



Barnsley Road/ Mitchells Way,

Wombwell, Barnsley

Transport Statement

January 2018

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1 INTRODUCTION

1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to the proposed development of the site off Barnsley Road/ Mitchells Way, Wombwell, near Barnsley as a petrol filling station with a small ancillary store. Appendix A shows the site location in relation to the local highway network.

1.1.2 The proposals are to develop the currently vacant site to provide a PFS with an ancillary store served via a single junction leading into the site. The proposed access will allow for a large fuel delivery vehicle to enter and leave the site in a forward gear. Servicing, access, car parking and an internal footway will be provided to a standard to be agreed with the LPA.

1.1.3 This Transport Statement considers the traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is currently vacant but it was previously occupied by a hotel with two points of access leading to a parking area to the south, with the main building located to the north. The hotel has since been demolished leaving some hard standing within the southwest corner of the site and rough ground within the remaining areas of the site.

2.1.2 The site is bounded by the A633 Mitchells Way to the east, Barnsley Road to the west, and residential properties to the south. It contains a brick boundary wall along most of its perimeter, although there are temporary fences installed along the south and west sides in places.



Photograph 1 – Application Site

2.1.3 The site contains two existing access points off Barnsley Road. The first is located adjacent to the roundabout junction with the A633 Mitchells Way to the north west of the site. It is around 7.8m in width and contains a bituminous surface and kerbed radii on both sides with adjacent footways returning into the site. Approximately 7.5m into the site the access is blocked off by the boundary wall. Visibility from this access is substandard and fall short of the current requirements for 30mph speed limit roads.



Photograph 2 – Existing Northwest Access

2.1.4 The sites second access is located along the southwest side of the site and takes the form of a dropped footway crossing. This access is around 7m in width and is located to the immediate north of the existing bus stop.



Photograph 3 – Existing Southwest Access

2.1.5 The site is located within the town of Wombwell approximately 2.2km west of the settlements of Darfield and Low Valley and 2.5km south of Stairfoot. Barnsley Town Centre is located around 5km northwest of the site.

2.2 Local Highway Network

2.2.1 The site will be accessed off Barnsley Road via a new access located centrally along the sites west side. Barnsley Road is a local distributor road that connects with the A633 to the north with High Street to the southeast and provides access to a number of individually served residential properties and streets. Subsequently, Barnsley Road is subject to moderate traffic volumes during the network peak periods.

2.2.2 Barnsley Road is a two way single carriageway road, and in proximity to the site contains a carriageway of around 11m in width, with an east side footway of 2.1m in width and a west side footway of 2.2m in width. Both the carriageway and footways are considered to be suitable for their day to day use in terms of layout and width, with both the carriageway and footways having a fair surface condition. The road is subject to a 30mph speed limit and contains street lighting to an appropriate standard. Barnsley Road contains Traffic Regulation Orders in the form of waiting restrictions along the east side around the Wilson Street junction and other strategic/ junction locations. It also contains a 7.5t weight restriction further to the southeast. Barnsley Road meets the A633 via a four arm roundabout junction, and widens out to provide a splitter island with pedestrian tactile crossings, and two traffic lanes approaching the roundabout giveaway line. To the south of the existing site access there is a bus stop which contains bus stop clearway markings, preventing stopping by vehicular traffic.



Photograph 4 – Barnsley Road

2.2.3 The A633 Mitchells Way is a part primary/ part principal route linking Stairfoot and other primary routes to the northwest with Rotherham to the southeast. Given the status of the road it is subject to heavy traffic volumes throughout the day.

2.2.4 The A633 Mitchells Way within the vicinity of the site is a two way single carriageway road with a footway along the northeast side and a grass verge along southwest side. Both the footway and carriageway appear to be suitable for their day to day use in terms of width, layout and condition. Mitchells Way contains street lighting to main road standards and is subject to a 40mph speed limit. The road has the benefit of a Traffic Regulation Order in the form of a clearway restriction. As Mitchells Way approaches the roundabout junction with Barnsley Road it widens out to provide a splitter island complete with tactile pedestrian crossing points.

2.2.5 The site is located within easy reach of the bus services available on Barnsley Road, the A633, and Wilson Street. Further details of the bus services available from the local fare stages are shown in section 2.4 below.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident records for the five-year period (between January 2013 and December 2017) have been obtained from Crashmap.co.uk, and include Barnsley Road and it's junction with the A633 and it's junction with Wilson Street. The accident data is included at Appendix B.

2.3.2 Within the study area there have been 3 collisions on the roundabout junction, and 2 collisions on Barnsley Road. All of the collisions where classified as slight.

2.3.3 The three collisions at the roundabout junction occurred in 2013, 2014 and 2016, with two of the collisions occurring during the daylight hours and dry road surface conditions, and one occurring during wet or damp road surface conditions during the hours of darkness. Two of the collisions appear to involve vehicles failing to give way at the roundabout by moving off into the path of an oncoming car with front to nearside and offside to nearside collisions. The collision in 2014 appears to be a shunt type collision.

2.3.4 A collision occurred at the Barnsley Road/ Wilson Street in August 2015 to the south of the application site. This involved a car turning right at the junction and colliding with a motorcycle.

2.3.5 A collision also occurred on Barnsley Road adjacent to the Wilson Street junction in February 2017, and involved a goods vehicle passing a stationary car and colliding with another car travelling in the opposite direction.

2.3.6 There are no significant clusters of incidents and it would appear that the incidents mentioned above are disparate events with no apparent common causation factors or trends and occurred in different years, road conditions, and lighting. It should be noted that there are no injury reported accidents within close proximity of the existing or proposed junction and that the immediate local network operates safely.

2.3.7 The injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the traffic associated with the proposed development.

2.4 Transport Sustainability

2.4.1 The site is in a sustainable location being within a short walking distance of local bus services, and surrounding medium density residential areas within Wombwell and Low Valley. The site is also within cycling distance of the many settlements.

2.4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

2.4.3 However, the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.

2.4.4 Paragraph 35 of the NPPF states that "developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

2.4.5 The catchment areas for the preferred maximum walking distance of 2km and cycling distance of 5km are shown on the plan at Appendix C.

