by pupils (including popular 'short cuts'), as much as possible rather than going the long way round.
- Provide continuous routes which extend far enough from the school in different directions to serve the majority of pupils.
- Avoid conflict with traffic, using traffic free routes, traffic calming or a combination of both.
- Provide routes which are wide and lit where possible. Pavements are likely to become crowded because children prefer to travel in company.

8.1.4 Minor changes in road design can make an environment around a school more inviting for cyclists and walkers. Creating safer crossing places, slowing down traffic and giving more space and priority to pedestrians and cyclists will create an enhanced environment and encourage a modal shift in travel patterns. Measures may be needed to tackle danger spots and create a 'safety zone' around the school. The whole effect is an area where walking and cycling is not only safer, but easier and more enjoyable.

8.1.5 The following sections investigate sustainable integrated transport and makes recommendations for improvements taking account of the design principles as set out in Safer Routes to Schools.

8.1.6 A School Travel Plan is a series of practical steps for improving children's safety on the school journey. This project has potential benefits for both the school and the wider community. It aims to:-

- Reduce accidents and danger on the journey to school
- Provide an interesting focus for classwork within the national curriculum
- Improve children's health and safety through walking and cycling.
- Give children the opportunity to have their say in decisions which affect them.
- Equip children with better road awareness and give them familiarity with public transport.
- Enable parents and children to choose walking, cycling, and public transport with confidence.
- Build links within the whole school community.

- Make the area around the school safer and more enjoyable for everyone.

8.1.7 The new school site would provide the opportunity for both Wombwell High School and Darfield Foulstone School to implement a combined Travel Plan which sets out initiatives and targets for sustainable transport.

8.1.8 Both the Wombwell and Foulstone High Schools currently operate Travel Plans and the combination of both schools into the single school proposal will benefit from the ideas and initiatives already established in the individual Travel Plans.

8.1.9 Appendix H contains a Framework Travel Plan for initial consideration in developing the new plan. It draws upon initiatives set out in A Safer Journey to School.

8.2 Walking

8.2.1 Plan 4071/001, at Appendix I, shows the isochrones ranging from 500m to 2500m centred on the new school site. The Institution of Highways & Transportation published in 2000 their guidelines for 'Providing for Journeys on Foot'. The guidelines suggest for commuting to town or school the desirable walking distance is 500 metres and the acceptable and preferred maximum distances are 1000 and 2000 metres respectively.

8.2.2 1000m from the site encompasses Wombwell town centre and the lower edge of Darfield. Within 1500m is Darfield. Within 2000m are the edges of Brampton and Little Houghton and therefore within the preferred maximum walking distance from the new school site. 2500m encompasses the majority of the existing Wombwell High and Foulstone High School catchments.

8.2.3 Based on a typical walking speed of 1.4 metres per second, the following times could be expected for the identified distances:

Distance	Time (Minutes)
500m (0.3 miles)	6
1000m (0.6 miles)	12
1500m (0.9 miles)	18
2000m (1.2 miles)	24
2500m (1.5 miles)	30

8.2.4 It has been identified from the Public Rights of Way plans issued by Barnsley MBC that there is a Local Development Framework (LDF) Greenway proposed on the route of an existing footpath which runs from Littlefield Road north through the proposed school site to Netherwood Road and then continuing north east to the A635 Doncaster Road terminating at the village of Ardsley. The existing route is due to be upgraded by the Local Authority in the future as part of their Local Development Framework Plan.

8.2.5 Barnsley MBC have provided plans which identify public rights of way and cycle routes in the vicinity of the existing and proposed school sites, including the following:

- Trans Pennine Trail
- Cycle Routes
- Rights Of Ways
- Ex County Borough Footpath
- LDF Proposed Green Ways
- The Dearne Way Waymarked Footpath
- Bridleways
- Barnsley Boundary Walk

8.2.6 From the plans provided by Barnsley MBC it is apparent that there is a vast network of off road rights of way. Some of these off road routes provide direct access from the surrounding residential areas and an alternative to the footpath network which follow the existing roads. Other off road routes would create a longer route and it is considered that these would not be favoured by pupils of the new school. The majority of these off road routes, at some point, are unmade, unlit and isolated and therefore should not be recommended to pupils as safe routes to school. However, it is likely that pupils may choose to use these routes as part of their route to and from school. The existing footpaths which follow the existing road network are recommended as the safest of the routes to the proposed school given that they are well lit, hard surfaced and overlooked.

8.2.7 The pedestrian improvement measures provided as part of this development are shown on the plan at Appendix B and summarised:-

- It is proposed to create a combined pedestrian / cycle route from the school to Wombwell. In order to link the route to Wombwell town centre a pedestrian and cyclist bridge is proposed crossing Wombwell bypass in the vicinity of the Littlefield Lane junction. This will provide a safe means of crossing Wombwell bypass for pupils accessing the proposed school site to and from Wombwell town centre. The location of proposed improvement can be seen on the site plan at Appendix B and further indicative details on drawing 5068-05 Revision A at Appendix J. The detail of the crossing will require approval from Barnsley MBC.

- An alternative at grade crossing will be provided at the new site access roundabout in the vicinity of Littlefield Lane. The crossing on the western side of the roundabout, across the bypass, will provide informal pedestrian and cyclist facilities at the splitter island where traffic speeds are expected to be low due to the traffic calming effect of the roundabout. Pedestrian guard railing will be provided to guide pedestrians to the crossing locations. The crossing facilities will link to the proposed combined cycle footway adjacent to the new school access road which leads to the new school.

- Pedestrian crossing facilities will be provided at the new school access roundabout from Littlefield Lane (north) to Littlefield Lane (south) providing an at grade pedestrian route from the existing properties on Littlefield Lane to Wombwell Centre.

- Pupils from the north eastern side of Wombwell will be provided improved pedestrian crossing facilities at the Mitchells Way, Barnsley Road, Bradberry Balk Road roundabout. The crossing locations close to the roundabout are at locations where traffic speeds are expected to be low due to the traffic calming effect of the roundabout. Pedestrian guardrailing will be provided to guide pedestrians to the crossing locations where improved pedestrian islands will reduce the pedestrian crossing distance and allow each arm to be crossed in two movements. The roundabout is subject to a 30mph speed restriction. On the north eastbound approach on Mitchells Way the speed limit changes at the roundabout from 50mph to 30mph. Antiskid road surfacing is proposed on this approach to improve the safety of the crossing.

- From the Mitchells Way / Barnsley Road / Bradbrry Balk Lane roundabout a 3.75m combined cycle footway will be provided on the northern (site side) of Mitchells Way leading to the combined cycle footway adjacent to the school access road. The route will be set back from the bypass by approximately 1m with a high pedestrian fence to separate pedestrians and cyclists from bypass traffic.

- Where the Transpennine Trail (TPT) crosses the new school access road the following measures will be provided, subject to local authority approval and detail design.

1, Transpennine Trail crosses the school access road at 90º

2, Provide a speed table on the school access road to act as traffic calming at the point that the TPT crosses.

3, The crossing will cater for the needs of pedestrians, cyclists and equestrians.

- To provide a direct pedestrian and cyclist route to the new school site from Darfield, it is proposed to create a pedestrian and cyclist only access from Pitt Street. Acknowlodging that parents may take the opportunity to drop off / pick up using this entrance a layby will be created within the site so that such activities can take place from an off road location.

8.3 Other Mitigation Measures

- A new vehicular school access is proposed off the Wombwell bypass in the form of a roundabout junction and will incorporate Littlefield Lane. The junction is shown indicatively on the site plan at Appendix B. A roundabout junction is in keeping with existing forms of junction on the bypass. The roundabout will be subject to a 30mph speed limit with proposed changes on the Mitchells Way approaches from 50mph to 30mph. Anti skid surfacing is proposed on these approaches. Constructing the roundabout off line will minimise disruption to by pass traffic during construction. The detail design of the roundabout will be subject to Barnsley MBC approval.

- The access road leading into the site is proposed to be 7.3m wide. The access road is proposed to incorporate 'bus friendly' traffic calming measures in the form of speed cushions spaced 60m apart, designed to achieve speeds of approximately 25mph. In addition a 3.5m wide footway/cycleway is proposed to run alongside the access road from the bypass to the school grounds. There will be appropriately raised crossing points on the access road for pedestrians and cyclists which give both pedestrians and cyclists priority.

- As part of the development it is proposed to relocate the public car park off Bradberry Balk Lane to be accessed from the new school access road. This car park will be hard surfaced, marked out, lit and will be an improvement over the existing car park off Bradberry Balk Lane which is of an unmade surface, unlit and not marked out. This will also reduce the level of traffic on Bradberry Balk Lane as part of the development. This is shown on the site plan at Appendix B.

- In addition it is proposed to implement a parent and bus drop off area in the form of a circular loop on the school access road approximately 200m from the proposed school building. Pupils will then be able to walk toward the school itself via the 3.5m wide cycleway/footway.

9.0 CYCLING

9.1 The development would provide covered cycle stands located close to the main entrance. Details of the location and number can be conditioned for subsequent approval.

9.2 Barnsley Council have identified that a Bursary award of £10,000 is available to new school sites with Travel Plans, in order to implement measures within the school grounds for improved cycling and walking.

9.3 Cycle storage for the new development is proposed to be 10% of the student population. This is in accordance with Barnsley MBC Unitary Development Plan Supplementary Planning Document 32 (March 2005). The new school will have a capacity of 1800 students and staff. It is recommended that 180 cycle spaces (90 Sheffield stands) should be provided on the new school site. There is scope to encourage and increase the number of children which cycle to school through the implementation of an effective school Travel Plan.

9.4 There are no existing dedicated cycle lanes along the roads in the immediate vicinity of the school site. However the initial section of the A633 Barnsley Road from the roundabout of Bradberry Balk Lane is sufficiently wide as not to preclude Barnsley Road as an advisory cycle route.

9.5 The major hazard identified for cyclists travelling to/from the proposed school site would be the 50 mph section of the Bypass. High vehicle speeds with no dedicated cycle facilities is not conducive to safe cycling, especially where children, often inexperienced cyclists on the road, are concerned. In addition the roundabout junction of A633

Barnsley Road / Bradberry Balk Lane would also be hazardous to cyclists. The development proposes an off road combined cycle footway which routes cyclists from North West Wombwell away from the by pass and circumnavigating the roundabout on a traffic free route.

9.6 This will be of particular benefit to cyclists in terms of safety because the shared cycle/footway will remove the majority of cyclists from Wombwell bypass over its length and therefore reduce any potential conflict with vehicles travelling on the bypass.

9.7 It is considered that cyclists from Wombwell should follow the existing road network and the pedestrianised area of High Street when approaching the school site from the south via the proposed new bridge crossing on Wombwell bypass.

9.8 The Pitt Street cyclist entrance will provide a direct cyclist route from Darfield and will avoid the need to travel via the bypass to the main entrance.

9.9 Young cyclists need training to prepare for riding on roads. Most Local Authority Road Safety Departments offer cyclist training for children aged 10 and above. Research shows that the most effective courses are those which include on-road training. Measures to promote safer cycling are identified within the framework Travel Plan at Appendix H.

10.0 TRAFFIC AND TRANSPORT

10.1 The TRICS database has been interrogated to estimate vehicle trips from the proposed school site. Peak hour vehicle trip rates have been agreed with Barnsley Highways Department. The TRICS data is contained at Appendix K and the predicted AM and PM peak hour traffic generations are summarised based on the opening year student population of 1800.

Table 1: Proposed Peak Hour Traffic Generation Wombwell / Darfield School Site

Time	Arrivals	Departures	Two-Way
08:00 – 09:00	234	126	360
15:00 – 16:00	90	144	234

10.2 It is important to realise that a proportion of vehicular trips associated with the new school site will already be occurring on the local highway network. Because of the proximity of the old and new school sites, it is highly likely that a proportion of traffic is already using the Wombwell bypass and is included within the base traffic surveys. However, in order to assess an absolute worst case scenario, it has been assumed that all traffic generated by the proposed school will be new to the network.

10.3 A capacity assessment has been undertaken for the proposed roundabout junction using the computer program ARCADY 6. ARCADY assesses the capacity, queuing and delay experienced at roundabout junctions. The assessment has been carried out at the opening year of 2011 and with five years growth at 2016 assuming the worst case of all development traffic being new to the highway network.

10.4 Factors from the National Road Traffic Forecast Figures (NRTF) have been used to growth the 2006 base traffic to the proposed Opening Year of 2011 with five years growth at 2016. Central growth factors of 1.079 and 1.161 have been used respectively.

10.5 Within the capacity assessment of the proposed site access, an assumption of 10% HGV's has been used for the traffic flow on the Wombwell bypass. 3% HGV's has been assumed for the traffic flow on the site access road, to allow for bus traffic. This is therefore considered a very robust assessment of flows at the proposed site access.

10.6 For the purposes of assessing the traffic impact of the proposed school, a sensitivity assessment has been undertaken using a 70/30% distribution split in both directions to and from the proposed site.

10.7 The proposed roundabout site access assessment has been based upon a three arm roundabout of 35m inscribed circle diameter, 7m entry width (to allow 2 lane approaches on each arm) and 15m effective flare lengths. Littlefield Lane will form a minor arm to the roundabout and as it only serves 12 dwellings it will not have any capacity implications. It has therefore been omitted from the model.

10.8 Details of the results from the capacity model for the proposed site access junction are contained at Appendix M. A summary of the results are shown in the tables below:

Arm A = A633 Wombwell Bypass (North West)

Arm B = Site Access

Arm C = A633 Wombwell Bypass (South East)

Movement	Am Peak 08:00–09:00		Pm Peak 15:00–16:00	
	Max RFC	Max Queue	Max RFC	Max Queue
ARM A	0.670	2.0	0.519	1.1
ARM B	0.129	0.1	0.135	0.2
ARM C	0.467	0.9	0.428	0.7

ARCADY Assessment
2011 Network Flows + Development 30/70 – A633 Wombwell Bypass/Proposed Site Access

Movement	Am Peak 08:00–09:00		Pm Peak 15:00–16:00	
	Max RFC	Max Queue	Max RFC	Max Queue
ARM A	0.637	1.7	0.504	1.0
ARM B	0.129	0.1	0.135	0.2
ARM C	0.515	1.1	0.440	0.8

ARCADY Assessment
2011 Network Flows + Development 70/30 – A633 Wombwell Bypass/Proposed Site Access

Movement	Am Peak 08:00–09:00		Pm Peak 15:00–16:00	
	Max RFC	Max Queue	Max RFC	Max Queue
ARM A	0.714	2.5	0.555	1.2
ARM B	0.135	0.2	0.141	0.2
ARM C	0.499	1.0	0.459	0.8

ARCADY Assessment
2016 Network Flows + Development 30/70 – A633 Wombwell Bypass/Proposed Site Access

Movement	Am Peak 08:00–09:00		Pm Peak 15:00–16:00	
	Max RFC	Max Queue	Max RFC	Max Queue
ARM A	0.682	2.1	0.541	1.2
ARM B	0.135	0.2	0.141	0.2
ARM C	0.547	1.2	0.470	0.9

ARCADY Assessment
2016 Network Flows + Development 70/30 – A633 Wombwell Bypass/Proposed Site Access

10.9 The results predict that the proposed junction would operate satisfactorily with no queuing or capacity problems and a maximum ratio of flow to capacity (RFC) of 0.637 and therefore sufficient spare capacity in the opening year of 2011. The 2016 results predict that the proposed roundabout, would operate within the accepted design limit of 0.85 RFC in the morning and evening peak period.

10.10 Therefore no queuing or capacity problems are predicted at the site access using worst case traffic assignment assumptions and future traffic growth. As traffic disburses away from the site the traffic impact will become diluted.

11.0 PITT STREET / GEORGE STREET

11.1 Junction Assessment

11.1.1 The Pitt Street / George Street Junction is shown located on the plan at Appendix N. The junction is within an urban setting and subject to a 30mph speed limit. The junction is marked with simple priority control and is lit to main road standards.

11.1.2 The site was visited on 9 June 2009. The following average highway measurements were recorded:-

	Footway	Carriageway	Footway
George Street (North of Pitt Street	1.6m	8.0m	1.5m
Pitt Street	2.2m	6.1m	1.3m
George Street (South of Pitt Street)	2.0m	7.2m	1.5m

11.1.3 The Pitt Street Junction radii with George Street are approximately 6.0m.

11.1.4 The junction geometry is typical of a minor junction within an urban setting which is constrained by existing development.

11.1.5 Junction visibility sight lines were measured at an urban set back of 2.4m

Pitt Street	George Street (North)	George Street (South)
2.4m	69.5 (tangential)	67.8m

11.1.6 The available visibility at 2.4m is to the existing bends north and south of the junction. The bends control vehicle speeds to a certain extent, particularly the bend to the north which is at a tight 90 angle alignment.

11.1.7 A radar speed survey was undertaken on George Street at a point immediately south of the Pitt Street Junction on 09 June 2009. A total of 100 vehicles were recorded in each direction during a period of free following non-peak hour traffic. The survey took place in dry weather. The results can be found at Appendix O and are summarised:

George Street	Average Speed		85 Percentile Wet Weather Speed	
	mph	kph	mph	kph
Southbound Traffic	26.2	42.2	26.8	43.1
Northbound Traffic	26.3	42.4	27.0	43.5

11.1.8 The latest guidance on standards for vision at residential side road junctions and access points is given in Manual for Streets. This guidance is applicable in urban areas and where observed 85th percentile wet weather speeds are below the threshold of 37mph. Recent inspectors appeal decisions indicate that the principles for determining the appropriate level of vision are not restricted to unclassified or internal estate roads but can be applied to other circumstances where the criteria listed above are applicable.

11.1.9 By reference to Section 7.5 of Manual for Streets and the formula set out in paragraph 7.5.3, the stopping sight distance (SSD) or "Y" distance for the approach speed of traffic has been calculated as 37m in both directions.

11.1.10 The visibility splay requirements identified from Manual for Streets have been compared with those contained within Design Manual for Roads and Bridges. A comparison is as follows:-

	85th %ile Wet Weather Speed	Manual for Streets Stopping Sight Distance	DMRB Stopping Sight Distance	DMRB Interpolated Stopping Sight Distance
Southbound Traffic	26.775mph	36.58m	70m	53.15m
Northbound Traffic	27.018mph	37.04m	70m	53.90m

11.1.11 The level of junction visibility is significantly above that set out in Manual for Streets and in line with recommendations within Design Manual for Roads and Bridges. The junction layout is therefore satisfactory.

11.2 Traffic Surveys

11.2.1 A traffic survey was undertaken on Friday 12 June 2009 at the Pitt Street / George Street junction, together with a parking survey on Pitt Street. Friday is market day in Wombwell and a market occurred on the day of the survey.

11.2.2 The survey was undertaken between 08.00 - 09.00 hours and 15.00-18.00 hours. The AM survey period is consistent with the proposed school peak period. The PM survey covers the school PM peak period 15.00-16.00 hours and network peak 16.00-18.00 hours.

11.2.3 A summary of the survey results is as follows:-

Total Traffic (Vehicles)	Left into Pitt Street	Right into Pitt Street	Left into George Street	Right into George Street	George Street Northbound	George Street Southbound
08.00-09.00	16	133	74	11	208	291
15.00-16.00	22	131	127	18	332	261
17.00-18.00	21	101	119	9	332	229

11.2.4 Observations during the traffic survey did not identify any existing queuing or capacity problems at the junction.

11.2.5 The parking survey covered the initial 300m length of Pitt Street from the George Street junction and represents the built up area mainly comprising residential properties. On street parking was surveyed every 10 minutes. The maximum number of vehicles parked on street between 08.00-09.00 hours was 8 at 08.20 hrs. The maximum number of vehicles parking on street between 15.00-16.00 hrs was 12 at 15.50 hrs.

11.2.6 A summary of the parking survey results is as follows:-

	Vehicles Parked on Street
8.00	5
8.10	6
8.20	8
8.30	5
8.40	4
8.50	3
9.00	3
15.00	5
15.10	6
15.20	6
15.30	8
15.40	11
15.50	12
16.00	8
16.10	10
16.20	9
16.30	9
16.40	6
16.50	6
17.00	7
17.10	6
17.20	7
17.30	7
17.40	9
17.50	12
18.00	8

11.2.7 The Pitt Street on street parking is mainly residents vehicles, the occasional service van and a small number of commercial vans calling to the works premises at the western end of the survey area.

11.2.8 The survey identified that instances of double parking did not occur. Some vehicles parked partially on the footway but did not block the footway.

11.2.9 No traffic accessibility problems were observed as a result of the on street parking and the pedestrian footpaths were passable throughout the survey. With the proposed pick up / drop off provision on Pitt Street, in an off road location, for the new school, the development would not result in increased parking on Pitt Street.

11.3 Capacity Assessment

11.3.1 The 2009 traffic count has been growthed to the opening year of 2011 and with 5 years growth at 2016 using National Road Traffic Forcast figures (NRTF). Central growth factors of 1.031 and 1.109 have been used respectively.

11.3.2 It is important to realise that a proportion of vehicular trips associated with the new school site will already be occurring on the local highway network. Because of the proximity of the old and new school sites, it is highly likely that a proportion of traffic is already using George Street and is included within the base traffic surveys. However, in order to assess an absolute worst case scenario, it has been assumed that all traffic generated by the proposed school will be new to the network.

11.3.3 The new school peak hour traffic generations from the planning application Transport Assessment are reiterated:

Proposed Peak Hour Traffic Generation Wombwell / Darfield School Site

Time	Arrivals	Departures	Two-Way
08.00-09.00	234	126	360
15.00-16.00	90	144	234

11.3.4 Staff vehicle trips have been removed from the peak hour generations as it is assumed that these vehicles will use the main Wombwell Bypass access and on site staff car park.

Proposed Peak Hour Traffic Generation Wombwell / Darfield School Site – Staff Trips Removed

Time	Arrivals	Departures	Two-Way
08.00-09.00	126	126	252
15.00-16.00	90	90	180

11.3.5 It has been assumed that 50% of the remaining school trips are from Darfield. This is not unreasonable given the relative location of the site equidistant between Wombell and Darfield and the geographical split of their respective catchments. If all Darfield trips use the Pitt Street drop off instead of the using the main school access off the bypass, the following worst case traffic flows could be expected.

Proposed Peak Hour Traffic Generation Wombwell / Darfield School site – Darfield Traffic

Time	Arrivals	Departures	Two-Way
08.00-09.00	63	63	126
15.00-16.00	45	45	90

11.3.6 In terms of junction capacity the worse case development traffic assignments at the junction would be right turn from George Street to Pitt Street and right turn from Pitt Street to George Street. Whilst it is acknowledged that it is highly unlikely that all development traffic will only undertake these movements, at the expense of any other movements, the assignments represents an absolute worst case junction capacity impact.

11.3.7 The 2011 and 2016 traffic flow scenarios can be found at Appendix P.

11.3.8 A capacity assessment has been undertaken for the junction using the computer program PICADY 5. PICADY assesses the capacity, queuing and delay experienced at priority junctions. The assessment has been carried out at the opening year of 2011 and with five years growth at 2016 and assuming the worst case of all Darfield development traffic being new to the highway network and all using the Pitt Street / George Street junction. The PICADY results can be found at Appendix Q and summarised:-

Arm A = George Street South

Arm B = Pitt Street

Arm C = George Street North

		2011 Base Flows		2011 Proposed Flows	
Time	Movement	Max RFC	Max Queue	Max RFC	Max Queue
08.00-09.00	B-AC	0.183	0.22	0.391	0.63
	C-AB	0.270	0.43	0.393	0.79
15.00-16.00	B-AC	0.326	0.48	0.484	0.92
	C-AB	0.280	0.44	0.373	0.71

		2016 Base Flows		2016 Proposed Flows	
Time	Movement	Max RFC	Max Queue	Max RFC	Max Queue
08.00-09.00	B-AC	0.200	0.25	0.415	0.70
	C-AB	0.294	0.49	0.418	0.89
15.00-16.00	B-AC	0.355	0.55	0.520	1.06
	C-AB	0.304	0.51	0.399	0.81

11.3.9 The results predict that the junction would operate satisfactory with no queuing or capacity problems. The maximum ratio of flow to capacity is 0.520 in the PM peak at 2016. This demonstrates a significant *reserve capacity* and well within the accepted design limit of 0.85 RFC.

11.3.10 Therefore no queuing or capacity problems are predicted at the junction as a result of the development, using worst case traffic assignments assumptions and future traffic growth.

11.4 Summary

11.4.1 For the purposes of this study, the site has been visited and measurements taken. A traffic and parking survey has been undertaken together with a vehicle speed survey assessment.

11.4.2 The level of junction visibility is significantly above that set out in Manual for Streets and in line with recommendations within Design Manual for Roads and Bridges. The junction layout is therefore satisfactory.

11.4.3 A traffic survey was undertaken on Friday 12 June 2009 at the Pitt Street / George Street junction, together with a parking survey on Pitt Street. Friday is market day in Wombwell and a market occurred on the day of the survey

11.4.4 Observations during the traffic survey did not identify any existing queuing or capacity problems at the junction.

11.4.5 No traffic accessibility problems were observed as a result of the on street parking and the pedestrian footpaths were passable throughout the survey. With the proposed pick up / drop off provision on Pitt Street, in an off road, location for the new school, the development would not result in increased parking on Pitt Street.

11.4.6 The junction capacity analysis has demonstrated that no queuing or capacity problems are predicted at the junction, as a result of the development, using worst case traffic assignments and future traffic growth.

11.4.7 This assessment has not identified the need for any further highway mitigation measures at the Pitt Street / George Street Junction as a result of the development proposals.

12.0 SUMMARY AND MITIGATION

12.1 A robust assessment of the traffic impact from the new school has been undertaken and indicates that the development would not have a detrimental affect upon the local highway network.

12.2 Following the assessment of the highway network identified within this report and extensive discussions with the Highway Authority, the following highway measures are offered for inclusion as conditions of planning consent, with details to be agreed with the Local Authority at the detailed planning application stage and subject to Road Safety Audit procedures:

- A new vehicular access is proposed off the Wombwell bypass in the form of a roundabout junction and incorporating Littlefield Lane. The roundabout will have sufficient capacity to accommodate predicted traffic generations and assuming worst case scenarios.

- The proposed school would provide an area within the site where parents and buses will drop off and pick up pupils incorporating a bus turn around facility to allow buses to enter, turn and exit the proposed site in a forward gear. The details of this safer environment can be agreed at the detailed planning application stage.

- The access road leading into the site is proposed to be 7.3m wide and traffic calmed. As part of the development it is proposed to relocate the public car park off Bradberry Balk Lane to be accessed from the new school access road. This car park will be hard surfaced, marked out, lit and will be an improvement over the existing car park off Bradberry Balk Lane which is of an unmade surface, unlit and not

marked out. This will also reduce the level of traffic on Bradberry Balk Lane as part of the development.

- It is proposed to implement a bus and parent drop off area in the form of a circular loop on the school access road approximately 200m from the proposed school building. Pupils will then be able to walk toward the school itself via a 3.5m wide cycleway/footway.

- In order to safely link the proposed footway/cycleway to Wombwell town centre a pedestrian and cyclist bridge is proposed across the Wombwell bypass in the vicinity of the Littlefield Lane junction. This will provide a safe means of crossing Wombwell bypass for pupils accessing the proposed school site to and from Wombwell town centre. An alternative at grade crossing will be provided on the bypass at the new school access roundabout.

- Pedestrian and cyclist improvements are identified at the Mitchells Way / Barnsley Road / Bradberry Balk Lane roundabout which will assist pedestrian and cyclist journeys using dedicated off road and improved crossing facilities.

- A combined pedestrian cycle way is identified on the northern side of the bypass providing a traffic free route to the new school site from the northwest. Measures are proposed to segregate pedestrians / cyclists from bypass traffic.

- To provide a direct pedestrian and cyclist route to the new school site from Darfield, it is proposed to create a pedestrian and cyclist only access from Pitt Street. Acknowledging that parents may take the opportunity to drop off / pick up using this entrance, a layby will be created within the site so that such activities can take place from an off road location.

12.3 In addition to these measures a Travel Plan will also be developed for the school once outline permission has been granted. A School Travel Plan is a whole school initiative and therefore it is key to involve students, parents, teachers and governors within the development of the plan. It is therefore suggested that time is needed once the school is operational to consider the individual circumstances presented by the new school site in developing an effective School Travel Plan. It is intended that a plan should be submitted to the Local Authority for approval within 6 months of opening.

12.4 Should the proposed school site be granted permission it is considered that there is scope for the existing normal network bus services and the home-to-school services to be re-routed to provide a service for pupils travelling to the proposed site within the morning and evening school peak periods. At all other times during the day, the bus services would resume their normal route. It should also be borne in mind that it is unlikely that any home-to-school services will be required to the existing Foulstone and Wombwell School site if the proposed site is granted permission.

12.5 Construction working times will be limited to 08:00 – 13:00 hours on Saturdays with no Sunday or Bank Holiday working.

12.6 *It is recommended that all construction traffic use the Wombwell by-pass to access the development site.* A temporary access may be required or alternatively the access should be built first to allow access to the site. The access will be constructed largely off line from the bypass to ensure that disruption to traffic flows on the bypass are minimised.

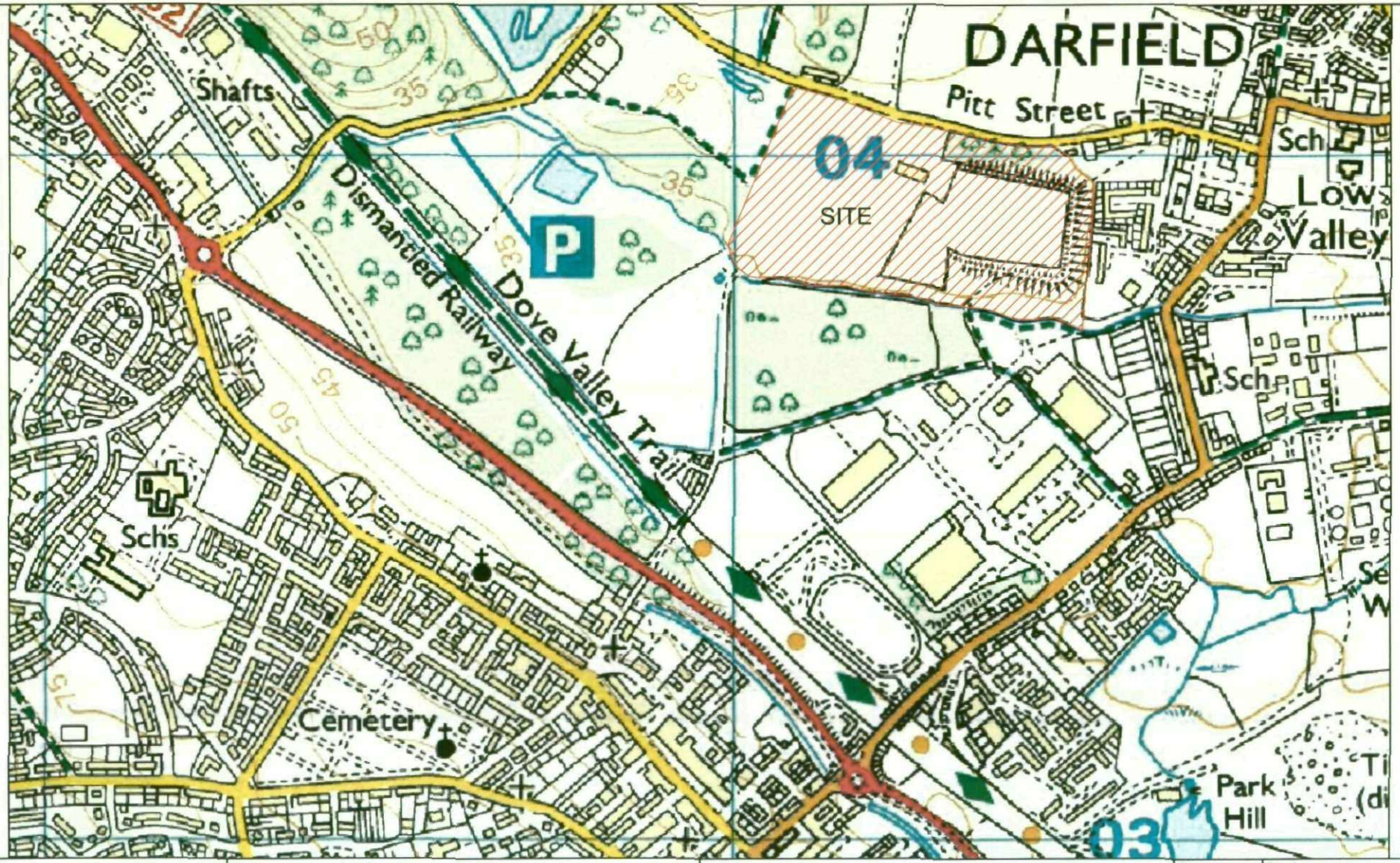
RESIDUAL EFFECTS

12.7 The residual effects of the proposed school development in transport terms will mainly be associated with the concentration of pedestrian, cycle and vehicular traffic at peak times around the new site. This activity will be similar to, but relocated from, the combined generation associated with the two existing school sites.

12.8 The provision of modern access facilities, together with measures to encourage alternative modes of transport will reduce traffic growth and provide higher standards of safety and accessibility than are offered by the present school sites.

APPENDIX A

SITE LOCATION PLAN



SANDERSON ASSOCIATES
(CONSULTING ENGINEERS) LTD
HIGHWAYS, TRAFFIC AND TRANSPORTATION
Tel: (01924) 844080 Fax: (01924) 844081
E-Mail: mail@sandersonassociates.co.uk
Web site: www.sandersonassociates.co.uk

ADVANCED LEARNING CENTRE
WOMBWELL/DARFIELD SITE

SITE LOCATION PLAN

Drawn	Scale	
RIS	NTS	
Checked	Date	
IEL	OCT 07	
Approved	Drawing Number	Rev
IEL	FIGURE 1	

APPENDIX B

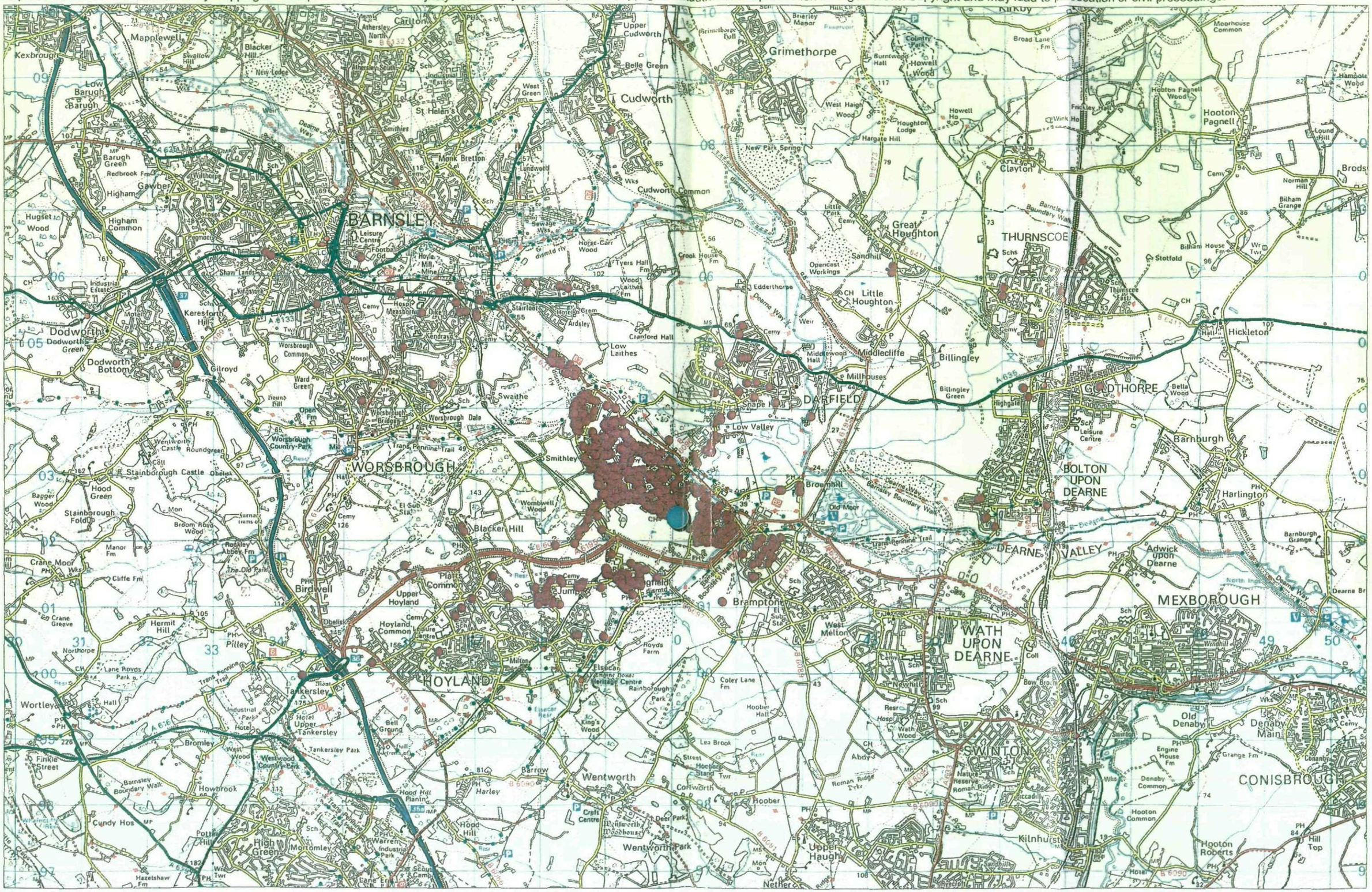
INDICATIVE SITE LAYOUT

APPENDIX C

GEOGRAPHICAL LOCATION OF STUDENTS

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Barnsley Metropolitan Borough Council, License Number 076090, 2004. Drawn By: Ben Sewell

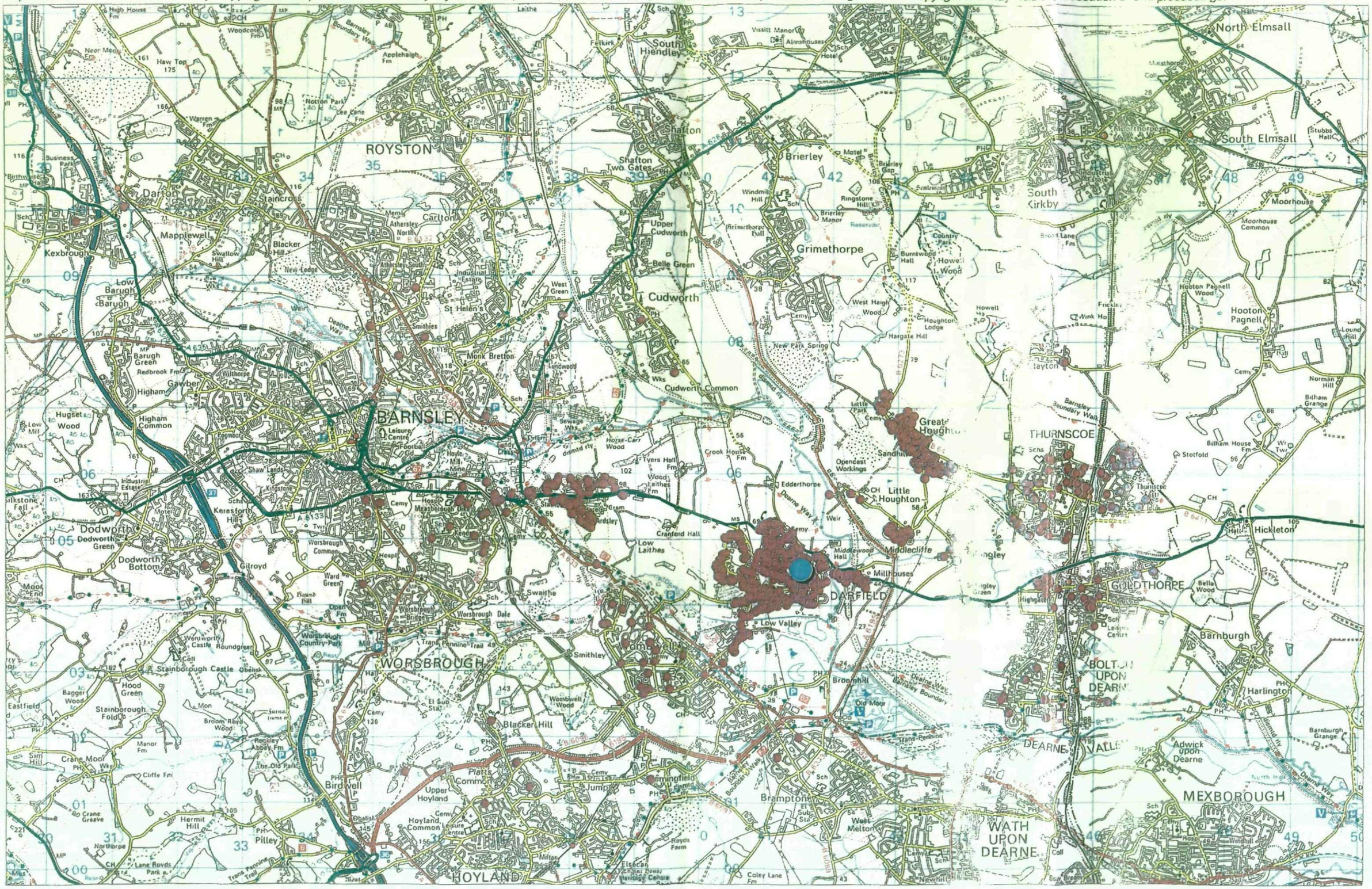


Wombwell High School
Geographic Location of Students

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Drawn By: Ben Sewell

Barnsley Metropolitan Borough Council, License Number 076090, 2004.



The Foulstone High School
Geographic Location of Students

The Foulstone High School

Students (1072)

APPENDIX D

SUMMARY OF TRAFFIC SURVEY DATA

Site No: 00001070 *Site Reference:* A633 Wombwell Bypass
No Title
Vehicle Count Report Oct-06 Channel: Channel 1 - West Bound

Time Begin	0-5:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total Vol.	
Sun 1	251	39	70	85	182	345	401	448	418	502	421	403	295	261	189	173	108	75	37	4703	
Mon 2	190	147	490	585	408	388	425	465	514	511	531	663	684	507	358	242	179	122	63	7472	
Tue 3	193	165	493	592	440	408	413	447	522	516	508	670	729	438	368	293	217	137	47	7596	
Wed 4	195	177	492	591	380	424	382	454	578	544	501	662	748	499	363	277	208	169	68	7712	
Thu 5	223	167	495	608	421	434	458	549	653	627	568	665	771	542	410	294	222	165	67	8339	BUSIEST DAY
Fri 6	207	155	493	582	473	403	440	483	558	581	598	706	678	475	351	282	192	138	85	7880	
Sat 7	252	84	147	254	377	450	517	520	530	502	481	474	422	373	264	211	152	107	90	6207	
Sun 8	248	55	57	96	241	315	412	454	474	454	460	384	288	275	209	153	111	53	47	4786	
Mon 9	164	175	472	580	399	403	400	444	554	557	535	640	749	477	303	249	187	129	66	7483	
Tue 10	191	175	485	602	454	418	424	463	532	522	514	666	732	459	364	274	198	120	65	7658	
Wed 11	186	166	487	583	415	439	432	459	542	533	530	663	743	453	291	263	227	158	65	7635	
Thu 12	206	161	468	579	416	402	464	471	529	535	517	684	738	537	384	286	224	174	74	7849	
Fri 13	199	157	493	568	460	427	414	489	546	618	598	675	698	518	382	297	186	136	98	7959	
Sat 14	250	86	144	270	383	419	510	521	445	499	475	436	490	370	250	196	122	121	87	6074	
Sun 15	219	47	57	81	187	323	406	425	485	443	418	377	273	263	193	139	111	80	55	4582	
Mon 16	188	154	480	571	415	392	427	450	519	566	527	691	732	485	327	265	187	120	35	7531	
Tue 17	199	178	483	614	487	427	417	451	516	514	525	738	731	550	358	258	181	140	57	7824	
Wed 18	181	185	483	638	450	397	452	516	547	563	562	703	751	520	350	286	239	140	48	8011	
Thu 19	233	184	475	622	437	404	440	478	527	572	569	660	735	539	364	287	206	139	66	7937	
Fri 20	221	159	454	582	466	455	452	508	582	596	622	718	688	511	394	289	208	148	86	8139	
Sat 21	242	82	132	253	346	460	527	513	471	486	485	423	424	381	250	177	119	101	83	5955	
Sun 22	223	50	63	81	210	355	412	490	451	397	437	346	277	241	179	178	103	92	43	4628	
Mon 23	187	154	431	528	381	376	402	464	537	535	544	675	672	468	309	255	194	146	46	7304	
Tue 24	203	148	452	537	396	433	456	476	511	548	546	636	712	521	345	279	177	165	44	7585	
Wed 25	193	159	437	546	457	409	492	499	577	567	525	663	673	499	361	263	203	179	69	7771	
Thu 26	212	166	424	523	407	428	446	511	562	578	559	673	742	506	380	259	225	176	75	7852	
Fri 27	192	148	418	529	401	439	454	542	648	654	621	665	684	512	366	287	171	152	91	7974	
Sat 28	256	81	159	272	371	463	538	546	552	515	443	498	427	338	268	202	145	105	88	6267	
Sun 29	266	42	47	68	89	202	351	460	442	426	460	437	380	290	234	174	162	92	79	4701	
Mon 30	154	96	162	506	653	561	455	445	481	603	598	584	704	718	481	338	245	175	151	8110	
Tue 31	120	109	179	559	699	556	455	483	524	557	604	560	683	685	446	344	279	210	154	8206	

Created at 11:20:19 on 26 Jan 2007

574

555

KEY

AVERAGE WEEKDAY PEAK VEHICLE FLOW

555 BUSIEST PEAK

555 BUSIEST DAY

Site No: 00001070 Site Reference: UnKnown
No Title
Vehicle Count Report Oct-06 Channel: Channel 2 - Eastbound

Time Begin	0-5:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total Vol.	
Sun 1	337	62	76	149	336	477	557	643	554	533	442	339	308	316	261	168	160	83	61	5862	
Mon 2	281	260	702	807	547	553	657	644	653	589	594	798	844	534	340	245	187	122	48	9405	
Tue 3	282	261	696	766	579	527	608	615	621	634	665	815	822	584	393	244	231	104	64	9511	
Wed 4	305	240	730	777	602	508	629	662	693	615	659	813	834	566	398	227	238	147	72	9715	
Thu 5	333	257	711	807	589	606	680	659	754	663	681	834	834	581	415	311	274	136	89	10214	
Fri 6	302	264	681	757	619	540	635	716	726	661	692	787	804	562	415	300	239	141	106	9947	
Sat 7	327	136	191	352	434	585	692	754	678	620	584	582	485	399	320	235	158	135	127	7794	
Sun 8	334	70	78	141	328	523	604	714	628	558	480	387	386	402	235	171	145	69	57	6310	
Mon 9	287	248	682	795	576	560	590	634	689	582	640	830	828	554	326	250	212	117	63	9463	
Tue 10	290	274	688	827	597	562	621	622	680	554	639	798	880	552	326	239	224	127	65	9565	
Wed 11	304	250	720	812	547	524	614	618	699	617	645	737	826	520	357	248	234	129	55	9456	
Thu 12	300	259	699	765	609	561	651	651	683	649	654	785	826	628	431	288	270	146	61	9916	
Fri 13	306	264	688	787	609	520	674	717	747	690	769	777	857	605	419	316	234	139	106	10224	
Sat 14	336	114	203	319	532	602	688	734	734	627	585	508	530	372	311	195	147	126	120	7783	
Sun 15	304	48	80	118	305	508	560	675	547	580	498	396	312	281	224	177	128	88	61	5890	
Mon 16	277	241	711	800	594	550	597	631	668	611	612	830	803	589	330	236	215	117	48	9460	
Tue 17	280	260	726	846	628	565	625	605	697	607	677	819	799	548	352	217	245	267	71	9834	
Wed 18	292	257	769	786	588	535	646	623	713	649	666	812	843	546	373	264	235	133	50	9780	
Thu 19	333	251	700	848	616	567	641	597	672	646	697	792	813	552	403	291	247	114	55	9835	
Fri 20	306	266	682	820	594	620	606	709	737	738	760	863	825	587	409	289	229	152	93	10285	BUSIEST DAY
Sat 21	344	111	226	331	449	586	722	691	678	590	588	540	484	367	298	216	148	124	120	7613	
Sun 22	306	62	88	117	323	519	517	658	570	542	473	311	287	273	247	197	141	99	67	5797	
Mon 23	285	229	618	721	510	569	597	618	670	643	613	734	806	537	345	221	216	121	49	9102	
Tue 24	308	223	638	714	533	614	604	651	657	650	616	745	761	528	345	235	226	130	50	9228	
Wed 25	310	263	651	759	552	577	667	656	745	675	693	722	796	487	344	227	218	124	72	9538	
Thu 26	340	244	615	723	577	589	651	681	706	697	613	764	795	585	370	283	260	157	73	9723	
Fri 27	308	259	619	697	610	622	694	708	769	741	782	824	752	569	399	269	228	158	102	10110	
Sat 28	327	124	223	349	523	612	675	704	663	622	624	494	619	348	279	246	162	143	108	7845	
Sun 29	353	55	62	102	144	332	533	589	667	536	525	462	355	275	300	187	191	123	107	5898	
Mon 30	208	163	231	694	856	618	624	613	646	703	676	660	762	870	513	351	244	211	133	9776	
Tue 31	136	182	288	764	808	657	626	632	655	669	678	661	840	808	491	310	275	225	148	9853	

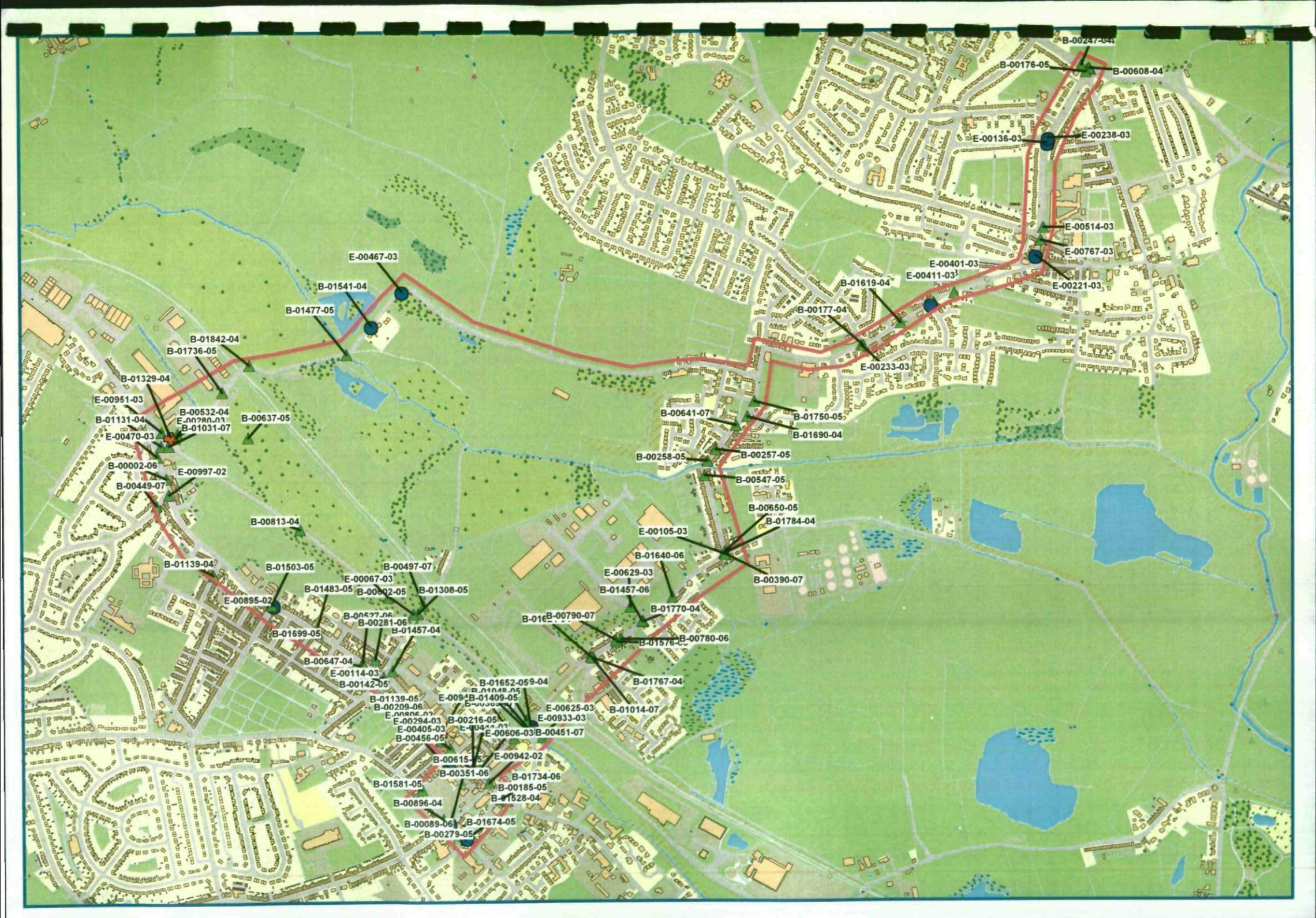
Created at 11:20:19 on 26 Jan 2007

776 669

KEY
AVERAGE WEEKDAY PEAK VEHICLE FLOW
555 BUSIEST PEAK
555 BUSIEST DAY

APPENDIX E

PERSONAL INJURY ACCIDENT DATA


B-00247-04
B-00176-05
B-00608-04
E-00136-03
E-00238-03
E-00514-03
E-00767-03
E-00221-03
E-00401-03
E-00411-03
B-01619-04
B-00177-04
E-00233-03
E-00467-03
B-01541-04
B-01477-05
B-01842-04
B-01736-05
B-01329-04
E-00951-03
B-00532-04
B-01131-04
B-01031-07
B-00637-05
E-00470-03
B-00002-06
E-00997-02
B-00449-07
B-00641-07
B-01750-05
B-01690-04
B-00258-05
B-00257-05
B-00547-05
B-00650-05
B-01784-04
B-00813-04
E-00105-03
B-00390-07
B-01640-06
E-00629-03
B-01457-06
B-01770-04
B-01139-04
B-01503-05
B-00497-07
E-00067-03
B-01483-05
B-00502-05
B-01308-05
E-00895-02
B-00281-06
B-01699-05
B-01457-04
B-00790-07
B-01576-0
B-00780-06
B-00647-04
E-00114-03
B-00142-05
B-01767-04
B-01652-05
B-01409-05
B-01139-05
B-00209-06
E-00625-03
E-00933-03
B-01014-07
E-00294-03
B-00216-05
E-00405-03
B-00451-07
E-00606-03
B-00456-05
E-00942-02
B-00615-05
B-00351-06
B-01734-06
B-01581-05
B-00185-05
B-01528-04
B-00896-04
B-00089-06
B-01674-05
B-00279-05

AFFMAP
:sMap - Accident Analysis System

SUMMARY REPORT

Run on: 10/10/2007

.ccidents between dates **01/09/2002 and 31/08/2007** (60) months

election:

elected using Build Query :

Notes:

