

**Prepared on behalf of**

**CRL Architects**



**Proposed Industrial Units  
Albion Road, Carlton Industrial Estate, Barnsley**

**Transport Statement**

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## Acknowledgements:

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|                     |                  |            |               |
|---------------------|------------------|------------|---------------|
| Report Ref:         | 7863/KS/001/01   | March 2014 |               |
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| Checked & Approved: | Mark Devenish    | Date:      | 17 April 2014 |

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*Drawing Reference 1936-12 – Proposed Site Layout (CRL Architects)*

*Drawing Reference 7863/001 – Swept Path Analysis*

## 1 Introduction

- 1.1 Sanderson Associates has been appointed by CRL Architects to prepare a Transport Statement in support of development proposals to redevelop and existing industrial site on Albion Road, Carlton Industrial Estate, Barnsley to accommodate two industrial units. The site location is as detailed on the plan attached at **Appendix A (Figure 1)**.
- 1.2 The overall development comprises two industrial units with floor areas of 868m<sup>2</sup> and 770m<sup>2</sup> with associated parking and servicing areas.
- 1.3 In line with Guidance on Transport Assessments, this Transport Statement will consider in detail the following aspects:
- the local highway network and its road traffic accident record
  - the access arrangements to the proposed development
  - the proposed development and its operational characteristics
  - the impact of the development on the local highway network in terms of highway safety
  - accessibility of the site in relation to sustainable transport and local facilities and means to encourage the use of sustainable transport.
- 1.4 It also examines the transport implications of the proposed development taking into account whether the following objectives included within the National Policy Planning Framework (NPPF) are met in that:
- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.
  - Safe and suitable access to the site can be achieved for all people, and
  - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of developments are severe.

- 1.5 This Transport Statement will, therefore, assess the potential impact of the proposals on the highway network and establish whether the existing sustainable transport network is capable of accommodating the total person movements likely to be generated.
- 1.6 For the purposes of this report the site and its surrounding area has been visited and detailed observations made of existing pedestrian and cycle facilities, public transport infrastructure and links along with waiting and loading restrictions currently in force.

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## **2 Existing Situation**

### **2.1 *The Site***

- 2.1.1 The site in question is situated on the well-established Carlton Industrial Estate some 3.5km north-east of Barnsley Town Centre. The industrial estate is home to several major businesses in addition to smaller enterprises.
- 2.1.2 The access to the site from Albion Road is formed as a priority junction with kerbed radii to both sides. Gates are provided at the site boundary which are set back some 8.0 metres from the channel line.
- 2.1.3 Within the site there are currently two industrial buildings with Gross Floor Areas of 655m<sup>2</sup> and 855 m<sup>2</sup> which were last operated under the B2 Use Class. Vehicle manoeuvring areas and staff parking spaces are present.
- 2.1.4 A sight line of 2.4 metres by 45 metres is available to the left but to the right, due to the straight alignment of Albion Road, a sight line significantly in excess of this is available from the site access. These sight lines are commensurate with the 30mph speed limit which is in force.

### **2.2 *Surrounding Area***

- 2.2.1 Access to the wider highway network from the industrial estate is via Carlton Road (B6132) to the west and Fish Dam Lane to the south-west. Industry Road forms a priority junction with Carlton Road with merge and diverge tapers present. 1.7km to the south-west of this junction is the A61 which provides a strategic route to both Barnsley and Wakefield where access to the motorway network can be gained.
- 2.2.2 At its south-western end Industry Road is one arm of a four-arm roundabout which provides access towards Royston to the north, Monk Bretton to the south and Cudworth and the A628 to the east. The recently completed West Green Link and Cudworth By-pass to the east of the Fish Dam Lane roundabout provides a link for heavy vehicles towards the M1 and A1.

2.2.3 The roads within the industrial estate which give access to the site namely Industry Road and Albion Road are designed to industrial standards in terms of their geometry. In the vicinity of the site, on Albion Road, a carriageway width of 7.3 metres is available with a 3.0 metre wide footway along the site frontage. There is no footway on the eastern flank with a grass verge present in its place.

## 2.3 *Personal Injury Accidents*

2.3.1 Details of the personal injury accident records on the highway network surrounding the site have been obtained from Barnsley Metropolitan Borough Council for the most recent five year period available, which covers the period 1 January 2008 to 31 December 2012. These have been analysed and the findings are set out in the following paragraphs.

2.3.2 The area of interest was selected to provide a comprehensive picture of recorded injury accidents in the locality of the site and the data sheets, accident location and area of interest plan are attached at **Appendix B**.

2.3.3 There have been a total of 13 accidents within the area of search and the table below summarises the classification of the recorded accidents.

| Collision Classification | 2008     | 2009     | 2010     | 2011     | 2012     | Total     |
|--------------------------|----------|----------|----------|----------|----------|-----------|
| Fatal                    |          |          |          |          | 1        | 1         |
| Serious                  |          |          | 1        | 1        | 1        | 3         |
| Slight                   | 2        | 1        | 1        | 3        | 2        | 9         |
| <b>Total</b>             | <b>2</b> | <b>1</b> | <b>2</b> | <b>4</b> | <b>4</b> | <b>13</b> |

Table 2.3.3 – Collision Classification by Year

2.3.4 Table 2.7.4 above illustrates that there were 4 KSI (Killed or Seriously Injured) accidents during the study period. Further details of each of these accident is provided below.

2.3.5 The 2012 fatal accident (Reference B-00677-12) occurred on Industry Road and involved a car which lost control after overtaking another vehicle on the approach to a bend and colliding with a lamp column resulting in fatal injuries to the driver.

- 2.3.6 The 2010 serious injury accident (Reference B-00285-10) occurred when a driver pulled out of a side road in to the path of a motorcycle. The 2011 serious accident (Reference B-00336-11) again occurred when a driver pulled out of a side road into the path of another vehicle. This accident occurred at the junction of Carlton Road and Chapel Lane and not within the industrial estate itself.
- 2.3.7 The 2012 serious accident (Reference B-00866-12) occurred when the driver of a car lost control of the vehicle and collided with a motorcycle travelling in the opposite direction.
- 2.3.8 Further analysis of the data has concluded that the 45 accidents results in 63 casualties and the table below provides a breakdown of the casualties recorded in relation to the mode of transport and age group:-

| ROAD USER GROUP     | AGE (years) |            |            |            |     | TOTAL     | %           |
|---------------------|-------------|------------|------------|------------|-----|-----------|-------------|
|                     | 0 - 15      | 16 - 19    | 20 - 29    | 30 - 59    | 60+ |           |             |
| Vehicle Driver      |             | 3          | 3          | 3          |     | 9         | 41%         |
| Vehicle Passenger   | 1           | 6          |            |            |     | 7         | 32%         |
| Powered Two-Wheeler |             | 1          | 1          | 2          |     | 4         | 17%         |
| Cyclist             |             |            | 1          |            |     | 1         | 5%          |
| Pedestrian          |             |            |            | 1          |     | 1         | 5%          |
| <b>Total</b>        | <b>1</b>    | <b>10</b>  | <b>5</b>   | <b>6</b>   |     | <b>22</b> |             |
| <b>%</b>            | <b>5%</b>   | <b>45%</b> | <b>23%</b> | <b>27%</b> |     |           | <b>100%</b> |

Table 2.3.8 – Summary of Casualty by Road User Group and Age

- 2.3.9 From the above table it can be seen that only 1 casualties was a pedestrian with a further single cyclist casualty giving a total of 9% vulnerable road user casualties. Neither of these vulnerable road user accidents was classified as serious. Four of the accidents involved powered two-wheelers and it is possible that these could be included as vulnerable road users bringing the total of vulnerable road user accidents to 6 (27%).
- 2.3.10 However, in summary of our analysis, it is considered that despite the number of vulnerable road accidents the number, type and severity of the accidents which have occurred are considered typical of those expected along the types of roads surrounding the site.

