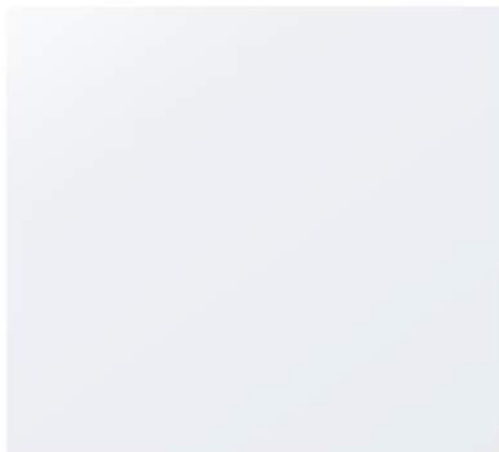


E J Lidster Sales Ltd

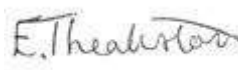


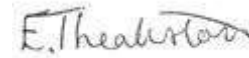
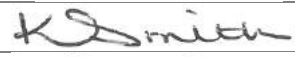

West Green Way, Monk Bretton  
Barnsley

Transport Statement



## Control Sheet

**CLIENT:** E J Lidster Sales Ltd  
**PROJECT TITLE:** West Green Way, Monk Bretton  
 Barnsley  
**REPORT TITLE:** Transport Statement  
**PROJECT REFERENCE:** 157820  
**DOCUMENT NUMBER:** 001  
**ISSUE NUMBER:** 02  
**DATE:** November 2023

Issue & Approval Schedule	Issue 01 Draft		Name		Signature		Date
	Prepared by		Elizabeth Theakston				15/11/2023
	Checked by		Karen Smith				17/11/2023
	Approved by		Karen Smith				17/11/2023
Issue Record	Issue	Date	Status	Description	Signature		
	02	26/11/2023	Final	Report updated following project team review	Prepared		
					Checked		
					Approved		
	03				Prepared		
					Checked		
					Approved		

*This document has been prepared in accordance with procedure OP/P02 of the Sanderson Associates Consulting Engineers Quality and Environmental Management System.*

*This document has been prepared in accordance with the instructions of the client, E J Lidster Sales Ltd, for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.*

*Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates Consulting Engineers unless otherwise expressly stated within this report.*

*Copyright - All intellectual property rights in, or arising out of, or in connection with this report, are owned by Sanderson Associates Consulting Engineers. The client named above has a licence to copy and use this report only for the purposes for which it was provided. The licence to use and copy this report is subject to other terms and conditions agreed between Sanderson Associates Consulting Engineers and the client.*

*Sanderson Associates Consulting Engineers is a trading name of Fairhurst Group LLP, a limited liability partnership, registered in Scotland with the registered number SO307306.*

---

## Acknowledgements

Google My Maps has been used to generate figures included in this report for illustrative purposes only.

The Crashmap Pro Collision Analysis System v1.29 has been utilised to carry out a road traffic incident review.

## Contents

1. Introduction.....	5
2. Planning Policy Context.....	6
3. Existing Situation .....	8
4. Proposed Development.....	15
5. Summary and Conclusions .....	17

## List of Tables

Table 1 - Recorded Personal Injury Incidents - West Green Way/A628/Barnsley Road/Burton Road .	13
Table 2 – Recorded Personal Injury Incidents - West Green Way .....	13
Table 3 - Recorded Personal Injury Incidents - West Green Way/Fish Dam Lane/Industry Road .....	14

## List of Figures

Figure 1 – Site Location [GoogleMyMaps].....	8
Figure 2 – Site Access from West Green Way .....	10
Figure 3 – Photograph demonstrating forward visibility to site access.....	10
Figure 4 – Photograph demonstrating visibility for drivers exiting the site.....	11
Figure 5 – Crashmap Extract [CrashmapPro].....	12

## List of Appendices

### Appendix A

Crashmap Pro Reports

### Appendix B

Proposed Site Layout

## 1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been instructed by E J Lidster Sales Ltd to prepare a Transport Statement to support a planning application for the installation of an aggregate wash plant and associated equipment at the existing recycling facility situated off West Green Way, Monk Bretton, Barnsley, S72 8BW.
- 1.2 This Transport Statement has been prepared having due regard to the comments set out in the letter dated 3 October 2023 from the Local Planning Authority in relation to the retrospective planning application reference 2023/0758/INVALID in which they requested:
- ‘A transport statement is required identifying the number and type of vehicles to be used in construction/operation, location and number of parking bays etc shown on a plan’.*
- 1.3 In accordance with national guidance, this Transport Statement evaluates the potential transport impacts of the proposed development and contains:
- Review of national and local planning policies;
  - Information regarding the existing site and an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
  - Information regarding the proposed development, site layout, means of access across all modes of transport and parking requirements for the site;
  - Calculation of the number of trips which would be expected to be generated by the proposed site, details of the vehicle profile envisaged and comment on the potential transport impacts.
  - Swept path analysis of the likely vehicles that will be entering the site and their required movements.
- 1.4 This Transport Statement seeks to demonstrate that the residual cumulative impacts on the local road network will not be severe and accordingly there are no transport reasons why planning permission should not be granted.

## 2. Planning Policy Context

### 2.1 National Planning Policy

2.1.1 The National Planning Policy Framework (NPPF), first published on 27 March 2012 and most recently updated on 5th September 2023, provides the most up-to-date national guidance on transport and its role within the planning system.

2.1.2 In considering development proposals, NPPF paragraph 110 states that;

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users;*

*c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

*d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

2.1.3 NPPF paragraph 111 states:

*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

2.1.4 Furthermore, NPPF paragraph 112 states:

*‘Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.’*

## 2.2 **Barnsley Local Plan**

- 2.2.1 The current Local Plan for Barnsley was adopted in January 2019 and “sets out the key elements of the planning framework for Barnsley, and the approach to its long term physical development to achieve the Council’s vision of what sort of place Barnsley wants to become”. Furthermore it “sets out the council’s strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of our local environment”.
- 2.2.2 A number of policies within the 2019 adopted Local Plan are considered to be relevant to the proposed development and these are set out below:-

### **Policy T2 Safeguarding of Former Railway Lines**

This Policy seeks to safeguard land within and adjacent to existing and historic rail lines so as not to prejudice their future expansion or reinstatement.

This policy is considered relevant as the eastern boundary of the application site sits immediately adjacent to the former Cudworth rail line. It is, however, confirmed that the proposed development will not have any detrimental impact on the former railway line and associated embankment and in no way prejudices its future reinstatement and operation. There is, therefore, no conflict with Policy T2.

### **Policy T3 New Development and Sustainable Travel**

In relation to this application Policy T3 states that “new development will be expected to: ‘Provide a transport statement or assessment in line with guidance set out in the National Planning policy Framework and guidance including where appropriate regard for cross boundary local authority impacts;’

The submission of this Transport Statement demonstrates compliance with Policy T3.

### **Policy T4 New Development and Transport Safety**

Policy T4 states “New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement”.

It goes on to say that “If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition”.

This Transport Statement will demonstrate that the proposed development is suitably served by the existing highway network and that, even if operational at full potential capacity, it will not create or add to problems of safety or efficiency of the adjacent highway network, thereby not conflicting with Policy T4.



### 3. Existing Situation

#### 3.1 Site and Surrounding Area

- 3.1.1 The existing aggregate recycling facility is located off West Green Way, Monk Bretton, Barnsley and is indicated in **Figure 1** below by the blue line. The application site boundary sits within this wider area and is identified by the red line in Figure 1.

**Figure 1 – Site Location**

[GoogleMyMaps]



- 3.1.2 The application site (red line boundary in Figure 1) is bound by grassland to the south and west, the former Cudworth rail line and associated tree filled embankment to the east of the site and the wider recycling facility to the north.

#### 3.2 Highway Network

- 3.2.1 The site is situated some 4km to the north-east of Barnsley Town Centre between the settlements of Monk Bretton and Cudworth.
- 3.2.2 Access to and from the site will continue to be by way of the existing left-in/left-out junction arrangement at the western side of the site from West Green Way. This access arrangement was created as part of the construction of the West Green Link which formed part of the more extensive Cudworth Bypass major improvement scheme implemented in 2010 by Barnsley Council.