Wombwell Area Accident Data

ice Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L MD	Light	Weather	Road Surface	Vehicle Types
)0806-02	Slight	26/10/2002	1750	439930 403080	0	0	1	0 0 0 0 0 0	5 1	Light	Fine without high winds	Dry	9
)0895-02	Serious	21/11/2002	1759	439500 403420	0	1	2	0 0 0 0 0 0	0 0 0	Dark	Raining without high winds	Wet/Damp	9 9
)0942-02	Slight	06/12/2002	2115	440060 402950	0	0	1	0 0 0 0 0 0	5 1	Dark	Fine without high winds	Wet/Damp	9
)0997-02	Slight	19/12/2002	1245	439230 403710	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
)0067-03	Slight	20/01/2003	1815	439801 403438	0	0	1	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Wet/Damp	9 9
)0105-03	Slight	08/02/2003	0750	440673 403548	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 19
)0114-03	Slight	10/02/2003	1030	439774 403223	0	0	1	0 0 0 0 0 0	5 3	Light	Fine without high winds	Dry	9
)0136-03	Serious	16/02/2003	2145	441512 404621	0	1	0	0 0 0 0 0 0	5 3	Dark	Fine without high winds	Dry	9
)0221-03	Serious	18/03/2003	1245	441480 404326	0	1	0	0 0 0 0 0 0	5 1	Light	Fine without high winds	Dry	9
)0233-03	Slight	22/03/2003	1052	441030 404094	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	11 9
)0238-03	Serious	26/03/2003	1445	441514 404634	0	1	0	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	3 9
)0280-03	Slight	09/04/2003	1800	439246 403859	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 1
)0294-03	Slight	10/04/2003	1613	439940 403060	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	11
)0401-03	Slight	27/05/2003	0950	441270 404230	0	0	3	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)0405-03	Slight	27/05/2003	1330	439960 403040	0	0	1	0 0 0 0 0 0	2 3	Light	Fine without high winds	Dry	9
)0411-03	Serious	31/05/2003	2140	441210 404200	0	1	0	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	9 3
)0444-03	Slight	04/06/2003	1100	440020 402990	0	0	2	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	11
)0470-03	Slight	23/06/2003	1545	439200 403810	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	11
)0467-03	Serious	25/06/2003	2030	439840 404240	0	1	2	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9 9
)0514-03	Slight	09/07/2003	1550	441500 404400	0	0	1	0 0 0 0 0 0	5 2	Light	Fine without high winds	Dry	9
)0606-03	Slight	15/08/2003	1327	440040 402990	0	0	1	0 0 0 0 0 0	4 3	Light	Fine without high winds	Dry	19
)0625-03	Serious	24/08/2003	2330	440170 403100	0	1	0	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)0629-03	Slight	25/08/2003	1109	440430 403410	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 4
)0638-03	Slight	27/08/2003	1230	441218 404206	0	0	1	0 0 0 0 0 0	9 8	Light	Fine without high winds	Dry	9
)0767-03	Slight	10/10/2003	1528	441493 404367	0	0	1	0 0 0 0 0 0	5 9 0	Light	Fine without high winds	Dry	2
)0933-03	Slight	06/12/2003	1820	440205 403082	0	0	1	0 0 0 0 0 0	8 3	Dark	Fine without high winds	Dry	9
)0951-03	Slight	13/12/2003	1350	439212 403875	0	0	3	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)0945-03	Fatal	14/12/2003	0940	439935 403081	1	0	0	0 0 0 0 0 0	4 1	Light	Fine without high winds	Wet/Damp	19
)0071-04	Slight	17/01/2004	2025	441624 404813	0	0	2	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Frost/Ice	9 9
)0177-04	Slight	02/02/2004	1730	441036 404093	0	0	1	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Wet/Damp	9 9
)0247-04	Slight	14/02/2004	1420	441616 404814	0	0	4	0 0 0 0 0 0	0 0 0	Light	Raining without high winds	Wet/Damp	9 9
)0299-04	Slight	25/02/2004	1940	440168 403101	0	0	1	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	9 9

.ccidents between dates 01/09/2002 and 31/08/2007 (60) months

election:

elected using Build Query :

Notes:

Wombwell Area Accident Data

ice Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
)0532-04	Slight	16/04/2004	1320	439252 403870	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	19 9
)0608-04	Slight	29/04/2004	2140	441621 404817	0	0	1	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	9 9
)0647-04	Slight	07/05/2004	1406	439730 403260	0	0	1	0 0 0 0 0 0	6 9 0	Light	Fine without high winds	Dry	9 9
)0813-04	Slight	15/06/2004	1655	439571 403617	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)0896-04	Slight	02/07/2004	1530	439942 402855	0	0	1	0 0 0 0 0 0	6 9 0	Light	Fine without high winds	Dry	19
)1139-04	Slight	06/08/2004	1105	439343 403498	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 1
)1131-04	Slight	19/08/2004	1800	439210 403838	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)1329-04	Fatal	30/09/2004	1705	439235 403863	1	0	0	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	1
)1457-04	Slight	29/10/2004	1300	439810 403246	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)1528-04	Slight	12/11/2004	1245	440090 402910	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
)1541-04	Serious	15/11/2004	2000	439760 404150	0	2	0	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	4 9
)1619-04	Slight	25/11/2004	0900	441132 404152	0	0	1	0 0 0 0 0 0	0 0 0	Light	Raining without high winds	Wet/Damp	9 9
)1624-04	Slight	26/11/2004	1400	440327 403281	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 1
)1690-04	Slight	08/12/2004	1000	440734 403908	0	0	1	0 0 0 0 0 0	0 0 0	Light	Other	Wet/Damp	9
)1770-04	Slight	17/12/2004	0645	440463 403372	0	0	1	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Wet/Damp	9 1
)1767-04	Slight	18/12/2004	2100	440334 403278	0	0	1	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	9 9
)1784-04	Slight	19/12/2004	1205	440676 403551	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
)1842-04	Slight	30/12/2004	1330	439440 404049	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	3
)0142-05	Slight	01/02/2005	1030	439787 403230	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Wet/Damp	9
)0176-05	Slight	07/02/2005	1710	441612 404807	0	0	1	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	4 9
)0185-05	Slight	09/02/2005	1650	440093 402909	0	0	1	0 0 0 0 0 0	5 3 1	Light	Fine without high winds	Wet/Damp	9
)0216-05	Slight	14/02/2005	1120	440019 402986	0	0	1	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 19
)0258-05	Slight	17/02/2005	2145	440631 403792	0	0	1	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	9 9
)0257-05	Slight	23/02/2005	0820	440652 403822	0	0	1	0 0 0 0 0 0	0 0 0	Light	Snowing without high winds	Snow	9 9 9
)0279-05	Slight	25/02/2005	1505	439999 402802	0	0	1	802C001A 0 0 0 0 0	5 1 2	Light	Fine without high winds	Wet/Damp	9
)0456-05	Serious	09/04/2005	1725	439957 402990	0	1	0	0 0 0 0 0 0	10 9 0	Light	Fine without high winds	Dry	9
)0547-05	Slight	26/04/2005	1750	440623 403754	0	0	2	405V001A 0 0 0 0 0	0 0 0	Light	Raining without high winds	Wet/Damp	9 9
)0602-05	Slight	06/05/2005	1715	439866 403394	0	0	1	802C001A 0 0 0 0 0	8 3 7	Light	Fine without high winds	Dry	9
)0615-05	Slight	07/05/2005	1120	440024 402982	0	0	1	408V002A 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	8 9
)0637-05	Slight	15/05/2005	1300	439436 403859	0	0	1	701V001A 801C001A 802C001A 0 0 0	5 2 3	Light	Fine without high winds	Dry	9

.ccidents between dates 01/09/2002 and 31/08/2007 (60) months

election:

elected using Build Query :

Notes:

Wombwell Area Accident Data

ice Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
)0650-05	Slight	15/05/2005	1406	440675 403555	0	0	2	0 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)1048-05	Slight	02/08/2005	1345	440161 403094	0	0	1	405V002A 302V002B 401V002B 0 0 0	0 0 0	Light	Fine without high winds	Dry	3 19
)1139-05	Slight	18/08/2005	1315	439877 403124	0	0	1	403V001A 0 0 0 0 0	8 8 6	Light	Fine without high winds	Dry	9
)1308-05	Slight	20/09/2005	1130	439878 403395	0	0	1	802C001B 806C001A 807C001A 0 0 0	5 1 1	Light	Fine without high winds	Dry	9
)1409-05	Slight	13/10/2005	1345	440163 403084	0	0	3	108V002B 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)1483-05	Slight	26/10/2005	0630	439612 403349	0	0	1	307V003B 409V003B 405V001B 605V003B 701V001B 701V003B	0 0 0	Dark	Fine without high winds	Wet/Damp	3 14 10
)1477-05	Slight	26/10/2005	1510	439696 404075	0	0	1	307V002B 308V002B 405V002B 0 0 0	0 0 0	Light	Other	Wet/Damp	9 9
)1503-05	Slight	27/10/2005	1455	439495 403420	0	0	1	405V002B 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	15 9
)1652-05	Slight	30/10/2005	0100	440158 403114	0	0	1	501VA 0 0 0 0 0	0 0 0	Dark	Raining without high winds	Wet/Damp	9 9
)1581-05	Slight	10/11/2005	1345	439886 402933	0	0	1	410V001A 601V002B 0 0 0 0	0 0 0	Light	Raining without high winds	Wet/Damp	9 9
)1576-05	Slight	13/11/2005	0200	440395 403319	0	0	1	307V001B 405V001B 501V001A 503V001A 602V001B 0	0 0 0	Dark	Raining without high winds	Wet/Damp	9
)1674-05	Serious	26/11/2005	2354	440002 402807	0	1	2	501VA 0 0 0 0 0	0 0 0	Dark	Raining without high winds	Wet/Damp	9 9
)1699-05	Slight	02/12/2005	1010	439616 403347	0	0	1	802C001A 0 0 0 0 0	5 3 6	Light	Fine without high winds	Wet/Damp	9
)1736-05	Slight	08/12/2005	0930	439369 403978	0	0	1	601V001A 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)1750-05	Slight	09/12/2005	1655	440752 403948	0	0	2	602V001A 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Wet/Damp	9
)0002-06	Slight	03/01/2006	0020	439224 403752	0	0	1	501V001A 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Wet/Damp	9

.ccidents between dates 01/09/2002 and 31/08/2007 (60) months

election:

elected using Build Query :

Notes:

Wombwell Area Accident Data

ice Ref.	Acc Class	Date	Time	Grid References	Casualties Fil	Ser	Slt	Causation Factors/ Prob	Ped L MD	Light	Weather	Road Surface	Vehicle Types
)0089-06	Slight	20/01/2006	1400	439953 402841	0	0	1	405V002B 0 0 0 0 0	0 0 0	Light	Unknown	Wet/Damp	9 9
)0209-06	Slight	21/01/2006	1710	439905 403099	0	0	1	405V002B 403V002B 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	9 11
)0281-06	Slight	01/03/2006	1045	439766 403276	0	0	2	706V002A 405V002A 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9 9
)0351-06	Serious	14/03/2006	1442	439958 402844	0	1	0	802C001A 0 0 0 0 0	4 4 3	Light	Fine without high winds	Dry	9
)0527-06	Slight	15/04/2006	1430	439733 403267	0	0	1	505V002A 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 9
)0780-06	Slight	11/06/2006	1334	440406 403326	0	0	1	801C001A 802C001A 810C001B 808C001B 0 0	5 9 0	Light	Fine without high winds	Dry	9
)0844-06	Slight	28/06/2006	1704	441601 404825	0	0	1	406V002B 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 14
)1457-06	Slight	02/11/2006	2146	440460 403373	0	0	1	405V001A 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	9 9
)1640-06	Slight	29/11/2006	1945	440539 403436	0	0	1	0 0 0 0 0 0	0 0 0	Dark	Fine without high winds	Dry	9 9
)1734-06	Slight	14/12/2006	1650	440107 402903	0	0	1	801C001A 802C001A 809C001B 0 0 0	4 4 2	Dark	Fine with high winds	Dry	9
)0451-07	Slight	12/01/2007	0815	440199 403069	0	0	1	408V1A 309V1A	0 0 0	Light	Fine without high winds	Dry	9
)0365-07	Slight	17/03/2007	2307	440126 403067	0	0	1	410V2B 601V2B	0 0 0	Dark	Raining without high winds	Wet/Damp	14 14
)0390-07	Slight	20/03/2007	1030	440676 403547	0	0	1	104V1A 108V1A 703V1A 706V1A	0 0 0	Light	Fine without high winds	Dry	9 9
)0449-07	Slight	03/04/2007	0850	439197 403682	0	0	1	103V1A 408V1A 710V2A	0 0 0	Light	Raining without high winds	Wet/Damp	9 3
)0497-07	Slight	11/04/2007	1305	439893 403416	0	0	1	601V1B 602V1B	0 0 0	Light	Fine without high winds	Dry	1 2
)0641-07	Slight	12/05/2007	1545	440705 403885	0	0	1	601V2B	0 0 0	Dark	Fine without high winds	Wet/Damp	9 9
)1031-07	Slight	05/06/2007	1840	439230 403838	0	0	1	405V2A	0 0 0	Light	Fine without high winds	Dry	9 1
)0790-07	Slight	10/06/2007	0855	440392 403324	0	0	1	409V1A	0 0 0	Light	Fine without high winds	Dry	1 9 9 9
)1014-07	Slight	22/07/2007	1420	440329 403279	0	0	1		0 0 0	Light	Fine without high winds	Dry	9 9

lumn Totals

. of Accidents

al number of accidents listed: 97

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00806-02 26/10/2002 Saturday Time 1750 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
V1 TV HIGH ST IN DIRC OF DONCASTER WEHN CHILD RUNS OUT FROM BEHIND STATIONARY PSV INTO PATH OF V1
Occurred on HIGH ST WOMBWELL

Vehicle Reference 1 Car Overtaking on nearside
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 60 Breath test Not requested
Vehicle direction NW to SE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 15 Male Pedestrian Severity: Slight
8888

E-00895-02 21/11/2002 Thursday Time 1759 Vehicles 2 Casualties 3 Serious
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
VEH1 TRVL ON HIGH ST TWDS WMBWELL IS ABT TO TRN RT ONTO MAIN ST WHN VEH2 TRVL TWDS BARNSLEY COL
WITH VEH1 AS IT TRNS RT
Occurred on HIGH STREET WOMBWELL ON JCT MAIN STREET

Vehicle Reference 1 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 68 Breath test Not requested
Vehicle direction NW to SW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 68 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane Skidded
First point of impact Front Age of Driver 29 Breath test Not requested
Vehicle direction SE to NW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 2 Age: 3 Male Passenger Severity: Slight

Casualty Reference: 3 Age: 29 Male Driver/rider Severity: Serious

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Accidents between dates **01/09/2002 and 31/08/2007** *(60) months*

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00942-02 06/12/2002 Friday Time 2115 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp *Darkness: street lights present and lit*
Special Conditions None Road Type Single carriageway
PED XING CHURHC ST AT TRF LGHTS O/S/ SQUIRES P/H/ VEH1 TRVLS RND CRNR & COLLS WTH PED
Occurred on CHURCH STREET WOMBWELL ON JCT HIGH STREET

Vehicle Reference 1 Car — Going ahead
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver — Breath test Driver not contacted
Vehicle direction SW to NW — Driver Postcode
FRV Not foreign registered vehicle — Journey 0

Casualty Reference: 1 Age: 40 Male Pedestrian Severity: Slight

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E-00997-02 19/12/2002 Thursday Time 1245 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TRAV ALONG BARNSLEY RD TWRDS BARNSLEY. V2 TRAV ALONG BARNSLEY RD TWRDS W/WELL AS BOTH VEHS APPROACH THE J/W WILSON ST V2 TURNS RHT INTO WILSON ST ACROSS THE PATH OF V1.
Occurred on BARNSLEY RD WOMBWELL AT J/W WILSON ST

Vehicle Reference 1 Car — Going ahead
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 42 Breath test Negative
Vehicle direction S to N — Driver Postcode
FRV Not foreign registered vehicle — Journey 0

Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car — Turning right
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Nearside — Age of Driver 34 Breath test Not requested
Vehicle direction N to W — Driver Postcode
FRV Not foreign registered vehicle — Journey 0

Accidents between dates **01/09/2002 and 31/08/2007** (60) months
Selection: **Notes:**
Selected using Build Query : Wombwell Area Accident Data

E-00067-03 20/01/2003 Monday Time 1815 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
VEH1 TRVL DWN WOMBWELL BYPASS TWDS BARNSLEY PSS JCT STATION RD APPCHS UNLT PRK CAR SWRVS TO AV IT & SWRVS BCK TO AVD VE TRVL IN OPP DRCTN LOSS CTRL MOUNTS KRB RD 100MTS DWN BANK IN TO DTCH
Occurred on WOMBWELL BYPASS WOMBWELL 500MTS STATION ROAD

Vehicle Reference 1 Car Overtaking stationary vehicle on its offside
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 22 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

E-00105-03 08/02/2003 Saturday Time 0750 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH1 TRVL TWDS WOMBWELL ON STONYFORD RD RND LFT HND BND VEH2 TRVL IN OPP DRCTN ON BLND BND BTH VEHS MEET IN MID OF RD & DUE TO SLPPRY SRFC COLL OCCRS
Occurred on STONYFORD ROAD LOW VALLEY

Vehicle Reference 1 Car Going ahead left hand bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 25 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 18 Female Passenger Severity: Slight

Vehicle Reference 2 Goods <= 3.5 tonnes mgw Going ahead right hand bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 23 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Accidents between dates 01/09/2002 and 31/08/2007 (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00114-03 10/02/2003 Monday Time 1030 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type One way street
V1 TV WRONG WAY DOWN ONE WAY ST CAS INFORMED DRIVER & DRIVER COMMENCED U TURN. CAS CLAIMS V1 COLL WITH HIM WHILST CARRYING OUT MANOUVRE. DRIVER DENIES IT & THERE IS NO DAM TO VEH. WITNESS STATES CAS WALKED OUT IN FRONT OF V1 ON PURPOSE.
Occurred on CEMETERY RD WOMBWELL 25 FT FROM HIGH ST

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 53 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 29 Male Pedestrian Severity: Slight

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E-00136-03 16/02/2003 Sunday Time 2145 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 TRAV ALONG NANNY MARR RD WHEN CAS 1 STEPS OUT INTO PATH OF V1 WHERE COLL OCCURS.
Occurred on NANNY MARR RD DARFIELD 64 FEET FROM EAST ST

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded
First point of impact Offside Age of Driver 34 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 11 Female Pedestrian Severity: Serious

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E-00221-03 18/03/2003 Tuesday Time 1245 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Single carriageway
CHILD RAN ACCROSS RD WITHOUT LOOKING AND WAS HIT BY VEHICLE
Occurred on GARDEN ST WOMBWELL 30 YDS FROM SNAPE HILL RD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 56 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 8 Male Pedestrian Severity: Serious

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00233-03 22/03/2003 Saturday Time 1052 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 PROCEEDS TO TURN RHT INTO UPPERWOOD RD WHEN V2 HAS OVERTAKEN V1 & COLLS WITH V1 (BUS) WHILST TURNING RHT.
Occurred on SNAPE HILL RD DARFIELD AT J/W UPPERWOOD RD

Vehicle Reference 1 Bus or coach Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 38 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 4 Female Passenger Severity: Slight

Vehicle Reference 2 Car Overtaking moving vehicle on its offside
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 74 Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

E-00238-03 26/03/2003 Wednesday Time 1445 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TR TOW DONCASTER RD, V2 IN OPP DIRECTION AND TNS RGT ACC PATH OF V1 AND COLL OCC.
Occurred on NANNY MARR RD DARFIELD AT J/W EAST ST

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 31 Breath test Not applicable
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 58 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00280-03 09/04/2003 Wednesday Time 1800 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
V2 PED CYC TV A633 FROM DIRC OF BSLY. V2 ENTERS R/ABOUT & AS HE PASSED JCT WITH BRADBURY BALK LN V1 PULLED ONTO R/ABOUT & COLL PED CYC
Occurred on WHITE ROSE ROUNDABOUT WOMBWELL J/W MITCHELLS WAY/BARNSLEY RD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Pedal cycle Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 49 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight

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E-00294-03 10/04/2003 Thursday Time 1613 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 STOPPED ON HIGH ST W/WELL O/S POST OFFICE UNABLE TO PULL UP AT STOP DUE TO PARKED VEH. CAS 1 SUSTAINED LEG INJ WHILST BOARDING PSV
Occurred on HIGH ST WOMBWELL

Vehicle Reference 1 Bus or coach Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 55 Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 70 Female Passenger Severity: Slight

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Accidents between dates 01/09/2002 and 31/08/2007 (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00401-03 27/05/2003 Tuesday Time 0950 Vehicles 2 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TR ON CARR FOLL A WHITE ESCORT VAN, VAN INDICATED TO PULL IN TO N/S SO V1 BEGAN TO OVERTAKE, V2 THEN INDICATED RGT AND PULLED INTO PATH OF V1 CAUSING IT TO SKID ACC RD AND COLL WITH WALL, V2 LEFT SCENE.
Occurred on SNAPEHILL RD DARFIELD 30 MTS FROM NEW ST

Vehicle Reference 1 Car Overtaking on nearside
Not in restricted lane Skidded
First point of impact Front Age of Driver 45 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 14 Female Passenger Severity: Slight

Casualty Reference: 3 Age: 19 Female Passenger Severity: Slight

Vehicle Reference 2 Car Slowing or Stopping
Not in restricted lane Skidded
First point of impact Front Age of Driver Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

E-00405-03 27/05/2003 Tuesday Time 1330 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH AT PED XING WHEN LGTS CHANGED TO GREEN HE SET OFF AND CHILD RAN INTO RD AND STRUCK HIS HEAD O O/S WING MIRROR
Occurred on HIGH ST WOMBWELL 40 YDS FROM GEORGE ST

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 60 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 7 Male Pedestrian Severity: Slight

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00411-03 31/05/2003 Saturday Time 2140 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 TV DOWN HILL , V2 TV OPP DIRC O/TOOK SOME OTHER M/BIKES THEN COLL WITH V1
Occurred on SNAPEHILL RD DARFIELD J/W THE WILLOWS

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Motorcycle over 50cc and up to 125cc Overtaking moving vehicle on its offside
Not in restricted lane Skidded
First point of impact Front Age of Driver 16 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Serious

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E-00444-03 04/06/2003 Wednesday Time 1100 Vehicles 1 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
Drvier 1 states unknown veh in front of him turned suddenly causing him to brake and pass fell from seat.
Occurred on HIGH ST WOMBWELL 10 MTS FROM STATION RD

Vehicle Reference 1 Bus or coach Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 52 Breath test Not applicable
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 51 Female Passenger Severity: Slight

Casualty Reference: 2 Age: 51 Female Passenger Severity: Slight

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00470-03 23/06/2003 Monday Time 1545 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
DRIVER OF PSV APPROACHING BUS STOP WHEN YOUTH PRESSED BUTTON THAT OPENED DOOR AND A GIRL JUMPEI OFF AND FELL OVER
Occurred on BARNSLEY RD WOMBWELL

Vehicle Reference 1 Bus or coach Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 36 Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 12 Female Passenger Severity: Slight
9999

E-00467-03 25/06/2003 Wednesday Time 2030 Vehicles 3 Casualties 3 Serious
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 & V2 TR IN OPP DIREC, WHEN THEY REACHED A BEND V1 WAS ON THE WRONG SIDE OF THE RD AND COLL HEAD ON WITH V2, V1 THEN REVERSED AWAY AND COLL WITH O/S OF V3.
Occurred on PITT ST LOW VALLEY, WOMBWELL AT J/W NETHERWOOD RD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 45 Breath test Positive
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 62 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 2 Age: 62 Male Driver/rider Severity: Serious

Casualty Reference: 3 Age: 59 Female Passenger Severity: Slight

Vehicle Reference 3 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 22 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00514-03 09/07/2003 Wednesday Time 1550 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
Veh on carr when ped walked out from in between parked buses and coll with n/s of veh.
Occurred on NANNY MARR RD DARFIELD 20 MTS FROM BARNSLEY RD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 59 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 14 Male Pedestrian Severity: Slight
2404

E-00606-03 *15/08/2003* Friday Time 1327 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type One way street
V1 TND INTO STATION RD FROM HIGH ST AND COLL WITH PED ON CROSSING, PED STATES DIDN'T KNOW WHAT COLOUR LIGHTS WERE.
Occurred on STATION RD WOMBWELL 20 YDS FROM J/W HIGH ST

Vehicle Reference 1 *Goods <= 3.5 tonnes mgw* *Turning right*
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 57 Male Pedestrian Severity: Slight

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Accidents between dates 01/09/2002 and 31/08/2007 (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00625-03 24/08/2003 Sunday Time 2330 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
V1 enters rdbt from Staion Rd, v2 entered from direction of Barnsley into path of v1 and coll occ.
Occurred on STATION RD WOMBWELL AT J/W RDBT

Vehicle Reference 1 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 17 Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 21 Female Passenger Severity: Serious

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 58 Breath test Not applicable
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

E-00629-03 25/08/2003 Monday Time 1109 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lighting unknown
Special Conditions None Road Type Single carriageway
V1 (Police Veh) following V2 (unregistered Mot Cyc), v2 lost control, mounted pavement, coll with v1 and rider fell from machine.
Occurred on VALLEY RD WOMBWELL 50 MTS FROM STATION RD

Vehicle Reference 1 Car Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Motorcycle over 125cc and up to 500cc U turn
Not in restricted lane Skidded
First point of impact Front Age of Driver 15 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 15 Male Driver/rider Severity: Slight

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00638-03 27/08/2003 Wednesday Time 1230 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TV DOWN SNAPEHILL RD TW W/WELL AS V1 PASSED A PARKED VEH CAS STEPPED INTO RD & WAS STRUCK BY V
Occurred on SNAPE HILL RD DARFIELD 10 MTSFROM J/W THE WILLOWS

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 39 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 11 Female Pedestrian Severity: Slight
2404

E-00767-03 10/10/2003 Friday Time 1528 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TV NANNYMARR RD TW W/WELL. AS IT PASSED JCT CAS RAN OUT IN TO PATH OF V1 DRIVER SWERVED BUT CAUGT PED ON LEG
Occurred on GARDEN ST DARFIELD J/W BARNSLEY RD

Vehicle Reference 1 Motorcycle 50cc and under Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 39 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 12 Male Pedestrian Severity: Slight
Pedestrian Direction: 0

E-00933-03 06/12/2003 Saturday Time 1820 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
V1 TV A633 TW BSLY AS SHE NEG R.ABOUT AT J/W STATION RD PED WALKED INTO RD INTO PATH OF V1. DRIVER UNABLE TO AVOID COLL
Occurred on VALLEY WAY WOMBWELL 10MTS FROM J/W STATION RD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 20 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 74 Female Pedestrian Severity: Slight

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Accidents between dates 01/09/2002 and 31/08/2007 (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

E-00951-03 13/12/2003 Saturday Time 1350 Vehicles 2 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
V1 TV BARNSLEY RD TW W/WELL DRC OF WATH ON DEARNE. APP R/ABOUT J/W BRADBURY BALK LN V2 TV SAME DIRC. V1 SLOWED TO NEG R/ABOUT & V2 COLL REAR OF V1
Occurred on BARNSLEY RD WOMBWELL 5 MTS FROM J/W BRADBURY BALK LN

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 30 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 2 Age: 30 Female Driver/rider Severity: Slight

Casualty Reference: 3 Age: 23 Female Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight

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E-00945-03 14/12/2003 Sunday Time 0940 Vehicles 1 Casualties 1 Fatal
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
PSV STATIONARY AT BUS STOP FACING DIRC ROTH PED STOOD ON PAVEMENT INTENDING TO CROSS TW HOYLANI BUS SETS OFF AS PED STEPS INTO RD. BUS COLL WITH PED
Occurred on HIGH ST WOMBWELL J/W ORCHARD ST

Vehicle Reference 1 Goods <= 3.5 tonnes mgw Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 36 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 81 Female Pedestrian Severity: Fatal

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00071-04 17/01/2004 Saturday Time 2025 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Frost/Ice Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 TV A635 FROM DONCASTER TW BSLY WHEN DRIVER OF V2 MISREAD SIGNS & TRAFFIC CALMING DEVICES & TURNED R ON WRONG SIDE OF CONTRAFLOW INTO ONCOMING V1
Occurred on DONCASTER RD DARFIELD J/W NANNYMAR RD

Vehicle Reference 1 Car
Not in restricted lane
First point of impact Front
Vehicle direction SE to NW
FRV Not foreign registered vehicle
Going ahead
No skidding, jack-knifing or overturning
Age of Driver 36 Breath test Negative
Driver Postcode
Journey 0

Casualty Reference: 1 Age: 10 Male Passenger Severity: Slight
2084

Vehicle Reference 2 Car
Not in restricted lane
First point of impact Front
Vehicle direction NW to SE
FRV Not foreign registered vehicle
Turning right
No skidding, jack-knifing or overturning
Age of Driver 41 Breath test Negative
Driver Postcode
Journey 0

Casualty Reference: 2 Age: 30 Female Passenger Severity: Slight

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B-00177-04 02/02/2004 Monday Time 1730 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 ON MAIN CARR SLOWED INTENDING TO TN RGT, V2 HAS PULLED OUT OF A SLIP RD AND COLL OCC.
Occurred on SNAPEHILL RD DARFIELD AT J/W UPPERWOOD RD

Vehicle Reference 1 Car
Not in restricted lane
First point of impact Offside
Vehicle direction NE to SW
FRV Not foreign registered vehicle
Turning right
No skidding, jack-knifing or overturning
Age of Driver 43 Breath test Not requested
Driver Postcode
Journey 0

Vehicle Reference 2 Car
Not in restricted lane
First point of impact Offside
Vehicle direction NE to SW
FRV Not foreign registered vehicle
Overtaking moving vehicle on its offside
No skidding, jack-knifing or overturning
Age of Driver 17 Breath test Not requested
Driver Postcode
Journey 0

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00247-04 14/02/2004 Saturday Time 1420 Vehicles 2 Casualties 4 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions Road works present Road Type Single carriageway
V1 TV A635 TW BSLY AS V1 APP J/W NANNYMARR RD V2 PULLED OUT OF JCT & COL WITH V1
Occurred on DONCASTER RD DARFIELD J/W NANNYMARR RD

Vehicle Reference 1 Car
Not in restricted lane
First point of impact Offside
Vehicle direction SE to NW
FRV Not foreign registered vehicle

Going ahead
No skidding, jack-knifing or overturning
Age of Driver 24 Breath test Negative
Driver Postcode
Journey 0

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car
Not in restricted lane
First point of impact Front
Vehicle direction SW to NE
FRV Not foreign registered vehicle

Turning right
No skidding, jack-knifing or overturning
Age of Driver 37 Breath test Negative
Driver Postcode
Journey 0

Casualty Reference: 2 Age: 37 Female Driver/rider Severity: Slight

Casualty Reference: 3 Age: 15 Female Passenger Severity: Slight
2406

Casualty Reference: 4 Age: 15 Female Passenger Severity: Slight
2406

Accidents between dates ***01/09/2002*** ***and*** ***31/08/2007*** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00299-04 25/02/2004 Wednesday Time 1940 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
V1 TV ON BYPASS FROM BSLY TW R/ABOUT SITUATED AT THE BOTTOM OF STATION RD V2 WAS ON R/ABOUT INDICATRING TO TURN R DRIVER OF V1 FAILED TO SEE V2 & COLL WITH N/S OF V2
Occurred on STATION RD WOMBWELL AT J/W ROUNDABOUT

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 18 Breath test Not requested
Vehicle direction NW to SE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 42 Breath test Not requested
Vehicle direction SE to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

B-00532-04 16/04/2004 Friday Time 1320 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
VEH1 TRVL SLWY IN RT HND LN ON APPCH FRM DARFIELD TWDS MITCHELLS WY VEH2 O/TKS VEH1 & COLLS VEH1S O/F VEH1
Occurred on BARNSLEY RD WOMBWELL J/W WOMBWELL LN

Vehicle Reference 1 Goods <= 3.5 tonnes mgw Changing lane to right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 54 Breath test Negative
Vehicle direction NE to SW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 23 Breath test Negative
Vehicle direction NE to SW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00608-04 29/04/2004 Thursday Time 2140 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
VEH2 PLLS OUT OF NANNYMARR RD TRNG RT ONTO DONCASTER RD VEH1 TRVL DWN DONCASTER RD TWDS GOLDTHORPE & COLLS WTHRR VEH2
Occurred on DONCASTER ROAD DARFIELD AT JCT NANNYMARR ROAD

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded
First point of impact Front Age of Driver 20 Breath test Positive
Vehicle direction NW to SE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 58 Breath test Not requested
Vehicle direction SW to SE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight

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B-00647-04 07/05/2004 Friday Time 1406 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type 5
VEH1 TRVL ON BARNSLEY RD IS SWRNG IN RD TRNS INTO SCHOOL ST & COLLS WTH PRK CAR THEN COLLS WTH WA TRPNG A PED
Occurred on SCHOOL STREET WOMBWELL AT JCT BARNSLEY ROAD

Vehicle Reference 1 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 49 Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 30 Female Pedestrian Severity: Slight
Pedestrian Direction: 0

Vehicle Reference 2 Car Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 55 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Accidents between dates *01/09/2002* *and* *31/08/2007* (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00813-04 15/06/2004 Tuesday Time 1655 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH1 TRVL ON WOMBWELL BY PASS TWDS BARNSLEY VEH2 A PED CYC TRVL IN SM DRCTN VEH1 TYRS BLW OUT VEH1 SWRVS & COLS WTH PED CYC
Occurred on WOMBWELL BYPASS WOMBWELL 400 MTS FROM BARNSLEY RD

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 67 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 51 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight

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B-00896-04 02/07/2004 Friday Time 1530 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
PED STOOD AT TRFL LGHTS ON SUMMER LN NR JCT WTH HOGUH LN WTNG TO X RD WHEN PSV PLLS UP & CLPS PED ARM
Occurred on SUMMER LANE WOMBWELL 15MTS JCT HOUGH LANE

Vehicle Reference 1 Goods <= 3.5 tonnes mgw Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 11 Male Pedestrian Severity: Slight
Pedestrian Direction: 0 School pupil to or from school 2103

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01139-04 06/08/2004 Friday Time 1105 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type One way street
V1 TR ALONG JOHN ST WHEN PED CYC RODE OUT FROM BEHIND VAN AND INTO PATH OF V1.
Occurred on JOHN ST WOMBWELL 50 MTS FROM BLYTHE ST

Vehicle Reference 1 Car
Not in restricted lane
First point of impact Front
Vehicle direction Park to Parked
FRV Not foreign registered vehicle
Going ahead
No skidding, jack-knifing or overturning
Age of Driver 27 Breath test Not requested
Driver Postcode
Journey 0

Vehicle Reference 2 Pedal cycle
Not in restricted lane
First point of impact Front
Vehicle direction Park to Parked
FRV Not foreign registered vehicle
Going ahead
No skidding, jack-knifing or overturning
Age of Driver 7 Breath test Not requested
Driver Postcode
Journey 0

Casualty Reference: 1 Age: 7 Male Driver/rider Severity: Slight
2103

B-01131-04 19/08/2004 Thursday Time 1800 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
VEH2 TRVL ON BARNSLEY RD ON APPCH TO RNDBT FLS TO SEE VEH1 STPD AT JCT SWRVS TO AVD VEH1 BT COLLS WTH N/SD CRN VEH1
Occurred on BARNSLEY ROAD WOMBWELL ON JCT MITCHELLS WAY

Vehicle Reference 1 Car
Not in restricted lane
First point of impact Back
Vehicle direction Park to Parked
FRV Not foreign registered vehicle
Waiting to go ahead but held up
No skidding, jack-knifing or overturning
Age of Driver 67 Breath test Not requested
Driver Postcode
Journey 0

Casualty Reference: 1 Age: 70 Male Passenger Severity: Slight

Vehicle Reference 2 Car
Not in restricted lane
First point of impact Front
Vehicle direction Park to Parked
FRV Not foreign registered vehicle
Going ahead
No skidding, jack-knifing or overturning
Age of Driver 28 Breath test Not requested
Driver Postcode
Journey 0

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01329-04 30/09/2004 Thursday Time 1705 Vehicles 1 Casualties 1 Fatal
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
PED CYC TR AROUND RDBT FALLS FROM CYCLE AND SUSTAINS HEAD INJ.
Occurred on BARNSLEY RD WOMBWELL AT J/W MITCHELLS WAY

Vehicle Reference 1 Pedal cycle Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 57 Breath test Not applicable
Vehicle direction SW to SE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Fatal

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B-01457-04 29/10/2004 Friday Time 1300 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TVDOWN SNOWDEN TERR V2 TV OP DIRC. V2 STATRS TV TW V1. DRIVER OF V1 TRIES TO TAKE EVASIVE ACTION BY MOUNTING PAVEMENT BUT V2 CONTINUES TO HEAD STRAIGHT TW V1 & COLL OCCURS
Occurred on SNOWDEN TERR WOMBWELL 30 MTS HIGH ST

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 31 Breath test Not requested
Vehicle direction SW to SE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 36 Breath test Not requested
Vehicle direction SE to SW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Accidents between dates 01/09/2002 and 31/08/2007 (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01528-04 12/11/2004 Friday Time 1245 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Unknown
V1 HAD JUST PULLED OUT OF KELVIN GR ONTO PARK ST. AS DRIVER WAS EDGING OUT BETWEEN THE CARS WAITIN AT ATS SHE WAS ABOUT TO TURN R WHEN V2 COL WITH V1. V2 WAS TVTW BSLY.
Occurred on PARK ST WOMBWELL J/W KELVIN GR

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 36 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

B-01541-04 15/11/2004 Monday Time 2000 Vehicles 2 Casualties 2 Serious
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
VEH1 CRRYNG RR ST PLLN PASS TRVL ON PITT ST TWDS GEORGE ST O/TKS STAT VEH LSS CTRL & CLLS WTH STAT. VEH BTH RDR & PSS FLL FRM VEH
Occurred on PITT STREET WOMBWELL 0.2MTS MITCHELLS INDUSTRIAL ESTATE

Vehicle Reference 1 Motorcycle over 125cc and up to 500cc Overtaking stationary vehicle on its offside
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Serious

Casualty Reference: 2 Age: 24 Female Passenger Severity: Serious

Vehicle Reference 2 Car Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 38 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01619-04 25/11/2004 Thursday Time 0900 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH2 TRVL ON SNAPE HLL RD PLLS IN TO ALLW ONCMNG TRF THR VEH1 OFF PLLS ARND WHT VAN & CLLS VEH2 R
Occurred on SNAPE HILL ROAD DARFIELD 30MTS HAVLOCK STREET

Vehicle Reference 1 Car — *Overtaking stationary vehicle on its offside*
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 29 Breath test Not requested
Vehicle direction Park to Parked — Driver Postcode
FRV Not foreign registered vehicle — Journey 0

Vehicle Reference 2 Car — Waiting to go ahead but held up
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Back — Age of Driver 34 Breath test Not requested
Vehicle direction Park to Parked — Driver Postcode
FRV Not foreign registered vehicle — Journey 0

Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight

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B-01624-04 26/11/2004 Friday Time 1400 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH1 ON STATION RD IS STAT & PLLS OUT TO ST OFF INDCTS TO TRN RT ONTO EDWARD ST WHN PED CYC COOLS WTH OFF SD VEH1
Occurred on STATION ROAD WOMBWELL ON JCT EDWARD STREET

Vehicle Reference 1 Car — Turning right
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 39 Breath test Negative
Vehicle direction SW to NE — Driver Postcode
FRV Not foreign registered vehicle — Journey 0

Vehicle Reference 2 Pedal cycle — Going ahead
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 35 Breath test Not requested
Vehicle direction Park to Parked — Driver Postcode
FRV Not foreign registered vehicle — Journey 0

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight

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Accidents between dates *01/09/2002* *and* *31/08/2007* (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01690-04 08/12/2004 Wednesday Time 1000 Vehicles 1 Casualties 1 Slight
Other Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH LOST CONTROL ON BEND AND COLL WITH LAMP POST AND BOUNDARY WALL.
Occurred on GEORGE ST WOMBWELL 30 MTS FROM MILLMOOR RD

Vehicle Reference 1 Car Going ahead left hand bend
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 33 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight

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B-01770-04 17/12/2004 Friday Time 0645 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
VEH1 TRVL TWDS WOMBWELL PLLS ONTO OFF/SD TO O/TK VEH2 VEH2 TRNS RT & VEH1 CLLS WTH VEH2
Occurred on STATION ROAD WOMBWELL AT JCT VALLEY ROAD

Vehicle Reference 1 Car Overtaking moving vehicle on its offside
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Breath test Negative
Vehicle direction NE to SW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Vehicle Reference 2 Pedal cycle Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 41 Breath test Not requested
Vehicle direction NE to NW Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 41 Female Driver/rider Severity: Slight

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01767-04 18/12/2004 Saturday Time 2100 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 TV STATION RD IN DIRC OF DARFIELD. V2 TV STATION RD IN OPP DIRC TW W/WELL. V1 APP JCT & TURNED R ACROSS PATH OF V2.
Occurred on STATION RD WOMBWELL J/W EDWARD ST

Vehicle Reference 1 Car — Turning right
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 56 Breath test Positive
Vehicle direction SW to SE — Driver Postcode
FRV Not foreign registered vehicle — Journey 0

Vehicle Reference 2 Car — Going ahead
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 21 Breath test Negative
Vehicle direction NE to SW — Driver Postcode
FRV Not foreign registered vehicle — Journey 0

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight

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B-01784-04 19/12/2004 Sunday Time 1205 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH1 TRVL DWN STATION RD DDNT NO RD SWRVD TO LFT & DRV STRGHT INTO VEH2 TRVL IN OPP DRCTN
Occurred on STATION ROAD WOMBWELL ON JCT INGS ROAD

Vehicle Reference 1 Car — Going ahead left hand bend
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 44 Breath test Negative
Vehicle direction SW to NW — Driver Postcode
FRV Not foreign registered vehicle — Journey 0

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car — Going ahead right hand bend
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 53 Breath test Negative
Vehicle direction NW to SW — Driver Postcode
FRV Not foreign registered vehicle — Journey 0

Accidents between dates ***01/09/2002*** ***and*** ***31/08/2007*** *(60) months*

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01842-04 30/12/2004 Thursday Time 1330 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
RIDER APPROACHING BEND LOST CONTROL AND FELL FROM MACHINE
Occurred on BRADBURY BALK LN DARFIELD 200 MTS FROM BARNSLEY RD

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Going ahead right hand bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Breath test Not requested
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey 0

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight

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B-00142-05 01/02/2005 Tuesday Time 1030 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type One way street
V1 TR ON HIGH ST WHEN V2 EMERGED INTO PATH AND COLL OCC. V2 THEN LEFT SCENE.
Occurred on HIGH ST WOMBWELL

Vehicle Reference 1 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 32 Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00176-05 07/02/2005 Monday Time 1710 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
RIDER OF V1 AN UNKNOWN VEH TURNED RGT ONTO NANNYMAR RD CAUSING HIM TO BRAKE HARD AND LOSE CONTROL, HE WAS THROWN FROM THE BIKE AND HIT V2.
Occurred on DONCASTER RD DARFIELD AT J/W NANNYMAR RD

Vehicle Reference 1 Motorcycle over 125cc and up to 500cc Slowing or Stopping
Not in restricted lane Overturned
First point of impact Did not impact Age of Driver 27 Breath test Negative
Vehicle direction NW to S Driver Postcode
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 20 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Commuting to/from work

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B-00185-05 09/02/2005 Wednesday Time 1650 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
CHILD RAN ACC RD INTO SIDE OF MOVING VEH.
Occurred on PARK ST WOMBWELL AT J/W KELVIN GR

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 58 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 4 Male Pedestrian Severity: Slight
Pedestrian Direction: N

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection: *Selected using Build Query :*

Notes: *Wombwell Area Accident Data*

B-00216-05 14/02/2005 Monday Time 1120 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Single carriageway
DRIVER IF V1 PARKED AND GOT OUT OF VEH, VAN APPROACHING COLL WITH DRIVER CAUSING HER TO ROLL DOW SIDE OF HER VEH.
Occurred on HIGH ST WOMBWELL 10 MTS FROM STATION RD

Vehicle Reference 1 Car Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 61 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 61 Female Driver/rider Severity: Slight

Vehicle Reference 2 *Goods <= 3.5 tonnes mgw* *Going ahead*
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

B-00258-05 17/02/2005 Thursday Time 2145 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
BOTH VEH'S TR IN SAME DIRECTION. V2 COLL WITH REAR OF V1. V2 THEN SKIDDED AND COLL WITH TELEGRAPH POLE.
Occurred on GEORGE ST DARFIELD 100 MTS FROM MILLMOOR RD

Vehicle Reference 1 Car Slowing or Stopping
Not in restricted lane Skidded
First point of impact Back Age of Driver 47 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 21 Female Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane Skidded
First point of impact Offside Age of Driver 43 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00257-05 23/02/2005 Wednesday Time 0820 Vehicles 3 Casualties 1 Slight
Snowing without high winds Road surface Snow Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 EMERGED FROM HENRY ST SKIDDED ON ICE AND CLIPPED V2, V2 SKIDDED AND SPUN HITTING BOUNDARY WAL AT 58 & 60 GEORGE ST THEN CLIPPED THE REAR OF V3.
Occurred on GEORGE ST LOW VALLEY, WOMBWELL 20 MTS FROM HENRY ST

Vehicle Reference 1 Car Slowing or Stopping
Not in restricted lane Skidded
First point of impact Front Age of Driver 42 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Commuting to/from work

Vehicle Reference 2 Car Going ahead
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 22 Breath test Not requested
Vehicle direction E to W Driver Postcode
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight

Vehicle Reference 3 Car Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 34 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

B-00279-05 25/02/2005 Friday Time 1505 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
CAS 1 WAS CROSSING KINGS RD WHILST TALKING TO FRIEND. FAILED TO SEE V1 APP UNTIL LAST MOMENT & FELL BACKWARDS. V1 THEN RAN OVER HER FOOT. DRIVER STOPPED TO SEE IF CAS WAS OK & THEN LEFT W/O LEAVING ANY DETAILS
Occurred on KINGS RD WOMBWELL 10 MTS FROM J/W KELVIN GR

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test Driver not contacted
Vehicle direction SE to NW Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 12 Female Pedestrian Severity: Slight
Pedestrian Direction: NE School pupil to or from school 2420

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00456-05 09/04/2005 Saturday Time 1725 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight: street lighting unknown
Special Conditions None Road Type One way street
V1 TV GEORGE ST TW SUMMER LN. 1 MALE & 1 FEMALE WALKING IN RD TW V1. THE MALE REACHED THE PAVEMEN
ON N/S. THE FEMALE STEPPED ONTO THE PAVEMENT BUT FELL BACKWARDS INTO V1
Occurred on GEORGE ST WOMBWELL 35 MTS FROM J/W HIGH ST

Vehicle Reference 1 Car — Going ahead
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Nearside — Age of Driver 36 Breath test Negative
Vehicle direction NE to SW — Driver Postcode
FRV Not foreign registered vehicle — Journey Journey as part of work

Casualty Reference: 1 Age: 28 Female Pedestrian Severity: Serious
Pedestrian Direction: 0

B-00547-05 26/04/2005 Tuesday Time 1750 Vehicles 2 Casualties 2 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
V2 TR ALONG CARR WHEN V1 RAN INTO LEFT SIDE OF V2.
Occurred on STONEYFORD RD WOMBWELL

Vehicle Reference 1 Car — Overtaking on nearside
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 21 Breath test Driver not contacted
Vehicle direction N to E — Driver Postcode
FRV Not foreign registered vehicle — Journey Other/Not known

Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car — Going ahead
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Front — Age of Driver 49 Breath test Driver not contacted
Vehicle direction N to E — Driver Postcode
FRV Not foreign registered vehicle — Journey Other/Not known

Casualty Reference: 2 Age: 49 Male Driver/rider Severity: Slight

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Accidents between dates 01/09/2002 and 31/08/2007 (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00602-05 06/05/2005 Friday Time 1715 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TV A633 TW BSLY WHEN CAS CROSSED THE RD IN FRONT OF V1 DRIVER BRAKED BUT WAS UNABLE TO AVOID COLL
Occurred on WOMBWELL BYPASS WOMBWELL 2 MTS FROM J/W LITTLEFIELD LN

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Breath test Not requested
Vehicle direction SE to NW Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 14 Female Pedestrian Severity: Slight
Pedestrian Direction: W 2420

B-00615-05 07/05/2005 Saturday Time 1120 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V2 WAS STATIONARY AT ATS WAITING TO TURN R ONTO STATION RD. V1 WAS WAITING BEHIND V2. AS LIGHTS TURNED TO GREEN V2 SET OFF BUT HAD TO BRAKE SHARPLY DUE TO ANOTHER VEH. V1 COLL REAR OF V1.
Occurred on HIGH ST WOMBWELL J/W STATION RD

Vehicle Reference 1 Taxi Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 42 Breath test Not requested
Vehicle direction SE to NE Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Vehicle Reference 2 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 66 Breath test Not requested
Vehicle direction SE to NW Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 66 Male Driver/rider Severity: Slight

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00637-05 15/05/2005 Sunday Time 1300 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None *Road Type* Single carriageway
V1 TV ALONG PARKLAND VW WHEN CHILD RAN FROM BETWEEN PARKED VEHS INTO PATH OF V1
Occurred on PARKLAND VW LUNDWOOD

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Breath test Negative
Vehicle direction N to S Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 9 Male Pedestrian Severity: Slight
Pedestrian Direction: E 2013

B-00650-05 15/05/2005 Sunday Time 1406 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None *Road Type* Single carriageway
V1 TV DOWN STATION RD/STONYFORD RD APP SHARP L/H BEND AT J/W INGS LN. V2 TV OPP DIRC TW STATION RD
ROUND BEND. V1 HAS PULLED OUT TO GO DOWN INGS LN
& BOTH VEHS COLL IN MIDDLE OF RD
Occurred on STONYFORD RD DARFIELD J/W STATION RD

Vehicle Reference 1 Car Going ahead left hand bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Breath test Not requested
Vehicle direction E to W Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Vehicle Reference 2 Car Going ahead right hand bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 46 Breath test Not requested
Vehicle direction S to E Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight

Casualty Reference: 2 Age: 14 Male Passenger Severity: Slight

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01048-05 02/08/2005 Tuesday Time 1345 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lighting unknown
Special Conditions None Road Type Roundabout
V1 HAS ENTERED RDBT V2 ENTERED FRM NXT JCT INTO PATH AND COLL OCC.
Occurred on STATION RD WOMBWELL AT J/W MITCHELLS WAY

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Breath test Negative
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight

Vehicle Reference 2 Goods <= 3.5 tonnes mgw Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

B-01139-05 18/08/2005 Thursday Time 1315 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH1 TRVLS ON HIGH ST TWDS BARNSLEY LOOKN 4 PARKN SPC ON SD ST REVS INTO MELVILLE ST & COLLS WTH PI
Occurred on HIGH STREET WOMBWELL AT JCT MELVILLE STREET

Vehicle Reference 1 Car Reversing
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 67 Breath test Not requested
Vehicle direction SE to NW Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 88 Female Pedestrian Severity: Slight
Pedestrian Direction: SW

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01308-05 20/09/2005 Tuesday Time 1130 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
CAS1 RAN INFRONT OF V1.
Occurred on MITCHELLS WAY WOMBWELL AT J/W LITTLEFIELD LANE

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Breath test Not requested
Vehicle direction E to W Driver Postcode S73 0NP
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 13 Male Pedestrian Severity: Slight
Pedestrian Direction: N 9999

B-01409-05 13/10/2005 Thursday Time 1345 Vehicles 2 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V2 TV STATION RD DIRC OF DARFIELD. DRIVER FAILS TO NEG SHARP L/H BEND & TV STRAIGHT ON TW INGS RD & COLL WITH V1 TV OPP DIRC .
Occurred on STATION RD WOMBWELL J/W INGS RD

Vehicle Reference 1 Car Going ahead right hand bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 50 Breath test Not requested
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: Male Passenger Severity: Slight

Casualty Reference: 3 Age: Male Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead left hand bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 50 Breath test Not requested
Vehicle direction E to W Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01483-05 26/10/2005 Wednesday Time 0630 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V2 PARKED ON L/S OF RD NR TO JNCT OF BOND ST ON BARNSLEY RD. V1 TRV DWN BOND ST TO TURN RIGHT ONTO BARNSLEY RD. D2 FLASHED V1 TO COME OUT OF JNCT AS VIEW WAS OBSCURED. V3 RIDING BEHIND V2 OVERTOOK AND COLLIDED WITH V1.
Occurred on OUTSIDE NO 49 BARNSLEY ROAD, BARNSLEY.

