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Wayne,

The reason for the call yesterday was to discuss the scoping for the TA for the above site.

We are acting for Newlands Developments who are preparing a planning application for submission later this year. As you know we worked up the site access roundabout layout that has now got consent and the Masterplan Framework was adopted by the Council last year.

We now need to establish what traffic surveys are available - did the Council undertake surveys for the work that Aecom did for the roundabout application? I recall that the Council has already improved some of the junctions to the west, in readiness for this allocation but perhaps you can confirm?

Would you be able to advise what traffic survey information is available please that we can have access to? If there is nothing suitable then we will need to undertake some surveys in the next few weeks (before the end of June). We will need to undertake some surveys in Doncaster district at Marr/Hickleton and A1(M)/A635 in any event.

I would be grateful if you could let me know when it's convenient to speak.

Regards,

Paul

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Our ref: NHPR 21
Your ref: PA/2022/964

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22 June 2022

Dear Paul

Site at Goldthorpe, Barnsley - west of A1(M)

We have reviewed the Scoping Note prepared to accompany the request for pre-application scoping advice in relation the forthcoming hybrid planning application for a proposed employment development at Goldthorpe, Barnsley.

Background

The development site is located within the BMBC Local Plan and forms part of the wider Goldthorpe Masterplan Framework.

BMBC Local Plan 2019

The development site was allocated for employment use within the BMBC Local Plan (2019) at Site ES10. The total size of the site is stated as 72.9 ha in the Local Plan; however, it does not specify the total quantum allocated to employment use.

Goldthorpe Masterplan Framework

The Goldthorpe Masterplan Framework was adopted by BMBC in September 2021. The Goldthorpe Masterplan Framework (version 2.0) again does not specify the total quantum of land allocated to employment use at Site ES10.

D1 Transport Impact Assessment Report – AECOM (2018)

The Goldthorpe Masterplan Framework states an evidence base for the site was collated initially as part of the Local Plan Site Allocation process, which included the “D1 Transport Impact Assessment Report” produced by AECOM (2018).

No reference to this TA has been made in the TA Scoping Note. National Highways would state the proposed development should not exceed the level of traffic generation associated with Site ES10 as considered in the AECOM TA. If the level of traffic generation is exceeded, further capacity assessments may be required in order to determine the impact the overall uplift has on the SRN.

Therefore, National Highways would recommend that Fore provide and make reference to the AECOM TA in the upcoming TA, namely the assumed trip generation, to ensure

the traffic generation associated with the proposed development does not exceed that what was considered acceptable as part of the Local Plan and Masterplan Framework.

Policy review

National Highways would note the TA should be prepared with due regard to the following documentation:

- Circular 02/2013 – The Strategic Road Network and The Delivery of Sustainable Development (DfT 2013);
- National Planning Policy Framework [NPPF] (2021); and
- National Highways’ guidance document ‘The Strategic Road Network: Planning for The Future’ (2015).

Proposed development

Fore state the:

“emerging scheme allows for 204,000 sqm of employment floorspace”

National Highways would recommend Fore clarify whether the stated 204,000 m² of employment floorspace is within the quantum allocated for employment use by the Local Plan and Masterplan Framework.

Fore note the proposed development is to be predominantly warehouse use (B8 Use Class) with elements of B2 industrial use. For the purpose of the TA, Fore has assumed a 70%:30% B8:B2 split (142,800 m² B8 and 61,200 m² B2). National Highways would expect a worst-case scenario in terms of PCU trip generation to be assumed for the purposes of the upcoming TA.

National Highways would note it is unclear from the Scoping Note what quantum of land use was allocated for employment use as part of the Local Plan or Framework Masterplan. As a result, National Highways would recommend that Fore present the quantum of land that was allocated for employment use, either as part of the Local Plan and Goldthorpe Masterplan Framework, or as was assumed as part of the AECOM TA.

Given that the employment land use allocation for the site is not presented, any material difference in the quantum of development or land use compared to that originally assumed at the Local Plan stage, has the potential to generate a significant difference in the level of traffic. It is noted that material changes in the forecast traffic generation, compared to that assumed at the Local Plan stage, could result in a significantly greater impact on the operation of the SRN.

Trip rates and generation

National Highways has reviewed the proposed vehicle and HGV trip rates and generations. The proposed trip generations are shown below in Tables 1 and 2.

Table 1. Proposed vehicle trip generation (Fore)

| | Weekday AM Peak Period (07:30 – 08:30) | Weekday PM Peak Hour (17:00 – 18:00) |
|--|--|--------------------------------------|
|--|--|--------------------------------------|

| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
|------------------------------|------------|------------|------------|------------|------------|------------|
| 142,800 m ² B8 | 170 | 110 | 280 | 120 | 170 | 290 |
| 61,200 m ² B2 | 204 | 28 | 232 | 28 | 202 | 230 |
| Total | 374 | 138 | 512 | 148 | 372 | 520 |

Table 2. Proposed HGV trip generation (Fore)

| | Weekday AM Peak Period (07:30 – 08:30) | | | Weekday PM Peak Hour (17:00 – 18:00) | | |
|------------------------------|--|------------|------------|--------------------------------------|------------|------------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| 142,800 m ² B8 | 47 | 63 | 110 | 63 | 51 | 114 |
| 61,200 m ² B2 | 15 | 12 | 27 | 7 | 10 | 17 |
| Total | 62 | 75 | 137 | 70 | 61 | 131 |

Subject to the following further evidence, National Highways would generally accept Fore's trip rates and subsequent vehicle trip generation as being appropriate:

- National Highways would reiterate the importance for Fore to provide and present the trip rates and generations that were used in the AECOM TA for the ES10 Site. This will provide a suitable comparison between the level of traffic generation associated with the proposed development and the level that was previously considered acceptable as part of the Local Plan and Masterplan Framework.
- National Highways also require Fore to demonstrate the worst-case mix of B2 and B8 land-use in terms of PCU trip generation.

Sensitivity test

If the split between B8 and B2 for the proposed development is still not known when it comes to submitting the upcoming TA, National Highways also require Fore to demonstrate the worst-case mix of B2 and B8 land-use in terms of PCU trip generation.

Inter-peak

Additionally, there is a growing propensity for storage and distribution centres to operate with non-typical working patterns or with 'shift' change patterns that occur outside of the typical morning and evening peak hour periods, including at weekends. Therefore, subject to the finalised nature of the proposed development, National Highways would seek additional information from the Applicant with regards to the likely operational impacts of the proposal outside of typical network peak hour periods to include Saturday and weekday periods.

Light vehicle/car trip distribution and assignment

National Highways has reviewed the proposed trip distribution rates using the gravity model GraHAM and would suggest that Fore’s distribution rates are robust. However, Fore has only presented the distribution of traffic as far as the A6195 Dearne Valley Parkway / Corton Wood junction. As the A6195 Dearne Valley Parkway continues west towards the M1 at junction 36, National Highways would recommend Fore present the distribution and assignment results for the M1 junction 36 in the upcoming TA.

The proposed trip assignment is shown in Table 3.

Table 3. Fore’s proposed light vehicle/car trip assignment results

| Junction | AM Peak Period (07:30 – 08:30) | | | PM Peak Period (17:00 – 18:00) | | |
|-----------------------------|--------------------------------|------------|---------|--------------------------------|------------|---------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| A1(M) J37 North | 3 | 1 | 4 | 1 | 3 | 4 |
| A1(M) J37 South | 23 | 5 | 27 | 6 | 22 | 28 |
| A6195 Dearne Valley Parkway | 33 | 7 | 39 | 8 | 33 | 41 |

National Highways would suggest the vehicle assignment results shown above highlight that the proposed development could potentially cause a significant impact at the A1(M) J37 and the M1 junction 36, considering the A6195 Dearne Valley Parkway continues on to the M1 junction 36.

National Highways would therefore reiterate the importance for Fore to provide and present the traffic generation from the AECOM TA associated with the ES10 Site. This will provide a suitable comparison between the level of traffic generation forecast from the proposed development and the level of traffic that was previously considered acceptable as part of the Local Plan and Masterplan Framework.

HGV trip distribution and assignment

Fore state the HGV trip associated with the proposed development has been:

“assumed to route via the strategic road network (SRN), namely the A1(M) Junction 37 to the east and the M1 Junction 36 to the west. Based on likely routing and the settlement pattern, the HGV trips have been split between four routes (A1(M) North and South via A1(M) Junction 37 and M1 North and South via M1 Junction 36).”

National Highways would request that Fore present the methodology used to derive the HGV distribution results in the upcoming TA in order to determine if appropriate data and methodology was used.

Additionally, National Highways would recommend that given the potential impact HGV trip generation could have on the SRN, Fore should present the total vehicle trip assignment associated with the distribution as passenger car units (PCU) for the

proposed B8/B2 development, in order to determine the potential impact additional HGV movements could have on the operation of the SRN.

Assessments

Subject to the impact of the proposed development on the SRN considering the proposed developments traffic generation impact compared to the acceptable level as previously considered in the AECOM TA, junction capacity and other operational assessments may be required.

With regard to the threshold for consideration of a junction capacity assessment, reference should be made to the following guidance:

- National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021);
- National Highways' document 'The Strategic Road Network: planning for the future' (National Highways, 2015); and
- The Department for Transport's Circular 02/2013.

In particular, 'The Strategic Road Network: planning for the future', states that National Highways:

"will look at planning applications assessed as being 'severe' on a case-by-case basis. This will take into account the performance and character of the relevant section of the SRN, and the predicted effects on the development on its safe operation."

Further, National Highways considers that the 2007 DfT guidance, that describes a '30-vehicle threshold for discussions', does not justify junction capacity assessments not being undertaken.

If the opening year assessments demonstrate that a mitigation scheme is required in order to accommodate the impact of the proposed development, this would need to be assessed, agreed with National Highways and a Stage 1 Road Safety Audit undertaken prior to determination of the planning application.

Travel Plan

National Highways supports and requires the preparation and implementation of Travel Plans to limit the volume of private vehicle trips to and from developments and to promote sustainable modes of travel.

I trust this response is helpful, but should you require any further information please do not hesitate to contact me.

Yours sincerely

Cat Campbell

Spatial Planning

National Highways

Cat.campbell@jacobs.com

AA.22.06.13 Site at Goldthorpe, Barnsley - west of A1(M)

Prepared for: Cat Campbell
Prepared by: Harry Robinson (SYSTRA)
Date: 22nd June 2022
Case Reference: DevSY0101
Document Reference: AA.22.06.13 Technical Memorandum
Reviewed/approved by: Andy Tennant (SYSTRA)

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Introduction

In June 2021, Newlands Developments has requested pre-application advice (referenced: PA/2022/964) in relation to the forthcoming hybrid planning application for a proposed employment development at Goldthorpe, Barnsley. The developer's Transport Consultant is Fore Consulting Limited [Fore] and the Local Planning Authority is [LPA] Barnsley Metropolitan Borough Council [BMBC].

Jacobs SYSTRA Joint Venture [JSJV] has reviewed Fore's Scoping Note for the Transport Assessment [TA] that will be prepared to accompany the future planning application and would offer the following comments.

Background

JSJV understands that the development site is located within the BMBC Local Plan and forms part of the wider Goldthorpe Masterplan Framework.

BMBC Local Plan 2019

The development site was allocated for employment use within the BMBC Local Plan (2019) at Site ES10. The total size of the site is stated as 72.9 ha in the Local Plan; however, it does not specify the total quantum allocated to employment use. JSJV would note the Local Plan states that:

"The development will be subject to the production of a phased Masterplan Framework and will be expected to:

*Improve the highway network to mitigate the impact of additional traffic generated by the development on surrounding roads and in particular effects on the A635 and other **strategic road links to the A1/M and M1 motorways**"*

The framework is called the Goldthorpe Masterplan Framework.

Goldthorpe Masterplan Framework

The Goldthorpe Masterplan Framework was adopted by BMBC in September 2021. JSJV would note the Goldthorpe Masterplan Framework (version 2.0) again does not specify the total quantum of land allocated to employment use at Site ES10.

D1 Transport Impact Assessment Report – AECOM (2018)

The Goldthorpe Masterplan Framework states an evidence base for the site was collated initially as part of the Local Plan Site Allocation process, which included the “D1 Transport Impact Assessment Report” produced by AECOM (2018).

JSJV would note Fore has not made reference to this TA in their TA Scoping Note. JSJV would state the proposed development should not exceed the level of traffic generation associated with Site ES10 as considered in the AECOM TA. If the level of traffic generation is exceeded, further capacity assessments may be required in order to determine the impact the overall uplift has on the SRN.

Therefore, JSJV would recommend that Fore provide and make reference to the AECOM TA in the upcoming TA, namely the assumed trip generation, to ensure the traffic generation associated with the proposed development does not exceed that what was considered acceptable as part of the Local Plan and Masterplan Framework.

Existing situation

The location of the development site relative to the Strategic Road Network [SRN], is presented below in **Figure 1**. As can be seen, the application site is located approximately 8.3 km to the west of the A1(M) junction 63 [A1(M) J63]; 11.6 km to the southeast of the M1 junction 37 [M1 J37]; and 9.9 km to the northeast of the M1 junction 36 [M1 J36].



Figure 1. Proposed development site location in relation to SRN

Collision data analysis

JSJV support the inclusion of the personal injury collision analysis. Subject to the impact of the proposed development on the SRN, JSJV recommend the SRN junctions A1(M) J63; M1 J37 and M1 J36 are included within the collision data analysis.

