Barnburgh Railway Cutting
Infill of Railway Cutting to Create a Proposed Public Right of Way
Transport Statement

May 2018 (Revision 1)

Prepared on behalf of

MHH Contracting

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1. Introduction

1.1 BACKGROUND

1.1.1 Optima have been appointed by MHH Contracting to provide highways and transportation consultancy services associated with a planning application for the infilling of a railway cutting associated with the creation of a Public Rights of Way route along the former railway between Goldthorpe and Barnburgh.

1.1.2 This Transport Statement (TS) has been produced to support an application to infill the disused railway cutting and highlight that the construction process will not have any detrimental impacts upon the local highway network.

1.1.3 Initial discussions on the scope of this TS were agreed with Doncaster Council in November 2017.

1.1.4 This report considers any highways/transport issues relating to the proposed development and the document structure is as follows:

- Chapter 2 – describes the Site and the existing transport conditions;
- Chapter 3 – defines the development proposals including the access strategy; and
- Chapter 4 - sets out the expected trips associated with each phase of the development and assesses the impact of the works on the highway network; and
- Chapter 5 – highlights the conclusions of the report.

2. Existing Site Conditions

2.1 INTRODUCTION

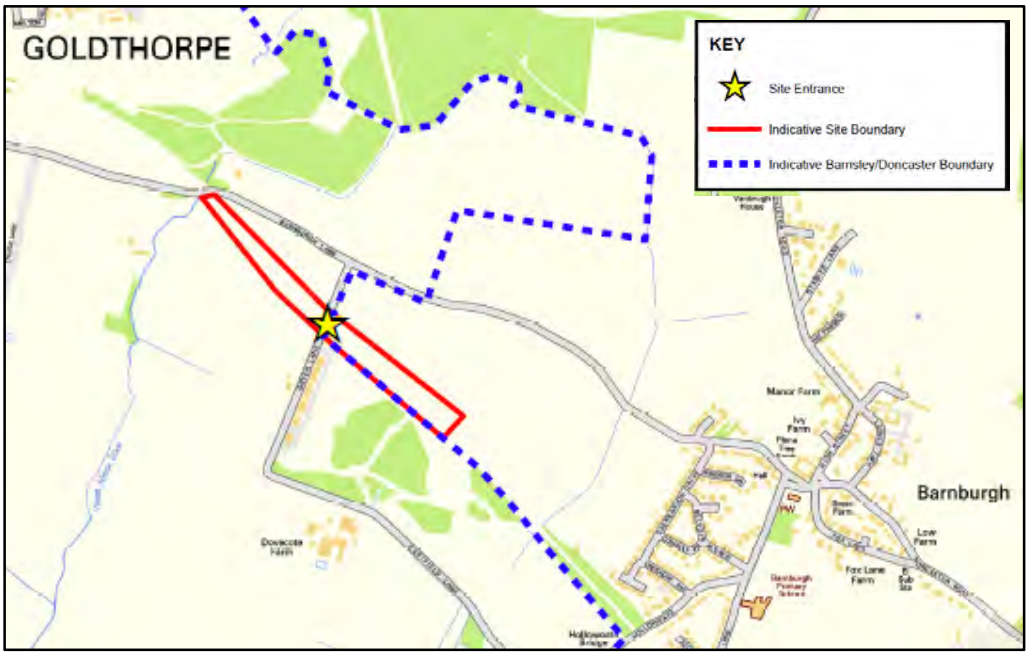
2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network.

2.2 EXISTING SITE

2.2.1 The application Site is located on land to the east and west of Green Lane, Barnburgh and comprises of a disused railway cutting. The Site is located within both Barnsley and Doncaster with land to the west of Green Lane within Barnsley and the land to the east of Green Lane in Doncaster. The Boundary is shown on Image 2.1.

2.2.2 The Site is located some 1.5km to the south east of Goldthorpe centre and approximately 1.1km to the north west of Barnburgh. The Site is bound by fields to the north, east, south and west, Green Lane runs on a north south alignment with a bridge over the Site. The railway cutting location is shown in relation to the strategic and local highway networks on Figure 1 and Figure 2, respectively and an extract of Figure 2 is provided in Image 2.1.

Image 2.1 Site Location

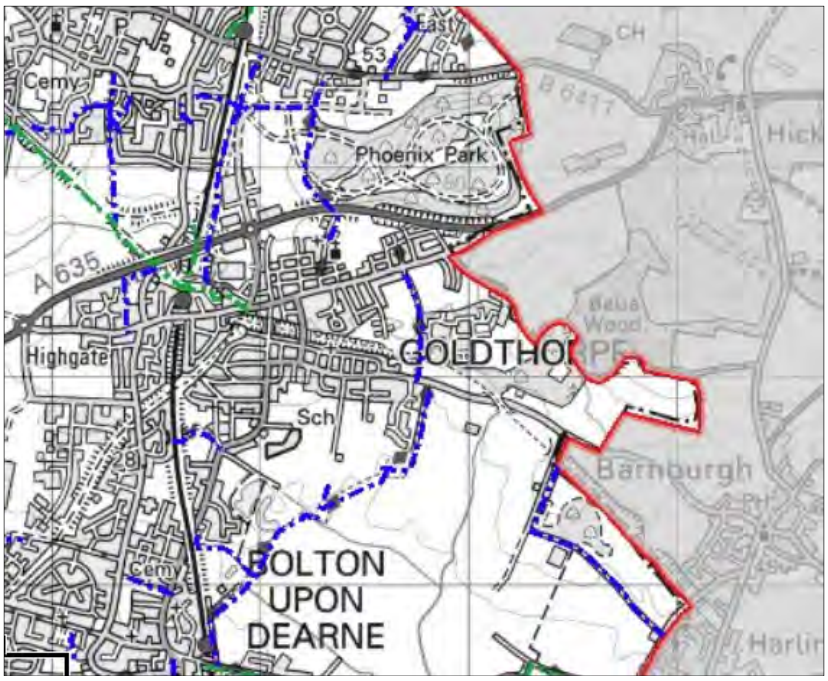


2.3 LOCAL HIGHWAY NETWORK

2.3.1 Green Lane runs on a north/south alignment over the railway cutting and turns into Westfield Lane at a 90 degree bend some 500m south of its junction with Barnburgh Lane. Green Lane is subject to a 30mph speed limit and has a footway running along the eastern flank, with a verge provided on the western flank.

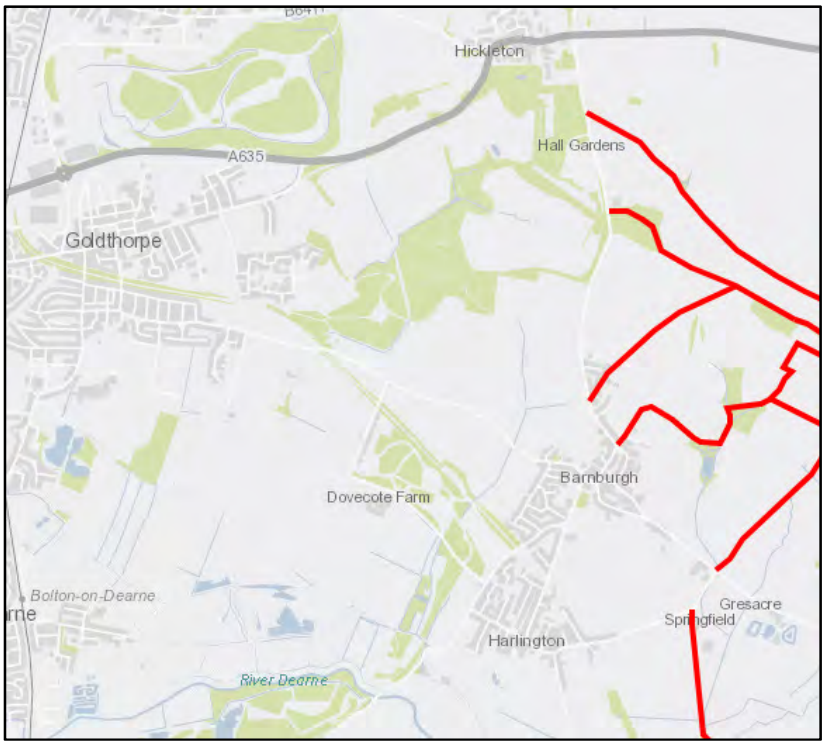
2.3.2 A public right of way footpath runs along Green Lane and along Westfield towards Barnburgh, an extract of the PRoW plan is shown in Image 2.2.

Image 2.2 Extract of Barnsley Public Rights of Way Map



2.3.3 Further public rights of way within Doncaster are shown on Image 2.3.

Image 2.3 Extract of Doncaster Public Rights of Way Map



2.3.4 The Site is adjacent to a park which spans from Green Lane south eastwards towards Hollowgate; south of the Doncaster section of the Site.

2.3.5 There is street lighting present along the length of Green Lane including the junction with Barnburgh Lane. Green Lane is subject to a 30mph speed limit which increases to 60mph at the junction with Barnburgh Lane.

2.3.6 To the north of the Site on a west/east alignment Barnburgh Lane runs between Goldthorpe and Barnburgh. The road is approximately 6m in width and has a footway along the northern flank of approximately 3.5m in width. A manual classified count of the Green Lane/Barnburgh Lane junction shows that the peak hour two-way flows are:

- AM Peak Hour (07:45-08:45) Flows – 311 vehicles; and
- PM Peak Hour (17:00-18:00 Flows – 371 vehicles.

2.3.7 The road is subject to a 60mph speed limit. The eastbound and westbound recorded 85th percentile wet weather speeds on the approach to the junction are shown below:

- Eastbound – 41mph; and
- Westbound – 44mph.