Vehicle Reference 1 Other motor vehicle Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 70 Breath test Not requested
Vehicle direction N to S Driver Postcode S73 8ES
FRV Not foreign registered vehicle Journey Journey as part of work

Vehicle Reference 2 Minibus Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Breath test Not requested
Vehicle direction W to E Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Vehicle Reference 3 Motorcycle over 50cc and up to 125cc Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test Not requested
Vehicle direction W to E Driver Postcode S73 9HS
FRV Not foreign registered vehicle Journey Journey as part of work

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

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B-01477-05 26/10/2005 Wednesday Time 1510 Vehicles 2 Casualties 1 Slight
Other Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH1 STAT ON BRADBURY BALK LN FCNG TWDS BARNSLEY VEH2 TRVL BHND CLLS RR VEH1
Occurred on BRADBURY BALK LANE WOMBWELL

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 51 Breath test Not requested
Vehicle direction E to W Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01503-05 27/10/2005 Thursday Time 1455 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH1 AT END OF MAIN ST WTNG TO X RD TO OTHR SD STRS TO TRVL AX RD WHN VEH2 CLLS RR VEH1 CASNG RD OI VEH1 TO FLL FRM VEH VEH1 IS A DISABLED SCOOTR
Occurred on MAIN STREET WOMBWELL 5MTS JCT BARNSLEY ROAD

Vehicle Reference 1 Other non-motor vehicle Changing lane to right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 86 Breath test Not requested
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 86 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

B-01652-05 30/10/2005 Sunday Time 0100 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
V2 HAS BEEN TV ON R/ABOUT AT SPEED & COLL WITH V1 LEAVING R/ABOUT
Occurred on MITCHELLS WAY R/ABOUT WOMBWELL 5 MTS FROM J/W STATION RD

Vehicle Reference 1 Car Turning left
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 22 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning left
Not in restricted lane Skidded
First point of impact Front Age of Driver 23 Breath test Positive
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01581-05 10/11/2005 Thursday Time 1345 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 WAS TURNING R FROM SUMMER LN ONTO GEORGE ST WHEN V2 SPED AROUND THE CORNER & COLL WITH N/S O V1
Occurred on SUMMER LN WOMBWELL J/W GEORGE ST

Vehicle Reference 1 Car Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 19 Breath test Not requested
Vehicle direction SE to NE Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car *Overtaking on nearside*
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Breath test Driver not contacted
Vehicle direction N to S Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

B-01576-05 13/11/2005 Sunday Time 0200 Vehicles 1 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 HIT STREET SIGN SUSPECT OPL
Occurred on STATION RD WOMBWELL

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 19 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01674-05 *26/11/2005* Saturday Time 2354 Vehicles 2 Casualties 3 Serious
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
VEH1 UNMRKD POLC VEH TRVL ON KINGS RD WHEN VEH2 EMRGS FRM JCT KELVIN GRV & CLLS WTH OFFSD VEH1
Occurred on KINGS ROAD WOMBWELL AT JCT KELVIN GROVE

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 31 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Serious

Casualty Reference: 2 Age: 22 Male Passenger Severity: Slight

Casualty Reference: 3 Age: 41 Male Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 26 Breath test Positive
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

B-01699-05 02/12/2005 Friday Time 1010 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TV A633 DIRC OF BSLY WHEN CAS RAN INTO RD FROM O/S INTO PATH OF V1.
Occurred on BARNSLEY RD WOMBWELL J/W BOND ST

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 38 Breath test Not requested
Vehicle direction SE to NW Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 13 Male Pedestrian Severity: Slight
Pedestrian Direction: SW 2420

Accidents between dates 01/09/2002 and 31/08/2007 (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01736-05 08/12/2005 Thursday Time 0930 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
V2 NEG R/ABOUT FROM BARNSLEY RD ONTO MITCHELL RD WHEN V1 APP FROM REAR HOOTING HORN & SWERVINC CAUSNG V2 TO LOSE CONTROL & COLL WITH SIGN POST
Occurred on MITCHELLS RD WOMBWELL J/W BRADBERRY BALK LN

Vehicle Reference 1 *Car* *Going ahead*
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test Driver not contacted
Vehicle direction W to SE Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 20 Breath test Driver not contacted
Vehicle direction W to SE Driver Postcode
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight

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B-01750-05 09/12/2005 Friday Time 1655 Vehicles 1 Casualties 2 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 TV N/B ALONG GEORGE ST SKIDS & COLL WITH TELEGRAPH POLE
Occurred on GEORGE ST DARFIELD J/W PROVIDENCE ST

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded
First point of impact Front Age of Driver 27 Breath test Negative
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 12 Female Passenger Severity: Slight
2420

Casualty Reference: 2 Age: 13 Male Passenger Severity: Slight
2420

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00002-06 03/01/2006 Tuesday Time 0020 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 NEG L/H TURN FROM MAIN RD INTO MINOR RD LOSES CONTROL MOUNTS CENTRAL RESERVATION CROSSES OPP LN MOUNTS O/S LN & COLL WITH LAMP POST
Occurred on BARNSLEY RD WOMBWELL

Vehicle Reference 1 Car Going ahead left hand bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Breath test Positive
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight

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B-00089-06 20/01/2006 Friday Time 1400 Vehicles 2 Casualties 1 Slight
Unknown Road surface Wet/Damp Daylight: street lighting unknown
Special Conditions None Road Type Roundabout
V1 NEG SUMMER LN R/ABOUT WHEN V2 COLL WITH N/S OF V1
Occurred on SUMMER LN WOMBWELL

Vehicle Reference 1 Car Going ahead right hand bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 34 Breath test Driver not contacted
Vehicle direction NE to S Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead right hand bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test Driver not contacted
Vehicle direction E to W Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00209-06 21/01/2006 Saturday Time 1710 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 PARKED ON HIGH ST DRIVER WAS LOADING THE VEH. V2(PCV) TV ALONG HIGH ST INTENDING TO PULL INTO BU STOP JUST IN FRONT OF V1. AS V2 PASSED V1, V2 CAUGHT OPEN REAR DOOR OF V1 WHICH THEN STRUCK DRIVER O V1.
Occurred on HIGH ST WOMBWELL

Vehicle Reference 1 Car
Parked
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 36 Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight

Vehicle Reference 2 Bus or coach
Slowing or Stopping
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 36 Breath test Driver not contacted
Vehicle direction N to SE Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00281-06 01/03/2006 Wednesday Time 1045 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TV A633 OUT OF W/WELL. V2 TV OPP DIRC. V3 STATIONARY ON MAIN ST WAITING TO TURN ONTO A633. V2 TURN R ACROSS PATH OF V1 & COLL OCCURRED CAUSING V1 TO BE SHUNTED INTO V3.
Occurred on BARNSLEY RD WOMBWELL J/W MAIN ST

Vehicle Reference 1 Car — Going ahead
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Breath test Not requested
Vehicle direction W to E Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 27 Female Passenger Severity: Slight

Vehicle Reference 2 Car — Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 77 Breath test Not requested
Vehicle direction E to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Vehicle Reference 3 Car — Waiting to turn left
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 33 Breath test Not requested
Vehicle direction N to S Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 2 Age: 33 Female Driver/rider Severity: Slight

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B-00351-06 14/03/2006 Tuesday Time 1442 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH1 TRVL ON CHURCH ST WW TWDS KINGS RD TRFF IN OPP CRGWY IS STPD AT TRF LGHTS CAS1 BELVES BTH CRGWYS SF TO X & STS OFF BTWN STAT TRF COLLS WTH VEH1 IN OPP LN
Occurred on CHURCH STREET WOMBWLL 40MTS JCT KINGS ROAD

Vehicle Reference 1 Car — Going ahead
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 23 Breath test Not requested
Vehicle direction N to S Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Age: 13 Male Pedestrian Severity: Serious
Pedestrian Direction: E School pupil to or from school 2420

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00527-06 15/04/2006 Saturday Time 1430 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TV DOWN BSLY RD TW W/WELL HIGH ST. AS V1 PASSED J/W SCHOOL ST V2 FREE ROLLED DOWN THE HILL(AS H/BRAKE WAS NOT ON SECURELY) & COLL WITH V1.
Occurred on BARNSLEY RD WOMBWELL J/W SCHOOL ST

Vehicle Reference 1 Car Going ahead
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 50 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 52 Female Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 51 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

B-00780-06 11/06/2006 Sunday Time 1334 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Single carriageway
CHILD RAN INBETWEEN PARKED VEH'S INTO PATH OF V1 AND COLL OCC.
Occurred on STATION RD WOMBWELL

Vehicle Reference 1 Car Going ahead
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 42 Breath test Driver not contacted
Vehicle direction N to S Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 8 Male Pedestrian Severity: Slight
Pedestrian Direction: 0 2103

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00844-06 28/06/2006 Wednesday Time 1704 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 STATIONARY ON SALTERSBROOK RD WAITING TO TURN L ONTO SALTERSBROOK RD. V2 COLL WITH REAR OF V1
Occurred on SNAPE HILL RD DARFIELD J/W SALTERSBROOK RD

Vehicle Reference 1 Car — Waiting to turn left
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 70 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 71 Female Passenger Severity: Slight

Vehicle Reference 2 Other motor vehicle — Waiting to turn left
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 25 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

B-01457-06 02/11/2006 Thursday Time 2146 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
V1 TV MITCHELL WAY & ENTERED R/ABOUT AT J/W STATION RD. V1 HAS DRIVEN INTO PATH OF V2 WHO WAS ALREADY ON R/ABOUT JUST ABOUT TO TAKE STATION RD EXIT.
Occurred on STATION RD WOMBWELL J/W VALLEY WAY

Vehicle Reference 1 Car — Going ahead
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 69 Breath test Negative
Vehicle direction NW to SE Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Vehicle Reference 2 Car — Turning left
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 36 Breath test Negative
Vehicle direction SW to N Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Age: 49 Male Passenger Severity: Slight

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Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01640-06 29/11/2006 Wednesday Time 1945 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 TV DOWN STATION RD & WAS ABOUT TO TURN INTO HER DRIVEWAY WHEN V2 COLL WITH REAR OF V1. V2 F/S A SCENE.
Occurred on STATION RD WOMBWELL

Vehicle Reference 1 Car — Waiting to turn right
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 50 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car — Going ahead
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 51 Breath test Positive
Vehicle direction SW to NE Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

B-01734-06 14/12/2006 Thursday Time 1650 Vehicles 1 Casualties 1 Slight
Fine with high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
CHILD RAN FROM IN BETWEEN PARKED VEH'S AND INTO PATH OF V1.
Occurred on PARK ST WOMBWELL 15 MTS FROM HAWSON ST

Vehicle Reference 1 Car — Going ahead
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 51 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 11 Male Pedestrian Severity: Slight
Pedestrian Direction: NE 2420

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00451-07 12/01/2007 Friday Time 0815 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
VEH APPROACHING RDBT MOUNTED KERB & COLL WITH LAMP POST
Occurred on VALLEY WAY WOMBWELL AT J/W STATION RD

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded
First point of impact Front Age of Driver 45 Breath test Not requested
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight
Pedestrian Direction: 0

B-00365-07 17/03/2007 Saturday Time 2307 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
V1 FOLLOWING V2. V2 O/SHOT R/ABOUT JCT CARRIED OUT A U TURN LEFT INTO STATION RD & IT'S TRAILER HIT AN O/S WALL. DRIVER OVERCORRECTED & V2 COLL WITH O/S OF V1. TRAILET THEN JACKNIFED & SIDE SWIPED FRONT O/S OF V1.
Occurred on STATION RD WOMBWELL

Vehicle Reference 1 Other motor vehicle Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 38 Breath test Negative
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight
Pedestrian Direction: 0

Vehicle Reference 2 Other motor vehicle Going ahead
Not in restricted lane Jack-knifed
First point of impact Offside Age of Driver Breath test Driver not contacted
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00390-07 20/03/2007 Tuesday Time 1030 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions Signing defective or obscured Road Type Single carriageway
VEH1 APPROACHES LT HAND BEND AND IS BLINDED BY SUN. UNSURE OF AREA AND DRIVES FWD CROSSING CENTI OF RDAND A COLLISION OCCURS
Occurred on STATION RD DARFIELD STONEYFORD RD

Vehicle Reference 1 Car Going ahead left hand bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 34 Breath test Not requested
Vehicle direction SW to NE Driver Postcode CT6 5RF
FRV *Foreign registered vehicle - left hand drive* Journey *Journey as part of work*

Vehicle Reference 2 Car Going ahead right hand bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Breath test Not requested
Vehicle direction N to SW Driver Postcode S73 9EX
FRV Foreign registered vehicle - left hand drive Journey Other/Not known

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight
Pedestrian Direction: 0

B-00449-07 03/04/2007 Tuesday Time 0850 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight: no street lighting
Special Conditions None Road Type Single carriageway
V2 REVERSING FROM DRIVEWAY, V1 BRAKED & SKIDDED ON WET RD SURFACE AND RIDER FELL FROM MACHINE
Occurred on WILSON ST WOMBWELL

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Going ahead
Not in restricted lane Skidded
First point of impact Did not impact Age of Driver 17 Breath test Not requested
Vehicle direction Parked to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight
Pedestrian Direction: 0

Vehicle Reference 2 Car Reversing
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test Not requested
Vehicle direction Parked to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00497-07 11/04/2007 Wednesday Time 1305 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
PEDCYC RIDING ALONG LITTLEFIELD LN SEE V1 APPROACHING AT SPEED. RIDER TRIES TO GET OUT OF ITS WAY BU LOSES HER BALANCE & FALLS FROM CYCLE
Occurred on LITTLEFIELD LN WOMBWELL 25 MTS FROM J/W MITCHELLS WAY

Vehicle Reference 1 Motorcycle 50cc and under Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test Driver not contacted
Vehicle direction N to S Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Vehicle Reference 2 Pedal cycle Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 10 Breath test Not requested
Vehicle direction S to N Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 10 Female Driver/rider Severity: Slight
Pedestrian Direction: 0 2109

B-00641-07 12/05/2007 Saturday Time 1545 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present but unlit
Special Conditions None Road Type Single carriageway
V1 AT JCT WAITING TO TN RGT WHEN V2 COLL WITH REAR THEN LEFT THE SCENE.
Occurred on GEORGE ST DARFIELD AT J/W MILLMOOR RD

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 21 Breath test Negative
Vehicle direction NE to SW Driver Postcode S73 9QB
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight
Pedestrian Direction: 0

Vehicle Reference 2 Car Going ahead
Not in restricted lane Skidded
First point of impact Front Age of Driver Breath test Driver not contacted
Vehicle direction Park to Parked Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01031-07 05/06/2007 Tuesday Time 1840 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
PED CYC ON RDBT WHEN V2 ENTERED AND COLL WITH PED CYC.
Occurred on BARNSLEY RD WOMBWELL AT J/W MITCHELLS WAY

Vehicle Reference 1 Pedal cycle Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 56 Breath test Not requested
Vehicle direction E to W Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight
Pedestrian Direction: 0

Vehicle Reference 2 Car Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 71 Breath test Negative
Vehicle direction S to W Driver Postcode
FRV Not foreign registered vehicle Journey Other/Not known

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-00790-07 10/06/2007 Sunday Time 0855 Vehicles 4 Casualties 1 Slight
Fine without high winds Road surface *Dry* *Daylight:street lights present*
Special Conditions None Road Type Single carriageway
VEH1 TRAV FROM W'WELL CROSSES TO O/S AND COLLIDES WITH PEDCYC AND VEHS 2 & 3 (PARKED UNATTENDED)
Occurred on STATION ROAD BARNSLEY

Vehicle Reference 1 Car
Not in restricted lane
First point of impact Front
Vehicle direction SW to NE
FRV Not foreign registered vehicle

Going ahead
No skidding, jack-knifing or overturning
Age of Driver 46 Breath test Not requested
Driver Postcode
Journey Other/Not known

Vehicle Reference 2 Car
Not in restricted lane
First point of impact Front
Vehicle direction Park to Parked
FRV Not foreign registered vehicle

Parked
No skidding, jack-knifing or overturning
Age of Driver 25 Breath test Not requested
Driver Postcode
Journey Other/Not known

Vehicle Reference 3 Car
Not in restricted lane
First point of impact Front
Vehicle direction Park to Parked
FRV Not foreign registered vehicle

Parked
No skidding, jack-knifing or overturning
Age of Driver 64 Breath test Not requested
Driver Postcode
Journey Other/Not known

Vehicle Reference 4 Pedal cycle
Not in restricted lane
First point of impact Front
Vehicle direction SW to NE
FRV Not foreign registered vehicle

Going ahead
No skidding, jack-knifing or overturning
Age of Driver 39 Breath test Not requested
Driver Postcode
Journey Other/Not known

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight

Accidents between dates **01/09/2002 and 31/08/2007** (60) months

Selection:
Selected using Build Query :

Notes:
Wombwell Area Accident Data

B-01014-07 22/07/2007 Sunday Time 1420 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
V1 TR ON STATION RD WHEN V2 EMERGED FROM JCT INTO PATH OF V1 AND COLL OCC.
Occurred on STATION RD WOMBWELL AT J/W EDWARD ST

Vehicle Reference 1 Car
Not in restricted lane
First point of impact Front
Vehicle direction S to N
FRV Not foreign registered vehicle
Going ahead
No skidding, jack-knifing or overturning
Age of Driver 40 Breath test Driver not contacted
Driver Postcode S73 0BQ
Journey Other/Not known

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight
Pedestrian Direction: 0

Vehicle Reference 2 Car
Not in restricted lane
First point of impact Front
Vehicle direction W to S
FRV Not foreign registered vehicle
Changing lane to left
No skidding, jack-knifing or overturning
Age of Driver Breath test Driver not contacted
Driver Postcode
Journey Other/Not known

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding	1	8	70	79
2-wheeled motor vehicles	0	3	8	11
Pedal cycles	1	0	7	8
Horses & other	0	0	0	0
Total	2	11	84	97

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	3	44	47
Passenger	0	2	28	30
Motorcycle rider	0	3	6	9
Cyclist	1	0	7	8
Pedestrian	1	4	20	25
Other	0	0	0	0
Total	2	12	105	119

.ccidents between dates 01/09/2002 and 31/08/2007 (60) months

election:

elected using Build Query :

Notes:

Wombwell Area Accident Data

olice Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
)0806-02	26/10/2002	1	Slight	0	1	1	0	Light	No turn	Dry	1750	HIGH ST WOMBWELL
)0895-02	21/11/2002	3	Serious	0	0	1	1	Dark	Right	Wet/Damp	1759	HIGH STREET WOMBWELL ON JCT MAIN STREET
)0942-02	06/12/2002	1	Slight	0	1	0	0	Dark	No turn	Wet/Damp	2115	CHURCH STREET WOMBWELL ON JCT HIGH STREET
)0997-02	19/12/2002	1	Slight	0	0	0	0	Light	Right	Wet/Damp	1245	BARNSLEY RD WOMBWELL AT J/W WILSON ST
)0067-03	20/01/2003	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	1815	WOMBWELL BYPASS WOMBWELL 500MTS STATION ROAD
)0105-03	08/02/2003	1	Slight	0	0	0	0	Light	No turn	Dry	0750	STONYFORD ROAD LOW VALLEY
)0114-03	10/02/2003	1	Slight	0	1	0	0	Light	No turn	Dry	1030	CEMETERY RD WOMBWELL 25 FT FROM HIGH ST
)0136-03	16/02/2003	1	Serious	0	1	1	0	Dark	No turn	Dry	2145	NANNY MARR RD DARFIELD 64 FEET FROM EAST ST
)0221-03	18/03/2003	1	Serious	0	1	1	0	Light	No turn	Dry	1245	GARDEN ST WOMBWELL 30 YDS FROM SNAPE HILL RD
)0233-03	22/03/2003	1	Slight	0	0	1	0	Light	Right	Dry	1052	SNAPE HILL RD DARFIELD AT J/W UPPERWOOD RD
)0238-03	26/03/2003	1	Serious	0	0	0	0	Light	Right	Dry	1445	NANNY MARR RD DARFIELD AT J/W EAST ST
)0280-03	09/04/2003	1	Slight	1	0	0	0	Light	No turn	Dry	1800	WHITE ROSE ROUNDABOUT WOMBWELL J/W MITCHELLS WAY/BARI
)0294-03	10/04/2003	1	Slight	0	0	0	1	Light	No turn	Dry	1613	HIGH ST WOMBWELL
)0401-03	27/05/2003	3	Slight	0	0	1	0	Light	No turn	Dry	0950	SNAPEHILL RD DARFIELD 30 MTS FROM NEW ST
)0405-03	27/05/2003	1	Slight	0	1	1	0	Light	No turn	Dry	1330	HIGH ST WOMBWELL 40 YDS FROM GEORGE ST
)0411-03	31/05/2003	1	Serious	0	0	0	0	Dark	No turn	Dry	2140	SNAPEHILL RD DARFIELD J/W THE WILLOWS
)0444-03	04/06/2003	2	Slight	0	0	0	0	Light	No turn	Dry	1100	HIGH ST WOMBWELL 10 MTS FROM STATION RD
)0470-03	23/06/2003	1	Slight	0	0	1	0	Light	No turn	Dry	1545	BARNSLEY RD WOMBWELL
)0467-03	25/06/2003	3	Serious	0	0	0	1	Light	No turn	Dry	2030	PITT ST LOW VALLEY, WOMBWELL AT J/W NETHERWOOD RD
)0514-03	09/07/2003	1	Slight	0	1	1	0	Light	No turn	Dry	1550	NANNY MARR RD DARFIELD 20 MTS FROM BARNSLEY RD
)0606-03	15/08/2003	1	Slight	0	1	0	0	Light	Right	Dry	1327	STATION RD WOMBWELL 20 YDS FROM J/W HIGH ST
)0625-03	24/08/2003	1	Serious	0	0	0	0	Light	Right	Dry	2330	STATION RD WOMBWELL AT J/W RDBT
)0629-03	25/08/2003	1	Slight	0	0	1	0	Light	Right	Dry	1109	VALLEY RD WOMBWELL 50 MTS FROM STATION RD
)0638-03	27/08/2003	1	Slight	0	1	1	0	Light	No turn	Dry	1230	SNAPE HILL RD DARFIELD 10 MTSFROM J/W THE WILLOWS
)0767-03	10/10/2003	1	Slight	0	1	1	0	Light	No turn	Dry	1528	GARDEN ST DARFIELD J/W BARNSLEY RD
)0933-03	06/12/2003	1	Slight	0	1	0	1	Dark	No turn	Dry	1820	VALLEY WAY WOMBWELL 10MTS FROM J/W STATION RD
)0951-03	13/12/2003	3	Slight	0	0	0	0	Light	No turn	Dry	1350	BARNSLEY RD WOMBWELL 5 MTS FROM J/W BRADBURY BALK LN
)0945-03	14/12/2003	1	Fatal	0	1	0	1	Light	No turn	Wet/Damp	0940	HIGH ST WOMBWELL J/W ORCHARD ST
)0071-04	17/01/2004	2	Slight	0	0	1	0	Dark	Right	Frost/Ice	2025	DONCASTER RD DARFIELD J/W NANNYMAR RD
)0177-04	02/02/2004	1	Slight	0	0	0	0	Dark	Right	Wet/Damp	1730	SNAPEHILL RD DARFIELD AT J/W UPPERWOOD RD

.ccidents between dates 01/09/2002 and 31/08/2007 (60) months

election:
elected using Build Query :

Notes:
Wombwell Area Accident Data

olice Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
)0247-04	14/02/2004	4	Slight	0	0	2	0	Light	Right	Wet/Damp	1420	DONCASTER RD DARFIELD J/W NANNYMARR RD
)0299-04	25/02/2004	1	Slight	0	0	0	0	Dark	No turn	Dry	1940	STATION RD WOMBWELL AT J/W ROUNDABOUT
)0532-04	16/04/2004	1	Slight	0	0	0	0	Light	Right	Dry	1320	BARNSLEY RD WOMBWELL J/W WOMBWELL LN
)0608-04	29/04/2004	1	Slight	0	0	0	0	Dark	No turn	Dry	2140	DONCASTER ROAD DARFIELD AT JCT NANNYMARR ROAD
)0647-04	07/05/2004	1	Slight	0	1	0	0	Light	Right	Dry	1406	SCHOOL STREET WOMBWELL AT JCT BARNSLEY ROAD
)0813-04	15/06/2004	1	Slight	0	0	0	0	Light	No turn	Dry	1655	WOMBWELL BYPASS WOMBWELL 400 MTS FROM BARNSLEY RD
)0896-04	02/07/2004	1	Slight	0	1	1	0	Light	No turn	Dry	1530	SUMMER LANE WOMBWELL 15MTS JCT HOUGH LANE
)1139-04	06/08/2004	1	Slight	1	0	1	0	Light	No turn	Dry	1105	JOHN ST WOMBWELL 50 MTS FROM BLYTHE ST
)1131-04	19/08/2004	1	Slight	0	0	0	1	Light	No turn	Dry	1800	BARNSLEY ROAD WOMBWELL ON JCT MITCHELLS WAY
)1329-04	30/09/2004	1	Fatal	1	0	0	0	Light	No turn	Dry	1705	BARNSLEY RD WOMBWELL AT J/W MITCHELLS WAY
)1457-04	29/10/2004	1	Slight	0	0	0	0	Light	No turn	Dry	1300	SNOWDEN TERR WOMBWELL 30 MTS HIGH ST
)1528-04	12/11/2004	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1245	PARK ST WOMBWELL J/W KELVIN GR
)1541-04	15/11/2004	2	Serious	0	0	0	0	Dark	No turn	Dry	2000	PITT STREET WOMBWELL 0.2MTS MITCHELLS INDUSTRIAL ESTATE
)1619-04	25/11/2004	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	0900	SNAPE HILL ROAD DARFIELD 30MTS HAVLOCK STREET
)1624-04	26/11/2004	1	Slight	1	0	0	0	Light	Right	Dry	1400	STATION ROAD WOMBWELL ON JCT EDWARD STREET
)1690-04	08/12/2004	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1000	GEORGE ST WOMBWELL 30 MTS FROM MILLMOOR RD
)1770-04	17/12/2004	1	Slight	1	0	0	0	Dark	Right	Wet/Damp	0645	STATION ROAD WOMBWELL AT JCT VALLEY ROAD
)1767-04	18/12/2004	1	Slight	0	0	0	0	Dark	Right	Dry	2100	STATION RD WOMBWELL J/W EDWARD ST
)1784-04	19/12/2004	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1205	STATION ROAD WOMBWELL ON JCT INGS ROAD
)1842-04	30/12/2004	1	Slight	0	0	0	0	Light	No turn	Dry	1330	BRADBURY BALK LN DARFIELD 200 MTS FROM BARNSLEY RD
)0142-05	01/02/2005	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1030	HIGH ST WOMBWELL
)0176-05	07/02/2005	1	Slight	0	0	0	0	Dark	Right	Dry	1710	DONCASTER RD DARFIELD AT J/W NANNYMAR RD
)0185-05	09/02/2005	1	Slight	0	1	1	0	Light	No turn	Wet/Damp	1650	PARK ST WOMBWELL AT J/W KELVIN GR
)0216-05	14/02/2005	1	Slight	0	0	0	1	Light	No turn	Dry	1120	HIGH ST WOMBWELL 10 MTS FROM STATION RD
)0258-05	17/02/2005	1	Slight	0	0	0	0	Dark	No turn	Dry	2145	GEORGE ST DARFIELD 100 MTS FROM MILLMOOR RD
)0257-05	23/02/2005	1	Slight	0	0	0	0	Light	No turn	Snow	0820	GEORGE ST LOW VALLEY, WOMBWELL 20 MTS FROM HENRY ST
)0279-05	25/02/2005	1	Slight	0	1	1	0	Light	No turn	Wet/Damp	1505	KINGS RD WOMBWELL 10 MTS FROM J/W KELVIN GR
)0456-05	09/04/2005	1	Serious	0	1	0	0	Light	No turn	Dry	1725	GEORGE ST WOMBWELL 35 MTS FROM J/W HIGH ST
)0547-05	26/04/2005	2	Slight	0	0	0	0	Light	No turn	Wet/Damp	1750	STONEYFORD RD WOMBWELL
)0602-05	06/05/2005	1	Slight	0	1	1	0	Light	No turn	Dry	1715	WOMBWELL BYPASS WOMBWELL 2 MTS FROM J/W LITTLEFIELD LN

.ccidents between dates 01/09/2002 and 31/08/2007 (60) months

election:
elected using Build Query :

Notes:
Wombwell Area Accident Data

olice Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
)0615-05	07/05/2005	1	Slight	0	0	0	1	Light	Right	Dry	1120	HIGH ST WOMBWELL J/W STATION RD
)0637-05	15/05/2005	1	Slight	0	1	1	0	Light	No turn	Dry	1300	PARKLAND VW LUNDWOOD
)0650-05	15/05/2005	2	Slight	0	0	1	0	Light	No turn	Dry	1406	STONYFORD RD DARFIELD J/W STATION RD
)1048-05	02/08/2005	1	Slight	0	0	0	0	Light	No turn	Dry	1345	STATION RD WOMBWELL AT J/W MITCHELLS WAY
)1139-05	18/08/2005	1	Slight	0	1	0	1	Light	No turn	Dry	1315	HIGH STREET WOMBWELL AT JCT MELVILLE STREET
)1308-05	20/09/2005	1	Slight	0	1	1	0	Light	No turn	Dry	1130	MITCHELLS WAY WOMBWELL AT J/W LITTLEFIELD LANE
)1409-05	13/10/2005	3	Slight	0	0	2	0	Light	No turn	Dry	1345	STATION RD WOMBWELL J/W INGS RD
)1483-05	26/10/2005	1	Slight	0	0	1	0	Dark	Right	Wet/Damp	0630	OUTSIDE NO 49 BARNSLEY ROAD. BARNSLEY.
)1477-05	26/10/2005	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1510	BRADBURY BALK LANE WOMBWELL
)1503-05	27/10/2005	1	Slight	0	0	0	1	Light	Right	Dry	1455	MAIN STREET WOMBWELL 5MTS JCT BARNSLEY ROAD
)1652-05	30/10/2005	1	Slight	0	0	0	0	Dark	Left	Wet/Damp	0100	MITCHELLS WAY R/ABOUT WOMBWELL 5 MTS FROM J/W STATION R
)1581-05	10/11/2005	1	Slight	0	0	0	0	Light	Right	Wet/Damp	1345	SUMMER LN WOMBWELL J/W GEORGE ST
)1576-05	13/11/2005	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	0200	STATION RD WOMBWELL
)1674-05	26/11/2005	3	Serious	0	0	0	0	Dark	No turn	Wet/Damp	2354	KINGS ROAD WOMBWELL AT JCT KELVIN GROVE
)1699-05	02/12/2005	1	Slight	0	1	1	0	Light	No turn	Wet/Damp	1010	BARNSLEY RD WOMBWELL J/W BOND ST
)1736-05	08/12/2005	1	Slight	0	0	0	0	Light	No turn	Dry	0930	MITCHELLS RD WOMBWELL J/W BRADBERRY BALK LN
)1750-05	09/12/2005	2	Slight	0	0	2	0	Dark	No turn	Wet/Damp	1655	GEORGE ST DARFIELD J/W PROVIDENCE ST
)0002-06	03/01/2006	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	0020	BARNSLEY RD WOMBWELL
)0089-06	20/01/2006	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1400	SUMMER LN WOMBWELL
)0209-06	21/01/2006	1	Slight	0	0	0	0	Dark	No turn	Dry	1710	HIGH ST WOMBWELL
)0281-06	01/03/2006	2	Slight	0	0	0	0	Light	Both	Dry	1045	BARNSLEY RD WOMBWELL J/W MAIN ST
)0351-06	14/03/2006	1	Serious	0	1	1	0	Light	No turn	Dry	1442	CHURCH STREET WOMBWLL 40MTS JCT KINGS ROAD
)0527-06	15/04/2006	1	Slight	0	0	0	0	Light	No turn	Dry	1430	BARNSLEY RD WOMBWELL J/W SCHOOL ST
)0780-06	11/06/2006	1	Slight	0	1	1	0	Light	No turn	Dry	1334	STATION RD WOMBWELL
)0844-06	28/06/2006	1	Slight	0	0	0	1	Light	Left	Dry	1704	SNAPE HILL RD DARFIELD J/W SALTERSBROOK RD
)1457-06	02/11/2006	1	Slight	0	0	0	0	Dark	Left	Dry	2146	STATION RD WOMBWELL J/W VALLEY WAY
)1640-06	29/11/2006	1	Slight	0	0	0	0	Dark	Right	Dry	1945	STATION RD WOMBWELL
)1734-06	14/12/2006	1	Slight	0	1	1	0	Dark	No turn	Dry	1650	PARK ST WOMBWELL 15 MTS FROM HAWSON ST
)0451-07	12/01/2007	1	Slight	0	0	0	0	Light	No turn	Dry	0815	VALLEY WAY WOMBWELL AT J/W STATION RD
)0365-07	17/03/2007	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	2307	STATION RD WOMBWELL

.ccidents between dates 01/09/2002 and 31/08/2007 (60) months

election:

elected using Build Query :

Notes:

Wombwell Area Accident Data

olice Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
)0390-07	20/03/2007	1	Slight	0	0	0	0	Light	No turn	Dry	1030	STATION RD DARFIELD STONEYFORD RD
)0449-07	03/04/2007	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	0850	WILSON ST WOMBWELL
)0497-07	11/04/2007	1	Slight	1	0	1	0	Light	No turn	Dry	1305	LITTLEFIELD LN WOMBWELL 25 MTS FROM J/W MITCHELLS WAY
)0641-07	12/05/2007	1	Slight	0	0	0	0	Dark	No turn	Wet/Damp	1545	GEORGE ST DARFIELD AT J/W MILLMOOR RD
)1031-07	05/06/2007	1	Slight	1	0	0	0	Light	Left	Dry	1840	BARNSLEY RD WOMBWELL AT J/W MITCHELLS WAY
)0790-07	10/06/2007	1	Slight	1	0	0	0	Light	No turn	Dry	0855	STATION ROAD BARNSLEY
)1014-07	22/07/2007	1	Slight	0	0	0	0	Light	No turn	Dry	1420	STATION RD WOMBWELL AT J/W EDWARD ST
lumn Totals		119		8	25	33	11					
. of Accidents				8	25	30	11					

al number of accidents listed: 97

APPENDIX F

PUBLIC TRANSPORT INFORMATION

Sheffield ▸ Fulwood

From:
SHEFFIELD,
Interchange via

Harmer Lane
Pond Street
Flat Street
Fitzalan Square
High Street
Castle Square
High Street
Church Street
West Street
Glossop Road
Royal Hallamshire Hospital
BROOMHILL
Fulwood Road
RANMOOR
NETHER GREEN
Brookhouse Hill
Crimicar Lane
Hallamshire Road

To :
FULWOOD,
Barncliffe Road/
Winchester Road

Fulwood ▸ Sheffield

From:
FULWOOD,
Barncliffe Road/
Winchester Road via

Crimicar Lane
Brookhouse Hill
NETHER GREEN
RANMOOR
Fulwood
BROOMHILL
Royal Hallamshire Hospital
Glossop Road
West Street
Leopold Street
Pinstone Street
Furnival Gate
Furnival Square
Furnival Street
Brown Street
Paternoster Row
Sheaf Square
Sheaf Street
Pond Street
Harmer Lane

To :
SHEFFIELD,
Interchange

Travel South Yorkshire

40

Full timetable

Sheffield
Broomhill
Ranmoor
Nether Green
Fulwood

Also serves:
University of Sheffield
Royal Hallamshire Hospital

From 29/07/2007

In partnership with:
First

What's changed

From Sunday 29 July 2007 a new service will be introduced replacing service 60.

This service will have minor timetable changes.

Single Service Timetables

Full Timetable – Individual timetables give the full timetable for a service and where appropriate will combine services that have been developed to complement each other.

40 ▸ Monday to Friday — Fulwood ▸ Sheffield Centre

Fulwood, Barncliffe Road/Winchester Road	*0608*	*0628*	*0648*	*0708*	*0721*	*0731*	*0741*	*0751*	*0801*	*0811*	*0821*	*0831*	*0841*
Ranmoor, Notre Dame School, Fulwood Rd	–	–	–	–	–	–	–	–	–	–	–	–	–
Ranmoor, Ranmoor Inn	0617	0637	0657	0717	0730	0740	0750	0800	0810	0820	0830	0840	0850
Royal Hallamshire Hospital, Glossop Road	0623	0643	0703	0723	0740	0750	0800	0810	0820	0830	0840	0850	0900
Sheffield, Interchange	0634	0654	0714	0736	0753	0803	0813	0823	0833	0843	0853	0903	0913
Fulwood, Barncliffe Road/Winchester Road	0851	0901	0911	0921	0931	0941	0951	1001	1011	1021	1031	1041	1051
Ranmoor, Notre Dame School, Fulwood Roa	–	–	–	–	–	–	–	–	–	–	–	–	–
Ranmoor, Ranmoor Inn	0900	0910	0920	0930	0940	0950	1000	1010	1020	1030	1040	1050	1100
Royal Hallamshire Hospital, Glossop Road	0910	0920	0930	0940	0950	1000	1010	1020	1030	1040	1050	1100	1110
Sheffield, Interchange	0923	0933	0943	0953	1003	1013	1023	1033	1043	1053	1103	1113	1123
Fulwood, Barncliffe Road/Winchester Road	1101	1111	1121	1131	1141	1151	1201	1211	1221	1231	1241	1251	1301
Ranmoor, Notre Dame School, Fulwood Rd	–	–	–	–	–	–	–	–	–	–	–	–	–
Ranmoor, Ranmoor Inn	1110	1120	1130	1140	1150	1200	1210	1220	1230	1240	1250	1300	1310
Royal Hallamshire Hospital, Glossop Road	1120	1130	1140	1150	1200	1210	1220	1230	1240	1250	1300	1310	1320
Sheffield, Interchange	1133	1143	1153	1203	1213	1223	1233	1243	1253	1303	1313	1323	1333

40 ▸ Monday to Friday (continued) — Fulwood ▸ Sheffield Centre

Fulwood, Barncliffe Road/Winchester Road	1311	1321	1331	1341	1351	1401	1411	1421	1431	1441	1451	1501	1511
Ranmoor, Notre Dame School, Fulwood Rd	–	–	–	–	–	–	–	–	–	–	–	–	–
Ranmoor, Ranmoor Inn	1320	1330	1340	1350	1400	1410	1420	1430	1440	1450	1500	1510	1520
Royal Hallamshire Hospital, Glossop Road	1330	1340	1350	1400	1410	1420	1430	1440	1450	1500	1510	1520	1530
Sheffield, Interchange	1343	1353	1403	1413	1423	1433	1443	1453	1503	1513	1523	1533	1543
Fulwood, Barncliffe Road/Winchester Road	1521	1531	1541	–	1551	1601	1611	1621	1631	1641	1651	1701	1711
Ranmoor, Notre Dame School, Fulwood Rd	–	–	–	1550	–	–	–	–	–	–	–	–	–
Ranmoor, Ranmoor Inn	1530	1540	1550	1553	1600	1610	1620	1630	1640	1650	1700	1710	1720
Royal Hallamshire Hospital, Glossop Road	1540	1550	1600	1603	1610	1620	1630	1640	1650	1700	1710	1720	1730
Sheffield, Interchange	1553	1603	1613	1616	1623	1633	1643	1653	1703	1713	1723	1733	1743
Fulwood, Barncliffe Road/Winchester Road	1721	1735	1750	1805	1820	1835	1850	1905	1920	1935	1950	2008	2028
Ranmoor, Notre Dame School, Fulwood Rd	–	–	–	–	–	–	–	–	–	–	–	–	–
Ranmoor, Ranmoor Inn	1730	1744	1759	1814	1829	1844	1859	1914	1929	1944	1959	2017	2037
Royal Hallamshire Hospital, Glossop Road	1740	1750	1805	1820	1835	1850	1905	1920	1935	1950	2005	2023	2043
Sheffield, Interchange	1753	1803	1816	1831	1846	1901	1916	1931	1946	2001	2016	2034	2054

40 ▸ Monday to Friday (continued) — Fulwood ▸ Sheffield Centre

Fulwood, Barncliffe Road/Winchester Road	2048	2108	2128	2148	2208	2228	2248	2308
Ranmoor, Notre Dame School, Fulwood Rd	–	–	–	–	–	–	–	–
Ranmoor, Ranmoor Inn	2057	2117	2137	2157	2217	2237	2257	2317
Royal Hallamshire Hospital, Glossop Road	2103	2123	2143	2203	2223	2243	2303	2323
Sheffield, Interchange	2114	2134	2154	2214	2234	2254	2314	2334

40 ▸ Monday to Friday — Sheffield Centre ▸ Fulwood

Sheffield, Interchange	*0550*	*0620*	*0640*	*0657*	*0707*	*0717*	*0727*	*0737*	*0747*	*0757*	*0807*	*0817*	*0827*
Royal Hallamshire Hospital, Glossop Road	0600	0630	0650	0707	0720	0730	0740	0750	0800	0810	0820	0830	0840
Ranmoor, Fulwood Road/Bulls Head	0606	0636	0656	0715	0728	0738	0748	0758	0808	0818	0828	0838	0848
Fulwood, Barncliffe Road/Winchester Road	0616	0646	0706	0725	0738	0748	0758	0808	0818	0828	0838	0848	0858
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–
Sheffield, Interchange	0837	0847	0857	0907	0917	0927	0937	0947	0957	1007	1017	1027	1037
Royal Hallamshire Hospital, Glossop Road	0850	0900	0910	0920	0930	0940	0950	1000	1010	1020	1030	1040	1050
Ranmoor, Fulwood Road/Bulls Head	0858	0908	0918	0928	0938	0948	0958	1008	1018	1028	1038	1048	1058
Fulwood, Barncliffe Road/Winchester Road	0908	0918	0928	0938	0948	0958	1008	1018	1028	1038	1048	1058	1108
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–
Sheffield, Interchange	1047	1057	1107	1117	1127	1137	1147	1157	1207	1217	1227	1237	1247
Royal Hallamshire Hospital, Glossop Road	1100	1110	1120	1130	1140	1150	1200	1210	1220	1230	1240	1250	1300
Ranmoor, Fulwood Road/Bulls Head	1108	1118	1128	1138	1148	1158	1208	1218	1228	1238	1248	1258	1308
Fulwood, Barncliffe Road/Winchester Road	1118	1128	1138	1148	1158	1208	1218	1228	1238	1248	1258	1308	1318
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–

40 ▸ Monday to Friday (continued) — Sheffield Centre ▸ Fulwood

Sheffield, Interchange	1257	1307	1317	1327	1337	1347	1357	1407	1417	1427	1437	1447	1457
Royal Hallamshire Hospital, Glossop Road	1310	1320	1330	1340	1350	1400	1410	1420	1430	1440	1450	1500	1510
Ranmoor, Fulwood Road/Bulls Head	1318	1328	1338	1348	1358	1408	1418	1428	1438	1448	1458	1508	1518
Fulwood, Barncliffe Road/Winchester Road	1328	1338	1348	1358	1408	1418	1428	1438	1448	1458	1508	1518	1528
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–
Sheffield, Interchange	1507	1517	1527	1537	1547	1557	1607	1617	1627	1637	1647	1657	1707
Royal Hallamshire Hospital, Glossop Road	1520	1530	1540	1550	1600	1610	1620	1630	1640	1650	1700	1710	1720
Ranmoor, Fulwood Road/Bulls Head	1528	1538	1548	1558	1608	1618	1628	1638	1648	1658	1708	1718	1728
Fulwood, Barncliffe Road/Winchester Road	1538	1548	1558	1608	1618	1628	1638	1648	1658	1708	1718	1728	1738
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–
Sheffield, Interchange	1717	1727	1737	1747	1757	1807	1822	1837	1852	1907	1922	1940	2000
Royal Hallamshire Hospital, Glossop Road	1730	1740	1750	1800	1810	1820	1835	1847	1902	1917	1932	1950	2010
Ranmoor, Fulwood Road/Bulls Head	1738	1748	1758	1808	1818	1828	1841	1853	1908	1923	1938	1956	2016
Fulwood, Barncliffe Road/Winchester Road	1748	1758	1808	1818	1828	1838	1851	1903	1918	1933	1948	2006	2026
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–

40 ▸ Monday to Friday (continued) — Sheffield Centre ▸ Fulwood

Sheffield, Interchange	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340
Royal Hallamshire Hospital, Glossop Road	2030	2050	2110	2130	2150	2210	2230	2250	2310	2330	2350
Ranmoor, Fulwood Road/Bulls Head	2036	2056	2116	2136	2156	2216	2236	2256	2316	2336	2356
Fulwood, Barncliffe Road/Winchester Road	2046	2106	2126	2146	2206	2226	2246	2306	2326	2346	0006
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	2328	2348	0008

40 ▸ Saturday — **Fulwood ▸ Sheffield Centre**

Fulwood, Barncliffe Road/Winchester Road	0618	0648	0708	0728	0748	0808	0828	0843	0858	0911	0921	0931	0941
Ranmoor, Ranmoor Inn	0627	0657	0717	0737	0757	0817	0837	0852	0907	0920	0930	0940	0950
Royal Hallamshire Hospital, Glossop Road	0633	0703	0723	0743	0803	0825	0845	0900	0915	0930	0940	0950	1000
Sheffield, Interchange	*0644*	*0714*	*0734*	*0754*	*0816*	*0838*	*0858*	*0913*	*0928*	*0943*	*0953*	*1003*	*1013*
Fulwood, Barncliffe Road/Winchester Road	0951	1001	1011	1021	1031	1041	1051	1101	1111	1121	1131	1141	1151
Ranmoor, Ranmoor Inn	1000	1010	1020	1030	1040	1050	1100	1110	1120	1130	1140	1150	1200
Royal Hallamshire Hospital, Glossop Road	1010	1020	1030	1040	1050	1100	1110	1120	1130	1140	1150	1200	1210
Sheffield, Interchange	1023	1033	1043	1053	1103	1113	1123	1133	1143	1153	1203	1213	1223
Fulwood, Barncliffe Road/Winchester Road	1201	1211	1221	1231	1241	1251	1301	1311	1321	1331	1341	1351	1401
Ranmoor, Ranmoor Inn	1210	1220	1230	1240	1250	1300	1310	1320	1330	1340	1350	1400	1410
Royal Hallamshire Hospital, Glossop Road	1220	1230	1240	1250	1300	1310	1320	1330	1340	1350	1400	1410	1420
Sheffield, Interchange	1233	1243	1253	1303	1313	1323	1333	1343	1353	1403	1413	1423	1433

40 ▸ Saturday (continued) — **Fulwood ▸ Sheffield Centre**

Fulwood, Barncliffe Road/Winchester Road	1411	1421	1431	1441	1451	1501	1511	1521	1531	1541	1551	1601	1611
Ranmoor, Ranmoor Inn	1420	1430	1440	1450	1500	1510	1520	1530	1540	1550	1600	1610	1620
Royal Hallamshire Hospital, Glossop Road	1430	1440	1450	1500	1510	1520	1530	1540	1550	1600	1610	1620	1630
Sheffield, Interchange	1443	1453	1503	1513	1523	1533	1543	1553	1603	1613	1623	1633	1643
Fulwood, Barncliffe Road/Winchester Road	1621	1631	1641	1651	1701	1711	1721	1735	1750	1805	1820	1835	1850
Ranmoor, Ranmoor Inn	1630	1640	1650	1700	1710	1720	1730	1744	1759	1814	1829	1844	1859
Royal Hallamshire Hospital, Glossop Road	1640	1650	1700	1710	1720	1730	1740	1750	1805	1820	1835	1850	1905
Sheffield, Interchange	1653	1703	1713	1723	1733	1743	1751	1803	1816	1831	1846	1901	1916
Fulwood, Barncliffe Road/Winchester Road	1905	1920	1935	1950	2008	2028	2048	2108	2128	2148	2208	2228	2248
Ranmoor, Ranmoor Inn	1914	1929	1944	1959	2017	2037	2057	2117	2137	2157	2217	2237	2257
Royal Hallamshire Hospital, Glossop Road	1920	1935	1950	2005	2023	2043	2103	2123	2143	2203	2223	2243	2303
Sheffield, Interchange	1931	1946	2001	2016	2034	2054	2114	2134	2154	2214	2234	2254	2314

40 ▸ Saturday (continued) — **Fulwood ▸ Sheffield Centre**

Fulwood, Barncliffe Road/Winchester Road	2308
Ranmoor, Ranmoor Inn	2317
Royal Hallamshire Hospital, Glossop Road	2323
Sheffield, Interchange	2334

40 ▸ Saturday — **Sheffield Centre ▸ Fulwood**

Sheffield, Interchange	0550	0620	0640	0700	0720	0740	0800	0815	0830	0845	0857	0907	0917
Royal Hallamshire Hospital, Glossop Road	0600	0630	0650	0710	0730	0750	0810	0825	0840	0858	0910	0920	0930
Ranmoor, Fulwood Road/Bulls Head	0606	0636	0656	0716	0736	0756	0816	0831	0846	0906	0918	0928	0938
Fulwood, Barncliffe Road/Winchester Road	*0616*	*0646*	*0706*	*0726*	*0746*	*0806*	*0826*	*0841*	*0856*	*0916*	*0928*	*0938*	*0948*
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–
Sheffield, Interchange	0927	0937	0947	0957	1007	1017	1027	1037	1047	1057	1107	1117	1127
Royal Hallamshire Hospital, Glossop Road	0940	0950	1000	1010	1020	1030	1040	1050	1100	1110	1120	1130	1140
Ranmoor, Fulwood Road/Bulls Head	0948	0958	1008	1018	1028	1038	1048	1058	1108	1118	1128	1138	1148
Fulwood, Barncliffe Road/Winchester Road	0958	1008	1018	1028	1038	1048	1058	1108	1118	1128	1138	1148	1158
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–
Sheffield, Interchange	1137	1147	1157	1207	1217	1227	1237	1247	1257	1307	1317	1327	1337
Royal Hallamshire Hospital, Glossop Road	1150	1200	1210	1220	1230	1240	1250	1300	1310	1320	1330	1340	1350
Ranmoor, Fulwood Road/Bulls Head	1158	1208	1218	1228	1238	1248	1258	1308	1318	1328	1338	1348	1358
Fulwood, Barncliffe Road/Winchester Road	1208	1218	1228	1238	1248	1258	1308	1318	1328	1338	1348	1358	1408
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–

40 ▸ Saturday (continued) — **Sheffield Centre ▸ Fulwood**

Sheffield, Interchange	1347	1357	1407	1417	1427	1437	1447	1457	1507	1517	1527	1537	1547
Royal Hallamshire Hospital, Glossop Road	1400	1410	1420	1430	1440	1450	1500	1510	1520	1530	1540	1550	1600
Ranmoor, Fulwood Road/Bulls Head	1408	1418	1428	1438	1448	1458	1508	1518	1528	1538	1548	1558	1608
Fulwood, Barncliffe Road/Winchester Road	1418	1428	1438	1448	1458	1508	1518	1528	1538	1548	1558	1608	1618
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–
Sheffield, Interchange	1557	1607	1617	1627	1637	1647	1657	1707	1717	1727	1737	1752	1807
Royal Hallamshire Hospital, Glossop Road	1610	1620	1630	1640	1650	1700	1710	1720	1730	1740	1750	1805	1820
Ranmoor, Fulwood Road/Bulls Head	1618	1628	1638	1648	1658	1708	1718	1728	1738	1748	1758	1813	1828
Fulwood, Barncliffe Road/Winchester Road	1628	1638	1648	1658	1708	1718	1728	1738	1748	1758	1808	1823	1838
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–
Sheffield, Interchange	1822	1837	1852	1907	1922	1940	2000	2020	2040	2100	2120	2140	2200
Royal Hallamshire Hospital, Glossop Road	*1835*	*1846*	*1902*	*1917*	*1932*	*1950*	*2010*	*2030*	*2050*	*2110*	*2130*	*2150*	*2210*
Ranmoor, Fulwood Road/Bulls Head	1841	1852	1908	1923	1938	1956	2016	2036	2056	2116	2136	2156	2216
Fulwood, Barncliffe Road/Winchester Road	1851	1904	1918	1933	1948	2006	2026	2046	2106	2126	2146	2206	2226
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–

40 ▸ Saturday (continued) — **Sheffield Centre ▸ Fulwood**

Sheffield, Interchange	2220	2240	2300	2320	2340
Royal Hallamshire Hospital, Glossop Road	2230	2250	2310	2330	2350
Ranmoor, Fulwood Road/Bulls Head	2236	2256	2316	2336	2356
Fulwood, Barncliffe Road/Winchester Road	2246	2306	2326	2346	0006
Fulwood, Crimicar Lane/Hallamshire Road	–	–	2328	2348	0008

40 ▸ Sunday — **Sheffield Centre ▸ Fulwood**

Sheffield, Interchange	0645	0715	0745	0815	0845	0915	0945	1015	1045	1115	1140	1200	1220
Royal Hallamshire Hospital, Glossop Road	0655	0725	0755	0825	0855	0925	0955	1025	1055	1125	1150	1210	1230
Ranmoor, Fulwood Road/Bulls Head	0701	0731	0801	0831	0901	0931	1001	1031	1101	1131	1156	1216	1236
Fulwood, Barncliffe Road/Winchester Road	0711	0741	0811	0841	0911	0941	1011	1041	1111	1141	1206	1226	1246
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–
Sheffield, Interchange	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540	1600	1620	1640
Royal Hallamshire Hospital, Glossop Road	1250	1310	1330	1350	1410	1430	1450	1510	1530	1550	1610	1630	1650
Ranmoor, Fulwood Road/Bulls Head	1256	1316	1336	1356	1416	1436	1456	1516	1536	1556	1616	1636	1656
Fulwood, Barncliffe Road/Winchester Road	1306	1326	1346	1406	1426	1446	1506	1526	1546	1606	1626	1646	1706
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–
Sheffield, Interchange	1700	1720	1740	1800	1820	1840	1900	1920	1940	2000	2020	2040	2100
Royal Hallamshire Hospital, Glossop Road	1710	1730	1750	1810	1830	1850	1910	1930	1950	2010	2030	2050	2110
Ranmoor, Fulwood Road/Bulls Head	1716	1736	1756	1816	1836	1856	1916	1936	1956	2016	2036	2056	2116
Fulwood, Barncliffe Road/Winchester Road	1726	1746	1806	1826	1846	1906	1926	1946	2006	2026	2046	2106	2126
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	–	–	–	–	–	–	–	–

40 ▸ Sunday (continued) — **Sheffield Centre ▸ Fulwood**

Sheffield, Interchange	2120	2140	2200	2220	2240	2300	2320	2340
Royal Hallamshire Hospital, Glossop Road	2130	2150	2210	2230	2250	2310	2330	2350
Ranmoor, Fulwood Road/Bulls Head	2136	2156	2216	2236	2256	2316	2336	2356
Fulwood, Barncliffe Road/Winchester Road	2146	2206	2226	2246	2306	2326	2346	0006
Fulwood, Crimicar Lane/Hallamshire Road	–	–	–	–	–	2328	2348	0008

40 ▸ Sunday — **Fulwood ▸ Sheffield Centre**

Fulwood, Barncliffe Road/Winchester Road	0713	0743	0813	0843	0913	0943	1013	1043	1113	1143	1208	1228	1248
Ranmoor, Ranmoor Inn	0722	0752	0822	0852	0922	0952	1022	1052	1122	1152	1217	1237	1257
Royal Hallamshire Hospital, Glossop Road	0728	0758	0828	0858	0928	0958	1028	1058	1128	1158	1223	1243	1303
Sheffield, Interchange	0739	0809	0839	0909	0939	1009	1039	1109	1139	1209	1234	1254	1314
Fulwood, Barncliffe Road/Winchester Road	1308	1328	1348	1408	1428	1448	1508	1528	1548	1608	1628	1648	1708
Ranmoor, Ranmoor Inn	1317	1337	1357	1417	1437	1457	1517	1537	1557	1617	1637	1657	1717
Royal Hallamshire Hospital, Glossop Road	1323	1343	1403	1423	1443	1503	1523	1543	1603	1623	1643	1703	1723
Sheffield, Interchange	1334	1354	1414	1434	1454	1514	1534	1554	1614	1634	1654	1714	1734
Fulwood, Barncliffe Road/Winchester Road	1728	1748	1808	1828	1848	1908	1928	1948	2008	2028	2048	2108	2128
Ranmoor, Ranmoor Inn	1737	1757	1817	1837	1857	1917	1937	1957	2017	2037	2057	2117	2137
Royal Hallamshire Hospital, Glossop Road	1743	1803	1823	1843	1903	1923	1943	2003	2023	2043	2103	2123	2143
Sheffield, Interchange	1754	1814	1834	1854	1914	1934	1954	2014	2034	2054	2114	2134	2154

40 ▸ Sunday (continued) — **Fulwood ▸ Sheffield Centre**

Fulwood, Barncliffe Road/Winchester Road	2148	2208	2228	2248	2308
Ranmoor, Ranmoor Inn	2157	2217	2237	2257	2317
Royal Hallamshire Hospital, Glossop Road	2203	2223	2243	2303	2323
Sheffield, Interchange	2214	2234	2254	2314	2334

Travel South Yorkshire

218

Full timetable

Barnsley
Stairfoot
Darfield
Goldthorpe
Mexborough
Kilnhurst
Rawmarsh
Rotherham

Also serves:
Kendray Hospital
Retail World

From 16/07/2007

In partnership with:
Stagecoach

What's changed

There are no changes to service 218.

Variations

Journeys terminating at Mexborough, Highwoods Road / Manvers Road operate from Swinton Road via Inner Relief Road, Bus Station, West Street, Main Street, Hartley Street, Wath Road to Highwoods Road.

Barnsley ▸ Rotherham

From:
BARNSLEY,
Interchange via

Eldon Street North
Interchange Way
Kendray Street
Harborough Hill Road
Sheffield Road
Taylor Row
Doncaster Road
KENDRAY
STAIRFOOT
ARDSLEY
Barnsley Road
DARFIELD
Nanny Marr Road
Doncaster Road
Dearne Valley Parkway
BILLINGLEY
Barnsley Road
HIGHGATE
GOLDTHORPE
High Street
Goldthorpe Road
Goldthorpe Green
Furlong Road
BOLTON-ON-DEARNE
Prospect Road
Highgate Lane
Carrfield Lane
Billingley View
Carr Head Lane
Canberra Rise
Ingsfield Lane
Dearne Road
Station Road
MANVERS
Manvers Way
Wath Road
Highwoods Road
Elm Road
Maple Road
Eden Terrace
Arnold Crescent
Adwick Road
Montagu Hospital
Inner Relief Road
MEXBOROUGH
Flyover
Bank Street
High Street
Garden Street
Lower Dolcliffe Road
Hartley Street
Swinton Road
Rowms Lane
Bridge Street
Station Street
SWINTON
Church Street
Rookery Road

Barnsley ▸ Rotherham (cont.)

Broadway
The Crescent
Valley Road
Piccadilly Road
Fitzwilliam Street
Highthorn Road
KILNHURST
Victoria Street
Glasshouse Road
Glasshouse Lane
Kilnhurst Road
RAWMARSH
Dale Road
Blythe Avenue
High Street
Bellows Road
Green Lane
Barbers Avenue
Great Eastern Way
PARKGATE
Rotherham Road
Retail World
Rawmarsh Road
St. Ann's Road
Centenary Way
Greasbrough Road
Chantry Bridge

To : ROTHERHAM,
Interchange

Rotherham ▸ Barnsley

From:
ROTHERHAM,
Interchange via

Effingham Square
Flyover
Centenary Way
St. Ann's Road
Rawmarsh Road
Retail World
Rotherham Road
PARKGATE
Great Eastern Way
Barbers Avenue
Green Lane
Bellows Road
High Street
Blythe Avenue
Dale Road
RAWMARSH
Kilnhurst Road
Glasshouse Lane
Glasshouse Road
Victoria Street
KILNHURST
Highthorn Road
Fitzwilliam Street
Piccadilly Road
Valley Road
The Crescent
Broadway
Rookery Road
Church Street

SWINTON
Station Street
Bridge Street
Rowms Lane
Swinton Road
Inner Relief Road
Bus Station
MEXBOROUGH
Inner Relief Road
Montagu Hospital
Adwick Road
Arnold Crescent
Eden Terrace
Maple Road
Elm Road
Highwoods Road
Wath Road
Manvers Way
MANVERS
Station Road
Dearne Road
Ingsfield Lane
Canberra Rise
Carr Head Lane
Billingley View
Carrfield Lane
Highgate Lane
Prospect Road
BOLTON-ON-DEARNE

Rotherham ▸ Barnsley (cont!)

