

Capitol Park, Barnsley

Transport Statement

Commercial Development Projects

Project No.: 60501921

July 2017

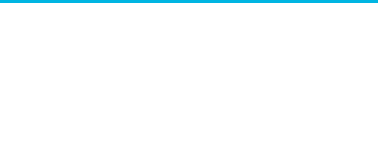
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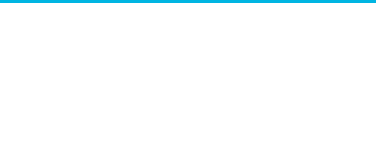
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1. Introduction

AECOM has been commissioned by Commercial Development Projects to produce a Transport Statement in support of a proposed NHS development at Capitol Park, Barnsley.

The proposed building at Capitol Park will operate as a Blood Establishment run by the NHS Blood and Transplant (NHSBT). The facility will provide blood components to hospitals in Yorkshire, Derbyshire, Nottinghamshire and Lincolnshire and operate 24 hours per day, 7 days per week and 52 weeks per year.

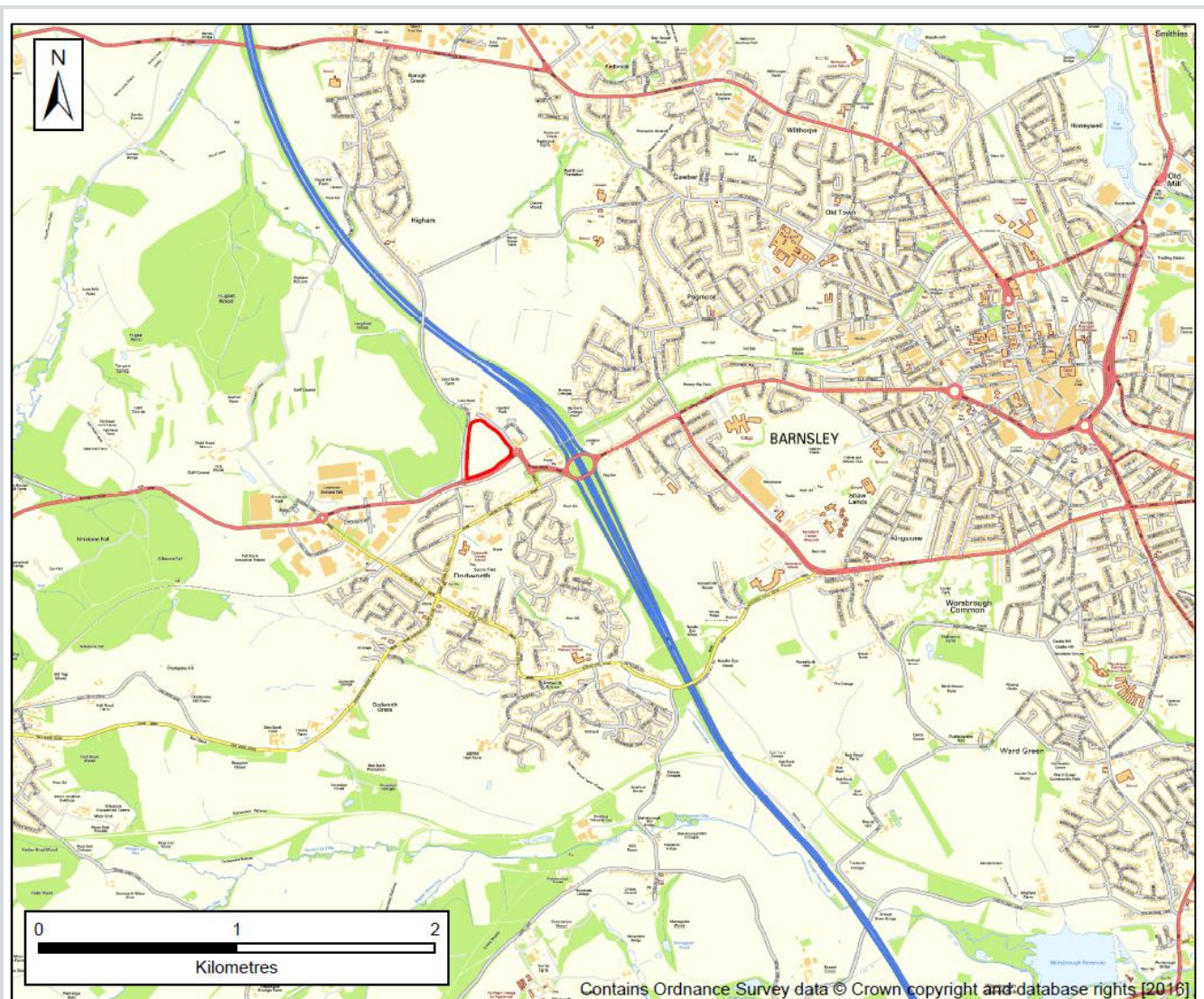


Figure 1. Site Location

1.1 Background

The wider development site gained outline planning consent (ref 2016/0713) in October 2016, in support of proposals to develop an industrial estate within the Capitol Park site, which comprised 16,499sq.m of Industrial Use.

As reserved matters application was then submitted for a proportion of the outline consent, which comprised 7,063sq.m of industrial use.

However, the proposed NHS development only takes a portion of the wider site and will replace 6,503sq.m of the existing industrial consent.

1.2 Report Purpose

Following this introductory chapter, this Transport Statement includes the following:

- **Section 2** - Outlines the relevant national and local policy;
- **Section 3** - Summarises existing conditions around the proposed development site;
- **Section 4** - Accident Analysis – Analysis of the most recent five years of personal injury accidents on the road network in the vicinity of the site;
- **Section 5** - Details the accessibility of the development site, identifying sustainable transport modes;
- **Section 6** – Outlines the development proposals;
- **Section 7** – Presents the trip generation, mode share of the proposed site and committed developments; and
- **Section 8**- Provides a summary and conclusion.

The following appendices are found at the end of the report:

- **Appendix A:** Accident Data;
- **Appendix B:** Figures & Drawings;
- **Appendix C:** NHS Correspondence; and
- **Appendix D:** TRICS Data.

2. Policy Review

2.1 Introduction

This section of the Transport Statement sets out the policy context within which the proposal has been developed. National transport and planning policy seeks to support the promotion of accessibility by all travel modes, particularly those sustainable modes. The following documents have been reviewed:

- The Transport White Paper (2011);
- National Planning Policy Framework (2012);
- South Yorkshire Third Local Transport Plan (LTP) (2011 – 2026);
- Barnsley Local Plan; and
- Barnsley care4air initiative

2.2 National Policy

2.2.1 The Transport White Paper (2011)

The January 2011 Transport White Paper: “Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen” sets out the Government’s vision for a sustainable local transport system. The White Paper acknowledges that transport provision is essential for economic growth if the Government is to improve the economic deficit which it is currently facing. The Paper also recognises however, that the current levels of carbon emissions from transport cannot be sustained if the nation is to meet its national commitments on climate change mitigation as well as creating a safer and cleaner environment in which to live. With this in mind, the Government highlights sustainable transport solutions as a means by which the economy can grow, whilst also bringing about a positive impact on the environment and people’s health.

Within the Paper, sustainable transport considers more than just public transport, walking and cycling schemes and acknowledges that it is not feasible for some trips to be undertaken by these modes. There is, therefore, a realisation that the car will continue to be an important mode of transport and a focus should be given to making car travel more sustainable by using electric and other low emission vehicles. This is supported by the proposed development with the provision of electric car charging bays.

The proposed development is considered to accord with the aspirations of the White Paper as it is supported by a range of sustainable transport links, including public transport, public footpaths and cycle routes.

2.2.2 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) sets out governed national policy relating to specific aspects of the town planning framework. The NPPF provides a framework to inform the preparation of local development plans. It is also a material consideration in the determination of planning applications.

The NPPF has two key themes:

- Providing a greater level of integration and simplification of the planning policies governing new development nationally; and
- Contributing to the achievement of sustainable development from an economic, social and environmental perspective.

Chapter 4 ‘Promoting Sustainable Transport’, states that all developments which generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- 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 public 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 limits the significant impacts of the development.

Developments should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (NPPF para. 32). This Transport Statement seeks to demonstrate that the impact of the development proposals, in terms of transport, are not severe and are less than those previously approved, and should therefore be acceptable.

2.3 Local Policy

2.3.1 South Yorkshire Local Transport Plan (2011 – 2026)

The Local Transport Plan and the 'Barnsley City Region Transport Strategy' (SCRT) defines the priorities for the transport system for the next 15 years. It includes overarching aims as follows:

- Supporting economic growth;
- Enhancing social inclusion and health;
- Reducing emissions; and
- Maximising safety.

To achieve the overarching aims, the document identifies strategic policies. The most relevant policies for this development are:

- To focus new development along key public transport corridors and in places adjacent to existing services;
- To develop public transport that connects people to jobs and training in both urban and rural areas;
- To develop user-friendly public transport;
- To ensure public transport is accessible to all;
- To reduce carbon emissions;
- To encourage active travel and develop high quality cycling and walking networks;
- To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices; and
- To encourage safer road use and reduce casualties on the roads.

A series of actions are also mentioned which will support the policies outlined above:

New links to major regeneration areas will be created to facilitate employment opportunities;

- More travel options will be given to people using a range of public transport enhancements (additional train, tram vehicles, etc.);
- Pedestrian-friendly streets and footpaths will be designed as well as a continuous cycling network. The council will also support car clubs and car sharing schemes, making information about these travel options easy to find; and
- The approach to traffic management in urban centres will acknowledge the importance of parking provision to local businesses, and the vulnerability of local economies to restricted access by car.

This Transport Statement pays due regard to sustainable access to the site and how this will be promoted to site users to minimise the vehicular impact of the development proposals.

2.3.2 Barnsley Local Plan –Transport

The Barnsley Local Plan is the first of the planning documents of the Barnsley Local Plan (BLP). The purpose of the BLP is to support the next phases of the city's ongoing regeneration by providing the statutory framework for guiding the spatial pattern of change, and the quality of the environment and forms of design. The aim of the transport policy is to:

- Reduce transport related green gas house emissions;
- Support sustainable development and the location for growth set out in the core strategy;
- Address cross boundary transport issues;
- Reduce the need to travel, particularly by car;

Improve direct public transport links with significant places of businesses and employment outside the borough;

- Increasing the feeling of safety and security whilst using public transport, walking and cycling;
- Ensuring that sustainable and inclusive travel is embedded within new development; and
- Reducing the number of people, particularly children, that are killed on the roads.
- Reducing the impact of necessary road travel on the environment, the health and safety of the community and the local economy.

There is also the desire to influence travel behaviour, in particular by:

- Encouraging greater take up of walking, cycling and public transport;
- Encourage a healthier lifestyle to help reduce the high levels of obesity and heart disease; and
- Manage car parking provision.

Barnsley's commitment to sustainable travel can be summarised by policy T3 – 'New Development and Sustainable Travel', this can be summarised as follows:

- New development will be expected to: be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in the relevant Supplementary Planning Document ;
- Provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version); and
- Provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version).

Where levels of accessibility through public transport, cycling and walking are unacceptable, Barnsley expect developers to take action or make financial contributions. If it is not possible or appropriate for the minimum amount of parking for cycles motorbikes, scooters and mopeds to be met on site, the developer must provide or contribute towards offsite parking, or improve other forms of travel.