2.4.6 Barnsley Road provides a good quality link to the nearby bus services and to the surrounding residential areas within Wombwell, providing a convenient pedestrian link to the site for staff and potential customers from adjacent residential areas.

2.4.7 The local footway network is considered suitable in terms of width, construction, and lighting. The footways contain dropped crossing facilities at junctions in the majority of cases.

2.4.8 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. The plan at Appendix C also shows the 5km cycle catchment area from the site. The settlements of Brampton, Darfield, Hemingfield, Jump, Elsecar, Hoyland, Stairfoot, Ardsley, Ludwood, Worsbrough, Kendray and the high density residential areas to the southeast of Barnsley Town Centre are also located within the cycle catchment area. This provides the opportunity for staff and potential customers that live within cycling distance of the site to cycle to the proposed ancillary store.

2.4.9 The nearest bus stops are located on Barnsley Road, with additional stops available on the A633 and Wilson Street. All these bus stops benefit from timetable information with the majority also containing passenger shelters. The table below identifies the bus services that use the nearest stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
22x	Barnsley – Wath upon Dearne - Rotherham	15mins	60mins
67	Barnsley – Piley – Tankersley – Hoyland – Cortonwood - Wombwell	60mins	120mins (eves)
67a	Barnsley – Piley – Hoyland – Cortonwood - Wombwell	60mins	120mins
67c	Barnsley Worsbrough Dale – Tankersley – Hoyland – Cortonwood - Wombwell	Infrequent	120mins (Sun)
222	Barnsley – Aldham House – Wombwell - Cortonwood	30mins	60mins
226	Barnsley – Wombwell – Wath upon Dearne – Bolton upon Dearne – Goldthorpe - Thurnscoe	30mins	60mins
X20	Barnsley – Mexborough - Doncaster	30mins	30mins (Sun) 60mins (eves)

Table 1: Bus Services

2.4.10 As can be identified from the above table, there are 12 services per hour that travel to the nearest large town of Barnsley, with frequent services that travel to other nearby residential areas and settlements including Wath upon Dearne, Wombwell, Hoyland Tankersley, Worsbrough Dale, Goldthorpe, Thurnscoe and Mexborough. The large towns of Doncaster and Rotherham can also be accessed from the nearest stops.

2.4.11 The bus services are therefore considered to be of a good standard and will provide an alternative to the private car in line with current Government guidelines.

2.4.12 The nearest railway station is located at Wombwell approximately 1.9km southwest of the site. This station provides access to hourly train services to the local cities of Sheffield, Wakefield, and Leeds, and the large towns of Barnsley and Huddersfield. Services to many other residential settlements can also be accessed from Wombwell Station. Wombwell Railway Station contains cycle storage facilities for up to 12 bicycles allowing for multimodal journeys by the potential staff of the site.

2.4.13 In summary, the site is considered to be in a sustainable location being within walking distance of the local bus stops providing frequent services to nearby residential settlements and to walk to the adjacent residential areas of Wombwell. Within the cycle catchment area are many medium to high density residential areas within surrounding settlements including Wombwell Railway Station, which provides access to other cities, towns, and villages. Therefore, the site generally conforms to current Government directives for ensuring developments are located in sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to develop the currently vacant site to provide a petrol filling station with 7 filling bays and an ancillary store of around 280 sqm (sales area) with associated visitor and staff car parking situated to the north and east of the proposed store. The swept path of an articulated fuel delivery vehicle has been shown on the drawing at Appendix D.

3.1.2 The internal layout, drainage, servicing, lighting and footpath will be provided to a standard to be agreed with the LPA. A layout of the proposed development is included at Appendix D.

3.1.3 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

3.2 Vehicular Access

3.2.1 Vehicular access and egress to / from the development will be via a new access off Barnsley Road to accommodate the largest vehicle likely to visit the site. Visibility splays of 2.4 x 43m will be provided to the south given the 30mph speed limit, and a reduced splay of 2.4m x 33m will be provided to the north, which is considered appropriate for the general speed of traffic entering Barnsley Road from the A633 roundabout given that traffic speeds are around 25mph due to the proximity of the access close to the roundabout junction. These visibility splays are in accordance with the SSD requirements provided within Manual for Streets, which is considered to be the most appropriate standard given the layout of Barnsley Road.

3.2.2 To improve visibility at the access it is proposed to relocate the bus stop along the east side of Barnsley Road. The new location and bus stop provision will be agreed with the LPA and South Yorkshire PTE.

3.2.3 The proposed access will take the form of a simple priority junction allowing for two way simultaneous traffic flow.

3.2.4 Considering the road traffic accident study in section 2.3 of this report, the proposed vehicle access arrangements are considered to be suitable for their proposed use and should not result in any highway safety issues.

3.3 Parking Provision

3.3.1 For the store which has an approximate sales floor area of some 280sqm, it is proposed to provide 6 car parking spaces and a disabled parking space located adjacent to the entrance to the store. Given that the majority of customers to the site will park adjacent to the pumps, the proposed parking provision is considered more than sufficient to cater for the parking demands at the site.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrians will access the site via the main site access, which will provide a continuous link along the south side of the internal access road to store pedestrian entrance/ exit, providing suitable separation for pedestrians and vehicular traffic.

3.4.2 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

3.5 Servicing

3.5.1 Service vehicles will use the same access arrangements as all other traffic entering and exiting the site. These vehicles (such as fuel delivery and service vehicle for the ancillary store) will be able to enter and exit the site in a forward gear.

3.5.2 The servicing requirements for the proposed development can be adequately catered for.

4 TRAFFIC IMPACT

4.1 Development Traffic

4.1.1 It is envisaged that the most if not all of the vehicle movements to and from the PFS would be from opportunistic pass-by movements, from the traffic already using the A633 and Barnsley Road combined with existing trip activities. These pass-by movements will therefore not occur as new trips on the local network, simply movements to and from the site for vehicles that would have been on the network regardless. Subsequently in respect of the PFS operations the traffic impact on the network would be negligible, and can be adequately catered for by the use of the proposed access arrangements.