JSJV would suggest that a collision data analysis should be undertaken covering the most recently available complete five-year period for the SRN. Due to the implications of covid-19 on traffic levels, JSJV acknowledge that 2019 Collision data may be the most recently available robust

Policy

JSJV would note the TA should be prepared with due regard to the following documentation:

- Circular 02/2013 – *The Strategic Road Network and The Delivery of Sustainable Development* (DfT 2013);
- National Planning Policy Framework [NPPF] (2021); and
- National Highways' guidance document '*The Strategic Road Network: Planning for The Future*' (2015).

Committed developments

JSJV would suggest that the Fore should engage with BMBC to agree which committed developments should be considered alongside the proposed development.

JSJV would make reference to government guidance on Travel Plans, Transport Assessments and Statements (<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>) which states:

"It is important to give appropriate consideration to the cumulative impacts arising from other committed development (ie development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval".

Proposed development

Fore state the:

"emerging scheme allows for 204,000 sqm of employment floorspace"

JSJV would recommend Fore clarify whether the stated 204,000 m² of employment floorspace is within the quantum allocated for employment use by the Local Plan and Masterplan Framework.

Fore note the proposed development is to be predominantly warehouse use (B8 Use Class) with elements of B2 industrial use. For the purpose of the TA, Fore has assumed a 70%:30% B8:B2 split (142,800 m² B8 and 61,200 m² B2). JSJV would expect a worst-case scenario in terms of PCU trip generation to be assumed for the purposes of the upcoming TA.

Fore state details of the proposed development:

"will be provided including a summary of the vehicular and pedestrian access arrangements, car and cycle parking provision, and servicing arrangements."

JSJV would note it is unclear from the Scoping Note what quantum of land use was allocated for employment use as part of the Local Plan or Framework Masterplan. As

a result, JSJV would recommend that Fore present the quantum of land that was allocated for employment use, either as part of the Local Plan and Goldthorpe Masterplan Framework, or as was assumed as part of the AECOM TA.

Given that the employment land use allocation for the site is not presented, any material difference in the quantum of development or land use compared to that originally assumed at the Local Plan stage, has the potential to generate a significant difference in the level of traffic. It is noted that material changes in the forecast traffic generation, compared to that assumed at the Local Plan stage, could result in a significantly greater impact on the operation of the SRN.

Parking

Fore state the car parking provision will be reviewed against the standards set out in BMBC's Parking Supplementary Document. JJSV would consider this approach appropriate.

Trip rates and generation

Fore proposed vehicle trip rates and generation

Fore has derived vehicle and HGV trip rates from the TRICS online database (version 7.9.1) for the proposed development (142,800 m² of B8 and 61,200 m² of B2) in order to demonstrate the total impact associated with the proposal for the identified peak hours (07:30 to 08:30 and 16:00-17:00).

The TRICS selection parameters used by Fore can be summarised as follows:

- 142,800 m² B8
 - TRICS Land Use Category: 02 / F (Employment / Warehousing (Commercial));
 - Location: Suburban Area, Edge of Town;
 - Trip rate parameter: Gross Floor Area (GFA);
 - Actual Range: 190 to 80,100 m²;
 - Range Selected by User: 190 to 80,100 m²; and
 - Calculation Factor: 100 m²
- 61,200 m² B2
 - TRICS Land Use Category: 02 / C (Employment / Industrial Unit);
 - Location: Suburban Area, Edge of Town;
 - Trip rate parameter: Gross Floor Area (GFA);
 - Actual Range: 150 to 14,125 m²;
 - Range Selected by User: 150 to 67,459 m²; and
 - Calculation Factor: 100 m²

The proposed trip rates are presented below in **Tables 1** and **2**.

Table 1. Proposed vehicle trip rates (Fore)

| Land use | Weekday AM Peak Period (07:30 – 08:30) | | | Weekday PM Peak Hour (17:00 – 18:00) | | |
|---------------------------|--|------------|---------|--------------------------------------|------------|---------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| 142,800 m ² B8 | 0.119 | 0.077 | 0.196 | 0.084 | 0.119 | 0.203 |
| 61,200 m ² B2 | 0.333 | 0.046 | 0.379 | 0.046 | 0.330 | 0.376 |

Table 2. Proposed HGV trip rates (Fore)

| Land use | Weekday AM Peak Period (07:30 – 08:30) | | | Weekday PM Peak Hour (17:00 – 18:00) | | |
|---------------------------|--|------------|---------|--------------------------------------|------------|---------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| 142,800 m ² B8 | 0.033 | 0.044 | 0.077 | 0.044 | 0.036 | 0.080 |
| 61,200 m ² B2 | 0.024 | 0.020 | 0.044 | 0.011 | 0.016 | 0.027 |

Fore has estimated the vehicle and HGV trip generation for the proposed development using the vehicle trip rates presented in **Tables 1** and **2**. Fore's proposed vehicle and HGV trip generation is shown in **Tables 3** and **4**.

Table 3. Proposed vehicle trip generation (Fore)

| | Weekday AM Peak Period (07:30 – 08:30) | | | Weekday PM Peak Hour (17:00 – 18:00) | | |
|---------------------------|--|------------|------------|--------------------------------------|------------|------------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| 142,800 m ² B8 | 170 | 110 | 280 | 120 | 170 | 290 |
| 61,200 m ² B2 | 204 | 28 | 232 | 28 | 202 | 230 |
| Total | 374 | 138 | 512 | 148 | 372 | 520 |

Table 4. Proposed HGV trip generation (Fore)

| | Weekday AM Peak Period (07:30 – 08:30) | | | Weekday PM Peak Hour (17:00 – 18:00) | | |
|---------------------------|--|------------|------------|--------------------------------------|------------|------------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| 142,800 m ² B8 | 47 | 63 | 110 | 63 | 51 | 114 |
| 61,200 m ² B2 | 15 | 12 | 27 | 7 | 10 | 17 |
| Total | 62 | 75 | 137 | 70 | 61 | 131 |

As shown in **Table 3**, using Fore's vehicle trip rates, the proposed development is forecast to generate 512 two-way vehicle trips in the AM peak period and 520 two-way vehicle trips in the PM peak period. As shown in **Table 4**, using Fore's HGV trip rates, the proposed development is forecast to generate 137 two-way vehicle trips in the AM peak period and 131 two-way vehicle trips in the PM peak period.

Given the above, JSJV would recommend that a worst-case scenario in terms of PCU trip generation and land-use mix (B2 / B8) is assumed for the purposes of the upcoming TA.

JSJV vehicle trip rate and generation analysis

JSJV has undertaken a trip rate analysis using the TRICS Online Database (version 7.9.1) in order to review Fore's proposed vehicle and HGV trip rates. The results of this assessment are shown in **Tables 5** and **6**; the TRICS selection parameters used by JSJV can be summarised as follows:

- 142,800 m² B8
 - TRICS Land Use Category: 02 / F (Employment / Warehousing (Commercial));
 - Location: Suburban Area, Edge of Town;
 - Trip rate parameter: Gross Floor Area (GFA);
 - Actual Range: 10,446 to 80,100 m²;
 - Range Selected by User: 10,000 to 80,100 m²; and
 - Calculation Factor: 100 m²
- 61,200 m² B2
 - TRICS Land Use Category: 02 / C (Employment / Industrial Unit);
 - Location: Suburban Area, Edge of Town;
 - Trip rate parameter: Gross Floor Area (GFA);
 - Actual Range: 8,100 to 14,125 m²;
 - Range Selected by User: 8,000 to 67,459 m²; and
 - Calculation Factor: 100 m²

As seen above, JSJV has selected a much more representative Actual Range, in relation to the proposed quantum of development.

Table 5. Review of proposed vehicle trip rates (JSJV)

| | Weekday AM Peak Period (07:30 – 08:30) | | | Weekday PM Peak Hour (17:00 – 18:00) | | |
|--------------------------------------|--|---------------|---------------|--------------------------------------|---------------|---------------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| Fore 142,800 m ² B8 | 0.119 | 0.077 | 0.196 | 0.084 | 0.119 | 0.203 |
| JSJV 142,800 m ² B8 | 0.104 | 0.069 | 0.173 | 0.087 | 0.099 | 0.186 |
| Variance | -0.015 | -0.008 | -0.023 | 0.003 | -0.020 | -0.017 |
| Fore 61,200 m ² B2 | 0.333 | 0.046 | 0.379 | 0.046 | 0.33 | 0.376 |
| JSJV 61,200 m ² B2 | 0.301 | 0.018 | 0.319 | 0.031 | 0.333 | 0.364 |
| Variance | -0.032 | -0.028 | -0.060 | -0.015 | 0.003 | -0.012 |

Table 6. Review of proposed HGV trip rates (JSJV)

| | Weekday AM Peak Period (07:30 – 08:30) | | | Weekday PM Peak Hour (17:00 – 18:00) | | |
|--------------------------------------|--|---------------|---------------|--------------------------------------|---------------|---------------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| Fore 142,800 m ² B8 | 0.033 | 0.044 | 0.077 | 0.044 | 0.036 | 0.08 |
| JSJV 142,800 m ² B8 | 0.027 | 0.04 | 0.067 | 0.055 | 0.031 | 0.086 |
| Variance | -0.006 | -0.004 | -0.010 | 0.011 | -0.005 | 0.006 |
| Fore 61,200 m ² B2 | 0.024 | 0.02 | 0.044 | 0.011 | 0.016 | 0.027 |
| JSJV 61,200 m ² B2 | 0.014 | 0.002 | 0.016 | 0.002 | 0 | 0.002 |
| Variance | -0.010 | -0.018 | -0.028 | -0.009 | -0.016 | -0.025 |

JSJV has presented the total vehicle and HGV trip generation for the proposed development, shown in **Tables 7** and **8**, using the vehicle trip rates presented in **Tables 5** and **6**.

Table 7. Review of proposed vehicle trip generation (JSJV)

| | Weekday AM Peak Period (07:30 – 08:30) | | | Weekday PM Peak Hour (17:00 – 18:00) | | |
|--------------------------------------|--|------------|------------|--------------------------------------|------------|------------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| Fore 142,800 m ² B8 | 170 | 110 | 280 | 120 | 170 | 290 |
| JSJV 142,800 m ² B8 | 149 | 99 | 247 | 124 | 141 | 266 |
| Variance | -21 | -11 | -33 | 4 | -29 | -24 |
| Fore 61,200 m ² B2 | 204 | 28 | 232 | 28 | 202 | 230 |
| JSJV 61,200 m ² B2 | 184 | 11 | 195 | 19 | 204 | 223 |
| Variance | -20 | -17 | -37 | -9 | 2 | -7 |

Table 8. Review of proposed HGV trip generation (JSJV)

| | Weekday AM Peak Period (07:30 – 08:30) | | | Weekday PM Peak Hour (17:00 – 18:00) | | |
|--------------------------------------|--|------------|------------|--------------------------------------|------------|------------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| Fore 142,800 m ² B8 | 47 | 63 | 110 | 63 | 51 | 114 |
| JSJV 142,800 m ² B8 | 39 | 57 | 96 | 79 | 44 | 123 |
| Variance | -9 | -6 | -14 | 16 | -7 | 9 |
| Fore 61,200 m ² B2 | 15 | 12 | 27 | 7 | 10 | 17 |
| JSJV 61,200 m ² B2 | 9 | 1 | 10 | 1 | 0 | 1 |
| Variance | -6 | -11 | -17 | -6 | -10 | -15 |

As shown in **Table 7**, JSJV forecast the proposed 142,800 m² B8 portion of the development to generate 33 fewer two-way vehicle trips in the AM peak period, and 24 fewer two-way vehicle trips in the PM peak period compared to Fore's proposed B8 vehicle trip generation. JSJV forecast the proposed 61,200 m² B2 portion of the development to generate 37 fewer two-way vehicle trips in the AM peak period, and 7

fewer two-way vehicle trips in the PM peak period compared to Fore's proposed B2 vehicle trip generation.

As shown in **Table 8**, JSJV forecast the proposed 142,800 m² B8 portion of the development to generate 14 fewer two-way HGV trips in the AM peak period, and 9 more two-way HGV trips in the PM peak period compared to Fore's proposed B8 HGV trip generation. JSJV forecast the proposed 61,200 m² B2 portion of the development to generate 17 fewer two-way HGV trips in the AM peak period, and 15 fewer two-way HGV trips in the PM peak period compared to Fore's proposed B2 HGV trip generation.

JSJV would comment both JSJV's and Fore's anticipated vehicle and HGV trip generation for the proposed development is similar. Subject to the following further evidence, JSJV would generally accept Fore's trip rates and subsequent vehicle trip generation as being appropriate:

- JSJV would reiterate the importance for Fore to provide and present the trip rates and generations that were used in the AECOM TA for the ES10 Site. This will provide a suitable comparison between the level of traffic generation associated with the proposed development and the level that was previously considered acceptable as part of the Local Plan and Masterplan Framework.
- JSJV also require Fore to demonstrate the worst-case mix of B2 and B8 land-use in terms of PCU trip generation.

Sensitivity test

If the split between B8 and B2 for the proposed development is still not known when it comes to submitting the upcoming TA, JSJV also require Fore to demonstrate the worst-case mix of B2 and B8 land-use in terms of PCU trip generation.

Inter peak

Additionally, there is a growing propensity for storage and distribution centres to operate with non-typical working patterns or with 'shift' change patterns that occur outside of the typical morning and evening peak hour periods, including at weekends. Therefore, subject to the finalised nature of the proposed development, JSJV would recommend that National Highways seek additional information from the Applicant with regards to the likely operational impacts of the proposal outside of typical network peak hour periods to include Saturday and weekday periods.

Trip distribution and assignment

Light vehicle/car trip distribution

Fore has used the 2011 super output area middle layer Barnsley 022 and 025, JSJV considers this an appropriate choice. Fore's proposed light vehicle/car trip distribution rates and the associated trip assignment is shown in **Table 9**.