- 3.2.3 The construction of the Cudworth Bypass and associated West Green Link provide vital infrastructure improvements and significantly improved highway links to several major industrial areas such as Carlton Industrial estate to the north-west of the development and Grimethorpe Park Springs to the east.
- 3.2.4 West Green Way links to the A628 to the south of the development site which, as the now Cudworth Bypass (A628), provides a route to the north towards Pontefract where by using the A6201 and A638 connects to the A1(M), approximately 18km away from the site. This route can also facilitate travel via the M62. Heading south on the A628, towards Barnsley, access can be gained to the M1 approximately 8km away from the site, again facilitating travel on the strategic road network.
- 3.2.5 Convenient connections are also available, many via the principal road network, providing access to the neighbouring districts of Doncaster, Rotherham and Wakefield.
- 3.2.6 In the vicinity of the site access West Green Way has a typical carriageway width of 7.3 metres with 1.0 metre wide overrun areas to either side. There is a 3.0 metre wide shared footway/cycleway facility along its western edge and street lighting is present to the appropriate standard. West Green Way is subject to the national speed limit of 60mph.
- 3.2.7 The site access itself consists of 5.0 metres wide entry and exit sections with an additional carriageway area which contains a kerbed island to reinforce the left-in/left-out arrangement. This island is protected by hatched road markings. These entry and exit sections of access road link to a two-way section of the access road which is variable in width to accommodate two-way HGV movement as it turns towards the development site from West Green Way. As the access road meets the security gate, at a point some 40 metres from West Green Way the access road is 7.3m wide.
- 3.2.8 The photograph in **Figure 2** overleaf, demonstrates the existing priority junction arrangement which provides access to the site from West Green Way. Clearly visible is the signage indicating no right turn for vehicles travelling northwest bound on West Green Way. Drivers approaching the site from the south (A628) or departing the site wishing to travel north would utilise the adjacent roundabouts to undertake their manoeuvre. Appropriate signage is also provided on the exit from the site towards West Green Way advising vehicles to turn left.
- 3.2.9 In terms of the safe operation of the site access the photograph at **Figure 3** overleaf demonstrates the forward visibility available to drivers approaching the site access from the north at a point some 215 metres away which is commensurate with the sight stopping distance for a road which is subject to a 60mph speed limit.
- 3.2.10 When considering vehicles leaving the site access and entering West Green Way the photograph at **Figure 4** overleaf it can be seen that again appropriate visibility is available to drivers commensurate with the posted speed limit.

**Figure 2 – Site Access from West Green Way**



**Figure 3 – Photograph demonstrating forward visibility to site access**



**Figure 4 – Photograph demonstrating visibility for drivers exiting the site**



### **3.3 Existing Site Operations**

- 3.3.1 The site is currently operating for the purposes of processing of non-hazardous demolition and construction waste and has been in such use since the mid 2000's having been in the applicant's ownership since 1991.
- 3.3.2 The current operator of the site, West Green Recycling Ltd, was incorporated in 2014 and currently holds an Environment Agency "standard rules permit" for the processing of 75,000 tonnes of non-hazardous construction and demolition waste.
- 3.3.3 West Green Recycling Ltd. currently employs 45 full time members of staff, 8 of which are based permanently at the West Green Way facility. The remaining members of staff are drivers, service mechanics and administration staff who are based elsewhere.



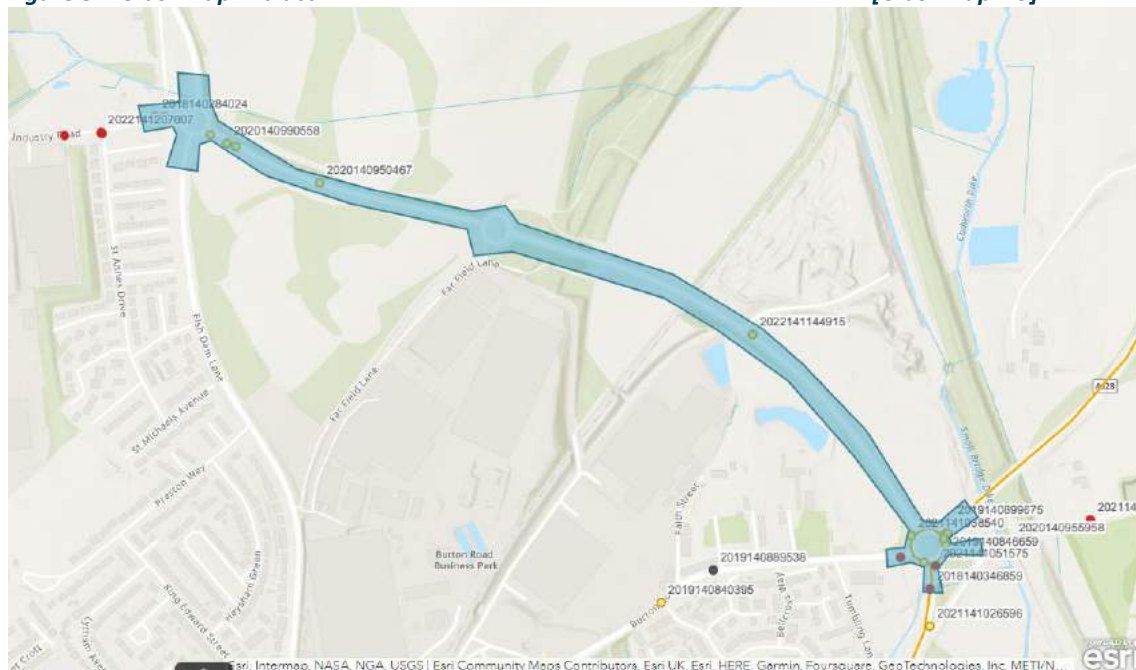
- 3.3.4 The last 12 months data available (October 2022 to September 2023) from the applicants quarterly Environment Agency returns confirms that circa 36,800 tonnes of material was brought on to the site for processing, a quantum of material significantly below its authorised throughput of 75,000 tonnes.
- 3.3.5 The majority of this material arose from the construction and related industries such as utility company contractors. Typically excavated material e.g. from utility trenches, is brought to the site in 18 tonne grabber type vehicles. Based on the last 12 month throughput figures this would have resulted in circa 2,044 vehicles visiting the site (4,088 two-way vehicle movements)
- 3.3.6 Averaging these out over the typical working week (5.5 days/55 hours) for the 12 month (50 week) period (allowing for a Christmas/New Year shut down) this would equate to less than 2 two-way HGV movements per hour.
- $4,088 / 50 \text{ weeks} = 81.76 \text{ two-way HGV movements per week}$
- $81.76 / 55 \text{ weekly operational hours} = 1.49 \text{ two-way HGV movements per hour.}$

### 3.4 Road Safety Review

- 3.4.1 The Crashmap Pro collision analysis system has been utilised to identify all recorded personal injury accidents that have occurred in relative proximity to the site during the latest available 5 year period (2018-2022). **Figure 5** is an extract from Crashmap Pro which identifies both the location and severity of all recorded incidents in proximity to the site during this time period. The full Crashmap report is included at **Appendix A**.

**Figure 5 – Crashmap Extract**

**[CrashmapPro]**



- 3.4.2 Figure 5 shows that within the large study area a total of 17 incidents have occurred of which 10 were slight in severity, 6 were serious and 1 was fatal. The incidents are summarised in **Tables 1 to 3** overleaf based on their location.

**Table 1 - Recorded Personal Injury Incidents - West Green Way/A628/Barnsley Road/Burton Road**

Reference	Year	Severity	Incident
2019140897546	2019	Slight	Incident between a vehicle moving off and a motorcyclist proceeding normally along the carriageway, not on a bend.
2021141038540	2021	Slight	Incident involving two vehicles with one vehicle proceeding normally along the carriageway, not on a bend and a vehicle whose movements are unknown.
2021141080797	2021	Slight	Incident involved a vehicle moving off and a cyclist changing lane to the left.
2021141114913	2021	Slight	Incident between a vehicle slowing down or stopping and a pedal cyclist moving off.
2022141192164	2022	Slight	Incident between three vehicles proceeding normally along the carriageway, with one on a right-hand bend and the other two not on a bend.

Serious incident reference 2018140346859 occurred on 20<sup>th</sup> November 2018 at 08:45 in raining conditions with a wet road surface. The incident involved a single vehicle proceeding normally along the carriageway, not on a bend. The driver and a passenger of the vehicle sustained slight injury and a passenger sustained serious injury.

Serious incident reference 2019140846659 occurred on 9<sup>th</sup> June 2019 at 11:45 in fine and dry conditions. The incident involved a vehicle proceeding normally along the carriageway, not on a bend and a pedal cyclist proceeding normally along the carriageway. The pedal cyclist sustained serious injury.