Furlong Road
Goldthorpe Green
Goldthorpe Road
High Street
GOLDTHORPE
HIGHGATE
Barnsley Road
BILLINGLEY
Dearne Valley Parkway
Doncaster Road
Nanny Marr Road
DARFIELD
Barnsley Road
ARDSLEY
STAIRFOOT
KENDRAY
Doncaster Road
Taylor Row
Sheffield Road
Harborough Hill Road
Kendray Street
Interchange Way
Eldon Street North

To :
BARNSLEY,
Interchange

218 ▸ Monday to Friday — **Barnsley Centre ▸ Rotherham Centre**

See notes:							CD	CH					
Barnsley Interchange		–	–	–	0640	0710	0740	0805	0810	0840	0910	0940	1010	1040
Stairfoot, Post Office		–	–	–	0648	0718	0748	0813	0818	0848	0918	0948	1018	1048
Ardsley, Oaks Working Mens Club		–	–	–	0652	0722	0752	0817	0822	0852	0922	0952	1022	1052
Darfield, The Foulstone School		–	–	–	0702	0732	0802	0827	0832	0902	0932	1002	1032	1102
Darfield, Nanny Marr Road/School Street		–	–	–	0703	0733	0803	0828	0833	0903	0933	1003	1033	1103
Goldthorpe, High Street Netto		–	–	–	0712	0742	0812	0837	0842	0912	0942	1012	1042	1112
Bolton -on- Dearne, Prospect Rd/The Green		–	–	–	0716	0746	0816	0841	0846	0916	0946	1016	1046	1116
Bolton -on- Dearne, Ingsfield Ln/Canberra Ri		–	–	–	0721	0751	0821	0846	0851	0921	0951	1021	1051	1121
Manvers, Manvers Way Ventura		–	–	–	0725	0755	0825	0850	0855	0925	0955	1025	1055	1125
Manvers, Dearne Valley College		–	–	–	–	–	–	0855	–	–	–	–	–	–
Manvers, Wath Road/Bolton Road		–	–	–	0727	0757	0827	0857	0857	0927	0957	1027	1057	1127
Mexborough, Highwoods Rd/Manvers Rd		–	–	–	0730	0800	0830	0900	0900	0930	1000	1030	1100	1130
Mexborough, Adwick Road/Princess Road		–	–	–	0736	0806	0836	0906	0906	0936	1006	1036	1106	1136
Mexborough, Hartley Street	a.	–	–	–	0742	0812	0842	0912	0912	0942	1012	1042	1112	1142
Mexborough, Hartley Street	d.	0455	0645	0715	0745	0815	0845	0915	0915	0945	1015	1045	1115	1145
Swinton, Civic Hall Station Street		0458	0648	0718	0748	0818	0848	0918	0918	0948	1018	1048	1118	1148
Swinton, Valley Road/The Croft		0504	0653	0723	0753	0823	0853	0923	0923	0953	1023	1053	1123	1153
Kilnhurst, Highthorn Rd/Meadow View Rd		0508	0657	0727	0757	0827	0857	0927	0927	0957	1027	1057	1127	1157
Kilnhurst, Victoria Street		0510	0700	0730	0800	0830	0900	0930	0930	1000	1030	1100	1130	1200
Rawmarsh, Stagecoach Bus Depot		0513	0704	0734	0804	0834	0904	0934	0934	1004	1034	1104	1134	1204
Rawmarsh, Rawmarsh Leisure Centre		0516	0707	0737	0807	0837	0907	0937	0937	1007	1037	1107	1137	1207
Rotherham, Interchange		*0525*	*0717*	*0747*	*0817*	*0847*	*0917*	*0947*	*0947*	*1017*	*1047*	*1117*	*1147*	*1217*

218 ▸ Monday to Friday (continued) — **Barnsley Centre ▸ Rotherham Centre**

Barnsley Interchange		1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610	1640	1710
Stairfoot, Post Office		1118	1148	1218	1248	1318	1348	1418	1448	1518	1548	1618	1648	1718
Ardsley, Oaks Working Mens Club		1122	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622	1652	1722
Darfield, The Foulstone School		1132	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732
Darfield, Nanny Marr Road/School Street		1133	1203	1233	1303	1333	1403	1433	1503	1533	1603	1633	1703	1733
Goldthorpe, High Street Netto		1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742
Bolton -on- Dearne, Prospect Rd/The Green		1146	1216	1246	1316	1346	1416	1446	1516	1546	1616	1646	1716	1746
Bolton -on- Dearne, Ingsfield Ln/Canberra Ri		1151	1221	1251	1321	1351	1421	1451	1521	1551	1621	1651	1721	1751
Manvers, Manvers Way Ventura		1155	1225	1255	1325	1355	1425	1455	1525	1555	1625	1655	1725	1755
Manvers, Dearne Valley College		–	–	–	–	–	–	–	–	–	–	–	–	–
Manvers, Wath Road/Bolton Road		1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	1757
Mexborough, Highwoods Rd/Manvers Rd		1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800
Mexborough, Adwick Road/Princess Road		1206	1236	1306	1336	1406	1436	1506	1536	1606	1636	1706	1736	1806
Mexborough, Hartley Street	a.	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812
Mexborough, Hartley Street	d.	1215	1245	1315	1345	1415	1445	1515	1545	1615	1645	1715	1745	1815
Swinton, Civic Hall Station Street		1218	1248	1318	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818
Swinton, Valley Road/The Croft		1223	1253	1323	1353	1423	1453	1523	1553	1623	1653	1723	1753	1823
Kilnhurst, Highthorn Rd/Meadow View Rd		1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	1757	1827
Kilnhurst, Victoria Street		1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830
Rawmarsh, Stagecoach Bus Depot		1234	1304	1334	1404	1434	1504	1534	1604	1634	1704	1734	1804	1834
Rawmarsh, Rawmarsh Leisure Centre		1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837
Rotherham, Interchange		1247	1317	1347	1417	1447	1517	1547	1617	1647	1717	1747	1817	1847

218 ▸ Monday to Friday (continued) — **Barnsley Centre ▸ Rotherham Centre**

Barnsley Interchange		1740	1840	–	–	–
Stairfoot, Post Office		1748	1848	–	–	–
Ardsley, Oaks Working Mens Club		1752	1850	–	–	–
Darfield, The Foulstone School		1802	1858	–	–	–
Darfield, Nanny Marr Road/School Street		1803	1859	–	–	–
Goldthorpe, High Street Netto		1812	1908	–	–	–
Bolton -on- Dearne, Prospect Rd/The Green		1816	1912	–	–	–
Bolton -on- Dearne, Ingsfield Ln/Canberra Ri		1821	1917	–	–	–
Manvers, Manvers Way Ventura		1825	1921	–	–	–
Manvers, Dearne Valley College		–	–	–	–	–
Manvers, Wath Road/Bolton Road		1827	1923	–	–	–
Mexborough, Highwoods Rd/Manvers Rd		1830	1926	2026	2126	2226
Mexborough, Adwick Road/Princess Road		1836	1928	2028	2128	2228
Mexborough, Hartley Street	a.	1842	1933	2033	2133	2233
Mexborough, Hartley Street	d.	1845	1935	2035	2135	2235
Swinton, Civic Hall Station Street		1848	1938	2038	2138	2238
Swinton, Valley Road/The Croft		1853	1944	2044	2144	2244
Kilnhurst, Highthorn Rd/Meadow View Rd		1857	1948	2048	2148	2248
Kilnhurst, Victoria Street		1900	1950	2050	2150	2250
Rawmarsh, Stagecoach Bus Depot		1904	1953	2053	2153	2253
Rawmarsh, Rawmarsh Leisure Centre		1907	1956	2056	2156	2256
Rotherham, Interchange		1917	2005	2105	2205	2305

218 ▸ *Monday to Friday* — **Rotherham Centre ▸ Barnsley Centre**

Rotherham, Interchange		–	–	–	0725	0755	0828	0855	0925	0956	1025	1055	1125	1155
Rawmarsh, Rawmarsh Leisure Centre		–	–	–	0734	0805	0838	0905	0935	1005	1035	1105	1135	1205
Rawmarsh, Stagecoach Bus Depot		–	0638	0708	0738	0808	0841	0908	0938	1008	1038	1108	1138	1208
Kilnhurst, Victoria Street		–	0642	0712	0742	0812	0845	0912	0942	1012	1042	1112	1142	1212
Kilnhurst, Highthorn Rd/Meadow View Rd		–	0645	0715	0745	0815	0848	0915	0945	1015	1045	1115	1145	1215
Swinton, Valley Road/The Croft		–	0649	0719	0749	0819	0852	0919	0949	1019	1049	1119	1149	1219
Swinton, Civic Hall		–	0653	0723	0753	0823	0856	0923	0953	1023	1053	1123	1153	1223
Mexborough, Bus Station	a.	–	0656	0726	0756	0826	0859	0926	0956	1026	1056	1126	1156	1226
Mexborough, Bus Station	d.	0604	0659	0729	0759	0829	0859	0929	0959	1029	1059	1129	1159	1229
Montagu Hospital, Adwick Road		0608	0703	0733	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233
Mexborough, Highwoods Rd/Manvers Rd		0614	0709	0739	0809	0839	0909	0939	1009	1039	1109	1139	1209	1239
Manvers, Wath Road/Bolton Road		0617	0712	0742	0812	0842	0912	0942	1012	1042	1112	1142	1212	1242
Manvers, Manvers Way Ventura House		0619	0714	0744	0814	0844	0914	0944	1014	1044	1114	1144	1214	1244
Bolton -on- Dearne, Canberra Ri/Melbourne /		0623	0718	0748	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248
Bolton -on- Dearne, Prospect Road		0628	0723	0753	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253
Goldthorpe, Police Station		0633	0728	0758	0828	0858	0928	0958	1028	1058	1128	1158	1228	1258
Darfield, Nanny Marr Road/School Street		0640	0735	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305
Darfield, The Foulstone School		0642	0737	0807	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307
Ardsley, Oaks Working Mens Club		0652	0747	0817	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317
Stairfoot, Post Office		0656	0751	0821	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321
Barnsley Interchange		0705	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330

218 ▸ Monday to Friday (continued) — **Rotherham Centre ▸ Barnsley Centre**

Rotherham, Interchange		1225	1255	1325	1355	1425	1455	1525	1555	1625	1655	1725	1755	1855
Rawmarsh, Rawmarsh Leisure Centre		1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1802	1902
Rawmarsh, Stagecoach Bus Depot		1238	1308	1338	1408	1438	1508	1538	1608	1638	1708	1738	1807	1907
Kilnhurst, Victoria Street		1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1809	1909
Kilnhurst, Highthorn Rd/Meadow View Rd		1245	1315	1345	1415	1445	1515	1545	1615	1645	1715	1745	1812	1912
Swinton, Valley Road/The Croft		1249	1319	1349	1419	1449	1519	1549	1619	1649	1719	1749	1815	1915
Swinton, Civic Hall		1253	1323	1353	1423	1453	1523	1553	1623	1653	1723	1753	1818	1918
Mexborough, Bus Station	a.	1256	1326	1356	1426	1456	1526	1556	1626	1656	1726	1756	1821	1921
Mexborough, Bus Station	d.	1259	1329	1359	1429	1459	1529	1559	1629	1659	1729	1759	1821	1921
Montagu Hospital, Adwick Road		1303	1333	1403	1433	1503	1533	1603	1633	1703	1733	1803	1825	1925
Mexborough, Highwoods Rd/Manvers Rd		1309	1339	1409	1439	1509	1539	1609	1639	1709	1739	1809	1831	1931
Manvers, Wath Road/Bolton Road		1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1834	1934
Manvers, Manvers Way Ventura House		1314	1344	1414	1444	1514	1544	1614	1644	1714	1744	1814	1836	1936
Bolton -on- Dearne, Canberra Ri/Melbourne /		1318	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818	–	–
Bolton -on- Dearne, Prospect Road		1323	1353	1423	1453	1523	1553	1623	1653	1723	1753	1823	–	–
Goldthorpe, Police Station		1328	1358	1428	1458	1528	1558	1628	1658	1728	1758	1828	–	–
Darfield, Nanny Marr Road/School Street		1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	–	–	–
Darfield, The Foulstone School		1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	–	–	–
Ardsley, Oaks Working Mens Club		1347	1417	1447	1517	1547	1617	1647	1717	1747	1817	–	–	–
Stairfoot, Post Office		1351	1421	1451	1521	1551	1621	1651	1721	1751	1821	–	–	–
Barnsley Interchange		1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	–	–	–

218 ▸ Monday to Friday (continued) — **Rotherham Centre ▸ Barnsley Centre**

Rotherham, Interchange	1955	2055	2155	2255
Rawmarsh, Rawmarsh Leisure Centre	2002	2102	2202	2302
Rawmarsh, Stagecoach Bus Depot	2007	2107	2207	2307
Kilnhurst, Victoria Street	2009	2109	2209	2309
Kilnhurst, Highthorn Rd/Meadow View Rd	2012	2112	2212	2312
Swinton, Valley Road/The Croft	2015	2115	2215	2315
Swinton, Civic Hall	2018	2118	2218	2318
Mexborough, Bus Station	a. 2021	2121	2221	2321
Mexborough, Bus Station	d. 2021	2121	2221	2321
Montagu Hospital, Adwick Road	–	–	–	–
Mexborough, Highwoods Rd/Manvers Rd	2026	2126	2226	2326
Manvers, Wath Road/Bolton Road	–	–	–	–
Manvers, Manvers Way Ventura House	–	–	–	–
Bolton -on- Dearne, Canberra Ri/Melbourne /	–	–	–	–
Bolton -on- Dearne, Prospect Road	–	–	–	–
Goldthorpe, Police Station	–	–	–	–
Darfield, Nanny Marr Road/School Street	–	–	–	–
Darfield, The Foulstone School	–	–	–	–
Ardsley, Oaks Working Mens Club	–	–	–	–
Stairfoot, Post Office	–	–	–	–
Barnsley Interchange	–	–	–	–

218 ▸ Saturday — **Barnsley Centre ▸ Rotherham Centre**

Barnsley Interchange		–	0740	0810	0840	0910	0940	1010	1040	1110	1140	1210	1240	1310
Stairfoot, Post Office		–	0748	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318
Ardsley, Oaks Working Mens Club		–	0752	0822	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322
Darfield, The Foulstone School		–	0802	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302	1332
Darfield, Nanny Marr Road/School Street		–	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333
Goldthorpe, High Street Netto		–	*0812*	*0842*	*0912*	*0942*	*1012*	*1042*	*1112*	*1142*	*1212*	*1242*	*1312*	*1342*
Bolton -on- Dearne, Prospect Rd/The Green		–	0816	0846	0916	0946	1016	1046	1116	1146	1216	1246	1316	1346
Bolton -on- Dearne, Ingsfield Ln/Canberra Ri		–	0821	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351
Manvers, Manvers Way Ventura		–	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355
Manvers, Wath Road/Bolton Road		–	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357
Mexborough, Highwoods Rd/Manvers Rd		–	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400
Mexborough, Adwick Road/Princess Road		–	0836	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406
Mexborough, Hartley Street	a.	–	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312	1342	1412
Mexborough, Hartley Street	d.	0715	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415
Swinton, Civic Hall Station Street		0718	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418
Swinton, Valley Road/The Croft		0723	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423
Kilnhurst, Highthorn Rd/Meadow View Rd		0727	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427
Kilnhurst, Victoria Street		0730	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430
Rawmarsh, Stagecoach Bus Depot		0734	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434
Rawmarsh, Rawmarsh Leisure Centre		0737	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437
Rotherham, Interchange		0747	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447

218 ▸ Saturday (continued) — **Barnsley Centre ▸ Rotherham Centre**

Barnsley Interchange		1340	1410	1440	1510	1540	1610	1640	1710	1740	1840	–	–	–
Stairfoot, Post Office		1348	1418	1448	1518	1548	1618	1648	1718	1748	1848	–	–	–
Ardsley, Oaks Working Mens Club		1352	1422	1452	1522	1552	1622	1652	1722	1752	1850	–	–	–
Darfield, The Foulstone School		1402	1432	1502	1532	1602	1632	1702	1732	1802	1858	–	–	–
Darfield, Nanny Marr Road/School Street		1403	1433	1503	1533	1603	1633	1703	1733	1803	1859	–	–	–
Goldthorpe, High Street Netto		1412	1442	1512	1542	1612	1642	1712	1742	1812	1908	–	–	–
Bolton -on- Dearne, Prospect Rd/The Green		1416	1446	1516	1546	1616	1646	1716	1746	1816	1912	–	–	–
Bolton -on- Dearne, Ingsfield Ln/Canberra Ri		1421	1451	1521	1551	1621	1651	1721	1751	1821	1917	–	–	–
Manvers, Manvers Way Ventura		1425	1455	1525	1555	1625	1655	1725	1755	1825	1921	–	–	–
Manvers, Wath Road/Bolton Road		1427	1457	1527	1557	1627	1657	1727	1757	1827	1923	–	–	–
Mexborough, Highwoods Rd/Manvers Rd		1430	1500	1530	1600	1630	1700	1730	1800	1830	1926	2026	2126	2226
Mexborough, Adwick Road/Princess Road		1436	1506	1536	1606	1636	1706	1736	1806	1836	1928	2028	2128	2228
Mexborough, Hartley Street	a.	1442	1512	1542	1612	1642	1712	1742	1812	1842	1933	2033	2133	2233
Mexborough, Hartley Street	d.	1445	1515	1545	1615	1645	1715	1745	1815	1845	1935	2035	2135	2235
Swinton, Civic Hall Station Street		1448	1518	1548	1618	1648	1718	1748	1818	1848	1938	2038	2138	2238
Swinton, Valley Road/The Croft		1453	1523	1553	1623	1653	1723	1753	1823	1853	1944	2044	2144	2244
Kilnhurst, Highthorn Rd/Meadow View Rd		1457	1527	1557	1627	1657	1727	1757	1827	1857	1948	2048	2148	2248
Kilnhurst, Victoria Street		1500	1530	1600	1630	1700	1730	1800	1830	1900	1950	2050	2150	2250
Rawmarsh, Stagecoach Bus Depot		1504	1534	1604	1634	1704	1734	1804	1834	1904	1953	2053	2153	2253
Rawmarsh, Rawmarsh Leisure Centre		1507	1537	1607	1637	1707	1737	1807	1837	1907	1956	2056	2156	2256
Rotherham, Interchange		1517	1547	1617	1647	1717	1747	1817	1847	1917	2005	2105	2205	2305

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Rotherham, Interchange		–	–	–	0755	–	–	0925	0955	1025	1055	1125	1155	1225
Rawmarsh, Rawmarsh Leisure Centre		–	–	–	0805	–	–	0935	1005	1035	1105	1135	1205	1235
Rawmarsh, Stagecoach Bus Depot		0638	0708	0738	0808	–	0908	0938	1008	1038	1108	1138	1208	1238
Kilnhurst, Victoria Street		0642	0712	0742	0812	–	0912	0942	1012	1042	1112	1142	1212	1242
Kilnhurst, Highthorn Rd/Meadow View Rd		0645	0715	0745	0815	–	0915	0945	1015	1045	1115	1145	1215	1245
Swinton, Valley Road/The Croft		*0649*	*0719*	*0749*	*0819*	–	*0919*	*0949*	*1019*	*1049*	*1119*	*1149*	*1219*	*1249*
Swinton, Civic Hall		0653	0723	0753	0823	–	0923	0953	1023	1053	1123	1153	1223	1253
Mexborough, Bus Station	a.	0656	0726	0756	0826	–	0926	0956	1026	1056	1126	1156	1226	1256
Mexborough, Bus Station	d.	0659	0729	0759	0829	0859	0929	0959	1029	1059	1129	1159	1229	1259
Montagu Hospital, Adwick Road		0703	0733	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303
Mexborough, Highwoods Rd/Manvers Rd		0709	0739	0809	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309
Manvers, Wath Road/Bolton Road		0712	0742	0812	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312
Manvers, Manvers Way Ventura House		0714	0744	0814	0844	0914	0944	1014	1044	1114	1144	1214	1244	1314
Bolton -on- Dearne, Canberra Ri/Melbourne /		0718	0748	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318
Bolton -on- Dearne, Prospect Road		0723	0753	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323
Goldthorpe, Police Station		0728	0758	0828	0858	0928	0958	1028	1058	1128	1158	1228	1258	1328
Darfield, Nanny Marr Road/School Street		0735	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335
Darfield, The Foulstone School		0737	0807	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337
Ardsley, Oaks Working Mens Club		0747	0817	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347
Stairfoot, Post Office		0751	0821	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351
Barnsley Interchange		0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400

218 ▸ Saturday (continued) — **Rotherham Centre ▸ Barnsley Centre**

Rotherham, Interchange		1255	1325	1355	1425	1455	1525	1555	1625	1655	1725	1755	1855	1955
Rawmarsh, Rawmarsh Leisure Centre		1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1802	1902	2002
Rawmarsh, Stagecoach Bus Depot		1308	1338	1408	1438	1508	1538	1608	1638	1708	1738	1807	1907	2007
Kilnhurst, Victoria Street		1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1809	1909	2009
Kilnhurst, Highthorn Rd/Meadow View Rd		1315	1345	1415	1445	1515	1545	1615	1645	1715	1745	1812	1912	2012
Swinton, Valley Road/The Croft		1319	1349	1419	1449	1519	1549	1619	1649	1719	1749	1815	1915	2015
Swinton, Civic Hall		1323	1353	1423	1453	1523	1553	1623	1653	1723	1753	1818	1918	2018
Mexborough, Bus Station	a.	*1326*	*1356*	*1426*	*1456*	*1526*	*1556*	*1626*	*1656*	*1726*	*1756*	*1821*	*1921*	*2021*
Mexborough, Bus Station	d.	1329	1359	1429	1459	1529	1559	1629	1659	1729	1759	1821	1921	2021
Montagu Hospital, Adwick Road		1333	1403	1433	1503	1533	1603	1633	1703	1733	1803	1825	1925	–
Mexborough, Highwoods Rd/Manvers Rd		1339	1409	1439	1509	1539	1609	1639	1709	1739	1809	1831	1931	2026
Manvers, Wath Road/Bolton Road		1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1834	1934	–
Manvers, Manvers Way Ventura House		1344	1414	1444	1514	1544	1614	1644	1714	1744	1814	1836	1936	–
Bolton -on- Dearne, Canberra Ri/Melbourne /		1348	1418	1448	1518	1548	1618	1648	1718	1748	1818	–	–	–
Bolton -on- Dearne, Prospect Road		1353	1423	1453	1523	1553	1623	1653	1723	1753	1823	–	–	–
Goldthorpe, Police Station		1358	1428	1458	1528	1558	1628	1658	1728	1758	1828	–	–	–
Darfield, Nanny Marr Road/School Street		1405	1435	1505	1535	1605	1635	1705	1735	1805	–	–	–	–
Darfield, The Foulstone School		1407	1437	1507	1537	1607	1637	1707	1737	1807	–	–	–	–
Ardsley, Oaks Working Mens Club		1417	1447	1517	1547	1617	1647	1717	1747	1817	–	–	–	–
Stairfoot, Post Office		1421	1451	1521	1551	1621	1651	1721	1751	1821	–	–	–	–
Barnsley Interchange		1430	1500	1530	1600	1630	1700	1730	1800	1830	–	–	–	–

218 ▸ Saturday (continued) — **Rotherham Centre ▸ Barnsley Centre**

Rotherham, Interchange		2055	2155	2255
Rawmarsh, Rawmarsh Leisure Centre		2102	2202	2302
Rawmarsh, Stagecoach Bus Depot		2107	2207	2307
Kilnhurst, Victoria Street		2109	2209	2309
Kilnhurst, Highthorn Rd/Meadow View Rd		2112	2212	2312
Swinton, Valley Road/The Croft		2115	2215	2315
Swinton, Civic Hall		2118	2218	2318
Mexborough, Bus Station	a.	2121	2221	2321
Mexborough, Bus Station	d.	2121	2221	2321
Montagu Hospital, Adwick Road		-	-	-
Mexborough, Highwoods Rd/Manvers Rd		2126	2226	2326
Manvers, Wath Road/Bolton Road		-	-	-
Manvers, Manvers Way Ventura House		-	-	-
Bolton -on- Dearne, Canberra Ri/Melbourne /		-	-	-
Bolton -on- Dearne, Prospect Road		-	-	-
Goldthorpe, Police Station		-	-	-
Darfield, Nanny Marr Road/School Street		-	-	-
Darfield, The Foulstone School		-	-	-
Ardsley, Oaks Working Mens Club		-	-	-
Stairfoot, Post Office		-	-	-
Barnsley Interchange		-	-	-

218 ▸ Sunday — **Mexborough ▸ Rotherham Centre**

Mexborough, Highwoods Rd/Manvers Rd		1026	1126	1226	1326	1426	1526	1626	1726	1826	1926	2026	2126	2226
Mexborough, Adwick Road/Princess Road		1028	1128	1228	1328	1428	1528	1628	1728	1828	1928	2028	2128	2228
Mexborough, Hartley Street	a.	1033	1133	1233	1333	1433	1533	1633	1733	1833	1933	2033	2133	2233
Mexborough, Hartley Street	d.	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935	2035	2135	2235
Swinton, Civic Hall Station Street		1038	1138	1238	1338	1438	1538	1638	1738	1838	1938	2038	2138	2238
Swinton, Valley Road/The Croft		1044	1144	1244	1344	1444	1544	1644	1744	1844	1944	2044	2144	2244
Kilnhurst, Highthorn Rd/Meadow View Rd		1048	1148	1248	1348	1448	1548	1648	1748	1848	1948	2048	2148	2248
Kilnhurst, Victoria Street		1050	1150	1250	1350	1450	1550	1650	1750	1850	1950	2050	2150	2250
Rawmarsh, Stagecoach Bus Depot		1053	1153	1253	1353	1453	1553	1653	1753	1853	1953	2053	2153	2253
Rawmarsh, Rawmarsh Leisure Centre		1056	1156	1256	1356	1456	1556	1656	1756	1856	1956	2056	2156	2256
Rotherham, Interchange		1105	1205	1305	1405	1505	1605	1705	1805	1905	2005	2105	2205	2305

218 ▸ Sunday — **Rotherham Centre ▸ Mexborough**

Rotherham, Interchange		0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055	2155
Rawmarsh, Rawmarsh Leisure Centre		1002	1102	1202	1302	1402	1502	1602	1702	1802	1902	2002	2102	2202
Rawmarsh, Stagecoach Bus Depot		1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2007	2107	2207
Kilnhurst, Victoria Street		1009	1109	1209	1309	1409	1509	1609	1709	1809	1909	2009	2109	2209
Kilnhurst, Highthorn Rd/Meadow View Rd		1012	1112	1212	1312	1412	1512	1612	1712	1812	1912	2012	2112	2212
Swinton, Valley Road/The Croft		1015	1115	1215	1315	1415	1515	1615	1715	1815	1915	2015	2115	2215
Swinton, Civic Hall		1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018	2118	2218
Mexborough, Bus Station		1021	1121	1221	1321	1421	1521	1621	1721	1821	1921	2021	2121	2221
Mexborough, Highwoods Rd/Manvers Rd		1026	1126	1226	1326	1426	1526	1626	1726	1826	1926	2026	2126	2226

218 ▸ Sunday (continued) — **Rotherham Centre ▸ Mexborough**

Rotherham, Interchange	2255
Rawmarsh, Rawmarsh Leisure Centre	2302
Rawmarsh, Stagecoach Bus Depot	2307
Kilnhurst, Victoria Street	2309
Kilnhurst, Highthorn Rd/Meadow View Rd	2312
Swinton, Valley Road/The Croft	2315
Swinton, Civic Hall	2318
Mexborough, Bus Station	2321
Mexborough, Highwoods Rd/Manvers Rd	2326

Notes:

- CD - College Days Only
- CH - College Holidays Only
- a. - Arrival time
- d. - Departure time

Travel South Yorkshire

219

Full timetable

Barnsley
Stairfoot
Darfield
Great Houghton
Thurnscoe
Goldthorpe
Scawsby
Doncaster

Also serves:
Kendray Hospital
Fields End Business Park

From 16/07/2007

In partnership with:
Stagecoach

What's changed

There are changes to service 219.

Variations

Certain Journeys operate direct from Station Road to Briget Lane.

Barnsley ▸ Doncaster

From:
BARNSLEY,
Interchange via

Eldon Street North
Interchange Way
Kendray Street
Harborough Hill Road
Sheffield Road
Taylor Row
Doncaster Road
KENDRAY
STAIRFOOT
ARDSLEY
Barnsley Road
Upperwood Road
Snape Hill Road
Garden Street
DARFIELD
Nanny Marr Road
Saltersbrook Road
Doncaster Road
Rotherham Road
MIDDLECLIFFE
GREAT HOUGHTON
High Street
Moor Lane
High Street
Thurnscoe Lane
Houghton Road
THURNSCOE
Merrill Road
Lingamoor Leys
School Street
Houghton Road
Station Road
Windsor Street
Roman Street
Briton Street
Hanover Street
Lancaster Street
Grange Crescent
Stuart Street
Lidget Lane
The Windings
Phoenix Lane
Barrowfield Road
Fields End Business Park
Fields End Road
GOLDTHORPE
Barnsley Road
Doncaster Road
HICKLETON
Barnsley Road
MARR
SCAWSBY
St David's Drive
Kempton Park Road
Back Lane
CUSWORTH
Cusworth Lane

Barnsley ▸ Doncaster (continued)

York Road
St. Mary's
North Bridge Road
Church Way
Church View
Greyfriars Road

To:
DONCASTER,
Interchange

Doncaster ▸ Barnsley

From:
DONCASTER,
Interchange via

Trafford Way
North Bridge Road
St. Mary's
York Road
Cusworth Lane
CUSWORTH
Back Lane
Kempton Park Road
St David's Drive
SCAWSBY
MARR
Barnsley Road
HICKLETON
Doncaster Road
Barnsley Road
GOLDTHORPE
Fields End Road
Fields End Business Park
Barrowfield Road
Phoenix Lane
The Windings
Lidget Lane
Windsor Street
Roman Street
Briton Street
Hanover Street
Lancaster Street
Grange Cresent

Stuart Street
Lidget Lane
Station Road
Houghton Road
School Street
Lingamoor Leys
Merrill Road
THURNSCOE
Houghton Road
Thurnscoe Lane
High Street
Moor Lane
High Street
GREAT HOUGHTON
MIDDLECLIFFE
Rotherham Road
Doncaster Road
Saltersbrook Road
Nanny Marr Road
DARFIELD
Garden Street
Snape Hill Road
Upperwood Road
Barnsley Road
ARDSLEY
STAIRFOOT
KENDRAY
Doncaster Road
Taylor Row

Doncaster ▸ Barnsley (continued)

Sheffield Road
Harborough Hill Road
Kendray Street

To :
BARNSLEY,
Interchange

219 ▸ Monday to Saturday — **Barnsley ▸ Doncaster**

See notes:			NS	SD	SH	NS	S						
Barnsley, Interchange	0600	0650	–	0750	0755	0825	–	0855	0925	0955	1025	1055	1125
Stairfoot, Post Office	0608	0658	–	0758	0803	0833	–	0903	0933	1003	1033	1103	1133
Ardsley, Oaks Working Mens Club	0610	0702	–	0802	0807	0837	–	0907	0937	1007	1037	1107	1137
Darfield, Nanny Marr Road/School Street	–	–	–	0808	–	–	–	–	–	–	–	–	–
Darfield, The Foulstone School	–	–	–	0809	–	–	–	–	–	–	–	–	–
Darfield, The Longbow	–	–	–	0814	–	–	–	–	–	–	–	–	–
Darfield, The Foulstone School	0620	0713	–	0818	0818	0848	–	0918	0948	1018	1048	1118	1148
Darfield, Nanny Marr Road/School Street	0621	0714	–	0819	0819	0849	–	0919	0949	1019	1049	1119	1149
Middlecliffe, Little Houghton Post Office	0625	0719	0749	0824	0824	0854	0854	0924	0954	1024	1054	1124	1154
Great Houghton, High St/Mount Avenue	0627	0721	0751	0826	0826	0856	0856	0926	0956	1026	1056	1126	1156
Great Houghton, Lister Row	0629	0723	0753	0828	0828	0858	0858	0928	0958	1028	1058	1128	1158
Thurnscoe, Merrill Road/Manor Road	0634	0730	0800	0835	0835	0905	0905	0935	1005	1035	1105	1135	1205
Thurnscoe, Hanover Street	0641	0738	0808	0843	0843	0913	0913	0943	1013	1043	1113	1143	1213
Goldthorpe, Doncaster Rd/Lockwood Road	0646	0744	0814	0849	0849	0919	0919	0949	1019	1049	1119	1149	1219
Hickleton, Doncaster Road/Fir Tree Close	0650	0748	0818	0853	0853	0923	0923	0953	1023	1053	1123	1153	1223
Marr, Barnsley Road/Church Lane	0654	0752	0822	0857	0857	0927	0927	0957	1027	1057	1127	1157	1227
Scawsby, Roman Ridge	0658	0756	0826	0901	0901	0931	0931	1001	1031	1101	1131	1201	1231
Scawsby, Kempton Park Rd/St Pauls Parade	0701	0759	0829	0904	0904	0934	0934	1004	1034	1104	1134	1204	1234
Doncaster, Interchange	0710	0810	0840	0915	0915	0945	0945	1015	1045	1115	1145	1215	1245

219 ▸ Monday to Saturday (continued) — **Barnsley ▸ Doncaster**

Barnsley, Interchange	1155	1225	1255	1325	1355	1425	1455	1525	1555	1625	1655	1725	1755
Stairfoot, Post Office	1203	1233	1303	1333	1403	1433	1503	1533	1603	1633	1703	1733	1803
Ardsley, Oaks Working Mens Club	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807
Darfield, Nanny Marr Road/School Street	–	–	–	–	–	–	–	–	–	–	–	–	–
Darfield, The Foulstone School	–	–	–	–	–	–	–	–	–	–	–	–	–
Darfield, The Longbow	–	–	–	–	–	–	–	–	–	–	–	–	–
Darfield, The Foulstone School	1218	1248	1318	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818
Darfield, Nanny Marr Road/School Street	1219	1249	1319	1349	1419	1449	1519	1549	1619	1649	1719	1749	1819
Middlecliffe, Little Houghton Post Office	1224	1254	1324	1354	1424	1454	1524	1554	1624	1654	1724	1754	1823
Great Houghton, High St/Mount Avenue	1226	1256	1326	1356	1426	1456	1526	1556	1626	1656	1726	1756	1825
Great Houghton, Lister Row	1228	1258	1328	1358	1428	1458	1528	1558	1628	1658	1728	1758	1827
Thurnscoe, Merrill Road/Manor Road	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	1833
Thurnscoe, Hanover Street	1243	1313	1343	1413	1443	1513	1543	1613	1643	1713	1743	1813	–
Goldthorpe, Doncaster Rd/Lockwood Road	1249	1319	1349	1419	1449	1519	1549	1619	1649	1719	1749	1819	1843
Hickleton, Doncaster Road/Fir Tree Close	1253	1323	1353	1423	1453	1523	1553	1623	1653	1723	1753	1823	1847
Marr, Barnsley Road/Church Lane	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	1757	1827	1851
Scawsby, Roman Ridge	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	1801	1831	1855
Scawsby, Kempton Park Rd/St Pauls Parade	1304	1334	1404	1434	1504	1534	1604	1634	1704	1734	1804	1834	1858
Doncaster, Interchange	1315	1345	1415	1445	1515	1545	1615	1645	1715	1745	1815	1845	1908

219 ▸ *Monday to Saturday (continued)* — **Barnsley ▸ Doncaster**

Barnsley, Interchange	1825	1915	2015	2115	2215	2315
Stairfoot, Post Office	1833	1923	2023	2123	2223	2323
Ardsley, Oaks Working Mens Club	1835	1925	2025	2125	2225	2325
Darfield, Nanny Marr Road/School Street	–	–	–	–	–	–
Darfield, The Foulstone School	–	–	–	–	–	–
Darfield, The Longbow	–	–	–	–	–	–
Darfield, The Foulstone School	1843	1933	2033	2133	2233	2333
Darfield, Nanny Marr Road/School Street	1844	1934	2034	2134	2234	2334
Middlecliffe, Little Houghton Post Office	1848	1938	2038	2138	2238	2338
Great Houghton, High St/Mount Avenue	*1850*	*1940*	*2040*	*2140*	*2240*	*2340*
Great Houghton, Lister Row	1852	1942	2042	2142	2242	2342
Thurnscoe, Merrill Road/Manor Road	1858	1948	2048	2148	2248	2348
Thurnscoe, Hanover Street	–	–	–	–	–	–
Goldthorpe, Doncaster Rd/Lockwood Road	1908	1958	2058	2158	2258	2358
Hickleton, Doncaster Road/Fir Tree Close	*1912*	*2002*	*2102*	*2202*	*2302*	*0002*
Marr, Barnsley Road/Church Lane	1916	2006	2106	2206	2306	0006
Scawsby, Roman Ridge	1920	2010	2110	2210	2310	0010
Scawsby, Kempton Park Rd/St Pauls Parade	1923	2013	2113	2213	2313	0013
Doncaster, Interchange	1933	2023	2123	2223	2323	0023

219 ▸ Monday to Saturday — **Doncaster ▸ Barnsley**

See notes:			NS										
Doncaster, Interchange	0535	0620	0650	0720	0750	0820	0850	0920	0950	1020	1050	1120	1150
Scawsby, Kempton Park Rd/St Pauls Parade	0543	0632	0702	0732	0802	0832	0902	0932	1002	1032	1102	1132	1202
Scawsby, Roman Ridge	0546	0635	0705	0735	0805	0835	0905	0935	1005	1035	1105	1135	1205
Marr, Barnsley Road/Church Lane	0549	0639	0709	0739	0809	0839	0909	0939	1009	1039	1109	1139	1209
Hickleton, Doncaster Road/Fir Tree Close	0553	0643	0713	0743	0813	0843	0913	0943	1013	1043	1113	1143	1213
Goldthorpe, Police Station	0556	0647	0717	0747	0817	0847	0917	0947	1017	1047	1117	1147	1217
Thurnscoe, Hanover Street	0600	0654	0724	0754	0824	0854	0924	0954	1024	1054	1124	1154	1224
Thurnscoe, Merrill Road/Manor Road	0606	0702	0732	0802	0832	0902	0932	1002	1032	1102	1132	1202	1232
Great Houghton, Lister Row	0612	0710	0740	0810	0840	0910	0940	1010	1040	1110	1140	1210	1240
Great Houghton, Sports and Social Club	0613	0712	0742	0812	0842	0912	0942	1012	1042	1112	1142	1212	1242
Middlecliffe, Little Houghton Post Office	0615	0715	0745	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245
Darfield, Nanny Marr Road/School Street	0619	0719	0749	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249
Darfield, The Foulstone School	0621	0721	0751	0821	0851	0921	0951	1021	1051	1121	1151	1221	1251
Ardsley, Oaks Working Mens Club	0629	0732	0802	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302
Stairfoot, Post Office	0631	0736	0806	0836	0906	0936	1006	1036	1106	1136	1206	1236	1306
Barnsley, Interchange	0640	0745	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315

219 ▸ Monday to Saturday (continued) — **Doncaster ▸ Barnsley**

Doncaster, Interchange	1220	1250	1320	1350	1420	1450	1520	1550	1620	1655	1725	1755	1900
Scawsby, Kempton Park Rd/St Pauls Parade	1232	1302	1332	1402	1432	1502	1532	1602	1632	1707	1737	1805	1910
Scawsby, Roman Ridge	1235	1305	1335	1405	1435	1505	1535	1605	1635	1710	1740	1808	1913
Marr, Barnsley Road/Church Lane	1239	1309	1339	1409	1439	1509	1539	1609	1639	1714	1744	1811	1916
Hickleton, Doncaster Road/Fir Tree Close	1243	1313	1343	1413	1443	1513	1543	1613	1643	1718	1748	1815	1920
Goldthorpe, Police Station	1247	1317	1347	1417	1447	1517	1547	1617	1647	1722	1752	1819	1924
Thurnscoe, Hanover Street	1254	1324	1354	1424	1454	1524	1554	1624	1654	1729	1759	1825	–
Thurnscoe, Merrill Road/Manor Road	1302	1332	1402	1432	1502	1532	1602	1632	1702	1737	1807	1833	1933
Great Houghton, Lister Row	1310	1340	1410	1440	1510	1540	1610	1640	1710	1745	1815	1839	1939
Great Houghton, Sports and Social Club	1312	1342	1412	1442	1512	1542	1612	1642	1712	1747	1817	1840	1940
Middlecliffe, Little Houghton Post Office	1315	1345	1415	1445	1515	1545	1615	1645	1715	1750	1820	1842	1942
Darfield, Nanny Marr Road/School Street	1319	1349	1419	1449	1519	1549	1619	1649	1719	1754	–	1846	1946
Darfield, The Foulstone School	1321	1351	1421	1451	1521	1551	1621	1651	1721	1756	–	1848	1948
Ardsley, Oaks Working Mens Club	1332	1402	1432	1502	1532	1602	1632	1702	1732	1807	–	1856	1956
Stairfoot, Post Office	1336	1406	1436	1506	1536	1606	1636	1706	1736	1811	–	1858	1958
Barnsley, Interchange	1345	1415	1445	1515	1545	1615	1645	1715	1745	1820	–	1907	2007

219 ▸ *Monday to Saturday (continued)* — **Doncaster ▸ Barnsley**

Doncaster, Interchange	2000	2100	2200	2300
Scawsby, Kempton Park Rd/St Pauls Parade	2010	2110	2210	2310
Scawsby, Roman Ridge	2013	2113	2213	2313
Marr, Barnsley Road/Church Lane	2016	2116	2216	2316
Hickleton, Doncaster Road/Fir Tree Close	*2020*	*2120*	*2220*	*2320*
Goldthorpe, Police Station	2024	2124	2224	2324
Thurnscoe, Hanover Street	–	–	–	–
Thurnscoe, Merrill Road/Manor Road	2033	2133	2233	2333
Great Houghton, Lister Row	2039	2139	2239	2339
Great Houghton, Sports and Social Club	*2040*	*2140*	*2240*	*2340*
Middlecliffe, Little Houghton Post Office	2042	2142	2242	2342
Darfield, Nanny Marr Road/School Street	2046	2146	2246	–
Darfield, The Foulstone School	2048	2148	2248	–
Ardsley, Oaks Working Mens Club	2056	2156	2256	–
Stairfoot, Post Office	*2058*	*2158*	*2258*	–
Barnsley, Interchange	2107	2207	2307	–

219 ▸ Sunday — **Barnsley ▸ Doncaster**

Barnsley, Interchange	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915	2015	2115
Stairfoot, Post Office	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923	2023	2123
Ardsley, Oaks Working Mens Club	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	1925	2025	2125
Darfield, The Foulstone School	0933	1033	1133	1233	1333	1433	1533	1633	1733	1833	1933	2033	2133
Darfield, Nanny Marr Road/School Street	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834	1934	2034	2134
Middlecliffe, Little Houghton Post Office	*0938*	*1038*	*1138*	*1238*	*1338*	*1438*	*1538*	*1638*	*1738*	*1838*	*1938*	*2038*	*2138*
Great Houghton, High Street/Mount Avenue	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940	2040	2140
Great Houghton, Lister Row	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842	1942	2042	2142
Thurnscoe, Merrill Road/Manor Road	0948	1048	1148	1248	1348	1448	1548	1648	1748	1848	1948	2048	2148
Goldthorpe, Doncaster Rd/Lockwood Road	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858	1958	2058	2158
Hickleton, Doncaster Road/Fir Tree Close	*1002*	*1102*	*1202*	*1302*	*1402*	*1502*	*1602*	*1702*	*1802*	*1902*	*2002*	*2102*	*2202*
Marr, Barnsley Road/Church Lane	1006	1106	1206	1306	1406	1506	1606	1706	1806	1906	2006	2106	2206
Scawsby, Roman Ridge	1010	1110	1210	1310	1410	1510	1610	1710	1810	1910	2010	2110	2210
Scawsby, Kempton Park Rd/St Pauls Parade	1013	1113	1213	1313	1413	1513	1613	1713	1813	1913	2013	2113	2213
Doncaster, Interchange	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923	2023	2123	2223

219 ▸ Sunday (continued) — **Barnsley ▸ Doncaster**

Barnsley Transport Interchange	2215	2315
Stairfoot, Post Office	2223	2323
Ardsley, Oaks Working Mens Club	2225	2325
Darfield, The Foulstone School	2233	2333
Darfield, Nanny Marr Road/School Street	2234	2334
Middlecliffe, Little Houghton Post Office	2238	2338
Great Houghton, High Street/Mount Avenue	2240	2340
Great Houghton, Lister Row	2242	2342
Thurnscoe, Merrill Road/Manor Road	2248	2348
Goldthorpe, Doncaster Rd/Lockwood Road	2258	2358
Hickleton, Doncaster Road/Fir Tree Close	2302	0002
Marr, Barnsley Road/Church Lane	2306	0006
Scawsby, Roman Ridge	2310	0010
Scawsby, Kempton Park Rd/St Pauls Parade	2313	0013
Doncaster, Interchange	2323	0023

219 ▸ Sunday — Doncaster ▸ Barnsley

Doncaster, Interchange	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100
Scawsby, Kempton Park Rd/St Pauls Parade	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1910	2010	2110
Scawsby, Roman Ridge	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	1913	2013	2113
Marr, Barnsley Road/Church Lane	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816	1916	2016	2116
Hickleton, Doncaster Road/Fir Tree Close	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1920	2020	2120
Goldthorpe, Police Station	0924	1024	1124	1224	1324	1424	1524	1624	1724	1824	1924	2024	2124
Thurnscoe, Merrill Road/Manor Road	0933	1033	1133	1233	1333	1433	1533	1633	1733	1833	1933	2033	2133
Great Houghton, Lister Row	0939	1039	1139	1239	1339	1439	1539	1639	1739	1839	1939	2039	2139
Great Houghton, Sports and Social Club	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940	2040	2140
Middlecliffe, Little Houghton Post Office	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842	1942	2042	2142
Darfield, Nanny Marr Road/School Street	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1946	2046	2146
Darfield, The Foulstone School	0948	1048	1148	1248	1348	1448	1548	1648	1748	1848	1948	2048	2148
Ardsley, Oaks Working Mens Club	0956	1056	1156	1256	1356	1456	1556	1656	1756	1856	1956	2056	2156
Stairfoot, Post Office	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858	1958	2058	2158
Barnsley, Interchange	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2007	2107	2207

219 ▸ Sunday (continued) — Doncaster ▸ Barnsley

Doncaster, Interchange	2200
Scawsby, Kempton Park Rd/St Pauls Parade	2210
Scawsby, Roman Ridge	2213
Marr, Barnsley Road/Church Lane	2216
Hickleton, Doncaster Road/Fir Tree Close	2220
Goldthorpe, Police Station	2224
Thurnscoe, Merrill Road/Manor Road	2233
Great Houghton, Lister Row	2239
Great Houghton, Sports and Social Club	2240
Middlecliffe, Little Houghton Post Office	2242
Darfield, Nanny Marr Road/School Street	2246
Darfield, The Foulstone School	2248
Ardsley, Oaks Working Mens Club	2256
Stairfoot, Post Office	2258
Barnsley, Interchange	2307

Notes:

- NS - Not Saturday
- S - Saturday only
- SD - Schooldays Only
- SH - School Holidays Only

Travel South Yorkshire

226

Full timetable

Barnsley
Stairfoot
Wombwell
Wath upon Dearne
Bolton on Dearne
Goldthorpe
Thurnscoe
Great Houghton

From 16/07/07

In partnership with:

Stagecoach

What's changed

There are no changes to service 226.

Variations

Buses on some routes in this timetable start and/or terminate at other destinations and may not be shown here. Always check the front of the bus, ask the driver or refer to the full timetable for details.

Evening and Sunday journeys operate to Thurnscoe only, via Houghton Road, Merrill Road, Lingamoor Leys, School Street, Houghton Road and back on to Shepherd Lane.

Barnsley ▸ Great Houghton

From:
BARNSLEY,
Interchange via

Eldon Street North
Interchange Way
Kendray Street
Harborough Hill Road
Sheffield Road
Taylor Row
Doncaster Road
KENDRAY
STAIRFOOT
Wombwell Lane
Barnsley Road
High Street
WOMBWELL
Park St, Wath Rd
Brampton Road
Knollbeck Lane
BRAMPTON
Brampton Road
WEST MELTON
Melton High Street
Barnsley Road
WATH UPON DEARNE
West Street
Montgomery Road
Montgomery Square
Church Street
West St, Biscay Way
Doncaster Road
MANVERS
Manvers Way
Station Rd, Dearne Rd
BOLTON ON DEARNE
Wath Road
High St, Angel St
Station Road
Furlong Road
Goldthorpe Green
Goldthorpe Road
High Street
GOLDTHORPE
Barnsley Road
HIGHGATE
Nicholas Lane
Thurnscoe Bridge Lane
Shepherd Lane
THURNSCOE
Houghton Road
School Street
Lingamoor Leys
Merrill Road
Houghton Road
Thurnscoe Lane
Rotherham Road
High Street

To :
GREAT HOUGHTON,
Lister Row

Great Houghton ▸ Barnsley

From:
GREAT HOUGHTON,
Lister Row via

High Street
Rotherham Road
Thurnscoe Lane
Houghton Road
Merrill Road
Lingamoor Leys
School Street
Houghton Road
THURNSCOE
Shepherd Lane
Thurnscoe Bridge Lane
Nicholas Lane
HIGHGATE
Barnsley Road
GOLDTHORPE
High Street
Goldthorpe Road
Goldthorpe Green
Furlong Road
Station Road
Angel Street
High St, Wath Rd
BOLTON ON DEARNE
Dearne Road
Station Road
Manvers Way
MANVERS
Doncaster Road
Biscay Way, West St
Montgomery Road
Montgomery Square
Church Street
WATH UPON DEARNE
Barnsley Road
Melton High Street
WEST MELTON
Brampton Road
BRAMPTON
Knollbeck Lane
Brampton Road
Wath Rd, Park St
WOMBWELL
High Street
Barnsley Road
Wombwell Lane
STAIRFOOT
KENDRAY
Doncaster Road
Taylor Row
Sheffield Road
Harborough Hill Road
Kendray Street
Interchange Way
Eldon Street North

To :
BARNSLEY,
Interchange

226 ▸ Monday to Saturday — **Great Houghton ▸ Barnsley**

See notes:		NS		S	NS							
Great Houghton, Lister Row	0543	–	0638	–	0703	0733	0808	0838	0908	0938	1008	1038	1108
Thurnscoe, Merrill Road/Manor Road	0550	–	0645	–	0710	0740	0815	0845	0915	0945	1015	1045	1115
Thurnscoe, Lingamoor Leys	0552	–	0647	–	0712	0742	0817	0847	0917	0947	1017	1047	1117
Thurnscoe, Shepherd Lane/Houghton Rd	0554	–	0650	–	0715	0745	0820	0850	0920	0950	1020	1050	1120
Goldthorpe, High Street (Netto)	0601	–	0657	–	0722	0752	0827	0857	0927	0957	1027	1057	1127
Bolton -on- Dearne, The Collingwood	0606	–	0702	–	0727	0757	0832	0902	0932	1002	1032	1102	1132
Manvers, Manvers Way (Ventura)	0611	–	0709	–	0734	0804	0839	0909	0939	1009	1039	1109	1139
Manvers, Roundabout	0614	–	0712	–	0737	0807	0842	0912	0942	1012	1042	1112	1142
Wath upon Dearne, Montgomery Road	0617	0647	0717	0742	0742	0812	0847	0917	0947	1017	1047	1117	1147
Wombwell, Brampton Rd/Junction Street	0627	0657	0727	0752	0752	0822	0857	0927	0957	1027	1057	1127	1157
Wombwell, Post Office	0631	0701	0731	0756	0756	0826	0901	0931	1001	1031	1101	1131	1201
Stairfoot, Post Office	0640	0710	0740	0805	0805	0835	0910	0940	1010	1040	1110	1140	1210
Barnsley, Interchange	0649	0719	0749	0814	0814	0844	0919	0949	1019	1049	1119	1149	1219

226 ▸ Monday to Saturday (continued) — **Great Houghton ▸ Barnsley**

Great Houghton, Lister Row	1138	1208	1238	1308	1338	1408	1438	1508	1538	1608	1638	1708	1738
Thurnscoe, Merrill Road/Manor Road	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	1645	1715	1745
Thurnscoe, Lingamoor Leys	1147	1217	1247	1317	1347	1417	1447	1517	1547	1617	1647	1717	1747
Thurnscoe, Shepherd Lane/Houghton Rd	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750
Goldthorpe, High Street (Netto)	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	1757
Bolton -on- Dearne, The Collingwood	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732	1802
Manvers, Manvers Way (Ventura)	1209	1239	1309	1339	1409	1439	1509	1539	1609	1639	1709	1739	1809
Manvers, Roundabout	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812
Wath upon Dearne, Montgomery Road	*1217*	*1247*	*1317*	*1347*	*1417*	*1447*	*1517*	*1547*	*1617*	*1647*	*1717*	*1747*	*1817*
Wombwell, Brampton Rd/Junction Street	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	1757	1827
Wombwell, Post Office	1231	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	1801	1831
Stairfoot, Post Office	1240	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740	1810	1840
Barnsley, Interchange	1249	1319	1349	1419	1449	1519	1549	1619	1649	1719	1749	1819	1849

226 ▸ Monday to Saturday (continued) — **Great Houghton ▸ Barnsley**

Great Houghton, Lister Row	1811	1846	–	–	–	–
Thurnscoe, Merrill Road/Manor Road	1818	1853	1953	2053	2153	2253
Thurnscoe, Lingamoor Leys	1820	1855	1955	2055	2155	2255
Thurnscoe, Shepherd Lane/Houghton Rd	1822	1857	1957	2057	2157	2257
Goldthorpe, High Street (Netto)	1829	1904	2004	2104	2204	2304
Bolton -on- Dearne, The Collingwood	1834	1909	2009	2109	2209	2309
Manvers, Manvers Way (Ventura)	1839	1914	2014	2114	2214	2314
Manvers, Roundabout	1842	1917	2017	2117	2217	2317
Wath upon Dearne, Montgomery Road	1847	1920	2020	2120	2220	2320
Wombwell, Brampton Rd/Junction Street	1857	1929	2029	2129	2229	2329
Wombwell, Post Office	1901	1933	2033	2133	2233	2333
Stairfoot, Post Office	1910	1941	2041	2141	2241	2341
Barnsley, Interchange	1919	1950	2050	2150	2250	2350

226 ▸ Monday to Saturday — **Barnsley ▸ Great Houghton**

See notes:	NS												
Barnsley, Interchange	0625	0655	0725	0755	0825	0855	0925	0955	1025	1055	1125	1155	1225
Stairfoot, Post Office	0633	0703	0733	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233
Wombwell, Post Office	0641	0711	0741	0811	0841	0911	0941	1011	1041	1111	1141	1211	1241
Wombwell, Brampton Rd/Junction Street	0645	0715	0745	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245
Wath upon Dearne, Montgomery Road	0655	0725	0755	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255
Manvers, Doncaster Road/Manvers Way	0658	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300
Manvers, Manvers Way (Ventura House)	0700	0732	0802	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302
Bolton -on- Dearne, The Collingwood	0708	0740	0810	0840	0910	0940	1010	1040	1110	1140	1210	1240	1310
Goldthorpe, Police Station	0713	0745	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315
Thurnscoe, Shepherd Lane/Houghton Rd	0720	0752	0822	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322
Thurnscoe, Lingamore Leys	0723	0755	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325
Thurnscoe, Merrill Road/Manor Road	0725	0757	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327
Great Houghton, Lister Row	0733	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335

226 ▸ Monday to Saturday (continued) — **Barnsley ▸ Great Houghton**

Barnsley, Interchange	1255	1325	1355	1425	1455	1525	1555	1625	1700	1730	1800	1855	1955
Stairfoot, Post Office	1303	1333	1403	1433	1503	1533	1603	1633	1708	1738	1808	1903	2003
Wombwell, Post Office	*1311*	*1341*	*1411*	*1441*	*1511*	*1541*	*1611*	*1641*	*1716*	*1746*	*1816*	*1911*	*2011*
Wombwell, Brampton Rd/Junction Street	1315	1345	1415	1445	1515	1545	1615	1645	1720	1750	1820	1915	2015
Wath upon Dearne, Montgomery Road	1325	1355	1425	1455	1525	1555	1625	1655	1730	1800	1830	1925	2025
Manvers, Doncaster Road/Manvers Way	1330	1400	1430	*1500*	*1530*	1600	1630	1700	1735	1805	1835	1928	2028
Manvers, Manvers Way (Ventura House)	1332	1402	1432	1502	1532	1602	1632	1702	1737	1807	1837	1930	2030
Bolton -on- Dearne, The Collingwood	1340	1410	1440	1510	1540	1610	1640	1710	1745	1815	1845	1938	2038
Goldthorpe, Police Station	1345	1415	1445	1515	1545	1615	1645	1715	1750	1820	1850	1943	2043
Thurnscoe, Shepherd Lane/Houghton Rd	1352	1422	1452	1522	1552	1622	1652	1722	1757	1827	1857	1950	2050
Thurnscoe, Lingamore Leys	1355	1425	1455	1525	1555	1625	1655	1725	1800	1830	1900	–	–
Thurnscoe, Merrill Road/Manor Road	1357	1427	1457	1527	1557	1627	1657	1727	1802	1832	1902	1952	2052
Great Houghton, Lister Row	1405	1435	1505	1535	1605	1635	1705	1735	1810	1840	1910	–	–

226 ▸ Monday to Saturday (continued) — **Barnsley ▸ Great Houghton**

Barnsley, Interchange	2055	2155	2255
Stairfoot, Post Office	2103	2203	2303
Wombwell, Post Office	2111	2211	2311
Wombwell, Brampton Rd/Junction Street	2115	2215	2315
Wath upon Dearne, Montgomery Road	2125	2225	2325
Manvers, Doncaster Road/Manvers Way	2128	2228	–
Manvers, Manvers Way (Ventura House)	2130	2230	–
Bolton -on- Dearne, The Collingwood	2138	2238	–
Goldthorpe, Police Station	2143	2243	–
Thurnscoe, Shepherd Lane/Houghton Rd	2150	2250	–
Thurnscoe, Lingamore Leys	2152	2252	–
Thurnscoe, Merrill Road/Manor Road	–	–	–
Great Houghton, Lister Row	–	–	–

Notes:

NS - Not Saturday.