### 3 Proposed Development

- 3.1 It is proposed to demolish the existing buildings on the site and to replace them with two free-standing industrial with floor areas of 868m<sup>2</sup> and 770m<sup>2</sup> for operation under Use Class B2. The proposed site layout is shown on **Drawing 1936-12** which has been prepared by CRL Architects and is attached at **Appendix C**.
- 3.2 It is proposed to retain the existing access to the site with some minor adjustments to the northern kerb radius to enable a realignment of the internal access road within the site.
- 3.3 Parking and servicing areas are incorporated into the layout and Drawing **7863/001**, also attached at **Appendix C** shows the swept path of a 16.5 metre articulated vehicle entering the site and turning within the site to exit in a forward gear.
- 3.4 Parking standards applicable in this case are found in the Council's Local Development Framework Supplementary Planning Document on parking which was adopted in March 2012.
- 3.5 For industrial uses of this scale operating under the B2 Use Class the maximum requirement for car parking is 1 space per 60m<sup>2</sup> with 4% dedicated disabled bays. This ratio would give a maximum of 27 spaces which should incorporate a single disabled bay.
- 3.6 The SPD also provides guidance on the number of cycle and powered two-wheeler parking spaces required which, in this instance are 1 short stay cycle space for visitors per 1000m<sup>2</sup> and 1 long-stay space per 40 members of staff for cycles and 1 space per 20 car parking spaces for powered two-wheelers with an absolute minimum provision of 1 space.

- 
- 3.7 In line with the above guidance it is proposed to provide 25 car parking spaces, one of which is a dedicated disabled bay along with 3 Sheffield Stands which will accommodate 6 cycles and a single bay for powered two-wheelers. This provision will be shared between the two units. The proposed cycle and motorcycle parking will be located under a canopy to protect them during periods of inclement weather.
- 3.8 The proposed level of parking provision is considered to be in accord with the maximum stated in the SPD and seeks not to over provide car parking but to keep it to a minimum to encourage sustainable travel by employees and to make adequate provision for cyclists and motorcycles.
- 3.9 With regards to traffic generation it is considered that the existing (1510m<sup>2</sup>) and proposed (1638m<sup>2</sup>) buildings are comparable in terms of their floor area and as such the traffic likely to be generated would be similar. The development proposals would not, therefore, be likely to generate significantly more vehicle movements.

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## **4 Sustainability**

### **4.1 Overview**

4.1.1 In order to accord with the aspirations of the National Planning Policy Framework which was published in March 2012, any new proposals should promote a choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 This section of the report considers the accessibility of the development by the following modes of transport.

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by Public Transport – Bus and Rail.

4.1.3 It is important to provide a viable alternative to the private car when considering travel from the site to the various amenities in the area.

### **4.2 Accessibility on Foot**

4.2.1 Walking is an important mode of transport in the urban area; it can replace a large number of short car journeys which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

4.2.2 Walking stimulates both personal health and the health of communities and local economies and is promoted in various planning related policy documents. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

- 4.2.3 In relation to acceptable walking distances, Manual for Streets is the latest national guidance on the design of residential roads and although the site in question is not residential in nature it is considered that the advice provided in Section 4.4 "The walkable neighbourhood" (provided below) is applicable having regard to the employment opportunities which will be on offer to the local community:-

“4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those under 2 km. *Manual for Streets* encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents”.

- 4.2.4 Further guidance is available is the IHT publication "Providing for Journeys on Foot" which identifies suggested walking distances for commuting, school and sight-seeing as follows with times based on a walking speed of (1.4m/s).

- Desirable 500m 6 minutes
- Acceptable 1000m 12 minutes
- Preferred maximum 2000m 24 minutes

- 4.2.5 The plan attached at **Appendix A (Figure 2)** shows an 800m and 2km walking radius from the site which indicates the extent of the local area which is within walking distance of the site. The following local areas and facilities are all located within walking distance of the site.

| Location                    | Distance | Time    |
|-----------------------------|----------|---------|
| Bus Stops on Carlton Road   | 495-520m | 6 mins  |
| Carlton Village PFS & Store | 780m     | 9 mins  |
| Carlton Village             | 1.3km    | 15 mins |
| Athersley South             | 1.6km    | 19 mins |
| Athersley North             | 2.0km    | 24 mins |

4.2.6 As can be seen from the above the application site is situated within a large well established urban area with a local footway network providing access to the surrounding area which is well lit throughout.

4.2.7 The site is in proximity to bus stops that provide regular services between local residential areas and Barnsley and Wakefield.

### **4.3 Accessibility by Cycle**

4.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. The bicycle is generally more affordable than the car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

4.3.2 Off-road cycle routes are present along Carlton Road and Laithes Lane (B6132). The plan attached at **Appendix A (Figure 3)** indicates a 5km cycling radius from the site which indicates the extent of the local area which is within cycling distance of the site.

4.3.3 As can be seen from the above the application site is situated within cycling distance of several large well established residential areas which will enable future employees to travel to work by cycle as a realistic alternative to the car.

### **4.4 Accessibility by Public Transport – Bus**

4.4.1 Bus stops are located on Carlton Road. These stops are all located within approximately 250m walking distance from the site. Details of the facilities provided at each of the stops along with the available services are provided overleaf and the plan attached at **Appendix A (Figure 4)** shows the location of these stops.

#### Carlton Road

Reference: 37055275  
Distance to stop: 495m  
Direction of travel: South-west bound (towards Athersley)  
Facilities: Shelter, timetable.  
Bus Services: 194, 34A

Reference: 37055199  
Distance to stop: 520m  
Direction of travel: North-east bound (towards Carlton/Royson)  
Facilities: Sign, timetable, raised kerbs.  
Bus Services: 194/34

4.4.2 A summary of the bus services which operate in the vicinity of the site is provided below:-

| Summary of Services |                                                                               | Frequency                          |                                    |                                 |                                 |
|---------------------|-------------------------------------------------------------------------------|------------------------------------|------------------------------------|---------------------------------|---------------------------------|
| Route No.           | Overall Route                                                                 | Daytime Hourly Frequency Mon - Sat | Evening Hourly Frequency Mon - Fri | Sunday Hourly Daytime Frequency | Sunday Hourly Evening Frequency |
| 34/34A              | Barnsley - Monk Bretton - Athersley - Carlton - Shafton - Cudworth - Lundwood | 60 mins                            | No Service                         | No Service                      | No Service                      |
| 194                 | Barnsley - Athersley - Royston - Ryhill - Newstead - Crofton - Wakefield      | 60 mins                            | 60 mins                            | 60 mins                         | 60 mins                         |

Table 4.4.2 – Summary of Bus Services

4.4.3 On average there are two buses per hour from these stops during the weekday daytime periods which reduces to one bus per hour during the weekday evening periods. On a Sunday during both the daytime and evening periods there is one bus per hour.

4.4.4 Further information on bus timetables can be found at the following website -

<http://www.travelsouthyorkshire.com/timetablefinder.aspx>

#### **4.5 Public Transport – Rail**

4.5.1 The closest railway station to the development site is situated in Barnsley Town Centre which is approximately 3.5km to the south-west of the site.

4.5.2 Given the distance between the site and the rail station it is not considered that rail would provide a suitable mode of transport for employees on a day-to-day basis.

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## 5 Summary and Conclusions

- 5.1 Sanderson Associates has been appointed by CRL Architects to prepare a Transport Statement in support of development proposals to redevelop and existing industrial site on Albion Road, Carlton Industrial Estate, Barnsley to accommodate two industrial units.
- 5.2 The overall development comprises two industrial units with floor areas of 868m<sup>2</sup> and 770m<sup>2</sup> with associated parking and servicing areas. These units will replace two existing units with a combined floor area of 1510m<sup>2</sup> and as such it is considered that the vehicle trips likely to be generated are comparable.
- 5.3 It is proposed to utilise the existing access to Albion Road to serve the redeveloped site although minor adjustments are proposed to the kerb radii at the access to ease the alignment into the site.
- 5.4 It is considered that the site is situated within a sustainable location with bus stops available within the recommended walking distance and cycling facilities available on the network nearby.
- 5.5 Parking provision for cycles and powered two wheelers is proposed in line with the Council's SPD and car parking is proposed below the maximum level indicated in the aforementioned document.
- 5.6 It is, therefore, concluded that there are no highway reasons why the site in question should not be redeveloped and the Highway Authority are requested to consider this report in support of the application.