Serious incident reference 2019140899675 occurred on 10<sup>th</sup> November 2019 at 17:40 in raining and dark conditions with street lights present and lit. The incident involved a vehicle in the act of turning left and a van or goods vehicle slowing down or stopping. A passenger of the vehicle turning left sustained slight injury and the driver of the van or goods vehicle sustained serious injury.

Serious incident reference 2021141051575 occurred on 2<sup>nd</sup> June 2021 at 15:05 in fine and dry conditions. The incident involved two vehicles with both vehicles waiting to proceed normally but are held up. Two passengers of vehicle 2 and one passenger of vehicle 1 sustained slight injury and a passenger of vehicle 2 sustained serious injury.

Serious incident reference 2022141146965 occurred on 24<sup>th</sup> February 2022 at 10:07 in raining conditions with a wet road surface. The incident involved a vehicle in the act of turning right hitting a pedestrian in the centre of the carriageway, crossing from the drivers offside.

**Table 2 – Recorded Personal Injury Incidents - West Green Way**

Reference	Year	Severity	Incident
2020140950467	2020	Slight	Incident involved two vehicles with one vehicle proceeding normally along the carriageway, not on a bend and a vehicle passing another moving vehicle on its offside.
2022141144915	2022	Slight	Incident involved two vehicles with one vehicle waiting to turn right and a vehicle passing a stationary vehicle on its offside.

**Table 3 - Recorded Personal Injury Incidents - West Green Way/Fish Dam Lane/Industry Road**

Reference	Year	Severity	Incident
2018140322827	2018	Slight	Incident involving two vehicles proceeding normally along the carriageway, not on a bend.
2020140924915	2020	Slight	Incident involving a vehicle waiting to turn left and a vehicle slowing down or stopping.
2020140990558	2020	Slight	Incident involving a vehicle moving off and a vehicle proceeding normally along the carriageway, not on a bend.

Serious incident reference 2022141252803 occurred on 13<sup>th</sup> December 2022 at 00:06 in dark conditions with street lights present and lit and frost or ice on the road surface. The incident involved two vehicles proceeding normally along the carriageway, not on a bend. The driver of one vehicle sustained slight injury and two passengers sustained serious injuries.

Fatal incident reference 2018140284024 occurred on 9<sup>th</sup> April 2018 at 13:39 in dry and daylight conditions. The incident involved three vehicles with two cars proceeding normally along the carriageway, on a left hand bend and a goods vehicle slowing down or stopping. A passenger of one of the cars sustained serious injury and the driver was unfortunately the fatality.

### **Summary**

- 3.4.3 Although there have been 17 incidents in the past 5 years, the study area selected is large, extending to a section of road some 1.25km in length, and including two roundabouts both of which have high levels of traffic.
- 3.4.4 Only two incidents have occurred on West Green Way with one being in close proximity to the site access. From a further review of this incident it would appear that the incident involved a driver waiting to turn right into the site access from West Green Way contrary to the Traffic Regulation Order (TRO) in place. Compliance with the TRO would have prevented this incident.
- 3.4.5 In summary it is not considered that there are any trends in the type of accidents which have occurred in the study area and that accident rates are not likely to be adversely affected by the proposal.



## 4. Proposed Development

### 4.1 Overview

- 4.1.1 The proposed development comprises the installation of an aggregate washing plant at the existing aggregate recycling facility. The proposed site layout is attached at **Appendix B**. The inert waste currently being processed at the facility is considered to have limited value as a recycled or reusable material. However, the installation of this plant, which adopts new technology and is set to play an important role in ensuring the future of sustainable construction methods, will enable more efficient processing of the non-hazardous construction and demolition material.
- 4.1.2 Once operational the aggregate washing plant will increase the percentage of material that is made available for use in the construction and related industries and at the same time reducing the amount of material that ultimately ends up being sent to landfill as a “waste” product.
- 4.1.3 The expected outputs from the operational plant are set out below and all elements will be suitable for re-use in the construction industry. The output material will, therefore, provide a valuable local source of recycled sand, gravel, and aggregates.
- 20/40mm aggregate;
  - 10mm Chippings;
  - 6mm Chippings;
  - Coarse Sand (2mm to 4mm);
  - Fine Sand less than 2mm; and
  - Silt / Clay.
- 4.1.4 The accompanying Planning, Design and Access Statement prepared by Crowley Associates, provides a more in depth view of the benefits of the plant to the environment and the applicant’s business whilst the following sections of this Transport Statement focus on the transport related aspects.

### 4.2 The Environment Agency Requirements

- 4.2.1 As previously advised the existing aggregate recycling facility operates under an Environment Agency “standard rules permit” with an approved throughput of aggregate material of 75,000 tonnes per annum.
- 4.2.2 Through on-going liaison with the Environment Agency in relation to the day-to-day operation of the site the applicant has been advised that the “washing of aggregates” falls outside of the site’s existing permit and that a “bespoke permit” would be required. As a result of this dialogue and in order to minimise potential Licencing costs and to effectively future proof the business a decision was made to seek an increase in “authorised” throughput to 150,000 tonnes per annum.

4.2.3 It should, however, be noted that it is not envisaged that this throughput would ever be realised for a number of reasons. The key reason that this threshold is unlikely to be reached is the availability of suitable material in the immediate area from the applicant's existing client base. The applicant does not envisage that its key client's operations will increase to such a level that the quantity of material would significantly increase above that already being brought to the site for processing.

### **4.3 On-Site Parking**

4.3.1 Parking is available for staff and visitors within the wider facility i.e. within the blue edged area of land indicated in Figure 1. For health and safety reasons all visitors to the site are accompanied by a member of staff, hence the need to provide parking in a safe location isolated from those parts of the site where plant and machinery are active.

4.3.2 The proposed development will not necessitate an increase in staff based permanently at the site and. Therefore, an increase in on-site parking is not considered necessary.

### **4.4 Proposed Operational Vehicle Activity**

4.4.1 By adopting the methodology set out in Section 3.3 of this Transport Statement the following calculations set out the potential increase in vehicle movements to and from the site in a scenario where the full 150,000 tonnes throughput was taking place. 150,000 tonnes would equate to approximately 8,334 18 tonne loads per annum equivalent to 16,668 two-way HGV movements.

4.4.2 Averaging these out over the typical working week (5.5 days/55 hours) for the 12 month (50 week) period (allowing for a Christmas/New Year shut down) this would equate to approximately 6 two-way HGV movements per hour.

→  $16,668 / 50 \text{ weeks} = 333.36 \text{ two-way HGV movements per week}$

→  $333.36 / 55 \text{ weekly operational hours} = 6.06 \text{ two-way HGV movements per hour.}$

4.4.3 It is considered that this modest level of vehicular activity could be accommodated on the adjacent highway network given the design and nature of the roads within the vicinity of the site and wider connections to neighbouring areas.

4.4.4 In terms of processed materials leaving the site the vast majority of these would be as backloads on vehicles depositing demolition or construction waste at the facility for processing. As an example an 18 tonne grab type vehicle would arrive at the facility and deposit "waste" material from a utility trench for processing. As part of the utility company works that trench will then need to be backfilled hence the same vehicle would leave the site with a load of processed material thereby reducing the potential for further vehicle movements to take place.

## 5. Summary and Conclusions

- 5.1 Sanderson Associates Consulting Engineers has been instructed by E J Lidster Sales Ltd to prepare a Transport Statement to support a planning application for the installation of an aggregate wash plant and associated equipment at the existing recycling facility situated off West Green Way, Monk Bretton, Barnsley.
- 5.2 This Transport Statement has been prepared having due regard to the comments set out in the letter dated 3 October 2023 from the Local Planning Authority in relation to the retrospective planning application reference 2023/0758/INVALID.
- 5.3 The site is currently operating for the purposes of processing of non-hazardous demolition and construction waste and the current operator of the site, West Green Recycling Ltd, employs 45 members of staff and currently holds an Environment Agency “standard rules permit” for the processing of 75,000 tonnes of non-hazardous construction and demolition waste.
- 5.4 The last 12 months data available (October 2022 to September 2023) confirms that circa 36,800 tonnes of material was brought on to the site for processing, a quantum of material significantly below its authorised throughput of 75,000 tonnes.
- 5.5 An analysis of personal injury accident data has identified 17 incidents in the past 5 years. However, the study area selected is large, extending to a section of road some 1.25km in length, and including two roundabouts both of which have high levels of traffic.
- 5.6 Only two incidents have occurred on West Green Way with one being in close proximity to the site access. From a further review of this incident it would appear that the incident involved a driver waiting to turn right into the site access from West Green Way contrary to the Traffic Regulation Order (TRO) in place. Compliance with the TRO would have prevented this incident.
- 5.7 In summary it is not considered that there are any trends in the type of accidents which have occurred in the study area and that accident rates are not likely to be adversely affected by the proposal.
- 5.8 The proposed development comprises the installation of an aggregate washing plant at the existing aggregate recycling facility. The inert waste currently being processed at the facility is considered to have limited value as a recycled or reusable material. However, the installation of this plant, which adopts new technology and is set to play an important role in ensuring the future of sustainable construction methods, will enable more efficient processing of the non-hazardous construction and demolition material.
- 5.9 The expected outputs from the operational plant are set out below and all elements will be suitable for re-use in the construction industry. The output material will, therefore, provide a valuable local source of recycled sand, gravel, and aggregates.