4.1.2 The proposed convenience store is considered to be ancillary to the PFS development, and is highly unlikely to constitute a primary trip attractor to the site. It is envisaged that the convenience store would not generate any specific vehicular trips onto the local network, given that the site is located within the town of Wombwell, and specific trips for goods would be made to the high number of stores within the town centre including large convenience stores and large supermarket located nearby. The proposed site promotes trips on foot given the footpath link to the convenience store, and that these would be carried out at a local level from the existing residential areas located close by. Therefore, the only anticipated vehicular traffic visiting the convenience store would be customers of the PFS.

4.1.3 However, given the sites location it is proposed to provide some car parking in addition to pump parking, so that should there be any trips solely for the ancillary store these vehicles can be adequately accommodated within the site.

4.1.4 The injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the change in peak hour flows as a result of the development proposals.

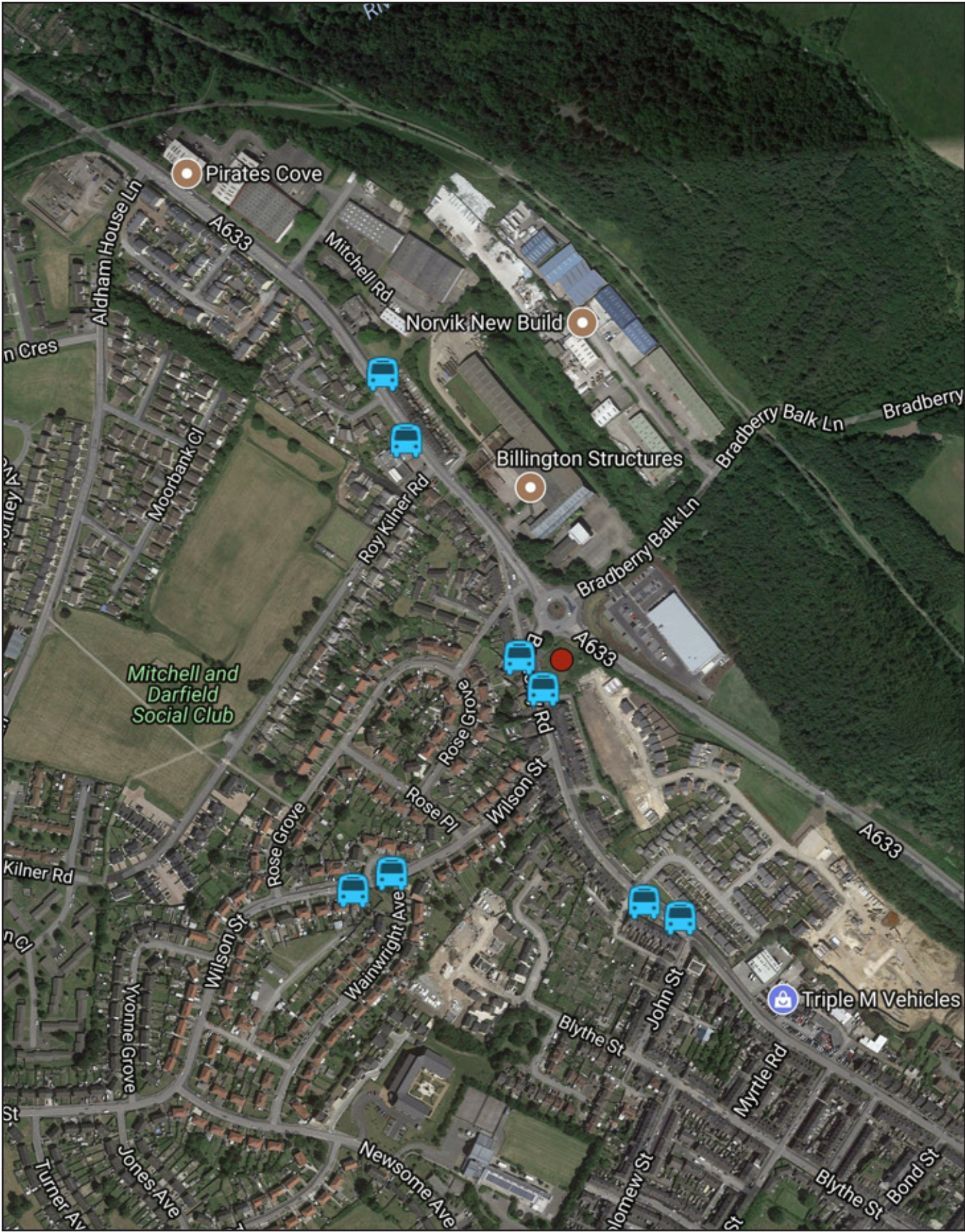
- 4.1.5 The site will be serviced by fuel delivery vehicles and those delivery vehicles associated with the ancillary store. These are anticipated to be infrequent and out of the network peak hours, i.e. during quieter periods. These vehicles are able to enter and exit the site in a forward gear given the adequate turning space within the site.
- 4.1.6 Car parking is provided, which should easily cater for demand and will formalise customer car parking securing space for turning manoeuvres associated with refuse and delivery vehicles/ fuel delivery vehicles.
- 4.1.7 Therefore, the traffic generation would be largely made up of existing trip activities of low impact pass-by movements associated with the PFS. The majority of the demand for the convenience store would either be customers of the PFS or would be made on foot by local residents that live nearby. The increase in pedestrian trips to the site can also be catered for given the footway network to the local residential areas, and the good quality public transport provision. It is considered that these minor increases in traffic as result of the development would not be discernible from the daily fluctuations in flows or occupancy of buses on the network.