## ***APPENDIX A***

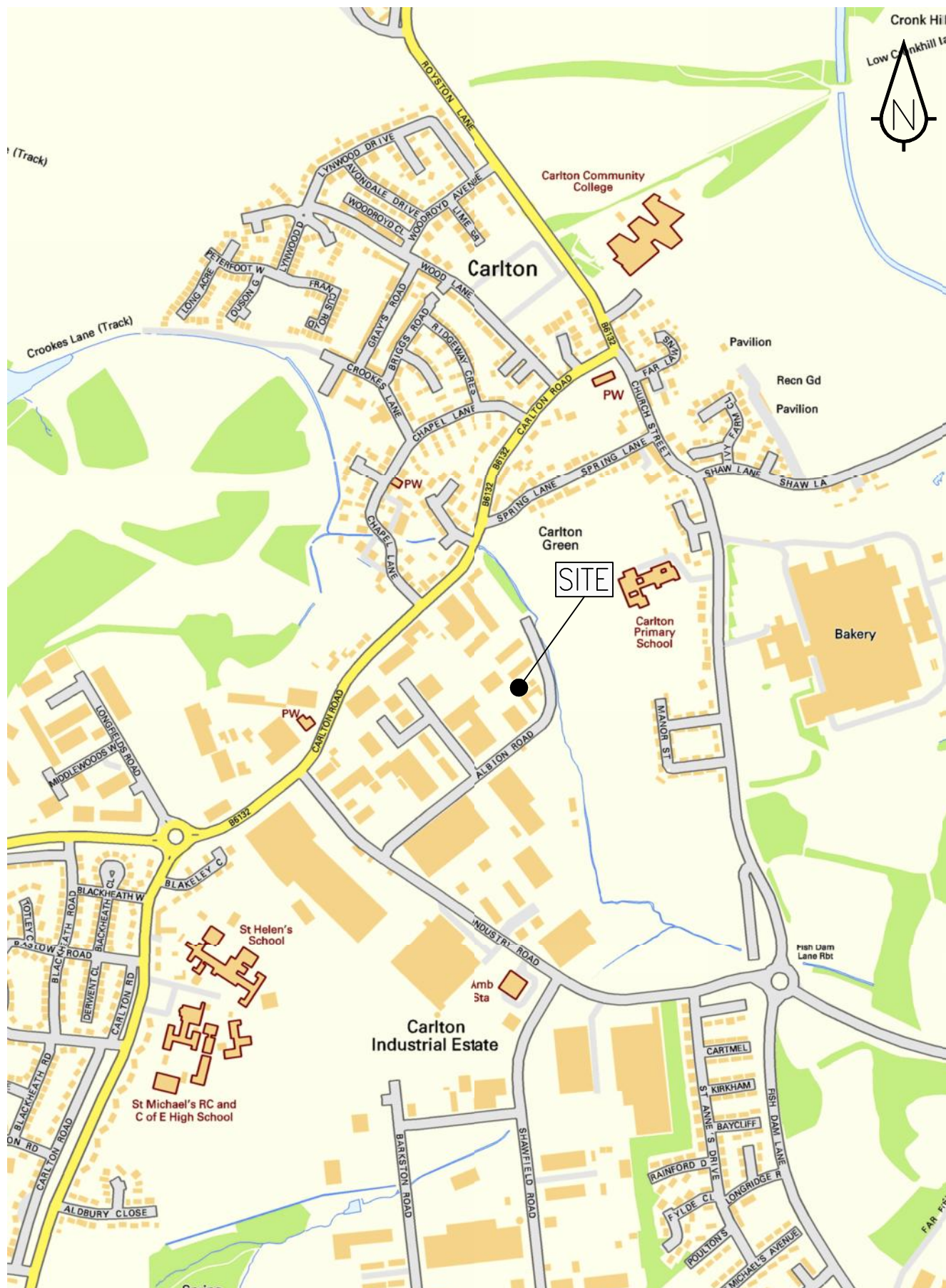
***Figure 1 - Site Location Plan***

***Figure 2 – 800m and 2km Walking Radius Plan***

***Figure 3 – 5km Cycling Radius Plan***

***Figure 4 – Bus Stop Location Plan***

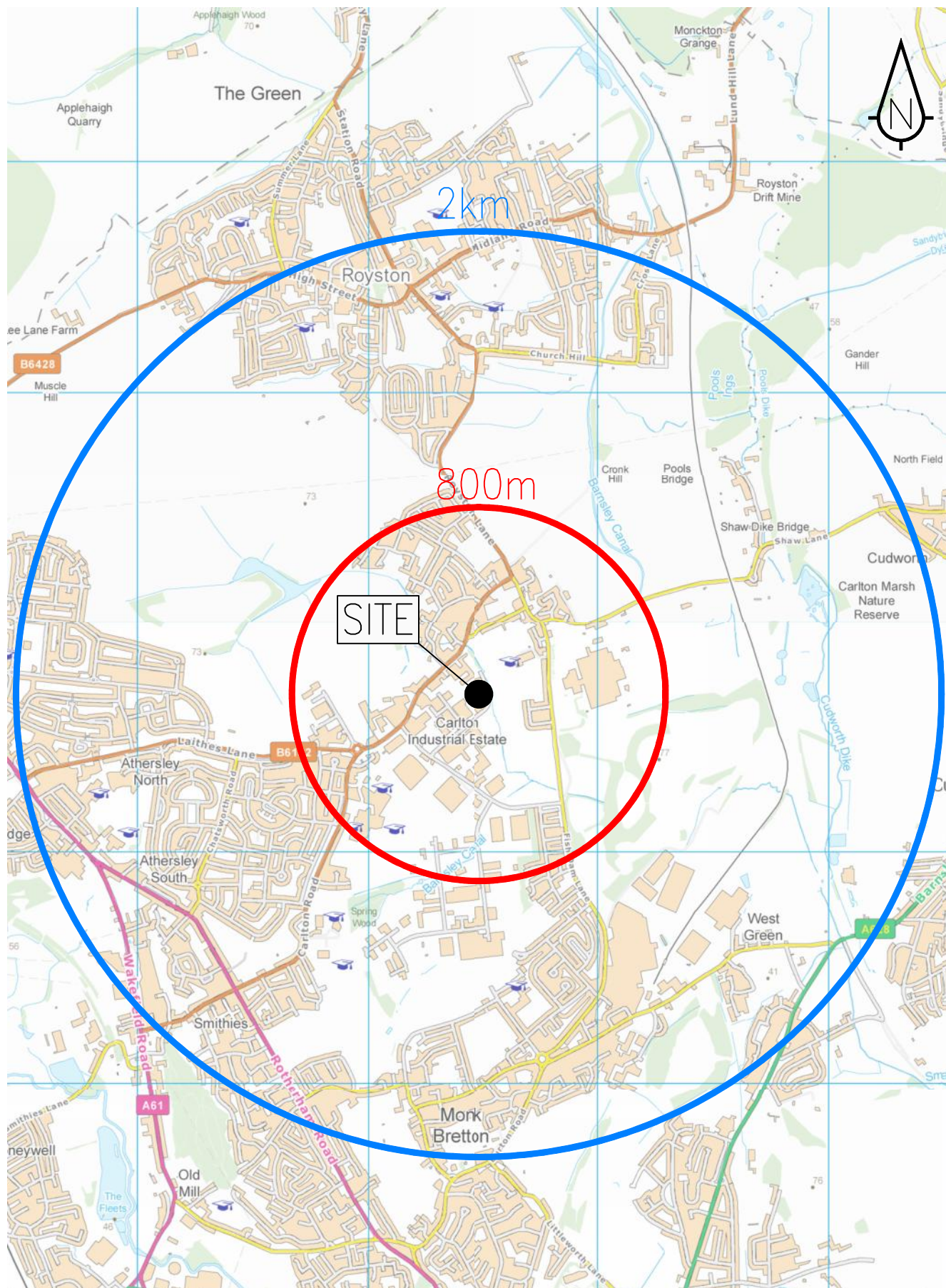
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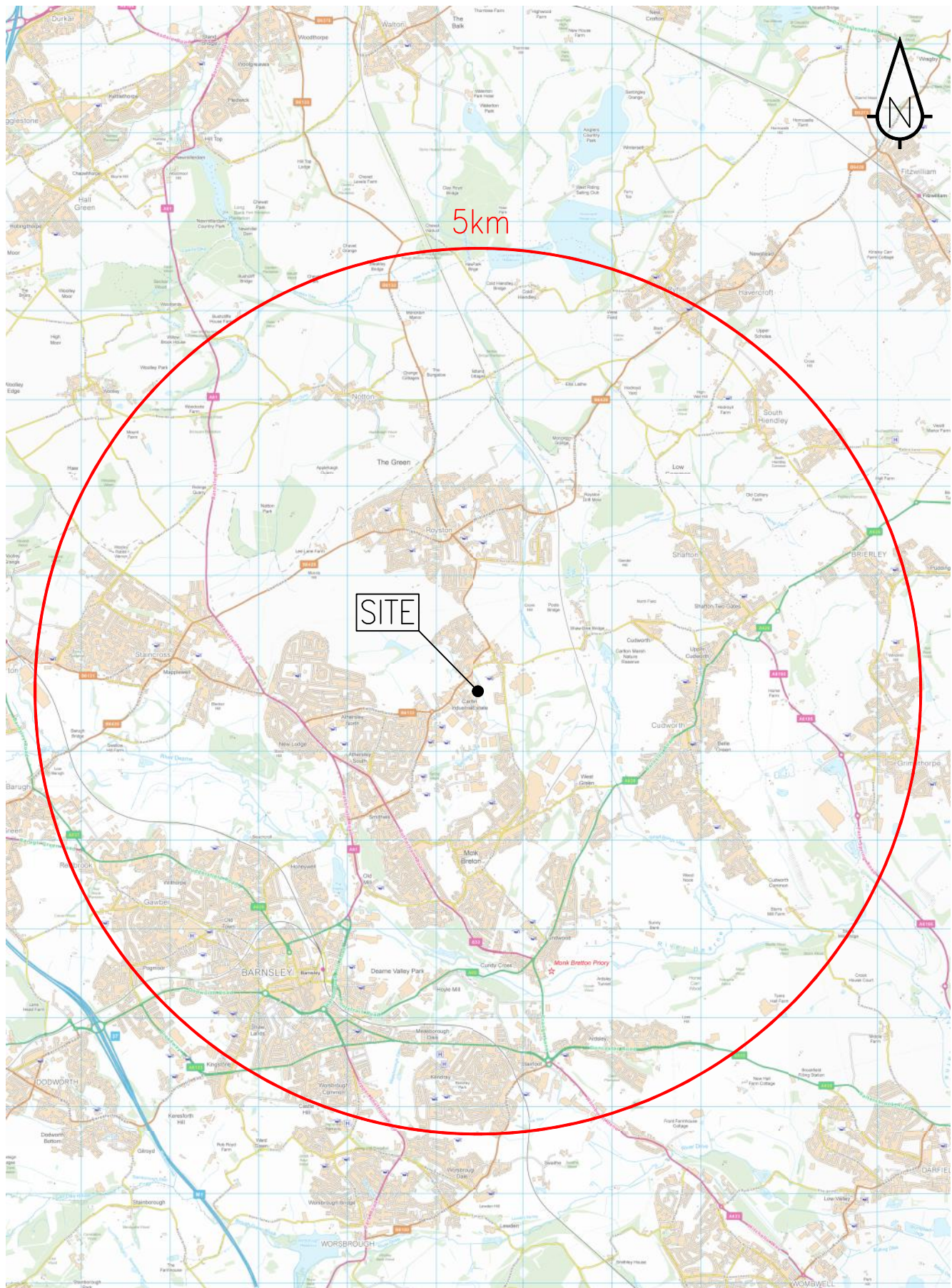