- 5.10 As a result of dialogue between the applicant and the Environment Agency and in order to minimise potential Licencing costs and to effectively future proof the business it is also proposed to seek an increase in “authorised” throughput to 150,000 tonnes per annum.
- 5.11 It should be noted that it is not envisaged that this throughput would ever be realised for a number of reasons. However, this Transport Statement has demonstrated that even if this throughput were to be realised this would only equate to approximately 6 two-way HGV movements per hour on average.
- 5.12 It is considered that this modest level of vehicular activity could be accommodated on the adjacent highway network given the design and nature of the roads within the vicinity of the site and wider connections to neighbouring areas.
- 5.13 Access to and from the site will continue to be by way of the existing left-in/left-out junction arrangement at the western side of the site from West Green Way. It has been demonstrated that appropriate visibility from the access for merging drivers and forward visibility for driver approaching the access is available having regard to the posted 60mph speed limit on West Green Way.
- 5.14 This access arrangement was created as part of the construction of the West Green Link which formed part of the more extensive Cudworth Bypass major improvement scheme implemented in 2010 by Barnsley Council.
- 5.15 The Cudworth Bypass and associated West Green Link (now known as West Green Way) were constructed to provide vital links between key industrial areas of the Borough whilst removing such traffic from more residential areas. West Green Way itself is designed and constructed to an “industrial” standard with a carriageway width capable of supporting frequent two-way HGV traffic.
- 5.16 Having regard to the volume and nature of vehicles already trafficking West Green Way and the adjacent highway network, it is concluded that this level of activity would not create or add to problems of safety or efficiency of the adjacent highway network and would not, therefore, conflict with Policy T4 of the Barnsley Local Plan.
- 5.17 Neither would this level of vehicular activity conflict with Paragraph 111 of the NPPF in that it would not represent an unacceptable impact on highway safety and neither would the residual cumulative impacts on the road network be severe. There are, therefore, no highway related reasons why this development should not be granted planning permission.



## Appendix A

### Crashmap Pro Reports

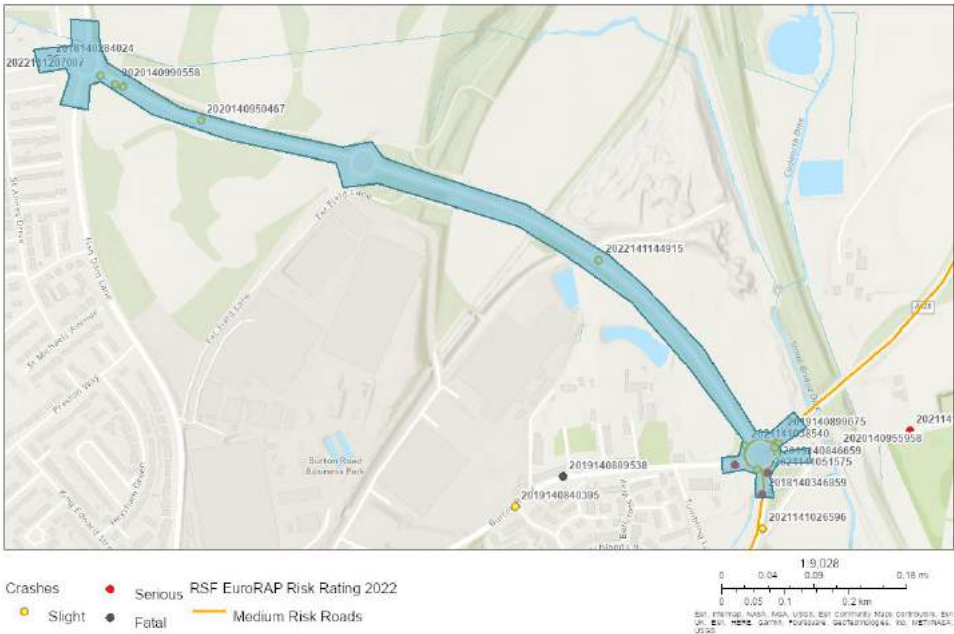


# Crash Report

## Area of Interest (AOI) Information

Area : 56,700.85 m²

Nov 6 2023 14:16:18 Greenwich Mean Time





## Summary

Name	Count	Area(m²)	Length(m)
Crashes	17	N/A	N/A

## Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	February 11, 2022	2022	2	1	437691
2	None	Slight	Police officer attended crash scene	April 23, 2021	2021	2	1	437922
3	None	Slight	Police officer attended crash scene	August 17, 2018	2018	2	4	436943
4	None	Slight	No officer attended crash scene	August 22, 2021	2021	2	1	437975
5	None	Serious	Police officer attended crash scene	November 20, 2018	2018	1	3	437950
6	None	Slight	No officer attended crash scene	October 15, 2020	2020	2	1	436930
7	None	Fatal	Police officer attended crash scene	April 9, 2018	2018	3	2	436827
8	None	Serious	Police officer attended crash scene	November 10, 2019	2019	2	2	437979
9	None	Slight	Police officer attended crash scene	January 27, 2020	2020	2	3	436907
10	None	Serious	Police officer attended crash scene	June 2, 2021	2021	2	4	437959
11	None	Slight	No officer attended crash scene	June 26, 2022	2022	3	1	437973
12	None	Serious	Police officer attended crash scene	February 24, 2022	2022	1	1	437907
13	None	Slight	No officer attended crash scene	May 11, 2020	2020	2	1	437065
14	None	Slight	Police officer attended crash scene	November 12, 2019	2019	2	1	437969
15	None	Serious	Police officer attended crash scene	June 9, 2019	2019	2	1	437972
16	None	Slight	Police officer attended crash scene	November 26, 2021	2021	2	2	437942
17	None	Serious	Police officer attended crash scene	December 13, 2022	2022	2	3	436839

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	408919	Barnsley	U0	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
2	408631	Barnsley	A628	Fine without high winds	Roundabout	Dry	60	Daylight: regardless of presence of streetlights
3	409184	Barnsley	U0	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
4	408635	Barnsley	A628	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
5	408555	Barnsley	A628	Raining without high winds	Single carriageway	Wet or Damp	40	Daylight: regardless of presence of streetlights
6	409188	Barnsley	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
7	409226	Barnsley	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
8	408651	Barnsley	A628	Raining without high winds	Single carriageway	Wet or Damp	60	Darkness: street lights present and lit
9	409201	Barnsley	U0	Other	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit
10	408588	Barnsley	A628	Fine without high winds	Roundabout	Dry	40	Daylight: regardless of presence of streetlights
11	408619	Barnsley	A628	Fine without high winds	Roundabout	Wet or Damp	30	Daylight: regardless of presence of streetlights
12	408601	Barnsley	U0	Raining without high winds	Roundabout	Wet or Damp	30	Daylight: regardless of presence of streetlights
13	409133	Barnsley	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
14	408628	Barnsley	A628	Raining without high winds	Roundabout	Wet or Damp	60	Darkness: street lights present and lit
15	408605	Barnsley	A628	Fine without high winds	Roundabout	Dry	30	Daylight: regardless of presence of streetlights
16	408594	Barnsley	A628	Fine with high winds	Roundabout	Dry	30	Daylight: regardless of presence of streetlights
17	409226	Barnsley	U0	Other	Single carriageway	Frost or Ice	30	Darkness: street lights present and lit

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Other junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
2	Roundabout	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	1	0	0
4	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
5	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	1	0	0
6	Roundabout	No physical crossing facility within 50 metres	0	0	0	0	0	0
7	Roundabout	No physical crossing facility within 50 metres	0	0	0	0	0	0
8	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
9	Roundabout	No physical crossing facility within 50 metres	0	0	0	1	0	0
10	Roundabout	No physical crossing facility within 50 metres	0	0	0	0	0	0
11	Roundabout	No physical crossing facility within 50 metres	0	0	0	0	0	0
12	Roundabout	No physical crossing facility within 50 metres	0	0	1	0	0	0
13	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
14	Roundabout	No physical crossing facility within 50 metres	0	1	0	0	0	1
15	Roundabout	No physical crossing facility within 50 metres	1	0	0	0	1	0
16	Roundabout	Central refuge - no other controls	1	0	0	1	1	0