A fundamental goal of Barnsley's Local Plan is to provide for sustainable development and it includes a spatial strategy that reduces the need to travel by promoting growth in sustainable, accessible locations. This policy is about ensuring that sustainable and inclusive travel is embedded within any new development and providing the opportunities for people to change their travel behaviour where travel is necessary. It recognises that the availability of car parking is a key factor affecting whether people choose to travel by car or use a smarter alternative and aims to limit car parking associated with new development whilst providing appropriate facilities for cycles, motorbikes, scooters, mopeds and disabled people. This is balanced with the considerations of highway safety, living conditions and the economy, and the need to provide enough parking so people can use other forms of transport than the car.

3. Baseline Conditions

3.1 Introduction

This section of the Transport Statement describes the existing site and provides a summary of the existing highway conditions in the local area.

3.2 Site Location

The site is located approximately 3km to the west of Barnsley town centre and will comprise part of the proposed development within the Capitol Park area of Barnsley. The site is located within the cul-de-sac of Capitol Close which is situated to the north of Whinby Road adjacent to junction 37 of the M1 motorway. The site is located within a strategic gateway site on the meaning it is easily accessible from the M1 north and southbound.

The land has no current development on the site; however there has been development on the opposite site with a variety of industrial, light industrial and professional services. The eastern boundary of the site is demarcated by Higham Lane to the north and to the south by Whinby Road.

Capitol Close extends south for approximately 350m onto Whinby Road with an existing pedestrian footway linking Capitol Close and Higham lane to the north. Immediately to the south of the site is a roundabout for traffic entering the site or alternatively taking the first exit to either Higham Lane or Barnsley Road. Whinby Road East is a good single lane carriageway with good quality road surfacing and lighting provision in place with a footway connecting Capitol Close/Whinby Road Roundabout to Higham Lane/Whinby Road Roundabout.

Whinby Rd extends further south for approximately 70m to another roundabout which forms a junction with the B6449 into a nearby housing development onto Barnsley Road. This section has a relatively new road surface with adequate pedestrian footway with full height kerbs spanning the length of the road and the adjacent roundabout. There are also good pedestrian crossing facilities including dropped kerbs and tactile paving, to allow pedestrians to safely cross the road.

Whinby Road extends east for approximately 180m until the signalised Dodworth Roundabout (M1 Junction 37).

The road is in good condition with good pedestrian footway provision along with lighting provision and an adequate number of crossings with dropped kerbs and tactile paving.

Although the crossings are uncontrolled within this area, visibility for pedestrians is generally adequate. The succession of roundabouts within the area will also restrict cars from travelling at excessive speeds. This in combination with the 40mph speed limit stipulated within the area should result in no worsening of existing safety for pedestrians.

3.3 Access

Access to the site will be provided via the existing stub road located along Capitol Close as discussed further within **Section 6**.

4. Accident Analysis

Road incidents have been analysed in order to determine whether any existing patterns occur, which could be exacerbated by the addition of proposed development trips. An accident report has been obtained for the last five six of available data (2011- 2016). The full incident data report is provided within **Appendix A**.

The area of interest includes the extents of A628 from its junction with Higham Lane to the west and A6133 junction to the east, which considers the following junctions.

- J1 - A628/Higham Lane – 3 Arm Roundabout Junction;
- J2 - A628/Capital Close – 3 Arm Roundabout Junction;
- J3 - A628/B6449 – 3 Arm Roundabout Junction;
- J4 - A628/M1 J37 Interchange; and
- J5 - A628/A6133/Pogmoor Road – 4 Arm Signalised Junction.

A total of 28 incidents were reported throughout the six year period between 2011 and 2016, of which 27 were slight in severity and 1 serious. Further analysis has been undertaken to identify the causation factor to determine whether the additional development trips will impact upon the road safety within the local highway network highlighted within Tables 1 and 2.

Table 1: Accident Summary

Year	No. Incidents	Severity	No. Rear End Shunts	No. of Collisions	No. Loss of Control
2011	6	6 Slight	3	2	1
2012	2	2 Slight	1	1	0
2013	6	5 Slight, 1 Serious	3	3	0
2014	3	3 Slight	2	1	0
2015	7	7 Slight	5	2	0
2016	4	4 Slight	2	2	0

Table 2: Accidents by Location

Location	Incident Date	Severity Classification	No. Vehicles Involved	Daylight / Hrs of Darkness	Road Surface Conditions	Causation
J1	March 2011	Slight	2	Daylight	Dry	Collision
	Feb 2013	Serious	3	Daylight	Dry	Collision
	March 2013	Slight	3	Daylight	Dry	Collision
J2	None	None	None	None	None	None
J3	Dec 2012	Slight	2	Daylight	Wet	Collision
J4	April 2011	Slight	2	Daylight	Dry	Rear End Shunt
	July 2011	Slight	1	Darkness	Dry	Loss of Control

	July 2011	Slight	2	Daylight	Dry	Rear End Shunt
	Feb 2012	Slight	2	Darkness	Dry	Rear End Shunt
	July 2013	Slight	2	Daylight	Dry	Rear End Shunt
	Jan 2014	Slight	4	Daylight	Wet	Rear End Shunt
	May 2015	Slight	2	Daylight	Dry	Rear End Shunt
	June 2015	Slight	2	Daylight	Dry	Rear End Shunt
	July 2015	Slight	2	Daylight	Dry	Collision
	November 2015	Slight	3	Daylight	Wet	Rear End Shunt
	November 2015	Slight	2	Daylight	Dry	Collision
Between J4 & 5	July 2011	Slight	2	Daylight	Dry	Rear End Shunt
	Sept 2011	Slight	2	Daylight	Dry	Collision
	March 2013	Slight	3	Daylight	Dry	Rear End Shunt
	June 2013	Slight	2	Daylight	Dry	Rear End Shunt
	March 2014	Slight	2	Daylight	Dry	Rear End Shunt
	April 2014	Slight	2	Darkness	Dry	Collision
	Jan 2016	Slight	2	Daylight	Dry	Collision
	May 2016	Slight	5	Daylight	Dry	Rear End Shunt
J5	Feb 2013	Slight	2	Darkness	Wet	Collision
	Oct 2015	Slight	2	Daylight	Dry	Rear End Shunt
	Dec 2015	Slight	2	Daylight	Dry	Rear End Shunt
	May 2016	Slight	2	Daylight	Dry	Collision
	Aug 2016	Slight	2	Daylight	Dry	Rear End Shunt

4.1 Summary

Analysis of the report suggests that all incidents occurred were due to driver error and not as a consequence of the road infrastructure. It should be noted that all but one of the incidents involved motorised vehicles and not pedestrians or cyclist. The one accident involving a cyclist took place to the east of J5 (A628/A6133) in May 2016; no detailed information regarding the incident was available however the accident was slight in severity.

Another of the incidents at J5 (A628/A6133) occurred in February 2013 at a pedestrian crossing where a motorised scooter utilising the crossing was struck by a vehicle, it is not clear whether the pedestrian crossing was activated at the time of the incident, however this was also classed as slight in severity.

Although any incidents on the surrounding road network are undesirable, the road network surrounding the site does not have a particular concentration of accidents and therefore it is considered that the proposed development would not have a disproportionate impact on highway safety.

5. Accessibility

5.1 Introduction

This section identifies the existing provision for travel to the site by all modes of transport, with a particular focus on those facilities that enable travel by sustainable means.

5.2 Access for Pedestrians

Walking is the most sustainable form of travel due to the positive environmental effects associated with it, including zero harmful emissions. It also provides distinct health benefits and is the lowest cost form of travel. High quality pedestrian facilities are essential for the new development in order to provide connectivity to local amenities.

Walking can also form part of a journey undertaken by other modes of transport, including public transport, which requires walking to bus stops, train stations and taxi ranks, and completing the journey once public transport has been utilised. This also applies to cycling and even car journeys.

As part of the development proposals, footways will be provided along the site frontage that link to the existing pedestrian routes along Capitol Close as shown on the 'Proposed Site Plan' for the site included at Appendix B.

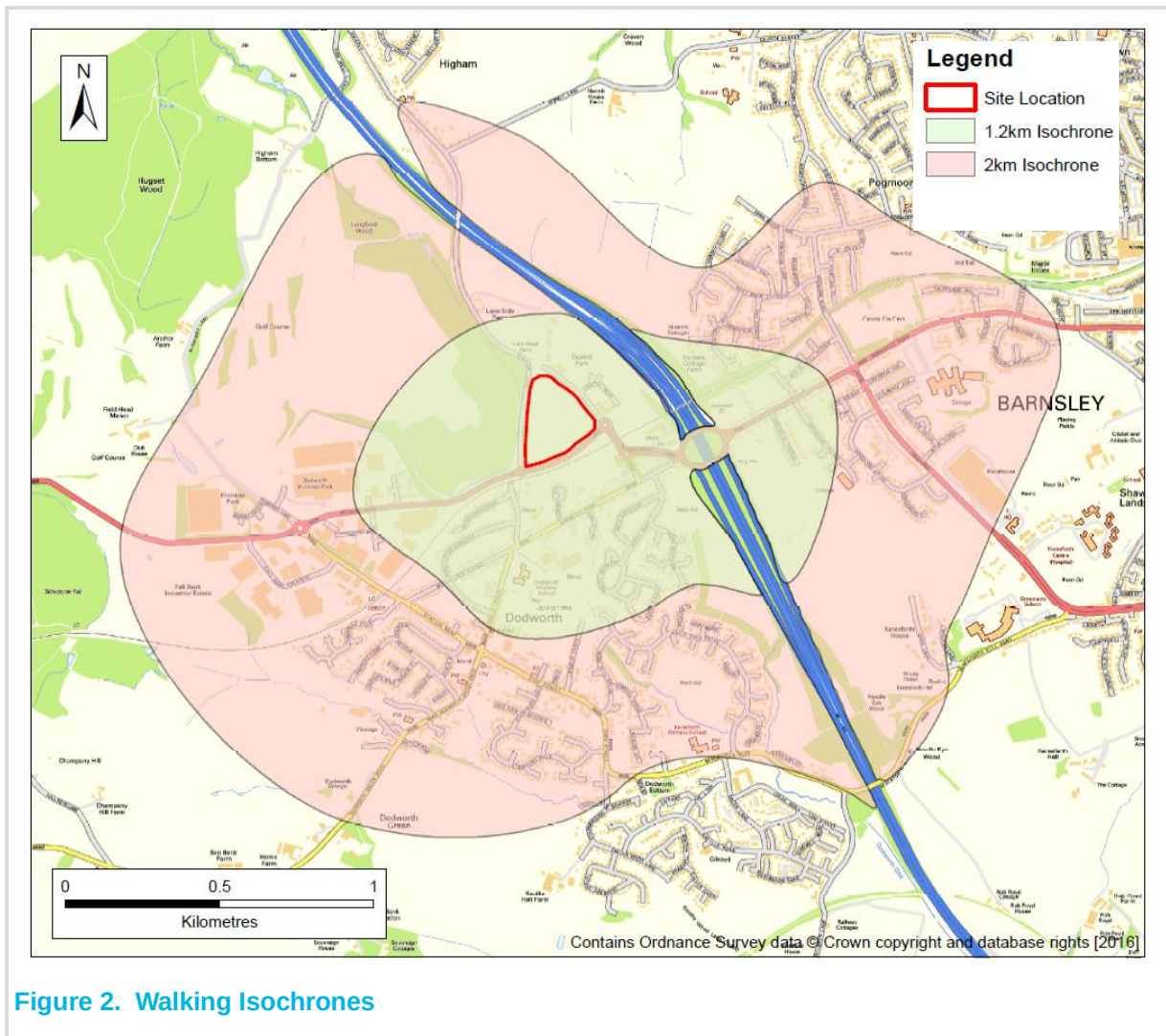
The Institution of Highways and Transportation (IHT) Guidelines 'Providing Journeys on Foot' state the acceptable walking distances for people who are not mobility impaired are as shown in **Table 3**.