S - *Saturday only.*

226 ▸ Sunday — Barnsley ▸ Thurnscoe

Barnsley, Interchange	-	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055
Stairfoot, Post Office	-	1003	1103	1203	1303	1403	1503	1603	1703	1803	1903	2003	2103
Wombwell, Post Office	-	1011	1111	1211	1311	1411	1511	1611	1711	1811	1911	2011	2111
Wombwell, Brampton Rd/Junction Street	-	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915	2015	2115
Wath upon Dearne, Montgomery Road	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	1925	2025	2125
Manvers, Doncaster Road/Manvers Way	0928	1028	1128	1228	1328	1428	1528	1628	1728	1828	1928	2028	2128
Manvers, Manvers Way Ventura House	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130
Bolton -on- Dearne, The Collingwood	0938	1038	1138	1238	1338	1438	1538	1638	1738	1838	1938	2038	2138
Goldthorpe, Police Station	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2043	2143
Thurnscoe, Shepherd Lane/Houghton Rd	*0950*	*1050*	*1150*	*1250*	*1350*	*1450*	*1550*	*1650*	*1750*	*1850*	*1950*	*2050*	*2150*
Thurnscoe, Merrill Road/Manor Road	0952	1052	1152	1252	1352	1452	1552	1652	1752	1852	1952	2052	2152

226 ▸ Sunday (continued) — Barnsley ▸ Thurnscoe

Barnsley, Interchange	2155	2255
Stairfoot, Post Office	2203	2303
Wombwell, Post Office	2211	2311
Wombwell, Brampton Rd/Junction Street	2215	2315
Wath upon Dearne, Montgomery Road	2225	2325
Manvers, Doncaster Road/Manvers Way	2228	-
Manvers, Manvers Way Ventura House	2230	-
Bolton -on- Dearne, The Collingwood	*2238*	-
Goldthorpe, Police Station	2243	-
Thurnscoe, Shepherd Lane/Houghton Rd	2250	-
Thurnscoe, Merrill Road/Manor Road	2252	-

226 ▸ Sunday — Thurnscoe ▸ Barnsley

Thurnscoe, Merrill Road/Manor Road	-	0953	1053	1153	1253	1353	1453	1553	1653	1753	1853	1953	2053
Thurnscoe, Lingamoor Leys	-	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055
Thurnscoe, Shepherd Lane/Houghton Rd	-	0957	1057	1157	1257	1357	1457	1557	1657	1757	1857	1957	2057
Goldthorpe, High Street Netto	-	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904	2004	2104
Bolton -on- Dearne, The Collingwood	-	1009	1109	1209	1309	1409	1509	1609	1709	1809	1909	2009	2109
Manvers, Manvers Way Ventura	-	1014	1114	1214	1314	1414	1514	1614	1714	1814	1914	2014	2114
Manvers, Roundabout Manvers Way	-	1017	1117	1217	1317	1417	1517	1617	1717	1817	1917	2017	2117
Wath upon Dearne, Montgomery Road	-	1020	1120	1220	1320	1420	1520	1620	1720	1820	1920	2020	2120
Wombwell, Brampton Rd/Junction Street	0929	1029	1129	1229	1329	1429	1529	1629	1729	1829	1929	2029	2129
Wombwell, Post Office	0933	1033	1133	1233	1333	1433	1533	1633	1733	1833	1933	2033	2133
Stairfoot, Post Office	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841	1941	2041	2141
Barnsley, Interchange	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950	2050	2150

226 ▸ Sunday (continued) — Thurnscoe ▸ Barnsley

Thurnscoe, Merrill Road/Manor Road	2153	2253
Thurnscoe, Lingamoor Leys	2155	2255
Thurnscoe, Shepherd Lane/Houghton Rd	2157	2257
Goldthorpe, High Street Netto	2204	2304
Bolton -on- Dearne, The Collingwood	2209	2309
Manvers, Manvers Way Ventura	2214	2314
Manvers, Roundabout Manvers Way	2217	2317
Wath upon Dearne, Montgomery Road	2220	2320
Wombwell, Brampton Rd/Junction Street	2229	2329
Wombwell, Post Office	2233	2333
Stairfoot, Post Office	2241	2341
Barnsley, Interchange	2250	2350

Travel South Yorkshire

68 68A 69

Full Timetable

Barnsley
Wombwell
Low Valley
Darfield
Billingley
Middlecliffe
Little Houghton
Great Houghton

Also serves:
Kendray Hospital

From 16/07/2007

In partnership with:
Stagecoach

What's changed

There are no changes to services 68, 68A and 69.

Hail & Ride

Service 69

Along part of the route you can stop the bus at any safe and convenient point - but please avoid parked vehicles and road junctions.

You can Hail & Ride service 69 along the following sections of the route:

Darfield: Bellbrooke Avenue
Rose Avenue
Edderthorpe Lane

68 68A Barnsley ▸ Great Houghton

From:
BARNSLEY,
Interchange via

Eldon Street North
Eldon Street
Market Hill
Shambles Street
West Way
Sheffield Road
Taylor Row
Doncaster Road
KENDRAY
STAIRFOOT
Wombwell Lane
Barnsley Road
Aldham House Lane
Pearson Crescent
Aldham House Lane
Summer Lane
Newsome Avenue
Wilson Street
Barnsley Road
WOMBWELL
High Street
Station Road
Stonyford Road
Garden Street
DARFIELD
Nanny Marr Road
Doncaster Road
Cathill Roundabout
Rotherham Road
MIDDLECLIFFE
Middlecliffe Lane
Rotherham Road
High Street

To:
GREAT HOUGHTON,
Lister Row

*In Darfield service 68A operates via Upperwood Road and Barnsley Road instead of Garden Street.

68 68A Great Houghton ▸ Barnsley

From:
GREAT HOUGHTON,
Lister Row via

High Street
Rotherham Road
Cathill Roundabout
Doncaster Road
Nanny Marr Road
DARFIELD
Garden Street
Snape Hill Road
George Street
LOW VALLEY
Stonyford Road
Station Road
High Street
WOMBWELL
Barnsley Road
Wilson Street
Newsome Aveneue
Summer Lane
Aldham House Lane
Pearson Crescent
Aldham House Lane
Barnsley Road
Wombwell Lane
STAIRFOOT
KENDRAY
Doncaster Road
Taylor Row
Sheffield Road
West Way
Shamble Street
St. Mary's Place
Sadler Gate
Church Street
Regent Street
Eldon Street
Eldon Street North

To:
BARNSLEY,
Interchange

*Certain 68, 68A journeys travel via Kendray Street and Harborough Hill Road, into and out of Barnsley Interchange.

*Between Cathill Roundabout and Rotherham Road some journeys serve Dearne Valley Parkway, Billingley Green Lane, BILLINGLEY, High Street and West Kirk Lane.

69 Barnsley ▸ Darfield

From:
BARNSLEY,
Interchange via

Sheffield Road
Taylor Row
Doncaster Road
KENDRAY
STAIRFOOT
Wombwell Lane
Barnsley Road
Aldham House Lane
Pearson Crescent
Aldham House Lane
Summer Lane
Newsome Avenue
Wilson Street
Barnsley Road
WOMBWELL
High Street
Station Road
Stonyford Road
LOW VALLEY
George Street
Snape Hill Road
Upperwood Road
Barnsley Road
DARFIELD
Bly Road
Morrison Road
Ilsley Road
Nanny Marr Road
Saltersbrook Road

To:
DARFIELD,
Bellbrooke Avenue

69 Darfield ▸ Barnsley

From:
DARFIELD,
Bellbrooke Aveune via

Edderthorpe Lane
Rose Avenue
Saltersbrook Road
Nanny Marr Road
Ilsley Road
Morrison Road
Bly Road
DARFIELD
Barnsley Road
Upperwood Road
Snape Hill Road
George Street
LOW VALLEY
Stonyford Road
Station Road
High Street
WOMBWELL
Barnsley Road
Wilson Street
Newsome Avenue
Summer Lane
Aldham House Lane
Pearson Crescent
Aldham House Lane
Barnsley Road
Wombwell Lane
STAIRFOOT
KENDRAY
Doncaster Road

Taylor Row
Sheffield Road
Harborough Hill Road
Kendray Street
Interchange Way
Eldon Street North

To:
BARNSLEY,
Interchange

68, 68A, 69 ▸ Monday to Saturday — Barnsley ▸ Darfield ▸ Great Houghton

Service number:	68	69	68	69	68	69	68	69	68	69	68	69	68
Barnsley, Interchange	0700	0840	0910	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410
Stairfoot, Post Office	0708	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418
Wombwell, Pearson Crescent/Wortley Ave.	0713	0854	0924	0954	1024	1054	1124	1154	1224	1254	1324	1354	1424
Wombwell, Post Office	*0720*	*0902*	*0932*	*1002*	*1032*	*1102*	*1132*	*1202*	*1232*	*1302*	*1332*	*1402*	*1432*
Low Valley, The George Hotel	0724	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436
Darfield, The Longbow	–	0910	–	1010	–	1110	–	1210	–	1310	–	1410	–
Darfield, The Foulstone School	0727	–	0939	–	1039	–	1139	–	1239	–	1339	–	1439
Darfield, Nanny Marr Road/School Street	0728	0915	0940	1015	1040	1115	1140	1215	1240	1315	1340	1415	1440
Darfield, Bellbrooke Avenue/Rose Avenue	–	*0917*	–	*1017*	–	*1117*	–	*1217*	–	*1317*	–	*1417*	–
Billingley, High Street	–	–	–	–	1045	–	–	–	1245	–	–	–	1445
Middlecliffe, Little Houghton Post Office	0732	–	0945	–	1047	–	1145	–	1247	–	1345	–	1447
Little Houghton, Ings Lane	–	–	0947	–	–	–	1147	–	–	–	1347	–	–
Great Houghton, Lister Row	0738	–	0953	–	1053	–	1153	–	1253	–	1353	–	1453

68, 68A, 69 ▸ Monday to Saturday (continued) — Barnsley ▸ Darfield ▸ Great Houghton

Service number:	69	68A	69	68A	69	68A	69
See notes:			S SH		NS		NS
Barnsley, Interchange	1440	1510	1540	1610	1650	1720	1750
Stairfoot, Post Office	1448	1518	1548	1618	1658	1728	1758
Wombwell, Pearson Crescent/Wortley Ave.	1454	1524	1554	1624	1704	1734	1804
Wombwell, Post Office	1502	1532	1602	1632	1712	1742	1812
Low Valley, The George Hotel	1506	1536	1606	1636	1716	1746	1816
Darfield, The Longbow	1510	1540	1610	1640	1720	1750	1820
Darfield, The Foulstone School	–	1544	–	1644	–	1754	–
Darfield, Nanny Marr Road/School Street	1515	1545	1615	1645	1725	1755	1825
Darfield, Bellbrooke Avenue/Rose Avenue	1517	–	1617	–	1727	–	1827
Billingley, High Street	–	–	–	*1650*	–	–	–
Middlecliffe, Little Houghton Post Office	–	1550	–	1652	–	1800	–
Little Houghton, Ings Lane	–	1552	–	–	–	1802	–
Great Houghton, Lister Row	–	1558	–	1658	–	1808	–

68, 68A, 69 ▸ Monday to Saturday — Great Houghton ▸ Darfield ▸ Barnsley

Service number:	68A	68A	68A	68A	69	68	69	68	69	68	69	68	69
See notes:	NS				NS								
Billingley, High Street	–	–	–	–	–	–	–	–	–	1045	–	–	–
Little Houghton, Ings Lane	–	–	–	–	–	–	–	0947	–	–	–	1147	–
Great Houghton, Lister Row	–	0600	0700	0743	–	0853	–	0953	–	1053	–	1153	–
Middlecliffe, Little Houghton Post Office	–	0604	0704	0747	–	0857	–	0957	–	1057	–	1157	–
Darfield, Bellbrooke Avenue/Rose Avenue	–	–	–	–	0824	–	0924	–	1024	–	1124	–	1224
Darfield, Nanny Marr Road/School Street	0507	0607	0707	0752	0826	0902	0926	1002	1026	1102	1126	1202	1226
Darfield, The Foulstone School	0508	0608	0708	0753	–	0903	–	1003	–	1103	–	1203	–
Darfield, The Longbow	0510	0610	0710	0756	0831	–	0931	–	1031	–	1131	–	1231
Low Valley, The George Hotel	0513	0613	0713	0801	0836	0906	0936	1006	1036	1106	1136	1206	1236
Wombwell, Post Office	0516	0616	0716	0806	0841	0911	0941	1011	1041	1111	1141	1211	1241
Wombwell, Pearson Crescent/Wortley Ave.	0523	0623	0723	0814	0849	0919	0949	1019	1049	1119	1149	1219	1249
Stairfoot, Post Office	0528	0628	0728	0821	0856	0926	0956	1026	1056	1126	1156	1226	1256
Barnsley, Interchange	0537	0637	0737	0830	0905	0935	1005	1035	1105	1135	1205	1235	1305

68, 68A , 69 ▸ Monday to Saturday (continued) — **Great Houghton ▸ Darfield ▸ Barnsley**

Service number:	68	69	68	69	68	69	68	69	68	69	68
See notes:					S SH					NS	
Billingley, High Street	1245	-	-	-	1445	-	-	-	1650	-	-
Little Houghton, Ings Lane	-	-	1347	-	-	-	1552	-	-	-	1802
Great Houghton, Lister Row	1253	-	1353	-	1453	-	1558	-	1658	-	1808
Middlecliffe, Little Houghton Post Office	1257	-	1357	-	1457	-	1602	-	1702	-	1812
Darfield, Bellbrooke Avenue/Rose Avenue	-	1324	-	1424	-	1524	-	1629	-	1729	-
Darfield, Nanny Marr Road/School Street	1302	1326	1402	1426	1502	1526	1607	1631	1707	1731	1817
Darfield, The Foulstone School	1303	-	1403	-	1503	-	1608	-	1708	-	1818
Darfield, The Longbow	-	1331	-	1431	-	1531	-	1636	-	1736	-
Low Valley, The George Hotel	1306	1336	1406	1436	1506	1536	1611	1641	1711	1741	1821
Wombwell, Post Office	1311	1341	1411	1441	1511	1541	1616	1646	1716	1746	1826
Wombwell, Pearson Crescent/Wortley Ave.	1319	1349	1419	1449	1519	1549	1624	1654	1724	1754	1834
Stairfoot, Post Office	1326	1356	1426	1456	1526	1556	1631	1701	1731	1801	1841
Barnsley, Interchange	1335	1405	1435	1505	1535	1605	1640	1710	1740	1810	1850

No Service Sunday

Notes:

NS - Not Saturday
S - Saturday only
SH - School Holidays only

Travel South Yorkshire

222 223

Full Timetable

Barnsley
Wombwell
West Melton
Wath upon Dearne
Swinton
Mexborough
Conisbrough
Doncaster

From 16/07/2007

In partnership with:

Stagecoach

What's changed

There are no changes to services 222 and 223.

Variations

In Wombwell certain 222 journeys travel direct from Barnsley Road to High Street.

Service 223 travels via Brampton Road, Melton High Street and not Pontefract Road.

In Wath 223 travels from West Street via Church Street, Cemetary Road and Quarry Hill Road and as 222 *route from Wath Wood Road.*

Barnsley ▸ Doncaster

From:
BARNSLEY,
Interchange via

Eldon Street North
Interchange Way
Kendray Street
Harborough Hill Road
Sheffield Road
Taylor Row
Doncaster Road
KENDRAY
STAIRFOOT
Wombwell Lane
Barnsley Road
WOMBWELL
Aldham House Lane
Pearson Crescent
Aldham House Lane
Summer Lane
Newsome Avenue
Wilson Street
Barnsley Road
High Street
Park Street
Wath Road
Brampton Road
Knollbeck Lane
BRAMPTON
Pontefract Road
WEST MELTON
Barnsley Road
WATH UPON DEARNE
Church Street
West Street
Montgomery Road
Montgomery Square
Church Street
Montgomery Square
Montgomery Road
West Street
Biscay Way
Doncaster Road
Burman Road
Sandygate
Wath Wood Road
Racecourse Road
Rockingham Road
SWINTON
Church Street
Station Street
Bridge Street
Rowms Lane
Swinton Road
MEXBOROUGH
Inner Relief Road
Bus Station
Inner Relief Road
Doncaster Road
DENABY MAIN
Low Road
CONISBOROUGH

Barnsley ▸ Doncaster (continued)

Doncaster Road
Sheffield Road
WARMSWORTH
High Road
Warmsworth Road
High Road
BALBY
Balby Road
Cleveland Street
Duke Street
St. Sepulchure Gate
Trafford Way

To :
DONCASTER,
Interchange

Doncaster ▸ Barnsley

From:
DONCASTER,
Interchange via

Trafford Way
Cleveland Street
Balby Road
BALBY
High Road
Warmsworth Road
High Road
WARMSWORTH
Sheffield Road
Doncaster Road
CONISBOROUGH
Low Road
DENABY MAIN
Doncaster Road
Inner Relief Road
Flyover
Bank Street
Garden Street
Lower Doncliffe Road
Hartley Street
MEXBOROUGH
Swinton Road
Rowms Lane
Bridge Street
Station Street
Church Street
SWINTON
Rockingham Road
Racecourse Road

Wath Wood Road
Sandygate
Burman Road
Doncaster Road
Biscay Way
West Street
Montgomery Road
Montgomery Square
Church Street
Montgomery Square
Montgomery Road
West Street
Church Street
WATH UPON DEARNE
Barnsley Road
WEST MELTON
Pontefract Road
BRAMPTON
Knollbeck Lane
Brampton Road
Wath Road
Park Street
High Street
Barnsley Road
Wilson Street
Newsome Avenue
Summer Lane
Aldham House Lane
Pearson Crescent

Doncaster ▸ Barnsley (continued)

Aldham House Lane
WOMBWELL
Barnsley Road
Wombwell Lane
STAIRFOOT
KENDRAY
Doncaster Road
Taylor Row
Sheffield Road
Harborough Hill Road
Kendray Street
Interchange Way
Eldon Street North

To :
BARNSLEY,
Interchange

222, 223 ▸ Monday to Saturday — **Barnsley ▸ Doncaster**

Service number:	223	222	223	223	222	223	222	223	222	223	222	223	222
See notes:			NS A	S									
Barnsley, Interchange	0435	–	0535	0545	0615	0645	0715	0745	0815	0845	0915	0945	1015
Stairfoot, Post Office	0443	–	0547	0553	0623	0653	0723	0753	0823	0853	0923	0953	1023
Wombwell, Post Office	0451	0526	0601	0601	0631	0701	0731	0801	0831	0901	0931	1001	1031
Wombwell, Brampton Rd/Junction Street	0455	0530	0605	0605	0635	0705	0735	0805	0835	0905	0935	1005	1035
West Melton, The Dearnesman	–	0533	–	–	0638	–	0738	–	0838	–	0938	–	1038
West Melton, W M C	–	0535	–	–	0640	–	0740	–	0840	–	0940	–	1040
West Melton, Christ Church	0458	–	0608	0608	–	0708	–	0808	–	0908	–	1008	–
West Melton, Melton High St/Barnsley Rd	0500	–	0610	0610	–	0710	–	0810	–	0910	–	1010	–
Wath upon Dearne, Montgomery Road	0505	0540	0615	0615	0645	0715	0745	0815	0845	0915	0945	1015	1045
Swinton, The Station	0517	0552	0627	0627	0657	0727	0757	0827	0857	0927	0957	1027	1057
Mexborough, Bus Station	a. 0520	0555	0632	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100
Mexborough, Bus Station	d. 0525	0600	0635	0635	0705	0735	0805	0835	0905	0935	1005	1035	1105
Denaby Main, Bambury Bridge	0536	0611	0646	0646	0716	0746	0816	0846	0916	0946	1016	1046	1116
Conisbrough, The Star	0539	0614	0649	0649	0719	0749	0819	0849	0919	0949	1019	1049	1119
Doncaster, Interchange	0557	0632	0707	0707	0737	0807	0837	0907	0937	1007	1037	1107	1137

222, 223 ▸ Monday to Saturday (continued) — **Barnsley ▸ Doncaster**

Service number:	223	222	223	222	223	222	223	222	223	222	223	222	223
Barnsley, Interchange	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	1650
Stairfoot, Post Office	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553	1623	1658
Wombwell, Post Office	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	1706
Wombwell, Brampton Rd/Junction Street	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1710
West Melton, The Dearnesman	–	1138	–	1238	–	1338	–	1438	–	1538	–	1638	–
West Melton, W M C	–	1140	–	1240	–	1340	–	1440	–	1540	–	1640	–
West Melton, Christ Church	1108	–	1208	–	1308	–	1408	–	1508	–	1608	–	1713
West Melton, Melton High St/Barnsley Rd	1110	–	1210	–	1310	–	1410	–	1510	–	1610	–	1715
Wath upon Dearne, Montgomery Road	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	1645	1720
Swinton, The Station	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1732
Mexborough, Bus Station	a. 1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1735
Mexborough, Bus Station	d. 1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1740
Denaby Main, Bambury Bridge	1146	1216	1246	1316	1346	1416	1446	1516	1546	1616	1646	1716	1751
Conisbrough, The Star	1149	1219	1249	1319	1349	1419	1449	1519	1549	1619	1649	1719	1754
Doncaster, Interchange	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1812

222, 223 ▸ Monday to Saturday (continued) — Barnsley ▸ Doncaster

Service number:	222	223	222	222	222	222	222
Barnsley, Interchange	1720	1750	1845	1915	2015	2115	2215
Stairfoot, Post Office	1728	1758	1853	1923	2023	2123	2223
Wombwell, Pearson Cres/Wortley Avenue	–	–	1858	1928	2028	2128	2228
Wombwell, Post Office	1736	1805	1905	1935	2035	2135	2235
Wombwell, Brampton Rd/Junction Street	1740	1809	1909	1939	2039	2139	2239
West Melton, The Dearnesman	1743	–	1912	1942	2042	2142	2242
West Melton, W M C	1745	–	1914	1944	2044	2144	2244
West Melton, Christ Church	–	1811	–	–	–	–	–
West Melton, Melton High St/Barnsley Rd	–	1813	–	–	–	–	–
Wath upon Dearne, Montgomery Road	1750	1817	1916	1946	2046	2146	2246
Swinton, The Station	1802	1827	1926	1956	2056	2156	2256
Mexborough, Bus Station	a. 1805	1830	1929	1959	2059	2159	2259
Mexborough, Bus Station	d. 1810	1830	1930	2000	2100	2200	2300
Denaby Main, Bambury Bridge	1821	1837	1937	2007	2107	2207	2307
Conisbrough, The Star	1824	1840	1940	2010	2110	2210	2310
Doncaster, Interchange	1842	1855	1955	2025	2125	2225	2325

Notes:

NS - Not Saturday
S - Saturday only
a. - Arrival time
d. - Departure time
A - In Wombwell operates via Waterside Park at 0558

222, 223 ▸ Monday to Saturday — Doncaster ▸ Barnsley

Service number:	222	223	222	223	222	223	222	223	222	223	222	223	222
Doncaster, Interchange	0515	0545	0615	0640	0710	0745	0815	0845	0915	0945	1015	1045	1115
Conisbrough, The Star	0531	0601	0631	0656	0726	0801	0831	0901	0931	1001	1031	1101	1131
Denaby Main, Bambury Bridge	0536	0606	0636	0701	0731	0806	0836	0906	0936	1006	1036	1106	1136
Mexborough, Hartley Street	0547	0617	0647	0712	0742	0817	0847	0917	0947	1017	1047	1117	1147
Swinton, The Station	0550	0620	0650	0715	0745	0820	0850	0920	0950	1020	1050	1120	1150
Wath upon Dearne, Montgomery Road	0607	0637	0707	0732	0802	0837	0907	0937	1007	1037	1107	1137	1207
West Melton, WMC	0612	–	0712	–	0807	–	0912	–	1012	–	1112	–	1212
West Melton, The Dearnesway	0614	–	0714	–	0809	–	0914	–	1014	–	1114	–	1214
West Melton, Melton High St/Barnsley Rd	–	0642	–	0737	–	0842	–	0942	–	1042	–	1142	–
West Melton, Christ Church	–	0644	–	0739	–	0844	–	0944	–	1044	–	1144	–
Wombwell, Brampton Rd/Junction Street	0617	0647	0717	0742	0812	0847	0917	0947	1017	1047	1117	1147	1217
Wombwell, Post Office	0621	0651	0721	0746	0816	0851	0921	0951	1021	1051	1121	1151	1221
Stairfoot, Post Office	0630	0700	0730	0755	0825	0900	0930	1000	1030	1100	1130	1200	1230
Barnsley, Interchange	0639	0709	0739	0804	0834	0909	0939	1009	1039	1109	1139	1209	1239

222, 223 ▸ Monday to Saturday (continued) — Doncaster ▸ Barnsley

Service number:	223	222	223	222	223	222	223	222	223	222	223	222	223
Doncaster, Interchange	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	1645	1715	1745
Conisbrough, The Star	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	1801
Denaby Main, Bambury Bridge	1206	1236	1306	1336	1406	1436	1506	1536	1606	1636	1706	1736	1806
Mexborough, Hartley Street	1217	1247	1317	1347	1417	1447	1517	1547	1617	1647	1717	1747	1817
Swinton, The Station	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820
Wath upon Dearne, Montgomery Road	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837
West Melton, WMC	–	1312	–	1412	–	1512	–	1612	–	1712	–	1812	–
West Melton, The Dearnesway	–	1314	–	1414	–	1514	–	1614	–	1714	–	1814	–
West Melton, Melton High St/Barnsley Rd	1242	–	1342	–	1442	–	1542	–	1642	–	1742	–	1842
West Melton, Christ Church	1244	–	1344	–	1444	–	1544	–	1644	–	1744	–	1844
Wombwell, Brampton Rd/Junction Street	1247	1317	1347	1417	1447	1517	1547	1617	1647	1717	1747	1817	1847
Wombwell, Post Office	1251	1321	1351	1421	1451	1521	1551	1621	1651	1721	1751	1821	1851
Stairfoot, Post Office	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900
Barnsley, Interchange	1309	1339	1409	1439	1509	1539	1609	1639	1709	1739	1809	1839	1909

222, 223 ▸ Monday to Saturday (continued) — Doncaster ▸ Barnsley

Service number:	222	222	222	222	222
Doncaster, Interchange	1815	1900	2000	2100	2200
Conisbrough, The Star	1829	1914	2014	2114	2214
Denaby Main, Bambury Bridge	1832	1917	2017	2117	2217
Mexborough, Hartley Street	1839	1924	2024	2124	2224
Swinton, The Station	1842	1927	2027	2127	2227
Wath upon Dearne, Montgomery Road	1852	1937	2037	2137	2237
West Melton, WMC	1854	1939	2039	2139	2239
West Melton, The Dearnesway	1856	1941	2041	2141	2241
Wombwell, Brampton Rd/Junction St	1859	1944	2044	2144	2244
Wombwell, Post Office	1903	1948	2048	2148	2248
Wombwell, Pearson Cres/Wortley Avenue	1910	1955	2055	2155	2255
Stairfoot, Post Office	1916	2001	2101	2201	2301
Barnsley, Interchange	1925	2010	2110	2210	2310

222 ▸ Sunday — Barnsley ▸ Doncaster

Barnsley Transport Interchange	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915	2015
Stairfoot, Post Office	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923	2023
Wombwell, Pearson Cres/Wortley Avenue	0828	0928	1028	1128	1228	1328	1428	1528	1628	1728	1828	1928	2028
Wombwell, Post Office	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935	2035
Wombwell, Brampton Rd/Junction Street	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739	1839	1939	2039
West Melton, The Dearnesman	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842	1942	2042
West Melton, W M C	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844	1944	2044
Wath upon Dearne, Montgomery Road	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1946	2046
Swinton, The Station	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1856	1956	2056
Mexborough, Bus Station	a. 0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1959	2059
Mexborough, Bus Station	d. 0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100
Denaby Main, Bambury Bridge	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2007	2107
Conisbrough, The Star	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1910	2010	2110
Doncaster, Interchange	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	1925	2025	2125

222 ▸ Sunday (continued) — Barnsley ▸ Doncaster

Barnsley Transport Interchange		2115 2215
Stairfoot, Post Office		2123 2223
Wombwell, Pearson Cres/Wortley Avenue		2128 2228
Wombwell, Post Office		2135 2235
Wombwell, Brampton Rd/Junction Street		2139 2239
West Melton, The Dearnesman		2142 2242
West Melton, W M C		2144 2244
Wath upon Dearne, Montgomery Road		2146 2246
Swinton, The Station		2156 2256
Mexborough, Bus Station	a.	2159 2259
Mexborough, Bus Station	d.	2200 2300
Denaby Main, Bambury Bridge		2207 2307
Conisbrough, The Star		2210 2310
Doncaster, Interchange		2225 2325

222 ▸ Sunday — Doncaster ▸ Barnsley

Doncaster, Interchange	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
Conisbrough, The Star	0814	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814	1914	2014
Denaby Main, Bambury Bridge	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817	1917	2017
Mexborough, Hartley Street	0824	0924	1024	1124	1224	1324	1424	1524	1624	1724	1824	1924	2024
Swinton, The Station	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927	2027
Wath upon Dearne, Montgomery Road	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937	2037
West Melton, WMC	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739	1839	1939	2039
West Melton, The Dearnesway	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841	1941	2041
Wombwell, Brampton Rd/Junction Street	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1844	1944	2044
Wombwell, Post Office	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1848	1948	2048
Wombwell, Pearson Cres/Wortley Avenue	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055
Stairfoot, Post Office	0901	1001	1101	1201	1301	1401	1501	1601	1701	1801	1901	2001	2101
Barnsley Transport Interchange	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1910	2010	2110

222 ▸ Sunday (continued) — Doncaster ▸ Barnsley

Doncaster, Interchange	2100	2200
Conisbrough, The Star	2114	2214
Denaby Main, Bambury Bridge	2117	2217
Mexborough, Hartley Street	2124	2224
Swinton, The Station	2127	2227
Wath upon Dearne, Montgomery Road	2137	2237
West Melton, WMC	2139	2239
West Melton, The Dearnesway	2141	2241
Wombwell, Brampton Rd/Junction Street	2144	2244
Wombwell, Post Office	2148	2248
Wombwell, Pearson Cres	2155	2255
Stairfoot, Post Office	2201	2301
Barnsley Transport Interchange	2210	2310

223, No Service Sunday

Travel South Yorkshire

228 229

Full timetable

Barnsley
Wombwell
Wath upon Dearne
Swinton
Rawmarsh
Rotherham
Meadowhall

Also serves:
Kendray Hospital
Retail World

From 16/07/2007

In partnership with:
Stagecoach

What's changed

There are no changes to services 228 and 229.

Variations

Some journeys on service 228 and 229 terminate at Rotherham Interchange, please see full timetable for details.

Certain 229 journeys operate via Newhill from Burman Road via Festival Road, Stump Cross Road, Cemetary Road, Newhill, Newhill Road, Quarry Hill Road to Wath Wood Road.

228 Barnsley ▸ Meadowhall

From:
BARNSLEY,
Interchange via

Eldon Street North
Interchange Way
Kendray Street
Harborough Hill Road
Sheffield Road
Taylor Row
Doncaster Rd
KENDRAY
STAIRFOOT
Wombwell Lane
Barnsley Road
WOMBWELL
High Street, Park Street
Wath Road
Brampton Road
Knollbeck Lane
BRAMPTON
Pontefract Road
Barnsley Road
WEST MELTON
Barnsley Road
WATH UPON DEARNE
West Street
Montgomery Road
Montgomery Square
Church Street
Cemetary Road
NEWHILL
Newhill Road
▾

Quarry Hill Road
Wath Wood Road
SWINTON
Warren Vale, Dale Road
RAWMARSH
Blyth Avenue
High Street
Rawmarsh Hill
PARKGATE
Broad Street
Rotherham Road
Retail World
Rawmarsh Road
St. Ann's Road
Centenary Way
Greasbrough Road
Chantry Bridge
Effingham Square
ROTHERHAM,
Interchange
Chantry Bridge
Bridge Street
College Road
New Wortley Road
MASBROUGH
Wilton Gardens
Wilton Lane
Meadowbank Road
Meadowhall Road

To :
MEADOWHALL,
Interchange

228 Meadowhall ▸ Barnsley

From:
MEADOWHALL,
Interchange via

Meadowhall Road
Meadowbank Road
Wilton Lane
Wilton Gardens
MASBROUGH
New Wortley Road
College Road
Bridge Street
Chantry Bridge
ROTHERHAM,
Interchange
Effingham Square
Flyover
Centenary Way
St. Ann's Road
Rawmarsh Road
Retail World
Rotherham Road
Broad Street
PARKGATE
Rawmarsh Hill
High Street, Blyth Ave
RAWMARSH
Dale Road, Warren Vale
SWINTON
Wath Wood Road
Quarry Hill Road
Newhill Road
NEWHILL
▾

Cemetary Road
Church St, West St
Montgomery Road
Montgomery Square
Church St, West St
WATH UPON DEARNE
Barnsley Road
WEST MELTON
Barnsley Road
Pontefract Road
BRAMPTON
Knollbeck Lane
Brampton Road
Wath Road
Park Street, High Street
WOMBWELL
Barnsley Road
Wombwell Lane
STAIRFOOT
KENDRAY
Doncaster Rd
Taylor Row
Sheffield Road
Harborough Hill Road
Kendray Street
Interchange Way
Eldon Street North

To :
BARNSLEY,
Interchange

229 Barnsley ▸ Meadowhall

From:
BARNSLEY,
Interchange via

Eldon Street North
Interchange Way
Kendray Street
Harborough Hill Road
Sheffield Rd, Taylor Row
Doncaster Road
KENDRAY, STAIRFOOT
Wombwell Ln
Barnsley Rd
WOMBWELL
High St, Park St
Wath Rd, Brampton Rd
Knollbeck Lane
BRAMPTON
Pontefract Rd,
Barnsley Rd
Grove Rd, Edward Rd
Masefield Road
Christchurch Road
BRAMPTON
Brampton Road
Melton High Street
WEST MELTON
Barnsley Road
WATH UPON DEARNE
Church St, West St
Montgomery Road
Montgomery Square
Church Street
West Street, Biscay Way
Doncaster Road
Burman Rd, Sandygate
Wath Wood Road
SWINTON
Warren Vale Road
Warren Vale, Dale Rd
RAWMARSH
Blyth Ave, High Street
Rawmarsh Hill
PARKGATE
Broad St, Rotherham Rd
Retail World
Rawmarsh Road
St. Anns Road
Centenary Way
Greasbrough Road
Chantry Bridge
Effingham Square
ROTHERHAM,
Interchange
Chantry Bridge
Bridge St, College Rd
New Wortley Road
MASBROUGH
Wilton Gardens
Wilton Lane
Meadowbank Road
Meadowhall Road

To:
MEADOWHALL,
Interchange

229 Meadowhall ▸ Barnsley

From:
MEADOWHALL,
Interchange via

Meadowhall Road
Meadowbank Road
Wilton Lane
Wilton Gardens
MASBROUGH
New Wortley Road
College Rd, Bridge St
Chantry Bridge
ROTHERHAM,
Interchange
Effingham Square
Flyover, Centenary Way
St. Anns Road
Rawmarsh Road
Retail Road
Rotherham Road
Broad Street
PARKGATE
Rawmarsh Hill
High St, Blyth Ave
RAWMARSH
Dale Road
Warren Vale Road
SWINTON
Wath Wood Road
Sandygate, Burman Rd
Doncaster Road
Biscay Way
West Street
Montgomery Road
Montgomery Square
Church Street
WATH UPON DEARNE
Barnsley Road
WEST MELTON
Melton High Street
Brampton Road
BRAMPTON
Christchurch Road
Masefield Road
Edward Rd, Grove Rd
Barnsley Road
Pontefract Road
BRAMPTON
Knollbeck Lane
Brampton Road
Wath Road, Park St
High Street
WOMBWELL
Barnsley Road
Wombwell Lane
STAIRFOOT
KENDRAY
Doncaster Road
Taylor Row, Sheffield Rd
Harborough Hill Road
Interchange Way
Eldon Street North

To:
BARNSLEY,
Interchange

228, 229 ▸ Monday to Saturday — **Barnsley ▸ Rotherham ▸ Meadowhall**

Service number:	*229*	*228*	*229*	*229*	*228*	*229*	*228*	*229*	*228*	*229*	*228*	*229*	*228*
See notes:			NS										
Barnsley, Interchange	–	–	–	0735	0805	0835	0905	0935	1005	1035	1105	1135	1205
Stairfoot, Post Office	–	–	–	0743	0813	0843	0913	0943	1013	1043	1113	1143	1213
Wombwell, The White Rose	0635	0720	–	–	–	–	–	–	–	–	–	–	–
Wombwell, Post Office	0636	0721	–	0751	0821	0851	0921	0951	1021	1051	1121	1151	1221
Wombwell, Brampton Rd/Junction Street	0640	0725	–	0755	0825	0855	0925	0955	1025	1055	1125	1155	1225
Brampton, Wath Road/Pontefract Road	–	–	0738	–	–	–	–	–	–	–	–	–	–
Wath upon Dearne, Montgomery Road	0650	0735	0745	0810	0835	0910	0935	1010	1035	1110	1125	1210	1235
Wath upon Dearne, Burman Road	0653	–	0748	0813	–	0913	–	1013	–	1113	–	1213	–
Wath upon Dearne, Stump Cross Rd	0655	–	0750	–	–	–	–	–	–	–	–	–	–
Swinton, The Woodman	0703	0743	0758	0818	0843	0918	0943	1018	1043	1118	1143	1218	1243
Rawmarsh, Stagecoach Bus Depot	0706	0746	0801	0821	0846	0921	0946	1021	1046	1121	1146	1221	1246
Rotherham, Interchange	a. 0718	0758	0813	0833	0858	0933	0958	1033	1058	1133	1158	1233	1258
Rotherham, Interchange	d. –	0800	0815	0835	0900	0935	1000	1035	1100	1135	1200	1235	1300
Meadowhall, Interchange	–	0810	0825	0845	0910	0945	1010	1045	1110	1145	1210	1245	1310

228, 229 ▸ Monday to Saturday (continued) — **Barnsley ▸ Rotherham ▸ Meadowhall**

Service number:	229	228	229	228	229	228	229	228	229	228	229	228	229
Barnsley, Interchange	1235	1305	1335	1405	1435	1505	1535	1605	1640	1710	1740	1815	1835
Stairfoot, Post Office	*1243*	*1313*	*1343*	*1413*	*1443*	*1513*	*1543*	*1613*	*1648*	*1718*	*1748*	*1823*	*1843*
Wombwell, Post Office	1251	1321	1351	1421	1451	1521	1551	1621	1656	1726	1756	1831	1851
Wombwell, Brampton Rd/Junction Street	1255	1325	1355	1425	1455	1525	1555	1625	1700	1730	1800	1835	1855
Wath upon Dearne, Montgomery Road	1310	1335	1410	1435	1510	1535	1610	1635	1715	1740	1815	1845	1906
Wath upon Dearne, Burman Road	1313	–	1413	–	1513	–	1613	–	1718	–	1818	–	1908
Wath upon Dearne, Stump Cross Rd	–	–	–	–	–	–	–	–	–	–	–	–	1910
Rawmarsh, Stagecoach Bus Depot	1321	1346	1421	1446	1521	1546	1621	1646	1726	1751	1826	1856	1920
Swinton, The Woodman	1318	1343	1418	1443	1518	1543	1618	1643	1723	1748	1823	1853	1917
Rotherham, Interchange	a. 1333	1358	1433	1458	1533	1558	1633	1658	1738	1803	1838	1908	1930
Rotherham, Interchange	d. 1335	1400	1435	1500	1535	1600	1635	1700	1740	1805	–	–	–
Meadowhall, Interchange	1345	1410	1445	1510	1545	1610	1645	1710	1750	1815	–	–	–

228, 229 ▸ Monday to Saturday (continued) — **Barnsley ▸ Rotherham ▸ Meadowhall**

Service number:	*229*	*229*	*229*	*229*
Barnsley, Interchange	1935	2035	2135	2235
Stairfoot, Post Office	1943	2043	2143	2243
Wombwell, Post Office	1951	2051	2151	2251
Wombwell, Brampton Rd/Junction Street	1955	2055	2155	2255
Wath upon Dearne, Montgomery Road	2006	2106	2206	1306
Wath upon Dearne, Burman Road	2008	2108	2208	2308
Wath upon Dearne, Stump Cross Rd	2010	2110	2210	2310
Swinton, The Woodman	a. 2017	2117	2217	2317
Rawmarsh, Stagecoach Bus Depot	2020	2120	2220	2320
Rotherham, Interchange	d. 2030	2130	2230	–
Meadowhall, Interchange	–	–	–	–

228, 229 ▸ Monday to Saturday — Meadowhall ▸ Rotherham ▸ Barnsley

Service number:		228	229	228	228	229	228	229	228	229	228	229	228	229
See notes:		NS												
Meadowhall, Interchange		–	–	–	–	–	–	–	0847	0915	0947	1015	1047	1115
Rotherham, Interchange	a.	–	–	–	–	–	–	–	0857	0925	0957	1025	1057	1125
Rotherham, Interchange	d.	–	0625	–	0702	0720	0757	0825	0902	0930	1002	1030	1102	1130
Rawmarsh, Stagecoach Bus Depot		0609	0637	0654	0714	0732	0809	0837	0914	0942	1014	1042	1114	1142
Swinton, The Woodman		0612	0640	0657	0717	0735	0812	0840	0917	0945	1017	1045	1117	1145
Wath upon Dearne, Stump Cross Road		–	0647	–	–	–	–	–	–	–	–	–	–	–
Wath upon Dearne, Burman Road		–	0648	–	–	0743	–	0848	–	0950	–	1050	–	1150
Wath upon Dearne, Montgomery Road		0622	0653	0707	0727	0748	0822	0853	0927	0953	1027	1053	1127	1153
Wombwell, Brampton Rd/Junction Street		0632	0707	0717	0737	0802	0832	0907	0937	1007	1037	1107	1137	1207
Wombwell, Post Office		–	0711	–	0741	0806	0836	0911	0941	1011	1041	1111	1141	1211
Stairfoot, Post Office		–	0720	–	0750	0815	0845	0920	0950	1020	1050	1120	1150	1220
Barnsley, Interchange		–	0729	–	0759	0824	0854	0929	0959	1029	1059	1129	1159	1229

228, 229 ▸ Monday to Saturday (continued) — Meadowhall ▸ Rotherham ▸ Barnsley

Service number:		228	229	228	229	228	229	228	229	228	229	228	229	228
Meadowhall, Interchange		1147	1215	1247	1315	1347	1415	1447	1515	1547	1615	1652	1720	1752
Rotherham, Interchange	a.	1157	1225	1257	1325	1357	1425	1457	1525	1557	1625	1702	1730	1802
Rotherham, Interchange	d.	1202	1230	1302	1330	1402	1430	1502	1530	1602	1630	1707	1735	1807
Rawmarsh, Stagecoach Bus Depot		1214	1242	1314	1342	1414	1442	1514	1542	1614	1642	1719	1747	1819
Swinton, The Woodman		1217	1245	1317	1345	1417	1445	1517	1545	1617	1645	1722	1750	1822
Wath upon Dearne, Burman Road		–	1250	–	1350	–	1450	–	1550	–	1650	–	1755	–
Wath upon Dearne, Montgomery Road		1227	1253	1327	1353	1427	1453	1527	1553	1627	1653	1732	1757	1832
Wombwell, Brampton Rd/Junction Street		1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1742	1809	1842
Wombwell, Post Office		1241	1311	1341	1411	1441	1511	1541	1611	1641	1711	1746	1813	1848
Stairfoot, Post Office		1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1755	1821	–
Barnsley, Interchange		1259	1329	1359	1429	1459	1529	1559	1629	1659	1729	1804	1830	–

228, 229 ▸ Monday to Saturday (continued) — Meadowhall ▸ Rotherham ▸ Barnsley

Service number:		229	229	229	229	229
Meadowhall, Interchange		1820	–	–	–	–
Rotherham, Interchange	a.	1830	–	–	–	–
Rotherham, Interchange	d.	1835	1935	2035	2135	2240
Rawmarsh, Stagecoach Bus Depot		1847	1947	2047	2147	2252
Swinton, The Woodman		1850	1950	2050	2150	2255
Wath upon Dearne, Stump Cross Road		1852	1952	2052	2152	2257
Wath upon Dearne, Burman Road		1855	1955	2055	2155	2300
Wath upon Dearne, Montgomery Road		1857	1957	2057	2157	2302
Wombwell, Brampton Rd/Junction Street		1909	2009	2109	2209	–
Wombwell, Post Office		1913	2013	2113	2213	–
Stairfoot, Post Office		1921	2021	2121	2221	–
Barnsley, Interchange		1930	2030	2130	2230	–

Notes:

NS - Not Saturday
a. - Arrival time
d. - Departure time

229 ▸ Sunday — Barnsley ▸ Rotherham ▸ Meadowhall

Barnsley, Interchange		0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935	2035	2135
Stairfoot, Post Office		*0943*	*1043*	*1143*	*1243*	*1343*	*1443*	*1543*	*1643*	*1743*	*1843*	*1943*	*2043*	*2142*
Wombwell, Post Office		0951	1051	1151	1251	1351	1451	1551	1651	1751	1851	1951	2051	2151
Wombwell, Brampton Rd/Junction Street		0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055	2155
Wath upon Dearne, Montgomery Road		1006	1106	1206	1306	1406	1506	1606	1706	1806	1906	2006	2106	2206
Wath upon Dearne, Burman Road		1008	1108	1208	1308	1408	1508	1608	1708	1808	1908	2008	2108	2208
Wath upon Dearne, Stump Cross Road		1010	1110	1210	1310	1410	1510	1610	1710	1810	1910	2010	2110	2210
Swinton, The Woodman		1017	1117	1217	1317	1417	1517	1617	1717	1817	1917	2017	2117	2217
Rawmarsh, Stagecoach Bus Depot		1020	1120	1220	1320	1420	1520	1620	1720	1820	1920	2020	2120	2220
Rotherham, Interchange	a.	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130	2230
Rotherham, Interchange	d.	1035	1135	1235	1335	1435	1535	–	–	–	–	–	–	–
Meadowhall, Interchange		1045	1145	1245	1345	1445	1545	–	–	–	–	–	–	–

229 ▸ Sunday (continued) — Barnsley ▸ Rotherham ▸ Meadowhall

Barnsley, Interchange		2235
Stairfoot, Post Office		2243
Wombwell, Post Office		2251
Wombwell, Brampton Rd/Junction Street		2255
Wath upon Dearne, Montgomery Road		2306
Wath upon Dearne, Burman Road		2308
Wath upon Dearne, Stump Cross Rd		2310
Swinton, The Woodman		2317
Rawmarsh, Stagecoach Bus Depot		2320
Rotherham, Interchange	a.	–
Rotherham, Interchange	d.	–
Meadowhall, Interchange		–

229 ▸ Sunday — Meadowhall ▸ Rotherham ▸ Barnsley

Meadowhall, Interchange		–	–	1015	1115	1215	1315	1415	1515	1615	–	–	–	–
Rotherham, Interchange	a.	–	–	1025	1125	1225	1325	1425	1525	1625	–	–	–	–
Rotherham, Interchange	d.	–	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935	2035
Rawmarsh, Stagecoach Bus Depot		0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847	1947	2047
Swinton, The Woodman		0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950	2050
Wath upon Dearne, Stump Cross Road		0852	0952	1052	1152	1252	1352	1452	1552	1652	1752	1852	1952	2052
Wath upon Dearne, Burman Road		0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055
Wath upon Dearne, Montgomery Road		0857	0957	1057	1157	1257	1357	1457	1557	1657	1757	1857	1957	2057
Wombwell, Brampton Rd/Junction Street		0909	1009	1109	1209	1309	1409	1509	1609	1709	1809	1909	2009	2109
Wombwell, Post Office		0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	1913	2013	2113
Stairfoot, Post Office		0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1921	2021	2121
Barnsley, Interchange		0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130

229 ▸ Sunday (continued)

Meadowhall, Interchange		–	–
Rotherham, Interchange	a.	–	–
Rotherham, Interchange	d.	2135	2240
Rawmarsh, Stagecoach Bus Depot		2147	2252
Swinton, The Woodman		2150	2255
Wath upon Dearne, Stump Cross Road		*2152*	*2257*
Wath upon Dearne, Burman Road		2155	2300
Wath upon Dearne, Montgomery Road		2157	2302
Wombwell, Brampton Rd/Junction Street		2209	–
Wombwell, Post Office		2213	–
Stairfoot, Post Office		2221	–
Barnsley, Interchange		2230	–

Notes:

a. - Arrival time

d. - Departure time

Travel South Yorkshire

X19

Full Timetable

Barnsley
Darfield
Goldthorpe
Doncaster
Cantley
Robin Hood Airport

Also serves:
Doncaster Racecourse

From 16/07/2007

In partnership with:
Stagecoach

What's changed

There are no changes to service X19.

Restrictions

Between Barnsley and Doncaster only, the following restrictions will apply.

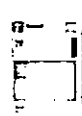
From Barnsley to Doncaster:

Pick-up only	Stairfoot, Post Office
Set-down only	Scawsby, Roman Bridge York Road, (B&Q depot) St. Mary's, York Road

From Doncaster to Barnsley:

Pick-up only	St. Mary's, York Road York Road, (B&Q depot) Scawsby, Roman Bridge
Set-down only	Stairfoot, Post Office

Single Service Timetables



Full Timetable – individual timetables give the full timetable for a service and where appropriate will combine services that have been developed to complement each other.

Limited Stop
Barnsley ▸ Doncaster

Between Barnsley and Doncaster buses only stop at the points below:

From:
BARNSLEY, Interchange

Stairfoot, Post Office
Ardsley, Oaks WMC
Darfield, Saltersbrook Road (All Stops)
Billingley, Doncaster Road
Highgate, The Halfway
Goldthorpe, Doncaster Road / Lockwood Road
Doncaster Road / Pickhills Avenue
Hickleton, Doncaster Road / Fir Tree Close
Marr, Barnsley Road / Church Lane
Scawsby, Roman Ridge
York Road (B&Q Depot)
St. Mary's, York Road

To :
DONCASTER, Interchange

Limited Stop
Doncaster ▸ Barnsley

Between Doncaster and Barnsley buses only stop at the points below:

From:
DONCASTER, Interchange

St. Mary's, York Road
York Road (B&Q Depot)
Scawsby, Roman Ridge
Marr, Church Lane / Barnsley Road
Hickleton, Doncaster Road / Fir Tree Close
Goldthorpe, Doncaster Road / Pickhills Avenue
Goldthorpe, Police Station
Highgate, The Halfway
Billingley, Doncaster Road
Darfield, Saltersbrook Road (All Stops)
Ardsley, Ardsley House Hotel
Stairfoot, Post Office

To :
BARNSLEY, Interchange

Doncaster ▸ Robin Hood Airport

Between Doncaster and Robin Hood Airport buses stop at all stops along the route below:

From:
DONCASTER,
Interchange via

Trafford Way
Cleveland Street
Silver Street
Hall Gate
South Parade
Bennetthorpe
BELLE VUE
Bawtry Road
BESSACARR
Bawtry Road
CANTLEY
Bawtry Road
Parrots Corner
Bawtry Road
Great North Road
Hurst Lane
Mosham Road
Gate House Lane
Hayfield Lane
First Avenue
airport access road

To :
ROBIN HOOD AIRPORT,
Terminal

Robin Hood Airport ▸ Doncaster

Between Robin Hood Airport and Doncaster buses stop at all stops along the route below:

From:
ROBIN HOOD AIRPORT,
Terminal via

airport access road
First Avenue
Hayfield Lane
Gate House Lane
Mosham Road
Hurst Lane
Great North Road
Bawtry Road
Parrots Corner
Bawtry Road
CANTLEY
Bawtry Road
BESSACARR
Bawtry Road
BELLE VUE
Bennetthorpe
South Parade
Hall Gate
Silver Street
Cleveland Street
Trafford Way

To :
DONCASTER,
Interchange

X19 ▸ Monday to Saturday — **Barnsley ▸ Doncaster ▸ Robin Hood Airport**

Barnsley, Interchange		0515	0605	0705	0750	0915	1015	1115	1215	1315	1415	1515	1625	1725
Darfield, Saltersbrook Road		0529	0619	0719	0804	0929	1029	1129	1229	1329	1429	1529	1639	1739
Goldthorpe, Doncaster Road		0536	0626	0726	0811	0936	1036	1136	1236	1336	1436	1536	1646	1746
Doncaster, Interchange	a.	0600	0650	0750	0850	1000	1100	1200	1300	1400	1500	1600	1710	1810
Doncaster, Interchange	d.	0600	0650	0755	0905	1005	1105	1205	1305	1405	1505	1605	1715	1815
Racecourse, Bawtry Road		*0607*	*0657*	*0802*	*0912*	*1012*	*1112*	*1212*	*1312*	*1412*	*1512*	*1612*	*1722*	*1822*
Cantley, Bawtry Road/Church Lane		0612	0702	0807	0917	1017	1117	1217	1317	1417	1517	1617	1727	1827
Robin Hood Airport		0625	0715	0820	0930	1030	1130	1230	1330	1430	1530	1630	1740	1840
Barnsley, Interchange		1825	1925	2025										
Darfield, Saltersbrook Road		1839	1939	2039										
Goldthorpe, Doncaster Road		1846	1946	2046										
Doncaster, Interchange	a.	1910	2010	2110										
Doncaster, Interchange	d.	1915	2015	2115										
Racecourse, Bawtry Road		1922	2022	2122										
Cantley, Bawtry Road/Church Lane		1927	2027	2127										
Robin Hood Airport		1940	2040	2140										

X19 ▸ Monday to Saturday — **Robin Hood Airport ▸ Doncaster ▸ Barnsley**

Robin Hood Airport		-	0625	0725	0825	0935	1035	1135	1235	1335	1435	1535	1645	1745
Cantley, Bawtry Road/Church Lane		-	0635	0735	0835	0945	1045	1145	1245	1345	1445	1545	1655	1755
Bawtry Road (the Dome)		-	0641	0741	0841	0951	1051	1151	1251	1351	1451	1551	1701	1801
Doncaster, Interchange	a.	-	0650	0755	0900	1000	1100	1200	1300	1400	1500	1600	1710	1810
Doncaster, Interchange	d.	0510	0655	0755	0905	1005	1105	1205	1305	1405	1505	1605	1720	1815
Goldthorpe, Police Station		0534	0721	0821	0929	1029	1129	1229	1329	1429	1529	1629	1744	1839
Darfield, Saltersbrook Road		0541	0728	0828	0936	1036	1136	1236	1336	1436	1536	1636	1751	1846
Barnsley, Interchange		0555	0745	0845	0950	1050	1150	1250	1350	1450	1550	1650	1805	1900
Robin Hood Airport		1845	1945	2045	2145									
Cantley, Bawtry Road/Church Lane		1855	1955	2055	2155									
Bawtry Road (the Dome)		1901	2001	2101	2201									
Doncaster, Interchange	a.	1910	2010	2110	2210									
Doncaster, Interchange	d.	1915	2015	2115	2215									
Goldthorpe, Police Station		1939	2039	2139	2239									
Darfield, Saltersbrook Road		1946	2046	2146	2246									
Barnsley, Interchange		2000	2100	2200	2300									

No Service Sunday

Notes:

a. - Arrival time

d. - Departure time

APPENDIX G

HOME TO SCHOOL TRANSPORT INFORMATION



BARNSLEY

Home to School **Transport**



BARNSLEY

DESIGNED BY BERWICK

Published by:
Steve Brailsford
Sue Hague

September 2005

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Home to School Transport Parents' Questions Answered

Parents and carers need to be aware that it is their responsibility to ensure that their child attends school on a regular basis.

However, there are a number of situations where the Council provides assistance with transport to school.

This booklet contains the information that parents need to know and includes the most frequently asked questions.

Section 1 Age of the Children

- Nursery age children

  Currently there is no charge for children under the age of 5 years when travelling on a bus if an adult paying full fare accompanies them.

- Pupils aged 5 to 7

  Free transport to school for full time pupils will be provided, if on the day preceding the start of term they live over 2 miles from the school nearest their home.

- Pupils aged 8 to 16

  Free transport to school for full time pupils will be provided, if on the day preceding the start of term they live over 3 miles from the school nearest their home.

QUESTIONS

- **What happens if an older brother or sister accompanies a nursery age child?**

  The bus company may charge the nursery child the concessionary fare.

- **What happens if my child reaches the age of 8 or 16 during the term?**

  Their free travel pass will be valid until the end of the academic year in which they reach the age of 8 or 16.

- **If I obtain a place at my first preference school and it is over 2 miles (in the case of primary) or 3 miles (secondary) will they get free transport?**

  Only if your first preference school is the nearest to your home. If it is not the nearest to your home you will be assessed for free travel based on the distance between your home and your nearest school. If that distance is above the qualifying distance of 2 or 3 miles your child will be entitled to the equivalent amount of assistance to your preferred school.

- **Who has decided it should be 2 and 3 miles?**

  This is in line with Government Legislation and adopted as the Policy of the Local Authority.

- **If my child has a statement of special educational needs does it affect my right to free transport?**

  No. Transport for pupils with a statement of special needs is provided in accordance with the specified provisions of the statement. (See section 8).

- **If my child travels between school sites is there any assistance available?**

  There is no assistance from the Local Authority towards this. Schools will make their own arrangements for pupils who need to transfer to alternative sites during the school day.

- **Do pupils have to pay full fare if they are not entitled to free travel?**

  All pupils resident in South Yorkshire and under 16 years of age at the start of the school year can travel at a reduced rate (ie the concessionary fare) throughout South Yorkshire with a Megatravel Pass. These passes are issued free of charge by SYPTE Travel Information Centres and allow travel at the concessionary fare for school and social journeys (see page 15 for where Travel Information Centres are situated). If the pupil is unable to produce a valid Megatravel Pass the full fare must be paid.

- **What is a concessionary fare?**

  This is a fare determined by the SYPTE for pupils to travel at a reduced rate on public transport throughout the County of South Yorkshire.

