

Highways and Transportation Statement of Common Ground

20 April 2021
Version 1.0
Issue



1 Introduction

- 1.1 This Highways and Transportation Statement of Common Ground has been agreed between Paul Irwin of Fore Consulting Limited on behalf of the appellant, Hallam Land Management Ltd (“the Appellant”) and Matthew Dodson on behalf of Sheffield City Council Highways (“the Council”) in respect of the appeal related to “Land at Junction with Carr Road and Hollin Busk Lane, Sheffield, S36 1GH”.
- 1.2 The purpose of this Highways and Transportation Statement of Common Ground is to inform the Inspector and other parties about the areas of agreement relating to highways and transportation matters between the Appellant and the Council on the appeal submission for the development of up to 85 dwellings. Unless stated otherwise, all of the content of this document is agreed.

2 Highways and Transportation

- 2.1 The Appellant submitted a Transport Assessment June 2017 to address the scheme’s impact in relation to Highway and Transportation matters. The document is robust and comprehensive and its content and conclusions are agreed. It is sufficiently up to date and its approach is in line with all relevant standards and guidance.

Site Context

- 2.2 The application site has frontages to Carr Road and Hollin Busk Lane which are both subject to 30 mph speed limits within the vicinity of the site. Carr Road is a classified road (C324) and runs from Manchester Road to its junction with Hollin Busk Lane where the gradients are reduced.
- 2.3 To the north of the site on Carr Road there is an uncontrolled pedestrian crossing point with ‘school keep clear’ road markings and kerb buildouts close to the Royd Nursery Infant School.

- 2.4 There is currently no footway provision along the majority of the application site's frontage onto Carr Road, however the proposed access that has been agreed provides a new section of footway in the vicinity of the site access to connect into the existing provision. A short stretch of footway is present along the western side of Carr Road which primarily serves a cluster of residential properties situated to the immediate east of the site. The footway resumes on approach to Royd Nursery Infant School and continues for the full extent of the road.
- 2.5 A footway is present along the northern side of Hollin Busk Lane, connecting to further footway provision on the western side of Hollin Busk Road and the northern side of Broomfield Lane. There are no public rights of way on the application site.

Road Safety

- 2.6 Table 1 identifies all road traffic accidents that have been recorded during the latest five-year period, as supplied by Sheffield City Council Highways and included at Appendix A.

Table 1: Road Traffic Accident Summary

Location	Accident Severity		
	Slight	Serious	Fatal
Carr Road (link between Hollin Busk Lane and Wood Royd Road)	0	0	0
Carr Road (link between junctions with Wood Royd Road and Manchester Road)	2	1	0
Carr Road / Cockshot Lane / Royd Lane / Hollin Busk Lane Junction	0	0	0
Broomfield Lane / Coal Pit Lane / Hollin Busk Lane Junction	0	0	0
Nanny Hill / Bocking Hill Junction	0	0	0
A6102 Manchester Road / A6102 Vaughton Hill / B6088 Manchester Road Junction (including the priority junction with Carr Road)	3	1	0
Total	3	1	0

- 2.7 The road safety record can be summarised as follows:
- There have been no recorded accidents along Carr Road between its junctions with Hollin Busk Lane and Wood Royd Road (including within the vicinity of the proposed site access junction) during the latest five-year period.
 - A total of three accidents have been recorded along Carr Road between its junctions with Wood Royd Road and Manchester Road during the latest five-year period. Two of

the accidents were classified as being of slight severity and one as serious. A summary of the accidents is provided below:

- Accident Reference 17232932: An accident of slight severity occurred along Carr Road at the junction with Wood Royd Road. The accident occurred when a car turning right into Wood Royd Road collided with a car travelling ahead towards Manchester Road before colliding ‘lightly’ with a third car. “Failed to judge other person’s path or speed” was recorded as the contributory factor to the accident.
- Accident Reference 1687694: An accident of serious severity occurred along Carr Road. The accident occurred when a car collided with a parked vehicle (other). “Dazzling sun” was recorded as the contributory factor to the accident.
- Accident Reference 1639096: An accident of slight severity occurred along Carr Road near Carr Grove. The accident occurred when a car collided with a parked car. “Careless, reckless or in a hurry” was recorded as the contributory factor to the accident.
- There have been no recorded accidents within the vicinity of the Carr Road / Cockshot Lane / Royd Lane / Hollin Busk Lane Junction during the latest five-year period.
- There have been no recorded accidents within the vicinity of the Broomfield Lane / Coal Pit Lane / Hollin Busk Lane Junction during the latest five-year period.
- There have been no recorded accidents within the vicinity of the Bocking Hill / Nanny Hill Junction, during the latest five-year period.
- A total of four accidents have been recorded at the A6102 Manchester Road / A6102 Vaughton Hill / B6088 Manchester Road Junction (including the priority junction with Carr Road) during the latest five-year period. Three of the accidents were classified as being of slight severity and one as serious. A summary of the accidents is provided below:
 - Accident Reference 16140089: An accident of serious severity occurred on the B6088 Manchester Road arm of the junction in the vicinity of the priority junction with Carr Road. The accident occurred when a vehicle failed to indicate when turning right into Carr Road before colliding with a motorcycle. The vehicle type of the right-turning vehicle is not shown in the information provided. “Poor turn or manoeuvre”, “failed to look properly” and “failed to signal or misleading signal” were recorded as contributory factors to the accident.

- Accident Reference 17254225: An accident of slight severity occurred on the zebra crossing on the B6088 Manchester Road arm of the junction. The accident occurred when a car approached the zebra crossing, before hitting a pedestrian who had stepped out onto the crossing. “Failed to look properly” was recorded as a contributory factor to the accident.
- Accident Reference 1650195: An accident of slight severity occurred on the B6088 Manchester Road arm of the junction. The accident occurred when two cars and a goods vehicle were waiting in stationary traffic at the junction and were hit from behind by an approaching car. “Failed to look properly” and “failed to judge other person’s path or speed” were recorded as contributory factors to the accident.
- Accident Reference 16104464: An accident of slight severity occurred on Carr Road at the bus stop approximately 50m to the south of the stop line at the priority junction with the B6088 Manchester Road. The accident resulted in a pedestrian injury and occurred when the passenger was alighting from the bus. No contributory factors were recorded.

2.8 Overall, the number of accidents occurring within the study highway network (which is agreed to be comprehensive) within the latest five-year period is agreed to be low and based on driver error, rather than the physical characteristics of the highway network. The proposed development is agreed to be unlikely to have a detrimental impact on the accident rate on the network.

Vehicular Access

- 2.9 Approval is sought for access to (but not within) the Site, which would be accessed via a new vehicular access (priority junction) from Carr Road between the properties at Glenview and no. 94 Carr Road. The proposed access would have a 6.0 metre carriageway width, 2.0 metre wide footways (which will connect to the existing provision along Carr Road), and appropriate visibility splays of 2.4 metres by 52 metres (north) and 44 metres (south). The submitted Transport Assessment shows the proposed arrangement and the officer’s report concludes that the siting and design of the proposed site access is acceptable in principle, and there are no safety concerns in terms of the interaction of the proposed access with the operation of the school, including parking and drop off. This position remains agreed.
- 2.10 A Traffic Regulation Order will be sought to provide parking restrictions in the form of double yellow lines at the site frontage along the required extent of the visibility splays. It is agreed that this is acceptable.
- 2.11 The Council has no objection to the proposed site access, and it is agreed that the siting and design of the proposed site access is acceptable. The access design is considered to

represent an appropriate solution in highway design terms (including visibility) and safety for all users. There is no basis to refuse permission associated with the access to the site for all users in terms of safety and/or capacity.

Sustainable Accessibility

2.12 In considering the availability of sustainable travel modes, it is agreed that the site is located adjacent to established residential areas that are immediately east, north and north west of the site. It is agreed that the location of the site is sufficiently accessible and sustainable for residential use, and that the future residents of the site would benefit from a similar degree of accessibility as those residents of the surrounding existing residential areas.

2.13 Figure 1 appended to the rear of this document shows the range of facilities within a 2.0km walking distance of the site and the agreed walking distances (measured from an indicative point within the centre of the site) to the following facilities are as follows:

Retail & Leisure Facilities

- Stocksbridge Golf Club - 470m.
- Public Houses (The Pen Nook, The King and Miller, Royal Oak and Red Grouse) - 850m, 1,300m, 1300m and 1,500m respectively.
- Convenience Store (Majeed Stores) - 1,100m.
- Newsagent (Barkers News) - 1,100m.
- Flames and Ni Hao Chinese (Hot Food Takeaways) - 1,100m.
- The Hair Shop (Unisex Salon) - 1,100m.
- McColl's - 1,300m.
- Stocksbridge Cricket Club - 1,300m.
- Spar and bakery - 1,600m.
- Lidl - 1,800m.
- Fox Valley Sheffield Retail and Leisure Park (incl. a wide range of high street retail facilities, fitness centre, bars/restaurants/takeaways) - 1,800m.
- Multi-use sports pitch - 1,900m.