17	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
----	--	--	---	---	---	---	---	---

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Barnsley Metropolitan Borough	Give way or uncontrolled	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2022141144915">https://www.crashmap.co.uk/reports/proreportservice?reportId=2022141144915</a>	1
2	1	0	0	0	Barnsley Metropolitan Borough	Give way or uncontrolled	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2021141038540">https://www.crashmap.co.uk/reports/proreportservice?reportId=2021141038540</a>	1
3	1	0	0	0	Barnsley Metropolitan Borough	Not Applicable	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2018140322827">https://www.crashmap.co.uk/reports/proreportservice?reportId=2018140322827</a>	1
4	1	0	0	0	Barnsley Metropolitan Borough	Not Applicable	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2021141080797">https://www.crashmap.co.uk/reports/proreportservice?reportId=2021141080797</a>	1
5	1	0	0	1	Barnsley Metropolitan Borough	Not Applicable	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2018140346859">https://www.crashmap.co.uk/reports/proreportservice?reportId=2018140346859</a>	1
6	1	0	0	0	Barnsley Metropolitan Borough	Give way or uncontrolled	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2020140990558">https://www.crashmap.co.uk/reports/proreportservice?reportId=2020140990558</a>	1
7	1	1	0	0	Barnsley Metropolitan Borough	Give way or uncontrolled	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2018140284024">https://www.crashmap.co.uk/reports/proreportservice?reportId=2018140284024</a>	1
8	1	1	0	1	Barnsley Metropolitan Borough	Not Applicable	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2019140899675">https://www.crashmap.co.uk/reports/proreportservice?reportId=2019140899675</a>	1

9	1	0	0	0	Barnsley Metropolitan Borough	Give way or uncontrolled	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2020140924915">https://www.crashmap.co.uk/reports/proreportservice?reportId=2020140924915</a>	1
10	1	0	0	0	Barnsley Metropolitan Borough	Give way or uncontrolled	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2021141051575">https://www.crashmap.co.uk/reports/proreportservice?reportId=2021141051575</a>	1
11	1	0	0	0	Barnsley Metropolitan Borough	Give way or uncontrolled	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2022141192164">https://www.crashmap.co.uk/reports/proreportservice?reportId=2022141192164</a>	1
12	1	0	0	0	Barnsley Metropolitan Borough	Give way or uncontrolled	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2022141146965">https://www.crashmap.co.uk/reports/proreportservice?reportId=2022141146965</a>	1
13	1	0	0	0	Barnsley Metropolitan Borough	Not Applicable	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2020140950467">https://www.crashmap.co.uk/reports/proreportservice?reportId=2020140950467</a>	1
14	1	0	0	0	Barnsley Metropolitan Borough	Give way or uncontrolled	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2019140897546">https://www.crashmap.co.uk/reports/proreportservice?reportId=2019140897546</a>	1
15	1	0	0	0	Barnsley Metropolitan Borough	Give way or uncontrolled	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2019140846659">https://www.crashmap.co.uk/reports/proreportservice?reportId=2019140846659</a>	1
16	0	1	0	1	Barnsley Metropolitan Borough	Give way or uncontrolled	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2021141114913">https://www.crashmap.co.uk/reports/proreportservice?reportId=2021141114913</a>	1
17	1	0	0	0	Barnsley Metropolitan Borough	Not Applicable	No	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2022141252803">https://www.crashmap.co.uk/reports/proreportservice?reportId=2022141252803</a>	1





## Validated Data

**Crash Date:** Tuesday, November 12, 2019 **Time of Crash:** 6:42:00 AM **Crash Reference:** 2019140897546

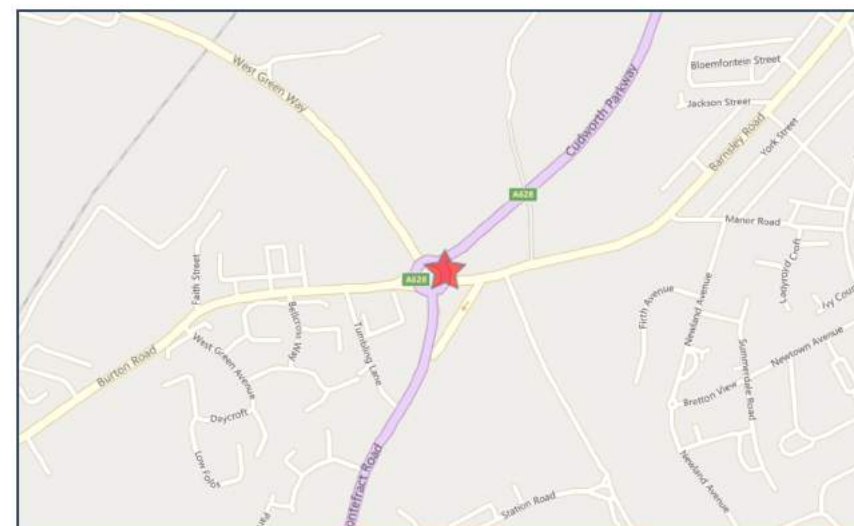
**Highest Injury Severity:** Slight  
**Highway Authority:** Barnsley  
**Local Authority:** Barnsley Metropolitan Borough  
**Weather Description:** Raining without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 60  
**Light Conditions:** Darkness: street lights present and lit  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A628

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 437969 408628



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	46 - 55	Vehicle is moving off	Offside	Commuting to/from work	None	None
2	Motorcycle over 50cc and up to 125cc	18	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	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	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

#### Validated Data

**Crash Date:** Friday, April 23, 2021 **Time of Crash:** 4:39:00 PM **Crash Reference:** 2021141038540

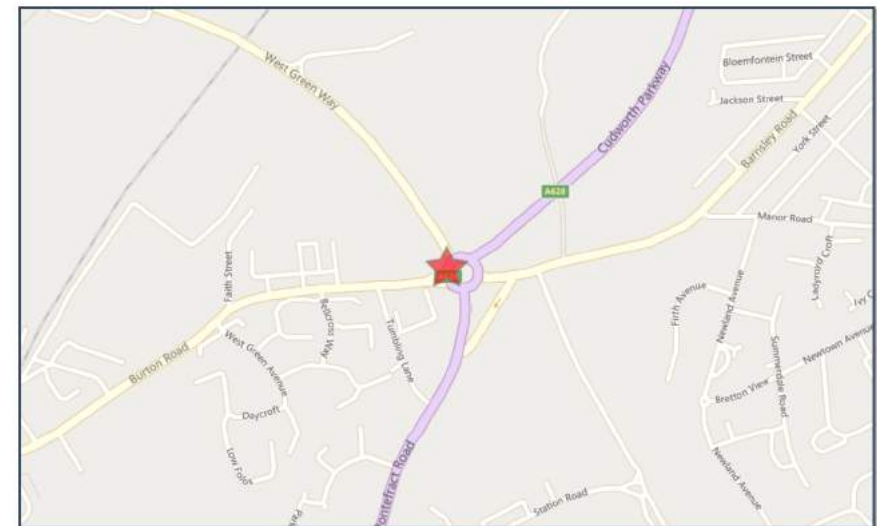
**Highest Injury Severity:** Slight  
**Highway Authority:** Barnsley  
**Local Authority:** Barnsley Metropolitan Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 60  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A628

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 437922 408631



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Unknown	Unknown	Unknown	Front	Unknown	Unknown	None
2	Car (excluding private hire)	7	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	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	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