2.3.8 In order to ascertain the required stopping sight distance (SSD) for the visibility to the left, the east-bound speed of 41mph has been input into the SSD formula provided at paragraph 7.5.3 of MfS using the two second reaction time and 0.25g deceleration rate used in Design Manual for Roads and Bridges (DMRB). This results in a required visibility splay of 106m to the left and a set-back distance of 2.4m.

2.3.9 The required stopping sight distance (SSD) for the visibility to the right, the west-bound speed of 44mph has been input into the SSD formula provided at paragraph 7.5.3 of MfS using the two second reaction time and 0.25g deceleration rate used in Design Manual for Roads and Bridges (DMRB). This results in a required visibility splay of 118m to the right. These visibility splay lengths are shown on drawing 17125/IN/01 attached in Appendix B.

2.4 TRAFFIC SURVEY INFORMATION

2.4.1 Traffic Surveys have been undertaken by independent survey company Transport Data Collection on Tuesday 6th February 2018 and Wednesday 7th March 2018. The survey data is attached at Appendix A and a summary is shown in Table 2.1.

Table 2.1 Summary of Traffic Survey Information

Junction	Survey Type	Date Undertaken	Time Period
Barnburgh Lane	Speed Survey	Tuesday 6th February 2018	Off Peak
Barnburgh Lane/Green Lane	Manual Classified Turning Count	Wednesday 7th March 2018	07:00-10:00 and 16:00-19:00

2.5 ACCIDENT DATA ANALYSIS

2.5.1 Accident data has been provided by Barnsley Council and Doncaster Council for the five year period of 1st January 2012 to 31st December 2016. The study area from Field End Roundabout in Goldthorpe along Barnburgh Lane to Barnburgh including the circular route along Green Lane, Westfield Lane, Hollowgate and up to Barnburgh Lane. The data is attached at Appendix C.

2.5.2 Throughout the 60 month period there were a total of 14 accidents of which none were recorded as fatal, 12 slight and 2 serious. A summary of the accidents can be found in Tables 2.2 to 2.5.

Table 2.2 Summary of Accidents by Classification

	Number of Accidents	Percentage
Slight	12	85.7%
Serious	2	14.3%
Fatal	0	0%
Total	**14**	**100%**

Table 2.3 Summary of Accidents by Year

	2012	2013	2014	2015	2016	Total
Slight	2	4	4	2	0	12
Serious	1	0	0	0	1	2
Fatal	0	0	0	0	0	0
Total	**3**	**4**	**4**	**2**	**1**	**14**

Table 2.4 Summary of Accidents – Lighting

	Number of Accidents	Percentage
Light	10	71.4%
Dark	4	28.6%
Total	**14**	**100%**

Table 2.5 Summary of Accidents – Weather Conditions

	Number of Accidents	Percentage
Dry	14	71.4%
Wet	4	28.6%
Total	**14**	**100%**

2.5.3 Within the 60 month period analysed there was 1 slight accident that occurred along Hollowgate to the south east of the Site which occurred due to failure to look properly and failure to judge other persons path or speed.

2.5.4 At the junction of Green Lane and Barnburgh Lane there was 1 slight accident with the causes recorded as slippery road surface, a stationary or parked car and the dazzling sun.

2.5.5 To the west of the Site along Barnburgh Road another single slight accident occurred due to a failure to look properly.

2.5.6 Close to the junction of Barnburgh Lane and B6098 High Street there were 3 recorded accidents which were all slight in nature. The causation factors include: failure to look properly, careless/reckless/in a hurry and overloaded or poorly loaded vehicle or trailer.

2.5.7 Within close proximity to the junction of Doncaster Road/B6098 High Street/Barnsley Road there were 5 accidents recorded; 4 slight and 1 serious. The slight accidents occurred due to drivers being careless/reckless/in a hurry, failing to look properly and exceeding the speed limit. The serious accident occurred when a vehicle failed to judge another vehicles path or speed when approaching a vehicle waiting to turn right and colliding into the rear of the other vehicle.

2.5.8 There was also a slight accident located on the B6098 which occurred when a vehicle lost control or was following to close behind another.

2.5.9 Two accidents occurred along the A635 east; 1 slight and 1 serious. The serious accident occurred when three pedestrians ran across the carriageway and the driver swerved but could not avoid one of the pedestrians.

2.5.10 Whilst any accident is regrettable, having reviewed the accidents in detail there is no evidence to suggest that any of the accidents can be attributed to problems with junction or highway layout based upon the information available.

3. Development Proposals

3.1 INTRODUCTION

3.1.1 This section of the report provides details of the proposed development scheme including the proposed construction access strategy.

3.2 DEVELOPMENT PROPOSALS

3.2.1 This planning application seeks permission to infill the disused Barnburgh Railway Cutting between Goldthorpe and Barnburgh. The proposals include:

- Restoring pre-industrial contour levels;
- Infilling under the Green Lane steel bridge;
- Landscape strategy to create a linear woodland along the former railway cutting;
- Restore biodiversity;
- Create public rights of way along the length of the cutting; and
- Provision of connections to local amenities between Goldthorpe and Barnburgh.

3.2.2 The development of the Site will be undertaken in 3 Phases, these phases include:

- Phase 1 – filling under Green Lane steel bridge;
- Phase 2 – filling the Goldthorpe side (Barnsley); and
- Phase 3 – filling the Barnburgh side (Doncaster).

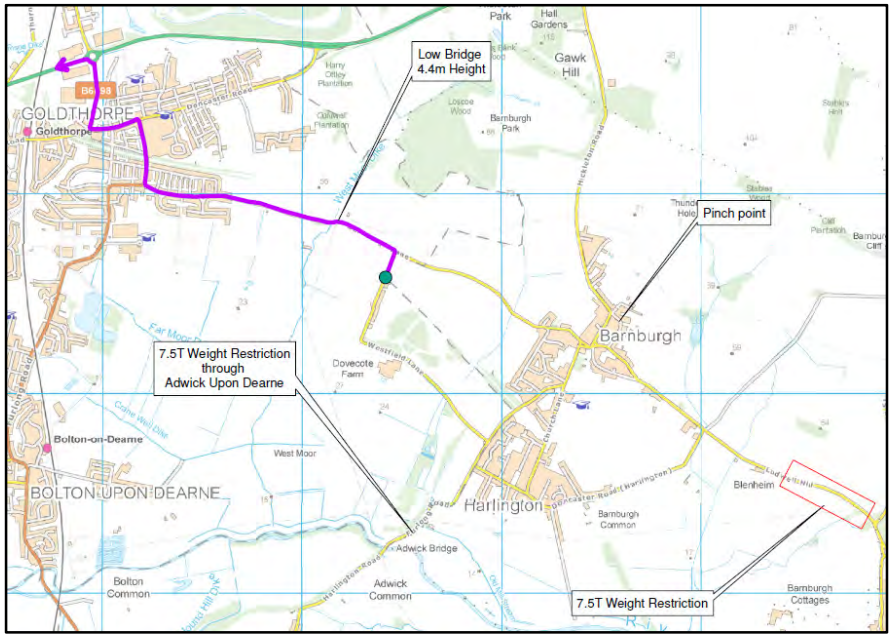
3.2.3 Visibility splays have been measured at the junction of Green Lane and Barnburgh Lane and are shown on drawing 17125/IN/01. The westbound visibility splay is shown as 2.4m x 118m for the recorded wet weather design speed of 44mph eastbound and for 2.4m x 106m to the east for the westbound recorded wet weather design speed of 41mph.

3.2.4 In addition to the required visibility splays there is an achievable splay shown on the drawing which highlights that although a section of 0.8m closest to the southbound edge of carriageway cannot be seen from the junction; no vehicle can occupy this space without being partially seen.

3.3 PROPOSED CONSTRUCTION VEHICLE ROUTE

3.3.1 The proposed HGV construction route is proposed via the A635, the B6098 in Goldthorpe then onto Barnburgh Lane and finally Green Lane where access will be gained into the Site. The proposed route is shown on Figure 3 and an extract is shown in Image 3.1.

Image 3.1 Proposed HGV Route



3.3.2 If delivery of machinery requires a vehicle greater than 4.4m in height, access via Barnburgh Lane to the east will instead be used. Access will be taken through a 7.5T weight restriction area and will be subject to confirmation with Doncaster Council and the police. If this movement is required, it will be infrequent.

3.4 CONSTRUCTION ACCESS ARRANGEMENTS

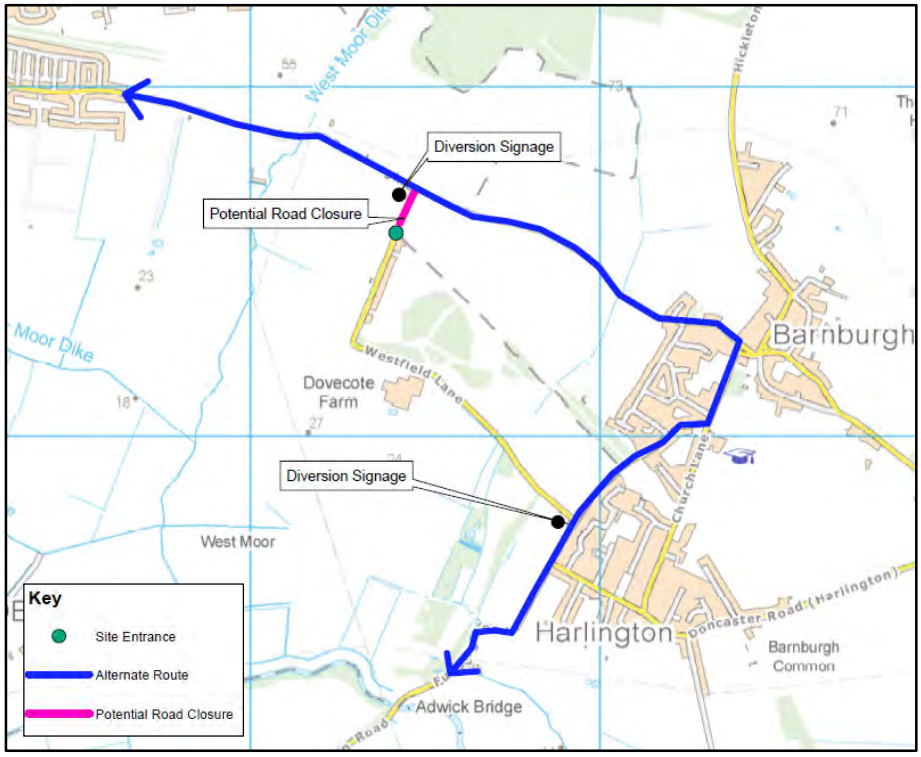
3.4.1 Access to the cutting will be taken from Green Lane through the wall of the northern approach to the bridge with access on the western side to serve Phase 1 and 2, then access on the eastern side to serve Phase 3.