Healthcare Facilities

- Deepcar Medical Centre and Pharmacy - 1,200m.
- Deepcar Dental Care - 1,400m.

Education Facilities

- Royd Nursery Infant School - 310m.
- Deepcar St John's Church of England Junior School - 550m.
- Stocksbridge Junior School - 1,600m.
- St Ann's Catholic Primary School and Stocksbridge High School - 1,700m.
- Stocksbridge Nursery Infant School - 2,000m.

- 2.14 The closest bus stops in relation to the site are located on either side of Royd Lane and are accessible on foot within approximately 290m of the site (as measured from an indicative central point). The bus stops provide access to the Number 23 and 23a bus services. The bus stops will be accessible to future residents of the site via the proposed new section of footway along the western side of Carr Road and the footways on both the northern and southern side of Royd Lane.
- 2.15 Further provision is also located on both the northern and southern side of St. Margaret Avenue to the north of the site, both of which are accessible within approximately 380m walking distance of the site (as measured from an indicative central point). The bus stops provide access to the Number 57 service. The westbound stop is also served by the SL1 service on a Sunday and a limited number of SL1 services in the evening, Monday to Saturday. The eastbound bus stop is served by the SL1A service on a Sunday. The bus stops will be accessible to future residents of the site via the proposed new footway along the site frontage, crossing at the school patrol crossing and continuing along the footway along the eastern side of Carr Road leading to St. Margaret Avenue.
- 2.16 Further bus stop provision is available on both the eastern and western side of Wood Royd Road, approximately 600m walking distance from the site. The bus stops provide access to the Number 23, 23A, 57 and SL1/SL1a bus services. The bus stops are accessible via a continuous footway on the western side of Carr Road and a footway on both the eastern and western side of Wood Royd Road.
- 2.17 Table 1 provides a summary of the bus services available within proximity of the site, including the bus stops served, respective frequencies and destinations served. Figure 2

appended to the rear of this document shows the bus services and bus stops described above.

Table 2: Bus Services, Destinations and Frequencies

Service	Bus Stops Served	Operator	Destinations Served	Approx. Daily Frequency		
				Mon-Fri.	Saturday	Sunday
23	Royd Lane and Wood Royd Road	Stagecoach Yorkshire	Stocksbridge - Deepcar - Thurgoland - Penistone - Millhouse Green	2/3* daily services to Stocksbridge & 3 daily services to Millhouse Green	3 daily services to Stocksbridge & 3 daily services to Millhouse Green	No Service
23a	Royd Lane and Wood Royd Road	Stagecoach Yorkshire	Deepcar - Stocksbridge - Wortley - Thurgoland - Barnsley Interchange	1 daily service to Deepcar & 2 daily services to Barnsley Interchange	1 daily service to Deepcar & 2 daily services to Barnsley Interchange	No Service
57	St Margaret Avenue and Wood Royd Road	Stagecoach Yorkshire (Sunday services and some AM Mon-Sat services operated by First South Yorkshire)	Sheffield Centre - Oughtibridge - Deepcar - Stocksbridge	Every 60 minutes (Both Directions)	Every 60 minutes (Both Directions)	1 AM service to Stocksbridge & 3 AM services to Sheffield
SL1/SL1a	Wood Royd Road and St Margaret Avenue	Stagecoach Yorkshire	Middlewood P&R - Wharncliffe Side - Deepcar - Stocksbridge (Circular)	5 services per hour (Circular)	5 services per hour (Circular)	3 services per hour (Circular)

Note: Bus services correct as of 15 April 2021. Operators may be operating a reduced timetable / routes may have been temporarily withdrawn following the outbreak of Coronavirus.

** 3 daily services to Stocksbridge during school holidays (Service 23, Monday to Friday).*

- 2.18 The Number 23 bus service provides a service between Stocksbridge and Millhouse Green, in both directions, via Deepcar, Thurgoland and Penistone. There are currently between two/three services daily in each direction, Monday to Saturday. There are currently no services on Sundays.
- 2.19 The Number 23a bus service provides a service between Deepcar and Barnsley Interchange via Stocksbridge, Wortley, Thurgoland and Gilroyd. There are currently between one/two services daily in each direction, Monday to Saturday. There are currently no services on Sundays.