Table 9. Fore light vehicle/car trip distribution results

| Junction | AM Peak Period (07:30 – 08:30) | PM Peak Period (17:00 – 18:00) |
|-------------------|--------------------------------|--------------------------------|
| A1(M) J37 (North) | 1% | 1% |
| A1(M) J37 (South) | 7.2% | 7.2% |

| | | |
|-----------------------------|-------|-------|
| A6195 Dearne Valley Parkway | 10.5% | 10.5% |
|-----------------------------|-------|-------|

JSJV would note Fore has only presented the distribution of traffic as far as the A6195 Dearne Valley Parkway / Corton Wood junction. As the A6195 Dearne Valley Parkway continues west towards the M1 at junction 36, JSJV would recommend Fore present the distribution and assignment results for the M1 junction 36 in the upcoming TA.

Notwithstanding the above, JSJV has reviewed the proposed trip distribution rates using National Highways' gravity model GraHAM and would suggest that Fore's distribution rates are robust.

Table 10. Fore's light vehicle/car trip assignment results

| Junction | AM Peak Period (07:30 – 08:30) | | | PM Peak Period (17:00 – 18:00) | | |
|-----------------------------|--------------------------------|------------|---------|--------------------------------|------------|---------|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| A1(M) J37 North | 3 | 1 | 4 | 1 | 3 | 4 |
| A1(M) J37 South | 23 | 5 | 27 | 6 | 22 | 28 |
| A6195 Dearne Valley Parkway | 33 | 7 | 39 | 8 | 33 | 41 |

As can be seen from **Table 10**, applying Fore's trip distribution results to the proposed vehicle trip generations in **Table 1 (which are not yet fully agreed with JSJV)**, assigns 4 two-way light vehicle/car trips in the AM and PM peak periods at A1(M) J37 north; 27 and 28 two-way vehicle trips in the AM and PM peak periods at A1(M) J37 south; and 39 and 41 two-way vehicle trips in the AM and PM peak periods to the A6195 Dearne Valley Parkway.

JSJV would suggest the vehicle assignment results shown in **Table 10** highlight that the proposed development could potentially cause a significant impact at the A1(M) J37 and the M1 junction 36, considering the A6195 Dearne Valley Parkway continues on to the M1 junction 36.

JSJV would therefore reiterate the importance for Fore to provide and present the traffic generation from the AECOM TA associated with the ES10 Site. This will provide a suitable comparison between the level of traffic generation forecast from the proposed development and the level of traffic that was previously considered acceptable as part of the Local Plan and Masterplan Framework.

HGV distribution and assignment

Fore state the HGV trip associated with the proposed development has been:

“assumed to route via the strategic road network (SRN), namely the A1(M) Junction 37 to the east and the M1 Junction 36 to the west. Based on likely routing and the settlement pattern, the HGV trips have been split between four routes (A1(M) North and South via A1(M) Junction 37 and M1 North and South via M1 Junction 36).”

The resulting HGV trip distribution and assignment is shown in **Table 11** below.

Table 11. Fore's HGV trip distribution and assignment results

| Junction | % of trips | AM Peak Period (07:30 – 08:30) | | | PM Peak Period (17:00 – 18:00) | | |
|-----------------------------|-------------|--------------------------------|-----------|------------|--------------------------------|-----------|------------|
| | | Arr. | Dep. | Two-way | Arr. | Dep. | Two-way |
| A1(M) J37 North | 20% | 12 | 15 | 27 | 14 | 12 | 26 |
| A1(M) J37 South | 20% | 12 | 15 | 27 | 14 | 12 | 26 |
| A6195 Dearne Valley Parkway | 60% | 37 | 45 | 82 | 42 | 37 | 78 |
| Total | 100% | 62 | 75 | 137 | 70 | 61 | 131 |

JSJV would recommend that Fore present the methodology used to derive the HGV distribution results in the upcoming TA in order for National Highways to determine if appropriate data and methodology was used.

Additionally, JSJV would recommend that given the potential impact HGV trip generation could have on the SRN, as shown in **Table 11**, Fore should present the total vehicle trip assignment associated with the distribution as passenger car units (PCU) for the proposed B8/B2 development, in order to determine the potential impact additional HGV movements could have on the operation of the SRN.

Assessments

Fore state the traffic impact of the proposed development will be assessed with detailed capacity assessments undertaken where necessary.

Subject to the impact of the proposed development on the SRN considering the proposed developments traffic generation impact compared to the acceptable level as previously considered in the AECOM TA, junction capacity and other operational assessments may be required.

With regard to the threshold for consideration of a junction capacity assessment, reference should be made to the following guidance:

- National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021);
- National Highways' document 'The Strategic Road Network: planning for the future' (National Highways, 2015); and
- The Department for Transport's Circular 02/2013.

In particular, '*The Strategic Road Network: planning for the future*', states that National Highways:

"will look at planning applications assessed as being 'severe' on a case-by-case basis. This will take into account the performance and character of the relevant section of the SRN, and the predicted effects on the development on its safe operation."

Further, National Highways considers that the 2007 DfT guidance, that describes a '30-vehicle threshold for discussions', does not justify junction capacity assessments not being undertaken.

Assessment scenarios

Fore has proposed that opening year assessments will be undertaken for 2022 and future year assessments undertaken for 2027 and 2033.

JSJV would state that the proposed future year of 2027 and 2033 is appropriate for use in assessing the future year impact of the development on the SRN.

If assessments are required, we would offer the following comments:

- Committed development – the applicant should include any relevant committed development traffic flows in the area that are likely to affect the flows at the relevant junctions in the assessment years. Appropriate committed development flows should be agreed with BMBC.
- Planned Transport Improvements – the applicant should include any relevant planned transport improvements in the area that are likely to affect the flows at the relevant junctions in the assessment years. Confirmation of these should be agreed with BMBC.

Assessment results

If the opening year assessments demonstrate that a mitigation scheme is required in order to accommodate the impact of the proposed development, this would need to be assessed, agreed with National Highways and a Stage 1 Road Safety Audit undertaken prior to determination of the planning application.

Travel Plan

JSJV notes that National Highways supports and requires the preparation and implementation of Travel Plans to limit the volume of private vehicle trips to and from developments and to promote sustainable modes of travel.

JSJV would state that a Travel Plan should be produced comprising the following:

- Firm financial commitments with regards to funding for the measures proposed; and
- Targets for vehicle trip generation, which should be the same as the vehicle trips assessed in the TA
- Monitoring strategy to confirm that vehicle trip targets are being met
- A plan should be provided detailing the proposals in the event that targets are not being met.

Given the proposed development's potential impact on the Strategic Road Network, JSJV would suggest that the FTP document should detail how the site design will ensure that 'public transport and active travel are the natural first choice for daily activities' as stated Department for Transport's document 'Decarbonising Transport: A Better, Greener Britain' (July 2021), and should confirm that high speed internet connections and office space will be provided to ensure that working from home is a viable option to reduce the need to travel in peak periods.

Summary and Conclusions

On the basis of this review, the recommendation to National Highways in relation to this development proposals is:

Pre-application / Scoping Response – comments are made on the pre-application / scoping in order to assist defining an appropriate assessment of the Strategic Road Network.

This review has highlighted the need for the following information to be provided within the upcoming TA:

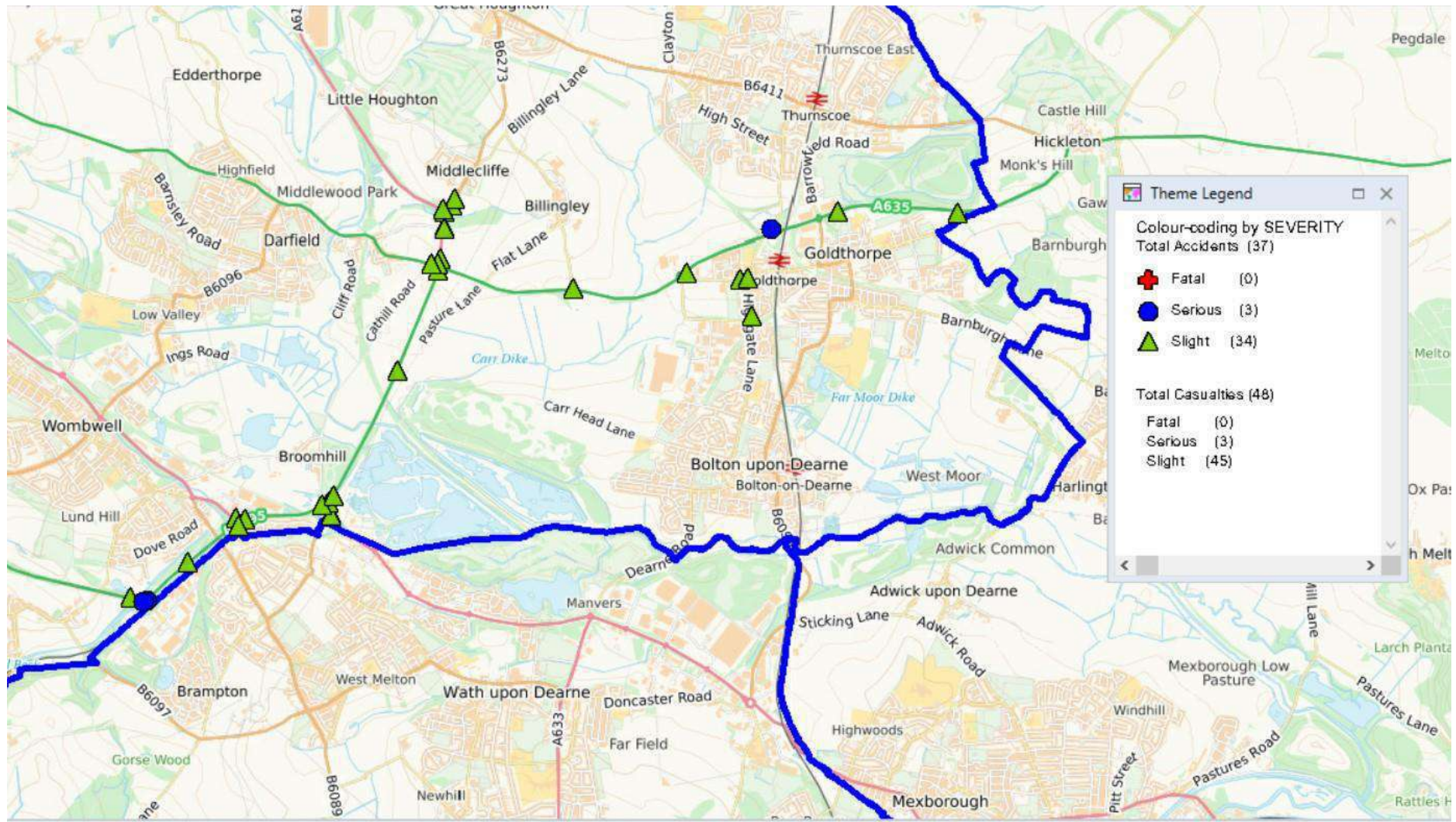
- JSJV would state the proposed development should not exceed the level of traffic generation associated with Site ES10 as considered in the AECOM TA. If the level of traffic generation is exceeded, further capacity assessments may be required in order to determine the impact the overall uplift has on the SRN;
- JSJV would recommend that Fore provide and make reference to the AECOM TA in the upcoming TA, namely the assumed trip generation, to ensure the traffic generation associated with the proposed development does not exceed that what was considered acceptable as part of the Local Plan and Masterplan Framework.
- Subject to the impact of the proposed development on the SRN, JSJV recommend the SRN junctions A1(M) J63; M1 J37 and M1 J36 are included within the collision data analysis;
- JSJV would note the TA should be prepared with due regard to the following documentation:
 - Circular 02/2013 – The Strategic Road Network and The Delivery of Sustainable Development (DfT 2013);
 - National Planning Policy Framework [NPPF] (2021); and
 - National Highways' guidance document 'The Strategic Road Network: Planning for The Future' (2015).
- JSJV would suggest that the Fore should engage with BMBC to agree which committed developments should be considered alongside the proposed development;
- JSJV would recommend Fore clarify whether the stated 204,000 m² of employment floorspace is within the quantum allocated for employment use by the Local Plan and Masterplan Framework;
- JSJV would note it is unclear from the Scoping Note what quantum of land use was allocated for employment use as part of the Local Plan or Framework Masterplan. As a result, JSJV would recommend that Fore present the quantum of land that was allocated for employment use, either as part of the Local Plan and Goldthorpe Masterplan Framework, or as was assumed as part of the AECOM TA;
- Given that the employment land use allocation for the site is not presented, any material difference in the quantum of development or land use compared to that originally assumed at the Local Plan stage, has the potential to generate a significant difference in the level of traffic. It is noted that material changes in the forecast traffic generation, compared to that assumed at the Local Plan stage, could result in a significantly greater impact on the operation of the SRN;