3.4.2 Provision for HGVs to turn and exit in a forward gear will be provided internally within the cutting. The turning provision will continually relocate as the infilling of the cutting takes place. Access and egress from the Site will be managed by the on-site employees.

3.5 PROPOSED DIVERSION ROUTE

3.5.1 During the proposed works a temporary road closure may be required on Green Lane. The proposed diversion whilst works are taking place is along Hollowgate and Church Lane northwards to Barnburgh Lane and west towards Goldthorpe, the proposed route is shown on Figure 4 and in Image 3.2. Residents on Green Lane may have to utilise the junction of Westfield/Hollowgate for all access/egress if Green Lane is fully closed.

Image 3.2 Potential Road Closure



4. Proposed Traffic Movements and Identification of Impacts and Mitigation

4.1 INTRODUCTION

4.1.1 This chapter sets out the expected traffic movements and the impact of the development trips on the local highway network. The development of the Site will be undertaken in the following 3 main phases, with associated work completed prior to the infilling:

- Pre-Commencement – Construction of access, ramps and compound;
- Phase 1 – filling under Green Lane steel bridge;
- Phase 2 – filling the Goldthorpe side (Barnsley);
- Phase 3 – filling the Barnburgh side (Doncaster); and
- Post completion – Making good the accesses and removal of Site equipment.

4.1.2 During pre and post commencement of the main phases, it is anticipated that up to six employees will be on Site. During the infilling part of the development, the number of employees on Site will reduce to two.

4.1.3 Noise will be limited by creating turning areas within the cut for the unloading of the HGVs. All vehicles proposed to be used are relatively new and are up to current EU regulations on noise and emissions.

4.1.4 Due to the nature of the development, the days when works can take place is limited by the weather as in long periods of dry or wet weather operations may cease due to the material being unsuitable to be moved. As such an element of contingency has been built into the timeframes as described in each phase.

4.2 PRE-COMMENCEMENT

4.2.1 Traffic during the delivery and construction of the accesses will be limited to employees (12 movements per day) and to the delivery of the equipment (22T 360 degree excavator, Bomag 120 roller). This equates to 4 HGV movements.

4.3 PHASE 1 TRIP GENERATIONS

4.3.1 Phase 1 of the works is to fill in under the bridge structure where Green Lane runs over the site. This phase will last approximately 4-5 months including the construction of access ramps, compaction testing and engineering works.

4.3.2 The phase requires 7,000m^3 of material to be carried to the Site with 200m^3 required per working day (due to the technical issue of working adjacent to the bridge). Each wagon can carry 10 m^3 and therefore 20 wagons will be required per day for 35 days within the 4-5 month period. The trip generations per day and in total for Phase 1 are summarised in Table 4.1.

Table 4.1 Phase 1 HGV Traffic Movements

	Anticipated Daily Movements			Total Phase Movements		
	Arrivals	Departures	Total	Arrivals	Departures	Total
HGV Trip Generations	20	20	40	700	700	1,400

4.3.3 Averaging the total trips over the 5 month period (152 days), equates to an average of 9 HGV movements per day AADT.

4.4 PHASE 2 TRIP GENERATIONS

4.4.1 The filling of the Goldthorpe area (west of Green Lane) will be undertaken straight after the bridge and these works are anticipated to take 6-9 months to complete including topsoiling, seeding, construction of paths, fencing and tree planting.

4.4.2 The phase requires 15,000m^3 of material to be carried to the Site with 250m^3 required per working day. Each wagon can carry 10 m^3 and therefore 25 wagons will be required per day for 60 days within the 6-9 month period. The trip generations per day and in total for Phase 2 are summarised in Table 4.2.

Table 4.2 Phase 2 HGV Traffic Movements

	Anticipated Daily Movements			Total Phase Movements		
	Arrivals	Departures	Total	Arrivals	Departures	Total
HGV Trip Generations	25	25	50	1,500	1,500	3,000

4.4.3 Averaging the total trips over the 9 month period (274 days), equates to an average of 11 HGV movements per day AADT.

4.5 PHASE 3 TRIP GENERATIONS

4.5.1 The filling of the Doncaster area (east of Green Lane) will be undertaken after phase 2 and these works are anticipated to take 14-20 months to complete including topsoiling, seeding, construction of paths, fencing and tree planting.

4.5.2 This phase requires 48,000 m^3 of material to be brought to the Site at 250m3 per working day. Each wagon can carry 10 m^3 and therefore 25 wagons will be required per day for 192 days within the 14-20 month period. The trip generations per day and in total for Phase 3 are summarised in Table 4.3.

Table 4.3 Phase 3 HGV Traffic Movements

	Anticipated Daily Movements			Total Phase Movements		
	Arrivals	Departures	Total	Arrivals	Departures	Total
HGV Trip Generations	25	25	50	4,800	4,800	9,600

4.5.3 Averaging the total trips over the 20 month period (608 days), equates to an average of 16 HGV movements per day AADT.

4.6 TRAFFIC SUMMARY

4.6.1 In order to determine the total flows throughout the 34 month development (1,034 days), the total number of trips can be divided by the total number of days. This is detailed in Table 4.4.

Table 4.4 Development Traffic Movements

	Time Period	Employee Movements	Anticipated Daily HGV Movements per working day*			Total HGV Phase Movements		
		Per Day	Arrivals	Departures	Total	Arrivals	Departures	Total
Pre-Commencement	n/a	12	2	2	4			
Phase 1	5 months	4	20	20	40	700	700	1,400
Phase 2	9 months	4	25	25	50	1,500	1,500	3,000
Phase 3	20 months	4	25	25	50	4,800	4,800	9,600
Post Completion	n/a	12	2	2	4			
Total	34 months					7,000	7,000	14,000

*working day is one where weather allows work to be completed on Site – circa 20% of the build time.

4.6.2 Dividing 14,000 movements by the 1,034 days creates an average of 14 HGV movements and 4 light vehicle movements per day (AADT). Given the low level of predicted flows associated with the development, the impact on the local highway network will be minimal.

5. Summary and Conclusions

5.1.1 Optima have been appointed by MHH Contracting to provide highways and transportation consultancy services associated with a planning application for a proposed infilling of disused railway cutting between Goldthorpe and Barnburgh.

5.1.2 The development proposals are to infill the disused railway cutting to utilise the land to facilitate the creation of a public right of way between Goldthorpe and Barnburgh in addition to:

- Restoring pre-industrial contour levels;
- Infilling under the Green Lane bridge;
- Landscape strategy to create a linear woodland along the former railway cutting;
- Restore biodiversity; and
- Provision of connections to local amenities between Goldthorpe and Barnburgh.

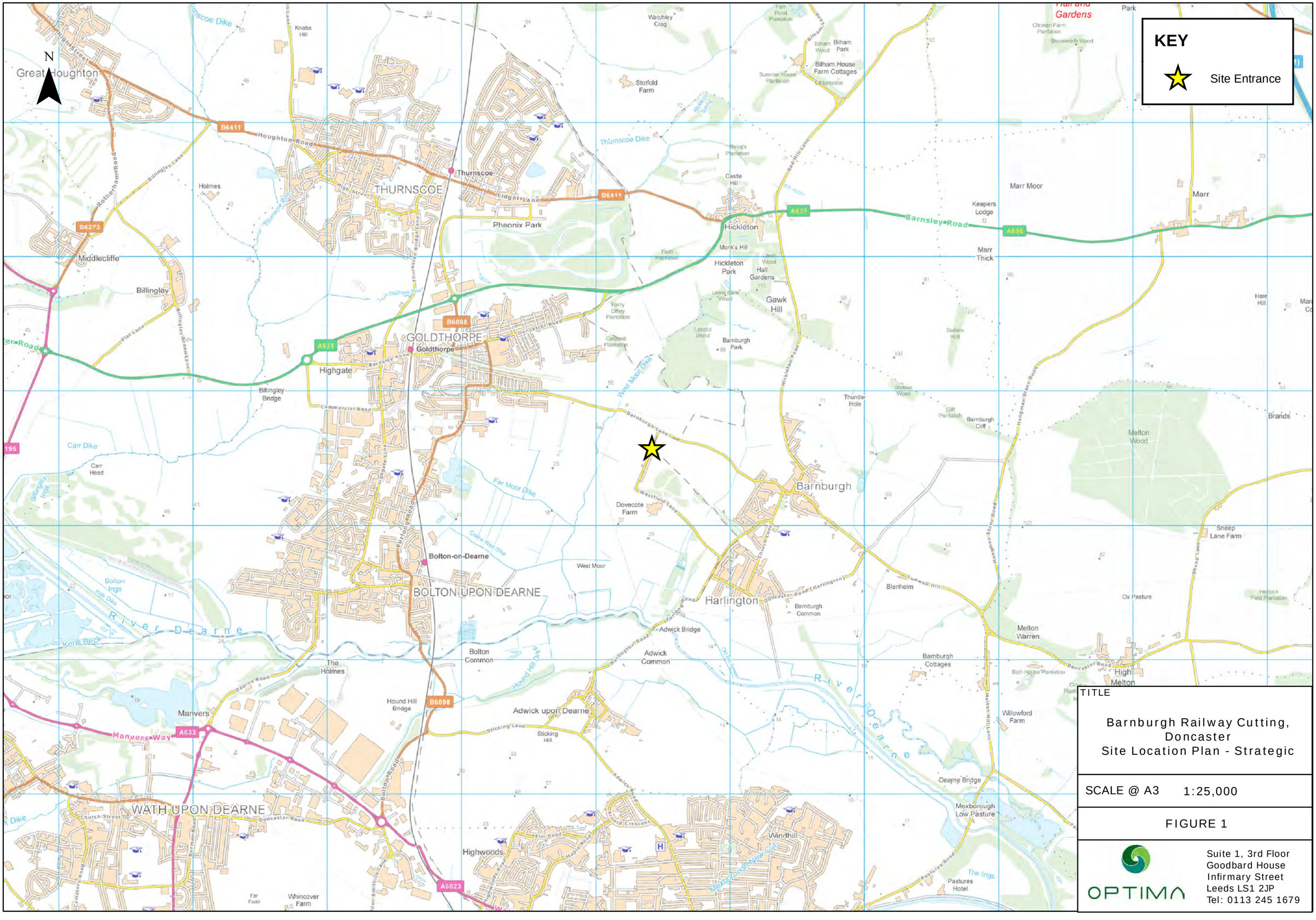
5.1.3 The construction works access will be gained via Green Lane, through the approach wall of the railway bridge with access to the cutting provided by ramps to the east and west.