Table 3: IHT Guidelines - Suggested Acceptable Walking Distances

	Town Centre (m)	Commuting / Schools (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: IHT Providing Journeys on Foot - Table 3.2

The guidelines indicate that an acceptable commuting walking distance is considered to be 1km, with a preferred maximum distance up to 2000m for commuting and 1200m for journeys elsewhere. Using the CIHT guideline walking distances, a plan illustrating 1200m and 2,000m catchment areas from the site has been produced using GIS software, shown in **Figure 2** below.



Pedestrian Footways along Capitol Close, Winby Road, through Dodworth Roundabout and then beyond onto Dodworth Road are in very good condition. More specifically within the vicinity of the site there is good footway provision in place along both sides of Capitol Close. This includes dropped kerbs to allow for safe entry across the junction. There is also adequate street lighting provision in place to allow for safe routing at night.

Further down Capitol Close at the roundabout with Winby Rd there is tactile paving and dropped kerbs in place to allow pedestrians to safely cross the carriageway. All the crossings at this roundabout are unsignalled however there is clear visibility both north and south.

The Winby Road/B6449 roundabout also has excellent footway provision, dropped kerbs, tactile paving and street lighting provision to allow for safe access for pedestrians crossing through the site. This roundabout also allows for safe crossings for pedestrians wishing to enter the nearby Dodworth housing development along Barnsley Road, as this is the nearest bus stop location to the proposed development site.

Overall the footway provision in place near to and just beyond from the site will allow for safe and easy passage for any potential employee wanting to walk to the site. **Figure 2** indicates there is ample opportunity for any local employee to walk to the site utilising the existing pedestrian facilities instead of using their car.

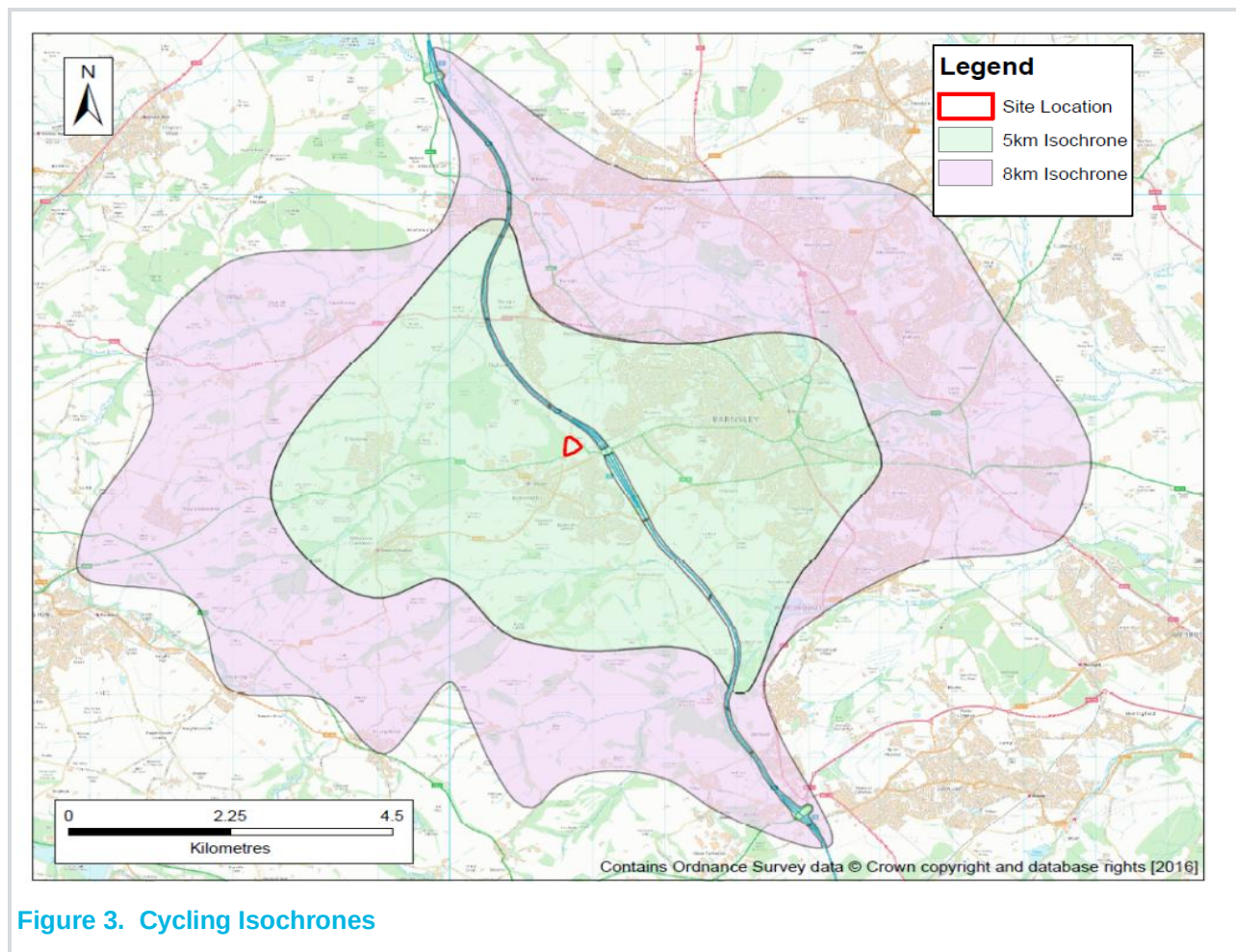
5.3 Access for Cyclists

As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

Cycling provides the same benefits as walking in terms of reduced vehicle emissions and health benefits and may provide a more direct route to a destination via off road cycle networks.

In respect of acceptable cycle distances, “Local Transport Note 2/08: Cycling Infrastructure Design”, published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres), but for commuter journeys a distance of over five miles (approximately eight kilometres) is not uncommon.

In light of the DfT Local Transport Note, a plan illustrating a 5 and 8km catchment from the site has been produced using Arc GIS software, as shown in Figure 3.



A 5km distance includes all of Barnsley Town Centre, Kingstone, Embsay, Higham, Dodworth and Silkstone Common.

Within an 8km distance of the site, settlements such as Athersley North, Staincross, Mapplewell, Kexbrough and Birdwell are also accessible within the maximum distance identified for commuter journeys.

Figure 4 illustrates the existing cycling infrastructure within the vicinity of the site, which includes National Cycle Network (NCN) Routes 62 and 67.

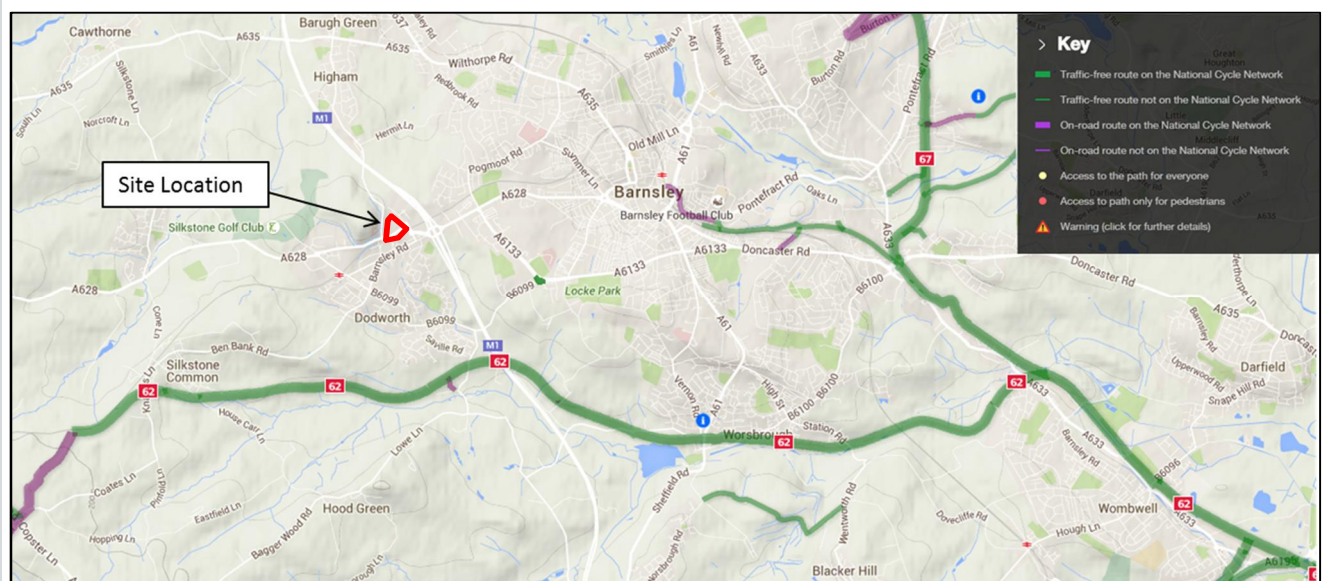


Figure 4. Sustrans Cycle Routes

As shown in Figure 4 above, the nearest cycle routes is located approximately 2.6km to the south of the proposed development site, the route gives access to Worsborough and Wombwell to the southeast and also links with National Route 67.

In addition to the cycle network shown, the road speeds of 40mph, 3.5m carriageway widths and proximity of the site to the surrounding residential areas act to encourage cycling as a feasible alternative to making journeys by car. This can be either as a single mode of transport or a multi modal journey including train journeys as both Dodworth and Barnsley train station are relatively close to the site at 1.2km and 3.5km respectively.

Overall it is deemed the cycling facilities around the site are adequate and would allow employees to safely commute to work.

5.4 Bus Accessibility

The nearest bus stop located to the site is approximately 350m to the south of the Capitol Close site access along the B6449 Barnsley Road. This bus stop serves the number 20, 21, 21a and 22 bus stops, details of their destinations and frequency and can be seen below in Table 4.

Local bus routes in relation to the site are shown in Figure 5, whereas locations of accessible bus stops within a 400m walking distance are shown in Figure 6; this is the preferred maximum distance people would be expected to walk to a nearby bus stop, as detailed in the CIHT's 'Providing for Journeys on Foot' guidance document.

There is one stop within the 400m distance, however further stops located on the periphery of this area and also a sufficient amount within 800m of the proposed site, which is still considered accessible.