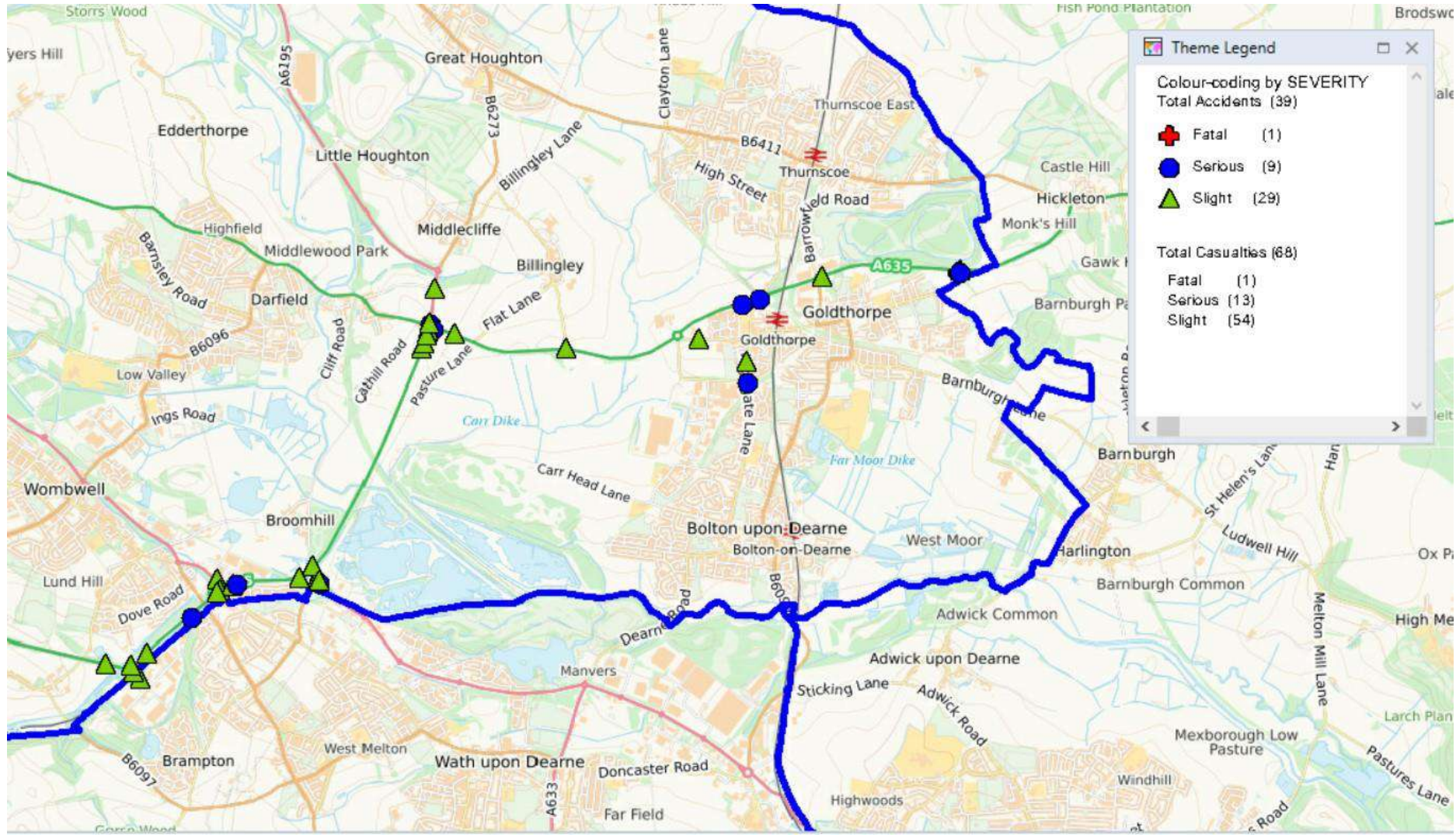
- JSJV would recommend that a worst-case scenario in terms of PCU trip generation and land-use mix (B2 / B8) is assumed for the purposes of the upcoming TA;
- JSJV would comment both JSJV's and Fore's anticipated vehicle and HGV trip generation for the proposed development is similar. Subject to the following further evidence, JSJV would generally accept Fore's trip rates and subsequent vehicle trip generation as being appropriate:
 - JSJV would reiterate the importance for Fore to provide and present the trip rates and generations that were used in the AECOM TA for the ES10 Site. This will provide a suitable comparison between the level of traffic generation associated with the proposed development and the level that was previously considered acceptable as part of the Local Plan and Masterplan Framework.
 - JSJV also require Fore to demonstrate the worst-case mix of B2 and B8 land-use in terms of PCU trip generation.
- If the split between B8 and B2 for the proposed development is still not known when it comes to submitting the upcoming TA, JSJV also require Fore to demonstrate the worst-case mix of B2 and B8 land-use in terms of PCU trip generation.
- Additionally, there is a growing propensity for storage and distribution centres to operate with non-typical working patterns or with 'shift' change patterns that occur outside of the typical morning and evening peak hour periods, including at weekends. Therefore, subject to the finalised nature of the proposed development, JSJV would recommend that National Highways seek additional information from the Applicant with regards to the likely operational impacts of the proposal outside of typical network peak hour periods to include Saturday and weekday periods;
- JSJV has reviewed the proposed trip distribution rates using the National Highways gravity model GraHAM and would suggest that Fore's distribution rates are robust. However, Fore has only presented the distribution of traffic as far as the A6195 Dearne Valley Parkway / Corton Wood junction. As the A6195 Dearne Valley Parkway continues west towards the M1 at junction 36, JSJV would recommend Fore present the distribution and assignment results for the M1 junction 36 in the upcoming TA;
- JSJV would suggest the vehicle assignment results shown in **Table 10** highlight that the proposed development could potentially cause a significant impact at the A1(M) J37 and the M1 junction 36, considering the A6195 Dearne Valley Parkway continues on to the M1 junction 36;
- JSJV would recommend that Fore present the methodology used to derive the HGV distribution results in the upcoming TA in order for National Highways to determine if appropriate data and methodology was used;
- Additionally, JSJV would recommend that given the potential impact HGV trip generation could have on the SRN, as shown in **Table 11**, Fore should present the total vehicle trip assignment associated with the distribution as passenger car units (PCU) for the proposed B8/B2 development, in order to determine the potential impact additional HGV movements could have on the operation of the SRN;
- Subject to the impact of the proposed development on the SRN considering the proposed developments traffic generation impact compared to the acceptable level as previously considered in the AECOM TA, junction capacity and other operational assessments may be required;

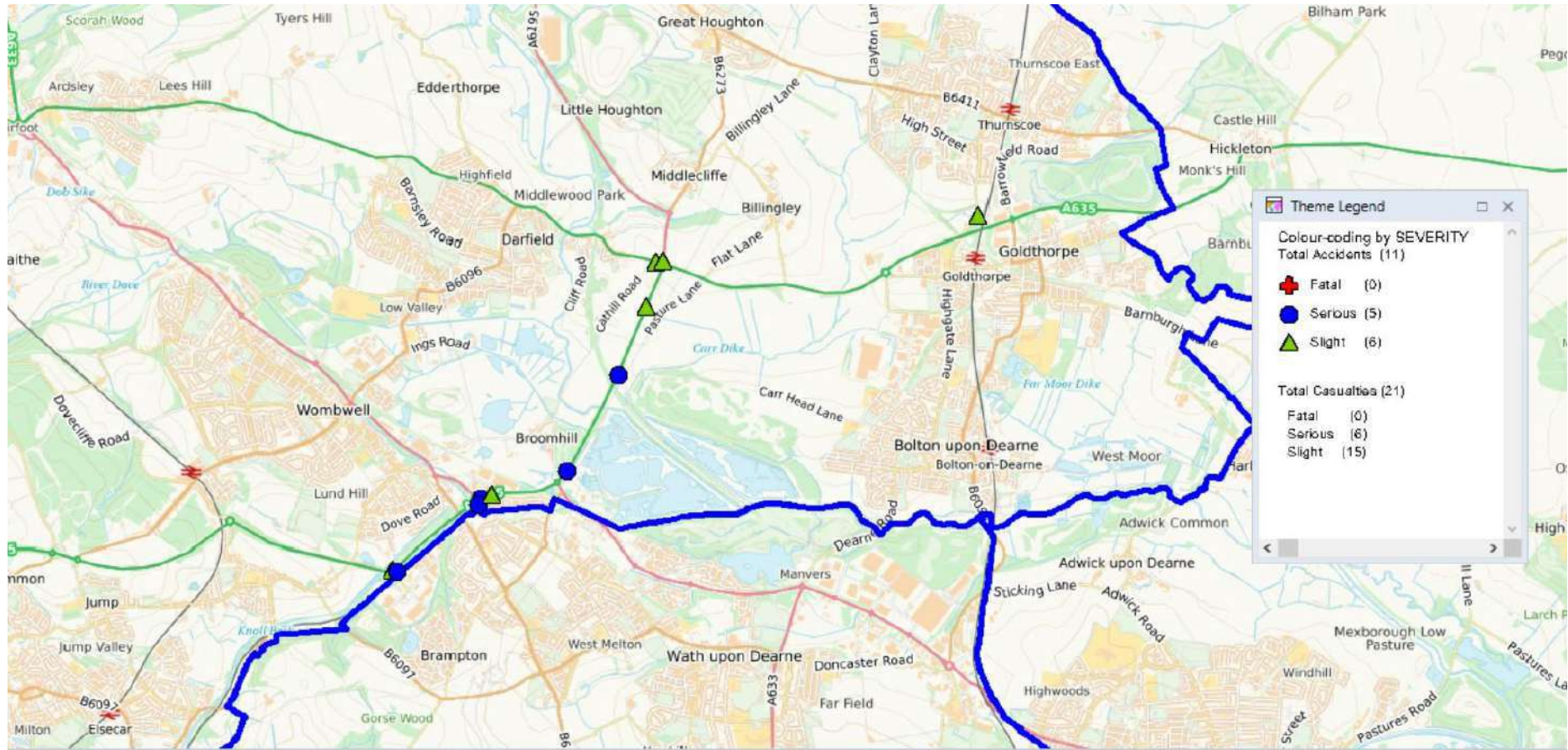
- JSJV notes that National Highways supports and requires the preparation and implementation of Travel Plans to limit the volume of private vehicle trips to and from developments and to promote sustainable modes of travel.

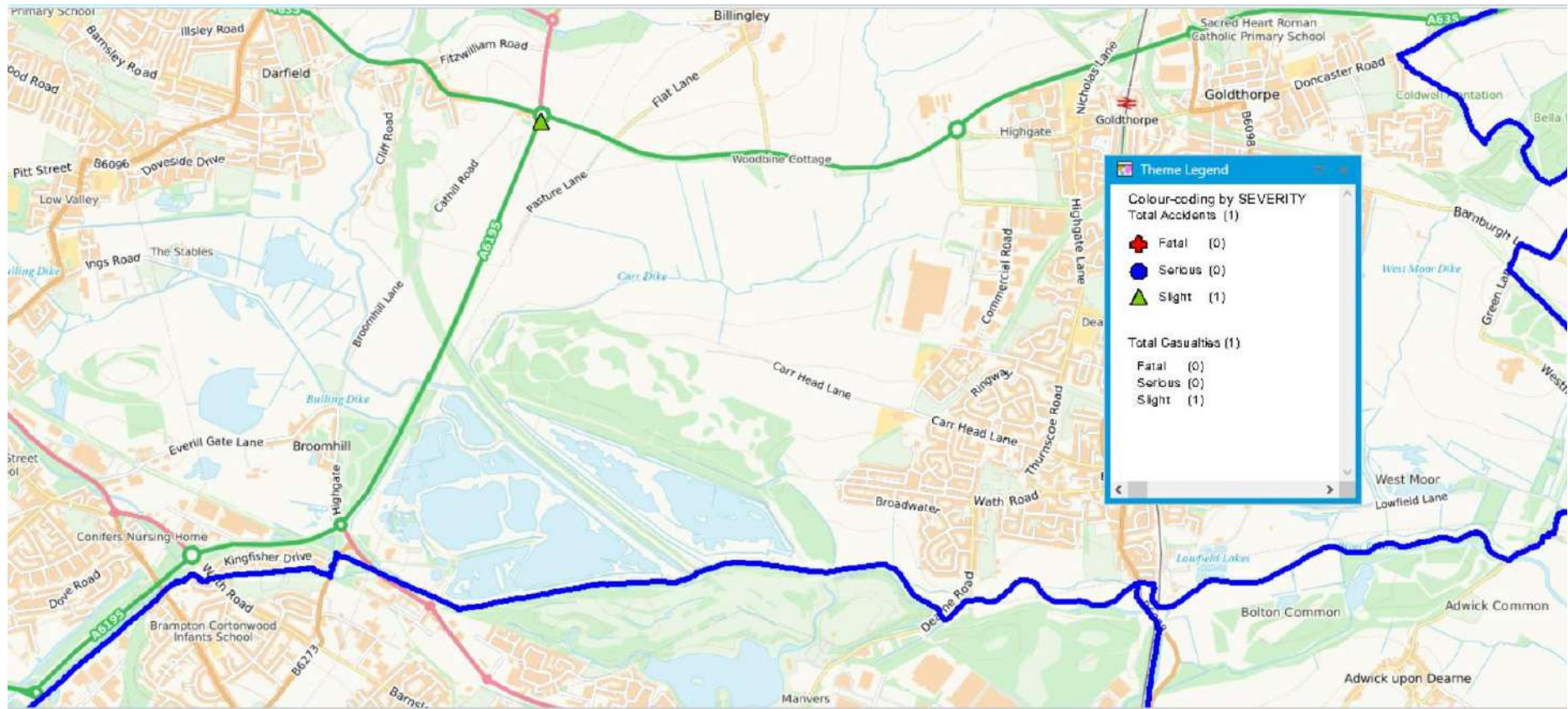
Appendix C

Personal Injury Collision Data









Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2016 (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

B-00099-15 Friday HIGHGATE LANE GOLDTHORPE 5 Veh 1 Car Going ahead N to S Dri M 18 Slight
 30/01/2015 MTS EDWARD ROAD Veh 2 Car Stopping N to S Dri F 30 Slight
R1: U 1645hrs
R2: U Daylight:street lights present
E 445,404 Wet/Damp
N 403,906 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to judge other persons path or speed

Participant:

Vehicle 1

Confidence:

Possible

2nd: Following too close

Vehicle 1

Possible

V2 SLOWED DUE TO PEDESTRIAN, V1 COLL WITH REAR OF V2

B-00120-15 Tuesday DEARNE VALLEY PARKWAY Veh 1 Goods < 3.5t Stopping S to N
 03/02/2015 MIDDLECLIFFE J/W CATHILL Veh 2 Car Wait go ahead held S to N Dri M 32 Slight
R1: A 6195 1439hrs
R2: A 635 Daylight:street lights present
E 442,883 Dry
N 404,275 Fine without high winds
 60 mph

Causation Factor:

1st: Travelling too fast for conditions

Participant:

Vehicle 1

Confidence:

Very Likely

2nd: Failed to judge other persons path or speed

Vehicle 1

Very Likely

V2 STATIONARY AT JCT WHEN V1 FOLLOWING COLL WITH REAR

B-00133-15 Monday ROTHERHAM ROAD MIDDLECLIFFE Veh 1 Car Wait to turn right N to S Dri F 29 Slight
 09/02/2015 J/W FITZWILLIAM ROAD Veh 2 Car Wait go ahead held N to S RSP F 35 Slight
R1: A 6195 1253hrs Veh 3 Car Going ahead N to S
R2: U Daylight:street lights present
E 442,934 Dry
N 404,613 Fine without high winds
 60 mph

Causation Factor:

1st: Dazzling sun

Participant:

Vehicle 3

Confidence:

Very Likely

V3 DAZZLED BY SUN COLL WITH REAR OF V2 PUSHING IT INTO V1

Details of Personal Injury Accidents for Period - **01/01/2015** to **31/12/2016** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

B-00292-15 Wednesday ROTHERHAM ROAD MIDDLECLIFFE Veh 1 Car Wait go ahead held NE to SW
 25/03/2015 30 MTS ROTHERHAM ROAD Veh 2 Car Going ahead NE to SW RSP F 72 Slight
R1: A 6195 0900hrs ROUNDABOUT
 Daylight:street lights present
E 442,996 Dry
N 404,793 Fine without high winds
 30 mph

Causation Factor:

1st: Traffic calming (eg speed cushions etc.)
2nd: Following too close
3rd: Travelling too fast for conditions

Participant:

Vehicle 2
 Vehicle 2
 Vehicle 2

Confidence:

Possible
 Possible

V1 STOPPED ROR QUEUE OF TRAFFIC BUT VEH FOLLOWING FAILED TO REACT IN TIME AND COLL WITH REAR OF V1.

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

Causation Factor:

1st: Poor turn or manoevre

Participant:

Vehicle 2

Confidence:

Very Likely

V2 COLLIDES WITH V1 KNOCKING RIDER OFF BUT FAILS TO STOP

B-00596-15 Friday ROTHERHAM ROAD DARFIELD 30 Veh 1 Car Change lane to right N to S
 26/06/2015 MTS CATHILL ROUNDABOUT Veh 2 M/C < 50 cc O/take m/veh o/side N to S Dri M 19 Slight
R1: A 6195 1435hrs
 Daylight:street lights present
E 442,909 Dry
N 404,367 Fine without high winds
 60 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed

Participant:

Vehicle 1
 Vehicle 2

Confidence:

Possible
 Possible

VEH1 TV DONCASTER RD TW RNDBT PULLED INTO RT LN INTENDING TO TURN RT AS VEH2 BEGINS TO OVTK VEH1.

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2016 (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

B-01233-15 Sunday BARNSELEY ROAD GOLDTHORPE J/W HIGHGATE LANE
 05/07/2015
R1: U 1745hrs
R2: U Daylight:street lights present
E 445,380 Dry
N 404,211 Fine without high winds
 30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Failed to look properly
3rd: Failed to judge other persons path or speed
4th: Following too close
5th: Exceeding speed limit

Participant:

Vehicle 2
 Vehicle 2
 Vehicle 2
 Vehicle 2
 Vehicle 2

Confidence:

Possible
 Very Likely
 Possible
 Possible
 Possible

V1 PARKED AT TRAFFIC LIGHTS. V2 COLL INTO REAR OF VEH1.

B-00750-15 Wednesday ROTHERHAM ROAD BARNSELEY J/W FITZWILLIAM ROAD
 08/07/2015
R1: A 6195 1800hrs
R2: U Daylight:street lights present
E 442,934 Dry
N 404,612 Fine without high winds
 60 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed

Participant:

Vehicle 2
 Vehicle 2

Confidence:

Very Likely
 Very Likely

VEH1 SLOWS TO TURN RT WHEN VEH2 COLL INTO REAR.

B-00652-15 Friday MANVERS WAY BARNSELEY J/W PONTEFRACT ROAD
 17/07/2015
R1: A 633 1040hrs
R2: B 6273 Daylight:street lights present
E 442,023 Dry
N 402,317 Fine without high winds
 40 mph

Causation Factor:

1st: Loss of control
2nd: Swerved
3rd: Animal or object in carriageway

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Possible

VEH1 TV MANVERS WAY FROM DIRC OF BROOMHILL RNDBT WHEN DRIVER LOST CONTROL, MOUNTED CENTRAL RESERVATION AND COLL WITH LAMP POST.

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2016 (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

C-00804-15 Friday MANVERS WAY ROTHERHAM J/W PONTFRAC ROAD
 31/07/2015
R1: A 633 1647hrs
R2: B 6273 Daylight:street lights present
E 442,025 Dry
N 402,298 Fine without high winds
 40 mph

| | | |
|--|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Failed to look properly V2 TURNS RIGHT ACROSS PATH OF V1 | Vehicle 2 | Possible |

B-00706-15 Tuesday ROTHERHAM ROAD ROUNDABOUT BARNSELY J/W PARK SPRING ROAD
 11/08/2015
R1: A 6195 1530hrs
R2: A 6195 Daylight:street lights present
E 442,936 Dry
N 404,738 Fine without high winds
 60 mph

| | | |
|--|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Failed to look properly | Vehicle 2 | Very Likely |
| 2nd: Failed to judge other persons path or speed | Vehicle 2 | Possible |
| 3rd: Passing too close to cyclist, horse rider or pedestrian | Vehicle 2 | Possible |
| 4th: Distraction outside vehicle | Vehicle 2 | Possible |
| 5th: Impaired by alcohol | Vehicle 2 | Possible |
| 6th: Impaired by drugs (illicit or medicinal) | Vehicle 2 | Possible |

V1 ON ROUNDABOUT. V2 IN RIGHT HAND LANE TURNING LEFT ACROSS PATH OF V1 CAUSING RIDER OF V1 TO FALL FROM PEDCYC

B-00775-15 Tuesday ROTHERHAM ROAD BARNSELY 80 MTS MIDDLECLIFFE ROUNDABOUT
 01/09/2015
R1: B 6273 1145hrs
 Daylight:street lights present
E 443,020 Dry
N 404,845 Fine without high winds
 30 mph

| | | |
|--|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Loss of control VEH1 STAT IN TRAFFIC. VEH2 SLOWING BUT DRIVER'S FOOT SLIPS OFF BRAKE AND VHE COLL INTO REAR OF VEH1. | Vehicle 2 | Very Likely |

Details of Personal Injury Accidents for Period - **01/01/2015** to **31/12/2016** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

B-00861-15 Tuesday ROTHERHAM ROAD BARNSELY 10 Veh 1 Car Going ahead N to S
 01/09/2015 MTS FITZWILLIAM ROAD Veh 2 Car Stopping N to S Dri F 33 Slight
R1: A 6195 1120hrs
R2: U Daylight:street lights present
E 442,935 Dry
N 404,622 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Sudden braking Vehicle 2 Very Likely
 VEH 1 TRAVELLING BEHIND VEH 2. VEH 2 BRAKES SUDDENLY DUE TO UNKNOWN VEH IN FRONT AND VEH 1 COLLIDES REAR VEH 2

B-00839-15 Saturday WATH ROAD ROUNDABOUT Veh 1 Car Going ahead NW^{to} SE
 19/09/2015 WOMBWELL J/W WATH ROAD Veh 2 Pedal cycle Going ahead SW^{to} N Dri M 52 Slight
R1: A 6195 0920hrs
R2: A 633 Daylight:street lights present
E 441,260 Dry
N 402,278 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 1 Very Likely
 V2 ON ROUNDABOUT, V1 ENTERED ROUNDABOUT AND COLL WITH V2

B-00873-15 Sunday BARNSELY ROAD GOLDTHORPE 60 Veh 1 Car Going ahead E to W Dri M 27 Slight
 27/09/2015 MTS HIGHGATE LANE Veh 2 Car Parked 0 to 0
R1: U 1725hrs Veh 3 Car Parked 0 to 0
 Daylight:street lights present
E 445,318 Dry
N 404,193 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Dazzling sun Vehicle 1 Very Likely
 VEH1 TV BARNSELY RD WHEN DRIVER DAZZLED BY SUN COLL WITH PARKED VEH.

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2016 (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

B-01083-15 Tuesday DEARNE VALLEY PARKWAY Veh 1 Car Stopping E to W
 24/11/2015 WOMBWELL 25 MTS WATH ROAD Veh 2 M/C < 50 cc Stopping E to W Dri M 16 Slight
R1: A 6195 1915hrs ROUNDABOUT
 Darkness: street lights present a
E 441,339 Dry
N 402,266 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Aggressive driving Vehicle 1 Very Likely
 VEH AHEAD OF VEH2 BRAKES CAUSING RIDER OF VEH2 TO BRAKE ALSO. RIDER LOSES CONTROL. VEH FTS.

B-01117-15 Tuesday DEARNE VALLEY PARKWAY Veh 1 Car Going ahead SW to NE
 01/12/2015 BARNESLEY 900 MTS CATHILL Veh 2 Car Going ahead SW to NE Dri F 32 Slight
R1: A 6195 1755hrs ROUNDABOUT Veh 3 Car Going ahead SW to NE
 Darkness: no street lighting
E 442,558 Wet/Damp
N 403,460 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Following too close Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Possible
3rd: Failed to judge other persons path or speed Vehicle 1
 VEH1 TV FROM DIRC OF WOMBWELL TW GOLDTHORPE COLL WITH REAR OF VEH2. VEH2 THEN IMPACTS WITH VEH3.

B-01238-15 Friday A635 GOLDTHORPE J/W BILLINGLEY Veh 1 Car Going ahead E to W Dri M 80 Slight
 04/12/2015 GREEN LANE Veh 2 Goods < 3.5t Turning right N to W
R1: A 635 1200hrs
R2: U Daylight:street lights present
E 443,970 Dry
N 404,124 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry Vehicle 2 Very Likely
 VEH1 TV TW CATHILL. VEH2 EXITS FROM BILLINGLEY GREEN LN AND COLL WITH VEH1.

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2016 (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

1638996 Wednesday DONCASTER ROAD (A635) Veh 1 M/C < 125 cc Starting S to N Dri M 22 Slight
 06/01/2016 BARNSELEY AT OR WITHIN 20 MTS Veh 2 Car Going ahead W to N
 OF ROTHERHAM ROAD (A6195)
 R1: A 635 0745hrs
 R2: A 6195 Darkness: street lights present a
 E 442,881 Wet/Damp
 N 404,319 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Junction restart Vehicle 2 Very Likely
 V1 IN NEAR SIDE OF CATHILL RB HEASING IN DIRECTION OF THE A6195, V2 OULLS OUT OF THE DONCASTER ROAD JUNCTION, VAUSING V1 TO TAKE EVASIVE ACTION. V1 FALLS TO THE FLOOR, DAMAGE TO V1 AND DRIVER. V2 FAILS TO EXCHANGE DETAIL.

1644796 Wednesday A6195 BARNSELEY AT OR WITHIN 20 Veh 1 Car Wait go ahead held NE to SW Dri F 25 Slight
 03/02/2016 MTS OF MANVERS WAY (A633) Veh 1 Car Wait go ahead held NE to SW RSP M Slight
 R1: A 6195 0850hrs Veh 2 Car Wait go ahead held NE to SE
 R2: A 633 Daylight:street lights present
 E 442,000 Dry
 N 402,405 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry Vehicle 2 Very Likely
 V1 WAITING TO ENTER ROUNDABOUT FROM MAIN CARRIAGEWAY WHEN V2 HAS RUN INTO THE REAR OF V1 CAUSING DAMAGE

1647906 Thursday ROTHERHAM ROAD (A6195) Veh 1 Car Wait to turn right N to W Dri M 34 Slight
 18/02/2016 BARNSELEY AT OR WITHIN 20 MTS Veh 1 Car Wait to turn right N to W FSP F 30 Slight
 R1: A 6195 1320hrs OF FITZWILLIAM ROAD Veh 2 Car Going ahead N to S
 R2: U Daylight:street lights present
 E 442,933 Dry
 N 404,608 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Following too close Vehicle 2 Very Likely
 2nd: Poor turn or manoeuvre Vehicle 1 Possible
 3rd: Careless/Reckless/In a hurry Vehicle 2
 V1 WAS TURNING RIGHT, VEH2 HAS COLLIDED WITH REAR OF V2, DID NOT SEE VEH 1 STOP

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2016 (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

1648311 Friday DONCASTER ROAD (A635) Veh 1 Goods 3.5 - 7.5t Turning right S to E M 22 Slight
 19/02/2016 BARNSELY AT OR WITHIN 20 MTS Veh 2 Goods < 3.5t Going ahead E to W
 OF DONCASTER ROAD
R1: A 635 1637hrs
R2: U Daylight:street lights present
E 447,066 Dry
N 404,735 Fine without high winds
 60 mph

Causation Factor:

| | | |
|---|-------------------------------|--------------------------------|
| 1st: Failed to look properly | Participant: Vehicle 1 | Confidence: Very Likely |
| 2nd: Junction restart | Vehicle 1 | Very Likely |
| 3rd: Inexperience of driving on the left | Vehicle 1 | |

V1 FOREIGN HGV PULLS OUT OF JCT AND COLL WITH N/S OF V2

1658718 Saturday A635 BARNSELY AT OR WITHIN 20 Veh 1 Car Going ahead NE to SW
 09/04/2016 MTS OF BARNSELY ROAD Veh 2 Pedal cycle Going ahead NE to SW Dri F 49 Slight
R1: A 635 1712hrs
R2: U Daylight:street lights present
E 444,882 Dry
N 404,250 Fine without high winds
 60 mph

Causation Factor:

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

TWO VEHICLE INJURY RTS, WITH V1 COLLIDING WITH V2, PEDAL CYCLE. INJURY CAUSED TO RIDER OF PEDAL CYCLE

1669793 Wednesday NICHOLAS LANE BARNSELY Veh 1 Car Going ahead NE to SW Dri M 23 Serious
 20/04/2016
R1: U 0120hrs
 Darkness: street lights present a
E 445,567 Dry
N 404,619 Fine without high winds
 30 mph

Causation Factor:

| | | |
|--|-------------------------------|--------------------------------|
| 1st: Distraction outside vehicle | Participant: Vehicle 1 | Confidence: Very Likely |
| 2nd: Road layout (eg bend, hill etc.) | Vehicle 1 | Possible |

V1 FOUND WITH EXTENSIVE DAMAGE OFF CARRIAGEWAY FACING NORTH. MALE BELIEVED TO BE DRIVER FOUND IN CARRIAGEWAY WITH INJURIES.