**Crash Date:** Sunday, August 22, 2021 **Time of Crash:** 11:15:00 AM **Crash Reference:** 2021141080797

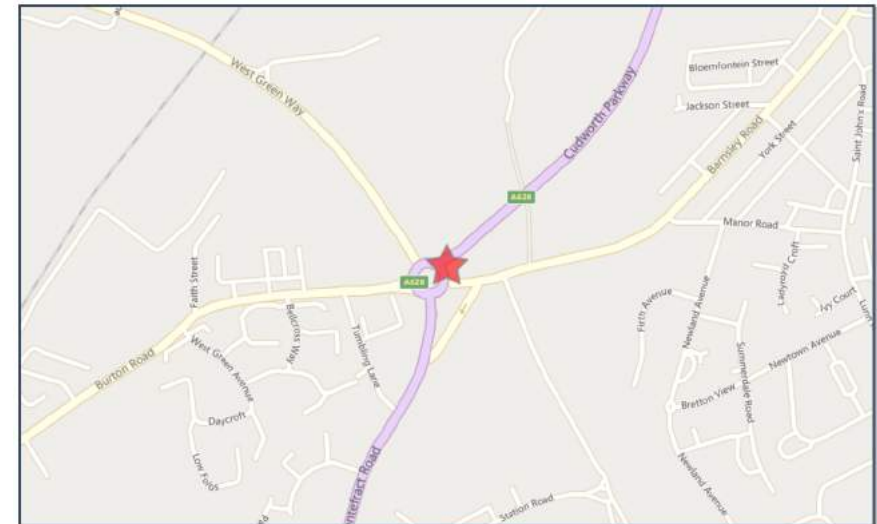
**Highest Injury Severity:** Slight  
**Highway Authority:** Barnsley  
**Local Authority:** Barnsley Metropolitan Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Not Applicable

**Road Number:** A628

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 437975 408635



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	46 - 55	Vehicle is moving off	Front	Unknown	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle is changing lane to the left	Back	Unknown	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	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)





## Validated Data

**Crash Date:** Friday, November 26, 2021 **Time of Crash:** 1:19:00 PM **Crash Reference:** 2021141114913

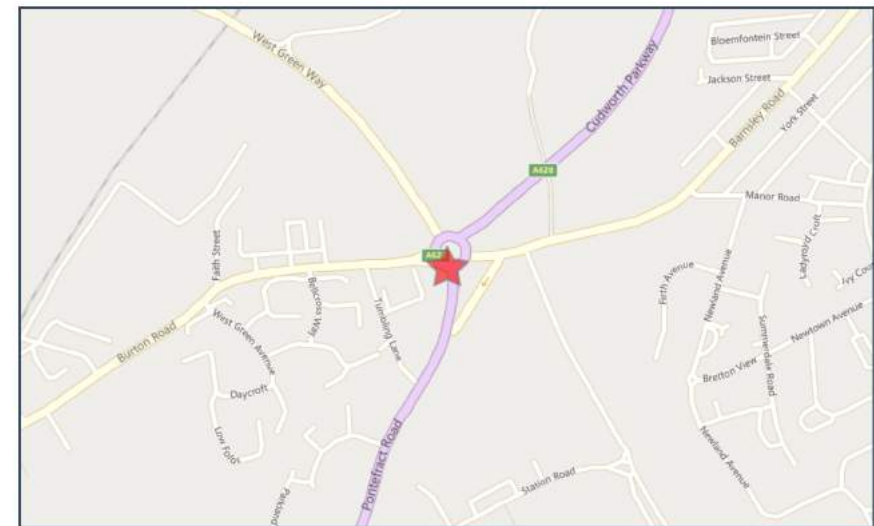
**Highest Injury Severity:** Slight  
**Highway Authority:** Barnsley  
**Local Authority:** Barnsley Metropolitan Borough  
**Weather Description:** Fine with high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** Central refuge - no other controls  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A628

**Number of Casualties:** 2

**Number of Vehicles:** 2

**OS Grid Reference:** 437942 408594



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	26 - 35	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None
2	Pedal cycle	-1	Female	21 - 25	Vehicle is moving off	Back	Other	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	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

## Validated Data

**Crash Date:** Sunday, June 26, 2022 **Time of Crash:** 6:05:00 PM **Crash Reference:** 2022141192164

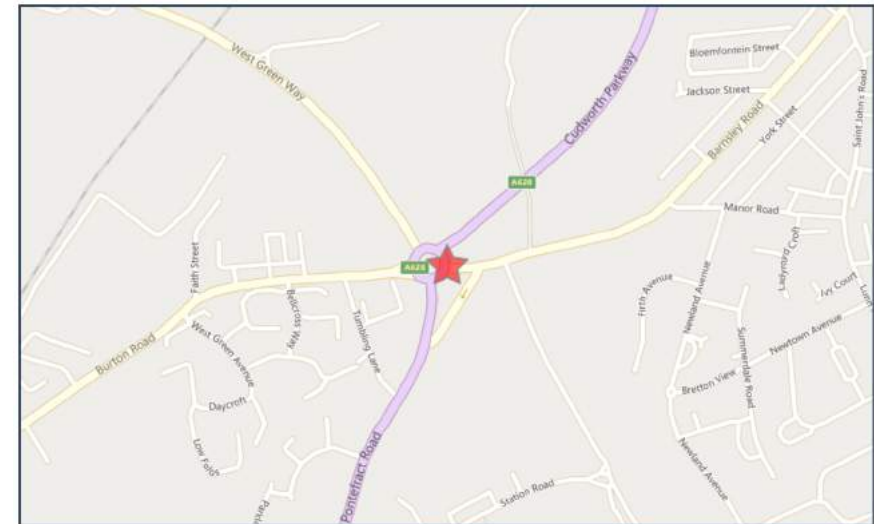
**Highest Injury Severity:** Slight  
**Highway Authority:** Barnsley  
**Local Authority:** Barnsley Metropolitan Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A628

**Number of Casualties:** 1

**Number of Vehicles:** 3

**OS Grid Reference:** 437973 408619



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**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)		0 Female	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Other	None	None
2	Car (excluding private hire)		-1 Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Car (excluding private hire)		-1 Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)

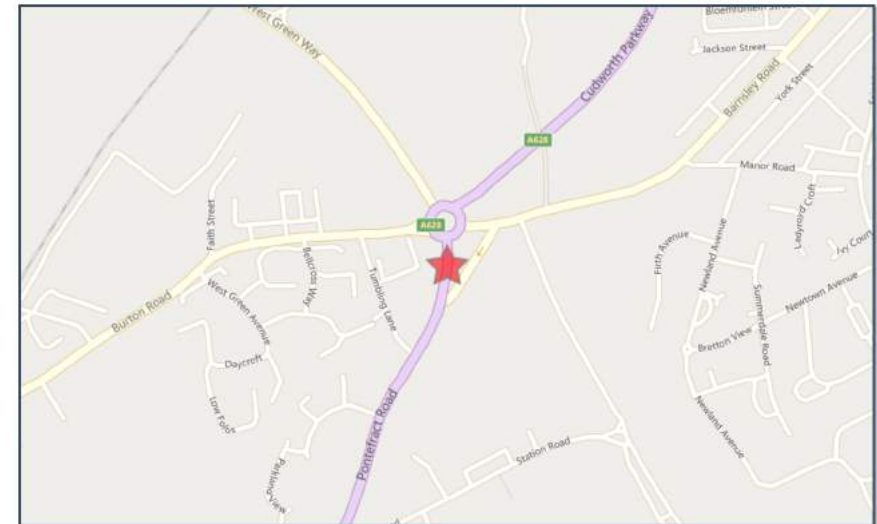


crashmap.co.uk

## Validated Data

**Crash Date:** Tuesday, November 20, 2018 **Time of Crash:** 8:45:00 AM **Crash Reference:** 2018140346859

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A628	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Barnsley	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	437950 408555
<b>Local Authority:</b>	Barnsley Metropolitan Borough				
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### 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)	11	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Taking pupil to/from school	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	21 - 25	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
1	3	Serious	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)

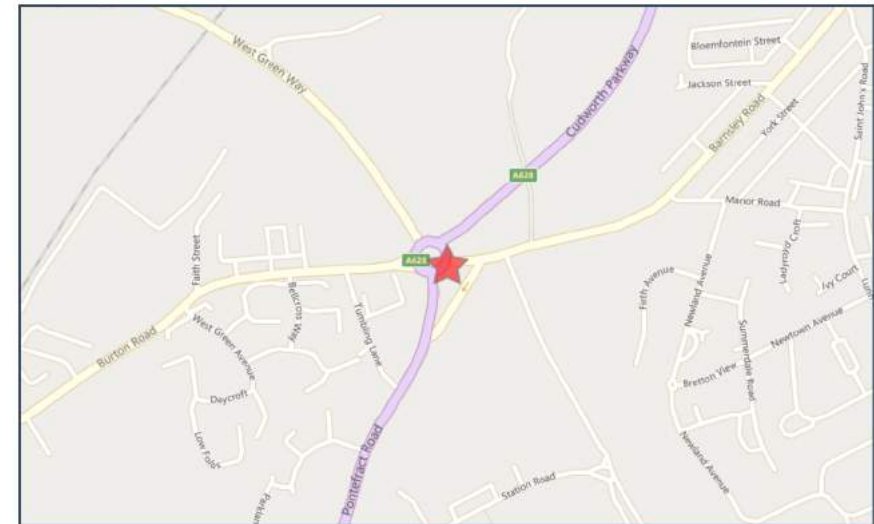




crashmap.co.uk

#### Validated Data

<b>Crash Date:</b>	Sunday, June 09, 2019	<b>Time of Crash:</b>	11:45:00 AM	<b>Crash Reference:</b>	2019140846659
<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A628	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Barnsley			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Barnsley Metropolitan Borough			<b>OS Grid Reference:</b>	437972 408605
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