- 2.20 The Number 57 bus service provides a service between Sheffield and Stocksbridge, in both directions, via Oughtibridge and Deepcar. The service currently runs approximately every 60 minutes, Monday to Saturday. On a Sunday, one AM service travel toward Stocksbridge and three AM services travel toward Sheffield Centre.
- 2.21 The SL1/SL1a (SuperTram Link) service provides a frequent circular service between Middlewood Park and Ride (Tram Station) and Stocksbridge. Approximately 5 services run per hour, Monday to Saturday. The service operates approximately every 30 minutes on a Sunday. This service is reasonably frequent and will be attractive for use by future residents of the development.
- 2.22 None of the existing bus stops have shelters and it is agreed that the applicant will commit to provide a s106 contribution towards upgrading the bus stops to improve the facilities for public transport users.
- 2.23 It is agreed that the site is appropriately accessible to a range of facilities on foot and has acceptable access to public transport services that are sufficiently frequent and attractive in terms of timetable and destination, so that these matters should not form the basis of any refusal of planning permission.

Traffic Impacts

- 2.24 The assessment of the local highway network, as set out in the Transport Assessment, was undertaken in a manner agreed with the local highway authority, following detailed scoping correspondence and meetings prior to the application being submitted. The various Transport Assessment input parameters including scope of assessment, base traffic count data, traffic generation, trip distribution, committed developments and the junction assessment models are all agreed to be acceptable. The method and detail of assessment is acceptable and it is agreed that the outcomes are reliable and the conclusions drawn remain valid for the purposes of this appeal.
- 2.25 The Transport Assessment concludes that, with the exception of the Manchester Road/ Vaughton Hill / Carr Road junction, all other junctions are predicted to operate within capacity.
- 2.26 The Transport Assessment acknowledges that there are some existing capacity constraints at the Manchester Road / Vaughton Hill / Carr Road junction during peak periods. However, the Transport Assessment demonstrates that the additional development traffic at this junction approximates to one new vehicle approaching the junction every 2 minutes during the busiest peak hours. It is agreed that such increases will be barely distinguishable from daily variations in baseline traffic flows and thus any impact will be insignificant and certainly cannot be judged as severe.

- 2.27 The submitted assessment was based on a development of 93 dwellings, which has since been reduced to 85 dwellings. Consequently, the total traffic approaching the junction from the development is overstated in the submitted Transport Assessment, meaning any impacts would be slightly less than that assessed.
- 2.28 The developer will fund the installation of additional MOVA sensors at the Manchester Road/Vaughton Hill signalised junction as follows:
- The provision of additional detectors on Manchester Road and Carr Road to detect when there is queuing on Manchester Road and queuing on Carr Road. This would allow queue lengths along Carr Road to be detected as part of the recognised queues along the B6088 Manchester Road arm, which would in turn re-optimize the green time given to this arm as part of the signal control.
 - Additional inputs to be configured into the MOVA system to provide bus priority for buses on all approaches to the junction including Carr Road.
- 2.29 It is agreed that the improvements gained through the new signal control strategy will more than offset the impact of the development traffic through this junction.

Conclusion

- 2.30 It is agreed that the delivery of the appeal development will not result in unacceptable highway safety impacts or result in a severe impact within the context of Paragraph 109 of the NPPF and there is no basis for refusing the appeal related to highways, access, accessibility to public transport or other facilities on the basis of local or national policy or guidance.

Signed on Behalf of Fore Consulting Limited

(for the Appellant Hallam Land Management)

A handwritten signature in black ink that reads "Paul Irwin".

Date: 17 May 2021

Paul Irwin, Director

Signed on behalf of Sheffield City Council

(as the Local Highway Authority)