## Site Location

Albion Rd, Barnsley

|                |                            |                                                                                                                                      |
|----------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Drawn<br>BL    | Scale<br>NTS               | <br><small>180 0001<br/>REGISTERED FIRM</small> |
| Checked<br>KS  | Date<br>February 2014      |                                                                                                                                      |
| Approved<br>KS | Drawing Number<br>Figure 1 | Size<br>A4                                                                                                                           |







## Location of Bus Stops

Albion Rd, Barnsley

Drawn  
BL

Checked  
KS

Approved  
KS

Scale

NTS

Date

February 2014

Drawing Number

Figure 4



Size  
A4

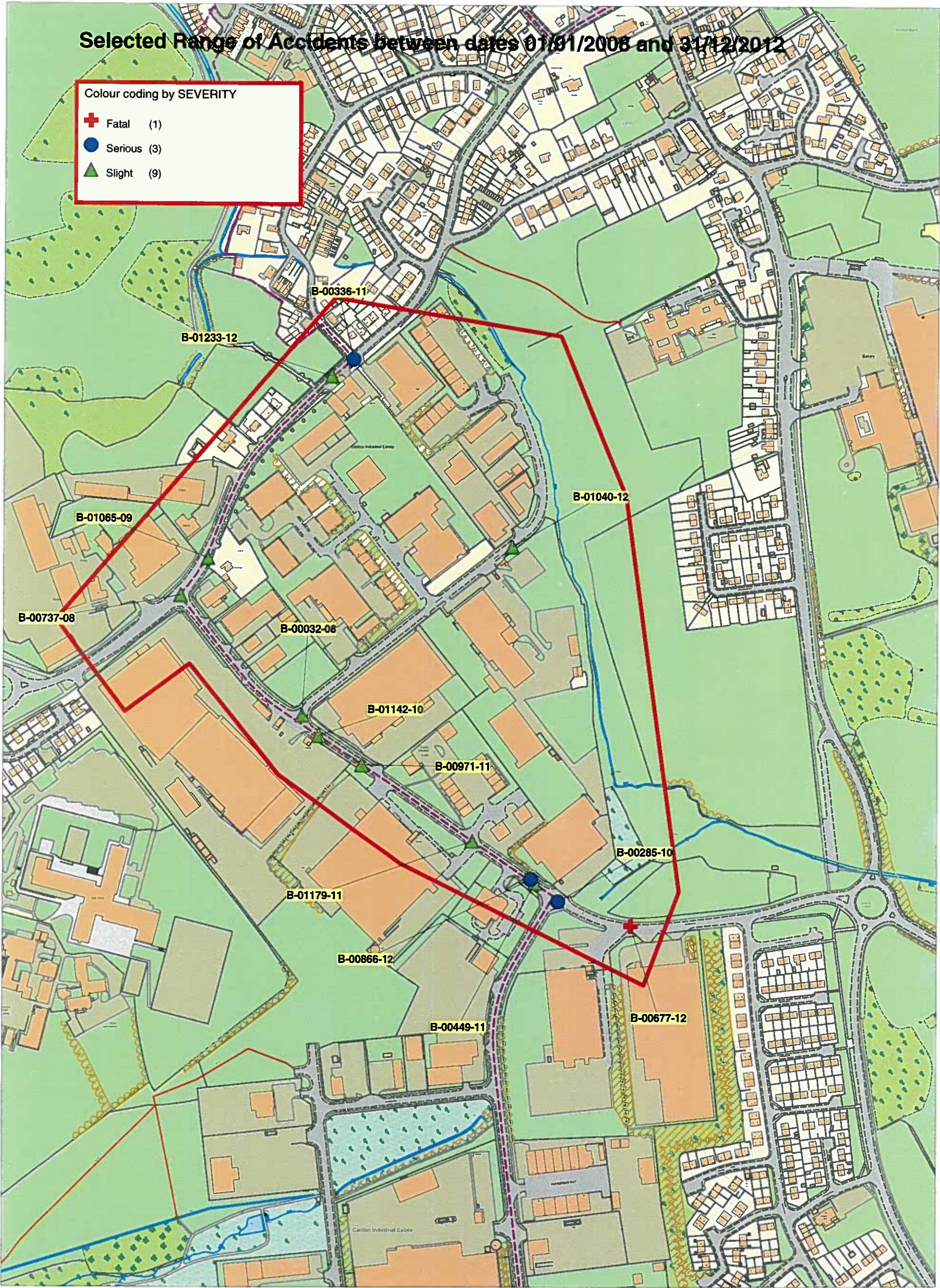
## ***APPENDIX B***

### ***Personal Injury Accident Data***

Selected Range of Accidents between dates 01/01/2008 and 31/12/2012

Colour coding by SEVERITY

- Fatal (1)
- Serious (3)
- Slight (9)



MAKING SOUTH YORKSHIRE  
ROADS SAFER

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Selected map area

|          |            |
|----------|------------|
| SCALE    | 1 : 4000   |
| DATE     | 18/02/2014 |
| DRWG No. |            |
| DRN BY   |            |

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

## Selection:

Selected using Build Query : Local\_auth = 'BARNSELEY'

## Notes:

Ashley Armitage - Sanderson Associates

B-00032-08 10/01/2008 Thursday Time:2105 Vehicles 2 Casualties 1 Slight  
Easting: 436,274 Northing: 409,419  
Fine without high winds Road Surface:Dry Darkness: street lights present and lit  
Road Type: Single carriageway Speed Limit: 30

Location: INDUSTRY RD CARLTON

Description: V1 FOLLOWING V2 WHO TURNED LEFT AND THEN PERFORMED A U TURN  
BEFORE DRIVING INTO THE PATH OF V1 AND COLL OCC.