Details of Personal Injury Accidents for Period - **01/01/2015** to **31/12/2016** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

1677273 Wednesday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Going ahead W to NE Dri F 76 Slight
 27/04/2016 BARNSELY AT OR WITHIN 20 MTS Veh 2 Car Wait go ahead held W to NE Dri M 56 Serious
 OF CORTON WOOD
R1: A 6195 1836hrs
R2: U Daylight:street lights present
E 440,520 Dry
N 401,619 Fine without high winds
 70 mph

Causation Factor:

| | | |
|-------------------------------------|-------------------------------|--------------------------------|
| 1st: Failed to look properly | Participant: Vehicle 1 | Confidence: Very Likely |
| 2nd: Sudden braking | Vehicle 1 | Very Likely |

V1 HAS BEEN TRAVELLING ALONG DEARNE VALLEY PARKWAY AND NOT REALISED UNTIL TOO LATE THAT V2 HAS STOPPED IN / QUEUE OF TRAFFIC. V1 HAS DRIVEN INTO THE BACK OF V2

1664421 Saturday MANVERS WAY (A633) BARNSELY Veh 1 Car Going ahead SE to NW
 30/04/2016 AT OR WITHIN 20 MTS OF Veh 2 Car Turning right NW to SW Dri M 84 Slight
 PONTEFRACT ROAD (B6273)
R1: A 633 1930hrs
R2: B 6273 Daylight:street lights present
E 442,024 Dry
N 402,298 Fine without high winds
 40 mph

Causation Factor:

| | | |
|-------------------------------------|-------------------------------|--------------------------------|
| 1st: Failed to look properly | Participant: Vehicle 2 | Confidence: Very Likely |
|-------------------------------------|-------------------------------|--------------------------------|

V2 TURNED RIGHT ACROSS PATH OF V1. DAZZLING SUN POSS FACTOR

1672628 Monday PARK SPRING ROAD (A6195) Veh 1 Car Starting W to E
 02/05/2016 BARNSELY AT OR WITHIN 20 MTS Veh 2 M/C < 125 cc Wait go ahead held W to E Dri M 23 Slight
 OF ROTHERHAM ROAD (B6273)
R1: A 6195 0630hrs
R2: B 6273 Daylight:street lights present
E 442,929 Dry
N 404,762 Fine without high winds
 60 mph

Causation Factor:

| | | |
|---|-------------------------------|-----------------------------|
| 1st: Failed to look properly | Participant: Vehicle 1 | Confidence: Possible |
| 2nd: Failed to judge other persons path or speed | Vehicle 2 | Possible |

V2 M/CYCLE WAITING TO JOIN ROUNDABOUT. V1 BEHIND V2 SETS OFF AND COLL WITH REAR OF M/CYCLE.

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2016 (24) months

Selection: Notes:

Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | |
|--------------------------|--|---|---------------------|------|---------------------|-----|--------------------|-----|-----|-----|--------|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | |
| 1674364 | Monday | ROTHERHAM ROAD (A6195) | Veh 1 | Car | O/take s/veh o/side | N | to S | Dri | F | 39 | Slight |
| R1: A 6195 | 23/05/2016 | BARNSELY AT OR WITHIN 20 MTS OF FITZWILLIAM ROAD | Veh 1 | Car | O/take s/veh o/side | N | to S | FSP | F | 11 | Slight |
| R2: U | 2120hrs | Darkness: street lights present a | Veh 2 | Car | Turning right | N | to W | | | | |
| E 442,932 | | Dry | | | | | | | | | |
| N 404,606 | | Fine without high winds 60 mph | | | | | | | | | |
| Causation Factor: | | | Participant: | | | | Confidence: | | | | |
| 1st: | Failed to judge other persons path or speed | | Vehicle 1 | | | | Possible | | | | |
| | V1 OVERATKING V2, V2 TURNS RIGHT COLL WITH V1. V2 FTS | | | | | | | | | | |
| 1681274 | Monday | DEARNE VALLEY PARKWAY (A6195) | Veh 1 | Car | Going ahead | SW | to NE | Dri | M | 38 | Slight |
| R1: A 6195 | 27/06/2016 | BARNSELY | Veh 2 | Car | Wait go ahead held | SW | to NE | | | | |
| E 440,879 | 1707hrs | Daylight:street lights present | | | | | | | | | |
| N 401,928 | | Dry Fine without high winds 70 mph | | | | | | | | | |
| Causation Factor: | | | Participant: | | | | Confidence: | | | | |
| 1st: | Failed to look properly | | Vehicle 1 | | | | Very Likely | | | | |
| 2nd: | Failed to judge other persons path or speed | | Vehicle 2 | | | | Very Likely | | | | |
| | TWO VEH INJURY RTC. V1 COLL INTO REAR OF V2. | | | | | | | | | | |
| 1690171 | Wednesday | A6195 BARNSELY AT OR WITHIN 20 MTS OF DONCASTER ROAD (A635) | Veh 1 | Car | Wait go ahead held | S | to N | FSP | F | | Slight |
| R1: A 6195 | 20/07/2016 | | Veh 2 | Car | Wait go ahead held | S | to N | | | | |
| R2: A 635 | 1620hrs | Daylight:street lights present | | | | | | | | | |
| E 442,887 | | Dry | | | | | | | | | |
| N 404,270 | | Fine without high winds 60 mph | | | | | | | | | |
| Causation Factor: | | | Participant: | | | | Confidence: | | | | |
| 1st: | Poor turn or manoeuvre | | Vehicle 2 | | | | Possible | | | | |
| 2nd: | Failed to judge other persons path or speed | | Vehicle 2 | | | | Possible | | | | |
| 3rd: | Failed to look properly | | Vehicle 2 | | | | | | | | |
| | V1 AT ROUNDABOUT (GOING AHEAD) V2 TRIES TO MOVE PAST, HITS V1 TWICE. | | | | | | | | | | |

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2016 (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

16101976 Tuesday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Going ahead W to NE Dri M 18 Serious
 16/08/2016 BARNSELEY AT OR WITHIN 20 MTS Veh 2 Car Turning right W to S
 OF CORTON WOOD
R1: A 6195 0804hrs
R2: U Daylight:street lights present
E 440,549 Dry
N 401,634 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed
2nd: Other

Vehicle 1
 Vehicle 2

Very Likely
 Very Likely

V1 APPROACHING ROUNDABOUT IN LANE 2 INTENDING TO TRAVEL STRAIGHT ON. V2 TRAVELLING IN LEFT LANE CONDUCTING A RIGHT TURN.

16104921 Saturday A6195 BARNSELEY AT OR WITHIN 20 Veh 1 Car Turning right SW to NE FSP F 20 Slight
 03/09/2016 MTS OF MANVERS WAY (A633) Veh 2 Car Going ahead SW to NE
R1: A 6195 1210hrs
R2: A 633 Daylight:street lights present
E 441,949 Wet/Damp
N 402,383 Raining without high winds
 60 mph

V1 ENTERED ROUNDABOUT ON INSIDE LANE. V2 ENTERED ON OUTSIDE LANE AND THE TWO VEHS COLLIDED.

16113078 Monday WATH ROAD (A6195) BARNSELEY AT Veh 1 Car Wait go ahead held E to W Dri F 48 Slight
 03/10/2016 OR WITHIN 20 MTS OF WATH ROAD Veh 1 Car Wait go ahead held E to W FSP M 50 Slight
R1: A 6195 1254hrs Veh 2 Car Going ahead E to W
R2: U Daylight:street lights present
E 441,282 Dry
N 402,216 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 2

Very Likely

V1 STATIONARY ON ROUNDABOUT WHEN HIT BY V2 FROM BEHIND

Details of Personal Injury Accidents for Period - **01/01/2015** to **31/12/2016** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

| | | | | | | | | | | |
|-------------------|--------------------------------|--|-------|-----|--------------------|--------|-----|---|----|--------|
| 16121680 | Sunday | ROTHERHAM ROAD (A6195) | Veh 1 | Car | Going ahead | N to S | Dri | F | 50 | Slight |
| | 16/10/2016 | BARNSELY AT OR WITHIN 20 MTS OF FITZWILLIAM ROAD | Veh 2 | Car | Wait go ahead held | N to S | Dri | M | 41 | Slight |
| R1: A 6195 | 1400hrs | | Veh 3 | Car | Wait go ahead held | N to S | | | | |
| R2: U | Daylight:street lights present | | | | | | | | | |
| E 442,934 | Dry | | | | | | | | | |
| N 404,611 | Fine without high winds | | | | | | | | | |
| | 60 mph | | | | | | | | | |

Causation Factor:

| | Participant: | Confidence: |
|---|--------------|-------------|
| 1st: Following too close | Vehicle 1 | Possible |
| 2nd: Failed to look properly | Vehicle 1 | Possible |
| 3rd: Failed to judge other persons path or speed | Vehicle 1 | Possible |
| 4th: Driver using mobile phone | Vehicle 1 | Possible |
| 5th: Careless/Reckless/In a hurry | Vehicle 1 | Very Likely |

V1 COLLIDES WITH REAR OF V2 AND SHUNTS IT INTO REAR OF V3

| | | | | | | | | | | |
|-------------------|-----------------------------------|-------------------------------|-------|-----|-------------|--------|-----|---|----|--------|
| 16130644 | Friday | DEARNE VALLEY PARKWAY (A6195) | Veh 1 | Car | Going ahead | W to E | Dri | M | 36 | Slight |
| | 18/11/2016 | BARNSELY | Veh 2 | Car | Going ahead | W to E | | | | |
| R1: A 6195 | 2208hrs | | | | | | | | | |
| E 440,418 | Darkness: street lights present a | | | | | | | | | |
| | Wet/Damp | | | | | | | | | |
| N 401,640 | Raining without high winds | | | | | | | | | |
| | 70 mph | | | | | | | | | |

Causation Factor:

| | Participant: | Confidence: |
|---------------------------------|--------------|-------------|
| 1st: Following too close | Vehicle 2 | Possible |

V2 COLL WITH V1 AND FTS

| | | | | | | | | | | |
|------------------|-----------------------------------|-------------------------------|-------|-----|---------------|--------|-----|---|----|--------|
| 16139040 | Monday | DONCASTER ROAD (A635) | Veh 1 | Car | Turning right | S to E | Dri | F | 32 | Slight |
| | 12/12/2016 | BARNSELY J/W PRIVATE ENTRANCE | Veh 2 | Car | Going ahead | W to E | Dri | M | 23 | Slight |
| R1: A 635 | 0727hrs | | Veh 3 | Car | Going ahead | E to W | | | | |
| R2: U | Darkness: street lights present a | | | | | | | | | |
| E 442,828 | Dry | | | | | | | | | |
| N 404,328 | Fine without high winds | | | | | | | | | |
| | 60 mph | | | | | | | | | |

Causation Factor:

| | Participant: | Confidence: |
|---|--------------|-------------|
| 1st: Failed to look properly | Vehicle 1 | Very Likely |
| 2nd: Failed to judge other persons path or speed | Vehicle 1 | Possible |

VEHICLE 1 PULLING OUT OF CATHILL SERVICE STATION, TURNING RIGHT ONTO A695 - HITS VEHICLE 2 WHICH SPINS & HITS VEHICLE 3 TRAVELLING OPPOSITE DIRECTION.

Details of Personal Injury Accidents for Period - 01/01/2015 to 31/12/2016 (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

| | | | | | |
|---|---|-----------------------|--|-------------------------------------|--------------------|
| <p>16146597</p> <p>R1: A 6195</p> <p>E 442,047</p> <p>N 402,462</p> | <p>Tuesday</p> <p>20/12/2016</p> <p>1305hrs</p> <p>Daylight:street lights present</p> <p>Dry</p> <p>Fine without high winds</p> <p>60 mph</p> | <p>A6195 BARNSLEY</p> | <p>Veh 1 Goods 3.5 - 7.5t O/take m/veh o/side</p> <p>Veh 2 Pedal cycle Going ahead</p> | <p>NE to SW</p> <p>NE to SW Dri</p> | <p>M 38 Slight</p> |
|---|---|-----------------------|--|-------------------------------------|--------------------|

V1, AN HGV WITH A FIXED HI-AB HAS BEEN TRAVELLING TOWARDS THE ROUNDABOUT AND HAS OVERTAKEN A CYCLIST, HOWEVER SOMEHOW ONE OF THE STABILISATION LEGS FOR THE HI-AB HAS COME LOOSE AND EXTENDED TO ITS OUT POSITION. AS V1 HAS PASSED THE CYCLIST THE HI-AB LEG HAS CAUGHT THE CYCLE CAUSING THE RIDER TO FALL OFF.