5 CONCLUSIONS

- 5.1.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the proposed development of a PFS with ancillary store is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation. Accident records were also analysed, and revealed that there doesn't appear to be a road safety problem which would warrant treatment or be a cause for concern as a result of the traffic associated with the proposed development.
- 5.1.2 The site is considered to be in a sustainable location being within walking distance of the local bus stops providing frequent services to nearby residential settlements and to walk to the adjacent residential areas of Wombwell. Within the cycle catchment area are many medium to high density residential areas within surrounding settlements including Wombwell Railway Station, which provides access to other cities, towns, and villages. Therefore, the site generally conforms to current Government directives for ensuring developments are located in sustainable locations.
- 5.1.3 It is considered that the traffic generation would be largely made up of existing trip activities of low impact pass-by movements associated with the PFS. The majority of the demand for the convenience store would either be customers of the PFS or would be made on foot by local residents that live nearby. The increase in pedestrian trips to the site can also be catered for given the footway network to the local residential areas, and the good quality public transport provision. It is considered that these minor increases in traffic as result of the development would not be discernible from the daily fluctuations in flows or occupancy of buses on the network.
- 5.1.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



● SITE LOCATION

● BUS STOP LOCATION



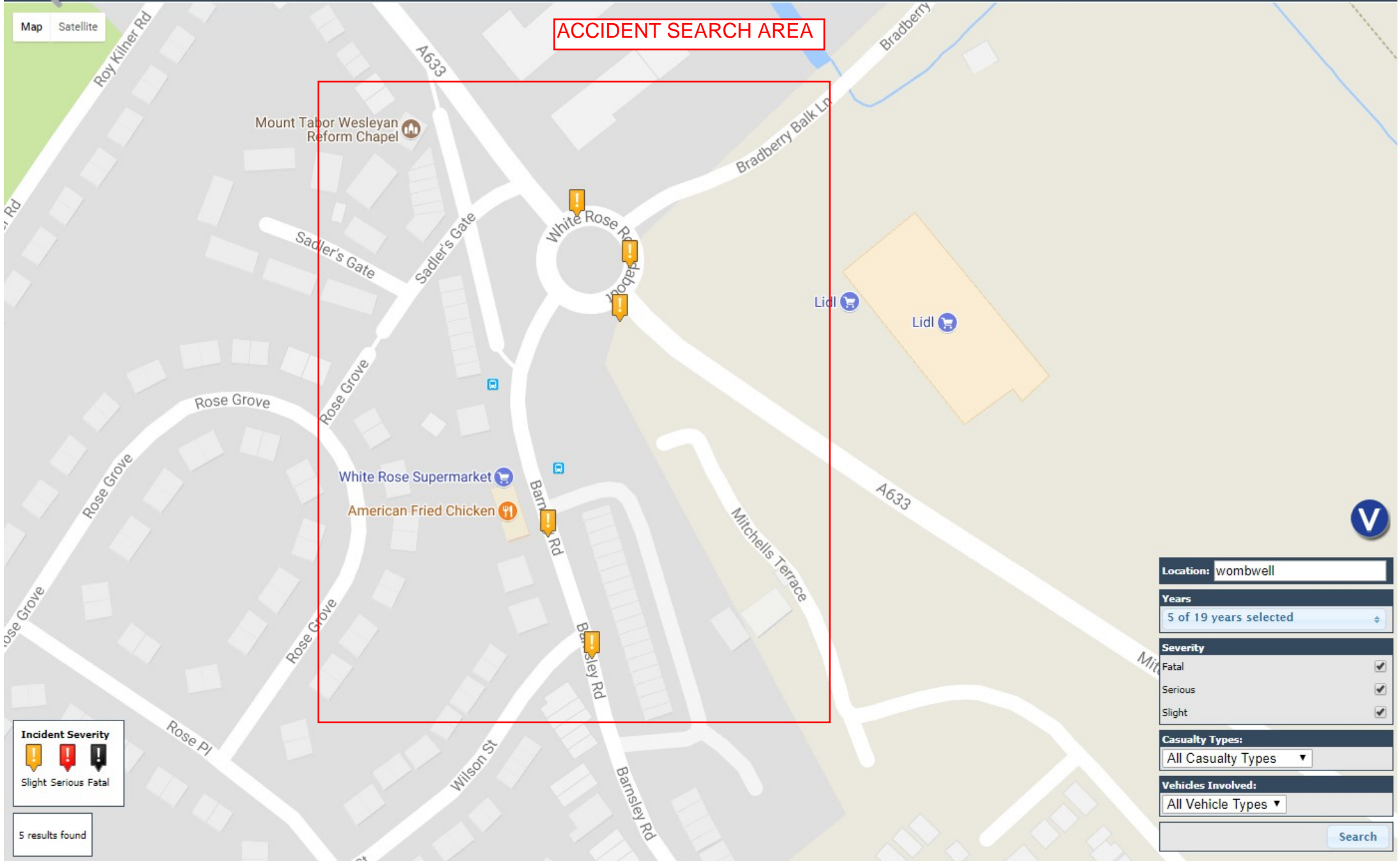
UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