Vehicle Reference1 Car Going ahead  
First point of impact: Front  
Vehicle direction: N to S Journey: Commuting to/from work  
Age of Driver : 50 Breath test: Not applicable

Contributory Factors : 802

Vehicle Reference2 Car Turning right  
First point of impact: Offside  
Vehicle direction: E to W Journey: Commuting to/from work  
Age of Driver : 29 Breath test: Not applicable

Contributory Factors : 802

Casualty Reference 1 Age: 29 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :  
Ped Location:

---

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

## Selection:

Selected using Build Query : Local\_auth = 'BARNSELEY'

## Notes:

Ashley Armitage - Sanderson Associates

B-00737-08 18/06/2008 Wednesday Time:0915 Vehicles 1 Casualties 1 Slight  
Easting: 436,144 Northing: 409,547  
Fine without high winds Road Surface Dry Daylight:street lights present  
Road Type: Single carriageway Speed Limit: 30

Location: CARLTON IND EST CARLTON

Description: V1 STATIONARY. PED OPENED DOOR OF V1, V1 THEN SET OFF & PED HAND  
WAS STILL ON DOOR HANDLE. PED COULD NOT FREE HAND, PED RAN ALONG  
SIDE OF VEH UNTIL SHE COULD FREE HER HAND & THEN FELL TO FLOOR  
SUSTAINING INJ.

Vehicle Reference: 1 Car

Moving off

First point of impact: Front

Vehicle direction: Parked to Parked

Journey: Not known

Age of Driver : 28

Breath test: Not applicable

## Contributory Factors :

Casualty Reference 1 Age: 32 Female Pedestrian Severity: Slight

Ped Dir: Pedestrian Direction Ped Movement : In car not crossing

Ped Location: In car not crossing

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Notes:

Selected using Build Query : Local\_auth = 'BARNSELEY'

Ashley Armitage - Sanderson Associates

B-01065-09 06/10/2009 Tuesday Time:2030 Vehicles 2 Casualties 6 Slight  
Easting: 436,173 Northing: 409,587  
Raining without high winds Road Surface:Wet/Damp Darkness: street lights present and lit  
Road Type: Single carriageway Speed Limit: 30

Location: CARLTON RD CARLTON

Description:VEH'S TRAVELLING IN OPPOSITE DIRECTIONS, V2 APPEARED TO LOSE  
CONTROL AND VEER ONTO OPP CARR AND COLL WITH V1.

Vehicle Reference1 Van or Goods &lt;= 3.5 tonnes n Going ahead

First point of impact:Front

Vehicle direction: N to S

Journey: Commuting to/from work

Age of Driver : 44

Breath test:Not applicable

Contributory Factors : 201 103 410

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

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian

Ped Location:

Casualty Reference 3 Age:19 Male Passenger Severity:Slight

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian

Ped Location:

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Notes:

Selected using Build Query : Local\_auth = 'BARNSELEY'

Ashley Armitage - Sanderson Associates

Vehicle Reference2 Car

Going ahead

First point of impact:Front

Vehicle direction: S to N

Journey: Journey as part of work

Age of Driver : 19

Breath test:Not applicable

Contributory Factors : 201 103 410

Casualty Reference2 Age:19 Male Driver/rider Severity:Slight

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian

Ped Location:

Casualty Reference4 Age:14 Female Passenger Severity:Slight

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian

Ped Location:

Casualty Reference5 Age:18 Female Passenger Severity:Slight

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian

Ped Location:

Casualty Reference6 Age:18 Female Passenger Severity:Slight

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian

Ped Location:

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

## Selection:

Selected using Build Query : Local\_auth = 'BARNSELEY'

## Notes:

Ashley Armitage - Sanderson Associates

B-00285-10 05/03/2010 Friday Time:1610 Vehicles 2 Casualties 1 Serious  
Easting: 436,549 Northing: 409,220  
Fine without high winds Road Surface Dry Daylight:street lights present  
Road Type: Single carriageway Speed Limit: 30

Location: INDUSTRY RD CARLTON J/W SHAWFIELD RD

Description: V2 PULLED OUT OF INDUSTRY RD AS V1 HAS OVERTAKEN V3 AND COLL WITH V2.

Vehicle Reference1 Motorcycle over 500cc Overtaking moving vehicle on its offside

First point of impact: Front

Vehicle direction: SE to NW

Journey: Commuting to/from work

Age of Driver : 27

Breath test: Not applicable

Contributory Factors : 308 403 405 602 405

Vehicle Reference2 Van or Goods &lt;= 3.5 tonnes mTurning right

First point of impact: Front

Vehicle direction: S to E

Journey: Commuting to/from work

Age of Driver : 30

Breath test: Not applicable

Contributory Factors : 308 403 405 602 405

Casualty Reference 1 Age: 30 Male Driver/rider Severity: Serious

Ped Dir: Pedestrian Di Ped Movement : Not pedestrian

Ped Location:

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

## Selection:

Selected using Build Query : Local\_auth = 'BARNSELEY'

## Notes:

Ashley Armitage - Sanderson Associates

B-01142-10 28/10/2010 Thursday Time:1755 Vehicles 2 Casualties 1 Slight  
Easting: 436,292 Northing: 409,397  
Raining without high winds Road Surface:Wet/Damp Darkness: street lights present and lit  
Road Type: Single carriageway Speed Limit: 30

Location: INDUSTRY RD CARLTON 20 MTS FROM J/W ALBION RD  
Description:V1 OVERTAKING PARKED VEH'S , V2 TR IN OPP DIRECTION MISJUDGED GAP  
BETWEEN AND VEH'S COLL ON F/O/S.

|                        |         |                            |
|------------------------|---------|----------------------------|
| Vehicle Reference1     | Car     | Going ahead                |
| First point of impact: | Offside |                            |
| Vehicle direction:     | N to NE | Journey: Not known         |
| Age of Driver :        | 45      | Breath test:Not applicable |

Contributory Factors : 406

|                        |         |                                              |
|------------------------|---------|----------------------------------------------|
| Vehicle Reference2     | Car     | Overtaking stationary vehicle on its offside |
| First point of impact: | Offside |                                              |
| Vehicle direction:     | NE to N | Journey: Not known                           |
| Age of Driver :        | 31      | Breath test:Not applicable                   |

Contributory Factors : 406

|                       |                               |      |              |                 |
|-----------------------|-------------------------------|------|--------------|-----------------|
| Casualty Reference 1  | Age:31                        | Male | Driver/rider | Severity:Slight |
| Ped Dir:Pedestrian Di | Ped Movement : Not pedestrian |      |              |                 |
| Ped Location:         |                               |      |              |                 |

---

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

## Selection:

Selected using Build Query : Local\_auth = 'BARNSELEY'

## Notes:

Ashley Armitage - Sanderson Associates

B-00336-11 04/04/2011 Monday Time:1846 Vehicles 2 Casualties 1 Serious

Easting: 436,328 Northing: 409,800

Fine without high winds Road SurfaceDry Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: CARLTON RD CARLTON J/W CHAPEL LN

Description:V2 TURNED R OUT OF CHAPEL LN ONTO CARLTON RD INTO PATH OF V1 &  
COLL OCCURRED. V1 TV TW ROYSTON.