- **What happens if my child loses their travel pass?**

  The South Yorkshire Passenger Transport Executive issue all replacement passes and there is a cost involved. You will need to contact them on telephone number 0114 2211419

Section 2 Measuring the Distance

- Measuring the distance between home and school is done differently from that used for admission to school
- The distance from the pupil's home to the nearest school is done by the nearest suitable walking route
- In deciding what is a suitable walking route the following points are taken into account:
  - is the child accompanied by an adult;
  - are there suitable footways;
  - street lighting;
  - volume of traffic;
  - roads to be crossed.

QUESTIONS

- **Who decides what is a suitable walking route?**

  Relevant Officers of the Local Authority with a knowledge of Transport and Health and Safety.

- **If I do not get a free travel pass can this be reviewed?**

  Yes. The School Transport team will give you details of the review procedure.

- **What happens if my family moves address and I wish my child to continue at the school for which he has a travel pass?**

  If you move in your child's final year of primary education (year 6) or in their 3rd, 4th or 5th year of secondary education (years 9,10 or 11) and the distance from your new address and the school is above the aforementioned qualifying distances you will be entitled to free travel. Any existing travel pass would need to be returned to the School Transport Team to be amended.

  If your new address is less than the qualifying distance from school you will not be entitled to free travel and must return your travel pass to the Education Department School Transport Team.

- **What happens if my child is entitled to a travel pass but there is no suitable bus service?**

  Alternative transport will be provided.

Section 3 Applying for Free Transport

- If you think your child is eligible for free transport you should telephone the Transport Section in Education Services.
- You will be asked the child's address and the name of the school.
- The distance between home and school will be assessed and if you qualify you will be sent an application form.
- You complete the application form and attach a photograph of your child and return it to Education Services.
- A travel pass will then be sent to your home address.

QUESTIONS

- **Is there any cost to me for a free travel pass?**

  No. There is only a charge for replacing passes that have been lost, defaced or damaged.

- **Can the travel pass be used at weekends and during school holidays?**

  No. Free travel passes are only valid Monday to Friday during term time.

- **If I get a travel pass for my child do I have to apply for a new one each year?**

  Yes. Passes are renewed annually and an application form will be sent to your home address each year to apply for a renewal. You must remember to notify the Education Transport Team if your address changes throughout the year.

Section 4 Free Travel Under 2 and 3 miles

- In exceptional circumstances children who live under the 2 and 3 mile limits can receive assistance with transport.
- Exceptional circumstances will be where a pupil lives under the 2 and 3 mile limits and there is no suitable walking route to the nearest school.

Section 5 Different Types of Bus Services

- Every day of the week many buses can be seen transporting children to school.

  These services may be operated commercially or under contract. Commercial bus services are not supported from public funds and the only income to the operator from their operation is derived from fares collected plus payments made by SYPTE in return for the acceptance of zero-fare passes and for the carriage of passengers at the concessionary rate (currently 40 pence). SYPTE has no direct control over the operation of these services but will take up any complaints with the operator. SYPTE also has no direct sanctions in the event of unreliability or non-operation of such services, ultimate control of these services rests with the Traffic Commissioner. Services which are not provided commercially are procured by SYPTE and a contract covers the terms of this payment. In the event of unreliability or non-operation of these services SYPTE can take disciplinary action against the contractor and may also withhold payments.

- Both commercial and contracted services may form part of the general network of services which operate throughout the year or they may be provided specifically to transport children to a particular school and run on schooldays only.
- Operators may amend or withdraw commercial services, for example if the demand falls or the service ceases to be profitable. Where this happens the service will usually only be replaced under contract if there are zero fare passholders who have no other bus service available to them, including by changing buses if appropriate.

QUESTIONS

- **Can members of the public travel on these services?**

  Yes they are open to everyone on payment of the appropriate fare.

- **What happens if a commercial service is withdrawn?**

  Other bus operators could provide a commercial replacement, but a replacement service will only be provided under contract by SYPTE if there are zero-fare passholders who have no other bus service available to them, including changing buses if appropriate.

- **Can a service operated under contract be altered?**

  Yes by agreement with SYPTE and with appropriate notice being given.

  Any requests for alterations to services need to be discussed with SYPTE.

- **Who are SYPTE?**

  The South Yorkshire Passenger Transport Executive.

  SYPTE do not run any buses but have a co-ordinating role as well as funding socially necessary bus services, running the concessionary fares scheme, operating Travel Information Centres, Bus Stations and Interchanges throughout South Yorkshire. See page 15 for contact details.

Section 6 Travel to Catholic and Church of England Schools

- Where a child attends a Catholic school or Church of England school because of religious connections, and that school is not the nearest to their home, free travel will be provided:
  - up to 5 miles for primary school children;
  - up to 12 miles for secondary school children.

QUESTIONS

- **Does this apply to all children or only those who are more than 2 or 3 miles away from the School?**

  This only applies to those pupils living above the statutory qualifying distances of 2 or 3 miles.

Section 7 Post 16 Transport

- Students aged 16 to 18 attending full time courses of study will be entitled to receive a 16-18 Student Pass for travel within South Yorkshire.
- This pass entitles a student to travel by bus or train at the concessionary fare.
- Pass holders can also travel on Northern Trains services in South Yorkshire at half fare.
- The pass is available until the end of the academic year in which the student's 18th birthday falls.
- Full details of the Authority's Post 16 Transport Policy are on the DfES website: www.dfes.gov.uk

QUESTIONS

- **What help with transport is there for a student attending a college outside of South Yorkshire?**

  Consideration will be given for assistance with travel to attend courses at establishments outside South Yorkshire only if the student can provide evidence that a comparable course is not provided within South Yorkshire.

  Such applications will be considered exceptionally on an individual basis by the Transport Manager.

  In certain cases individual educational establishments may offer assistance with cross-boundary travel.

- **Does a concessionary pass cost anything?**

  There is no charge for a 16-18 Student Pass except in the case of providing a replacement pass.

- **What is defined as full time for the purposes of obtaining a concessionary student pass?**

  Full time education in this case means a minimum of 12 hours guided learning per week.

- **Can the pass be used any day of the year?**

  The passes are valid every day throughout the year at all times of the day.

- **How does a student apply for a concessionary pass?**

  16-18 Student Passes are issued by SYPTE. Students can collect application forms from their College or Travel Information Centres. The completed form must then be taken to a Travel Information Centre with documentary evidence of proof of age and address and a recent passport sized photograph. A previous concessionary travel pass may be accepted as proof of age. When the pass is ready it will be sent to the Student's College for collection.

- **Is there any help for students with a statement of special educational needs?**

  Students who possess a statement of special educational needs with transport included as a provision will receive transport to the school named in the statement. The transport will usually continue up until the end of the year in which their 19th birthday falls.

- **What help is there for students with a disability?**

  Applications from students who have difficulty accessing college/school because of disability will be considered on an individual basis. Students should in the first instance contact the college/ sixth form they are attending to establish whether assistance is available.

Section 8 Pupils and Students with a Statement of Special Educational Needs

- All pupils (i.e. whether or not they have a SEN statement) placed with the support of the LEA in primary and secondary schools with resource based provision normally receive travel assistance (unless such assistance is reasonably unnecessary) in the form of one return journey per day.
- Pupils (aged 2-16) placed with the support of the LEA in primary and secondary schools who have transport specified on their Statement of SEN will normally receive travel assistance. Pupils with physical and/or medical difficulties may not require a Statement of SEN. The provision of transport for such pupils will be given consideration and decisions will be taken based on the individual's circumstances.
- All pupils in special schools (aged 2 to 19) normally receive travel assistance unless such assistance is reasonably unnecessary.
- All pupils placed with the support of the LEA in extra-district schools will normally receive travel assistance as follows:

  (i) Day Placement

  One return journey per day

  (ii) Weekly Residential Placements

  One return journey per week

  (iii) Termly Residential Placements

  One return journey per half term

- Students (aged 16 to 19), formerly holding a SEN statement specifying travel assistance, who have transferred with the support of the LEA into extra-district further education institutions resulting in their statement ceasing to be maintained normally receive travel assistance.
- Students (aged 16 to 19) who formerly held a SEN statement specifying travel assistance but whose statement has ceased to be maintained because of their transfer to Barnsley College receive travel assistance directly from the College.

QUESTIONS

- **Who determines whether or not transport is provided for my child who has a statement of special educational needs?**

  Transport is normally provided where this is specified as a provision in a child's Statement of Special Educational Needs.

  The decision on whether or not transport is included in a Statement of SEN is based on relevant professional reports.

- **Can a decision not to provide transport be reviewed?**

  Yes. The School Transport Team will give you details of the review process.

- **Do all children with a statement of special educational needs receive free home to school transport?**

  No - this is dependent upon their individual needs.

- **Can I accompany my child to school if free transport is provided?**

  This is only possible where space permits in the vehicle provided.

- **Will my child travel alone to school?**

  In most cases there will be an escort allocated to the vehicle in which your child will travel. Escorts are employed by the Local Authority.

- **Once provided for my child will it last for all the time they are at school?**

  Transport is constantly reviewed to assess changing demand. As part of the Annual Review of a child's Statement of SEN, transport will be reassessed. It is possible for transport to be withdrawn where necessary as part of this process.

- **What type of transport is provided for children with statements?**

  Pupils may be issued with a free travel pass to travel on public transport or they may travel on transport contracted by the Local Education Authority. The type of contracted transport provided will be dependant upon the individual needs of the pupil. This may be a taxi, mini bus or a specialist accessible vehicle.

- **If my child has a statement of special educational needs and free transport is provided will he/she be collected from home?**

  Collection points may be from directly outside the home or from a designated point close to the home. This is dependent upon the needs of the pupil and accessibility to the home.

Section 9 Help and Advice

- For help and advice on:
  - home to school transport;
  - students attending sixth form and colleges;
  - students with Special Educational Needs or a Disability;
  - students attending courses outside of South Yorkshire;

  contact:

  Barnsley Metropolitan Borough Council
  Education Services
  Transport Section
  Berneslai Close
  Barnsley
  S70 2HS

  Tel: 01226 773584 / 773590
  Email: suehague@barnsley.gov.uk

- For all other information on transport contact:

  South Yorkshire Passenger Transport Executive
  PO Box 801
  Sheffield
  S2 5YT

  Tel: 0114 2767575
  Website: www.sypte.co.uk

  South Yorkshire Travel line gives full details of all public transport services in South Yorkshire. Their contact number is: 01709 515151

  SYPTE Travel Information Centres are situated in the following:

  - Barnsley, Midland Street
  - Doncaster, West Street and Duke Street
  - Meadowhall, Interchange
  - Rotherham, Interchange
  - Sheffield, Exchange Street
  - Sheffield, Interchange
  - Sheffield, Cambridge Street

Northern Trains Helpline: 0870 602 3322
Yorkshire Traction Company: 01226 202555
Barnsley and District Traction Company: 01226 299288

APPENDIX H

FRAMEWORK TRAVEL PLAN

sanderson
(consulting engineers) ltd
Highways | Traffic | Transportation | Water

Sanderson Associates (Consulting Engineers) Ltd, Sanderson House
Jubilee Way, Grange Moor, Huddersfield, West Yorkshire WF4 4TD
T 01924 844080
F 01924 844081
mail@sandersonassociates.co.uk
www.sandersonassociates.co.uk

PROPOSED ADVANCED LEARNING CENTRE
WOMBWELL / DARFIELD SITE
WOMBWELL, BARNSLEY

FRAMEWORK SCHOOL TRAVEL PLAN

Ref: 5068/IEL/TLH/003/02

September 2009

Checked and approved by .....I.G.Galbraith..... Date 3.9.2009

Director
A J France IEng FIHIE AMICE MIHT
VAT No GB 873219218
Company No. 3236830
Registered Office
Stoneygate House, 2 Greenfield Road
Holmfirth HD9 2JT

Associate Directors
E Appleton BEng DMS CEng MICE MIHT
A P Wear (Business Manager)
P Maunce BEng CEng MICE
R Greenwood IEng FIHIE
D Colley BEng MIHT
J McKellar GradIHIE

QMS ISO 9001 REGISTERED FIRM
IHIE

PROPOSED ADVANCED LEARNING CENTRE
WOMBWELL / DARFIELD SITE
WOMBWELL, BARNSLEY

FRAMEWORK SCHOOL TRAVEL PLAN

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1. INTRODUCTION

1.1 Sanderson Associates have been instructed to provide a Framework School Travel Plan in support of a planning application for the construction of a new advanced learning centre at Darfield / Wombwell site, in Barnsley.

1.2 In accordance with Local and National Government Policies to protect and enhance the environment, this Framework Travel Plan assesses the current situation in the vicinity of the site, and proposes measures to encourage accessibility via a variety of transport modes.

1.3 Both of the existing Wombwell High and The Foulstone High Schools currently have Travel Plans for their existing sites. A travel mode survey was carried out in October 2005, the details of which can be seen in section 2.0 of this Travel Plan Framework.

1.4 This Travel Plan will be further developed following the submission of full planning application and with further discussions with the Local Highway Authority.

1.5 The main objectives of the Travel Plan are as follows:

- To maximise the accessibility of the site by means other than the private car.
- To encourage pupils to travel to the new school site via alternative means other than the car.
- To ensure that the Travel Plan meets the needs of the all of the school users.
- To make staff aware of the benefits to be derived from the Travel Plan.
- To minimise the level of vehicular traffic generated by the site.
- To enable the development to protect and enhance the environment.

2. EXISTING TRAVEL MODE SURVEY

2.1 Travel mode survey information has been provided for both the Wombwell and Foulstone High School. Information on transport modal split as derived from a survey carried out in October 2005 is summarised as follows:-.

	Foulstone High School	Wombwell High School
Percentage	To School	To School
Walk	38	73
Cycle	0	1
Bus	46	12
Car	12	10
Car Share	4	3
Other	0	1
Total %	100%	100%

	Foulstone High School	Wombwell High School
Percentage	From School	From School
Walk	39	75
Cycle	0	1
Bus	48	12
Car	10	8
Car Share	3	2
Other	0	2
Total %	100%	100%

	Foulstone High School	Wombwell High School
Percentage	Would like to	Would like to
Walk	19	38
Cycle	23	14
Bus	30	8
Car	17	21
Car Share	2	6
Other	9	13
Total %	100%	100%

2.2 It should be noted that Foulstone High School had no cycle parking at the time of undertaking the survey. The existing travel patterns of both school sites show that there are a higher percentage of pupils walking to Wombwell High School than walking to Foulstone High School. This is possibly due to Wombwell High's location within a predominantly residential area and Foulstone High School is more accessible on main roads from the wider surrounding area.

2.3 It can be seen that a high percentage of school children currently travel to and from Wombwell High School on foot. This being 73% to school and 75% from school, with car travel being 13% and 10% respectively. Bus travel is at 12% to and from Wombwell High School. These figures are possibly due to Wombwell High's Location within a *predominantly residential area.*

2.4 However, the percentage of school children traveling to and from Foulstone High School is lower at 38% and 39% respectively, with car travel being at 16% and 13% respectively. Bus travel is higher at 46% and 48% respectively. These figures are possibly due to Foulstone High School being more accessible on main roads from the wider surrounding area.

2.5 The survey also identifies the potential level of pupils wishing to travel to school by alternative modes of transport should the opportunities and facilities exist to help them accomplish their ideal trip to and from school. The survey shows an increase in the likelihood of pupils travelling to school by cycle, a similar amount travelling by bus and an increase in the number of pupils travelling by car.

2.6 It is expected that given the high level of users currently travelling to school on foot, this trend will continue at the proposed school site because walking to the new school site will be promoted as part of the

proposed development and the mitigation measures are proposed to facilitate this and provide safe routes to school. It is considered that the percentage of pupils traveling to and from the new school site is therefore likely to be high with the assistance of an effective Travel Plan.

3. TRAVEL PLAN CO-ORDINATORS

3.1 It is essential that for a Travel Plan to work successfully a person be appointed as Travel Plan Coordinator. The Coordinator's duties will be to promote, coordinate, monitor and review the Travel Plan to ensure that the initiatives are being met and remain appropriate to the needs of the users.

3.2 The school will nominate an internal Travel Plan Coordinator who will review this Framework Travel Plan and will in due course coordinate the preparation of a more comprehensive Travel Plan.

3.3 A Travel Plan should be submitted to the Local Authority for approval within 6 months of the school opening.

4. INITIATIVES

4.1 As previously mentioned both of the existing schools, Wombwell High and Foulstone High School, have drawn up Travel Plans for their current sites, however, the following suggests specific areas in which initiatives should be introduced to improve and encourage alternative means of travel to the new school site, as recommended in the DfT document "A Safer Journey to School".

4.2 Buses

4.2.1 There are currently regular bus services to and from the existing schools to neighbouring residential areas using either the general bus service network or specific home-to-school services.

4.2.2 It is proposed that the new school site will have provision within the site for buses to drop off and pick up pupils together with an on site bus turn around facility to allow buses to enter, turn and leave the site in a forward gear. It is also recommended that these bus stops are provided with bus boarding kerbs and shelters to give an enhanced environment for those pupils travelling to the new school by bus. The details of this can be agreed at the appropriate stage. This proposal can be seen on the site layout plan at Appendix B within the Transport Assessment.

4.2.3 Specific home-to-school services are run by Barnsley MBC. This service allows free travel for pupils which live more than 3 miles from the nearest school. Pupils must apply to Barnsley MBC to receive free travel. The details of how to apply and of the relevant conditions are included in the Home to School Transport brochure provided by Barnsley MBC, which is included in Appendix H of the Transport Assessment.

4.2.4 It is considered that there is scope for the existing normal network bus services and the home-to-school services to be re-routed to provide a service for pupils travelling to the proposed site within the morning and evening school peak periods. At all other times during the day, the bus services would resume there normal route. It should also be borne in mind that it is unlikely that any home-to-school services will be required to the existing Foulstone and Wombwell School site if the proposed site is granted permission.

4.2.5 Discounted travel is available for all students in South Yorkshire between the ages of 11 and 18.

4.2.6 Proposed Initiatives

- Schools are well placed to publicise school bus services to parents and children. Timetables and leaflets can be displayed in the school foyer and sent home on a regular basis. Timetables can be hard to understand but by involving students in the design, schools may be able to produce materials that are more readable and more appealing. It is also helpful if children can be taught how to use timetables.

- All pupils are provided with a copy of the Home to School Transport brochure which gives details of how to claim for free travel to school.

4.3 Cycling

4.3.1 There are no dedicated cycle lanes along the roads within the vicinity of the proposed school site. However the initial section of the A633 Barnsley Road from the roundabout of Bradberry Balk Lane is

sufficiently wide as not to preclude Barnsley Road as an advisory cycle route.

4.3.2 The majority of the school catchment area is encompassed within 3000m of the development site and is within easy cycle distance of the new school site. The proposed improvements offered as part of this development are listed below.

4.3.3 Proposed Initiatives

- The provision of cycle parking, in a covered area overlooked by classrooms or offices and convenient for the main entrance.
- Organise cycle training for children from experienced adult cyclists who have received training from a road safety officer.
- Sell discounted reflective clothing and accessories.
- Improvements at the Mitchells Way / Barnsley Road / Bradberry Balk Lane roundabout to provide off road cycle route which circumnavigates the roundabout. This leads to a combined cycle footway route on the north (site) side of Mitchells Way from the roundabout to the new school site. The route is in an off road location and segregated from the bypass traffic.
- Provision of a bridge crossing on the A633 Wombwell bypass, adjacent to the junction of Littlefield Lane in order to assist the crossing of pedestrians and cyclists to/from Wombwell town centre when accessing the school site. An alternative cycle crossing will be provided at the new school access roundabout.
- A 3.5m wide cycle / footway is proposed to commence at this crossing, on the site side of the Wombwell bypass and will extend to the proposed cycle/footway which will continue to the school. This provides traffic free pedestrian and cyclist access to the school site from Wombwell Town Centre. This can be

seen on the site plan at Appendix B of the Transport Assessment.

- Traffic free pedestrian and cyclist accesses from Pitt Street into the site will separate pedestrians from traffic entering and exiting the site and provide a safer pedestrian and cyclist environment for those travelling to/from the north of the site rather than travelling on the Wombwell bypass.
- The shared cycle/footway will be of particular benefit to cyclists in terms of safety because it will encourage the removal of the majority of cyclists from the Wombwell bypass over its length and therefore reduce any potential conflict with vehicles travelling on Wombwell bypass.
- Create a cycle permit scheme. Some schools operate a cycle parking permit scheme which is a contract drawn up between the school, the pupil and the parents, to set out the conditions for cycling to school and to obtain the parents' consent. Permit forms set out the school's cycling policy, while emphasising that the decision on whether the child is competent to cycle remains with the parent. Forms can also include advice on safety and insurance and provide a record of the bicycle's make and serial number. Schools will need to decide what conditions they wish to attach to permits. For example these may include:-

    - That the bicycle is roadworthy and has passed a maintenance check
    - That the cyclist has completed an approved training course
    - That the bicycle will be securely locked in an approved area
    - That the cyclist will follow a 'good cycling code'
    - Provide secure lockers to store cycling equipment and to reduce the number of books that children have to carry home.

- Cycling can be encouraged with special events at school such as a 'cycle challenge': children are encouraged to try a range of cycling skills around obstacles for example.

4.4 Walking

4.4.1 Both the residential areas of Darfield and Wombwell are at, or slightly above the preferred maximum walking distances of 2000m from the new school site, taken from the IHT Publication "Providing for journeys on foot".

4.4.2 With the existing pedestrian facilities and proposed mitigation measures there will be a good highway footpath network linking these residential areas with the proposed school site offering good opportunities for pupils to walk to school.

4.4.3 Proposed Initiatives

- Supplying reflective clothing/accessories to children at discount prices and to assess the need to change school uniforms to colours which are more visible in dark conditions.
- Provide locker space within the school to reduce the need for pupils to carry heavy books, instruments or materials when walking home.
- In order to facilitate the crossing of pedestrians over the Wombwell bypass, it is proposed to provide a bridge crossing as shown on the site plan at Appendix B of the Transport Assessment. An alternative pedestrian crossing will be provided at the new school access roundabout.
- As previously mentioned, a combined pedestrian cycle route, in an off road location from the Mitchells Way / Barnsley Road / Bradberry Balk Lane Roundabout leading directly to the new

school site. Improved crossing facilities are proposed at the roundabout.

- Also, proposed traffic free pedestrian and cyclist accesses from Pitt Street into the site will and provide a safer pedestrian and cyclist environment for those travelling to/from Darfield.

5. CAR SHARING

5.1 Some schools have successfully encouraged parents who drive to school to car share. This can be particularly useful when children are traveling longer distances to school.

5.2 Another option for sharing a ride is a minibus. Some schools have made their own minibuses available to parents for the school run. Using a private minibus firm, funded by parents, can be expensive but has proved feasible in some circumstances.

6. TARGETS

6.1 It should be considered that targets are set to evaluate the success of the Travel Plan after 6 months of the school opening. This will allow time to assess the travel modes of the pupils to the new school.

6.2 The actual targets can then be set when the travel needs and the various modes of travel have been assessed.

7. MONITORING

7.1 It is considered that surveys should be undertaken on an annual basis to establish the success of the initiatives recommended in this Travel Plan and that the targets set have been or are being reached. This can be in the form of a hands-up survey as an exercise undertaken by pupils.

7.2 It is also considered that additional surveys on the satisfaction of pupils to the initiatives and whether improvements can be made should be carried out, again on an annual basis.

8. ACTION CHECKLIST

8.1 The following are measures which should be considered in the preparation of a School Travel Plan.

8.2 Travel awareness:

- Advise new pupils and parents on school travel policies and arrangements
- Include a safer routes map, school travel policies and arrangements in the prospectus
- Include school journey details in arrival packs sent to new families
- Set up school journey notice board
- Look at travel choices and safer routes to school as part of class work

8.3 Local Safety

- Develop traffic management proposals for pedestrian safety in the school area

8.4 Walking and Cycling

- Hold regular walk to school events
- Offer practical pedestrian training
- Create car-free entrances
- Hold cars back until pedestrians and cyclists have left school in safety
- Review the visibility of the school uniform
- Review homework timetable to check on how much children carry home
- Provide adequate storage for school books, cycling gear and outdoor clothing
- Install secure cycle shelters

- Offer on-road cycle training
- Advise on cycling safety and arrange regular cycle maintenance checks
- Set up a cycle permit scheme
- Hold regular cycling events

8.5 Public Transport

- Provide public transport information at school
- Explore options for new services, better routes and low fare promotions
- Introduce a code of behaviour for school bus users

8.6 Sharing the ride

- Set up parents' car sharing scheme
- Set up a parent-run minibus

8.7 Personal Safety

- Offer sessions for children and parents on personal safety

9. SUMMARY

9.1 This Framework School Travel Plan sets out the suggested initiatives to be included in a more detailed Travel Plan to be submitted in support of a full planning application for the development of the new Darfield / Wombwell school site.

APPENDIX I

DRAWING 4071/001

APPENDIX J

DRAWING 5068/05

APPENDIX K

TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : B - SECONDARY
VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	GL	GREATER LONDON	1 days
02	**SOUTH EAST**		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	4 days
	OX	OXFORDSHIRE	1 days
03	**SOUTH WEST**		
	DC	DORSET	8 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	5 days
	LC	LANCASHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days

Main parameter selection:

Parameter: Number of pupils
Range: 600 to 1913 (units:)

Date Range: 01/01/97 to 21/06/05

Selected survey days:

Monday	2 days
Tuesday	8 days
Wednesday	5 days
Thursday	9 days
Friday	2 days

Selected survey types:

Manual count	16 days
Directional ATC Count	10 days

Optional parameter selection:

Use Class:

D1	26 days

Optional parameter selection (Cont.):

Location:	*Location Sub Category:*
Neighbourhood Centre (PPS6 Local Centre)	14 days
Suburban Area (PPS6 Out of Centre)	5 days
Edge of Town	6 days
Edge of Town Centre	1 days

Population within 1 mile:	
1,001 to 5,000	2 days
5,001 to 10,000	15 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
50,001 to 100,000	1 days

Population within 5 miles:	
5,001 to 25,000	3 days
25,001 to 50,000	3 days
50,001 to 75,000	7 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:	
0.6 to 1.0	18 days
1.1 to 1.5	8 days

Buses/Trains per day (both directions):

Frequency	*Per Hour*	*Per Day*	*Surveys*
Not Known			0 days
0	0	0	1 days
<20 per day	1	20	0 days
20-39 per day	2	40	2 days
40-59 per day	3	60	0 days
60-79 per day	4	80	0 days
80+ per day	> 4	> 80	22 days

Travel Plan:	
Not Known	22 days
Yes	1 days
No	3 days

LIST OF SITES relevant to selection parameters

1 **CB-04-B-01 SECONDARY SCH., WORKINGTON CUMBRIA**
STAINBURN ROAD

WORKINGTON
Total Number of pupils: 861 ******
Survey date: TUESDAY 21/06/05 Survey Type: MANUAL

2 **DC-04-B-01 SECONDARY, WEYMOUTH DORSET**
CHICKERELL ROAD
CHARLESTOWN
WEYMOUTH
Total Number of pupils: 1201 ******
Survey date: TUESDAY 16/11/99 Survey Type: MANUAL

3 **DC-04-B-02 SECONDARY SCH, WEYMOUTH DORSET**
SUNNYSIDE ROAD
WYKE REGIS
WEYMOUTH
Total Number of pupils: 766 ******
Survey date: MONDAY 13/11/00 Survey Type: DIRECTIONAL
Survey date: TUESDAY 14/11/00 Survey Type: DIRECTIONAL
Survey date: WEDNESDAY 15/11/00 Survey Type: DIRECTIONAL
Survey date: THURSDAY 16/11/00 Survey Type: DIRECTIONAL
Survey date: FRIDAY 17/11/00 Survey Type: DIRECTIONAL

4 **DC-04-B-03 SECONDARY SCHOOL, PORTLAND DORSET**
WESTON ROAD
WESTON
PORTLAND
Total Number of pupils: 802 ******
Survey date: WEDNESDAY 19/09/01 Survey Type: MANUAL

5 **DC-04-B-04 SECONDARY SCH., SHERBORNE DORSET**
BRISTOL ROAD

SHERBORNE
Total Number of pupils: 1327 ******
Survey date: TUESDAY 02/10/01 Survey Type: MANUAL

6 **EX-04-B-01 SECONDARY SCH., COLCHESTER ESSEX**
SHEEPEN ROAD

COLCHESTER
Total Number of pupils: 927 ******
Survey date: THURSDAY 29/03/01 Survey Type: MANUAL

7 **GL-04-B-01 SECONDARY SCHOOL, FULHAM GREATER LONDON**
KINGWOOD ROAD

FULHAM
Total Number of pupils: 610 ******
Survey date: WEDNESDAY 04/12/02 Survey Type: MANUAL

8 **GM-04-B-01 COMMUNITY HIGH SCHOOL,WIGAN GREATER MANCHESTER**
KENYON ROAD
STANDISH
WIGAN
Total Number of pupils: 987 ******
Survey date: THURSDAY 10/12/98 Survey Type: DIRECTIONAL
Survey date: FRIDAY 11/12/98 Survey Type: DIRECTIONAL
Survey date: MONDAY 14/12/98 Survey Type: DIRECTIONAL
Survey date: TUESDAY 15/12/98 Survey Type: DIRECTIONAL
Survey date: WEDNESDAY 16/12/98 Survey Type: DIRECTIONAL

LIST OF SITES relevant to selection parameters (Cont.)

9 **HC-04-B-04 SECONDARY SCHOOL, ANDOVER HAMPSHIRE**
CROYE CLOSE

ANDOVER
Total Number of pupils: 895 ******
Survey date: THURSDAY 03/05/01 Survey Type: MANUAL

10 **HC-04-B-05 SECONDARY SCHOOL, ALTON HAMPSHIRE**
LONDON ROAD
HOLYBOURNE
ALTON
Total Number of pupils: 717 ******
Survey date: TUESDAY 12/11/02 Survey Type: MANUAL

11 **HC-04-B-06 SECONDARY SC, WATERLOOVILLE HAMPSHIRE**
BARTON CROSS
HORNDEAN
WATERLOOVILLE
Total Number of pupils: 1780 ******
Survey date: TUESDAY 12/11/02 Survey Type: MANUAL

12 **HC-04-B-07 SECONDARY SC,NEW ALRESFORD HAMPSHIRE**
POUND HILL

NEW ALRESFORD
Total Number of pupils: 885 ******
Survey date: THURSDAY 14/11/02 Survey Type: MANUAL

13 **LC-04-B-01 SECONDARY SCHOOL, PRESTON LANCASHIRE**
ALDWYCH DRIVE
ASHTON
PRESTON
Total Number of pupils: 793 ******
Survey date: WEDNESDAY 15/09/99 Survey Type: MANUAL

14 **LE-04-B-01 GRAMMAR SCH., LUTTERWORTH LEICESTERSHIRE**
BITTESWELL ROAD

LUTTERWORTH
Total Number of pupils: 1913 ******
Survey date: TUESDAY 30/01/01 Survey Type: MANUAL

15 **LN-04-B-01 SECONDARY SCHOOL, LINCOLN LINCOLNSHIRE**
WRAGBY ROAD
GLEBE
LINCOLN
Total Number of pupils: 1200 ******
Survey date: THURSDAY 12/09/02 Survey Type: MANUAL

16 **OX-04-B-01 SECONDARY SCHOOL, OXFORD OXFORDSHIRE**
MARSTON FERRY ROAD
SUMMERTOWN
OXFORD
Total Number of pupils: 1069 ******
Survey date: THURSDAY 03/10/02 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17 **ST-04-B-01** **SECONDARY SCHOOL, STOKE** **STAFFORDSHIRE**
SANDON ROAD
LIGHTWOOD
STOKE-ON-TRENT
Total Number of pupils: 758 ******
Survey date: THURSDAY *14/11/02* *Survey Type: MANUAL*

18 **WM-04-B-01** **SECONDARY SCH, BIRMINGHAM** **WEST MIDLANDS**
QUEENSBRIDGE ROAD
KINGS HEATH
BIRMINGHAM
Total Number of pupils: 600 ******
Survey date: THURSDAY *09/11/00* *Survey Type: MANUAL*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

VEHICLES

Calculation factor: 1 PUPILS

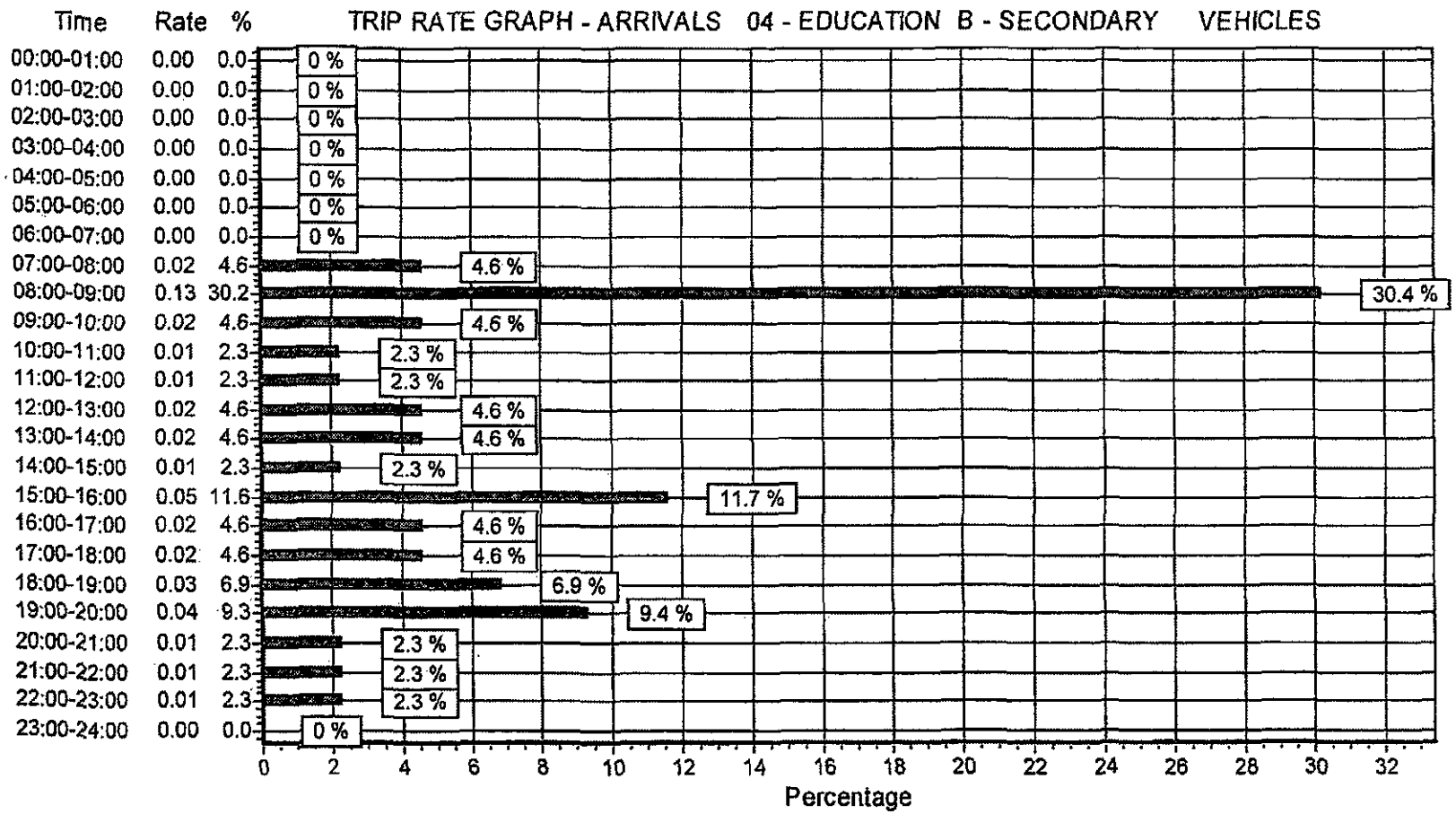
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00	10	877	0.00	10	877	0.00	10	877	0.00
01:00 - 02:00	10	877	0.00	10	877	0.00	10	877	0.00
02:00 - 03:00	10	877	0.00	10	877	0.00	10	877	0.00
03:00 - 04:00	10	877	0.00	10	877	0.00	10	877	0.00
04:00 - 05:00	10	877	0.00	10	877	0.00	10	877	0.00
05:00 - 06:00	10	877	0.00	10	877	0.00	10	877	0.00
06:00 - 07:00	10	877	0.00	10	877	0.00	10	877	0.00
07:00 - 08:00	25	928	0.02	25	928	0.01	25	928	0.03
08:00 - 09:00	**26**	**966**	**0.13**	26	966	0.07	**26**	**966**	**0.20**
09:00 - 10:00	26	966	0.02	26	966	0.02	26	966	0.04
10:00 - 11:00	26	966	0.01	26	966	0.01	26	966	0.02
11:00 - 12:00	26	966	0.01	26	966	0.01	26	966	0.02
12:00 - 13:00	26	966	0.02	26	966	0.02	26	966	0.04
13:00 - 14:00	26	966	0.02	26	966	0.02	26	966	0.04
14:00 - 15:00	26	966	0.01	26	966	0.02	26	966	0.03
15:00 - 16:00	26	966	0.05	**26**	**966**	**0.08**	26	966	0.13
16:00 - 17:00	25	969	0.02	25	969	0.05	25	969	0.07
17:00 - 18:00	25	969	0.02	25	969	0.03	25	969	0.05
18:00 - 19:00	23	1000	0.03	23	1000	0.02	23	1000	0.05
19:00 - 20:00	11	971	0.04	11	971	0.02	11	971	0.06
20:00 - 21:00	11	971	0.01	11	971	0.02	11	971	0.03
21:00 - 22:00	11	971	0.01	11	971	0.03	11	971	0.04
22:00 - 23:00	10	877	0.01	10	877	0.02	10	877	0.03
23:00 - 24:00	10	877	0.00	10	877	0.00	10	877	0.00
Daily Trip Rates:			0.44			0.44			0.88

Parameter summary

Trip rate parameter range selected:	600 - 1913 (units:)
Survey date date range:	01/01/97 - 21/06/05
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	1

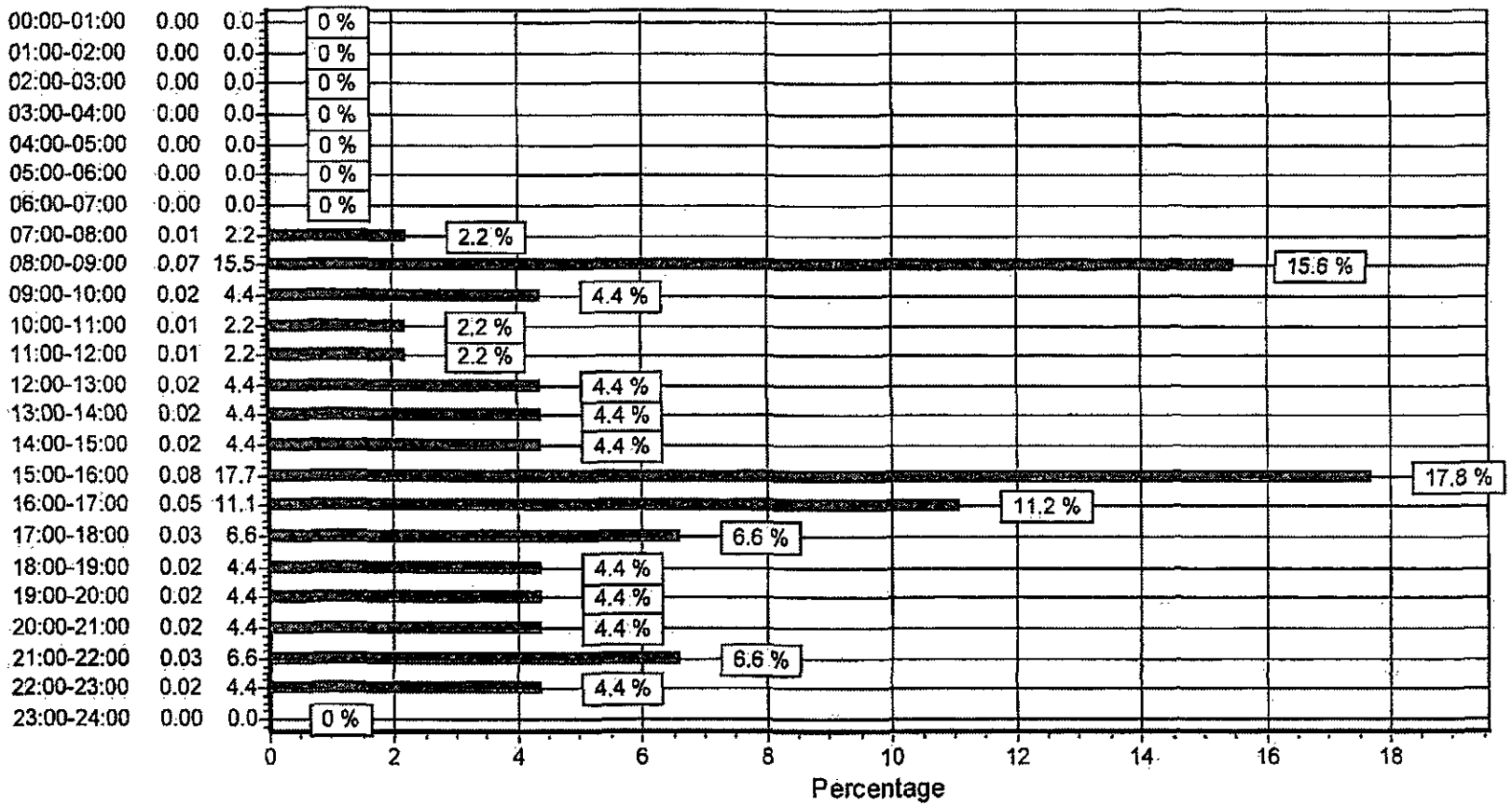
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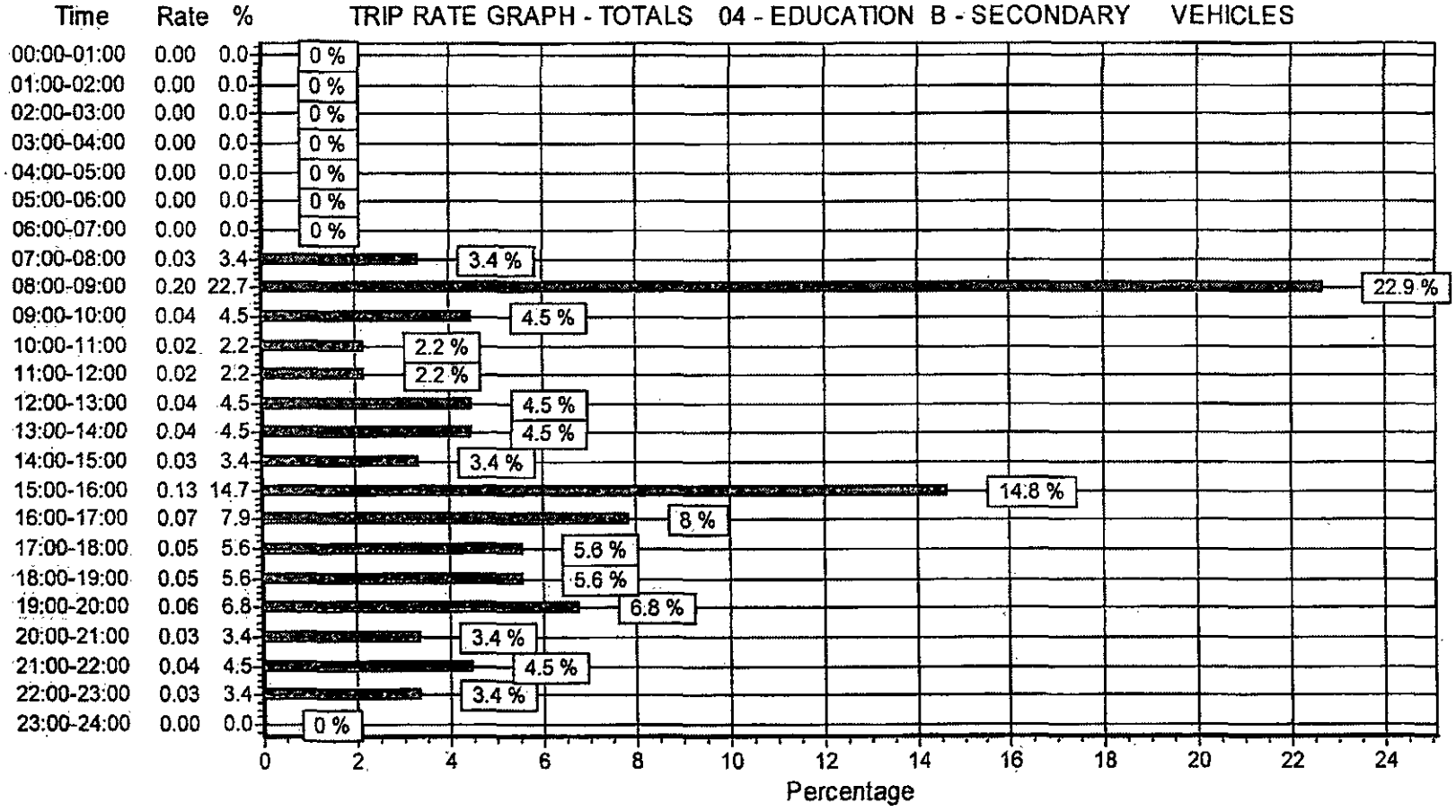
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TRIP RATE GRAPH - DEPARTURES 04 - EDUCATION B - SECONDARY VEHICLES

Time	Rate	%
00:00-01:00	0.00	0.0
01:00-02:00	0.00	0.0
02:00-03:00	0.00	0.0
03:00-04:00	0.00	0.0
04:00-05:00	0.00	0.0
05:00-06:00	0.00	0.0
06:00-07:00	0.00	0.0
07:00-08:00	0.01	2.2
08:00-09:00	0.07	15.5
09:00-10:00	0.02	4.4
10:00-11:00	0.01	2.2
11:00-12:00	0.01	2.2
12:00-13:00	0.02	4.4
13:00-14:00	0.02	4.4
14:00-15:00	0.02	4.4
15:00-16:00	0.08	17.7
16:00-17:00	0.05	11.1
17:00-18:00	0.03	6.6
18:00-19:00	0.02	4.4
19:00-20:00	0.02	4.4
20:00-21:00	0.02	4.4
21:00-22:00	0.03	6.6
22:00-23:00	0.02	4.4
23:00-24:00	0.00	0.0



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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : B - SECONDARY
MULTI-MODAL PEDESTRIANS

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
02	**SOUTH EAST**		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	OX	OXFORDSHIRE	1 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days

Main parameter selection:

Parameter: Number of pupils
Range: 610 to 1913 (units:)

Date Range: 01/01/99 to 19/10/05

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Thursday	5 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

LIST OF SITES relevant to selection parameters

1 **BN-04-B-01** **SECONDARY SCHOOL, E. BARNET** **BARNET**
CHESTNUT GROVE

EAST BARNET
Total Number of pupils: 1200 ******
Survey date: WEDNESDAY *19/10/05* *Survey Type: MANUAL*

2 **CB-04-B-01** **SECONDARY SCH., WORKINGTON** **CUMBRIA**
STAINBURN ROAD

WORKINGTON
Total Number of pupils: 861 ******
Survey date: TUESDAY *21/06/05* *Survey Type: MANUAL*

3 **DC-04-B-04** **SECONDARY SCH., SHERBORNE** **DORSET**
BRISTOL ROAD

SHERBORNE
Total Number of pupils: 1327 ******
Survey date: TUESDAY *02/10/01* *Survey Type: MANUAL*

4 **EX-04-B-01** **SECONDARY SCH., COLCHESTER** **ESSEX**
SHEEPEN ROAD

COLCHESTER
Total Number of pupils: 927 ******
Survey date: THURSDAY *29/03/01* *Survey Type: MANUAL*

5 **HC-04-B-04** **SECONDARY SCHOOL, ANDOVER** **HAMPSHIRE**
CROYE CLOSE

ANDOVER
Total Number of pupils: 895 ******
Survey date: THURSDAY *03/05/01* *Survey Type: MANUAL*

6 **HM-04-B-01** **SECONDARY SCHOOL, FULHAM** **HAMMERSMITH AND FULHAM**
KINGWOOD ROAD

FULHAM
Total Number of pupils: 610 ******
Survey date: WEDNESDAY *04/12/02* *Survey Type: MANUAL*

7 **KH-04-B-01** **PRIVATE SCHOOL, HULL** **KINGSTON UPON HULL**
HYMERS AVENUE

HULL
Total Number of pupils: 973 ******
Survey date: MONDAY *15/10/01* *Survey Type: MANUAL*

8 **LE-04-B-01** **GRAMMAR SCH., LUTTERWORTH** **LEICESTERSHIRE**
BITTESWELL ROAD

LUTTERWORTH
Total Number of pupils: 1913 ******
Survey date: TUESDAY *30/01/01* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	**LN-04-B-01**	**SECONDARY SCHOOL, LINCOLN**	**LINCOLNSHIRE**
	WRAGBY ROAD		
	GLEBE		
	LINCOLN		
	Total Number of pupils:	1200 ******	
	Survey date: THURSDAY	*12/09/02*	*Survey Type: MANUAL*
10	**OX-04-B-01**	**SECONDARY SCHOOL, OXFORD**	**OXFORDSHIRE**
	MARSTON FERRY ROAD		
	SUMMERTOWN		
	OXFORD		
	Total Number of pupils:	1069 ******	
	Survey date: THURSDAY	*03/10/02*	*Survey Type: MANUAL*
11	**ST-04-B-01**	**SECONDARY SCHOOL, STOKE**	**STAFFORDSHIRE**
	SANDON ROAD		
	LIGHTWOOD		
	STOKE-ON-TRENT		
	Total Number of pupils:	758 ******	
	Survey date: THURSDAY	*14/11/02*	*Survey Type: MANUAL*

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	10	982	0.015	10	982	0.002	10	982	0.017
08:00 - 09:00	**11**	**1067**	**0.392**	11	1067	0.025	**11**	**1067**	**0.417**
09:00 - 10:00	11	1067	0.026	11	1067	0.015	11	1067	0.041
10:00 - 11:00	11	1067	0.022	11	1067	0.025	11	1067	0.047
11:00 - 12:00	11	1067	0.020	11	1067	0.030	11	1067	0.050
12:00 - 13:00	11	1067	0.048	11	1067	0.091	11	1067	0.139
13:00 - 14:00	11	1067	0.141	11	1067	0.120	11	1067	0.261
14:00 - 15:00	11	1067	0.018	11	1067	0.021	11	1067	0.039
15:00 - 16:00	11	1067	0.038	**11**	**1067**	**0.374**	11	1067	0.412
16:00 - 17:00	11	1067	0.008	11	1067	0.044	11	1067	0.052
17:00 - 18:00	11	1067	0.007	11	1067	0.007	11	1067	0.014
18:00 - 19:00	10	1112	0.004	10	1112	0.005	10	1112	0.009
19:00 - 20:00	1	1913	0.014	1	1913	0.005	1	1913	0.019
20:00 - 21:00	1	1913	0.002	1	1913	0.002	1	1913	0.004
21:00 - 22:00	1	1913	0.001	1	1913	0.004	1	1913	0.005
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.756			0.770			1.526

Parameter summary

Trip rate parameter range selected:	610 - 1913 (units:)
Survey date date range:	01/01/99 - 19/10/05
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL CYCLISTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	10	982	0.003	10	982	0.000	10	982	0.003
08:00 - 09:00	**11**	**1067**	**0.048**	11	1067	0.000	**11**	**1067**	**0.048**
09:00 - 10:00	11	1067	0.001	11	1067	0.000	11	1067	0.001
10:00 - 11:00	11	1067	0.001	11	1067	0.000	11	1067	0.001
11:00 - 12:00	11	1067	0.001	11	1067	0.001	11	1067	0.002
12:00 - 13:00	11	1067	0.001	11	1067	0.002	11	1067	0.003
13:00 - 14:00	11	1067	0.001	11	1067	0.001	11	1067	0.002
14:00 - 15:00	11	1067	0.001	11	1067	0.003	11	1067	0.004
15:00 - 16:00	11	1067	0.001	**11**	**1067**	**0.043**	11	1067	0.044
16:00 - 17:00	11	1067	0.001	11	1067	0.005	11	1067	0.006
17:00 - 18:00	11	1067	0.000	11	1067	0.001	11	1067	0.001
18:00 - 19:00	10	1112	0.000	10	1112	0.000	10	1112	0.000
19:00 - 20:00	1	1913	0.000	1	1913	0.001	1	1913	0.001
20:00 - 21:00	1	1913	0.000	1	1913	0.000	1	1913	0.000
21:00 - 22:00	1	1913	0.000	1	1913	0.000	1	1913	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.059			0.057			0.116

Parameter summary

Trip rate parameter range selected:	610 - 1913 (units:)
Survey date date range:	01/01/99 - 19/10/05
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	10	982	0.009	10	982	0.000	10	982	0.009
08:00 - 09:00	**11**	**1067**	**0.284**	11	1067	0.004	**11**	**1067**	**0.288**
09:00 - 10:00	11	1067	0.005	11	1067	0.006	11	1067	0.011
10:00 - 11:00	11	1067	0.001	11	1067	0.000	11	1067	0.001
11:00 - 12:00	11	1067	0.000	11	1067	0.000	11	1067	0.000
12:00 - 13:00	11	1067	0.005	11	1067	0.000	11	1067	0.005
13:00 - 14:00	11	1067	0.029	11	1067	0.000	11	1067	0.029
14:00 - 15:00	11	1067	0.003	11	1067	0.007	11	1067	0.010
15:00 - 16:00	11	1067	0.003	**11**	**1067**	**0.217**	11	1067	0.220
16:00 - 17:00	11	1067	0.002	11	1067	0.092	11	1067	0.094
17:00 - 18:00	11	1067	0.000	11	1067	0.013	11	1067	0.013
18:00 - 19:00	10	1112	0.002	10	1112	0.002	10	1112	0.004
19:00 - 20:00	1	1913	0.000	1	1913	0.000	1	1913	0.000
20:00 - 21:00	1	1913	0.000	1	1913	0.000	1	1913	0.000
21:00 - 22:00	1	1913	0.000	1	1913	0.000	1	1913	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.343			0.341			0.684

Parameter summary

Trip rate parameter range selected:	610 - 1913 (units:)
Survey date date range:	01/01/99 - 19/10/05
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	10	982	0.027	10	982	0.003	10	982	0.030
08:00 - 09:00	**11**	**1067**	**0.216**	11	1067	0.020	**11**	**1067**	**0.236**
09:00 - 10:00	11	1067	0.027	11	1067	0.010	11	1067	0.037
10:00 - 11:00	11	1067	0.012	11	1067	0.011	11	1067	0.023
11:00 - 12:00	11	1067	0.014	11	1067	0.015	11	1067	0.029
12:00 - 13:00	11	1067	0.019	11	1067	0.020	11	1067	0.039
13:00 - 14:00	11	1067	0.019	11	1067	0.016	11	1067	0.035
14:00 - 15:00	11	1067	0.012	11	1067	0.021	11	1067	0.033
15:00 - 16:00	11	1067	0.025	**11**	**1067**	**0.116**	11	1067	0.141
16:00 - 17:00	11	1067	0.015	11	1067	0.085	11	1067	0.100
17:00 - 18:00	11	1067	0.019	11	1067	0.045	11	1067	0.064
18:00 - 19:00	10	1112	0.019	10	1112	0.018	10	1112	0.037
19:00 - 20:00	1	1913	0.039	1	1913	0.018	1	1913	0.057
20:00 - 21:00	1	1913	0.025	1	1913	0.027	1	1913	0.052
21:00 - 22:00	1	1913	0.005	1	1913	0.050	1	1913	0.055
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.493			0.475			0.968

Parameter summary

Trip rate parameter range selected:	610 - 1913 (units:)
Survey date date range:	01/01/99 - 19/10/05
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