Road Traffic Accidents

Map Satellite

ACCIDENT SEARCH AREA



Incident Severity

Slight Serious Fatal

5 results found

Location: wombwell

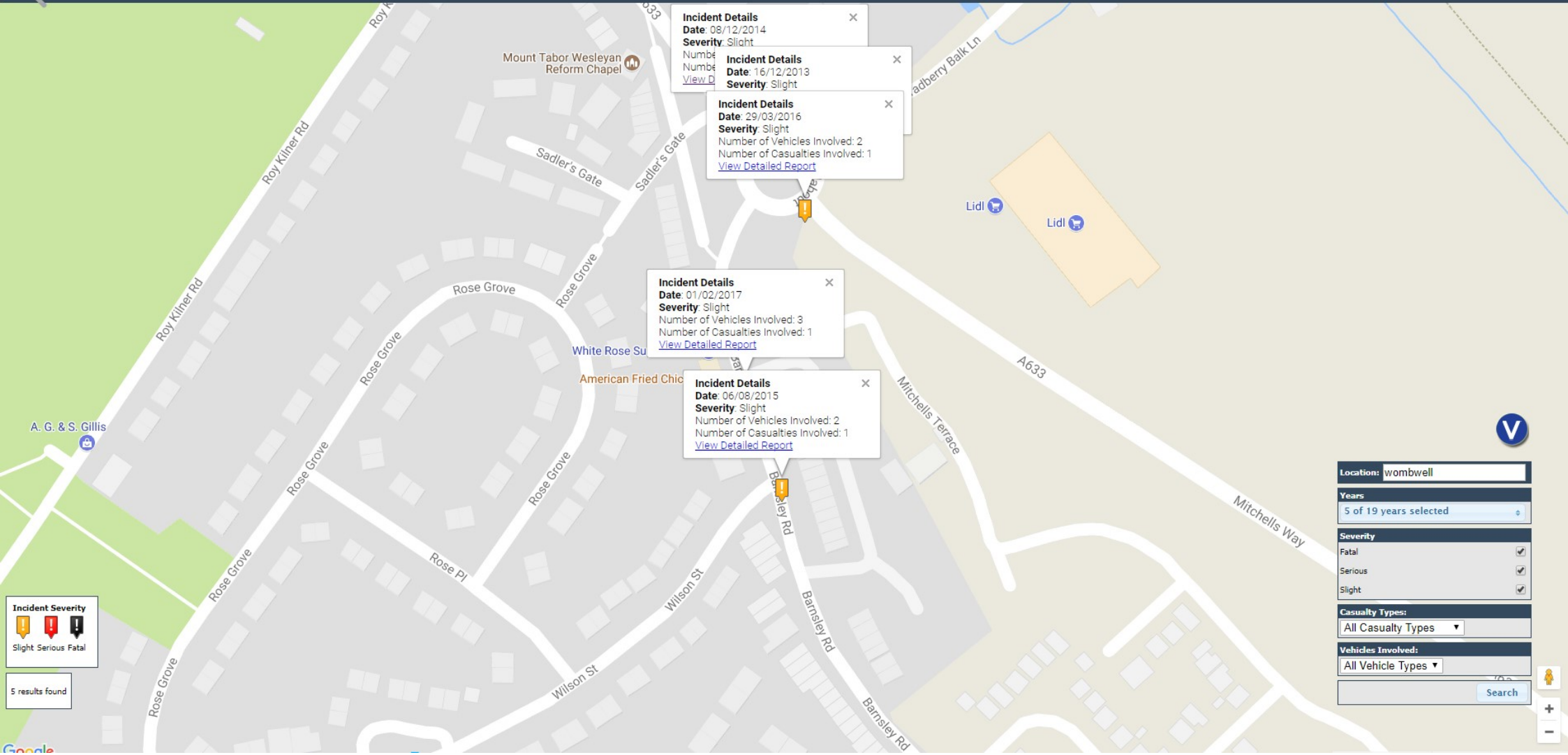
Years
5 of 19 years selected

Severity
Fatal
Serious
Slight

Casualty Types:
All Casualty Types

Vehicles Involved:
All Vehicle Types

Search



Incident Details
Date: 08/12/2014
Severity: Slight

Incident Details
Date: 16/12/2013
Severity: Slight

Incident Details
Date: 29/03/2016
Severity: Slight
Number of Vehicles Involved: 2
Number of Casualties Involved: 1
[View Detailed Report](#)

Incident Details
Date: 01/02/2017
Severity: Slight
Number of Vehicles Involved: 3
Number of Casualties Involved: 1
[View Detailed Report](#)

Incident Details
Date: 06/08/2015
Severity: Slight
Number of Vehicles Involved: 2
Number of Casualties Involved: 1
[View Detailed Report](#)

Incident Severity

Slight Serious Fatal

5 results found

Location: wombell

Years
5 of 19 years selected

Severity

Fatal

Serious

Slight

Casualty Types:
All Casualty Types

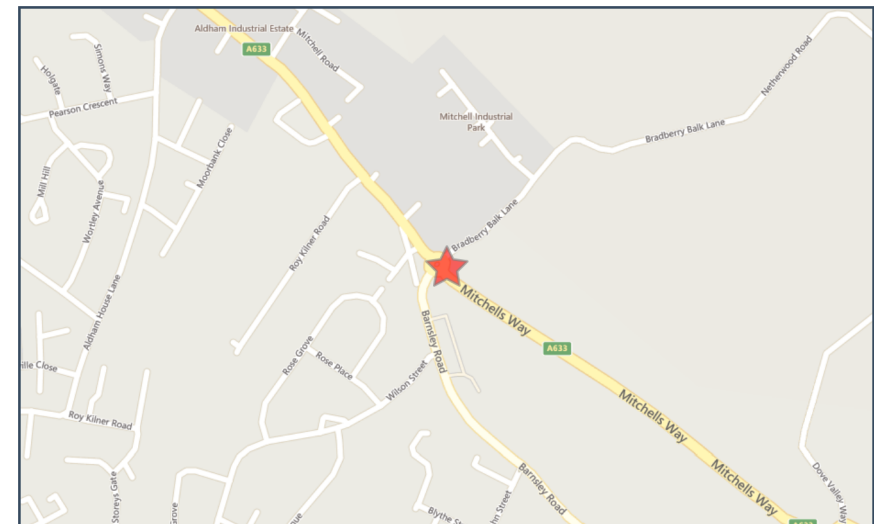
Vehicles Involved:
All Vehicle Types

Search



Crash Date: Monday, December 16, 2013 **Time of Crash:** 5:35:00 AM **Crash Reference:** 201314B089113

Highest Injury Severity:	Slight	Road Number:	A633	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	2
Local Authority:	Barnsley			OS Grid Reference:	439243 403852
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
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				



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



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	46 - 55	Vehicle is moving off	Front	Commuting to/from work	None	None
2	Motorcycle over 50cc and up to 125cc		2 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from 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	Male	56 - 65	Unknown or other	Unknown or other

Accident Description:

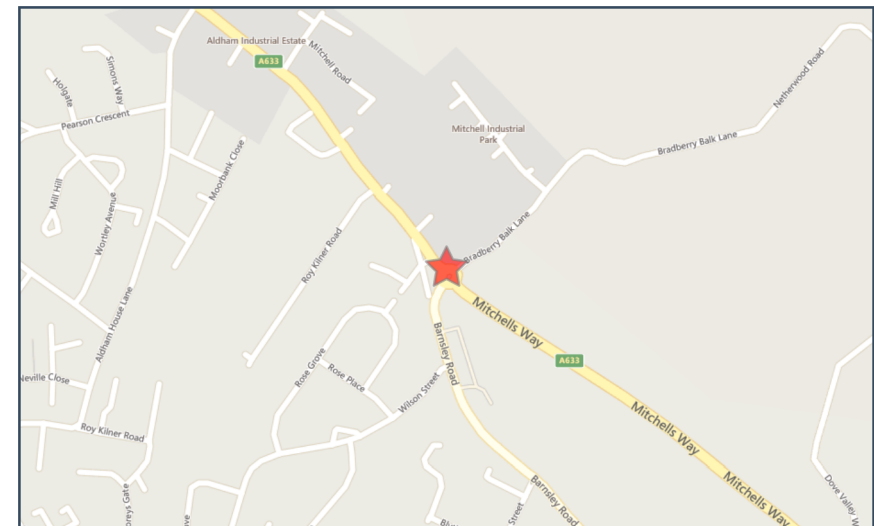
Accident description text currently unavailable for this highway authority / police force

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



Crash Date: Monday, December 08, 2014 **Time of Crash:** 9:10:00 AM **Crash Reference:** 201414B120614

Highest Injury Severity:	Slight	Road Number:	A633	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	2
Local Authority:	Barnsley			OS Grid Reference:	439224 403870
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:	Roundabout				
Junction Control:	Give way or uncontrolled				



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



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 moving off	Offside	Other	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	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	Male	26 - 35	Unknown or other	Unknown or other

Accident Description:

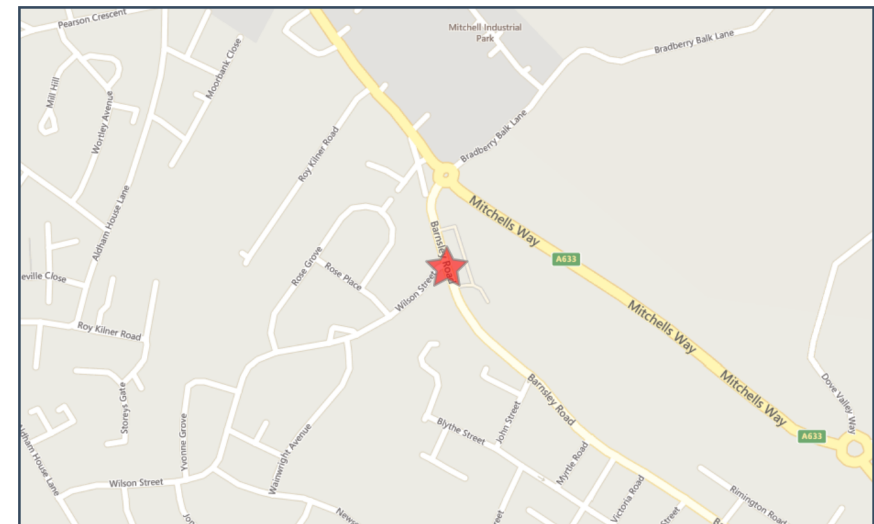
Accident description text currently unavailable for this highway authority / police force

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



Crash Date: Thursday, August 06, 2015 **Time of Crash:** 3:00:00 PM **Crash Reference:** 201514B072015

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Barnsley	Number of Vehicles:	2	OS Grid Reference:	439231 403712
Local Authority:	Barnsley				
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:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



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)	10	Female	66 - 75	Vehicle is waiting to turn right	Front	Other	None	None
2	Motorcycle over 50cc and up to 125cc	-1	Male	21 - 25	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	Male	21 - 25	Unknown or other	Unknown or other

Accident Description:

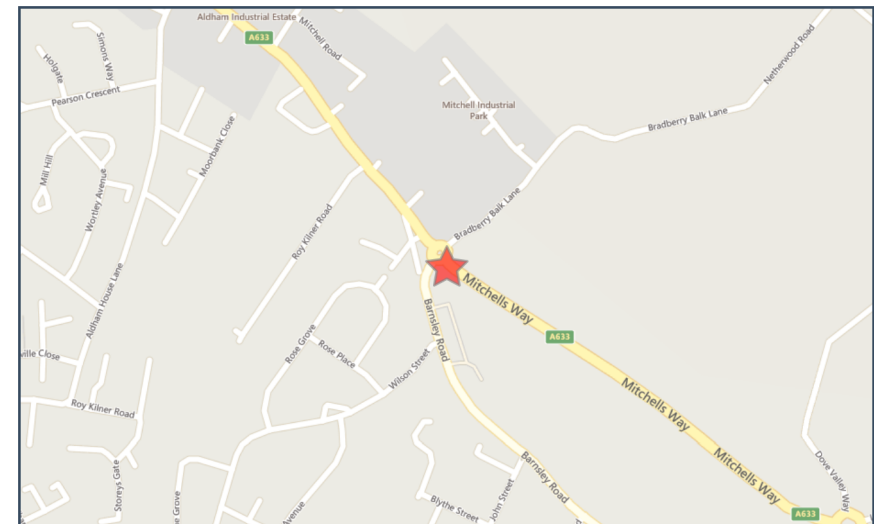
Accident description text currently unavailable for this highway authority / police force

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



Crash Date: Tuesday, March 29, 2016 **Time of Crash:** 5:00:00 PM **Crash Reference:** 2016140057452

Highest Injury Severity:	Slight	Road Number:	A633	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	2
Local Authority:	Barnsley Metropolitan Borough			OS Grid Reference:	439240 403832
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:	Roundabout				
Junction Control:	Give way or uncontrolled				



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



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)		2 Female	21 - 25	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
2	Car (excluding private hire)		-1 Unknown	Unknown	Vehicle is slowing down or stopping	Back	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	21 - 25	Unknown or other	Unknown or other

Accident Description:

Not Available

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



2017 data is provisional and is subject to change

Crash Date: Wednesday, February 01, 2017 **Time of Crash:** 8:50:00 PM

Crash Reference: 2017140153603

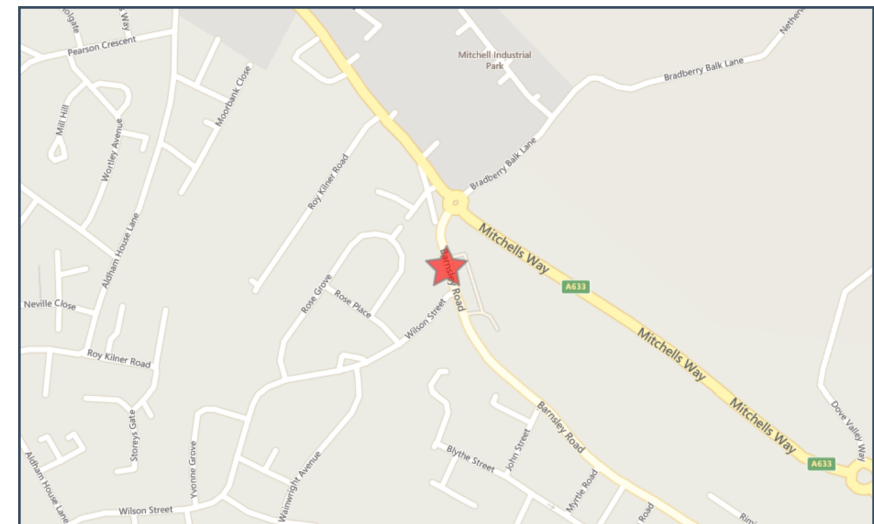
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered 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: 3

OS Grid Reference: 439215 403755



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



2017 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	16-24	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None
2	Good vehicles of unknown weight	-1	Unknown	NK	Vehicle is passing another vehicle (moving or stationary) on its nearside	Unknown	Other	Parked vehicle	None
3	Car (excluding private hire)	-1	Female	25-34	Vehicle is parked in the carriageway	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	16-24	Unknown or other	Unknown or other

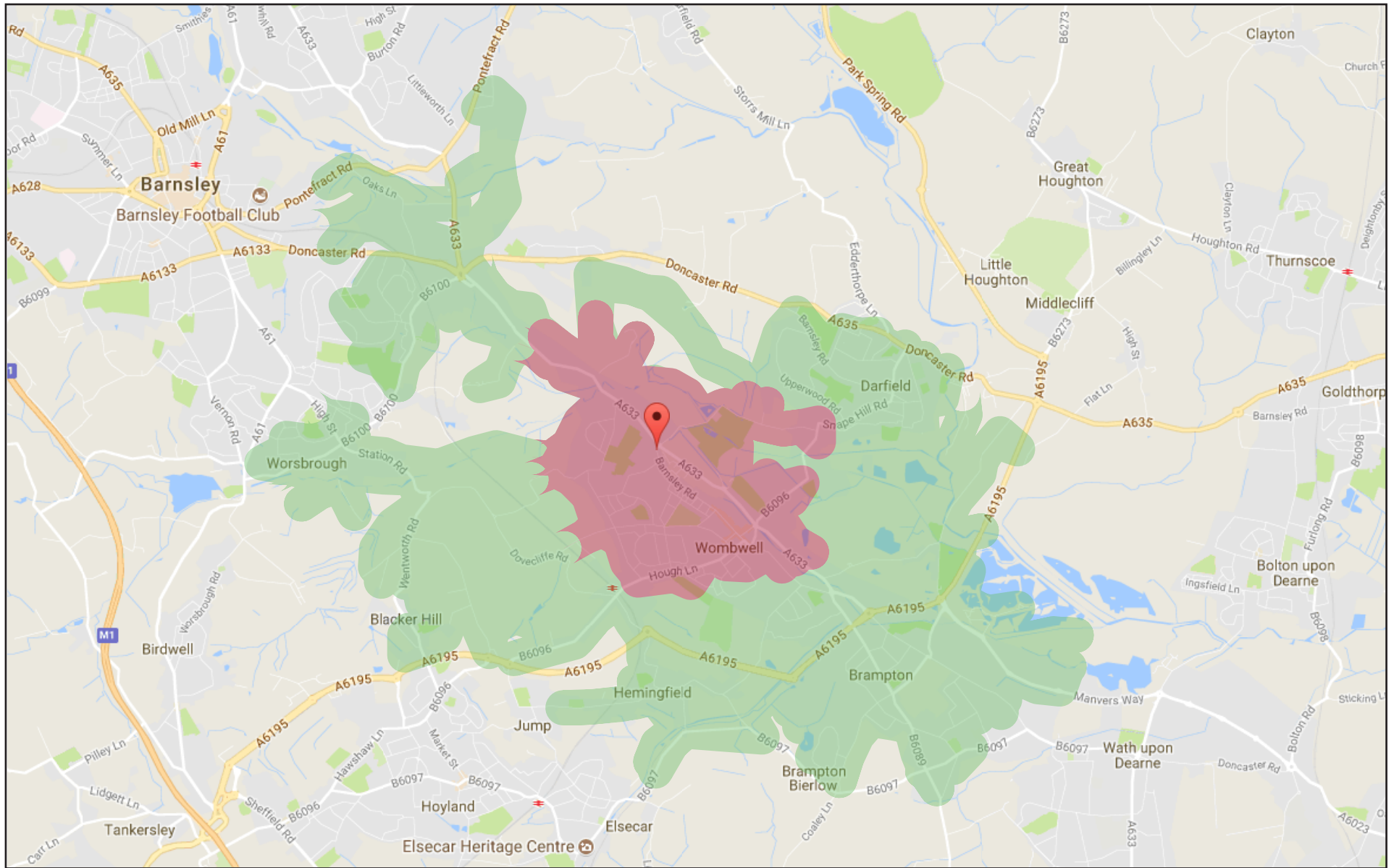
Accident Description:




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

Appendix C

Pedestrian & Cycle Catchment



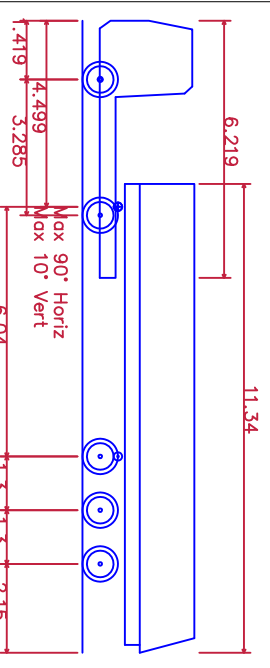
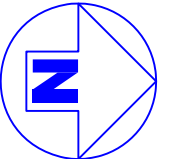
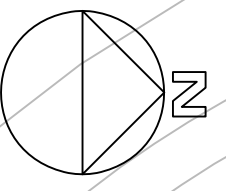
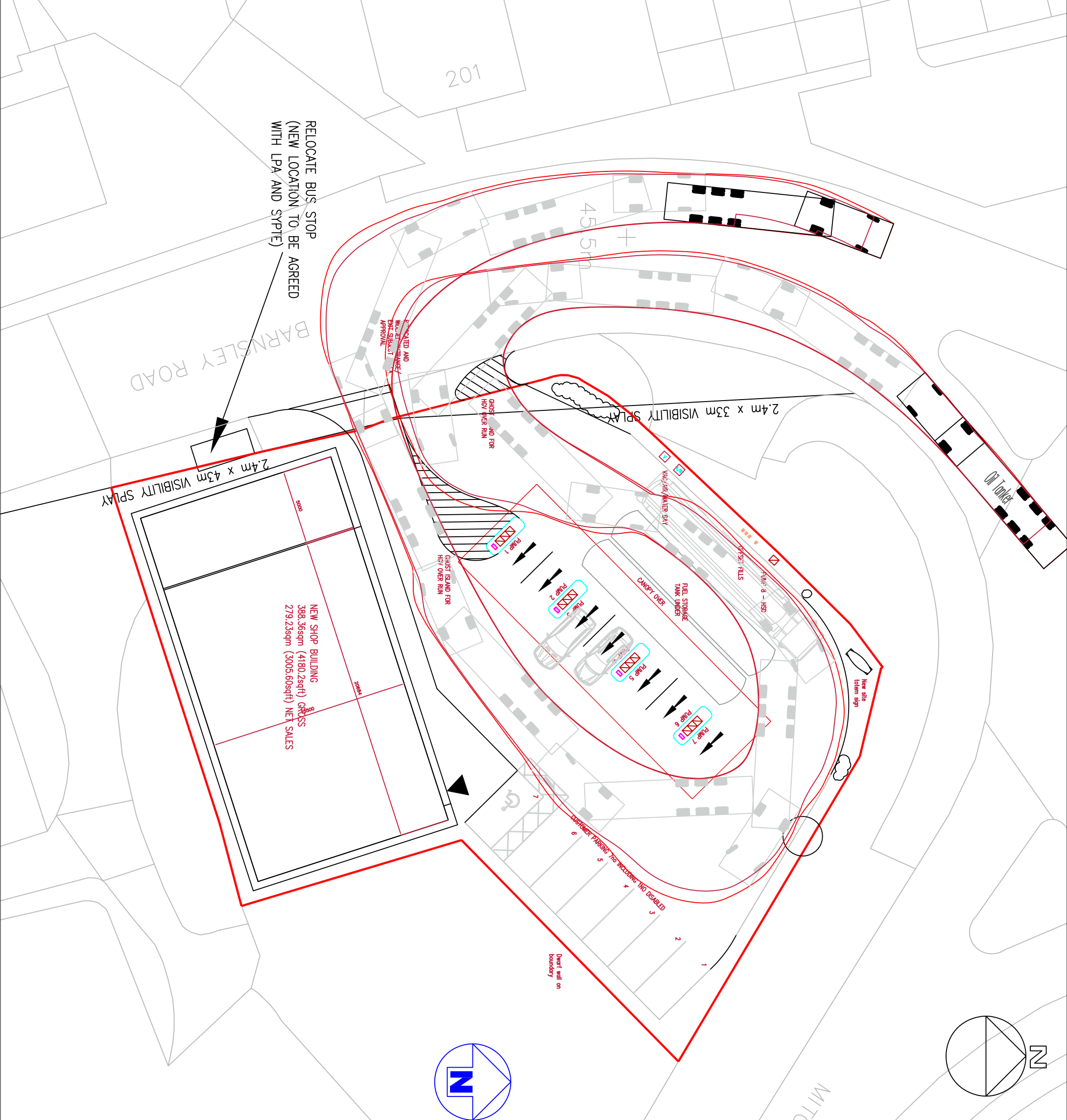
-  5km CYCLE CATCHMENT
-  2km WALKING CATCHMENT
-  SITE LOCATION



UNIT 2, THE OFFICE CAMPUS,
 PARAGON BUSINESS PARK, RED HALL COURT,
 WAKEFIELD WF1 2UY

Appendix D

Proposed Layout



Oil Tanker

Overall Length 15.289m

Overall Width 2.500m

Overall Body Height 2.704m

Min Body Ground Clearance 0.419m

Track Width 2.450m

Lock to Lock Time 4.00s

Kerb to Kerb Turning Radius 6.670m

GENERAL NOTES:

- THIS DRAWING SHOWS THE PROVISIONAL DESIGN ONLY AND IS SUBJECT TO LOCAL AUTHORITY APPROVAL.
- THIS DRAWING SHOULD NOT BE SCALED FOR SETTING OUT PURPOSES.
- THIS DRAWING IS BASED ON A TOPOGRAPHICAL/ORDNANCE SURVEY PROVIDED BY OTHERS.

REV	DATE	DESCRIPTION

PARAGON HIGHWAYS

PARAGON HIGHWAYS
UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY
01924 291536 / PARAGONHIGHWAYS.COM

JOB 1386 DWG 01 REV

SCALE: 1:250 @A3

DATE: JAN 2017

PROPOSED PFS
BARNLSLEY ROAD/ MITCHELL WAY, WOMBWELL