Vehicle Reference1 Car

Going ahead

First point of impact:Front

Vehicle direction: S to N

Journey: Commuting to/from work

Age of Driver : 37

Breath test:Not requested

Contributory Factors : 605 405

Casualty Reference 1 Age:37 Female Driver/rider Severity:Serious

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian

Ped Location:

Vehicle Reference2 Car

Turning right

First point of impact:Front

Vehicle direction: W to E

Journey: Not known

Age of Driver : 17

Breath test:Not requested

Contributory Factors : 605 405

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

## Selection:

Selected using Build Query : Local\_auth = 'BARNSELEY'

## Notes:

Ashley Armitage - Sanderson Associates

B-00449-11 13/05/2011 Friday Time:1705 Vehicles 2 Casualties 1 Slight

Easting: 436,524 Northing: 409,240

Raining without high winds Road Surface:Wet/Damp Daylight: no street lighting

Road Type: Single carriageway Speed Limit: 30

Location: INDUSTRY RD CARLTON

Description:V1 TURNED L ONTO INDUSTRY RD WHEN V2 (PED CYC) COLL WITH HIS VEH.

Vehicle Reference1 Car

Turning left

First point of impact:Front

Vehicle direction: NW to SE

Journey: Commuting to/from work

Age of Driver : 19

Breath test:Not requested

Contributory Factors : 405

Vehicle Reference2 Pedal cycle

Going ahead

First point of impact:Front

Vehicle direction: SE to NW

Journey: Not known

Age of Driver :

Breath test:Not requested

Contributory Factors : 405

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

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian

Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Selected using Build Query : Local\_auth = 'BARNSELEY'

Notes:

Ashley Armitage - Sanderson Associates

B-00971-11 11/10/2011 Tuesday Time:1050 Vehicles 2 Casualties 1 Slight

Easting: 436,338 Northing: 409,366

Raining without high winds Road Surface:Wet/Damp Daylight: no street lighting

Road Type: Single carriageway Speed Limit: 30

Location: INDUSTRY RD CARLTON

Description:V1 WAITING IN STATIONARY TF WHEN V2 FAILED TO REACT IN TIME AND COLL  
WITH REAR OF V1.

Vehicle Reference1 Car

Waiting to go ahead but held up

First point of impact:Back

Vehicle direction: Parked to Parked

Journey: Journey as part of work

Age of Driver : 46

Breath test:Not requested

Contributory Factors : 405

Vehicle Reference2 Pedal cycle

Moving off

First point of impact:Offside

Vehicle direction: Parked to Parked

Journey: Not known

Age of Driver : 23

Breath test:Not requested

Contributory Factors : 405

Casualty Reference 1 Age:23 Male Driver/rider Severity:Slight

Ped Dir:Pedestrian Di Ped Movement : Not pedestrian

Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Selected using Build Query : Local\_auth = 'BARNSELEY'

Notes:

Ashley Armitage - Sanderson Associates

B-01179-11 05/12/2011 Monday Time:1920 Vehicles 2 Casualties 1 Slight

Easting: 436,457 Northing: 409,285

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

Road Type: Single carriageway Speed Limit: 30

Location: INDUSTRY RD CARLTON AT J/W GIST CAR PARK

Description:BOTH VEH'S TR IN OPP DIRECTIONS, V1TURNED RGT COLLIDING WITH V2 AND  
KNOCKING RIDER FROM BIKE

Vehicle Reference1 Car

Turning right

First point of impact:Offside

Vehicle direction: NW to SE

Journey: Journey as part of work

Age of Driver : 37

Breath test:Negative

Contributory Factors : 103 405 403

Vehicle Reference2 Motorcycle over 50cc and up to 60cc Going ahead

First point of impact:Front

Vehicle direction: SE to NW

Journey: Not known

Age of Driver : 30

Breath test:Negative

Contributory Factors : 103 405 403

Casualty Reference 1 Age:30 Male Driver/rider Severity:Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Selected using Build Query : Local\_auth = 'BARNSELEY'

Notes:

Ashley Armitage - Sanderson Associates

B-00677-12 27/07/2012 Friday Time:2225 Vehicles 2 Casualties 4 Fatal  
Easting: 436,627 Northing: 409,194  
Fine without high winds Road Surface:Dry Darkness: street lights present and lit  
Road Type: One way street Speed Limit: 30

Location: INDUSTRY RD CARLTON BARNSELEY

Description:VH1 M/CAR TRV INDUSTRY RD TWDS FISH DAM LANE OVTKS VH2 M/CAR ON  
APPROACH TO L/H BEND& LOSES CNTRL, LEAVES C/WAY NS & COLL LAMPOST

Vehicle Reference1 Car Overtaking moving vehicle on its offside  
First point of impact:Offside  
Vehicle direction: W to E Journey: Not known  
Age of Driver : 17 Breath test:Not requested

Contributory Factors : 410

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

Ped Dir:Pedestrian Di Ped Movement : Not pedestrian

Ped Location:

Casualty Reference 2 Age:17 Female Passenger Severity:Serious

Ped Dir:Pedestrian Di Ped Movement : Not pedestrian

Ped Location:

Casualty Reference 3 Age:17 Male Passenger Severity:Serious

Ped Dir:Pedestrian Di Ped Movement : Not pedestrian

Ped Location:

Casualty Reference 4 Age:19 Male Passenger Severity:Slight

Ped Dir:Pedestrian Di Ped Movement : Not pedestrian

Ped Location:

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Notes:

Selected using Build Query : Local\_auth = 'BARNSELEY'

Ashley Armitage - Sanderson Associates

Vehicle Reference2 Motorcycle 50cc and under Going ahead left hand bend

First point of impact:Did not impact

Vehicle direction: W to E

Journey: Not known

Age of Driver : 21

Breath test:Not requested

Contributory Factors : 410

---

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

## Selection:

## Notes:

Selected using Build Query : Local\_auth = 'BARNSELEY'

Ashley Armitage - Sanderson Associates

B-00866-12 22/09/2012 Saturday Time:1635 Vehicles 3 Casualties 2 Serious  
 Easting: 436,520 Northing: 409,244  
 Fine without high winds Road Surface:Dry Daylight:street lights present  
 Road Type: Single carriageway Speed Limit: 30

Location: INDUSTRY RD BARNSELEY 20 MTS FROM SHAWFIELD RD  
 Description:V2 & V3 TR ON INDUSTRY RD TW CARLTON RD WHEN V1, TR IN OPP  
 DIRECTION VEERED, ONTO OPP CARR CAUSING V2 & 3 TO SWERVE AND COLL  
 WITH KERB

Vehicle Reference1 Car Going ahead  
 First point of impact:Did not impact  
 Vehicle direction: NW to SE Journey: Not known  
 Age of Driver : 26 Breath test:Negative

Contributory Factors : 305 409 409 602

Vehicle Reference2 Motorcycle 50cc and under Going ahead  
 First point of impact:Did not impact  
 Vehicle direction: SE to NW Journey: Not known  
 Age of Driver : 20 Breath test:Negative

Contributory Factors : 305 409 409 602

Casualty Reference 1 Age:20 Male Driver/rider Severity:Serious  
 Ped Dir:Pedestrian Di Ped Movement : Not pedestrian  
 Ped Location:

Vehicle Reference3 Motorcycle 50cc and under Going ahead  
 First point of impact:Front  
 Vehicle direction: SE to NW Journey: Not known  
 Age of Driver : 16 Breath test:Negative

Contributory Factors : 305 409 409 602

Casualty Reference 2 Age:16 Male Driver/rider Severity:Slight  
 Ped Dir:Pedestrian Di Ped Movement : Not pedestrian  
 Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Notes:

Selected using Build Query : Local\_auth = 'BARNSELEY'

Ashley Armitage - Sanderson Associates

B-01040-12 12/11/2012 Monday Time:1605 Vehicles 2 Casualties 1 Slight  
Easting: 436,499 Northing: 409,600  
Raining without high winds Road Surface:Wet/Damp Darkness: street lights present and lit  
Road Type: Single carriageway Speed Limit: 30

Location: ALBION RD CARLTON

Description:V1 TV ALBION RD TW INDUSTRY RD. V2 PULLS OUT FROM BEING PARKED. V1  
SWERVES TO O/S TO AVOID COLL WITH V2 BUT IMPACTS WITH PAVEMENT.