5.1.4 The visibility splay at the junction of Green Lane/Barnburgh Lane has been shown to be in accordance with the speeds of traffic approaching the junction and the stopping sight distance within DMRB.

5.1.5 The traffic movements to the Site have been calculated for each phase which shows that on average over the course of the development, there will be 4 light movements and 14 HGV movements per day (AADT). The number of movements per day will increase on certain days to 50 HGV movements to allow development to be undertaken during mild weather conditions. The impact of the development traffic is not considered to be severe in number or duration on the local highway network.

5.1.6 It is therefore concluded that there are no highway or transport related issues that prevent the proposed development from being granted planning consent.

Figures



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TITLE

Barnburgh Railway Cutting,
Doncaster
Site Location Plan - Strategic

SCALE @ A3 1:25,000

FIGURE 1

OPTIMA
Suite 1, 3rd Floor
Goodbard House
Infirmary Street
Leeds LS1 2JP
Tel: 0113 245 1679

N

KEY

- Site Entrance
- Indicative Site Boundary
- Indicative Barnsley/Doncaster Boundary

GOLDTHORPE

BOLTON UPON DEARNE

Barnburgh

Harlington

Business Park
Pheonix Park
Hickleton Park
Loscoe Pond
Gawk Hill
Lewis Bank Wood
Lady Mary's Walk
Harry Ottley Plantation
Coldwell Plantation
Loscoe Wood
Barnburgh Park
Bella Wood
West Moor Dike
Dismantled Railway
Fields End Roundabout
Convent
Recn Gd
Liby
Pol Sta
Schs
Works
Warehouse
Tel Ex
Hall Farm
Football Ground
School
Recreation Centre
Sports Field
Playing Fields
Tan Pit Lane
Breaker's Yard
Lowfield Farm
Lowfield Lodge
West Moor
Lowfield Lane (Track)
West Moor Lane (Track)
Far Moor Dike
Crane Well Dike
Adwick Bridge
Dovecote Farm
Hollowgate Bridge
Furlong View
Manor Farm
Ivy Farm
Plane Tree Farm
Green Farm
Low Farm
Fox Lane Farm
El Sub Sta
Barnburgh Primary School
Vanbrugh House
Stables Lane (Track)
Thunder Hole
Wood
Sheep Wa

TITLE

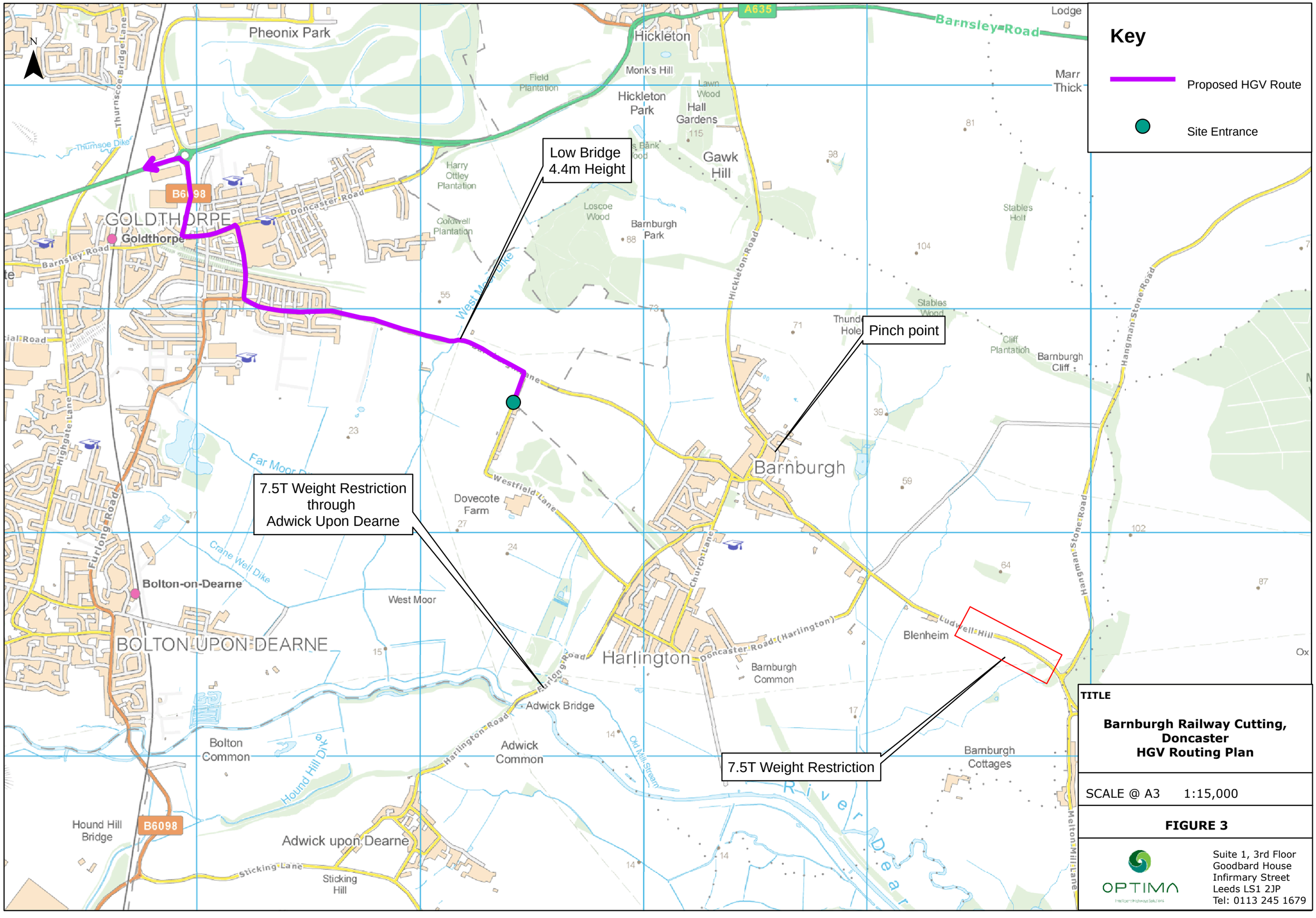
Barnburgh Railway Cutting, Doncaster
Site Location Plan - Local

SCALE @ A3 1:10,000

FIGURE 2

OPTIMA
Atlas House
31 King Street
Leeds LS1 2HL
Tel: 0113 245

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Path: O:\Barnburgh Railway Cutting\DRAWINGS\GIS\ARCEDITOR\HGVs Routes.mxd