Details of Personal Injury Accidents for Period - **01/01/2017** to **31/12/2018** (24) months

Selection: **Notes:**

Selected using Manual Selection

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

Causation Factor:

| | | | | | | | | | | |
|------------------|------------------------------|----------------------------|-------|-----|-------------|--------|-----|---|----|--------|
| 17151951 | Monday | DONCASTER ROAD (A635) | Veh 1 | Car | Going ahead | W to E | Dri | M | 49 | Slight |
| | 23/01/2017 | BARNSELEY AT OR NR JN WITH | Veh 2 | Car | Stopping | N to S | | | | |
| R1: A 635 | 0730hrs | BILLINGLEY GREEN LANE | | | | | | | | |
| R2: U | Darkness: no street lighting | | | | | | | | | |
| E 443,972 | Frost/Ice | | | | | | | | | |
| N 404,127 | Fog or mist | | | | | | | | | |
| | 60 mph | | | | | | | | | |

Causation Factor:

| | | | | | |
|-------------|----------------------------------|---------------------|-----------|--------------------|-------------|
| 1st: | Slippery road (due to weather) | Participant: | Vehicle 2 | Confidence: | Very Likely |
| 2nd: | Road layout (eg bend, hill etc.) | | Vehicle 2 | | Possible |
| 3rd: | Rain, sleet, snow, or fog | | Vehicle 2 | | |

V2 DRIVING DOWN BILLINGLEY ROAD, SKIDS ON ICE AND COLL WITH V1 ON MAIN C/W

| | | | | | | | | | | |
|------------------|-----------------------------------|----------------------------|-------|-----|-------------|----------|-----|---|----|--------|
| 17153635 | Thursday | WATH ROAD (A633) BARNSELEY | Veh 1 | Car | Going ahead | SE to NW | Dri | M | 65 | Slight |
| | 02/02/2017 | | Veh 2 | Car | Going ahead | NW to SE | FSP | F | 11 | Slight |
| R1: A 633 | 2011hrs | | | | | | | | | |
| R2: U | Darkness: street lights present a | | | | | | | | | |
| E 441,216 | Dry | | | | | | | | | |
| N 402,313 | Fine without high winds | | | | | | | | | |
| | 40 mph | | | | | | | | | |

Causation Factor:

| | | | | | |
|-------------|---|---------------------|-----------|--------------------|-------------|
| 1st: | Illness or disability, mental or physical | Participant: | Vehicle 1 | Confidence: | Very Likely |
|-------------|---|---------------------|-----------|--------------------|-------------|

2 VEH INJURY RTC, DRIVER V1 HAS DIABETIC EPISODE, V1 COLLIDES INTO V2.

| | | | | | | | | | | |
|------------------|--------------------------------|--------------------------------|-------|-----|---------------|--------|-----|---|----|--------|
| 17159724 | Wednesday | BARNSELEY ROAD BARNSELEY AT JN | Veh 1 | Car | Turning right | N to W | | | | |
| | 22/02/2017 | WITH ALDI ACCESS ROAD | Veh 2 | Car | Going ahead | W to E | Dri | F | 21 | Slight |
| R1: U | 1725hrs | | | | | | | | | |
| R2: U | Daylight:street lights present | | | | | | | | | |
| E 445,017 | Dry | | | | | | | | | |
| N 404,200 | Fine without high winds | | | | | | | | | |
| | 30 mph | | | | | | | | | |

Causation Factor:

| | | | | | |
|-------------|------------------------------------|---------------------|-----------|--------------------|-------------|
| 1st: | Failed to look properly | Participant: | Vehicle 1 | Confidence: | Very Likely |
| 2nd: | Failed to signal/Misleading signal | | Vehicle 2 | | Very Likely |

V2 PULLS ONTO BARNSELEY ROAD FROM HOLLY BUSH ROUNDABOUT LEAVES NEARSIDE INDICATOR ON AND TRAVELS PAST NEARSIDE JUNC FOR ALDI. V1 EXITS FROM ALDI TURNING RIGHT ACROSS PATH OF V2 AND A COLLISION OCCURS.

Details of Personal Injury Accidents for Period - **01/01/2017** to **31/12/2018** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

17162801 Monday DONCASTER ROAD (A635) Veh 1 Car Turning right S to E Dri F 26 Slight
 27/02/2017 BARNSELY AT OR NR JN WITH Veh 2 Turning right S to E
 DONCASTER ROAD
R1: A 635 1704hrs
R2: U Daylight:street lights present
E 447,070 Wet/Damp
N 404,748 Raining without high winds
 60 mph

Causation Factor:

1st: Failed to look properly **Participant:** Vehicle 2 **Confidence:** Very Likely
 V1 WAITING TO TURN RIGHT BEGAN TO EDGE FORWARD WHEN V2 COLL INTO REAR OF V1 AND FTS.

17169008 Saturday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Wait go ahead held S to N RSP M 64 Slight
 25/03/2017 BARNSELY AT OR NR JN WITH Veh 1 Car Wait go ahead held S to N FSP F 37 Slight
 CATHILL ROUNDABOUT (A635) Veh 1 Car Wait go ahead held S to N Dri M 36 Slight
R1: A 6195 1417hrs
R2: A 635 Daylight:street lights present Veh 2 Car Going ahead S to N
E 442,886 Dry
N 404,271 Fine without high winds
 60 mph

Causation Factor:

1st: Failed to look properly **Participant:** Vehicle 2 **Confidence:** Possible
2nd: Failed to judge other persons path or speed **Participant:** Vehicle 2 **Confidence:** Possible
3rd: Careless/Reckless/In a hurry **Participant:** Vehicle 2 **Confidence:** Possible
 V1 APPROPRACHING ROUNDABOUT. V1 COMES TO A STOP, HIT BY V2 BEHIND, DRIVER OF V2 FTS, VRM OBTAINED

17216552 Friday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Stopping S to N Dri M 27 Slight
 11/08/2017 BARNSELY Veh 1 Car Stopping S to N RSP M 4 Slight
R1: A 6195 1642hrs Veh 1 Car Stopping S to N FSP F 32 Slight
 Daylight:street lights present Veh 2 Car Stopping S to N Dri M 49 Slight
E 442,834 Dry Veh 3 Car Going ahead S to N Dri F 27 Slight
N 404,131 Fine without high winds Veh 3 Car Going ahead S to N FSP M 5 Slight
 60 mph

Causation Factor:

1st: Sudden braking **Participant:** Vehicle 3 **Confidence:** Very Likely
2nd: Failed to look properly **Participant:** Vehicle 3 **Confidence:** Very Likely
 VEHICLE 3 DRIVER HAS BEEN DISTRACTED BY SON IN THE CAR, SHE HAS TURNED TO LOK AT HIM THEN TURNED BACK AS THE TRAFFIC IN FRONT HAS COME TO OR ABOUT TO STOP. V3 HAS HIT V2 SHUNTING IT INTO V1 ALL INJURIES ARE MINOR.

Details of Personal Injury Accidents for Period - **01/01/2017** to **31/12/2018** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

17217414 Friday ROTHERHAM ROAD (A6195) Veh 1 Bus/coach Stopping N to S Seat F 55 Serious
 18/08/2017 BARNSELY AT OR NR JN WITH Veh 2 Car Going ahead W to E
R1: A 6195 1120hrs CATHILL ROUNDABOUT (A635)
R2: A 635 Daylight:street lights present
E 442,907 Dry
N 404,335 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Sudden braking

Vehicle 1

Very Likely

VEHICLE 1 APPROACHING CATHILL ROUNDABOUT, TRAVELLING ALONG ROTHERHAM ROAD A6195. VEHICLE 2 TRAVELLING AROUND THE ROUNDABOUT INDICATING THAT IT WOULD TAKE THE ROTHERHAM ROAD JUNCTION BUT CONTINUES ONTO THE A635 PASSING V1. V1 HAS TO BRAKE SUDDENLY TO AVOID IMPACT WITH V2. PASSENGER NOTIFY'S THE DRIVER IN BARNSELY THAT THEY HAVE MINOR INJURY DUE TO FALLING OFF THE SEAT.

17219153 Saturday BROOMHILL ROUNDABOUT (A6195) Veh 1 Pedal cycle Going ahead SW to NE Dri M 26 Slight
 02/09/2017 BARNSELY AT OR NR JN WITH Veh 2 Car Going ahead SW to NE
R1: A 6195 0705hrs HIGHGATE
R2: U Daylight:street lights present
E 441,973 Dry
N 402,414 Fine without high winds
 60 mph

V1 IS A PUSH BIKE TRAVELLING NORTH EAST ON THE A6195. RIDER HAS BEEN ON THE BROOMHILL ROUNDABOUT WHEN V2 HAS COLLIDED WITH HIM, CAUSING HIM TO FALL OFF AND DAMAGE TO THE BIKE. V1 RIDER WAS KNOCKED UNCONSCIOUS - HE REMEMBERS SOMEONE ASKING IF HE WAS OK BUT DOESN'T KNOW WHO IT WAS. A WOMAN STOPPED AND SAID THAT WAS THE DRIVER OF THE OTHER CAR - HE JUST DROVE OFF.

17219615 Monday DONCASTER ROAD (A635) Veh 1 Car Stopping W to E Dri F 51 Slight
 04/09/2017 BARNSELY Veh 2 Car Going ahead W to E Dri F 54 Slight
R1: A 635 1312hrs Veh 2 Car Going ahead W to E FSP F 33 Slight
 Daylight:street lights present Veh 2 Car Going ahead W to E RSP F 10 Slight
E 443,093 Dry
N 404,242 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 2

Very Likely

2nd: Failed to look properly

Vehicle 2

Very Likely

VEHICLE 1 WAS TRAVELLING ALONG A635 TOWARDS GOLDTHORPE VEHICLE 2 FOLLOWING AND VEHICLE 1 STOPS AND VEHICLE 1 BRAKES BUT A COLLISION OCCURS

Details of Personal Injury Accidents for Period - **01/01/2017** to **31/12/2018** (24) months

Selection: **Notes:**

Selected using Manual Selection

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

Causation Factor:

17228665 Friday PONTEFRACT ROAD (A633) Veh 1 Car Turning right NW to SW
 29/09/2017 BARNSELY AT OR NR JN WITH Veh 2 Car Going ahead SE to NW RSP M 5 Serious
 1639hrs PONTEFRACT ROAD (B6273)
R1: A 633 Daylight:street lights present
R2: B 6273 Daylight:street lights present
E 442,024 Dry
N 402,297 Fine without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed Vehicle 1 Possible
 VEHICLE 1 WAITED TO TURN RIGHT. WAS FLASHED OUT BY ANOTHER VEHICLE AND COLLIED WITH A VEHICLE ON THE INSIDE LANE. VEHICLE 2 HAS DRIVEN INTO VEHICLE 1

17233724 Wednesday COMMERCIAL ROAD BARNSELY AT Veh 1 Car Wait to turn right W to S Dri F 33 Slight
 18/10/2017 OR NR JN WITH HIGHGATE LANE Veh 2 Car Turning left W to N
 1515hrs Veh 3 Car Going ahead S to N RSP M 10 Serious
R1: U Daylight:street lights present
R2: U Daylight:street lights present
E 445,403 Dry
N 403,866 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry Vehicle 2 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 3 Very Likely
 VEHICLE 1 STATIONERY BEHIND VEHICLE 2 ON COMMERCIAL ROAD, JUNCTION WITH HIGHGATE LANE. V1 INTENDING TO TURN RIGHT. V2 WAS PARTLY OVER THE JUNCTION LINE AND REVERSED BACKWARDS TO AVOID THE ONCOMING TRAFFIC FROM HIGHGATE LANE. V2 HAS COLLIDED WITH V1 CAUSING DAMAGE AND MINOR INJURIES TO DRIVER OF V1. DRIVER OF V2 DROVE AWAY, TURNING LEFT ONTO HIGHGATE LANE. NO DETAILS EXCHANGED. V3 TRAVELLING HIGHGATE LANE TOWARDS GOLDTHORPE AS V2 PULLED OUT OF JUNCTION AND A COLLISION OCCURRED.

17239447 Sunday DEARNE VALLEY PARKWAY (A6195) Veh 1 M/C > 500 cc O/take s/veh o/side E to W Dri M 54 Slight
 05/11/2017 BARNSELY Veh 2 Car U turn E to E
 1455hrs
R1: A 6195 Daylight:street lights present
E 441,340 Dry
N 402,267 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre Vehicle 2 Very Likely
 V1 WAS TRAVELLING ON TO MANVERS ROUNDABOUT ON A MOTORBIKE WHEN V2 WHO WAS STATIONARY AS V1 PASSED V2, V2 THEN DECIDED TO DO A U TURN THIS CAUSED THE DRIVER OF V1 TO COME OFF HIS MOTORBIKE, V 2 DID NOT STOP AT THE SCENE.