Table 4: B6449 Barnsley Road Bus Services

Service Number	Route	Mon – Fri		Sat		Sun	
		Day	Eve	Day	Eve	Day	Eve
20	Barnsley interchange-Pogmoor-Dodworth-Barnsley Road-Silkstone-Hoylandswaine – Peniston Market Place	2/hr	0	1/hr	0	-	-
21	Barnsley interchange-Pogmoor-Dodworth-Barnsley Road-Silkstone-Oxspring- Penistone	1/hr	0	1/hr	0	-	-
21a	Barnsley interchange-Pogmoor-Dodworth-Barnsley Road-Silkstone-Oxspring- Penistone Market Place	0/hr	1/hr	0	1/hr	1/hr	1/hr
22	Barnsley Town Centre - Gilroyd	3/hr	0	3/hr	0	-	-

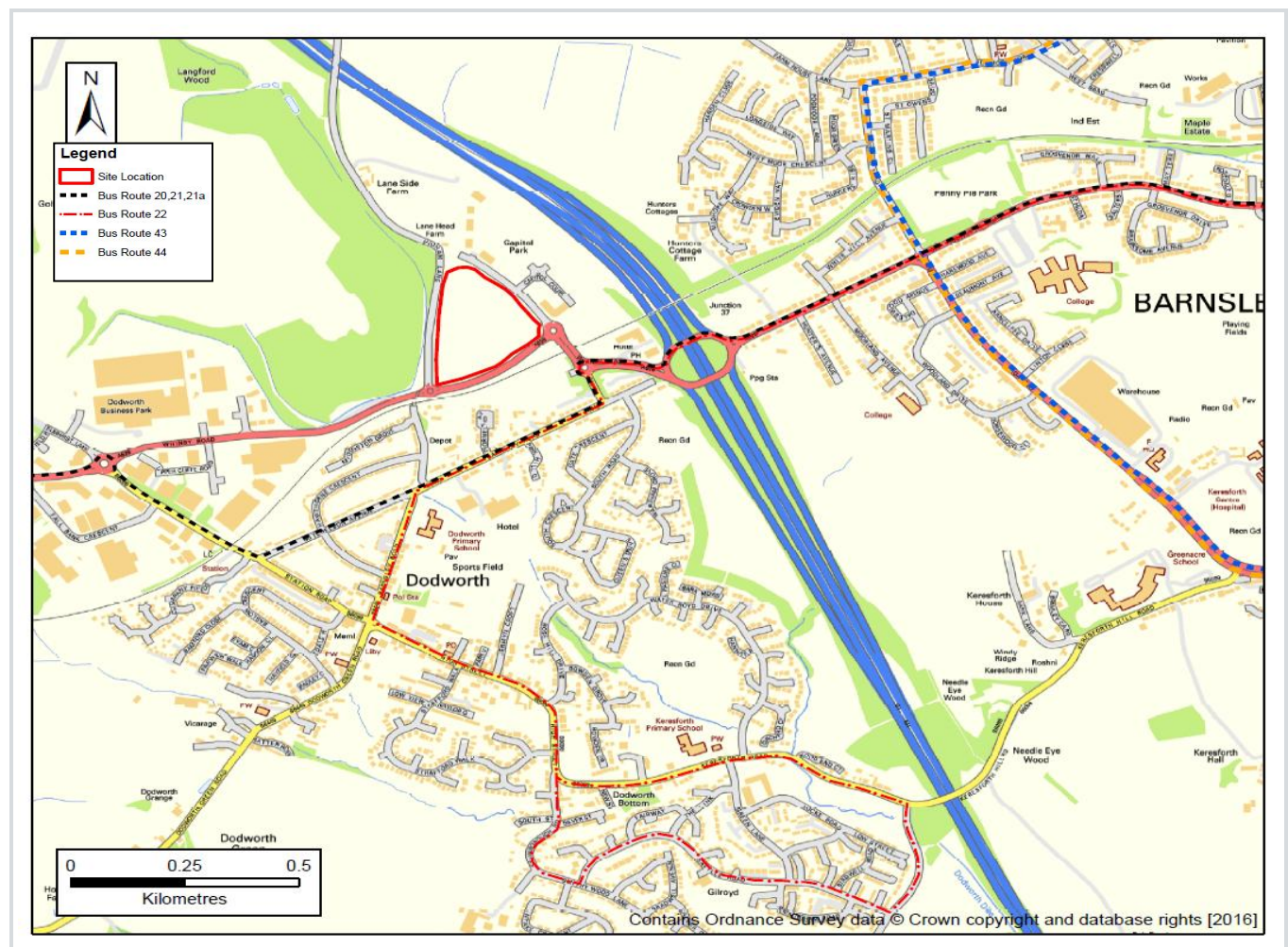


Figure 5. Local Bus Routes

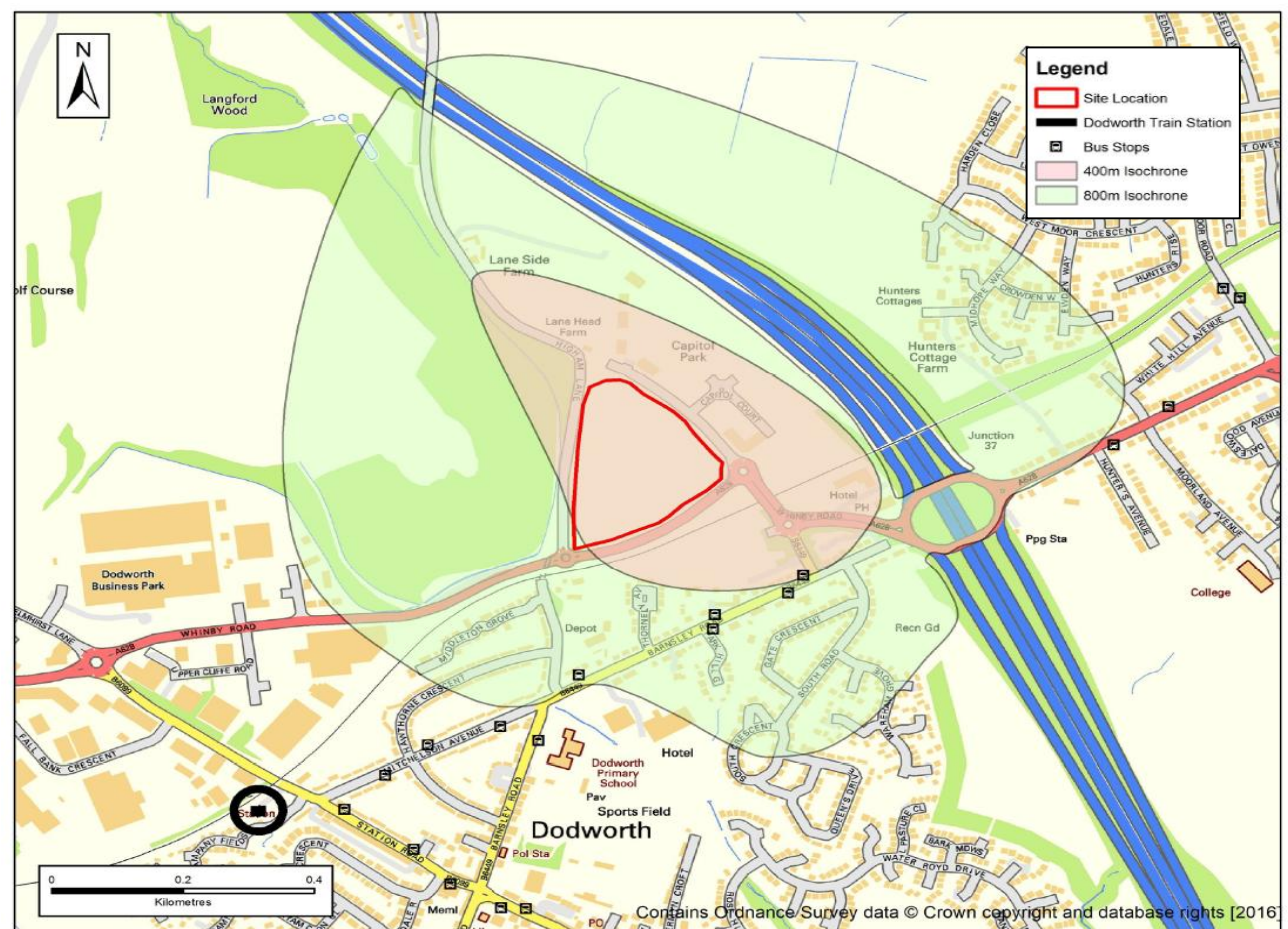


Figure 6. Local Bus Stops and Dodworth Train Station.

In summary, the bus facilities within proximity of the site are considered adequate, with 1 bus stop within 400m, which offers regular services to local residential areas and additional transport interchanges such as Dodworth and Barnsley Train Stations.

5.5 Rail Accessibility

With reference to paragraph 6.16 of the CIHT document 'Planning for Public Transport in Development's it is stated that 'people have been found to be willing to walk about twice as far to or from a station than a bus stop; up to about 800m for rail compared to about 400m for a bus'.

The nearest railway facilities to the proposed development site are located in Dodworth and Barnsley. Dodworth station is located 1.2km to the southwest of the site and Barnsley station is located 3.5km to the east of the site. Dodworth station is therefore just outside the 800m distance people may be willing to walk; however it remains a viable sustainable option.

Both stations could also feasibly facilitate part of a multi-modal journey to / from the proposed site providing access to various destinations.

At Barnsley station there are 24 bicycle storage spaces and a bicycle hire facility. The station provides access to a wide range of services on a local, regional and national scale. Some of the main routes which can be accessed from Barnsley Station are summarised in Table 5.

Table 5: Barnsley Railways Station Services

Frequency

	Mon – Fri	Sat	Sun
Sheffield	4/hr	4/hr	2/hr
Leeds	3/hr	3/hr	2/hr
Nottingham	3/hr	3/hr	2/hr

The typical journey time to Sheffield from Barnsley is 25mins and the journey time to Leeds is 36 minutes, therefore making these locations a viable option for commuting to / from the site via a multimodal journey.

5.6 Travel Plan

This section outlines the potential measures for a Travel Plan for the proposed development site, which it is understood will be required as part of the planning conditions associated with the development site. The full Travel Plan will then be submitted prior to the opening of the new development.

This section therefore provides only a brief overview of the potential structure, which will be fully agreed through the full Travel Plan being submitted prior to opening.

The Travel Plan will set out the means by which the NHS will seek to maximise the opportunities for travel by sustainable modes.

In order to quantify the aims and outcomes of the Travel Plan initiatives, definitive targets will be formulated from the outset. These will be subject to review once the initial baseline travel surveys are undertaken.

As it is understood that the site is being relocated, baseline travel surveys will be undertaken 6 months prior to the relocation, which will determine the existing mode of travel to work along with the expected mode of travel to the new site at Capitol Park, these will then form the basis of the Travel Plan to be submitted prior to the site opening.

The mode of travel to work will then be reviewed with a new baseline travel survey being undertaken 3 months after occupation and annually thereafter. The targets will be Specific, Measurable, Achievable, Realistic and Time-constrained (SMART).

The level to which quantitative targets are achieved will be determined by the success of the Travel Plan Co-ordinator in implementing the measures outlined within the Travel Plan.

As such, an example of the Travel Plan action plan tasks, responsibilities and timings are provided **Table 6** below.

Table 6: Travel Plan – Action Plan

Task	Responsibility	Time
Appoint a travel plan co-ordinator	HR / Management	Within 6 months of the relocation to Capitol Park
Undertake a travel survey to assess the existing mode of travel and how this is expected to change following the relocation	Travel plan co-ordinator	3 months prior to the relocation
Sign up to 'Cycle to Work' scheme	Hr / Management	As soon as practicable
Collate public transport route, timetable information for access by staff and visitors and keep up to date	Travel plan co-ordinator	As soon as practicable / On-going

Promote local car clubs and potentially car share schemes	Travel plan co-ordinator	Prior to the new development being brought in to use
Review and update website travel information as appropriate	Travel plan co-ordinator / Management	Prior to the new development being brought into use
Commission baseline travel surveys	Travel plan co-ordinator	Within 3 months of Opening
Commission subsequent travel surveys	Travel plan co-ordinator	12 months after Travel Plan Approval
Liaise with local authority and public transport operatives to improve public transport service reliability and frequency	Travel plan co-ordinator	Following subsequent travel surveys

5.7 Summary

This section of the report has shown that the proposed development site is situated in a good location for access by sustainable modes.