Vehicle Reference1 Other motor vehicle Overtaking stationary vehicle on its offside  
First point of impact:Front  
Vehicle direction: N to S Journey: Journey as part of work  
Age of Driver : 26 Breath test:Not requested

Contributory Factors : 405 406

Casualty Reference 1 Age:26 Male Driver/rider Severity:Slight  
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian  
Ped Location:

Vehicle Reference2 Other motor vehicle U turn  
First point of impact:Did not impact  
Vehicle direction: N to S Journey: Journey as part of work  
Age of Driver : 21 Breath test:Not requested

Contributory Factors : 405 406

---

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Notes:

Selected using Build Query : Local\_auth = 'BARNSELEY'

Ashley Armitage - Sanderson Associates

B-01233-12 27/11/2012 Tuesday Time:1025 Vehicles 2 Casualties 1 Slight  
Easting: 436,305 Northing: 409,782  
Fine without high winds Road Surface:Dry Daylight:street lights present  
Road Type: Single carriageway Speed Limit: 30

Location: CARLTON ROAD BARNSELEY 30M STH CHAPEL LANE

Description:VEH 1 SCOOTER TV ON CARLTON RD 30 M S JUNC CHAPEL LN. HEADING TW  
ATHERSLEY. VEH 2 MCAR PULLING OUT OF TOTAL GARAGE EXIT ONTO MAIN  
RD. VEH 2 COLL VEH 1.

Vehicle Reference1 Motorcycle 50cc and under Going ahead

First point of impact:Front

Vehicle direction: E to W

Journey: Journey as part of work

Age of Driver : 19

Breath test:Not requested

Contributory Factors : 605 406 405

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

Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian

Ped Location:

Vehicle Reference2 Car

Turning right

First point of impact:Offside

Vehicle direction: N to E

Journey: Not known

Age of Driver : 64

Breath test:Not requested

Contributory Factors : 605 406 405

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Notes:

Selected using Build Query : Local\_auth = 'BARNSELEY'

Ashley Armitage - Sanderson Associates

Accidents involving:

|                                        | Fatal | Serious | Slight | Total |
|----------------------------------------|-------|---------|--------|-------|
| Motor vehicles only excluding 2-wheels | 0     | 1       | 5      | 6     |
| 2-wheeled motor vehicles               | 1     | 2       | 2      | 5     |
| Pedal cycles                           | 0     | 0       | 2      | 2     |
| Horses & other                         | 0     | 0       | 0      | 0     |
| Total                                  | 1     | 3       | 9      | 13    |

Casualties:

|                  | Fatal | Serious | Slight | Total |
|------------------|-------|---------|--------|-------|
| Vehicle driver   | 1     | 2       | 5      | 8     |
| Passenger        | 0     | 2       | 5      | 7     |
| Motorcycle rider | 0     | 1       | 3      | 4     |
| Cyclist          | 0     | 0       | 2      | 2     |
| Pedestrian       | 0     | 0       | 1      | 1     |
| Other            | 0     | 0       | 0      | 0     |
| Total            | 1     | 5       | 16     | 22    |

Accidents between dates      01/01/2008 and 31/12/2012      (60) months  
Selection:      Notes:  
Selected using Build Query : Local\_auth = 'BARNSELEY'      Ashley Armitage - Sanderson Associates

| Police Ref.   | Acc Class | Date       | Time | Grid References | Casualties |     |     | Causation Factors/ Prob | Ped |   | Light | Weather | Road Surface               | Vehicle Types |       |
|---------------|-----------|------------|------|-----------------|------------|-----|-----|-------------------------|-----|---|-------|---------|----------------------------|---------------|-------|
|               |           |            |      |                 | Ftl        | Ser | Slt |                         | L   | M |       |         |                            |               | D     |
| 3-00032-08    | Slight    | 10/01/2008 | 2105 | 436274 409419   | 0          | 0   | 1   | 802V2A                  | 0   | 0 | 0     | Dark    | Fine without high winds    | Dry           | 9 9   |
| 3-00737-08    | Slight    | 18/06/2008 | 0915 | 436144 409547   | 0          | 0   | 1   |                         | 9   | 5 | 0     | Light   | Fine without high winds    | Dry           | 9     |
| 3-01065-09    | Slight    | 06/10/2009 | 2030 | 436173 409587   | 0          | 0   | 6   | 201V2A 103V2A           | 0   | 0 | 0     | Dark    | Raining without high winds | Wet/Damp      | 9 19  |
| 3-00285-10    | Serious   | 05/03/2010 | 1610 | 436549 409220   | 0          | 1   | 0   | 410V2A                  | 0   | 0 | 0     | Light   | Fine without high winds    | Dry           | 19 5  |
|               |           |            |      |                 |            |     |     | 308V1A 403V1A           |     |   |       |         |                            |               |       |
|               |           |            |      |                 |            |     |     | 405V1A 602V1A           |     |   |       |         |                            |               |       |
| 3-01142-10    | Slight    | 28/10/2010 | 1755 | 436292 409397   | 0          | 0   | 1   | 405V1B                  |     |   |       |         |                            |               |       |
| 3-00336-11    | Serious   | 04/04/2011 | 1846 | 436328 409800   | 0          | 1   | 0   | 406V1B                  | 0   | 0 | 0     | Dark    | Raining without high winds | Wet/Damp      | 9 9   |
| 3-00449-11    | Slight    | 13/05/2011 | 1705 | 436524 409240   | 0          | 0   | 1   | 605V2A 405V2A           | 0   | 0 | 0     | Light   | Fine without high winds    | Dry           | 9 9   |
| 3-00971-11    | Slight    | 11/10/2011 | 1050 | 436338 409366   | 0          | 0   | 1   | 405V1B                  | 0   | 0 | 0     | Light   | Raining without high winds | Wet/Damp      | 1 9   |
| 3-01179-11    | Slight    | 05/12/2011 | 1920 | 436457 409285   | 0          | 0   | 1   | 405V2A                  | 0   | 0 | 0     | Light   | Raining without high winds | Wet/Damp      | 9 1   |
|               |           |            |      |                 |            |     |     | 103V2A 405V1B           | 0   | 0 | 0     | Dark    | Raining with high winds    | Wet/Damp      | 3 9   |
| 3-00677-12    | Fatal     | 27/07/2012 | 2225 | 436627 409194   | 1          | 2   | 1   | 403V1B                  |     |   |       |         |                            |               |       |
| 3-00866-12    | Serious   | 22/09/2012 | 1635 | 436520 409244   | 0          | 1   | 1   | 410V1A                  | 0   | 0 | 0     | Dark    | Fine without high winds    | Dry           | 9 2   |
|               |           |            |      |                 |            |     |     | 305V1A 409V2A           | 0   | 0 | 0     | Light   | Fine without high winds    | Dry           | 2 2 9 |
| 3-01040-12    | Slight    | 12/11/2012 | 1605 | 436499 409600   | 0          | 0   | 1   | 409V2A 602V1B           |     |   |       |         |                            |               |       |
| 3-01233-12    | Slight    | 27/11/2012 | 1025 | 436305 409782   | 0          | 0   | 1   | 405V2A 406V2A           | 0   | 0 | 0     | Dark    | Raining without high winds | Wet/Damp      | 14 14 |
|               |           |            |      |                 |            |     |     | 605V1B 406V2A           | 0   | 0 | 0     | Light   | Fine without high winds    | Dry           | 9 2   |
| Column Totals |           |            |      |                 | 1          | 5   | 0   |                         |     |   |       |         |                            |               |       |