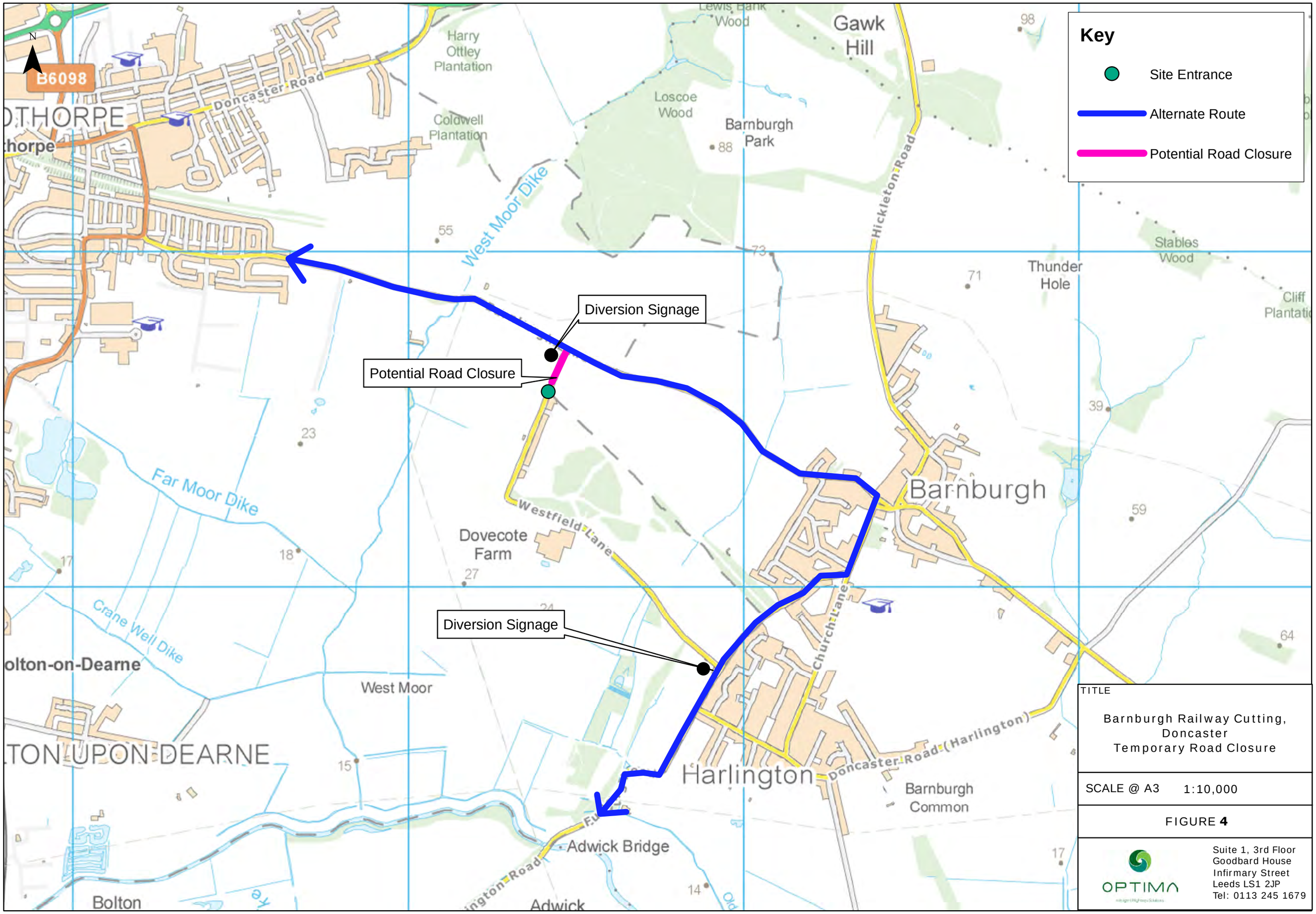
TITLE

Barnburgh Railway Cutting, Doncaster
HGV Routing Plan

SCALE @ A3 1:15,000

FIGURE 3

OPTIMA
Intelligent Highway Solutions
Suite 1, 3rd Floor
Goodbard House
Infirmary Street
Leeds LS1 2JP
Tel: 0113 245 1679



TITLE

Barnburgh Railway Cutting,
Doncaster
Temporary Road Closure

SCALE @ A3 1:10,000

FIGURE **4**

OPTIMA
Suite 1, 3rd Floor
Goodbard House
Infirmary Street
Leeds LS1 2JP
Tel: 0113 245 1679

Path: O:\Barnburgh Railway Cutting\DRAWINGS\GIS\ARCEDITOR\Temporary Road Closure.mxd

Appendices

Appendix A Traffic Survey Results

Speed survey, Barnburgh

DATE : TUESDAY 6th FEBRUARY 2018

LOCATION: BAMBURGH LANE

SINGLE CARRIAGEWAY

OFF PEAK			
DIRECTION : WESTBOUND			DIRECTION : EASTBOUND
SPEED (MPH)	NUMBER OF VEHICLES	SPEED (MPH)	NUMBER OF VEHICLES
15	0	15	0
16	0	16	0
17	0	17	0
18	0	18	0
19	0	19	0
20	0	20	0
21	0	21	0
22	0	22	1
23	0	23	2
24	0	24	2
25	0	25	5
26	0	26	3
27	1	27	7
28	1	28	9
29	1	29	4
30	0	30	3
31	2	31	4
32	1	32	12
33	5	33	7
34	8	34	11
35	11	35	6
36	12	36	11
37	19	37	25
38	19	38	19
39	12	39	23
40	24	40	13
41	21	41	7
42	16	42	19
43	12	43	4
44	13	44	4
45	14	45	6
46	8	46	5
47	7	47	6
48	8	48	3
49	4	49	1
50	5	50	3
51	7	51	0
52	4	52	1
53	2	53	1
54	0	54	1
55	0	55	0
56	0	56	1
57	0	57	1
58	0	58	0
59	0	59	0
60	0	60	0
61	0	61	0
62	0	62	0
63	0	63	0
64	0	64	0
65	0	65	0
66	0	66	0
67	0	67	0
68	0	68	0
69	0	69	0
70	0	70	0
71	0	71	0
72	0	72	0
73	0	73	0
74	0	74	0
75	0	75	0

Speed survey, Barnburgh

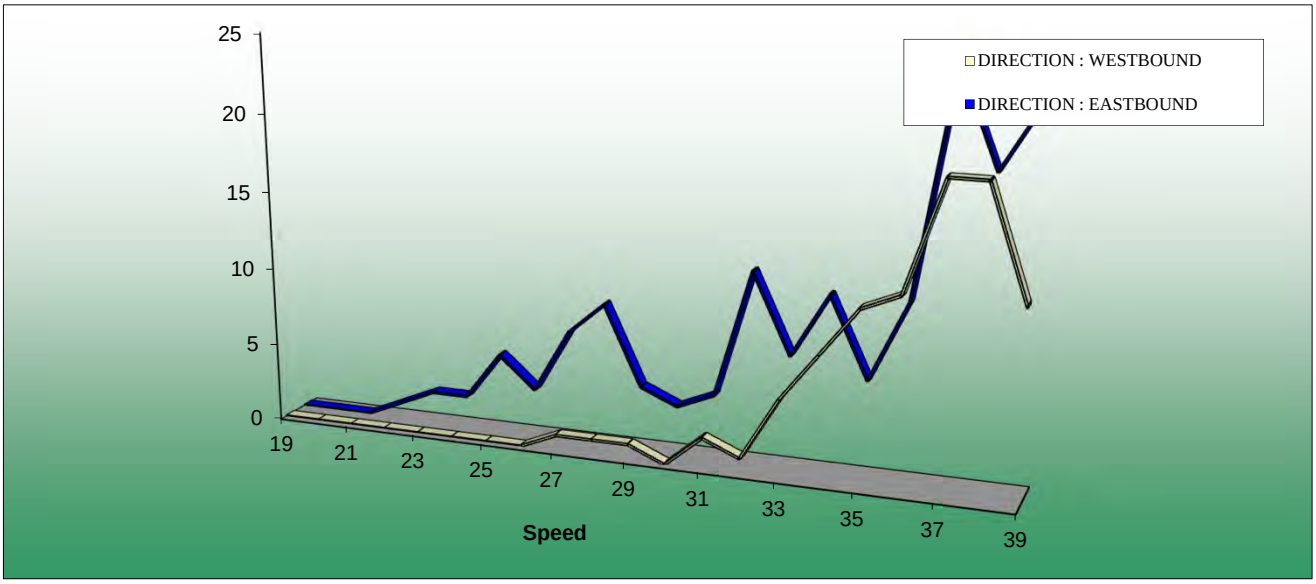
DATE : TUESDAY 6th FEBRUARY 2018

LOCATION: BAMBURGH LANE

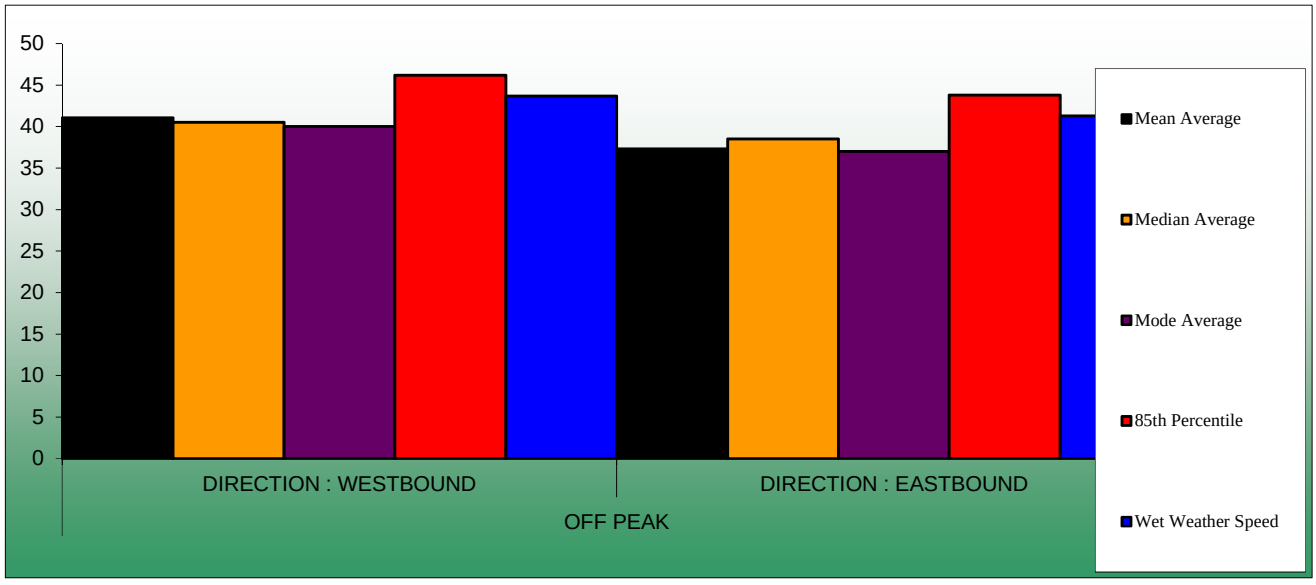
SINGLE CARRIAGEWAY

SPEED (MPH)	OFF PEAK	
	DIRECTION : WESTBOUND	DIRECTION : EASTBOUND
< 20	0	0
20 - 30	3	33
30 - 40	89	121
40 - 50	127	68
50 - 60	18	8
60 - 70	0	0
>70	0	0