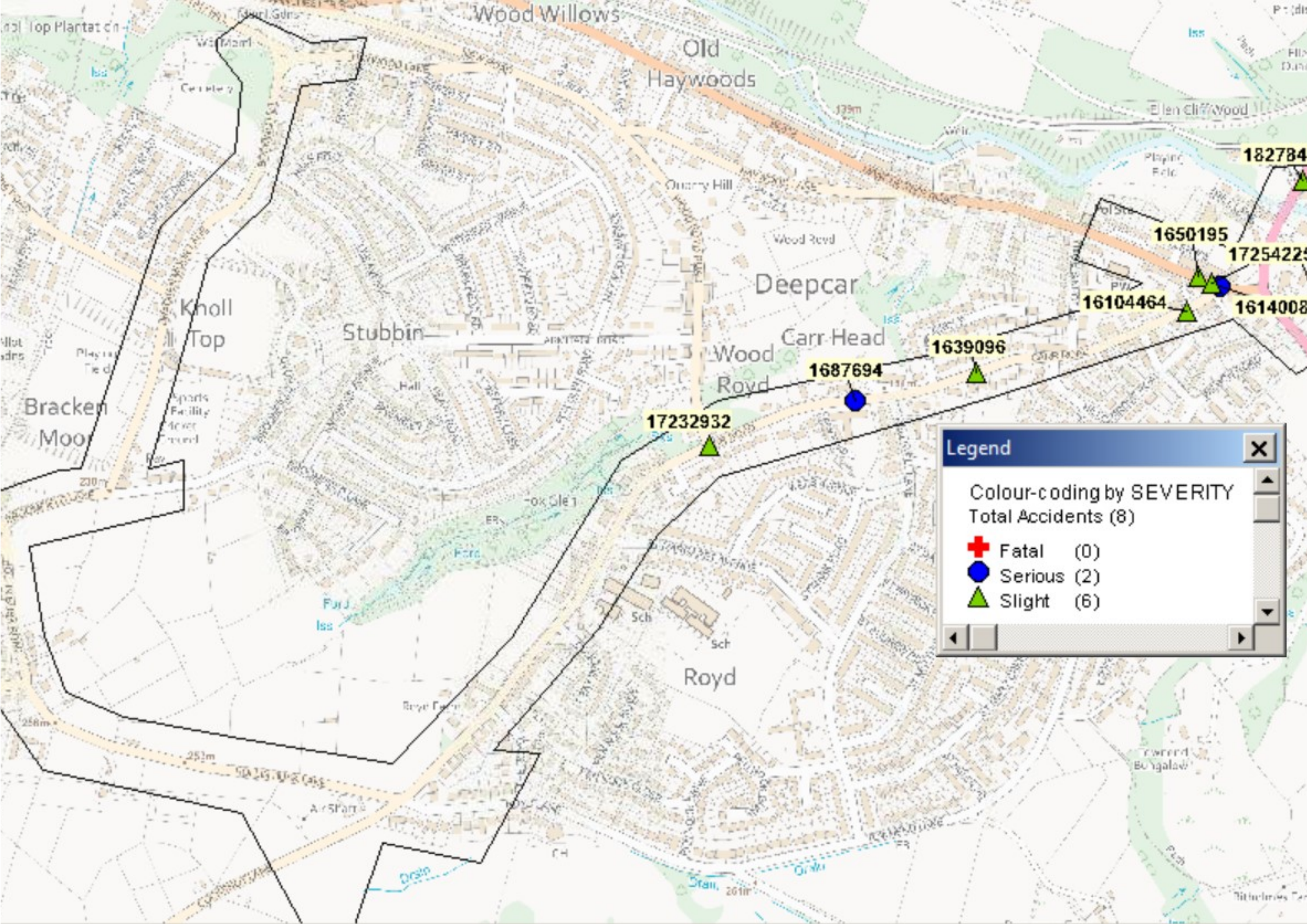
A handwritten signature in black ink that appears to read "Matthew Dodson".

Date: 20 May 2021

Matthew Dodson, Senior Technician

Appendix A

Latest Five Year Personal Injury Accident Data



Legend [X]

Colour-coding by SEVERITY
Total Accidents (8)

- Red cross: Fatal (0)
- Blue circle: Serious (2)
- Green triangle: Slight (6)

[Navigation arrows]