Total number of accidents listed: 13

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection: Notes:  
Selected using Build Query : Local\_auth = 'BARNSELEY' Ashley Armitage - Sanderson Associates

| Police Ref.      | Date       | Cas. | Sev.    | P2W | Cycs | Peds | Ch | OAPs | Vis.  | Manv.   | Road Cond. | Time | Location                                       |
|------------------|------------|------|---------|-----|------|------|----|------|-------|---------|------------|------|------------------------------------------------|
| B-00032-08       | 10/01/2008 | 1    | Slight  | 0   | 0    | 0    | 0  | 0    | Dark  | Right   | Dry        | 2105 | INDUSTRY RD CARLTON                            |
| B-00737-08       | 18/06/2008 | 1    | Slight  | 0   | 0    | 1    | 0  | 0    | Light | No turn | Dry        | 0915 | CARLTON IND EST CARLTON                        |
| B-01065-09       | 06/10/2009 | 6    | Slight  | 0   | 0    | 0    | 1  | 0    | Dark  | No turn | Wet/Damp   | 2030 | CARLTON RD CARLTON                             |
| B-00285-10       | 05/03/2010 | 1    | Serious | 1   | 0    | 0    | 0  | 0    | Light | Right   | Dry        | 1610 | INDUSTRY RD CARLTON J/W SHAWFIELD RD           |
| B-01142-10       | 28/10/2010 | 1    | Slight  | 0   | 0    | 0    | 0  | 0    | Dark  | No turn | Wet/Damp   | 1755 | INDUSTRY RD CARLTON 20 MTS FROM J/W ALBION RD  |
| B-00336-11       | 04/04/2011 | 1    | Serious | 0   | 0    | 0    | 0  | 0    | Light | Right   | Dry        | 1846 | CARLTON RD CARLTON J/W CHAPEL LN               |
| B-00449-11       | 13/05/2011 | 1    | Slight  | 0   | 1    | 0    | 0  | 0    | Light | Left    | Wet/Damp   | 1705 | INDUSTRY RD CARLTON                            |
| B-00971-11       | 11/10/2011 | 1    | Slight  | 0   | 1    | 0    | 0  | 0    | Light | No turn | Wet/Damp   | 1050 | INDUSTRY RD CARLTON                            |
| 3-01179-11       | 05/12/2011 | 1    | Slight  | 1   | 0    | 0    | 0  | 0    | Dark  | Right   | Wet/Damp   | 1920 | INDUSTRY RD CARLTON AT J/W GIST CAR PARK       |
| 3-00677-12       | 27/07/2012 | 4    | Fatal   | 1   | 0    | 0    | 0  | 0    | Dark  | No turn | Dry        | 2225 | INDUSTRY RD CARLTON BARNSELEY                  |
| 3-00866-12       | 22/09/2012 | 2    | Serious | 2   | 0    | 0    | 0  | 0    | Light | No turn | Dry        | 1635 | INDUSTRY RD BARNSELEY 20 MTS FROM SHAWFIELD RD |
| 3-01040-12       | 12/11/2012 | 1    | Slight  | 0   | 0    | 0    | 0  | 0    | Dark  | Right   | Wet/Damp   | 1605 | ALBION RD CARLTON                              |
| 3-01233-12       | 27/11/2012 | 1    | Slight  | 1   | 0    | 0    | 0  | 0    | Light | Right   | Dry        | 1025 | CARLTON ROAD BARNSELEY 30M STH CHAPEL LANE     |
| Column Totals    |            | 22   |         | 6   | 2    | 1    | 1  | 0    |       |         |            |      |                                                |
| No. of Accidents |            |      |         | 5   | 2    | 1    | 1  | 0    |       |         |            |      |                                                |

Total number of accidents listed: 13

## ***APPENDIX C***

***Drawing Reference 1936-12 – Proposed Site Layout (CRL Architects)***

***Drawing Reference 7863/001 – Swept Path Analysis***

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436300m436400m436500m436600m

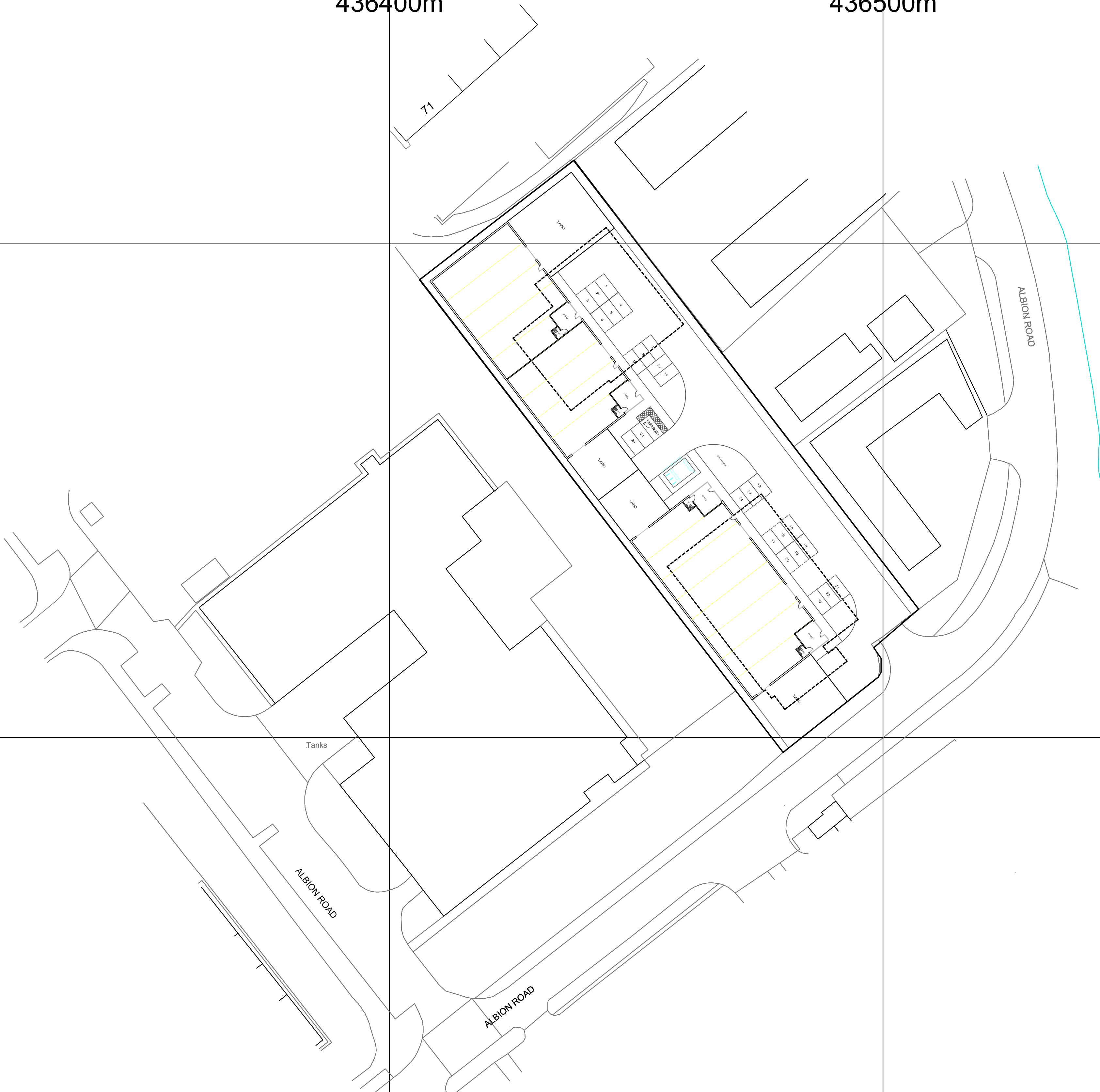
409700m409700m

409600m409600m

436300m436400m436500m436600m

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409500m



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e-mail: [crlarchitects@btconnect.com](mailto:crlarchitects@btconnect.com)

Project:  
B2/B8 DEVELOPMENT  
ALBION ROAD  
BARNSELY

Title:  
ORDNANCE

-

Scale:  
1:500@a1

Drawn by:  
GW

Client:  
ELEMENTS

Checked by:  
DMC

Job No:  
1936

Drawing No:  
12

Revision:

Date:  
FEB 2014

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THIS DRAWING MUST NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT PRIOR  
WRITTEN AUTHORITY



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- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

|     |           |       |      |         |
|-----|-----------|-------|------|---------|
|     |           |       |      |         |
| Rev | Amendment | Drawn | Date | Checked |



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Project Name

Albion Road, Barnsley

Drawing Title

Swept Path Analysis of Proposed Layout

|                 |                |
|-----------------|----------------|
| Scale 1:500     | Drawn By AA    |
| Drawing Size A3 | Checked By KS  |
| Date 17.04.2014 | Approved By KS |

|                                                                                       |                         |     |
|---------------------------------------------------------------------------------------|-------------------------|-----|
|  | Drawing Number 7863-001 | Rev |
|---------------------------------------------------------------------------------------|-------------------------|-----|