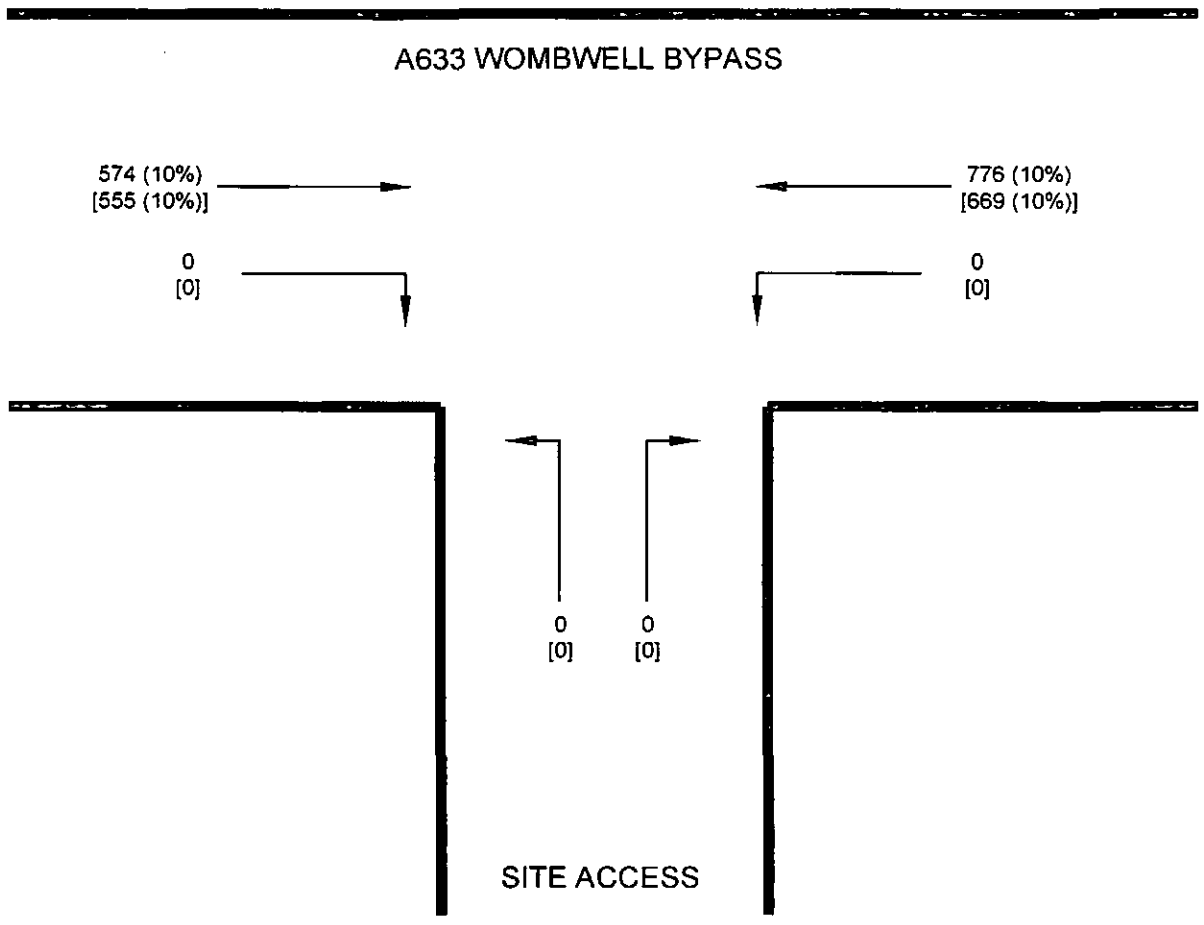
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	10	982	0.053	10	982	0.005	10	982	0.058
08:00 - 09:00	**11**	**1067**	**0.940**	11	1067	0.049	**11**	**1067**	**0.989**
09:00 - 10:00	11	1067	0.059	11	1067	0.031	11	1067	0.090
10:00 - 11:00	11	1067	0.035	11	1067	0.037	11	1067	0.072
11:00 - 12:00	11	1067	0.035	11	1067	0.047	11	1067	0.082
12:00 - 13:00	11	1067	0.074	11	1067	0.113	11	1067	0.187
13:00 - 14:00	11	1067	0.190	11	1067	0.138	11	1067	0.328
14:00 - 15:00	11	1067	0.034	11	1067	0.052	11	1067	0.086
15:00 - 16:00	11	1067	0.068	**11**	**1067**	**0.750**	11	1067	0.818
16:00 - 17:00	11	1067	0.026	11	1067	0.227	11	1067	0.253
17:00 - 18:00	11	1067	0.026	11	1067	0.066	11	1067	0.092
18:00 - 19:00	10	1112	0.025	10	1112	0.025	10	1112	0.050
19:00 - 20:00	1	1913	0.053	1	1913	0.024	1	1913	0.077
20:00 - 21:00	1	1913	0.027	1	1913	0.029	1	1913	0.056
21:00 - 22:00	1	1913	0.005	1	1913	0.054	1	1913	0.059
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.650			1.647			3.297

Parameter summary

Trip rate parameter range selected:	610 - 1913 (units:)
Survey date date range:	01/01/99 - 19/10/05
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

APPENDIX L

TRIP DISTRIBUTION AND PEAK HOUR FLOW DIAGRAMS



TOTAL VEHICLES

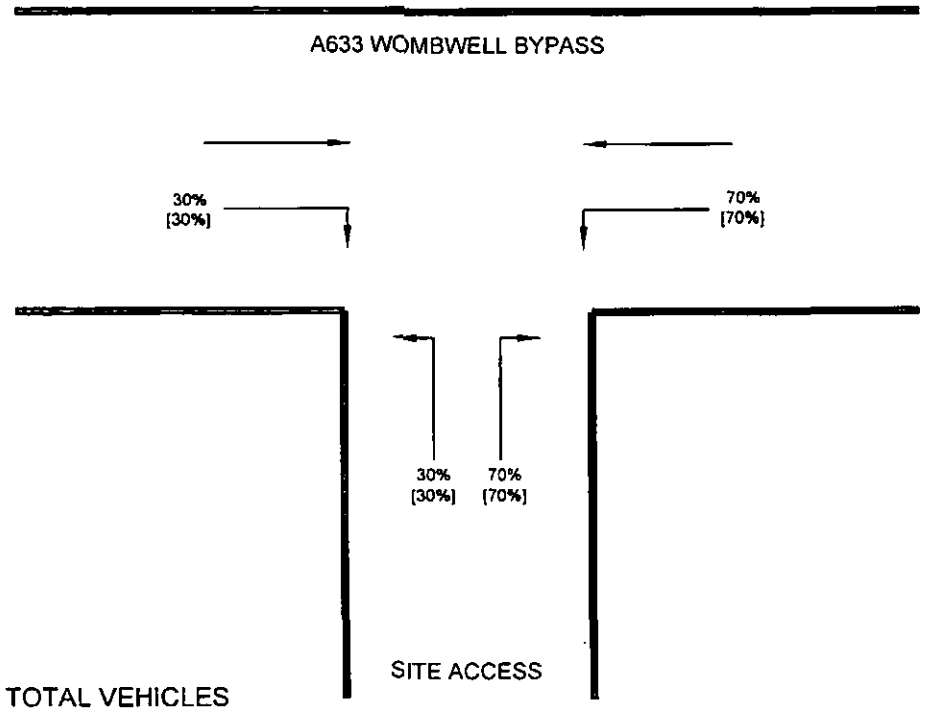
PEAK PERIODS
08:00 - 09:00 (% HGV's)
[15:00 - 16:00 (% HGV's)]

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PROPOSED ADVANCED LEARNING CENTRE, WOMBWELL / DARFIELD SITE

2006 BASE NETWORK FLOWS
AVERAGE WEEKDAY PEAK
VEHICLE FLOW

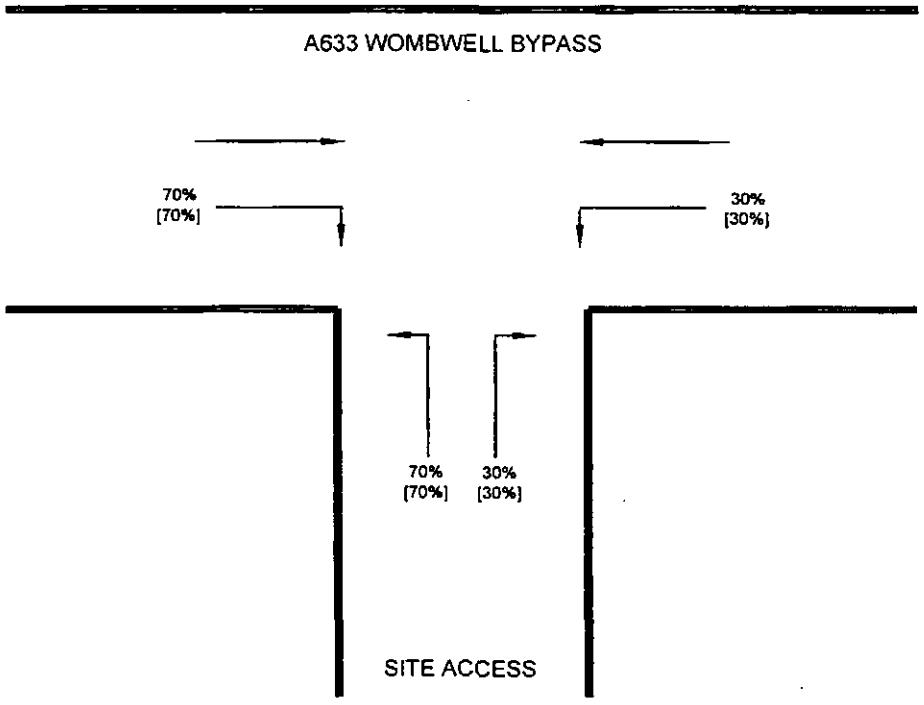
Drawn	Scale	
RIS	NTS	
Checked	Date	
IEL	OCT 2007	
Approved	Drawing Number	Rev
IEL	FIGURE 2	



TOTAL VEHICLES

PEAK PERIODS
08:00 - 09:00
[15:00 - 16:00]

30/70 DISTRIBUTION



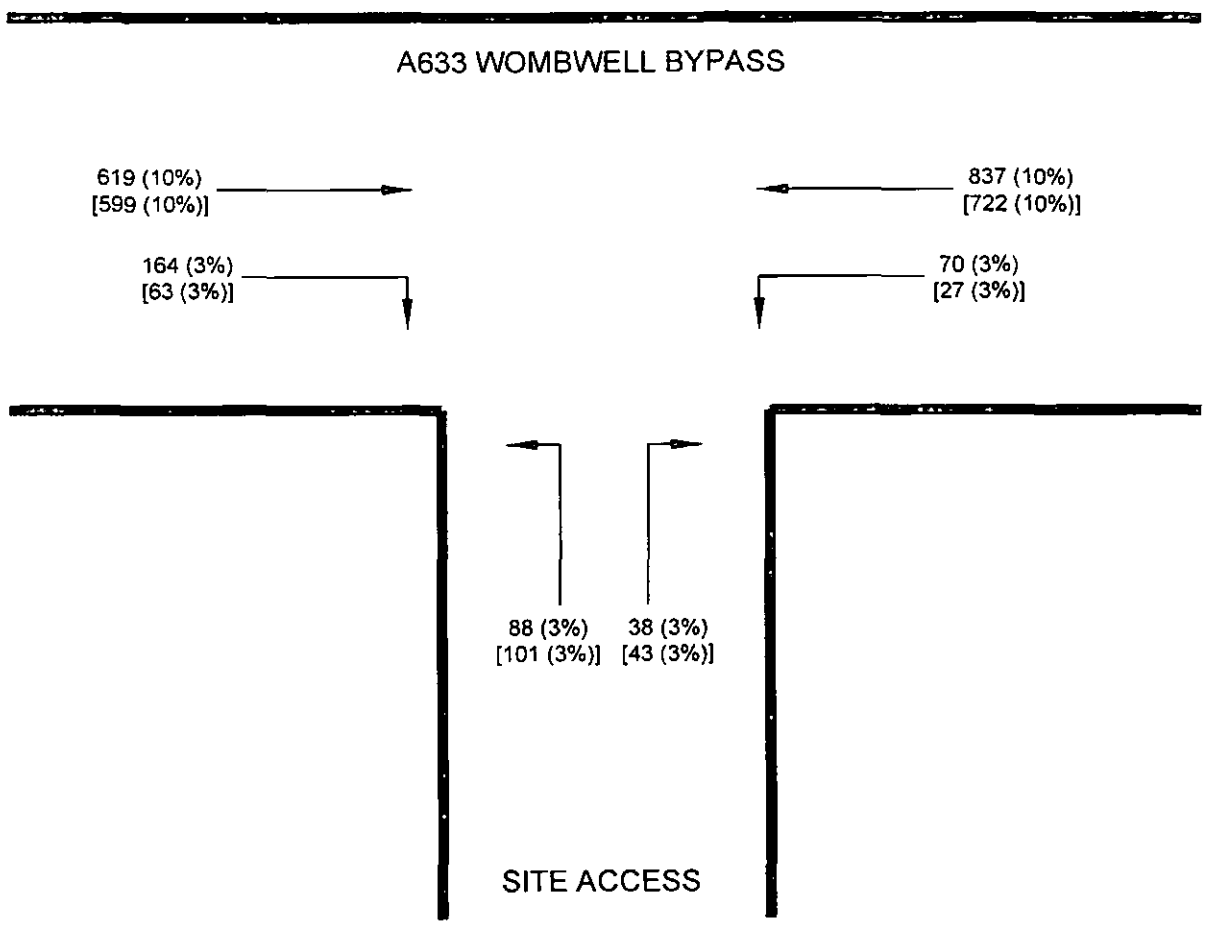
70/30 DISTRIBUTION

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PROPOSED ADVANCED LEARNING CENTRE, WOMBWELL / DARFIELD SITE

30/70 & 70/30 DISTRIBUTION SENSITIVITY TEST

Drawn	Scale	
RIS	NTS	
Checked	Date	
IEL	OCT 2007	
Approved	Drawing Number	Rev
IEL	FIGURE 3	



TOTAL VEHICLES

PEAK PERIODS
08:00 - 09:00 (% HGV's)
[15:00 - 16:00 (% HGV's)]

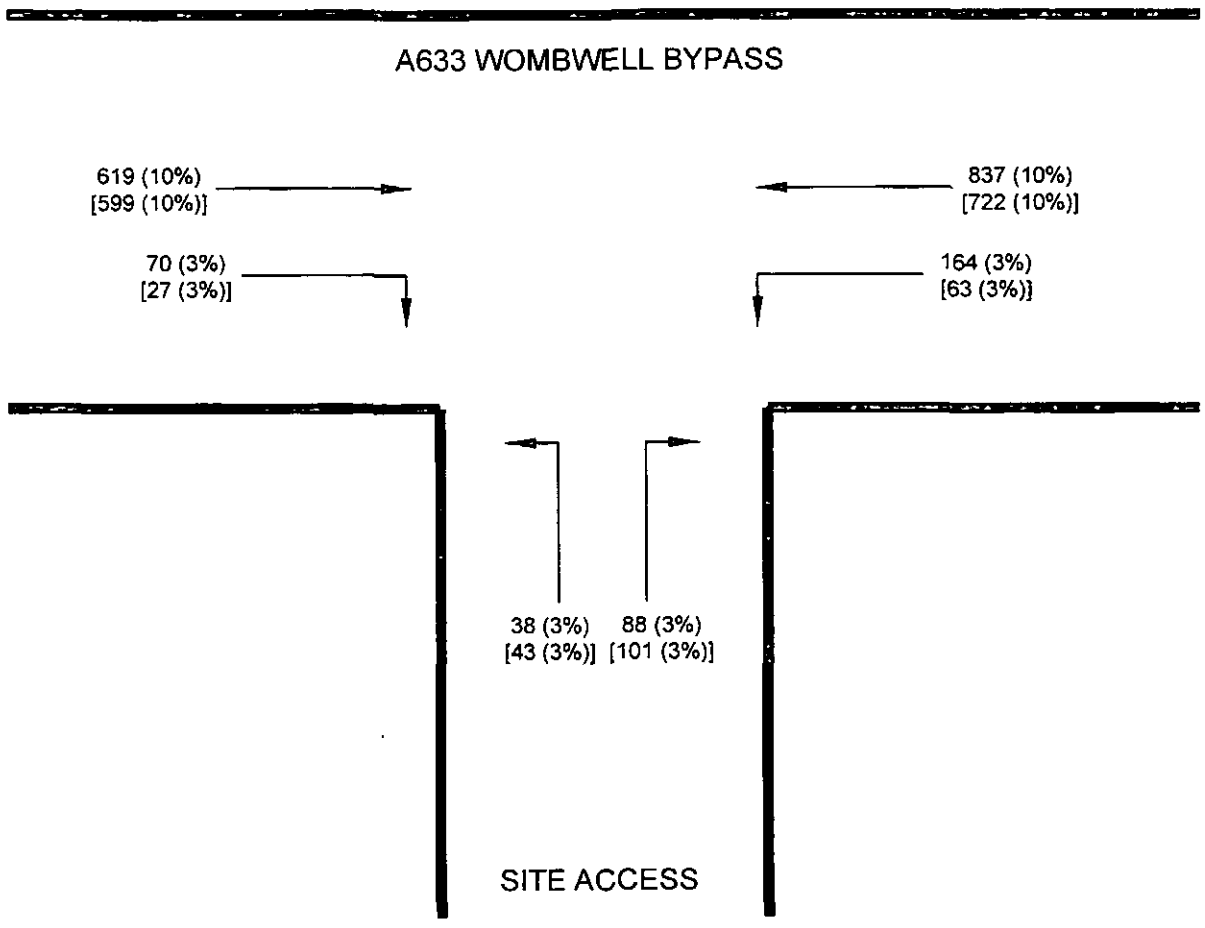
NRTF CENTRAL GROWTH FACTOR 2006 - 2011 = 1.079

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PROPOSED ADVANCED LEARNING CENTRE, WOMBWELL / DARFIELD SITE

2011 NETWORK FLOWS PLUS DEVELOPMENT 70/30 SENSITIVITY TEST

Drawn	Scale	
RIS	NTS	
Checked	Date	
IEL	OCT 2007	
Approved	Drawing Number	Rev
IEL	FIGURE 4	



TOTAL VEHICLES

PEAK PERIODS
08:00 - 09:00 (% HGV's)
[15:00 - 16:00 (% HGV's)]

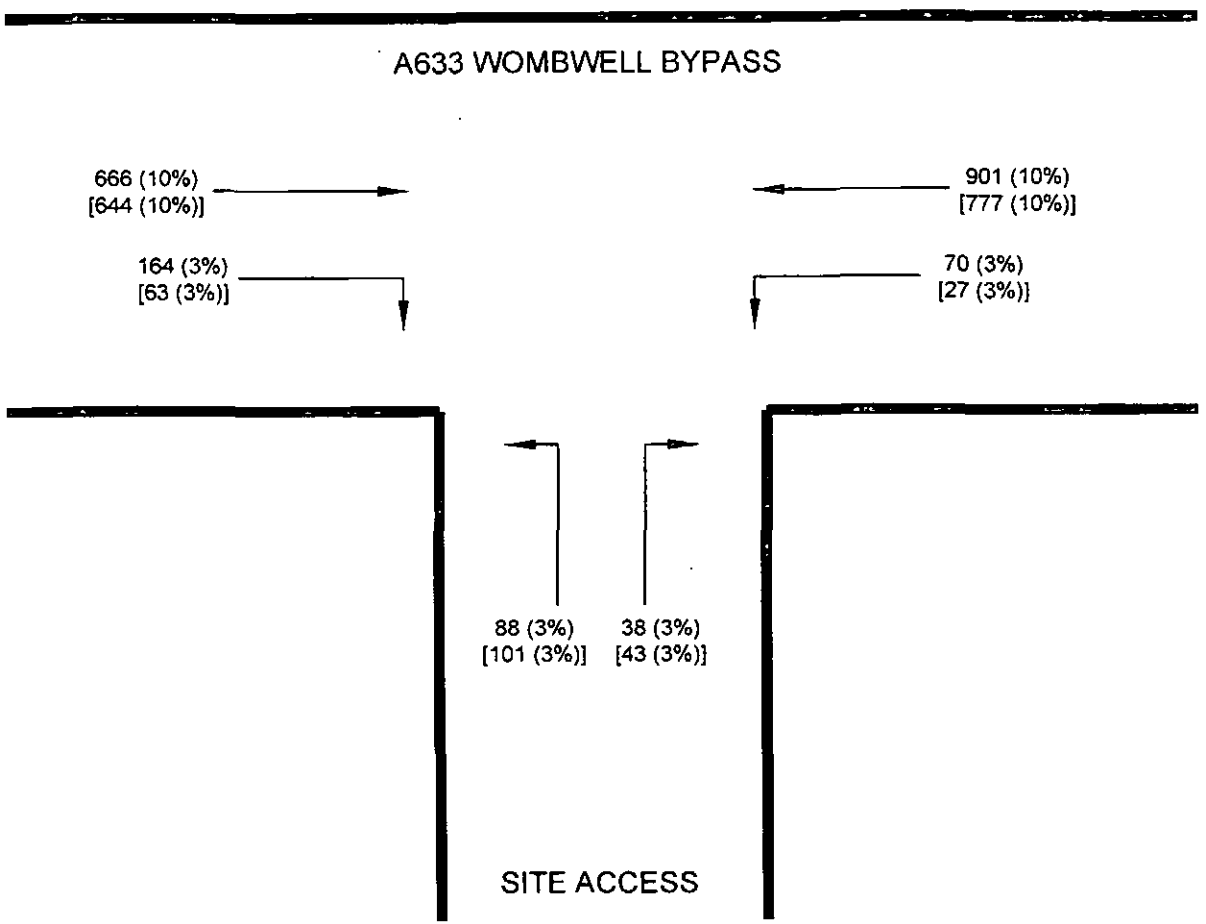
NRTF CENTRAL GROWTH FACTOR 2006 - 2011 = 1.079

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PROPOSED ADVANCED LEARNING CENTRE, WOMBWELL / DARFIELD SITE

2011 NETWORK FLOWS
PLUS DEVELOPMENT
30/70 SENSITIVITY TEST

Drawn	Scale	
RIS	NTS	
Checked	Date	
IEL	OCT 2007	
Approved	Drawing Number	Rev
IEL	FIGURE 5	



TOTAL VEHICLES

PEAK PERIODS
08:00 - 09:00 (% HGV's)
[15:00 - 16:00 (% HGV's)]

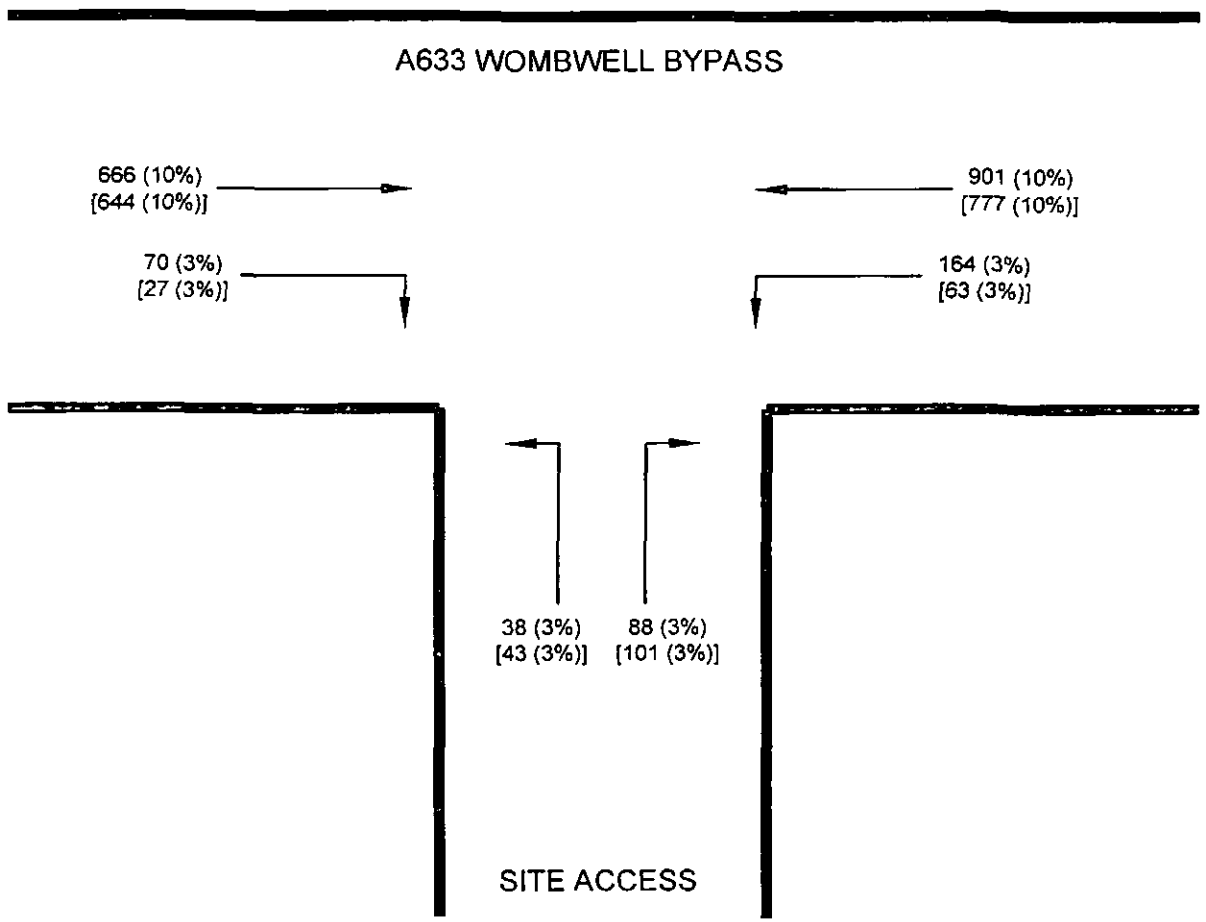
NRTF CENTRAL GROWTH FACTOR 2006 - 2016 = 1.161

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PROPOSED ADVANCED LEARNING CENTRE, WOMBWELL / DARFIELD SITE

2016 NETWORK FLOWS PLUS DEVELOPMENT 70/30 SENSITIVITY TEST

Drawn	Scale	
RIS	NTS	
Checked	Date	
IEL	OCT 2007	
Approved	Drawing Number	Rev
IEL	FIGURE 6	



TOTAL VEHICLES

PEAK PERIODS
08:00 - 09:00 (% HGV's)
[15:00 - 16:00 (% HGV's)]

NRTF CENTRAL GROWTH FACTOR 2006 - 2016 = 1.161

SANDERSON ASSOCIATES
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PROPOSED ADVANCED LEARNING CENTRE, WOMBWELL / DARFIELD SITE

2016 NETWORK FLOWS
PLUS DEVELOPMENT
30/70 SENSITIVITY TEST

Drawn	Scale	
RIS	NTS	
Checked	Date	
IEL	OCT 2007	
Approved	Drawing Number	Rev
IEL	FIGURE 7	

APPENDIX M

ARCADY RESULTS

RL TRL VIEWER 3.0 AC j:\.. \Arcady\ALC, Wombwell - Darfield Site, Barnsley 2011 AM Peak 30-70 + Develo

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
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h with file:-
\4000\4071_Barnsley MBC -\Engineering\Traffic\Arcady\
ALC, Wombwell - Darfield Site, Barnsley 2011 AM Peak 30-70 + Development.vai"
drive-on-the-left) at 11:31:58 on Thursday, 3 July 2008

FILE PROPERTIES

RUN TITLE: ALC, Wombwell / Darfield Site, Barnsley 2011 AM Peak 30-70 + Development
LOCATION: Site Access / A633 Wombwell Bypass
DATE: 15/03/2007
CLIENT: Barnsley MBC
ENUMERATOR: richard.spencer [PC46]
JOB NUMBER: 4071
STATUS: Preliminary
DESCRIPTION: Preliminary ARCADY capacity, queuing and delay model of alternative
roundabout junction site access

PUT DATA

RM A - A633 Wombwell Bypass (NW)
RM B - Site Access
M C - A633 Wombwell Bypass (SE)

EOMETRIC DATA

ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
RM A	I	3.80	I	7.00	I	15.00	I	50.00	I	35.00	I	20.0	I	0.699	I	30.638	I
RM B	I	3.65	I	7.00	I	15.00	I	50.00	I	35.00	I	20.0	I	0.693	I	30.111	I
RM C	I	3.80	I	7.00	I	15.00	I	50.00	I	35.00	I	20.0	I	0.699	I	30.638	I

approach half-width L = effective flare length D = inscribed circle diameter
entry width R = entry radius PHI = entry angle

FFIC DEMAND DATA

nly sets included in the current run are shown)

ARM	I	FLOW SCALE(%)	I
A	I	100	I
	I	100	I
	I	100	I

E PERIOD BEGINS 07.45 AND ENDS 09.15

TRL VIEWER 3.0 AC j:\.. \Arcady\ALC, Wombwell - Darfield Site, Barnsley 2011 AM Peak 30-70 + Develo

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

MAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

MAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - AM Peak 30/70

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	12.51	18.77	12.51
ARM B	15.00	45.00	75.00	1.58	2.36	1.58
ARM C	15.00	45.00	75.00	8.61	12.92	8.61

MAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - AM Peak 30/70

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.164	0.836
		0.0	164.0	837.0
		(0.0)	(3.0)	(10.0)
	ARM B	0.698	0.000	0.302
		88.0	0.0	38.0
		(3.0)	(0.0)	(3.0)
	ARM C	0.898	0.102	0.000
		619.0	70.0	0.0
		(10.0)	(3.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	12.51	27.57	0.454		0.0	0.8	12.0		0.07
ARM B	1.58	21.53	0.073		0.0	0.1	1.2		0.05
ARM C	8.61	27.31	0.315		0.0	0.5	6.7		0.05
08.00-08.15									
ARM A	14.94	27.46	0.544		0.8	1.2	17.2		0.08
ARM B	1.88	20.00	0.094		0.1	0.1	1.5		0.06
ARM C	10.28	27.17	0.379		0.5	0.6	8.9		0.06
08.15-08.30									
ARM A	18.30	27.30	0.670		1.2	2.0	28.5		0.11
ARM B	2.30	17.95	0.128		0.1	0.1	2.2		0.06
ARM C	12.60	26.97	0.467		0.6	0.9	12.7		0.07
08.30-08.45									
ARM A	18.30	27.30	0.670		2.0	2.0	30.0		0.11
ARM B	2.30	17.91	0.129		0.1	0.1	2.2		0.06
ARM C	12.60	26.97	0.467		0.9	0.9	13.1		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	14.94	27.45	0.544		2.0	1.2	18.7		0.08
ARM B	1.88	19.96	0.094		0.1	0.1	1.6		0.06
ARM C	10.28	27.17	0.379		0.9	0.6	9.4		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	12.51	27.57	0.454		1.2	0.8	12.9		0.07
ARM B	1.58	21.48	0.073		0.1	0.1	1.2		0.05
ARM C	8.61	27.31	0.315		0.6	0.5	7.1		0.05

EUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.2	*
08.30	2.0	**
08.45	2.0	**
09.00	1.2	*
09.15	0.8	*

EUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

UEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	
08.15	0.6	*
08.30	0.9	*
08.45	0.9	*
09.00	0.6	*
09.15	0.5	

RL TRL VIEWER 3.0 AC j:\.. \Arcady\ALC, Wombwell - Darfield Site, Barnsley 2011 AM Peak 30-70 + Develo

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1372.6	915.1	119.4	0.09	119.4	0.09
B	172.8	115.2	9.9	0.06	9.9	0.06
C	944.8	629.8	57.9	0.06	57.9	0.06
ALL	2490.1	1660.1	187.1	0.08	187.1	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 11:32:22 on 03/07/2008]

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2011 AM Peak 70-3(

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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Crowthorne House Fax: +44 (0) 1344 770864
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\4000\4071_Barnsley MBC -\Engineering\Traffic\Arcady\Supplementary TA\
ALC, Wombwell - Darfield Site, Barnsley 2011 AM Peak 70-30 + Development.vai"
drive-on-the-left) at 11:41:57 on Thursday, 3 July 2008

FILE PROPERTIES

RUN TITLE: ALC, Wombwell / Darfield Site, Barnsley 2011 AM Peak 70-30 + Development
LOCATION: Site Access / A633 Wombwell Bypass
DATE: 15/03/2007
CLIENT: Barnsley MBC
ENUMERATOR: richard.spencer [PC46]
JOB NUMBER: 4071
STATUS: Preliminary
DESCRIPTION: Preliminary ARCADY capacity, queuing and delay model of alternative roundabout junction site access

PUT DATA

RM A - A633 Wombwell Bypass (NW)
RM B - Site Access
M C - A633 Wombwell Bypass (SE)

GEOMETRIC DATA

ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)
RM A	I	3.80	I	7.00	I	15.00	I	50.00	I	35.00	I	20.0	I	0.699	I	30.638
RM B	I	3.65	I	7.00	I	15.00	I	50.00	I	35.00	I	20.0	I	0.693	I	30.111
RM C	I	3.80	I	7.00	I	15.00	I	50.00	I	35.00	I	20.0	I	0.699	I	30.638

approach half-width L = effective flare length D = inscribed circle diameter
entry width R = entry radius PHI = entry angle

FFIC DEMAND DATA

nly sets included in the current run are shown)

ARM	I	FLOW SCALE(%)	I
A	I	100	I
	I	100	I
	I	100	I

E PERIOD BEGINS 07.45 AND ENDS 09.15

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2011 AM Peak 70-3(

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - AM Peak 70/30

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	11.34	17.01	11.34
ARM B	15.00	45.00	75.00	1.58	2.36	1.58
ARM C	15.00	45.00	75.00	9.79	14.68	9.79

DEMAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - AM Peak 70/30

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15		*TURNING PROPORTIONS*		
		TURNING COUNTS (VEH/HR)		
		(PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.077	0.923
		0.0	70.0	837.0
		(0.0)	(3.0)	(10.0)
	ARM B	0.302	0.000	0.698
		38.0	0.0	88.0
		(3.0)	(0.0)	(3.0)
	ARM C	0.791	0.209	0.000
		619.0	164.0	0.0
		(10.0)	(3.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	11.34	26.65	0.425		0.0	0.7	10.7		0.06
ARM B	1.58	21.53	0.073		0.0	0.1	1.2		0.05
ARM C	9.79	27.91	0.351		0.0	0.5	7.9		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	13.54	26.38	0.513		0.7	1.0	15.2		0.08
ARM B	1.88	20.00	0.094		0.1	0.1	1.5		0.06
ARM C	11.69	27.85	0.420		0.5	0.7	10.6		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	16.58	26.02	0.637		1.0	1.7	24.8		0.10
ARM B	2.30	17.94	0.128		0.1	0.1	2.2		0.06
ARM C	14.31	27.77	0.515		0.7	1.1	15.4		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	16.58	26.02	0.637		1.7	1.7	26.0		0.11
ARM B	2.30	17.91	0.129		0.1	0.1	2.2		0.06
ARM C	14.31	27.77	0.515		1.1	1.1	15.8		0.07

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2011 AM Peak 70-3

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	13.54	26.38	0.513		1.7	1.1	16.5		0.08
ARM B	1.88	19.96	0.094		0.1	0.1	1.6		0.06
ARM C	11.69	27.85	0.420		1.1	0.7	11.2		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	11.34	26.64	0.426		1.1	0.7	11.5		0.07
ARM B	1.58	21.48	0.073		0.1	0.1	1.2		0.05
ARM C	9.79	27.91	0.351		0.7	0.5	8.3		0.06

EUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.7	*
08.15	1.0	*
08.30	1.7	**
08.45	1.7	**
09.00	1.1	*
09.15	0.7	*

EUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

UEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	0.7	*
08.30	1.1	*
08.45	1.1	*
09.00	0.7	*
09.15	0.5	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1243.7	829.1	104.7	0.08	104.7	0.08
B	172.8	115.2	9.9	0.06	9.9	0.06
C	1073.7	715.8	69.1	0.06	69.1	0.06
ALL	2490.1	1660.1	183.7	0.07	183.7	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 11:42:13 on 03/07/2008]

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2011 PM Peak 30-7(

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
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Wokingham, Berks. Web: www.trlsoftware.co.uk
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n with file:-
\4000\4071_Barnsley MBC -\Engineering\Traffic\Arcady\Supplementary TA\
ALC, Wombwell - Darfield Site, Barnsley 2011 PM Peak 30-70 + Development.vai"
drive-on-the-left) at 11:43:58 on Thursday, 3 July 2008

FILE PROPERTIES

RUN TITLE: ALC, Wombwell / Darfield Site, Barnsley 2011 PM Peak 30-70 + Development
LOCATION: Site Access / A633 Wombwell Bypass
DATE: 15/03/2007
CLIENT: Barnsley MBC
NUMERATOR: richard.spencer [PC46]
OB NUMBER: 4071
STATUS: Preliminary
DESCRIPTION: Preliminary ARCADY capacity, queuing and delay model of alternative
roundabout junction site access

PUT DATA

RM A - A633 Wombwell Bypass (NW)
M B - Site Access
M C - A633 Wombwell Bypass (SE)

EOMETRIC DATA

ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)
ARM A	I	3.80	I	7.00	I	15.00	I	50.00	I	35.00	I	20.0	I	0.699	I	30.638
ARM B	I	3.65	I	7.00	I	15.00	I	50.00	I	35.00	I	20.0	I	0.693	I	30.111
ARM C	I	3.80	I	7.00	I	15.00	I	50.00	I	35.00	I	20.0	I	0.699	I	30.638

= approach half-width L = effective flare length D = inscribed circle diameter
= entry width R = entry radius PHI = entry angle

FFIC DEMAND DATA

nly sets included in the current run are shown)

ARM	I	FLOW SCALE(%)	I
A	I	100	I
	I	100	I
	I	100	I

E PERIOD BEGINS 14.45 AND ENDS 16.15

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2011 PM Peak 30-7(

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

MAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

MAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - PM Peak 30/70

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.81	14.72	9.81
ARM B	15.00	45.00	75.00	1.80	2.70	1.80
ARM C	15.00	45.00	75.00	7.82	11.74	7.82

MAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - PM Peak 30/70

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
14.45 - 16.15	ARM A	0.000	0.080	0.920
		0.0	63.0	722.0
		(0.0)	(3.0)	(10.0)
	ARM B	0.701	0.000	0.299
		101.0	0.0	43.0
		(3.0)	(0.0)	(3.0)
	ARM C	0.957	0.043	0.000
		599.0	27.0	0.0
		(10.0)	(3.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
ARM A	9.81	27.77	0.353		0.0	0.5	8.0		0.06
ARM B	1.80	22.58	0.080		0.0	0.1	1.3		0.05
ARM C	7.82	27.10	0.289		0.0	0.4	5.9		0.05
15.00-15.15									
ARM A	11.72	27.73	0.423		0.5	0.7	10.7		0.06
ARM B	2.15	21.27	0.101		0.1	0.1	1.7		0.05
ARM C	9.34	26.94	0.347		0.4	0.5	7.8		0.06
15.15-15.30									
ARM A	14.35	27.67	0.519		0.7	1.1	15.6		0.07
ARM B	2.63	19.48	0.135		0.1	0.2	2.3		0.06
ARM C	11.44	26.72	0.428		0.5	0.7	10.9		0.07
15.30-15.45									
ARM A	14.35	27.67	0.519		1.1	1.1	16.0		0.08
ARM B	2.63	19.47	0.135		0.2	0.2	2.3		0.06
ARM C	11.44	26.72	0.428		0.7	0.7	11.2		0.07

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2011 PM Peak 30-7(

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.45-16.00									
ARM A	11.72	27.73	0.423		1.1	0.7	11.3		0.06
ARM B	2.15	21.24	0.101		0.2	0.1	1.7		0.05
ARM C	9.34	26.94	0.347		0.7	0.5	8.2		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.00-16.15									
ARM A	9.81	27.77	0.353		0.7	0.5	8.4		0.06
ARM B	1.80	22.55	0.080		0.1	0.1	1.3		0.05
ARM C	7.82	27.10	0.289		0.5	0.4	6.2		0.05

EUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.5	*
15.15	0.7	*
15.30	1.1	*
15.45	1.1	*
16.00	0.7	*
16.15	0.5	*

EUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.00	0.1
15.15	0.1
15.30	0.2
15.45	0.2
16.00	0.1
16.15	0.1

UEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.4	
15.15	0.5	*
15.30	0.7	*
15.45	0.7	*
16.00	0.5	*
16.15	0.4	

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2011 PM Peak 30-7(

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1076.4	717.6	70.0	0.07	70.0	0.07
B	197.5	131.6	10.6	0.05	10.6	0.05
C	858.4	572.3	50.2	0.06	50.2	0.06
ALL	2132.2	1421.5	130.8	0.06	130.8	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 11:44:10 on 03/07/2008]

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2011 PM Peak 70-3(

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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n with file:-
:\4000\4071_Barnsley MBC -\Engineering\Traffic\Arcady\Supplementary TA\
ALC, Wombwell - Darfield Site, Barnsley 2011 PM Peak 70-30 + Development.vai"
drive-on-the-left) at 11:46:44 on Thursday, 3 July 2008

FILE PROPERTIES

RUN TITLE: ALC, Wombwell / Darfield Site, Barnsley 2011 PM Peak 70-30 + Development
LOCATION: Site Access / A633 Wombwell Bypass
DATE: 15/03/2007
CLIENT: Barnsley MBC
ENUMERATOR: richard.spencer [PC46]
OB NUMBER: 4071
STATUS: Preliminary
DESCRIPTION: Preliminary ARCADY capacity, queuing and delay model of alternative roundabout junction site access

PUT DATA

RM A - A633 Wombwell Bypass (NW)
RM B - Site Access
M C - A633 Wombwell Bypass (SE)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.80	7.00	15.00	50.00	35.00	20.0	0.699	30.638
ARM B	3.65	7.00	15.00	50.00	35.00	20.0	0.693	30.111
ARM C	3.80	7.00	15.00	50.00	35.00	20.0	0.699	30.638

= approach half-width L = effective flare length D = inscribed circle diameter
= entry width R = entry radius PHI = entry angle

AFFIC DEMAND DATA

nly sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
	100
	100

E PERIOD BEGINS 14.45 AND ENDS 16.15

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2011 PM Peak 70-3(

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

MAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

MAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - PM Peak 70/30

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO TOP OF PEAK	FLOW STOPS	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
	TO RISE	IS REACHED	FALLING			
ARM A	15.00	45.00	75.00	9.36	14.04	9.36
ARM B	15.00	45.00	75.00	1.80	2.70	1.80
ARM C	15.00	45.00	75.00	8.27	12.41	8.27

MAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - PM Peak 70/30

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
14.45 - 16.15	ARM A	0.000	0.036	0.964
		0.0	27.0	722.0
		(0.0)	(3.0)	(10.0)
	ARM B	0.299	0.000	0.701
		43.0	0.0	101.0
		(3.0)	(0.0)	(3.0)
	ARM C	0.905	0.095	0.000
		599.0	63.0	0.0
		(10.0)	(3.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
ARM A	9.36	27.40	0.342		0.0	0.5	7.6		0.06
ARM B	1.80	22.58	0.080		0.0	0.1	1.3		0.05
ARM C	8.27	27.67	0.299		0.0	0.4	6.2		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.00-15.15									
ARM A	11.18	27.30	0.410		0.5	0.7	10.1		0.06
ARM B	2.15	21.27	0.101		0.1	0.1	1.7		0.05
ARM C	9.88	27.60	0.358		0.4	0.6	8.2		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.15-15.30									
ARM A	13.69	27.16	0.504		0.7	1.0	14.7		0.07
ARM B	2.63	19.48	0.135		0.1	0.2	2.3		0.06
ARM C	12.10	27.50	0.440		0.6	0.8	11.5		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.30-15.45									
ARM A	13.69	27.16	0.504		1.0	1.0	15.1		0.07
ARM B	2.63	19.47	0.135		0.2	0.2	2.3		0.06
ARM C	12.10	27.50	0.440		0.8	0.8	11.7		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.45-16.00									
ARM A	11.18	27.30	0.410		1.0	0.7	10.7		0.06
ARM B	2.15	21.25	0.101		0.2	0.1	1.7		0.05
ARM C	9.88	27.60	0.358		0.8	0.6	8.6		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.00-16.15									
ARM A	9.36	27.40	0.342		0.7	0.5	8.0		0.06
ARM B	1.80	22.55	0.080		0.1	0.1	1.3		0.05
ARM C	8.27	27.67	0.299		0.6	0.4	6.5		0.05

EUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.5	*
15.15	0.7	*
15.30	1.0	*
15.45	1.0	*
16.00	0.7	*
16.15	0.5	*

EUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.00	0.1
15.15	0.1
15.30	0.2
15.45	0.2
16.00	0.1
16.15	0.1

UEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.4	
15.15	0.6	*
15.30	0.8	*
15.45	0.8	*
16.00	0.6	*
16.15	0.4	

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2011 PM Peak 70-3(

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1027.0	684.7	66.2	0.06	66.2	0.06
B	197.5	131.6	10.6	0.05	10.6	0.05
C	907.7	605.2	52.7	0.06	52.7	0.06
ALL	2132.2	1421.5	129.6	0.06	129.6	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 11:46:51 on 03/07/2008]

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 AM Peak 30-7(

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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n with file:-
\4000\4071_Barnsley MBC -\Engineering\Traffic\Arcady\Supplementary TA\
ALC, Wombwell - Darfield Site, Barnsley 2016 AM Peak 30-70 + Development.vai"
drive-on-the-left) at 11:52:18 on Thursday, 3 July 2008

FILE PROPERTIES

RUN TITLE: ALC, Wombwell / Darfield Site, Barnsley 2016 AM Peak 30-70 + Development
LOCATION: Site Access / A633 Wombwell Bypass
DATE: 15/03/2007
CLIENT: Barnsley MBC
ENUMERATOR: richard.spencer [PC46]
JOB NUMBER: 4071
STATUS: Preliminary
DESCRIPTION: Preliminary ARCADY capacity, queuing and delay model of alternative roundabout junction site access

INPUT DATA

ARM A - A633 Wombwell Bypass (NW)
ARM B - Site Access
ARM C - A633 Wombwell Bypass (SE)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.80	7.00	15.00	50.00	35.00	20.0	0.699	30.638
ARM B	3.65	7.00	15.00	50.00	35.00	20.0	0.693	30.111
ARM C	3.80	7.00	15.00	50.00	35.00	20.0	0.699	30.638

= approach half-width L = effective flare length D = inscribed circle diameter
= entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

HE PERIOD BEGINS 07.45 AND ENDS 09.15

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 AM Peak 30-7(

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - AM Peak 30/70

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	13.31	19.97	13.31
ARM B	15.00	45.00	75.00	1.58	2.36	1.58
ARM C	15.00	45.00	75.00	9.20	13.80	9.20

DEMAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - AM Peak 30/70

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15		TURNING PROPORTIONS		
	ARM A	0.000	0.154	0.846
		0.0	164.0	901.0
		(0.0)	(3.0)	(10.0)
	ARM B	0.698	0.000	0.302
		88.0	0.0	38.0
		(3.0)	(0.0)	(3.0)
	ARM C	0.905	0.095	0.000
		666.0	70.0	0.0
		(10.0)	(3.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	13.31	27.55	0.483		0.0	0.9	13.5		0.07
ARM B	1.58	20.94	0.075		0.0	0.1	1.2		0.05
ARM C	9.20	27.30	0.337		0.0	0.5	7.4		0.06
08.00-08.15									
ARM A	15.90	27.44	0.579		0.9	1.4	19.8		0.09
ARM B	1.88	19.30	0.097		0.1	0.1	1.6		0.06
ARM C	10.99	27.16	0.405		0.5	0.7	9.9		0.06
08.15-08.30									
ARM A	19.47	27.28	0.714		1.4	2.4	34.3		0.13
ARM B	2.30	17.09	0.135		0.1	0.2	2.3		0.07
ARM C	13.45	26.96	0.499		0.7	1.0	14.4		0.07
08.30-08.45									
ARM A	19.47	27.28	0.714		2.4	2.5	36.6		0.13
ARM B	2.30	17.05	0.135		0.2	0.2	2.3		0.07
ARM C	13.45	26.96	0.499		1.0	1.0	14.8		0.07

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 AM Peak 30-7(

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	15.90	27.44	0.579		2.5	1.4	21.8		0.09
ARM B	1.88	19.24	0.098		0.2	0.1	1.7		0.06
ARM C	10.99	27.16	0.405		1.0	0.7	10.5		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	13.31	27.55	0.483		1.4	0.9	14.5		0.07
ARM B	1.58	20.88	0.075		0.1	0.1	1.2		0.05
ARM C	9.20	27.30	0.337		0.7	0.5	7.8		0.06

EUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.4	*
08.30	2.4	**
08.45	2.5	**
09.00	1.4	*
09.15	0.9	*

EUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.2
08.45	0.2
09.00	0.1
09.15	0.1

UEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	0.7	*
08.30	1.0	*
08.45	1.0	*
09.00	0.7	*
09.15	0.5	*

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 AM Peak 30-7(

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1460.3	973.6	140.5	0.10	140.5	0.10
B	172.8	115.2	10.3	0.06	10.3	0.06
C	1009.2	672.8	64.9	0.06	64.9	0.06
ALL	2642.3	1761.5	215.7	0.08	215.7	0.08

DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 11:52:25 on 03/07/2008]

RL TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 AM Peak 70-3(

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
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n with file:-
:\4000\4071_Barnsley MBC -\Engineering\Traffic\Arcady\Supplementary TA\
ALC, Wombwell - Darfield Site, Barnsley 2016 AM Peak 70-30 + Development.vai"
drive-on-the-left) at 11:53:55 on Thursday, 3 July 2008

FILE PROPERTIES

RUN TITLE: ALC, Wombwell / Darfield Site, Barnsley 2016 AM Peak 70-30 + Development
LOCATION: Site Access / A633 Wombwell Bypass
DATE: 15/03/2007
CLIENT: Barnsley MBC
ENUMERATOR: richard.spencer [PC46]
OB NUMBER: 4071
STATUS: Preliminary
SCRIPTION: Preliminary ARCADY capacity, queuing and delay model of alternative
roundabout junction site access

PUT DATA

RM A - A633 Wombwell Bypass (NW)
RM B - Site Access
M C - A633 Wombwell Bypass (SE)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.80	7.00	15.00	50.00	35.00	20.0	0.699	30.638
ARM B	3.65	7.00	15.00	50.00	35.00	20.0	0.693	30.111
ARM C	3.80	7.00	15.00	50.00	35.00	20.0	0.699	30.638

approach half-width L = effective flare length D = inscribed circle diameter
entry width R = entry radius PHI = entry angle

FFIC DEMAND DATA

nly sets included in the current run are shown)

RM	FLOW SCALE(%)
A	100
	100
	100

E PERIOD BEGINS 07.45 AND ENDS 09.15

RL TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 AM Peak 70-3(

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - AM Peak 70/30

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	12.14	18.21	12.14
ARM B	15.00	45.00	75.00	1.58	2.36	1.58
ARM C	15.00	45.00	75.00	10.38	15.56	10.38

DEMAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - AM Peak 70/30

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.072	0.928
		0.0	70.0	901.0
		(0.0)	(3.0)	(10.0)
	ARM B	0.302	0.000	0.698
		38.0	0.0	88.0
		(3.0)	(0.0)	(3.0)
	ARM C	0.802	0.198	0.000
		666.0	164.0	0.0
		(10.0)	(3.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	12.14	26.64	0.456		0.0	0.8	12.1		0.07
ARM B	1.58	20.94	0.075		0.0	0.1	1.2		0.05
ARM C	10.38	27.89	0.372		0.0	0.6	8.6		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	14.49	26.37	0.550		0.8	1.2	17.6		0.08
ARM B	1.88	19.30	0.097		0.1	0.1	1.6		0.06
ARM C	12.39	27.83	0.445		0.6	0.8	11.7		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	17.75	26.01	0.682		1.2	2.1	29.9		0.12
ARM B	2.30	17.09	0.135		0.1	0.2	2.3		0.07
ARM C	15.17	27.75	0.547		0.8	1.2	17.4		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	17.75	26.01	0.682		2.1	2.1	31.7		0.12
ARM B	2.30	17.05	0.135		0.2	0.2	2.3		0.07
ARM C	15.17	27.75	0.547		1.2	1.2	18.0		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	14.49	26.37	0.550		2.1	1.2	19.2		0.09
ARM B	1.88	19.24	0.098		0.2	0.1	1.7		0.06
ARM C	12.39	27.83	0.445		1.2	0.8	12.4		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	12.14	26.63	0.456		1.2	0.8	13.0		0.07
ARM B	1.58	20.88	0.075		0.1	0.1	1.2		0.05
ARM C	10.38	27.89	0.372		0.8	0.6	9.1		0.06

EUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.2	*
08.30	2.1	**
08.45	2.1	**
09.00	1.2	*
09.15	0.8	*

EUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.2
08.45	0.2
09.00	0.1
09.15	0.1

EUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.8	*
08.30	1.2	*
08.45	1.2	*
09.00	0.8	*
09.15	0.6	*

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 AM Peak 70-3(

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1331.4	887.6	123.4	0.09	123.4	0.09
B	172.8	115.2	10.3	0.06	10.3	0.06
C	1138.1	758.7	77.2	0.07	77.2	0.07
ALL	2642.3	1761.5	210.9	0.08	210.9	0.08

' DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

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Printed at 11:54:01 on 03/07/2008]

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 PM Peak 30-7(

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
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:\4000\4071_Barnsley MBC -\Engineering\Traffic\Arcady\Supplementary TA\
ALC, Wombwell - Darfield Site, Barnsley 2016 PM Peak 30-70 + Development.vai"
drive-on-the-left) at 11:55:33 on Thursday, 3 July 2008

FILE PROPERTIES

RUN TITLE: ALC, Wombwell / Darfield Site, Barnsley 2016 PM Peak 30-70 + Development
LOCATION: Site Access / A633 Wombwell Bypass
DATE: 15/03/2007
CLIENT: Barnsley MBC
ENUMERATOR: richard.spencer [PC46]
OB NUMBER: 4071
STATUS: Preliminary
DESCRIPTION: Preliminary ARCADY capacity, queuing and delay model of alternative roundabout junction site access

PUT DATA

RM A - A633 Wombwell Bypass (NW)
RM B - Site Access
M C - A633 Wombwell Bypass (SE)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.80	7.00	15.00	50.00	35.00	20.0	0.699	30.638
ARM B	3.65	7.00	15.00	50.00	35.00	20.0	0.693	30.111
ARM C	3.80	7.00	15.00	50.00	35.00	20.0	0.699	30.638

= approach half-width L = effective flare length D = inscribed circle diameter
= entry width R = entry radius PHI = entry angle

AFFIC DEMAND DATA

nly sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100

ME PERIOD BEGINS 14.45 AND ENDS 16.15

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 PM Peak 30-7(

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - PM Peak 30/70

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	10.50	15.75	10.50
ARM B	15.00	45.00	75.00	1.80	2.70	1.80
ARM C	15.00	45.00	75.00	8.39	12.58	8.39

DEMAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - PM Peak 30/70

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
14.45 - 16.15	ARM A	0.000	0.075	0.925
		0.0	63.0	777.0
		(0.0)	(3.0)	(10.0)
	ARM B	0.701	0.000	0.299
		101.0	0.0	43.0
		(3.0)	(0.0)	(3.0)
	ARM C	0.960	0.040	0.000
		644.0	27.0	0.0
		(10.0)	(3.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
ARM A	10.50	27.76	0.378		0.0	0.6	8.8		0.06
ARM B	1.80	22.08	0.082		0.0	0.1	1.3		0.05
ARM C	8.39	27.10	0.310		0.0	0.4	6.5		0.05
15.00-15.15									
ARM A	12.54	27.72	0.452		0.6	0.8	12.0		0.07
ARM B	2.15	20.66	0.104		0.1	0.1	1.7		0.05
ARM C	10.02	26.94	0.372		0.4	0.6	8.7		0.06
15.15-15.30									
ARM A	15.36	27.66	0.555		0.8	1.2	18.0		0.08
ARM B	2.63	18.74	0.140		0.1	0.2	2.4		0.06
ARM C	12.27	26.71	0.459		0.6	0.8	12.3		0.07
15.30-15.45									
ARM A	15.36	27.66	0.555		1.2	1.2	18.6		0.08
ARM B	2.63	18.72	0.141		0.2	0.2	2.4		0.06
ARM C	12.27	26.71	0.459		0.8	0.8	12.7		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.45-16.00									
ARM A	12.54	27.72	0.452		1.2	0.8	12.8		0.07
ARM B	2.15	20.63	0.104		0.2	0.1	1.8		0.05
ARM C	10.02	26.93	0.372		0.8	0.6	9.1		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.00-16.15									
ARM A	10.50	27.76	0.378		0.8	0.6	9.4		0.06
ARM B	1.80	22.04	0.082		0.1	0.1	1.4		0.05
ARM C	8.39	27.09	0.310		0.6	0.5	6.9		0.05

EUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.6	*
15.15	0.8	*
15.30	1.2	*
15.45	1.2	*
16.00	0.8	*
16.15	0.6	*

EUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.00	0.1
15.15	0.1
15.30	0.2
15.45	0.2
16.00	0.1
16.15	0.1

UEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.4	
15.15	0.6	*
15.30	0.8	*
15.45	0.8	*
16.00	0.6	*
16.15	0.5	

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 PM Peak 30-7

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1151.8	767.9	79.5	0.07	79.6	0.07
B	197.5	131.6	11.0	0.06	11.0	0.06
C	920.1	613.4	56.2	0.06	56.2	0.06
ALL	2269.4	1512.9	146.8	0.06	146.8	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

end of file

[Printed at 11:55:38 on 03/07/2008]

RL TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 PM Peak 70-3(

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA,UK

Tel: +44 (0) 1344 770018
Fax: +44 (0) 1344 770864
Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