The area surrounding the site has good existing pedestrian and cycling facilities, along with easily accessible bus stops that are in close proximity to the site. Cycling and walking could easily form part of a wider multi model journey to work.

In addition to the above, Dodworth Railway Station and Barnsley Bus / Rail Interchange are located within the distance outlined for commuter journeys, therefore could also feasibly provide part of a combined cycle / rail journey to the site.

6. Development Proposals

6.1 Introduction

This chapter provides details of the proposed development including access and parking arrangements.

6.2 Proposed Development

The proposed development will comprise a Blood Establishment run by the NHS Blood and Transplant (NHSBT). The development will be located to the west of the Capitol Park Industrial Estate with a total GFA of 6920sq.m.

Access to the site will be provided via the existing stub road located along Capitol Close, which is currently fenced to prevent unauthorised vehicles from entering the site as shown in Figure 7.



Figure 7. Existing Site Access

The internal road network of the site will then provide access to the proposed car park to the north of the building and service yard to the south.

6.3 Parking Proposals

The site will provide a total of 220 car parking spaces within the proposed development, of this number there will be 10 disabled parking bays, and 5 electric vehicle spaces. The site will be accessible off Capitol Close with the main access road travelling north to south through the middle of the Capitol Park site.

In addition to the above, the proposals include the provision for 24 covered cycle spaces.

The service yard to the south will provide 30 van parking spaces, 10 rapid response vehicle spaces and 6 BMV parking spaces.

Access, parking and proposed site layout are included on drawing '14120-118_Detailed Site Plan' at **Appendix B**.

7. Trip Generation and Distribution

7.1 Introduction

This chapter identifies the anticipated traffic generation as a consequence of the proposed development.

7.2 Trip Generation and Mode Share

To estimate the number of trips associated with the proposed development, the NHS have provided information based on existing shift patterns and predicted staff numbers at the proposed development site, which is included at **Appendix C** and are as follows:

Office Staff

- Office staff circa 150

Non Office Staff

- 200

Core hours for office staff are 10.00 – 16.00, therefore not during peak hours, whereas non-office staff are split between the following shift patterns:

Shift patterns Monday – Friday

06.45 – 16.15, 09.00 – 17.00, 12.00 – 21.00,
21.00 – 07.00, 08.00 – 16.00, 10.00 – 18.00,
12.00 – 20.00, 08.00 – 16.00, 13.00 – 21.00,
07.30 – 16.30, 09.00 – 18.00, 14.00 – 23.00,
21.00 – 08.00.

Shift Pattern weekends

07.00 – 18.00, 11.00 – 22.00, 12.00 – 23.00,
22.00 – 09.00, 08.00 – 20.00, 20.00 – 08.00,
10.00 – 18.00.

For the purpose of the following assessment, it has been assumed that the number of employees working on each shift is proportioned equally. Therefore it is assumed that 15 staff members will be present for each shift (200 none office staff / 13 shifts) between Monday – Friday.

In addition to the above, the following assessment considers that staff members who drive a personal vehicle will either arrive or depart within half an hour of the start / finish of their shift. As such, no office staff members will either arrive or depart within the network peak hours of 08:00 -09:00 during the AM and 17:00-18:00 during the PM.

In order to determine the modal split, the 2011 Census Method of Travel to work Data (QS701EW) for the Barnsley middle super output ward E02001527 has then been used, which is shown below:

Table 7: Barnsley E02001527 Ward Modal Split

Mode	Percentage Mode Split
Car Driver	75.8%
Car Passenger	6.9%
Bus, Minibus or Coach	6.5%
Train	0.7%
Bike	0.4%
On Foot	8.0%
Other	1.7%
Total	100%

Using a 75.8% modal split of car drivers, the predicted vehicle trip generation associated with non-office staff can be considered as follows:

Table 8: None Office Staff – 24hr Vehicle Trips

Time Period	IN	OUT	Time Period	IN	OUT
00:00 - 00:30			12:00 - 12:30		
00:30 - 01:00			12:30 - 13:00	12	
01:00 - 01:30			13:00 - 13:30		
01:30 - 02:00			13:30 - 14:00	12	
02:00 - 02:30			14:00 - 14:30		
02:30 - 03:00			14:30 - 15:00		
03:00 - 03:30			15:00 - 15:30		
03:30 - 04:00			15:30 - 16:00		
04:00 - 04:30			16:00 - 16:30		41
04:30 - 05:00			16:30 - 17:00		17
05:00 - 05:30			17:00 - 17:30		12
05:30 - 06:00			17:30 - 18:00		
06:00 - 06:30	6		18:00 - 18:30		23
06:30 - 07:00	6		18:30 - 19:00		
07:00 - 07:30	12	12	19:00 - 19:30		
07:30 - 08:00	23		19:30 - 20:00		
08:00 - 08:30		12	20:00 - 20:30		12
08:30 - 09:00	23		20:30 - 21:00	23	
09:00 - 09:30			21:00 - 21:30		23
09:30 - 10:00	12		21:30 - 22:00		
10:00 - 10:30			22:00 - 22:30		
10:30 - 11:00			22:30 - 23:00		
11:00 - 11:30			23:00 - 23:30		12
11:30 - 12:00	23		23:30 - 00:00		

Based on the above, the total number of two-way vehicle trips during the AM (08:00-09:00) peak and PM (17:00-18:00) peak hours would be 35 and 12 respectively as shown below:

Table 9: Peak Hour Vehicle Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
200 (Skilled Staff) / 13 (Shifts) / 75.8% (Modal Split)	23	12	35	0	12	12

However, as the exact split of shifts is unknown, we have multiplied the two-way trip generation by 250% in order to provide a robust assessment. On this basis, the total number of vehicle trips associated with the site can be considered as follows:

Table 10: Increased Peak Hour Vehicle Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
200 (Skilled Staff) / 13 (Shifts) / 75.8% (Modal Split) x 2.5	58	29	87	0	29	29

Based on the above, the total number of two-way vehicle trips during the AM and PM peak hours is considered to be 87 and 29 respectively.

7.3 Development Impact

7.3.1 NHS Development

As discussed, the site currently benefits from an extant outlined consent. The following table details the extant permitted vehicle trip rates and resulting vehicle trips at the proposed development site within the AM and PM peak hours. The following table relates to the full Outline planning consent for 16,499sq.m of industrial B2/B8 land use.

Table 11: Peak Hour Vehicle Trip Generation – 16,499sq.m Industrial Use

Total Industrial Estate – GFA 16,499sq.m					
	Arrivals Trip Rate	Total Arrivals	Departures Trip Rate	Total Departures	Two-Way
AM	0.380	63	0.158	26	89
PM	0.169	28	0.367	61	88

Based on the above, the total number of permitted development trips at Capitol Park is 89 two-way trips during the AM peak and 88 two-way trips during the PM peak.

However, the development proposals do not encompass the entire site, but replace approximately 6,503sq.m of the 16,499sq.m Capitol Park site.

Therefore the number of vehicle trips associated with 6,503sq.m of extant consent is shown in comparison with the assumed maximum 87 and 29 two-way trips associated with the NHS proposals below:

Table 12: Peak Hour Vehicle Trip Generation – 6,503sq.m Industrial Use

	Total Area replaced by proposals – GFA 6,503sq.m					Proposed NHS Vehicle Trips	
	Arrivals Trip Rate	Total Arrivals	Departures Trip Rate	Total Departures	Two-Way	NHS Two-Way Trips	Additional NHS Trips
AM	0.380	25	0.158	10	35	87	52
PM	0.169	11	0.367	24	35	29	-6

Based on the above, the total number of extant vehicle trips associated 6,503sq.m of industrial development is 35 two-way trips in both the AM and PM peaks.

As the NHS proposals are expected to generate up to a maximum of 87 two-way vehicle trips during the AM peak and 29 two-way trips during the PM peak, this results in an additional potential 52 two-way vehicle trips during AM peak period and 6 fewer two-way vehicle trips during the PM peak period in comparison with trips associated with 6,503sq.m of industrial land use.

7.3.2 Previously Allowed Committed Development Trips

However, the original Transport Assessment in support of the Capitol Park Industrial estate produced by AECOM in June 2016 included committed development traffic associated with the potential adjacent site within Capitol Park Close to the east of the CDP site.

The trip rates for the adjacent site were derived from TRICs based on a GFA of 25,000m², this GFA was based on 45% of the proposed site area and the same trip rates as used within Table 12. The resulting vehicle trips included as committed development traffic were as follows:

Table 13: Wider Capitol Close – Committed Development (as included in the June 2016 Transport Assessment)

Total Industrial Estate – GFA 25,000sq.m					
	Arrivals Trip Rate	Total Arrivals	Departures Trip Rate	Total Departures	Two-Way Trips
AM	0.380	98	0.158	41	139
PM	0.169	44	0.367	95	139

Therefore the assessment of the committed development accounted for 139 vehicle trips on Capitol Park to the east. This was then included in the assessment of the previous CDP Industrial development.

However, AECOM are now aware of proposals in support of the adjacent site on the eastern side of Capitol Close and from the resulting TS review undertaken by AECOM in June 2017, the vehicle trip generation associated with the 7,005sq.m Industrial development can be considered as follows:

Table 14: Site to the East of Capitol Close Vehicle Trips – Committed Development

Total Industrial Estate – GFA 7,005.m					
	Arrivals Trip Rate	Total Arrivals	Departures Trip Rate	Total Departures	Two-Way Trips
AM	0.325	23	0.157	11	34
PM	0.107	8	0.330	23	31

Therefore, based on the initial estimation of two-way vehicle trips associated with the adjacent committed development site, the remaining two-way vehicle trips after consideration of the additional two-way NHS trips would be as follows:

Table 15. Over Estimated and Additional Vehicle Trips

	Original Comm.dev Traffic from the June 2016 TA	New adjacent site on Capitol Close development traffic	Remaining Committed Dev trips after adjacent development site	Additional Two-Way NHS Trips.	Remaining Comm. dev traffic with NHS and adjacent development site
AM	139	34	105	87	18
PM	139	31	108	29	79

Based on the above, it is considered that the additional vehicle trips associated with the proposed NHS can be covered within the previously allowed committed development traffic, that was used to assess the network as part of the original June 2016 wider CDP Industrial land use, this being due to the fact the current proposal on the land to the east of Capitol Close is predicted to generate less traffic than was assumed previously.

It is therefore considered that no off site highway mitigation is required for the occupation of this development, with the impact being included within the previous assessments in June 2016.

7.3.3 CDP Site Extant Consent

As a further consideration, the original CDP wider industrial development extant consent from June 2016 was limited to 63 two way trips through a planning condition before offsite works were required, of which 38 two way trips were taken up by a Reserved Matters planning application in February 2017 for 7,063sq.m of Industrial land use, leaving 25 two trips “allowed” on the site.

Therefore, based upon the 87 two way trips in the weekday AM peak from the NHS site, this then exceeds the remaining allowance by 62, which can be accommodated within the wider committed development traffic as set out below.

Table 16. Over Estimated and Additional Vehicle Trips

	Original CDP Trips allowance	February 2017 Reserved Matters application	Remaining Committed Dev trips after adjacent development site	Additional Two- Way NHS Trips.	Remaining Comm. dev traffic with NHS and adjacent development site taking account of CDP traffic
AM	63	38	105	87	43
PM	63	38	108	29	104

Therefore, whilst the NHS traffic cannot be accommodated within the permitted number of trips from the CDP site before offsite works are required, there are additional trips “available” from the committed development traffic due to the proposals for the adjacent site to the east of Capitol Close site generating less than was assumed in the original assessments.