#### Validated Data

**Crash Date:** Sunday, November 10, 2019 **Time of Crash:** 5:40:00 PM **Crash Reference:** 2019140899675

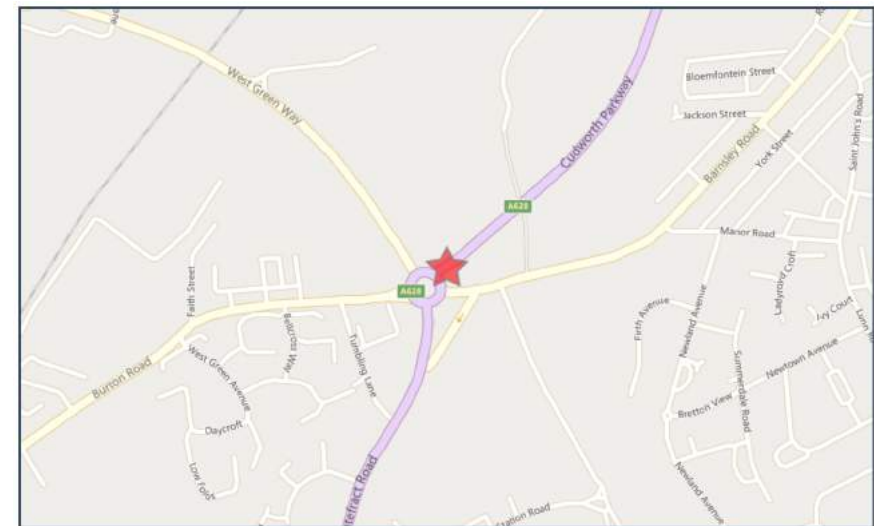
**Highest Injury Severity:** Serious  
**Highway Authority:** Barnsley  
**Local Authority:** Barnsley Metropolitan Borough  
**Weather Description:** Raining without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 60  
**Light Conditions:** Darkness: street lights present and lit  
**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:** Single carriageway  
**Junction Control:** Not Applicable

**Road Number:** A628

**Number of Casualties:** 2

**Number of Vehicles:** 2

**OS Grid Reference:** 437979 408651



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	21 - 25	Vehicle is in the act of turning left	Front	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	10	Male	36 - 45	Vehicle is slowing down or stopping	Front	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

#### Validated Data

**Crash Date:** Wednesday, June 02, 2021 **Time of Crash:** 3:05:00 PM **Crash Reference:** 2021141051575

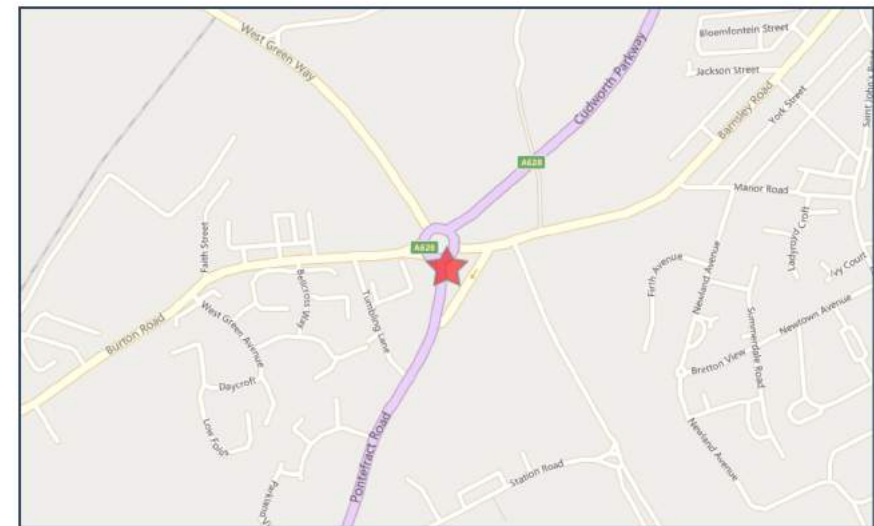
**Highest Injury Severity:** Serious  
**Highway Authority:** Barnsley  
**Local Authority:** Barnsley Metropolitan Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 40  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled

**Road Number:** A628

**Number of Casualties:** 4

**Number of Vehicles:** 2

**OS Grid Reference:** 437959 408588



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### 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)	2	Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Front	Journey as part of work	None	None
2	Car (excluding private hire)	12	Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	4	Serious	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



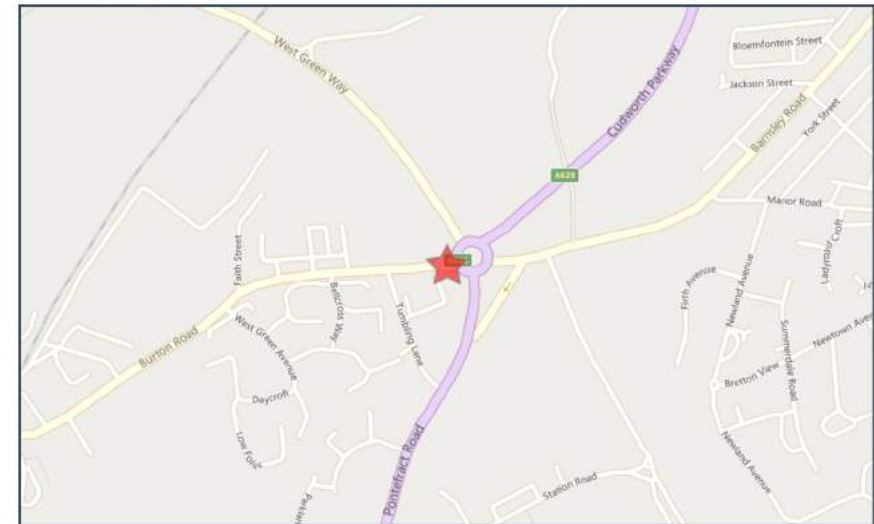


crashmap.co.uk

#### Validated Data

**Crash Date:** Thursday, February 24, 2022 **Time of Crash:** 10:07:00 AM **Crash Reference:** 2022141146965

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Barnsley	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	437907 408601
<b>Local Authority:</b>	Barnsley Metropolitan Borough				
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	36 - 45	Vehicle is in the act of turning right	Front	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	26 - 35	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's offside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

**Validated Data**

**Crash Date:** Monday, May 11, 2020 **Time of Crash:** 11:25:00 AM **Crash Reference:** 2020140950467

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Barnsley	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	437065 409133
<b>Local Authority:</b>	Barnsley Metropolitan Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### 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)	15	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	14	Unknown	Unknown	Vehicle is passing another moving vehicle on its offside	Unknown (2005 onwards)	Unknown	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	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

**Validated Data**

**Crash Date:** Friday, February 11, 2022 **Time of Crash:** 3:50:00 PM **Crash Reference:** 2022141144915

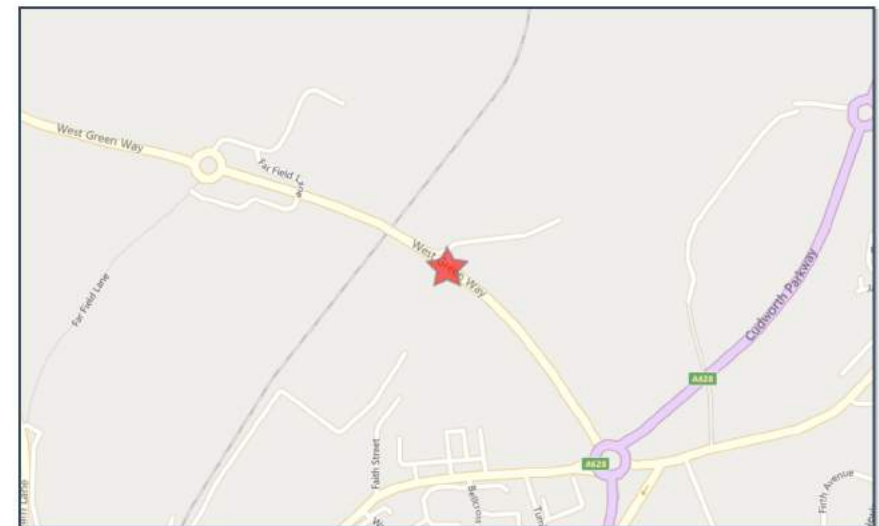
**Highest Injury Severity:** Slight  
**Highway Authority:** Barnsley  
**Local Authority:** Barnsley Metropolitan Borough  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 60  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Other junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Give way or uncontrolled