Road Environment Contributed	101	102	103	104	105	106	107	108	109		
	Poor or defective road surface	Deposits on Road (e.g. oil, mud, chippings)	Slippery Road (due to weather)	Inadequate or masked signs/markings	Defective traffic signals	Traffic claming (e.g. humps, cushions)	Temporary road layout	Road layout (e.g. bend, hill)	Animal or object in carriageway		
Vehicle Defects	201	202	203	204	205	206					
	Tyres illegal defective or under inflated	Defect lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirror	Overloaded or poorly loaded vehicle or trailer					
Driver/rider only (includes pedal cyclist and horse rider)	Injudicious Actions	301	302	303	304	305	306	307	308	309	310
		Disobeyed automatic traffic signal	Disobeyed 'Give Way' or 'Stop' sign/markings	Disobeyed double white lines	Disobeyed pedestrian crossing facility	Illegal turn or direction of travel	Exceeding speed limit	Travelling too fast for conditions	Following too close	Vehicle travelling along pavement	Cyclist entering road from pavement
	Driver/Rider Error or Reaction	401	402	403	404	405	406	407	408	409	410
		Junction overshoot	Junction restart (moving off at junction)	Poor turn or manoeuvre	Failed to signal or misleading signal	Failed to look properly	Failed to judge other person's path or speed	Passing too close to cyclist, horse or pedestrian	Sudden braking	Swerved	Loss of control
	Impairment or Distraction	501	502	503	504	505	506	507	508	509	510
		Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Fatigue	Uncorrected defective eyesight	Illness or disability, mental or physical	Not displaying lights at night or in poor visibility	Cyclist wearing dark clothing at night	Driver using mobile phone	Distraction in vehicle	Distraction outside vehicle
	Behaviour or Inexperience	601	602	603	604	605	606	607			
Aggressive driving		Careless, reckless or in a hurry	Nervous, uncertain or panic	Driving too slow for conditions or using slow vehicle	Learner or inexperienced driver/rider	Inexperience of driving on the left	Unfamiliar with model of vehicle				
Vision Affected by:	701	702	703	704	705	706	707	708	709	710	
	Stationary or parked vehicles	Vegetation	Road layout (e.g. bend, winding road)	Buildings, road signs, street furniture	Dazzling headlights	Dazzling sun	Rain, sleet or fog	Spray from other vehicle	Visor or windscreen dirty or scratched	Vehicle blind spot	
Pedestrian only (Casualty or Uninjured)	801	802	803	804	805	806	807	808	809	810	
	Crossing road masked by stationary or parked vehicle	Failed to look properly	Failed to judge vehicle path or speed	Wrong use of pedestrian crossing facility	Dangerous action in carriageway (e.g. playing)	Impaired by alcohol	Impaired by drug (illicit or medicinal)	Careless, reckless or in a hurry	Pedestrian wearing dark clothing at night	Disability or illness mental or physical	
Special Codes	901	902	903	904						999	
	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently						Other	

AccsMap - Accident Analysis System

Accidents between dates 04/12/2015 and 03/12/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Deepcar - Stocksbridge

1639096 12/01/2016 Tuesday Time: 2005 Vehicles 2 Casualties 1 Slight

Easting: 428,489 Northing: 397,861

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: CARR ROAD SHEFFIELD NEAR CARR GROVE

Description: V1 HAS BEEN DRIVING DOWN CARR ROAD AND HAS COLLIED WITH V2 WHICH WAS UNOCCUPIED AND PARKED UP.

Vehicle Reference: 1 Car Going ahead

First point of impact: Front

Vehicle direction: W to E Journey: Other

Age of Driver : 25 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Parked

First point of impact: Back

Vehicle direction: Parked to Parked Journey: Not known

Age of Driver : Breath test: Driver not contacted

Contributory Factors : 602

AccsMap - Accident Analysis System

Accidents between dates 04/12/2015 and 03/12/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Deepcar - Stocksbridge

1650195 01/03/2016 Tuesday Time: 1030 Vehicles 4 Casualties 3 Slight
 Easting: 428,779 Northing: 397,986
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: MANCHESTER ROAD (B6088) NEAR CARR ROAD, SHEFFIELD
 Description: V2, 3 & 4 IN STATIONARY TRAFFIC HIT FROM BEHIND BY V1

Vehicle Reference: 1 Car Slowing or Stopping
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 59 Breath test: Not requested

Contributory Factors : 405 406

Vehicle Reference: 2 Car Waiting to go ahead but held up
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 31 Breath test: Not provided (medical)

Contributory Factors : 405 406

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

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 0 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 04/12/2015 and 03/12/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Deepcar - Stocksbridge

Vehicle Reference: 3 Car Waiting to go ahead but held up

First point of impact: Front

Vehicle direction: W to E

Journey: Other

Age of Driver : 36

Breath test: Not requested

Contributory Factors : 405 406

Casualty Reference: 2 Age: 36 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 4 Goods vehicle - unknown Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: W to E

Journey: Journey as part of work

Age of Driver : 32

Breath test: Not requested

Contributory Factors : 405 406

AccsMap - Accident Analysis System

Accidents between dates 04/12/2015 and 03/12/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Deepcar - Stocksbridge