8. Summary and Conclusions

The following summarises the findings of this Transport Statement.

8.1 Introduction and Development Proposals

AECOM has been commissioned by Commercial Development Projects to produce a Transport Statement in support of a proposed NHS development at Capitol Park, Barnsley.

The facility will provide blood components to hospitals in Yorkshire, Derbyshire, Nottinghamshire and Lincolnshire and operate 24 hours per day, 7 days per week and 52 weeks per year.

8.2 Policy Review

The assessment of the proposals against local and national policy / guidance confirms its acceptability in transport planning terms.

8.3 Accident Analysis

The accident analysis identified the primary causes of accidents within the vicinity of the site are lack of driver awareness and not as a consequence of any deficiencies in the road network itself.

Taking into consideration the above analysis it is considered that the addition of proposed development traffic on the local road network would not result in an unacceptable impact on road safety.

8.4 Accessibility

The area surrounding the site has good existing pedestrian and cycling facilities, along with easily accessible bus stops that are in close proximity to the site. Cycling and walking could easily form part of a wider multi modal journey to work.

In addition to the above, Dodworth Railway Station and Barnsley Bus / Rail Interchange are located within the distance outlined for commuter journeys, therefore could also feasibly provide part of a combined cycle / rail journey to the site.

8.5 Trip Generation and Distribution

As discussed, the development is anticipated to generate up to a maximum of 87 and 29 two-way vehicular movements during the AM peak and PM peak hours respectively, which are within the previous allowance given for committed development within the previous assessments for an industrial development on the wider site in June 2016.

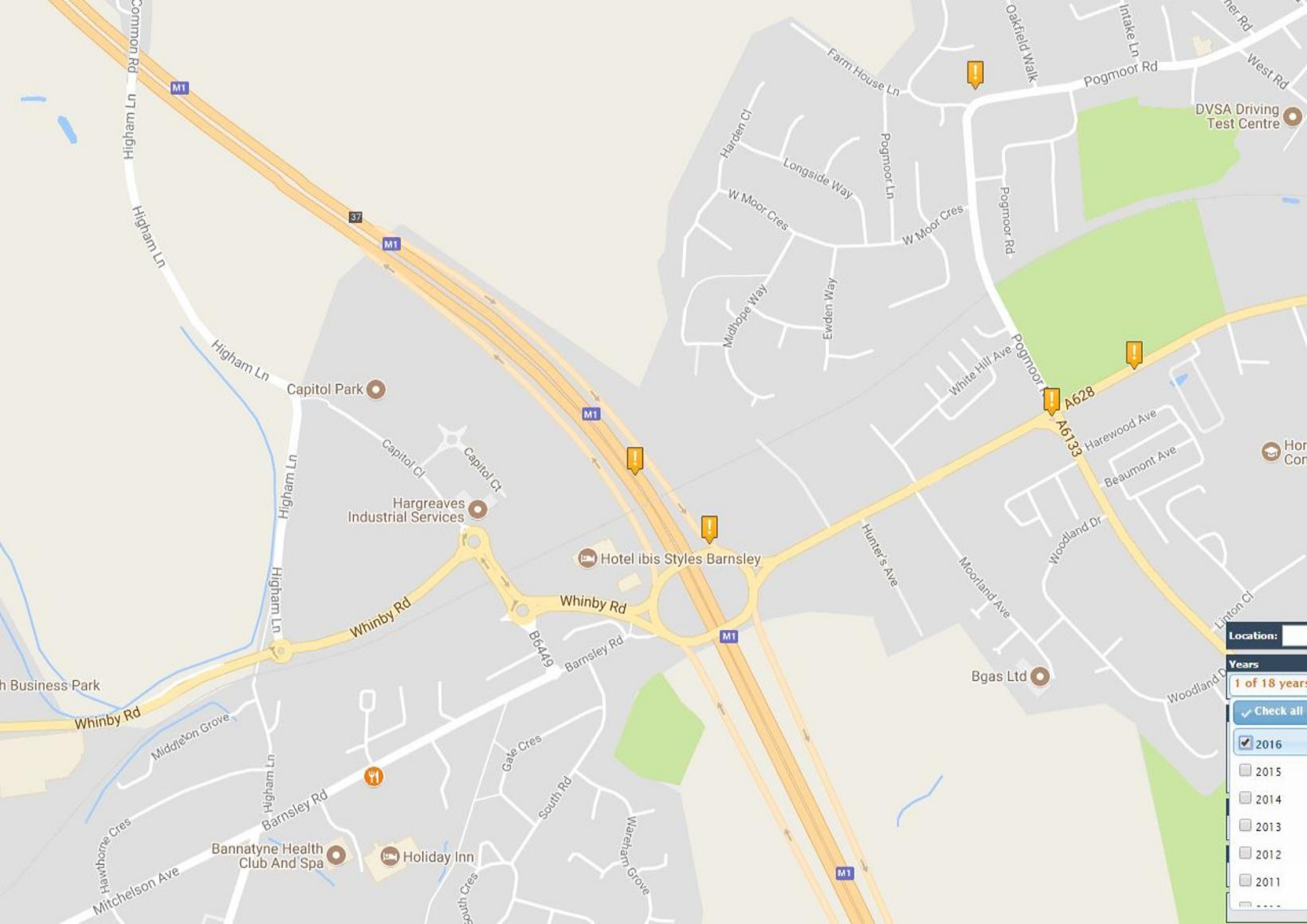
It is therefore considered that no off site highway mitigation is required for the occupation of this development.

8.6 Conclusion

Given the findings of this Transport Statement, it is considered that the traffic impacts of the development proposals are minimal and less than the impact of the development previously approved on this site. The site accords with Local and National Policy. Thus, there are no substantive highway reasons why the development proposals should not be granted consent.

In conclusion, the development is not considered to have a severe traffic impact on the local highway network and has not been found to have a greater impact on the local road network than the extant condition detailed above.

Appendix A – Accident Data



Location:

Years

1 of 18 years

☒ Check all

☒ 2016

☐ 2015

☐ 2014

☐ 2013

☐ 2012

☐ 2011

☐ ...

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00230-11 06/03/2011 Sunday Time: 1530 Vehicles 2 Casualties 1 Slight
Easting: 431,745 Northing: 405,869
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 40

Location: DODWORTH BYPASS DODWORTH

Description: V1 TV FROM PENISTONE TW BARNSELY . SHORTLY BEFORE TOBY JUG PH ON
BREAKING BROW OF HILL V1 SAW V2 HEADING TW HIM ON WRONG SIDE OF
RD. V1 MOVED TO LEFT TO TRY & AVOID COLL BUT V2 STILL COLL WITH V1.

Vehicle Reference: 1 Motorcycle over 500cc Going ahead
First point of impact: Offside
Vehicle direction: N to S Journey: Not known
Age of Driver : 58 Breath test: Negative

Contributory Factors : 403 306

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Offside
Vehicle direction: S to N Journey: Not known
Age of Driver : 42 Breath test: Negative

Contributory Factors : 403 306

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00350-11 17/04/2011 Sunday Time: 1520 Vehicles 2 Casualties 1 Slight
Easting: 432,162 Northing: 405,827
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Roundabout Speed Limit: 70

Location: MOTORWAY BARNSELEY AT J/W EXIT SLIP RD JCT 37

Description: BOTH VEH'S EXITING M1 WHEN V2 COLL WITH REAR OF V1.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: S to N Journey: Not known
Age of Driver : 38 Breath test: Not provided (medical)
Contributory Factors : 602

Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
First point of impact: Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 45 Breath test: Negative
Contributory Factors : 602

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00650-11 13/07/2011 Wednesda Time: 1707 Vehicles 2 Casualties 1 Slight
Easting: 432,328 Northing: 405,964
Fine without high winds Road Surface: Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 40

Location: DODWORTH RD BARNSELEY

Description: V2 BRAKED DUE TO SLOWING TF BUT V1 FOLLOWING COLL WITH REAR OF V2.

Vehicle Reference: 1 Motorcycle over 500cc Going ahead
First point of impact: Front
Vehicle direction: NE to S Journey: Commuting to/from work
Age of Driver : 27 Breath test: Negative
Contributory Factors : 406 408

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: NE to S Journey: Commuting to/from work
Age of Driver : 29 Breath test: Negative
Contributory Factors : 406 408

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00673-11 14/07/2011 Thursday Time: 1740 Vehicles 2 Casualties 1 Slight
Easting: 432,265 Northing: 405,919
Fine without high winds Road Surface: Dry Daylight: street lights present
Road Type: Roundabout Speed Limit: 40

Location: DODWORTH RD BARNSELY AT J/W DODWORTH RDBT

Description: V1 COLL WITH V2 THAT WAS STATIONARY AT RDBT

Vehicle Reference: 1 Bus or coach Moving off
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 34 Breath test: Negative
Contributory Factors : 406

Casualty Reference: 1 Age: 34 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: E to W Journey: Not known
Age of Driver : 27 Breath test: Driver not contacted
Contributory Factors : 406

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00729-11 25/07/2011 Monday Time: 0157 Vehicles 1 Casualties 1 Slight

Easting: 432,265 Northing: 405,920

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Roundabout Speed Limit: 40

Location: BARNSELY RD DODWORTH AT J/W MOTORWAY RDBT

Description: DRIVER LOST CONTROL WHILST OPL AND ROLLED ACC CARR.

Vehicle Reference: 1 Car

Changing lane to left

First point of impact: Did not impact

Vehicle direction: NE to SW

Journey: Not known

Age of Driver : 23

Breath test: Positive

Contributory Factors : 410 501

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00868-11 08/09/2011 Thursday Time: 1145 Vehicles 2 Casualties 2 Slight
Easting: 432,381 Northing: 405,997
Fine without high winds Road Surface: Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: DODWORTH RD BARNSELY

Description: V2 WAS TV IN LN 1 OF A TWO LN SINGLE C/WAY. V1 WAS TV IN LN2. V2
INDICATED & THEN PULLED INTO LN2 WITH INTENTION OF TURNING R INTO
PRIVATE D/WAY. AS V2 STARTED TO TURN IT COLL WITH V1 TV STRAIGHT
AHEAD.

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 61 Breath test: Negative

Contributory Factors :

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Changing lane to right
First point of impact: Offside
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 30 Breath test: Negative

Contributory Factors :

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00093-12 02/02/2012 Thursday Time: 1824 Vehicles 2 Casualties 1 Slight
Easting: 432,209 Northing: 405,960
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 40

Location: DODWORTH RD BARNSELEY AT J/W MI EXIT SLIP RD

Description: V1 EXITING M1 STOPS AT RDBT BUT V2 FOLLOWING FAILS TO REACT IN TIME
AND COLL WITH REAR OF V1.

Vehicle Reference: 1 Car Turning right
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 43 Breath test: Not requested
Contributory Factors : 406

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted
Contributory Factors : 406

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00248-12 21/03/2012 Wednesda Time: 1320 Vehicles 3 Casualties 3 Slight
 Easting: 431,489 Northing: 405,778
 Fine without high winds Road Surface: Dry Daylight:street lights present
 Road Type: Single carriageway Speed Limit: 40

Location: WHINBY RD DODWORTH 100 MTS FROM HIGHAM LN

Description: DRIVER OF V1 THOUGHT HE WAS ON A DUAL CARR SO BEGAN TO OVERTAKE
 BUT THIS IS A SINGLE CARR AND SO COLL HEAD ON WITH V2 THEN SPUN INTO
 V3.