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n with file:-
\4000\4071_Barnsley MBC -\Engineering\Traffic\Arcady\Supplementary TA\
ALC, Wombwell - Darfield Site, Barnsley 2016 PM Peak 70-30 + Development.vai"
drive-on-the-left) at 11:57:17 on Thursday, 3 July 2008

FILE PROPERTIES

RUN TITLE: ALC, Wombwell / Darfield Site, Barnsley 2016 PM Peak 70-30 + Development
LOCATION: Site Access / A633 Wombwell Bypass
DATE: 15/03/2007
CLIENT: Barnsley MBC
ENUMERATOR: richard.spencer [PC46]
JOB NUMBER: 4071
STATUS: Preliminary
DESCRIPTION: Preliminary ARCADY capacity, queuing and delay model of alternative roundabout junction site access

INPUT DATA

ARM A - A633 Wombwell Bypass (NW)
ARM B - Site Access
ARM C - A633 Wombwell Bypass (SE)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.80	7.00	15.00	50.00	35.00	20.0	0.699	30.638
ARM B	3.65	7.00	15.00	50.00	35.00	20.0	0.693	30.111
ARM C	3.80	7.00	15.00	50.00	35.00	20.0	0.699	30.638

V = approach half-width
E = entry width
L = effective flare length
R = entry radius
D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
	100
	100

TIME PERIOD BEGINS 14.45 AND ENDS 16.15

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 PM Peak 70-3(

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

MAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

MAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - PM Peak 70/30

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	10.05	15.08	10.05
ARM B	15.00	45.00	75.00	1.80	2.70	1.80
ARM C	15.00	45.00	75.00	8.84	13.26	8.84

MAND SET TITLE: Advanced Learning Centre, Wombwell / Darfield Site, Barnsley - PM Peak 70/30

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
14.45 - 16.15	ARM A	0.000	0.034	0.966
		0.0	27.0	777.0
		(0.0)	(3.0)	(10.0)
	ARM B	0.299	0.000	0.701
		43.0	0.0	101.0
		(3.0)	(0.0)	(3.0)
	ARM C	0.911	0.089	0.000
		644.0	63.0	0.0
		(10.0)	(3.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
ARM A	10.05	27.40	0.367		0.0	0.6	8.4		0.06
ARM B	1.80	22.07	0.082		0.0	0.1	1.3		0.05
ARM C	8.84	27.66	0.320		0.0	0.5	6.9		0.05
15.00-15.15									
ARM A	12.00	27.30	0.440		0.6	0.8	11.4		0.07
ARM B	2.15	20.66	0.104		0.1	0.1	1.7		0.05
ARM C	10.55	27.59	0.383		0.5	0.6	9.1		0.06
15.15-15.30									
ARM A	14.70	27.16	0.541		0.8	1.2	17.0		0.08
ARM B	2.63	18.74	0.140		0.1	0.2	2.4		0.06
ARM C	12.92	27.49	0.470		0.6	0.9	12.9		0.07
15.30-15.45									
ARM A	14.70	27.16	0.541		1.2	1.2	17.6		0.08
ARM B	2.63	18.72	0.141		0.2	0.2	2.4		0.06
ARM C	12.92	27.49	0.470		0.9	0.9	13.2		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.45-16.00									
ARM A	12.00	27.29	0.440		1.2	0.8	12.1		0.07
ARM B	2.15	20.63	0.104		0.2	0.1	1.8		0.05
ARM C	10.55	27.59	0.383		0.9	0.6	9.5		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.00-16.15									
ARM A	10.05	27.39	0.367		0.8	0.6	8.9		0.06
ARM B	1.80	22.04	0.082		0.1	0.1	1.4		0.05
ARM C	8.84	27.66	0.320		0.6	0.5	7.2		0.05

EUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.6	*
15.15	0.8	*
15.30	1.2	*
15.45	1.2	*
16.00	0.8	*
16.15	0.6	*

EUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.00	0.1
15.15	0.1
15.30	0.2
15.45	0.2
16.00	0.1
16.15	0.1

UEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.5	
15.15	0.6	*
15.30	0.9	*
15.45	0.9	*
16.00	0.6	*
16.15	0.5	

TRL VIEWER 3.0 AC j:\.. \Supplementary TA\ALC, Wombwell - Darfield Site, Barnsley 2016 PM Peak 70-3(

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1102.5	735.0	75.5	0.07	75.5	0.07
B	197.5	131.6	11.0	0.06	11.0	0.06
C	969.4	646.3	58.8	0.06	58.8	0.06
ALL	2269.4	1512.9	145.3	0.06	145.3	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

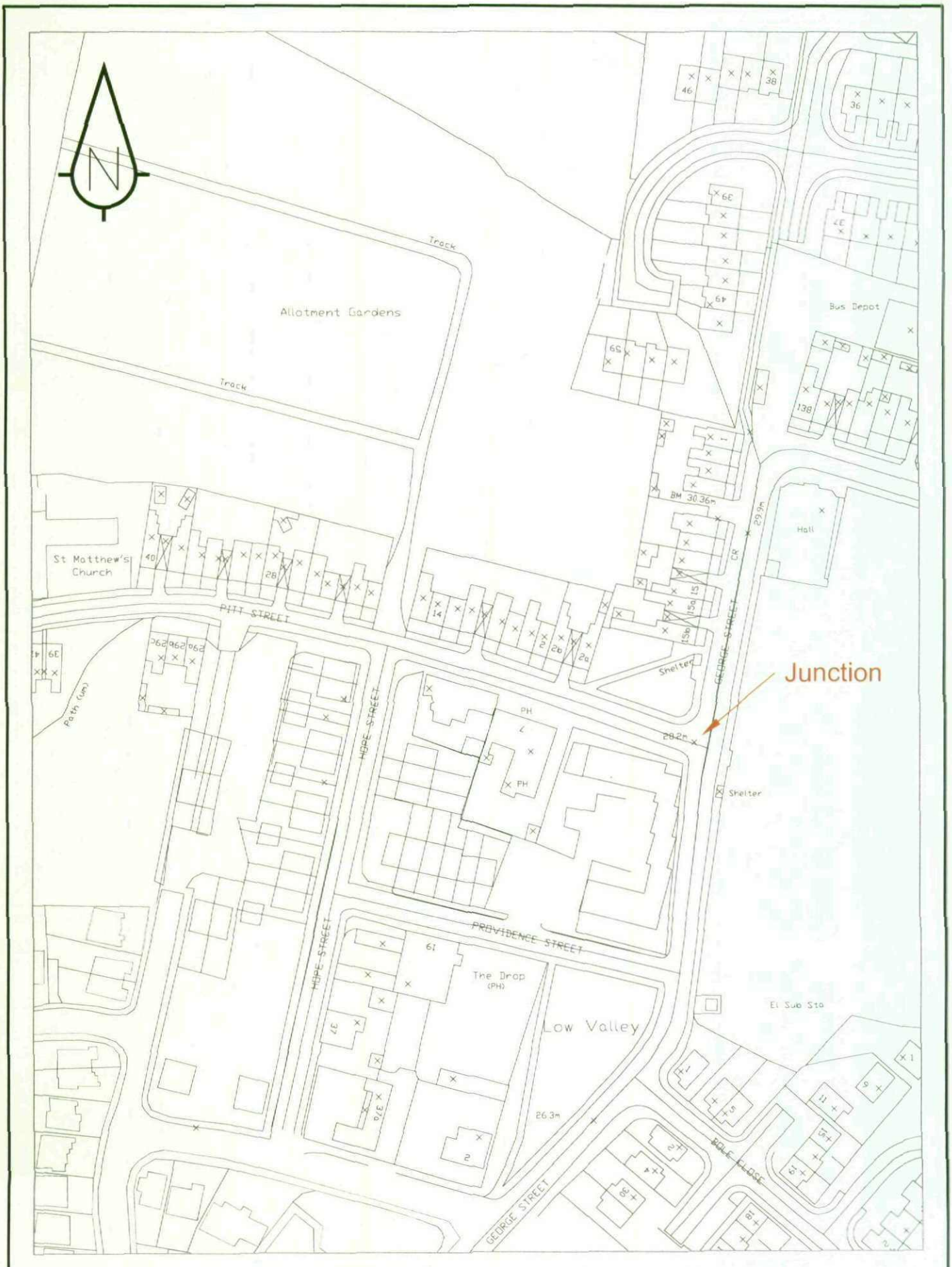
END OF JOB

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[Printed at 11:57:23 on 03/07/2008]

APPENDIX N

PITT STREET / GEORGE STREET JUNCTION LOCATION



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T 01924 844080 mail@sandersonassociates.co.uk
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Junction Location Plan

Proposed Advanced Learning Centre Wombwell / Darfield Wombwell Barnsley

Drawn	Scale	
SB	NTS	QMS ISO 9001 REGISTERED FIRM
Checked	Date	
IEL	June 09	
Approved	Drawing Number	Size
IEL	Appendix A	A4

APPENDIX O

SPEED SURVEY RESULTS

SANDERSON ASSOCIATES (CONSULTING ENGINEERS) LTD
Sanderson House, Jubilee Way, Huddersfield, WF4 4TD

Tel: 01924 844080
Fax: 01924 844081

SPEED SURVEY

Location: Station Road, Barnsley
Direction of Travel: Northbound

Job Number: 5068
Date of Survey: 09/06/09
Start Time: 14:05
Finish Time: 14:45

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

Number of Readings = 101
Mean Speed = 26.336634
Standard Deviation = 3.166314
85 Percentile Speed = 29.502948
85 Percentile Wet Weather Speed = 27.017948 <<<<

Dual C'way Y/N? N
Single C'way Y/N? Y
Wet Road Surface Y/N? N

Note: Insert Y or N in boxes against carriageway type and road surface condition and then use 85 percentile speed as marked with <<<<.

SANDERSON ASSOCIATES (CONSULTING ENGINEERS) LTD
Sanderson House, Jubilee Way, Huddersfield, WF4 4TD

Tel: 01924 844080
Fax: 01924 844081

SPEED SURVEY

Location	Station Road, Barnsley
Direction of Travel	Soutbound
Job Number	5068
Date of Survey	09/06/09
Start Time	14:05
Finish Time	14:50

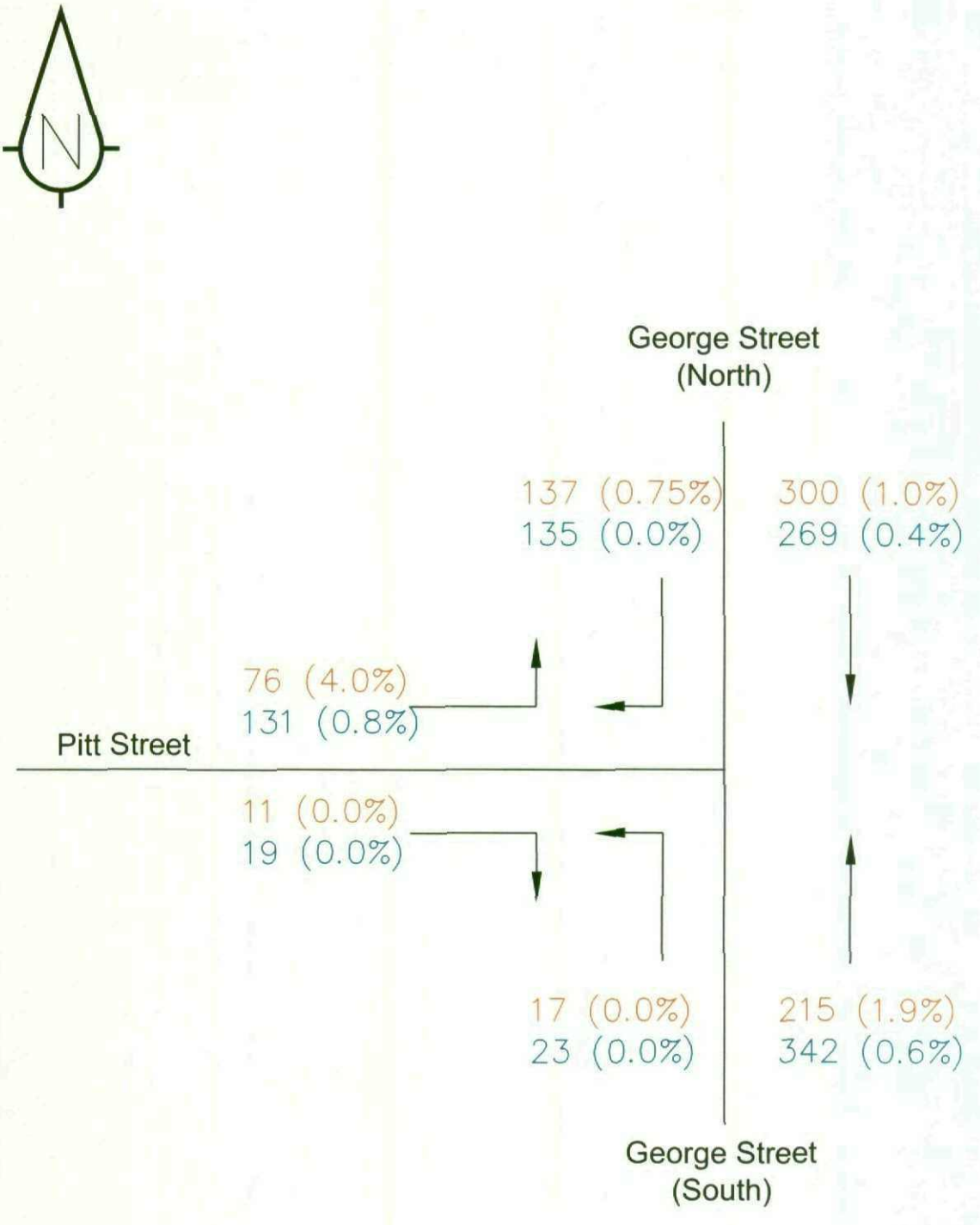
Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings
1		26	12	51		76	
2		27	9	52		77	
3		28	15	53		78	
4		29	14	54		79	
5		30	5	55		80	
6		31	2	56		81	
7		32		57		82	
8		33		58		83	
9		34	1	59		84	
10		35		60		85	
11		36		61		86	
12		37	1	62		87	
13		38		63		88	
14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

Number of Readings =	103	Dual C'way Y/N?	N
Mean Speed =	26.23301	Single C'way Y/N?	Y
Standard Deviation =	3.0266913	Wet Road Surface Y/N?	N
85 Percentile Speed =	29.259701		
85 Percentile Wet Weather Speed =	26.774701	<<<<	

Note: Insert Y or N in boxes against carriageway type and road surface condition and then use 85 percentile speed as marked with <<<<.

APPENDIX P

2011 AND 2016 DEVELOPMENT TRAFFIC FLOWS



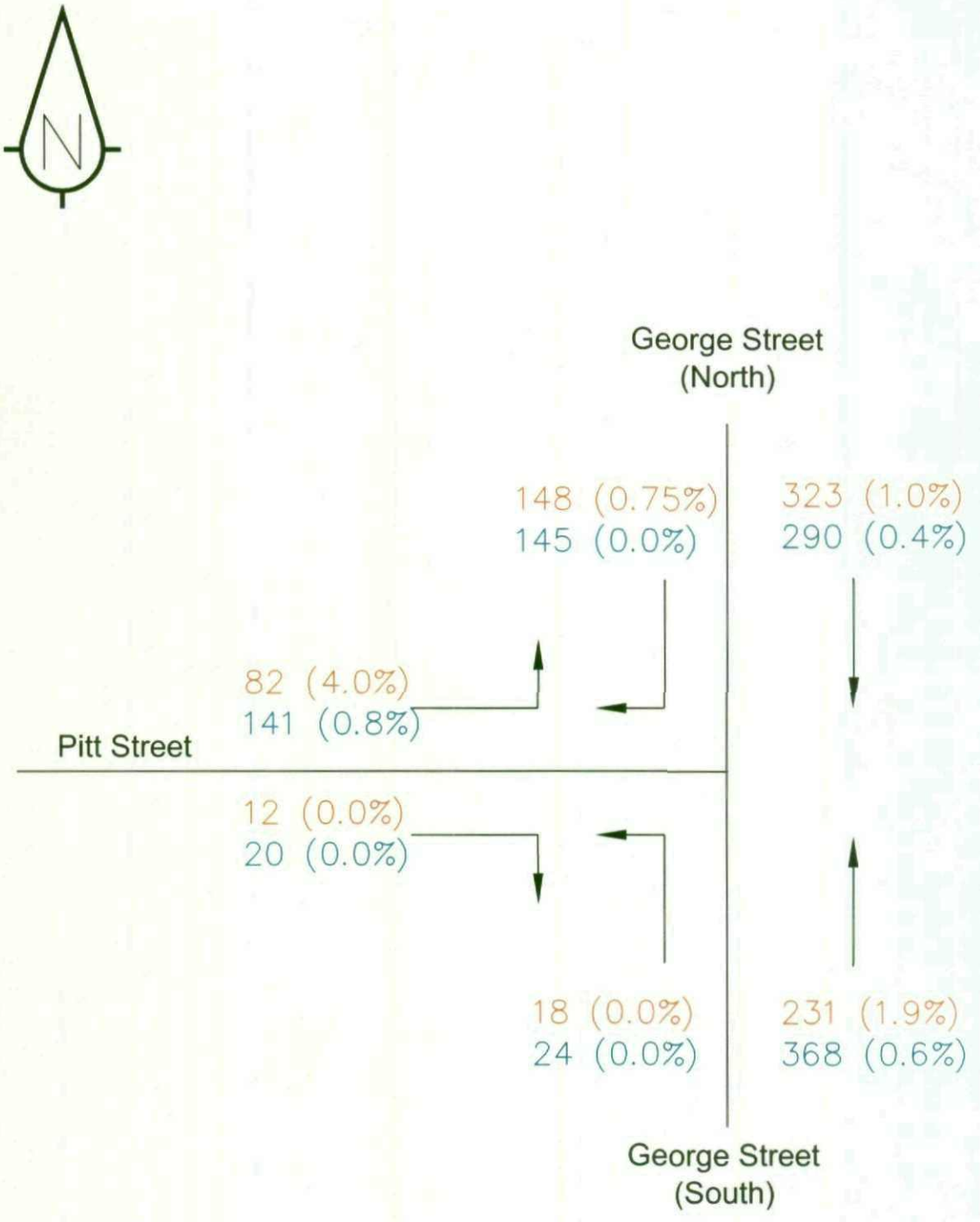
00 (00%) – AM Peak 0800–0900 (% HGV)
00 (00%) – PM Peak 1500–1600 (% HGV)

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2011 Base Traffic Flows

Proposed Advanced Learning Centre
Wombwell / Darfield
Wombwell Barnsley

Drawn	Scale	
SB	NTS	QMS ISO 9001 REGISTERED FIRM
Checked	Date	
IEL	June 09	
Approved	Drawing Number	Size
IEL	C1	A4



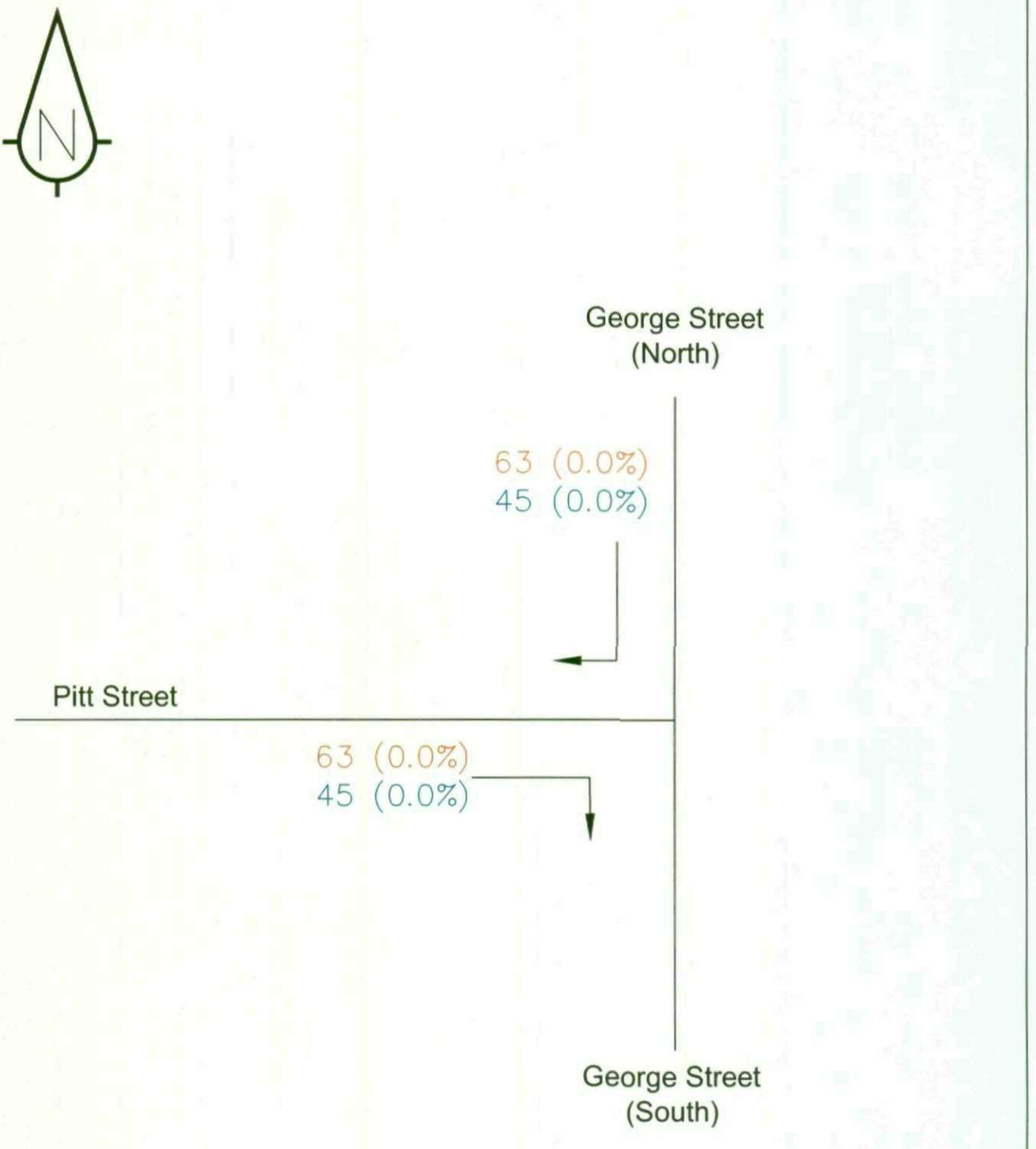
00 (00%) – AM Peak 0800–0900 (% HGV)
00 (00%) – PM Peak 1500–1600 (% HGV)

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2016 Base Traffic Flows

Proposed Advanced Learning Centre
Wombwell / Darfield
Wombwell Barnsley

Drawn	Scale	
SB	NTS	ISO 9001 REGISTERED FIRM
Checked	Date	
IEL	June 09	
Approved	Drawing Number	Size
IEL	C2	A4



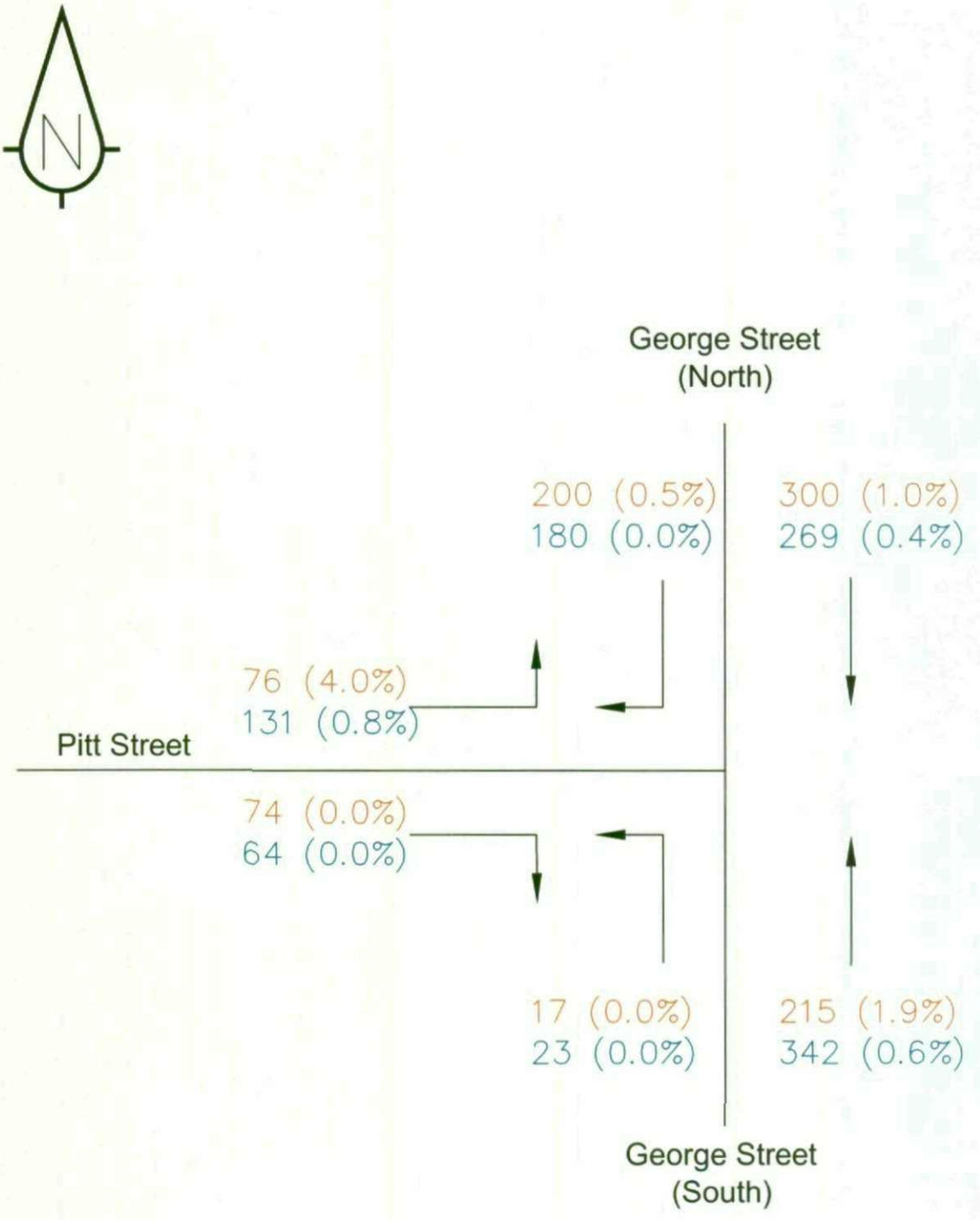
00 (00%) – AM Peak 0800–0900 (% HGV)
00 (00%) – PM Peak 1500–1600 (% HGV)

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Proposed Traffic Flows

Proposed Advanced Learning Centre
Wombwell / Darfied
Wombwell Barnsley

Drawn	Scale	
SB	NTS	QMS ISO 9001 REGISTERED FIRM
Checked	Date	
IEL	June 09	
Approved	Drawing Number	Size
IEL	C3	A4



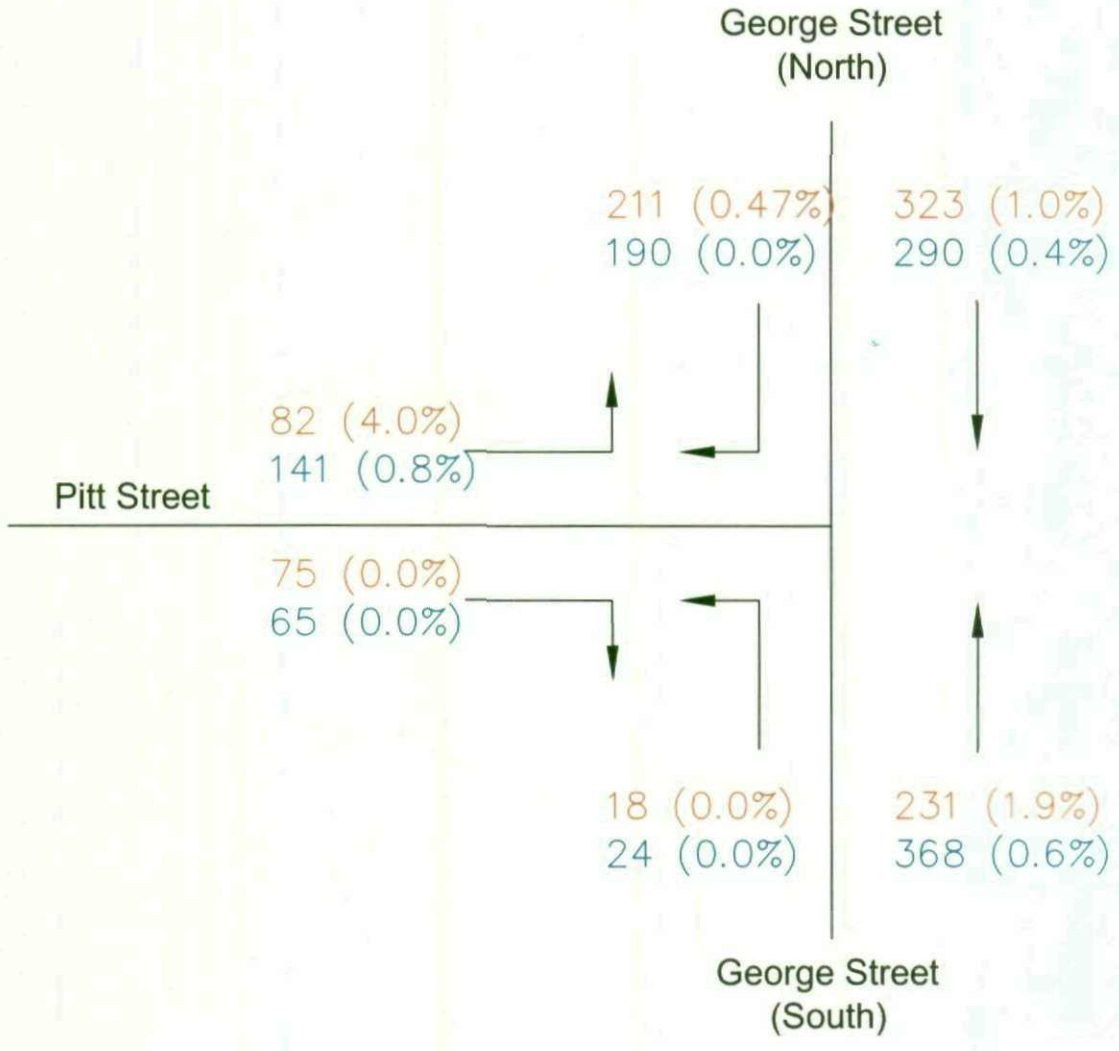
00 (00%) – AM Peak 0800–0900 (% HGV)
00 (00%) – PM Peak 1500–1600 (% HGV)

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2011 Base Traffic Flows + Development Flows

Proposed Advanced Learning Centre
Wombwell / Darfield
Wombwell Barnsley

Drawn	Scale	
SB	NTS	
Checked	Date	
IEL	June 09	
Approved	Drawing Number	Size
IEL	C4	A4



00 (00%) – AM Peak 0800–0900 (% HGV)
00 (00%) – PM Peak 1500–1600 (% HGV)

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2016 Base Traffic Flows + Development Flows

Proposed Advanced Learning Centre
Wombwell / Darfield
Wombwell Barnsley

Drawn	Scale	
SB	NTS	ISO 9001 REGISTERED FIRM
Checked	Date	
IEL	June 09	
Approved	Drawing Number	Size
IEL	C5	A4

APPENDIX Q

PICADY RESULTS

TRL TRL VIEWER 3.1 AD J:\5000\5068_BarnsleyALCSc\Engineering\Traffic\Picady\Pitts Street- George Street.vpo - Pa

TRL LIMITED

(C) COPYRIGHT 2006

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.0 ANALYSIS PROGRAM
RELEASE 3.0 (JUNE 2006)

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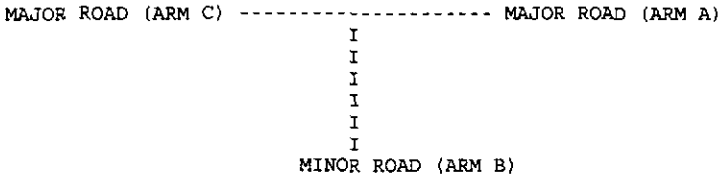
n with file:-
:\5000\5068_BarnsleyALCSc\Engineering\Traffic\Picady\Pitts Street- George Street.vpi"
(drive-on-the-left) at 16:36:18 on Wednesday, 17 June 2009

N INFORMATION
****

RUN TITLE: Pitt Street with George Street - Wombwell
LOCATION: Pitt Street - Wombwell
DATE: 10/06/09
CLIENT:
ENUMERATOR: simon.burkinshaw [PC97]
OB NUMBER: 5068
STATUS: Preliminary
SCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

NPUT DATA



ARM A IS George Street South
M B IS Pitts Street
M C IS George Street North

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

OMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	7.90 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	80.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	38.0 M.
- VISIBILITY TO RIGHT	(VB-A)	16.0 M.
- LANE 1 WIDTH	(WB-C)	3.10 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

LOPES AND INTERCEPT

B:Streams may be combined, in which case capacity

ll be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
640.36	0.23	0.09

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
502.71	0.21	0.08	0.13	0.30

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
620.29	0.22	0.22

NB These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: Pitt Street with George Street - Wombwell 2011 AM Base Traffic

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	2.90	4.35	2.90
ARM B	15.00	45.00	75.00	1.09	1.63	1.09
ARM C	15.00	45.00	75.00	5.46	8.19	5.46

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.073	0.927
		0.0	17.0	215.0
		(0.0)	(0.0)	(1.9)
	ARM B	0.126	0.000	0.874
		11.0	0.0	76.0
		(0.0)	(0.0)	(4.0)
	ARM C	0.686	0.314	0.000
		300.0	137.0	0.0
		(1.0)	(0.8)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	1.09	9.15	0.119		0.00	0.13	1.9		0.12
C-AB	1.72	9.61	0.179		0.00	0.23	3.4		0.13
A-B	0.21								
A-C	2.70								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	1.30	8.97	0.145		0.13	0.17	2.5		0.13
C-AB	2.05	9.48	0.216		0.23	0.30	4.5		0.13
A-B	0.25								
A-C	3.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	1.60	8.73	0.183		0.17	0.22	3.2		0.14
C-AB	2.51	9.31	0.270		0.30	0.42	6.3		0.15
A-B	0.31								
A-C	3.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	1.60	8.73	0.183		0.22	0.22	3.3		0.14
C-AB	2.51	9.31	0.270		0.42	0.43	6.4		0.15
A-B	0.31								
A-C	3.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	1.30	8.97	0.145		0.22	0.17	2.6		0.13
C-AB	2.05	9.48	0.216		0.43	0.31	4.6		0.13
A-B	0.25								
A-C	3.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	1.09	9.14	0.119		0.17	0.14	2.1		0.12
C-AB	1.72	9.61	0.179		0.31	0.24	3.5		0.13
A-B	0.21								
A-C	2.70								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.4
08.45	0.4
09.00	0.3
09.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	119.7	79.8	15.7	0.13	15.7	0.13
C-AB	188.6	125.7	28.9	0.15	28.9	0.15
A-B	23.4	15.6				
A-C	295.9	197.3				
ALL	1040.6	693.7	44.6	0.04	44.6	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

LOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity

ll be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
640.36	0.23	0.09

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
502.71	0.21	0.08	0.13	0.30

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
620.29	0.22	0.22

These values do not allow for any site specific corrections

AFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: Pitt Street with George Street - Wombwell 2011 PM Base Traffic

ME PERIOD BEGINS 14.45 AND ENDS 16.15

LENGTH OF TIME PERIOD - 90 MINUTES.
NGTH OF TIME SEGMENT - 15 MINUTES.

MAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	4.56	6.84	4.56
ARM B	15.00	45.00	75.00	1.88	2.81	1.88
ARM C	15.00	45.00	75.00	5.05	7.58	5.05

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
14.45 - 16.15	ARM A	0.000	0.063	0.937
		0.0	23.0	342.0
		(0.0)	(0.0)	(0.6)
	ARM B	0.127	0.000	0.873
		19.0	0.0	131.0
		(0.0)	(0.0)	(0.8)
	ARM C	0.666	0.334	0.000
		269.0	135.0	0.0
		(0.4)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

E PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
B-AC	1.88	9.04	0.208		0.00	0.26	3.7		0.14
C-AB	1.69	9.32	0.182		0.00	0.23	3.5		0.13
A-B	0.29								
A-C	4.29								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.00-15.15									
B-AC	2.25	8.79	0.256		0.26	0.34	4.9		0.15
C-AB	2.02	9.13	0.222		0.23	0.31	4.6		0.14
A-B	0.34								
A-C	5.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.15-15.30									
B-AC	2.75	8.45	0.326		0.34	0.48	6.9		0.18
C-AB	2.48	8.85	0.280		0.31	0.44	6.6		0.16
A-B	0.42								
A-C	6.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.30-15.45									
B-AC	2.75	8.45	0.326		0.48	0.48	7.2		0.18
C-AB	2.48	8.85	0.280		0.44	0.44	6.7		0.16
A-B	0.42								
A-C	6.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.45-16.00									
B-AC	2.25	8.79	0.256		0.48	0.35	5.4		0.15
C-AB	2.02	9.13	0.222		0.44	0.32	4.8		0.14
A-B	0.34								
A-C	5.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.00-16.15									
B-AC	1.88	9.03	0.208		0.35	0.27	4.1		0.14
C-AB	1.69	9.32	0.182		0.32	0.24	3.6		0.13
A-B	0.29								
A-C	4.29								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.00	0.3
15.15	0.3
15.30	0.5
15.45	0.5
16.00	0.3
16.15	0.3

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.00	0.2
15.15	0.3
15.30	0.4
15.45	0.4
16.00	0.3
16.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	206.5	137.6	32.2	0.16	32.2	0.16
C-AB	185.8	123.9	29.8	0.16	29.8	0.16
A-B	31.7	21.1				
A-C	470.7	313.8				
ALL	1264.9	843.3	62.0	0.05	62.0	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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RELEASE 3.0 (JUNE 2006)

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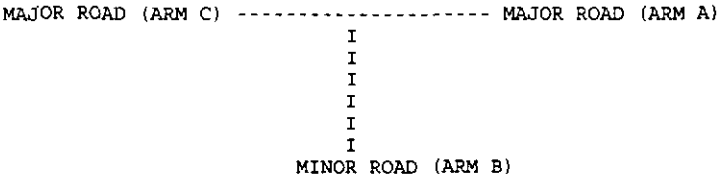
n with file:-
:\5000\5068_BarnsleyALCSc\Engineering\Traffic\Picady\Pitts Street- George Street.vpi"
(drive-on-the-left) at 16:37:19 on Wednesday, 17 June 2009

N INFORMATION
****

RUN TITLE: Pitt Street with George Street - Wombwell
LOCATION: Pitt Street - Wombwell
DATE: 10/06/09
CLIENT:
ENUMERATOR: simon.burkinshaw [PC97]
OB NUMBER: 5068
STATUS: Preliminary
SCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

NPUT DATA



ARM A IS George Street South
M B IS Pitts Street
M C IS George Street North

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

OMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	7.90 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	80.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	38.0 M.
- VISIBILITY TO RIGHT	(VB-A)	16.0 M.
- LANE 1 WIDTH	(WB-C)	3.10 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

LOPES AND INTERCEPT

B:Streams may be combined, in which case capacity

ll be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
640.36	0.23	0.09

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
502.71	0.21	0.08	0.13	0.30

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
620.29	0.22	0.22

NB These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: Pitt Street with george street - Wombwell 2016 AM Base Traffic

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	3.11	4.67	3.11
ARM B	15.00	45.00	75.00	1.17	1.76	1.17
ARM C	15.00	45.00	75.00	5.89	8.83	5.89

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000 0.0 (0.0)	0.072 18.0 (0.0)	0.928 231.0 (1.9)
	ARM B	0.128 12.0 (0.0)	0.000 0.0 (0.0)	0.872 82.0 (4.0)
	ARM C	0.686 323.0 (1.0)	0.314 148.0 (0.8)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	1.18	9.07	0.130		0.00	0.15	2.1		0.13
C-AB	1.86	9.56	0.194		0.00	0.26	3.8		0.13
A-B	0.23								
A-C	2.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	1.41	8.89	0.158		0.15	0.19	2.7		0.13
C-AB	2.22	9.43	0.235		0.26	0.34	5.1		0.14
A-B	0.27								
A-C	3.46								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	1.72	8.63	0.200		0.19	0.25	3.6		0.14
C-AB	2.72	9.24	0.294		0.34	0.49	7.3		0.15
A-B	0.33								
A-C	4.24								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	1.72	8.62	0.200		0.25	0.25	3.7		0.15
C-AB	2.72	9.24	0.294		0.49	0.49	7.4		0.15
A-B	0.33								
A-C	4.24								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	1.41	8.89	0.158		0.25	0.19	2.9		0.13
C-AB	2.22	9.43	0.235		0.49	0.35	5.3		0.14
A-B	0.27								
A-C	3.46								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	1.18	9.07	0.130		0.19	0.15	2.3		0.13
C-AB	1.86	9.56	0.194		0.35	0.26	4.0		0.13
A-B	0.23								
A-C	2.90								

EUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.2

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QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.3
08.15	0.3
08.30	0.5
08.45	0.5
09.00	0.3
09.15	0.3

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	129.4	86.3	17.4	0.13	17.4	0.13
C-AB	203.7	135.8	32.8	0.16	32.8	0.16
A-B	24.8	16.5				
A-C	318.0	212.0				
ALL	1120.4	746.9	50.3	0.04	50.3	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
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THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

LOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity

ll be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
640.36	0.23	0.09

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
502.71	0.21	0.08	0.13	0.30

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
620.29	0.22	0.22

These values do not allow for any site specific corrections

AFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: Pitt Street with george street - Wombwell 2016 PM Base Traffic

TIME PERIOD BEGINS 14.45 AND ENDS 16.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	4.90	7.35	4.90
ARM B	15.00	45.00	75.00	2.01	3.02	2.01
ARM C	15.00	45.00	75.00	5.44	8.16	5.44

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
14.45 - 16.15	ARM A	0.000	0.061	0.939
		0.0	24.0	368.0
		(0.0)	(0.0)	(0.6)
	ARM B	0.124	0.000	0.876
		20.0	0.0	141.0
		(0.0)	(0.0)	(0.8)
	ARM C	0.667	0.333	0.000
		290.0	145.0	0.0
		(0.4)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
B-AC	2.02	8.95	0.226		0.00	0.29	4.1		0.14
C-AB	1.82	9.25	0.197		0.00	0.26	3.9		0.13
A-B	0.30								
A-C	4.62								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.00-15.15									
B-AC	2.41	8.69	0.278		0.29	0.38	5.5		0.16
C-AB	2.17	9.04	0.240		0.26	0.35	5.2		0.15
A-B	0.36								
A-C	5.51								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.15-15.30									
B-AC	2.95	8.31	0.355		0.38	0.54	7.8		0.19
C-AB	2.66	8.74	0.304		0.35	0.51	7.6		0.16
A-B	0.44								
A-C	6.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.30-15.45									
B-AC	2.95	8.31	0.355		0.54	0.55	8.2		0.19
C-AB	2.66	8.74	0.304		0.51	0.51	7.8		0.16
A-B	0.44								
A-C	6.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.45-16.00									
B-AC	2.41	8.69	0.278		0.55	0.39	6.1		0.16
C-AB	2.17	9.04	0.240		0.51	0.36	5.4		0.15
A-B	0.36								
A-C	5.51								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.00-16.15									
B-AC	2.02	8.95	0.226		0.39	0.29	4.6		0.14
C-AB	1.82	9.25	0.197		0.36	0.27	4.0		0.13
A-B	0.30								
A-C	4.62								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.3	
15.15	0.4	
15.30	0.5	*
15.45	0.5	*
16.00	0.4	
16.15	0.3	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.3	
15.15	0.3	
15.30	0.5	*
15.45	0.5	*
16.00	0.4	
16.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	221.6	147.7	36.2	0.16	36.3	0.16
C-AB	199.6	133.1	33.9	0.17	33.9	0.17
A-B	33.0	22.0				
A-C	506.5	337.7				
ALL	1359.9	906.6	70.1	0.05	70.1	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.0 ANALYSIS PROGRAM
RELEASE 3.0 (JUNE 2006)

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n with file:-
:\5000\5068_BarnsleyALCSc\Engineering\Traffic\Picady\Pitts Street- George Street.vpi"
(drive-on-the-left) at 16:38:10 on Wednesday, 17 June 2009

N INFORMATION
****

RUN TITLE: Pitt Street with George Street - Wombwell
LOCATION: Pitt Street - Wombwell
DATE: 10/06/09
CLIENT:
ENUMERATOR: simon.burkinshaw [PC97]
OB NUMBER: 5068
STATUS: Preliminary
SCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

NPUT DATA

MAJOR ROAD (ARM C) ---------- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS George Street South
M B IS Pitts Street
M C IS George Street North

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

OMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	7.90 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	80.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	38.0 M.
- VISIBILITY TO RIGHT	(VB-A)	16.0 M.
- LANE 1 WIDTH	(WB-C)	3.10 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

LOPES AND INTERCEPT

B:Streams may be combined, in which case capacity

ll be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
640.36	0.23	0.09

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
502.71	0.21	0.08	0.13	0.30

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
620.29	0.22	0.22

NB These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: Pitt Street with george street - Wombwell 2011 AM Base + Proposed

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	2.90	4.35	2.90
ARM B	15.00	45.00	75.00	1.88	2.81	1.88
ARM C	15.00	45.00	75.00	6.25	9.38	6.25

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.073	0.927
		0.0	17.0	215.0
		(0.0)	(0.0)	(1.9)
	ARM B	0.493	0.000	0.507
		74.0	0.0	76.0
		(0.0)	(0.0)	(4.0)
	ARM C	0.600	0.400	0.000
		300.0	200.0	0.0
		(1.0)	(0.5)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	1.88	7.79	0.242		0.00	0.31	4.5		0.17
C-AB	2.51	9.64	0.260		0.00	0.38	5.6		0.14
A-B	0.21								
A-C	2.70								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	2.25	7.48	0.300		0.31	0.42	6.1		0.19
C-AB	3.00	9.51	0.315		0.38	0.52	7.8		0.15
A-B	0.25								
A-C	3.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	2.75	7.05	0.390		0.42	0.63	9.0		0.23
C-AB	3.67	9.34	0.393		0.52	0.78	11.6		0.18
A-B	0.31								
A-C	3.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	2.75	7.05	0.391		0.63	0.63	9.5		0.23
C-AB	3.67	9.34	0.393		0.78	0.79	12.0		0.18
A-B	0.31								
A-C	3.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	2.25	7.48	0.301		0.63	0.44	6.8		0.19
C-AB	3.00	9.51	0.315		0.79	0.54	8.1		0.15
A-B	0.25								
A-C	3.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	1.88	7.78	0.242		0.44	0.32	5.0		0.17
C-AB	2.51	9.64	0.260		0.54	0.39	5.9		0.14
A-B	0.21								
A-C	2.70								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.6	*
08.45	0.6	*
09.00	0.4	
09.15	0.3	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.5	*
08.30	0.8	*
08.45	0.8	*
09.00	0.5	*
09.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	206.5	137.6	40.9	0.20	40.9	0.20
C-AB	275.3	183.5	51.1	0.19	51.1	0.19
A-B	23.4	15.6				
A-C	295.9	197.3				
ALL	1214.0	809.3	92.0	0.08	92.0	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

LOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity

ll be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
640.36	0.23	0.09

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
502.71	0.21	0.08	0.13	0.30

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
620.29	0.22	0.22

These values do not allow for any site specific corrections

AFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: Pitt Street with george street - Wombwell 2011 PM Base + Proposed

TIME PERIOD BEGINS 14.45 AND ENDS 16.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00		4.56	6.84	4.56
ARM B	15.00	45.00	75.00		2.44	3.66	2.44
ARM C	15.00	45.00	75.00		5.61	8.42	5.61

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
14.45 - 16.15	ARM A	0.000	0.063	0.937
		0.0	23.0	342.0
		(0.0)	(0.0)	(0.6)
	ARM B	0.328	0.000	0.672
		64.0	0.0	131.0
		(0.0)	(0.0)	(0.8)
	ARM C	0.599	0.401	0.000
		269.0	180.0	0.0
		(0.4)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
B-AC	2.45	8.19	0.299		0.00	0.42	6.0		0.17
C-AB	2.26	9.32	0.242		0.00	0.34	5.1		0.14
A-B	0.29								
A-C	4.29								

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TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.00-15.15									
B-AC	2.92	7.86	0.372		0.42	0.58	8.4		0.20
C-AB	2.70	9.13	0.296		0.34	0.47	7.0		0.16
A-B	0.34								
A-C	5.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.15-15.30									
B-AC	3.58	7.40	0.484		0.58	0.91	12.9		0.26
C-AB	3.30	8.85	0.373		0.47	0.70	10.5		0.18
A-B	0.42								
A-C	6.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.30-15.45									
B-AC	3.58	7.39	0.484		0.91	0.92	13.8		0.26
C-AB	3.30	8.85	0.373		0.70	0.71	10.8		0.18
A-B	0.42								
A-C	6.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.45-16.00									
B-AC	2.92	7.85	0.372		0.92	0.60	9.5		0.20
C-AB	2.70	9.13	0.296		0.71	0.48	7.3		0.16
A-B	0.34								
A-C	5.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.00-16.15									
B-AC	2.45	8.18	0.299		0.60	0.43	6.7		0.18
C-AB	2.26	9.32	0.242		0.48	0.35	5.3		0.14
A-B	0.29								
A-C	4.29								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.4	
15.15	0.6	*
15.30	0.9	*
15.45	0.9	*
16.00	0.6	*
16.15	0.4	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.3	
15.15	0.5	
15.30	0.7	*
15.45	0.7	*
16.00	0.5	
16.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	268.4	178.9	57.2	0.21	57.2	0.21
C-AB	247.8	165.2	45.9	0.19	45.9	0.19
A-B	31.7	21.1				
A-C	470.7	313.8				
ALL	1388.8	925.9	103.1	0.07	103.2	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
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THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

rinted at 16:38:21 on 17/06/2009]

[redacted]

[redacted] TRL VIEWER 3.1 AD J:\5000\5068_BarnsleyALCSc\Engineering\Traffic\Picady\Pitts Street- George Street.vpo - Pa

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[redacted]

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[redacted]CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.0 ANALYSIS PROGRAM
RELEASE 3.0 (JUNE 2006)

[redacted]

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[redacted]n with file:-
[redacted]:\5000\5068_BarnsleyALCSc\Engineering\Traffic\Picady\Pitts Street- George Street.vpi"
(drive-on-the-left) at 16:39:22 on Wednesday, 17 June 2009

[redacted]N INFORMATION
****

[redacted]RUN TITLE: Pitt Street with George Street - Wombwell
[redacted] LOCATION: Pitt Street - Wombwell
[redacted] DATE: 10/06/09
CLIENT:
[redacted] ENUMERATOR: simon.burkinshaw [PC97]
[redacted]OB NUMBER: 5068
[redacted] STATUS: Preliminary
[redacted]SCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
[redacted]**********

[redacted]NPUT DATA

MAJOR ROAD (ARM C) ---------- MAJOR ROAD (ARM A)
I
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MINOR ROAD (ARM B)

ARM A IS George Street South
[redacted]M B IS Pitts Street
[redacted]M C IS George Street North

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

OMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	7.90 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	80.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	38.0 M.
- VISIBILITY TO RIGHT	(VB-A)	16.0 M.
- LANE 1 WIDTH	(WB-C)	3.10 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

LOPES AND INTERCEPT

B:Streams may be combined, in which case capacity

ll be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
640.36	0.23	0.09

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
502.71	0.21	0.08	0.13	0.30

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
620.29	0.22	0.22

NB These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: Pitt Street with george street - Wombwell 2016 AM Base + Proposed

ME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
NGTH OF TIME SEGMENT - 15 MINUTES.

MAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	3.11	4.67	3.11
ARM B	15.00	45.00	75.00	1.96	2.94	1.96
ARM C	15.00	45.00	75.00	6.68	10.01	6.68

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.072	0.928
		0.0	18.0	231.0
		(0.0)	(0.0)	(1.9)
	ARM B	0.478	0.000	0.522
		75.0	0.0	82.0
		(0.0)	(0.0)	(4.0)
	ARM C	0.605	0.395	0.000
		323.0	211.0	0.0
		(1.0)	(0.5)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

E PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	1.97	7.73	0.255		0.00	0.34	4.8		0.17
C-AB	2.65	9.59	0.276		0.00	0.42	6.2		0.14
A-B	0.23								
A-C	2.90								

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TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	2.35	7.41	0.318		0.34	0.46	6.6		0.20
C-AB	3.16	9.45	0.334		0.42	0.58	8.6		0.16
A-B	0.27								
A-C	3.46								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	2.88	6.94	0.415		0.46	0.69	9.9		0.24
C-AB	3.87	9.27	0.418		0.58	0.88	13.2		0.18
A-B	0.33								
A-C	4.24								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	2.88	6.94	0.415		0.69	0.70	10.4		0.25
C-AB	3.87	9.27	0.418		0.88	0.89	13.6		0.19
A-B	0.33								
A-C	4.24								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	2.35	7.40	0.318		0.70	0.47	7.4		0.20
C-AB	3.16	9.45	0.334		0.89	0.60	9.1		0.16
A-B	0.27								
A-C	3.46								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	1.97	7.72	0.255		0.47	0.35	5.4		0.17
C-AB	2.65	9.59	0.276		0.60	0.43	6.5		0.14
A-B	0.23								
A-C	2.90								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.5	
08.30	0.7	*
08.45	0.7	*
09.00	0.5	
09.15	0.3	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.6	*
08.30	0.9	*
08.45	0.9	*
09.00	0.6	*
09.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	216.1	144.1	44.6	0.21	44.6	0.21
C-AB	290.4	193.6	57.3	0.20	57.3	0.20
A-B	24.8	16.5				
A-C	318.0	212.0				
ALL	1293.8	862.6	101.9	0.08	101.9	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity

ll be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
640.36	0.23	0.09

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
502.71	0.21	0.08	0.13	0.30

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
620.29	0.22	0.22

These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA

TRL TRL VIEWER 3.1 AD J:\5000\5068_BarnsleyALCSc\Engineering\Traffic\Picady\Pitts Street- George Street.vpo - Pa

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: Pitt Street with george street - Wombwell 2016 PM Base + Proposed

TIME PERIOD BEGINS 14.45 AND ENDS 16.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	4.90	7.35	4.90
ARM B	15.00	45.00	75.00	2.58	3.86	2.58
ARM C	15.00	45.00	75.00	6.00	9.00	6.00

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
14.45 - 16.15	ARM A	0.000	0.061	0.939
		0.0	24.0	368.0
		(0.0)	(0.0)	(0.6)
	ARM B	0.316	0.000	0.684
		65.0	0.0	141.0
		(0.0)	(0.0)	(0.8)
	ARM C	0.604	0.396	0.000
		290.0	190.0	0.0
		(0.4)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
B-AC	2.58	8.12	0.318		0.00	0.46	6.5		0.18
C-AB	2.38	9.25	0.258		0.00	0.38	5.6		0.14
A-B	0.30								
A-C	4.62								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.00-15.15									
B-AC	3.09	7.77	0.397		0.46	0.65	9.3		0.21
C-AB	2.85	9.04	0.315		0.38	0.52	7.8		0.16
A-B	0.36								
A-C	5.51								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.15-15.30									
B-AC	3.78	7.27	0.520		0.65	1.04	14.7		0.28
C-AB	3.49	8.74	0.399		0.52	0.80	12.0		0.19
A-B	0.44								
A-C	6.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.30-15.45									
B-AC	3.78	7.26	0.520		1.04	1.06	15.8		0.29
C-AB	3.49	8.74	0.399		0.80	0.81	12.3		0.19
A-B	0.44								
A-C	6.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.45-16.00									
B-AC	3.09	7.76	0.398		1.06	0.68	10.7		0.22
C-AB	2.85	9.04	0.315		0.81	0.54	8.2		0.16
A-B	0.36								
A-C	5.51								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.00-16.15									
B-AC	2.58	8.11	0.319		0.68	0.48	7.4		0.18
C-AB	2.38	9.25	0.258		0.54	0.39	5.9		0.15
A-B	0.30								
A-C	4.62								

EUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.5	
15.15	0.6	*
15.30	1.0	*
15.45	1.1	*
16.00	0.7	*
16.15	0.5	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.00	0.4	
15.15	0.5	*
15.30	0.8	*
15.45	0.8	*
16.00	0.5	*
16.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	283.5	189.0	64.4	0.23	64.5	0.23
C-AB	261.5	174.3	51.7	0.20	51.7	0.20
A-B	33.0	22.0				
A-C	506.5	337.7				
ALL	1483.8	989.2	116.2	0.08	116.2	0.08

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END OF JOB

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