ROAD CONDITIONS	DRY
SPEED LIMIT	60



SPEED (MPH)	OFF PEAK	
	DIRECTION : WESTBOUND	DIRECTION : EASTBOUND
No of Readings	237	230
Mean Average	41	37
Median Average	41	39
Mode Average	40	37
Standard Deviation	5	6
85th Percentile	46	44
Wet Weather Speed	44	41



TRANSPORT Data Collection

DATE: WEDNESDAY 7th MARCH 2018

TURNING COUNT LOCATION: BARNBURGH LANE / GREEN LANE

APPROACHING FROM: BARNBURGH LANE (EAST)

TIME / CLASS	LEFT TO GREEN LANE								STRAIGHT TO BARNBURGH LANE (WEST)								U-TURN TO BARNBURGH LANE (EAST)								TOTAL MOVEMENT FROM APPROACH
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	1	0	0	0	0	1	0	0	11	4	0	0	1	16	0	0	0	0	0	0	0	0	17
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	17	7	0	0	0	24	0	0	0	0	0	0	0	0	24
7:30 - 7:45	0	0	1	0	0	0	0	1	0	0	24	4	0	0	0	28	0	0	0	0	0	0	0	0	29
7:45 - 8:00	0	0	2	0	0	0	0	2	0	0	15	3	1	0	0	19	0	0	0	0	0	0	0	0	21
HOURLY TOTAL	0	0	4	0	0	0	0	4	0	0	67	18	1	0	1	87	0	0	0	0	0	0	0	0	91
8:00 - 8:15	0	0	3	0	0	0	0	3	0	0	24	6	1	0	0	31	0	0	0	0	0	0	0	0	34
8:15 - 8:30	0	0	3	1	0	0	0	4	0	0	29	5	0	0	1	35	0	0	0	0	0	0	0	0	39
8:30 - 8:45	0	0	1	1	0	0	0	2	0	0	19	5	0	0	0	24	0	0	0	0	0	0	0	0	26
8:45 - 9:00	0	0	1	0	0	0	0	1	0	0	15	1	0	0	1	17	0	0	0	0	0	0	0	0	18
HOURLY TOTAL	0	0	8	2	0	0	0	10	0	0	87	17	1	0	2	107	0	0	0	0	0	0	0	0	117
9:00 - 9:15	0	0	2	0	0	0	0	2	0	0	12	3	2	0	0	17	0	0	0	0	0	0	0	0	19
9:15 - 9:30	0	0	1	0	0	0	0	1	0	0	15	2	1	0	1	19	0	0	0	0	0	0	0	0	20
9:30 - 9:45	0	0	1	0	0	0	0	1	0	0	16	3	1	0	0	20	0	0	0	0	0	0	0	0	21
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	19	4	1	0	1	25	0	0	0	0	0	0	0	0	25
HOURLY TOTAL	0	0	4	0	0	0	0	4	0	0	62	12	5	0	2	81	0	0	0	0	0	0	0	0	85
PERIOD TOTAL	0	0	16	2	0	0	0	18	0	0	216	47	7	0	5	275	0	0	0	0	0	0	0	0	293
16:00 - 16:15	0	0	1	0	0	0	0	1	0	0	35	11	1	0	1	48	0	0	0	0	0	0	0	0	49
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	35	6	0	0	0	41	0	0	0	0	0	0	0	0	41
16:30 - 16:45	0	0	2	0	0	0	0	2	0	0	43	5	1	0	1	50	0	0	0	0	0	0	0	0	52
16:45 - 17:00	0	0	2	0	0	0	0	2	0	1	35	5	0	0	0	41	0	0	0	0	0	0	0	0	43
HOURLY TOTAL	0	0	5	0	0	0	0	5	0	1	148	27	2	0	2	180	0	0	0	0	0	0	0	0	185
17:00 - 17:15	0	0	4	0	0	0	0	4	0	0	41	8	0	0	1	50	0	0	0	0	0	0	0	0	54
17:15 - 17:30	0	0	1	1	0	0	0	2	0	0	32	6	1	0	0	39	0	0	0	0	0	0	0	0	41
17:30 - 17:45	0	0	1	1	0	0	0	2	0	0	32	2	0	0	1	35	0	0	0	0	0	0	0	0	37
17:45 - 18:00	0	0	2	0	0	0	0	2	0	0	44	3	1	0	1	49	0	0	0	0	0	0	0	0	51
HOURLY TOTAL	0	0	8	2	0	0	0	10	0	0	149	19	2	0	3	173	0	0	0	0	0	0	0	0	183
18:00 - 18:15	0	0	0	0	0	0	0	0	0	1	33	3	1	0	0	38	0	0	0	0	0	0	0	0	38
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	33	4	0	0	1	38	0	0	0	0	0	0	0	0	40
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	28	4	0	0	0	32	0	0	0	0	0	0	0	0	33
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	22	4	0	0	0	26	0	0	0	0	0	0	0	0	27
HOURLY TOTAL	0	0	4	0	0	0	0	4	0	1	116	15	1	0	1	134	0	0	0	0	0	0	0	0	138
PERIOD TOTAL	0	0	17	2	0	0	0	19	0	2	413	61	5	0	6	487	0	0	0	0	0	0	0	0	506

TRANSPORT Data Collection

DATE: WEDNESDAY 7th MARCH 2018

TURNING COUNT LOCATION: BARNBURGH LANE / GREEN LANE

APPROACHING FROM: GREEN LANE

TIME / CLASS	LEFT TO BARNBURGH LANE (WEST)								RIGHT TO BARNBURGH LANE (EAST)								U-TURN TO GREEN LANE								TOTAL MOVEMENT FROM APPROACH
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
7:15 - 7:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3
7:30 - 7:45	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3
7:45 - 8:00	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
HOURLY TOTAL	0	0	11	0	0	0	0	11	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	15
8:00 - 8:15	0	0	4	0	1	0	0	5	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	7
8:15 - 8:30	0	0	5	1	0	0	0	6	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	10
8:30 - 8:45	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	9
8:45 - 9:00	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	11
HOURLY TOTAL	0	0	25	2	1	0	0	28	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	37
9:00 - 9:15	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:15 - 9:30	0	0	7	1	0	0	0	8	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	10
9:30 - 9:45	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5
9:45 - 10:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
HOURLY TOTAL	0	0	20	1	0	0	0	21	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	24
PERIOD TOTAL	0	0	56	3	1	0	0	60	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0	76
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3
16:15 - 16:30	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
16:30 - 16:45	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5
16:45 - 17:00	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
HOURLY TOTAL	0	0	12	1	0	0	0	13	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	17
17:00 - 17:15	0	0	6	2	0	0	0	8	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	10
17:15 - 17:30	0	0	9	2	0	0	0	11	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	13
17:30 - 17:45	0	0	5	1	0	0	0	6	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	10
17:45 - 18:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5
HOURLY TOTAL	0	0	24	5	0	0	0	29	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	38
18:00 - 18:15	0	0	4	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
18:15 - 18:30	0	0	4	1	0	0	0	5	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	7
18:30 - 18:45	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	0	0	13	4	0	0	0	17	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	19
PERIOD TOTAL	0	0	49	10	0	0	0	59	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0	74