Vehicle Reference: 1 Car Overtaking moving vehicle on its offside
 First point of impact: Front
 Vehicle direction: E to W Journey: Journey as part of work
 Age of Driver : 36 Breath test: Negative

Contributory Factors : 403 405 503 602 703

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Journey as part of work
 Age of Driver : 46 Breath test: Negative

Contributory Factors : 403 405 503 602 703

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

Vehicle Reference: 3 Car

Going ahead

First point of impact: Offside

Vehicle direction: W to E

Journey: Not known

Age of Driver : 62

Breath test: Negative

Contributory Factors : 403 405 503 602 703

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

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 3 Age: 54 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-01172-12 19/12/2012 Wednesda Time: 1645 Vehicles 2 Casualties 1 Slight

Easting: 431,951 Northing: 405,871

Fine without high winds Road Surface: Wet/Damp Daylight:street lights present

Road Type: Roundabout Speed Limit: 40

Location: WHINBY ROAD DODWORTH

Description: VEH1 MCAR TV ALG WHINBY RD IN THE N/SIDE LN INTENDING TO TAKE 1ST EXIT ON R/ABOUT. VEH2 HGV TV SAME DIRC IN O/SIDE LN APPEARS TO HAVE BEEN TURNING R OFF THE R/ABOUT. AS BOTH VEHS ENTER R/ABOUT VEH2 CAUGHT N/SIDE VEH1 CAUSING DAMAGE

Vehicle Reference: 1 Car

Turning right

First point of impact: Back

Vehicle direction: SE to N

Journey: Journey as part of work

Age of Driver : 46

Breath test: Not requested

Contributory Factors : 403

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Goods between 3.5 and 7.5 Turning left

First point of impact: Nearside

Vehicle direction: SE to S

Journey: Not known

Age of Driver :

Breath test: Not provided (medical)

Contributory Factors : 403

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

133214 01/02/2013 Friday Time: 1750 Vehicles 2 Casualties 1 Slight
Easting: 432,700 Northing: 406,113
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: A 6133 BROADWAY 5M NORTH OF HAREWOOD AVE BARNESLEY SOUTH
YORKSHIRE

Description: INJURED PARTY CROSSING C/WAY USING A PED XING RIDING A MOBILITY
SCOOTER VEH2. VEH1 TV FILTER LN TV THROUGH PED XING CAUSING FRONT
O/S WING OF VEH TO COLL WITH FRONT END SCOOTER

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 75 Breath test:

Contributory Factors :

Vehicle Reference: 2 Mobility Scooter Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 57 Breath test:

Contributory Factors :

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

134749 12/02/2013 Tuesday Time: 1338 Vehicles 3 Casualties 2 Serious
 Easting: 431,480 Northing: 405,774
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: A 628 DODWORTH 100m WEST of HIGHAM COMMON LANE BARNSELY SOUTH
 YORKSHIRE

Description: V1 TRAV TWDS SILKSTONE, HAS OVERTAKEN V3 AND HAS COLLIDED WITH V2
 WHILST STRAYING OVER THE WHITE LINES

Vehicle Reference: 1 Car Overtaking moving vehicle on its offside
 First point of impact: Front
 Vehicle direction: E to W Journey: Commuting to/from work
 Age of Driver : 29 Breath test:

Contributory Factors : 601 405

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 71 Breath test:

Contributory Factors : 601 405

Casualty Reference: 2 Age: 71 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 3 Car Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 28 Breath test:

Contributory Factors : 601 405

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00032-13 04/03/2013 Monday Time: 1108 Vehicles 3 Casualties 2 Slight
Easting: 432,458 Northing: 406,038
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DODWORTH RD BARNSELY 20MTRS HUNTERS AVE

Description: V1 AND V3 TV DODWORTH RD IN DIRC OF TOWN CENTRE. V2 COLL INTO REAR OF 3 CAUSING IT TO BE PROPELLED FORWARD INTO REAR OF V1.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 38 Breath test: Not requested
Contributory Factors : 510 405

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 83 Breath test: Not requested
Contributory Factors : 510 405

Vehicle Reference: 3 Van or Goods <= 3.5 tonnes Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 59 Breath test: Not requested
Contributory Factors : 510 405

Casualty Reference: 2 Age: 59 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00333-13 09/06/2013 Sunday Time: 1240 Vehicles 2 Casualties 3 Slight
Easting: 432,390 Northing: 405,997
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DODWORTH RD BARNSELEY

Description: VEH2 TRAV UP A628 T/W J37 M1. VEH1 TRAV SAME DIRC BHIND VEH2. VEH2 BRAKED & CAME TO A STOP. VEH1 COLL REAR VEH2

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Not known
Age of Driver : 18 Breath test: Negative

Contributory Factors : 308 408 605

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 16 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: NE to SW Journey: Journey as part of work
Age of Driver : 23 Breath test: Not provided (medical)

Contributory Factors : 308 408 605

Casualty Reference: 2 Age: 23 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00418-13 19/07/2013 Friday Time: 1705 Vehicles 2 Casualties 2 Slight
Easting: 432,268 Northing: 405,924
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 40

Location: DODWORTH RD BARNSELEY

Description: VEH1 TRAV ALG A628 STAT AT DODWORTH R/ABOUT HEADING T/W
DODWORTH. VEH2 TRAV B/HIND VEH1 COLL REAR VEH1

Vehicle Reference: 1 Car Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: NE to SW

Journey: Not known

Age of Driver : 51

Breath test: Negative

Contributory Factors : 406 405

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

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 47 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Moving off

First point of impact: Front

Vehicle direction: NE to SW

Journey: Commuting to/from work

Age of Driver : 46

Breath test: Negative

Contributory Factors : 406 405

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00099-14 29/01/2014 Wednesda Time: 0825 Vehicles 4 Casualties 1 Slight

Easting: 432,173 Northing: 405,812

Fine without high winds Road Surface: Wet/Damp Daylight

Road Type: Slip road Speed Limit: 70

Location: M1 SLIP ROAD BARNSELY 18 MTS DODWORTH ROAD

Description: VEH4 FRONT MOST VEH ON SLIP RD. VEH1 STOPS BEHIND VEH4. VEH2 STOPS BUT VEH 3 COLL INTO REAR OF 2. VEH2 PUSHED INTO 1 WHICH WAS PUSHED INTO 4.

Vehicle Reference: 1 Car

Slowing or Stopping

First point of impact: Back

Vehicle direction: SE to NW

Journey: Commuting to/from work

Age of Driver : 50

Breath test: Negative

Contributory Factors : 308 307 509

Vehicle Reference: 2 Car

Slowing or Stopping

First point of impact: Back

Vehicle direction: SE to NW

Journey: Commuting to/from work

Age of Driver : 30

Breath test: Negative

Contributory Factors : 308 307 509

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 3 Car

Slowing or Stopping

First point of impact: Front

Vehicle direction: SE to NW

Journey: Commuting to/from work

Age of Driver : 53

Breath test: Negative

Contributory Factors : 308 307 509

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

Vehicle Reference: 4 Car

Slowing or Stopping

First point of impact: Back

Vehicle direction: SE to NW

Journey: Commuting to/from work

Age of Driver : 35

Breath test: Not requested

Contributory Factors : 308 307 509

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00222-14 08/03/2014 Saturday Time: 1215 Vehicles 2 Casualties 2 Slight
Easting: 432,277 Northing: 405,933
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 40

Location: DODWORTH ROAD BARNSELY J/W M1

Description: VEH1 STAT WAITING TO ENTER M1 SOUTHBOUND. VEH2 COLL INTO REAR OF VEH1.

Vehicle Reference: 1 Car Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: NE to SW

Journey: Other

Age of Driver : 33

Breath test: Negative

Contributory Factors : 406

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

First point of impact: Front

Vehicle direction: NE to SW

Journey: Other

Age of Driver : 43

Breath test: Negative

Contributory Factors : 406

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

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 16 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00323-14 11/04/2014 Friday Time: 1915 Vehicles 2 Casualties 1 Slight
Easting: 432,568 Northing: 406,098
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DODWORTH ROAD BARNSELY 110 MTS BROADWAY

Description: V1 TV IN CENTRE LANE FROM DODWORTH TW TOWN CENTRE ON A628. V2
STATIONARY WISHING TO DO A U TURN BACK TW DODWORTH R/ABOUT.
DRIVER OF V2 LOOKS IN MIRROR, FAILS TO SEE V1 & COLL WITH N/S OF V1.

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: SW to NE Journey: Other
Age of Driver : 21 Breath test: Negative

Contributory Factors : 405 403

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car U turn
First point of impact: Offside
Vehicle direction: SW to SW Journey: Journey as part of work
Age of Driver : 48 Breath test: Not requested

Contributory Factors : 405 403

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00468-15 23/05/2015 Saturday Time: 1710 Vehicles 2 Casualties 1 Slight
Easting: 432,203 Northing: 405,965
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 70

Location: M1 SLIP ROAD BARNSELY J/W DODWORTH ROUNDABOUT

Description: V1 COLL WITH REAR OF V2 AT ROUNDABOUT

Vehicle Reference: 1 Car Waiting to turn left
First point of impact: Front
Vehicle direction: N to E Journey: Other
Age of Driver : 19 Breath test: Negative

Contributory Factors : 405 406

Vehicle Reference: 2 Car Waiting to turn left
First point of impact: Back
Vehicle direction: N to E Journey: Other
Age of Driver : 68 Breath test: Negative

Contributory Factors : 405 406

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00497-15 05/06/2015 Friday Time: 1020 Vehicles 2 Casualties 1 Slight
Easting: 432,266 Northing: 405,917
Unknown Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: DODWORTH ROAD BARNSELY J/W DODWORTH ROUNDABOUT

Description: V1 WAITING TO ENTER R/ABOUT WHEN V2 COLLIDED WITH REAR OF V1.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: E to S Journey: Other
Age of Driver : 41 Breath test: Driver not contacted

Contributory Factors : 405

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: E to S Journey: Other
Age of Driver : 73 Breath test: Driver not contacted
Contributory Factors : 405

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-00659-15 21/07/2015 Tuesday Time: 1310 Vehicles 2 Casualties 1 Slight
Easting: 432,194 Northing: 405,864
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M1 BARNSELY JUNCTION 37

Description: VEH1 TV IN MIDDLE LN. VEH2 IN LN1 UNDERTAKING VEH1 PUSHING VEH1 INTO LN3.

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 46 Breath test: Not requested
Contributory Factors : 403

Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Overtaking on nearside
First point of impact: Offside
Vehicle direction: S to N Journey: Other
Age of Driver : Breath test: Driver not contacted
Contributory Factors : 403

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-01245-15 24/10/2015 Saturday Time: 1615 Vehicles 2 Casualties 1 Slight
Easting: 432,686 Northing: 406,160
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DODWORTH RD BARNSELY BROADWAY

Description: V1 STOPPED IN TRAFFIC AT JUNC. V2 STOPPED BEHIND V1 BEFORE SETTING OFF AND COLL WITH REAR OF V1.