1687694 14/07/2016 Thursday Time: 0641 Vehicles 2 Casualties 1 Serious
 Easting: 428,332 Northing: 397,825
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: CARR ROAD SHEFFIELD

Description: INJURY RTC. V1 COLLIDED WITH REAR OF V2

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: W to E

Journey: Journey as part of work

Age of Driver : 54

Breath test: Not requested

Contributory Factors : 706

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Other Vehicle

Parked

First point of impact: Front

Vehicle direction: Parked to Parked

Journey: Other

Age of Driver :

Breath test: Driver not contacted

Contributory Factors : 706

AccsMap - Accident Analysis System

Accidents between dates 04/12/2015 and 03/12/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Deepcar - Stocksbridge

16104464 31/08/2016 Wednesda Time: 1607 Vehicles 1 Casualties 1 Slight
Easting: 428,765 Northing: 397,941
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: CARR ROAD SHEFFIELD

Description: PLATFORM ACCIDENT AS PASSENGER ALIGHTING FROM THE BUS. INJURY TO PASSENGER, AMBULANCE WAS CALLED

Vehicle Reference: 1 Bus or coach

Parked

First point of impact: Did not impact

Vehicle direction: Parked to Parked

Journey: Commuting to/from work

Age of Driver : 56

Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 77 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 04/12/2015 and 03/12/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Deepcar - Stocksbridge

16140089 20/12/2016 Tuesday Time: 1410 Vehicles 2 Casualties 1 Serious
 Easting: 428,807 Northing: 397,974
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: MANCHESTER ROAD (B6088) SHEFFIELD AT OR WITHIN 20 MTS OF CARR ROAD
 Description: V2 FAILED TO INDICATE RIGHT TURNING INTO CARR ROAD. V1 PROCEEDS
 DOWN LINE OF TRAFFIC. V2 TURNS AND COLL WITH V1.

Vehicle Reference: 1 Motorcycle over 500cc Overtaking stationary vehicle on its offside
 First point of impact: Nearside
 Vehicle direction: NW to SW Journey: Commuting to/from work
 Age of Driver : 45 Breath test: Not provided (medical)

Contributory Factors : 403 405 404

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Turning right
 First point of impact: Offside
 Vehicle direction: NW to SW Journey: Not known
 Age of Driver : Breath test: Driver not contacted

Contributory Factors : 403 405 404

AccsMap - Accident Analysis System

Accidents between dates 04/12/2015 and 03/12/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Deepcar - Stocksbridge

17232932 14/10/2017 Saturday Time: 1035 Vehicles 3 Casualties 2 Slight

Easting: 428,142 Northing: 397,766

Fine without high winds Road Surface: Wet/Damp Daylight

Road Type: Single carriageway Speed Limit: 30

Location: CARR ROAD SHEFFIELD AT OR NR JN WITH WOOD ROYD ROAD

Description: V1 TV UP CARR RD TURNING RIGHT ONTO WOOD ROYD RD. V2 TV DOWN CARR RD TW MANCHESTER RD. D1 FAILED TO SEE V2 AND TURNED ACROSS ITS PATH COLLIDING INTO FRONT END OF V2. AS VEHS CAME TO REST THEY COLLIDED LIGHTLY WITH V3.

Vehicle Reference: 1 Car Turning right

First point of impact: Front

Vehicle direction: E to N

Journey: Not known

Age of Driver : 60

Breath test: Negative

Contributory Factors : 406

Vehicle Reference: 2 Car Waiting to go ahead but held up

First point of impact: Front

Vehicle direction: W to E

Journey: Not known

Age of Driver : 25

Breath test: Negative

Contributory Factors : 406

Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 25 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 04/12/2015 and 03/12/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Deepcar - Stocksbridge

Vehicle Reference: 3 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: N to S

Journey: Not known

Age of Driver : 53

Breath test: Not requested

Contributory Factors : 406

17254225 07/12/2017 Thursday Time: 1925 Vehicles 1 Casualties 1 Slight

Easting: 428,796 Northing: 397,979

Raining with high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: MANCHESTER ROAD (B6088) SHEFFIELD AT OR NR JN WITH CARR ROAD

Description: V1 APPROACHED ZEBRA CROSSING. PED STEPPED OUT ONTO CROSSING BUT D1 DIDNT SEE HIM. PED WAS TOSSED ONTO BONNET OF V1 BEFORE FALLING ONTO GROUND