TRANSPORT Data Collection

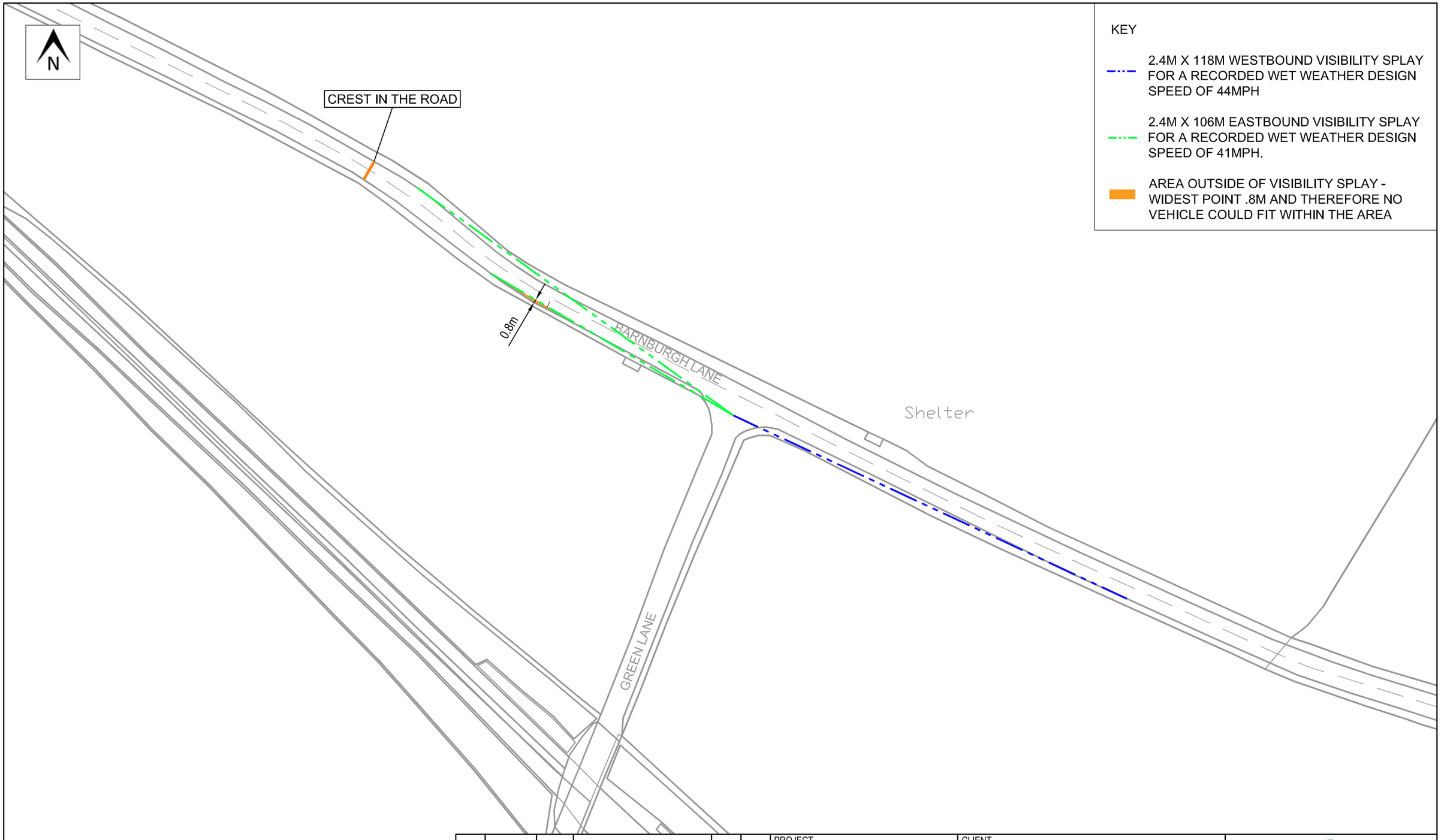
DATE: WEDNESDAY 7th MARCH 2018

TURNING COUNT LOCATION: BARNBURGH LANE / GREEN LANE

APPROACHING FROM: BARNBURGH LANE (WEST)

TIME / CLASS	STRAIGHT TO BARNBURGH LANE (EAST)								RIGHT TO GREEN LANE								U-TURN TO BARNBURGH LANE (WEST)								TOTAL MOVEMENT FROM APPROACH
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	21	1	1	0	0	23	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	24
7:15 - 7:30	0	0	25	3	1	0	0	29	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	32
7:30 - 7:45	0	0	21	0	0	0	0	21	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	25
7:45 - 8:00	0	0	26	5	1	0	0	32	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	34
HOURLY TOTAL	0	0	93	9	3	0	0	105	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	0	115
8:00 - 8:15	0	0	40	2	1	0	1	44	0	0	9	1	1	0	0	11	0	0	0	0	0	0	0	0	55
8:15 - 8:30	0	0	27	3	2	0	0	32	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	39
8:30 - 8:45	0	0	21	4	0	0	0	25	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	30
8:45 - 9:00	0	0	14	3	1	0	1	19	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	24
HOURLY TOTAL	0	0	102	12	4	0	2	120	0	0	25	2	1	0	0	28	0	0	0	0	0	0	0	0	148
9:00 - 9:15	0	0	10	2	1	0	0	13	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	19
9:15 - 9:30	0	0	12	1	0	0	1	14	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	19
9:30 - 9:45	0	0	16	2	1	0	0	19	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	21
9:45 - 10:00	0	1	14	2	1	0	1	19	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	21
HOURLY TOTAL	0	1	52	7	3	0	2	65	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0	80
PERIOD TOTAL	0	1	247	28	10	0	4	290	0	0	45	7	1	0	0	53	0	0	0	0	0	0	0	0	343
16:00 - 16:15	0	0	33	6	0	0	0	39	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	42
16:15 - 16:30	0	0	19	7	0	0	1	27	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	32
16:30 - 16:45	0	0	21	4	0	0	0	25	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	30
16:45 - 17:00	0	0	21	3	1	0	0	25	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	32
HOURLY TOTAL	0	0	94	20	1	0	1	116	0	0	20	0	0	0	0	20	0	0	0	0	0	0	0	0	136
17:00 - 17:15	0	1	26	4	0	0	0	31	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	42
17:15 - 17:30	0	0	22	2	0	0	1	25	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0	32
17:30 - 17:45	0	0	29	1	0	0	0	30	0	0	9	1	1	0	0	11	0	0	0	0	0	0	0	0	41
17:45 - 18:00	0	0	26	4	0	0	0	30	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	35
HOURLY TOTAL	0	1	103	11	0	0	1	116	0	0	30	3	1	0	0	34	0	0	0	0	0	0	0	0	150
18:00 - 18:15	0	1	20	0	1	0	1	23	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	25
18:15 - 18:30	0	0	35	2	0	0	1	38	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	43
18:30 - 18:45	0	0	21	3	0	0	0	24	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	32
18:45 - 19:00	0	0	21	1	0	0	0	22	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	26
HOURLY TOTAL	0	1	97	6	1	0	2	107	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	0	126
PERIOD TOTAL	0	2	294	37	2	0	4	339	0	0	67	5	1	0	0	73	0	0	0	0	0	0	0	0	412

Appendix B Junction Visibility Drawing 17125/IN/01



REV	DATE	BY	DESCRIPTION	CHK	APP
-	05/03/18	CJR	INITIAL ISSUE	SJP	SJP

STATUS: PRELIMINARY

PROJECT: BARNBURGH RAILWAY CUTTING PROPOSED INFILLING

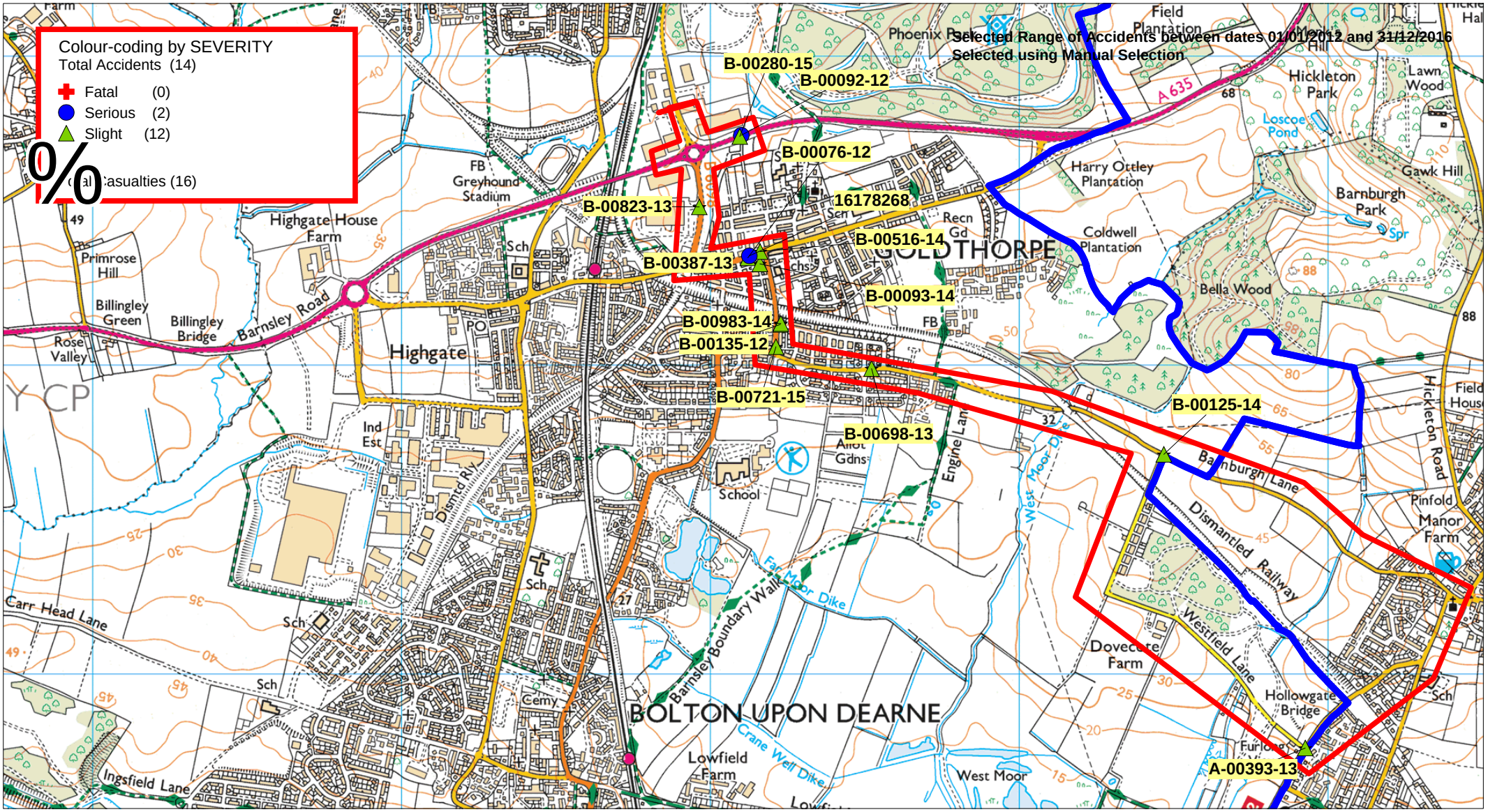
DRAWING TITLE: GREEN LANE/BARNBURGH LANE JUNCTION VISIBILITY

CLIENT: MHH CONTRACTING

CHECKED	APPROVED	DRG No.	
SJP	SJP	17125/IN/01	
DRAWN BY:	SCALE @ A3	DATE	REV.
CJR	1:1,000	MARCH 2018	-

OPTIMA
Intelligent Highway Solutions
Suite 1, 3rd Floor, Goodbard House, Infirmary Street
Leeds LS1 2JP
optimahighways.com T 0113 245 1679