Vehicle Reference: 1 Car Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: E to W

Journey: Journey as part of work

Age of Driver : 39

Breath test: Driver not contacted

Contributory Factors : 405

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Other

Age of Driver :

Breath test: Not requested

Contributory Factors : 405

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-01013-15 04/11/2015 Wednesda Time: 0815 Vehicles 3 Casualties 1 Slight
Easting: 432,164 Northing: 405,919
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M1 BARNSELY JUNCTION 37

Description: V1 FAILED TO OBSERVE SLOWING TRAFFIC AHEAD MOVES FROM LANE 3 TO
LANE 2 COLL WITH V2 AND THEN BACK TO LANE 3 COLL WITH V3

Vehicle Reference: 1 Car Changing lane to left
First point of impact: Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 37 Breath test: Negative
Contributory Factors : 405 406

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 37 Breath test: Negative
Contributory Factors : 405 406

Casualty Reference: 1 Age: 44 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 3 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 25 Breath test: Negative
Contributory Factors : 405 406

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-01105-15 30/11/2015 Monday Time: 1040 Vehicles 2 Casualties 1 Slight
Easting: 432,174 Northing: 405,945
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Roundabout Speed Limit: 40

Location: DODWORTH ROUNDABOUT BARNSELY J/W M1 SLIP ROAD

Description: VEH1 IN N/S LN ON RNDBT. VEH2 TV IN MIDDLE LN ATTEMPTS TO PULL IN TO N/S COLL WITH VEH1.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: W to E Journey: Other
Age of Driver : 31 Breath test: Not requested
Contributory Factors : 403

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

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Changing lane to left
First point of impact: Nearside
Vehicle direction: W to E Journey: Other
Age of Driver : Breath test: Driver not contacted
Contributory Factors : 403

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

B-01177-15 16/12/2015 Wednesda Time: 0920 Vehicles 2 Casualties 1 Slight
Easting: 432,668 Northing: 406,153
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DODWORTH ROAD BARNSELY J/W BROADWAY

Description: VEH1 TV DODWORTH RD FROM DODWORTH RNDBT TW BARNSELY. VEH2 CUTS IN FRONT OF VEH1 CAUSING VEH1 TO COLL WITH REAR OF VEH2. PASS ON VEH1 SUSTAINS INJ.

Vehicle Reference: 1 Bus or coach

Going ahead

First point of impact: Front

Vehicle direction: SW to NE

Journey: Journey as part of work

Age of Driver : 43

Breath test: Not requested

Contributory Factors : 601

Casualty Reference: 1 Age: Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car

Changing lane to left

First point of impact: Back

Vehicle direction: SW to NE

Journey: Other

Age of Driver :

Breath test: Driver not contacted

Contributory Factors : 601

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Notes:

Selected using Build Query : Local_auth = 'Barnsley'

David Cleasby - Aecom

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	1	20	21
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	0	0	0
Horses & other	0	0	1	1
Total	0	1	23	24

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	23	24
Passenger	0	0	7	7
Motorcycle rider	0	0	2	2
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	32	33



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2016 data is provisional and is subject to change

Crash Date: Friday, January 22, 2016

Time of Crash: 4:00:00 PM

Crash Reference: 2016140041294

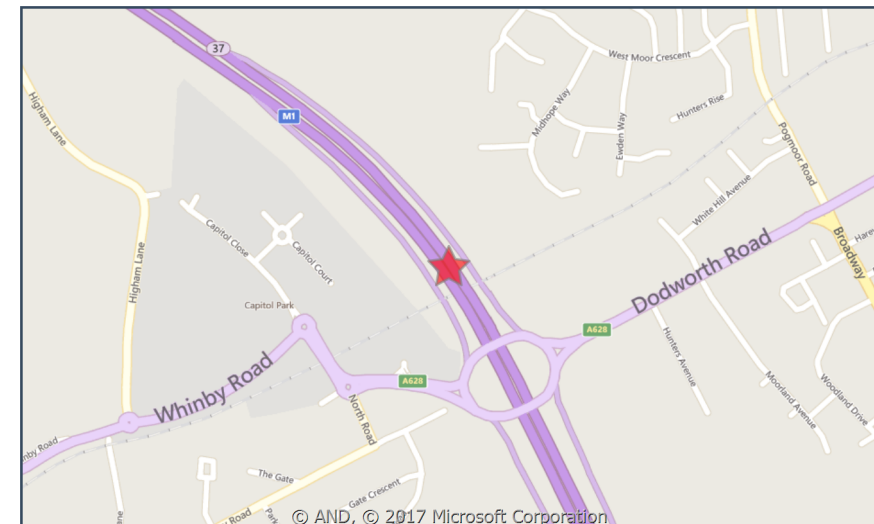
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Unknown

Road Number: M1

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 432093 406063



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



2016 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	16-24	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	Bollard/Refuge	Central crash barrier
2	Car (excluding private hire)	-1	Male	25-34	Vehicle is changing lane to the left	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16-24	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



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2016 data is provisional and is subject to change

Crash Date:

Friday, May 13, 2016

Time of Crash: 2:40:00 PM

Crash Reference: 2016140069672

Highest Injury Severity:

Slight

Road Number: U0

Number of Casualties: 1

Highway Authority:

Barnsley

Number of Vehicles: 2

Local Authority:

Barnsley Metropolitan Borough

OS Grid Reference: 432788 406216

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Crossroads

Junction Pedestrian Crossing:

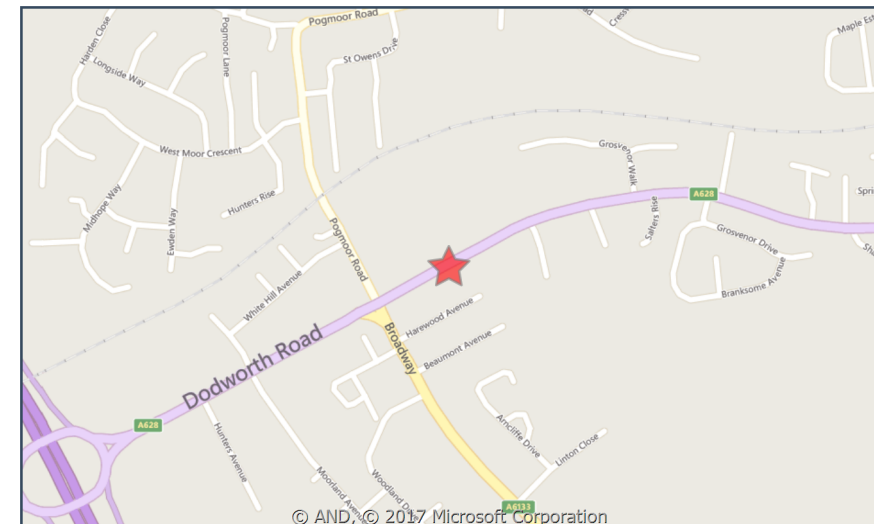
Central refuge - no other controls

Road Type:

Single carriageway

Junction Control:

Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



2016 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	25-34	Vehicle is waiting to proceed normally but is held up	Unknown	Other	None	None
2	Pedal cycle	-1	Male	NK	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Pupil riding to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	NK	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



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Crash Date: Saturday, May 28, 2016

Time of Crash: 10:55:00 AM

Crash Reference: 2016140075601

Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley Metropolitan Borough

Road Number: M1

Number of Casualties: 2

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 70

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

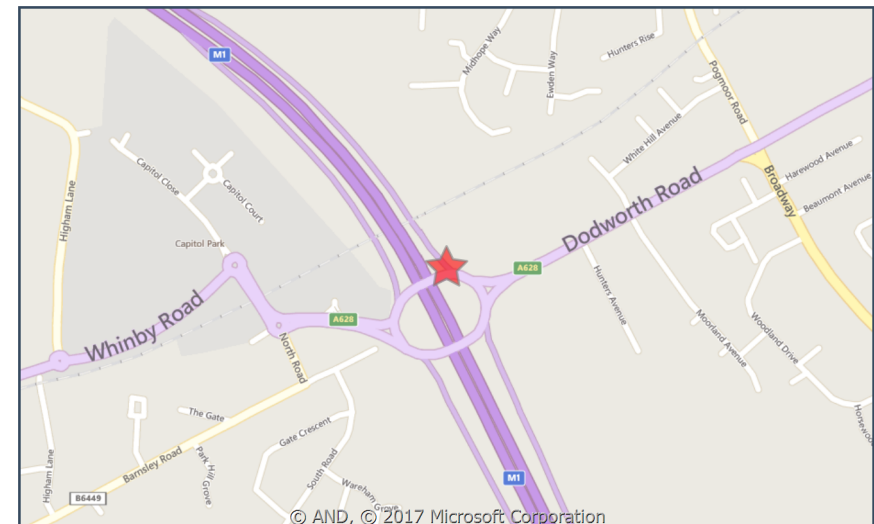
Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Auto traffic signal

OS Grid Reference: 432197 405968



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



2016 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	65-74	Vehicle is slowing down or stopping	Unknown	Other	None	None
2	Car (excluding private hire)	-1	Female	16-24	Vehicle is waiting to proceed normally but is held up	Unknown	Other	None	None
3	Car (excluding private hire)	-1	Female	25-34	Vehicle is waiting to proceed normally but is held up	Unknown	Other	None	None
4	Car (excluding private hire)	-1	Male	75-84	Vehicle is waiting to proceed normally but is held up	Unknown	Other	None	None
5	Good vehicles of unknown weight	-1	Male	55-64	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16-24	Unknown or other	Unknown or other
4	3	Slight	Driver or rider	Male	75-84	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



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2016 data is provisional and is subject to change

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



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2016 data is provisional and is subject to change

Crash Date:

Saturday, August 06, 2016

Time of Crash: 5:40:00 PM

Crash Reference: 2016140098097

Highest Injury Severity:

Slight

Road Number: A628

Number of Casualties: 2

Highway Authority:

Barnsley

Number of Vehicles: 2

Local Authority:

Barnsley Metropolitan Borough

OS Grid Reference: 432673 406149

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Crossroads

Junction Pedestrian Crossing:

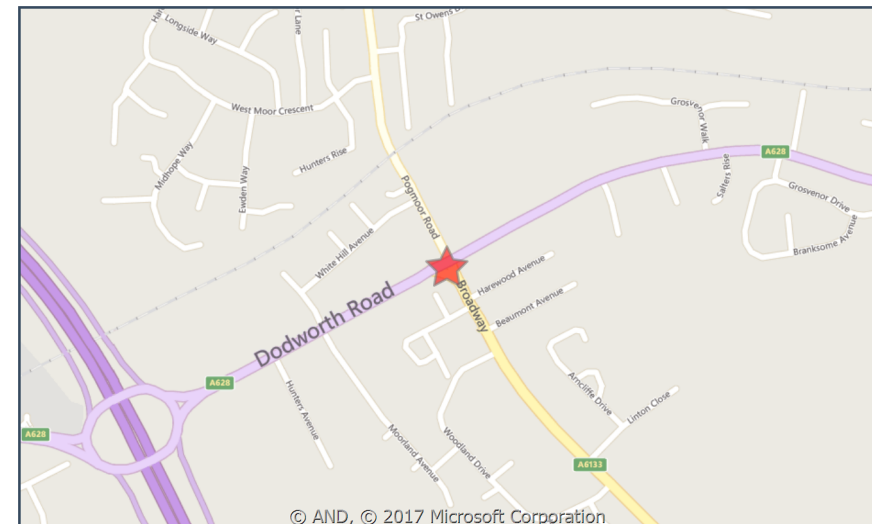
No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



2016 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	45-54	Vehicle is waiting to turn right	Unknown	Other	None	None
2	Car (excluding private hire)	-1	Male	55-64	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	45-54	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	55-64	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

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