**Road Number:** U0

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 437691 408919



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle is passing a stationary vehicle on its offside	Nearside	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is waiting to turn right	Front	Other	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	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)





crashmap.co.uk

#### Validated Data

**Crash Date:** Friday, August 17, 2018 **Time of Crash:** 1:40:00 PM **Crash Reference:** 2018140322827

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	4
<b>Highway Authority:</b>	Barnsley	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	436943 409184
<b>Local Authority:</b>	Barnsley Metropolitan Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### 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)	13	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	8	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

#### Validated Data

<b>Crash Date:</b>	Monday, January 27, 2020	<b>Time of Crash:</b>	6:35:00 PM	<b>Crash Reference:</b>	2020140924915
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Barnsley			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Barnsley Metropolitan Borough			<b>OS Grid Reference:</b>	436907 409201
<b>Weather Description:</b>	Other				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### 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)	10	Female	26 - 35	Vehicle is waiting to turn left	Back	Unknown	None	None
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is slowing down or stopping	Front	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	26 - 35	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

#### Validated Data

**Crash Date:** Thursday, October 15, 2020 **Time of Crash:** 2:30:00 PM **Crash Reference:** 2020140990558

**Highest Injury Severity:** Slight  
**Highway Authority:** Barnsley  
**Local Authority:** Barnsley Metropolitan Borough  
**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:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Give way or uncontrolled

**Road Number:** U0

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 436930 409188



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	26 - 35	Vehicle is moving off	Back	Other	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	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	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)





## Validated Data

**Crash Date:** Tuesday, December 13, 2022 **Time of Crash:** 12:06:00 AM **Crash Reference:** 2022141252803

**Highest Injury Severity:** Serious  
**Highway Authority:** Barnsley  
**Local Authority:** Barnsley Metropolitan Borough  
**Weather Description:** Other  
**Road Surface Description:** Frost or Ice  
**Speed Limit:** 30  
**Light Conditions:** Darkness: street lights present and lit  
**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:** Single carriageway  
**Junction Control:** Not Applicable

**Road Number:** U0

**Number of Casualties:** 3

**Number of Vehicles:** 2

**OS Grid Reference:** 436839 409226



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### 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)	17	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	18	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other
1	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
1	3	Serious	Vehicle or pillion passenger	Male	Unknown	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

#### Validated Data

**Crash Date:** Monday, April 09, 2018 **Time of Crash:** 1:39:00 PM **Crash Reference:** 2018140284024

<b>Highest Injury Severity:</b>	Fatal	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Barnsley	<b>Number of Vehicles:</b>	3	<b>OS Grid Reference:</b>	436827 409226
<b>Local Authority:</b>	Barnsley Metropolitan Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### 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 Female	26 - 35	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None
2	Goods vehicle 7.5 tonnes mgw and over	12	Male	46 - 55	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None
3	Car (excluding private hire)	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Commuting to/from work	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

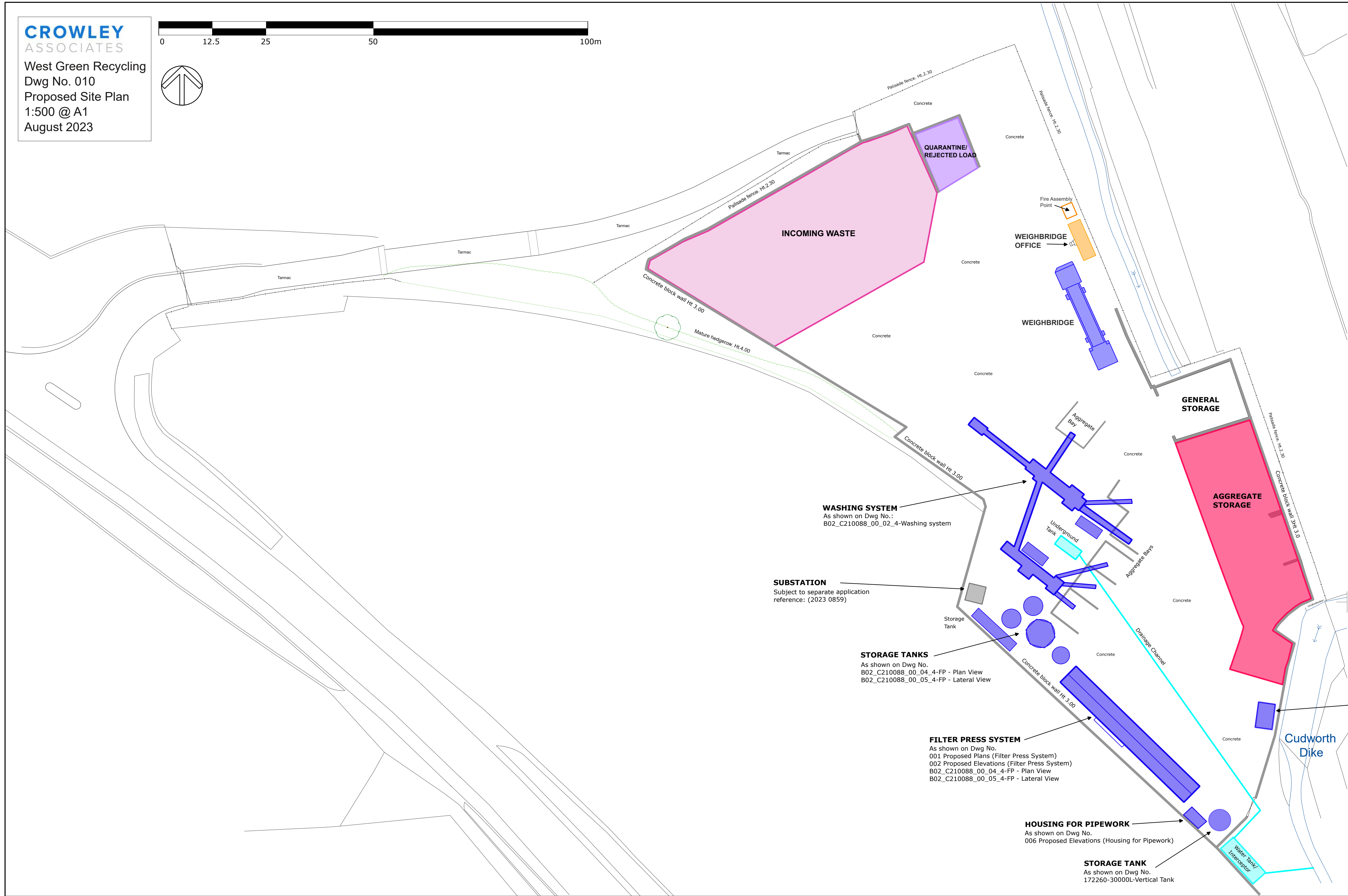
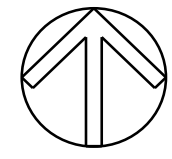
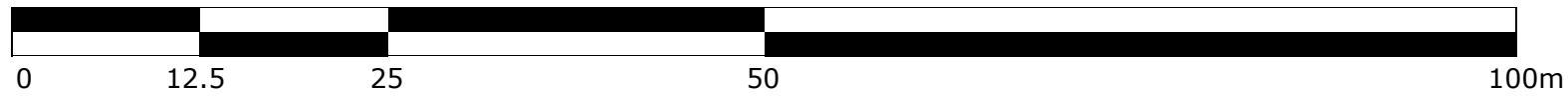
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Appendix B

### Proposed Site Layout

**CROWLEY ASSOCIATES**  
West Green Recycling  
Dwg No. 010  
Proposed Site Plan  
1:500 @ A1  
August 2023







**FAIRHURST**



Sanderson House, Jubilee Way, Grange Moor,  
Huddersfield, WF4 4TD



01924 844080



mail@sandersonassociates.co.uk



www.sandersonassociates.co.uk

CIVIL ENGINEERING • STRUCTURAL ENGINEERING • TRANSPORTATION • ROADS & BRIDGES  
PORTS & HARBOURS • GEOTECHNICAL & ENVIRONMENTAL ENGINEERING • PLANNING &  
DEVELOPMENT • WATER SERVICES • HEALTH & SAFETY / CDM SERVICES