Appendix C Barnsley Accident Data



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South Yorkshire LTP Partnership Licence No. 100019587 2018

MAKING SOUTH YORKSHIRE ROADS SAFER

Selected map area

SCALE	1 : 17000
DATE	14/03/2018
DRWG No.	
DRN BY	

Details of Personal Injury Accidents for Period - **01/01/2012** **to** **31/12/2016** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
Chloe Regan - Optima Highways

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

B-00092-12 Tuesday 17/01/2012 1756hrs — DEARNE VALLEY PARKWAY GOLDTHORPE 100 MTS FROM FIELDSEND RDBT
R1: A 635
E 446,101 **N 404,744**
Darkness: street lights present
Wet/Damp
Fine without high winds
60 mph

Vehicle								Casualty			
Veh 1	Car	Going ahead	E	to	W	Ped	F	12	Serious

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely

3 CHILDREN RAN ACC CARR, DRIVER SWERVED TO AVOID THEM BUT 1 COLL WITH DRIVERS DOOR

B-00076-12 Friday 27/01/2012 1150hrs — BARNSLEY RD GOLDTHORPE
R1: B 6098
E 446,122 **N 404,347**
Dry
Fine without high winds
30 mph

Vehicle								Casualty			
Veh 1	Bus/coach	Starting	0	to	W	Ped	F	65	Slight

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
4th:	Failed to judge vehicles path or speed	Casualty 1	Possible
5th:	Careless/Reckless/In a hurry	Casualty 1	Very Likely

PED GOING TO CATCH BUS BUT BUS ARRIVED BEFORE SHE REACHED HER STOP, BUS SET OFF BUT PED BANGED ON WINDOW ANI FELL TO GROUND

B-00135-12 Saturday 11/02/2012 1150hrs — FREDERICK STREET GOLDTHORPE
R1: U
R2: U
E 446,228 **N 404,131**
Dry
Fine without high winds
30 mph

Vehicle								Casualty			
Veh 1	Pedal cycle	Going ahead	N	to	S	Dri	M	44	Slight
Veh 2	Car	Turning left	N	to	E				

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely

V2 BEGAN TO OVERTAKE V1 AND AS V2 TURNED LEFT HE KNOCKED RIDER FROM V1.

Details of Personal Injury Accidents for Period - **01/01/2012** **to** **31/12/2016** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
Chloe Regan - Optima Highways

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

A-00393-13	Friday	HOLLOWGATE HARLINGTON AT	Veh 1	Car	Going ahead	SW to NE					
	24/05/2013	JUNC WESTFIELD LANE	Veh 2	Goods < 3.5t	Turning right	NW to SW	Dri	M	60	Slight	
R1: U	1645 hrs										
R2: U	Daylight:street lights present										
E 447,928	Dry										
N 402,758	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely

VEH1 TRAVELLING ALONG HOLLOWGATE. VEH2 PULLS OUT FROM WESTFIELD LANE DIRECTLY INTO PATH OF VEH1 AND COLLISION OCCURS

B-00387-13	Tuesday	BARNSLEY RD GOLDTHORPE	Veh 1	Car	Going ahead	E to W					
	09/07/2013		Veh 2	Car	Wait to turn right	E to N	Dri	M	53	Slight	
R1: B 6098	1010 hrs										
R2: U	Daylight:street lights present										
E 446,045	Dry										
N 404,328	Unknown										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

V1 TV BARNSLEY RD COLL INTO REAR OF A STAT V2 WHICH WAS WAITING TO TURN RT.

B-00823-13	Friday	FIELDS END ROAD GOLDTHORPE	Veh 1	Car	Stopping	S to N	Dri	M	52	Slight	
	04/10/2013		Veh 2	Car	Going ahead	S to N					
R1: B 6098	2220 hrs										
	Darkness: street lights present										
E 445,965	Dry										
N 404,512	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Other	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 1	Possible
4th:	Following too close	Vehicle 2	Possible

V1 BRAKED SUDDENLY DUE TO PASSENGERS ACTIONS CAUSING V2 TO COLL WITH REAR OF V1

Details of Personal Injury Accidents for Period - **01/01/2012** **to** **31/12/2016** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
Chloe Regan - Optima Highways

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

B-00698-13	Monday	BARNBURGH LN GOLDTHORPE	Veh 1	Car	O/take m/veh o/side	W	to E	Dri	F	79 Slight
	28/10/2013		Veh 2	Goods < 3.5t	Turning right	W	to S	Dri	F	35 Slight
R1: U	1220hrs									
R2: U	Daylight:street lights present									
E 446,523	Wet/Damp									
N 403,988	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely

VEH1 AND 2 BOTH TV TW BARNBURGH. VEH2 BEGINS TO TURN RT AS VEH1 IS PASSING. A COLL OCCURS.

B-00093-14	Saturday	ACCESS ROAD GOLDTHORPE 41 MTS JACKSON STREET	Veh 1	Car	Going ahead RH bend	W	to S	Ped	M	74 Slight
	25/01/2014									
R1: U	1800hrs									
	Darkness: no street lighting									
E 446,161	Wet/Damp									
N 404,327	Fine without high winds									
	20 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Pedestrian wearing dark clothing at night	Casualty 1	

VEH TV FROM LEADLY ST TW JACKSON ST NEG SHART BEND COLL WITH PEDN WALKING IN MIDDLE OF RD.

B-00125-14	Monday	BARNBURGH LANE BARNSLEY J/W GREEN LANE	Veh 1	Car	Going ahead	NW	to SE			
	10/02/2014		Veh 2	Car	Wait to turn right	NW	to SW	Dri	F	30 Slight
R1: C 22	0800hrs									
R2: U	Daylight:street lights present									
E 447,470	Dry									
N 403,710	Fine without high winds									
	60 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Stationary or parked vehicle	Vehicle 1	Very Likely
3rd:	Dazzling sun	Vehicle 1	

V1 TRAV FROM GOLDTHORPE TWDS HARLINGTON, V2 STATIONARY IN SAME CARRIAGEWAY WAITING TO TURN RIGHT ONTO GREEN LANE, DRIVER OF V1 DISTRACTED AND COLLIDES WITH V2

Details of Personal Injury Accidents for Period - **01/01/2012** **to** **31/12/2016** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
Chloe Regan - Optima Highways

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

B-00516-14	Monday	BARNSLEY ROAD GOLDTHORPE J/W HIGH STREET	Veh 1	Car	Stopping	W to E				
	02/06/2014		Veh 2	Car	Wait go ahead held up	W to E				
R1: B 6098	1525hrs		Veh 3	Car	Wait go ahead held up	W to E	Dri	F	41	Slight
R2: U	Daylight:street lights present									
E 446,162	Dry									
N 404,367	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:	Sudden braking	Vehicle 1	Very Likely
6th:	Defective brakes	Vehicle 1	Very Likely

V2 AND V3 STATIONED AT TRAFFIC LIGHTS O/S POLICE STATION. V1 COLLIDES WITH V3 CAUSING IT TO COLLIDE WITH REAR OF V2.

B-00983-14	Saturday	FREDERICK STREET GOLDTHORPE 2 MTS HIGH STREET	Veh 1	Car	Going ahead	W to E				
	04/10/2014		Veh 2	Pedal cycle	Going ahead	NW to SE	Dri	M	6	Slight
R1: U	1515hrs									
R2: B 6098	Daylight:street lights present									
E 446,229	Dry									
N 404,134	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Cyclist entering road from pavement	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
4th:	Stationary or parked vehicle	Vehicle 2	Very Likely

A YOUNGSTER (C1 / V2) HAS RIDDEN A PUSHBIKE BETWEEN PARKED VEHICLES INTO THE ROAD AND BEEN STRUCK BY ONCOMING V1

B-00280-15	Friday	DONCASTER ROAD GOLDTHORPE 130 MTS FIELDS END ROUNDABOUT	Veh 1	M/C < 125 cc	Going ahead	W to E	Dri	M	22	Slight
	27/03/2015		Veh 2	Car	Going ahead	W to E				
R1: A 635	1905hrs									
	Darkness: street lighting									
E 446,096	Dry									
N 404,740	Fine without high winds									
	60 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 2	Very Likely

V2 COLLIDES WITH V1 KNOCKING RIDER OFF BUT FAILS TO STOP

Details of Personal Injury Accidents for Period - **01/01/2012** **to** **31/12/2016** (60) months

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Notes:
Chloe Regan - Optima Highways

			Vehicles						Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev			
	Date											
Road No.	Time											
2nd Road No.												
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
B-00721-15	Friday	HIGH STREET GOLDTHORPE 10 MTS BARNBURGH LANE	Veh 1	Car	Going ahead	N	to	S	Ped	F	13	Slight
	14/08/2015											
R1: B 6098	1223hrs											
R2: U	Daylight:street lights present											
E 446,213	Wet/Damp											
N 404,059	Raining without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Overloaded or poorly loaded vehicle or trailer	Vehicle 1	Possible

TRAILER COME DISLODGED FROM V1 AND COLL WITH CAS001

16178268	Friday	BARNSLEY ROAD (B6098) BARNSLEY	Veh 1		O/take s/veh o/side	W	to	E	Ped	F	13	Serious
	28/10/2016		Veh 1		O/take s/veh o/side	W	to	E	Ped	F	13	Serious
R1: B 6098	1405hrs											
	Daylight:street lights present											
E 446,127	Dry											
N 404,353	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely

QUAD BIKE TRAVELLING AT SPEED PAST A LINE OF TRAFFIC WHICH WAS STATIONARY. PEDNS STEP OUT BETWEEN TRAFFIC AN WERE HIT BY QUAD BIKE.