Vehicle Reference: 1 Car

Going ahead

First point of impact: Front

Vehicle direction: W to E

Journey: Other

Age of Driver : 50

Breath test: Not requested

Contributory Factors : 405 802

Casualty Reference: 1 Age: 18 Male Pedestrian Severity: Slight

Ped Dir: 9 Ped Movement : Movement U/K

Ped Location: On Ped Crossing

AccsMap - Accident Analysis System

Accidents between dates 04/12/2015 and 03/12/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Deepcar - Stocksbridge

18278439 17/03/2018 Saturday Time: 2000 Vehicles 2 Casualties 1 Slight

Easting: 428,915 Northing: 398,112

Snowing without high winds Road Surface: Snow Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: WORTLEY ROAD (A6102) SHEFFIELD AT OR NR JN WITH STATION ROAD

Description: V1 TV WORTLEY RD AT DEEPCAR TW VAUGHTON HILL. V2 TV IN OPP DIRC TW WORTLEY RD. V2 PASSES NARROW BRIDGE POSSIBLY DRIVING AT SPEED, LOSES CONTROL DUE TO SNOW AND ROAD CONDITIONS. V2 COLLIDES INTO FRONT OF V1 AND REFUSES EXCHANGE OF DETAILS.

Vehicle Reference: 1 Car Going ahead

First point of impact: Front

Vehicle direction: NE to SW Journey: Not known

Age of Driver : 53 Breath test: Driver not contacted

Contributory Factors : 602

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Front

Vehicle direction: SW to NE Journey: Not known

Age of Driver : 34 Breath test: Driver not contacted

Contributory Factors : 602

AccsMap - Accident Analysis System

Accidents between dates 04/12/2015 and 03/12/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Deepcar - Stocksbridge

Accidents involving:



Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	1	6	7
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	0	0
Horses & other	0	1	0	1
Total	0	2	6	8



	Fatal	Serious	Slight	Total
Vehicle driver	0	1	5	6
Passenger	0	0	3	3
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	2	9	11



Key:

-  Site Location
-  2.0km Walking Distance Isochrone

Note: Isochrone measured from indicative central point within site

-  Public Right of Way (Footpath)
-  Public Right of Way (Bridleway / Byway)

- Facilities**
- | | |
|---|--|
| 1: Majeed Stores, Bakers News, Flames Takeaway, Ni Hao Takeaway, The Hair Shop. | 11: Stocksbridge Cricket Club |
| 2: McColl's | 12: Multi-use sports pitch |
| 3: Lidl | 13: Deepcar Medical Centre and Pharmacy |
| 4: Spar and bakery | 14: Deepcar Dental Care |
| 5: Fox Valley Sheffield Retail and Leisure Park | 15: Royd Nursery Infant School |
| 6: The Pen Nook | 16: Deepcar St John's C of E Junior School |
| 7: The King and Miller | 17: Stocksbridge Junior School |
| 8: Royal Oak | 18: St. Ann's Catholic Primary School |
| 9: Red Grouse | 19: Stocksbridge High School |
| 10: Stocksbridge Golf Club | 20: Stocksbridge Nursery Infant School |

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Client:
Hallam Land Management









Project:
Proposed Residential Development at Land at Deepcar, Stocksbridge

Figure Title:
Pedestrian Catchment and Local Amenities

Scale: Not to Scale	Figure Status: Issue
Job Number: 3241	Figure Number: Figure 1



Key:

-  Site Location
-  23/23a Service
-  23 Only
-  23a Only
-  57 Service
-  SL1/SL1a Core Service, Monday to Saturday
-  SL1/SL1a Limited Evening Service, Monday to Saturday, and Sunday Service
-  Bus Stop (Nearest to Site at Royd Lane, St Margaret Avenue, Wood Royd Road and Carr Road)

Bus Services

Bus Service 23: Stocksbridge - Deepcar - Thurgoland - Penistone - Millhouse Green

Bus Service 23A: Deepcar - Stocksbridge - Wortley - Thurgoland - Barnsley Interchange

Bus Service 57: Sheffield Centre - Oughtibridge - Deepcar - Stocksbridge

Bus Service SL1/SL1a (SuperTram Link): Middlewood P&R - Wharncliffe Side - Deepcar - Stocksbridge (Circular)

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Client:
Hallam Land Management

Project:
Proposed Residential Development at Land at Deepcar, Stocksbridge

Figure Title:
Bus Services

Scale:
 Not to Scale

Figure Status:
 Issue

Job Number:
 3241

Figure Number:
 Figure 2

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