Details of Personal Injury Accidents for Period - **01/01/2017** to **31/12/2018** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

17242458 Monday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Stopping S to W RSP F 4 Slight
 06/11/2017 BARNSELEY AT OR NR JN WITH Veh 1 Car Stopping S to W Dri M 29 Slight
R1: A 6195 0920hrs CATHILL ROUNDABOUT (A635) Veh 2 Car Starting S to N
R2: A 635 Daylight:street lights present
E 442,883 Dry
N 404,274 Fine without high winds
 60 mph

Causation Factor:

1st: Distraction outside vehicle **Participant:** Vehicle 1 **Confidence:** Very Likely
 V001 WAS WAITING TO ENTER ROUNDABOUT (GOING SOUTH TO WEST), HOWEVER STOPPED SUDDENLY DUE TO ANOTHER VEHICLE CUTTING ACROSS LANES CAUSING V002 (SOUTH TO NOTH) TO COLLIDE INTO THE REAR OF IT.

17253980 Tuesday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Wait go ahead held SW to NE Dri F 32 Slight
 05/12/2017 BARNSELEY AT OR NR JN WITH Veh 2 Car Turning right SW to SE
R1: A 6195 1500hrs WATH ROAD ROUNDABOUT (A633)
R2: A 633 Daylight:street lights present
E 441,239 Dry
N 402,226 Fine without high winds
 70 mph

Causation Factor:

1st: Careless/Reckless/In a hurry **Participant:** Vehicle 2 **Confidence:** Very Likely
 I WAS TRAVELLING ALONG THE DUAL CARRIAGE WAY ON DEARNE VALLEY PARKWAY, HEADING TO WATH ROUNDABOUT. I WAS THE ONLY PERSON IN THE CAR AT THE TIME. AS I APPROACHED THE ROUNDABOUT I SLOWED DOWN AND CAME TO A STOP I FELT THE BACK OF THE CAR GET HIT. A B LACK MONDEO HAD HIT THE REAR BUMPER OF MY CAR. IT THEN CARRIED ON TO THE ROUNDABOUT AND TURNED RIGHT.

17257467 Tuesday CATHILL ROUNDABOUT (A635) Veh 1 Pedal cycle Going ahead N to S Dri M 50 Serious
 19/12/2017 BARNSELEY AT OR NR JN WITH Veh 2 Car Going ahead E to W
R1: A 635 2110hrs DEARNE VALLEY PARKWAY (A6195)
R2: A 6195 Darkness: street lights present a
E 442,924 Wet/Damp
N 404,290 Fine without high winds
 60 mph

Causation Factor:

1st: Failed to look properly **Participant:** Vehicle 2 **Confidence:** Very Likely
 VEH 1 A PUSH BIKE RIDING AROUND CATHILL ROUNDABOUT INTENDING TO EXIT FOR WOMBWELL FROM THE A6195 (GREAT HOUGHTON). VEH 2 HAS ENTERED THE ROUNDABOUT FROM DONCASTER ROAD (GOLDTHORPE) AND COLLIDED WITH VEH 1 CAUSING RIDER TO FALL FROM HIS BIKE AND BANG HIS HEAD ON THE FLOOR. HELMET IS SMASHED AND RIDER WAS SEMI CONCIIOUS/UNCONCIIOUS. RIDER HAS SEEN HIS OWN DOCTOR ON THE 21/12/2017. THE LADY DRIVER OF VEH 2 IS A PRISON OFFICER.

Details of Personal Injury Accidents for Period - **01/01/2017** to **31/12/2018** (24) months

Selection: **Notes:**

Selected using Manual Selection

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

Causation Factor:

| | | | | | | | | | | | |
|-------------------|-----------------------------------|----------------------------|-------|-----|--------------|---|----|--------|---|----|--------|
| 17258934 | Tuesday | PONTEFRACT ROAD (A633) | Veh 1 | Car | Turning left | S | to | NW FSP | M | 42 | Slight |
| | 26/12/2017 | BARNSELEY AT OR NR JN WITH | Veh 1 | Car | Turning left | S | to | NW Dri | M | 27 | Slight |
| R1: A 633 | 1650hrs | PONTEFRACT ROAD (B6273) | Veh 2 | Car | Turning left | S | to | NW | | | |
| R2: B 6273 | Darkness: street lights present a | | | | | | | | | | |
| E 442,012 | Dry | | | | | | | | | | |
| N 402,323 | Fine without high winds | | | | | | | | | | |
| | 40 mph | | | | | | | | | | |

Causation Factor:

1st: Poor turn or manoeuvre
2nd: Poor turn or manoeuvre

Participant:

Vehicle 1
Vehicle 2

Confidence:

Possible
Possible

VEHICLE 1 IN THE O/S LANE ON PONTEFRACT ROAD TURNING LEFT AND VEHICLE 2 IN THE N/S LANE ON PONTEFRACT ROAD TURNING LEFT. V1 MOVES ON TO MANVERS WAY WITH THE INTENTION OF GOING RIGHT ON THE ROUNDABOUT. V2 ALSO MOVES ON MANVERS WAY BUT THEN ATTEMPTS TO MOVE INTO THE O/S LANE AND COLLIDES WITH V1. V2 DOES NOT STOP TO EXCHANGE DETAILS. V1 FOLLOWS V2 TO TRY AND OBTAIN DETAILS AND WHEN V2 EVENTUALLY STOPS, DRIVER OF V2 APPARENTLY BECAME ABUSIVE. INJURIES TO DRIVER AND PASSENGER OF V1.

| | | | | | | | | | | | |
|-------------------|--------------------------------|-------------------------------|-------|-----|-------------|---|----|-------|---|----|--------|
| 18261701 | Saturday | DEARNE VALLEY PARKWAY (A6195) | Veh 1 | Car | Going ahead | S | to | N | | | |
| | 06/01/2018 | BARNSELEY | Veh 2 | Car | Stopping | S | to | N FSP | F | 24 | Slight |
| R1: A 6195 | 1420hrs | | Veh 2 | Car | Stopping | S | to | N Dri | M | 53 | Slight |
| | Daylight:street lights present | | | | | | | | | | |
| E 442,853 | Dry | | | | | | | | | | |
| N 404,177 | Fine without high winds | | | | | | | | | | |
| | 60 mph | | | | | | | | | | |

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Sudden braking
3rd: Sudden braking
4th: Sudden braking

Participant:

Vehicle 1
Vehicle 2
Vehicle 1
Vehicle 3

Confidence:

Very Likely
Possible
Possible
Possible

V002 AND V003 WERE TRAVELLING ALONG THE A635 DEARNE VALLEY PARKWAY BETWEEN BROOMHILL ROUNDABOUT AND CATHILL ROUNDABOUT. AS THE VEHICLES BEGAN TO APPROACH WITHIN 200 METRES OF CATHILL ROUNDABOUT, AN UNKNOWN VEHICLE AHEAD HAS BRAKED. V003 HAS BEGUN TO SLOW AT WHICH POINT V002 HAS PULLED OUT SLIGHTLY TOWARDS THE WHITE LINE TO AVOID COLLISION. V001 THEN COLLIDED WITH V002 WHICH IN TURN THEN COLLIDED WITH V003 SHUNTING BOTH VEHICLES.

Details of Personal Injury Accidents for Period - **01/01/2017 to 31/12/2018** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

18260435 Wednesday DONCASTER ROAD (A635) Veh 1 Car Turning right S to E Dri M 40 Slight
 10/01/2018 BARNSELY AT OR NR JN WITH Veh 2 M/C > 500 cc Going ahead E to W Dri M 35 Fatal
 2113hrs DONCASTER ROAD
R1: A 635
R2: U Darkness: street lights present a
E 447,065 Wet/Damp
N 404,735 Fine without high winds
 60 mph

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Failed to look properly

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Possible
 Possible

V1 (ASTRA) WAITING AT JUNCTION OF DONCASTER ROAD TO TURN RIGHT ONTO A635. V1 PULLS OUT OF JUNCTION AND COLLISION OCCURS WITH V2 (MOTORCYCLE) TRAVELLING ALONG THE A635 IN THE DIRECTION OF BARNSELY

18263948 Monday HIGHGATE LANE BARNSELY AT OR Veh 1 Car Going ahead S to N FSP F 27 Slight
 15/01/2018 NR JN WITH LAWNWOOD DRIVE Veh 1 Car Going ahead S to N Dri F 25 Slight
 1130hrs Veh 2 Car Turning right E to N
R1: U
R2: U Daylight:street lights present
E 445,390 Dry
N 404,028 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly
2nd: Poor turn or manoeuvre

Participant:

Vehicle 2
 Vehicle 2

Confidence:

Very Likely
 Very Likely

VEH 1 WAS TRAVELLING ALONG HIGHGATE LANE IN THE DIRECTION OF GOLDTHORPE AT APPROX 30 MPH. A VEH WAS IN THE RIGHT HAND FILTER LANE INTENDING TO TURN RIGHT ONTO LAWNWOOD DRIVE. THE DRIVER OF VEH 2 WHICH WAS AT THE JUNCTION OF LAWNWOOD DRIVE AND HIGHGATE LANE HAS TOLD DRIVER OF VEH 1 THAT THE DRIVER IN THE 'FILTER LANE' HAS 'FLASHED' HER OUT. SHE HAS THEREFORE PULLED OUT AND COLLIDED WITH THE OFFSIDE OF VEH 1 CAUSING DAMAGE. DETAILS HAVE BEEN EXCHANGED HOWEVER THE DRIVER OF VEH 1 HAS SUFFERED NECKSPRAIN IN JURIES AND HER PASSENGER HAS INJURED HER BACK. (NO DETAILS OF THE DRIVER OF THE VEH WHICH WAS IN THE FILTER LANE).

18267199 Thursday DEARNE VALLEY PARKWAY (A6195) Veh 1 M/C < 125 cc Going ahead W to E Dri F 46 Slight
 25/01/2018 BARNSELY Veh 2 Car O/take m/veh o/side W to E
 1510hrs
R1: A 6195 Daylight:street lights present
E 441,346 Dry
N 402,272 Fine with high winds
 60 mph

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Poor turn or manoeuvre

Participant:

Vehicle 2
 Vehicle 2

Confidence:

Very Likely
 Possible

V1 WAS EXITING THE ROUNDABOUT ONTO VALLEY WAY. V2 EXITED THE SAME WAY AND OVERTOOK V1 CLIPPING THE WINGMIRROR AS IT PULLED PAST. THIS CAUSED V1 TO CRASH, THROWING THE RIDER ONTO THE CARRIAGEWAY. MINOR INJURIES ONLY

Details of Personal Injury Accidents for Period - **01/01/2017** to **31/12/2018** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

18277668 Friday DEARNE VALLEY PARKWAY (A635) Veh 1 Car Going ahead E to W Dri F 33 Slight
 23/02/2018 BARNSELEY AT JN WITH FIELDS END Veh 2 Car Going ahead E to W
R1: A 635 1440hrs ROUNDABOUT (A635)
R2: A 635 Daylight:street lights present
E 445,982 Dry
N 404,695 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed Vehicle 2 Possible
 V1 WAS STATIONARY ON THE ROUNDABOUT ON THE A635 AT GOLDTHOPRE, V2 RAN INTO V1 CAUSING DAMAGE AND SLIGHT INJURIES.

18281599 Thursday CORTONWOOD ROUNDABOUT Veh 1 M/C < 125 cc Turning right SE to NE Dri M 34 Slight
 08/03/2018 (A6195) BARNSELEY AT JN WITH Veh 2 Car Turning right SE to NE Dri F 26 Slight
R1: A 6195 0725hrs DEARNE VALLEY PARKWAY (A6195)
R2: A 6195 Daylight:street lights present
E 440,542 Frost/Ice
N 401,633 Snowing without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Slippery road (due to weather) Vehicle 1 Very Likely
2nd: Deposit on road (eg oil, mud, chippings) Vehicle 1 Very Likely
 V1 TRAVELLED FROM CORTONWOOD AND WAS NEGOTIATING ROUNDABOUT IN LANE 2 WHEN DRIVER LOST CONTROL DUE TO ICE ON ROAD. V1 SLIDES AND COLLIDED WITH REAR NEAR SIDE OF V2.

18286650 Thursday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Going ahead NE to SW
 29/03/2018 BARNSELEY Veh 2 Pedal cycle Going ahead NE to SW Dri M 46 Slight
R1: A 6195 1600hrs
 Daylight:street lights present
E 441,867 Wet/Damp
N 402,327 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Loss of control Vehicle 2 Very Likely
 CYCLIST HAS BEEN TRAVELLING ALONG DEARNE VALLEY PARKWAY TOWARDS WATH ROAD ROUNDABOUT WHEN HE HAS LOST CONTROL OF HIS PUSH BIKE AND FALLEN TO THE FLOOR. V001 HAS THEN COLLIDED WITH HIM AT A LOW SPEED. NO DAMAGE TO V001. MINOR INJURIES TO CYCLIST.

Details of Personal Injury Accidents for Period - **01/01/2017** to **31/12/2018** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

18289191 Wednesday ROTHERHAM ROAD (A6195) Veh 1 Car Turning right N to W
 18/04/2018 BARNSELY AT OR NR JN WITH Veh 2 Pedal cycle O/take m/veh o/side N to S Dri M 44 Slight
 1714hrs FITZWILLIAM ROAD
R1: A 6195
R2: U Daylight:street lights present
E 442,932 Dry
N 404,603 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 1 Possible
2nd: Failed to judge other persons path or speed Vehicle 2 Possible
 VEHICLE 1 WAITING TO TURN RIGHT INTO ROAD TO OFFSIDE IN QUEUE OF TRAFFIC. VEHICLE 2 PASSES BY FILTERING TRAFFIC AND AS VEHICLE 2 DRAWS ALONGSIDE VEHICLE 1, VEHICLE 1 SETS OFF TURNS RIGHT AND A MINOR COLLISION OCCURS. RIDER OF VEHICLE 2 FALLS OFF BIKE HAVING DOWN AN EMERGENCY STOP. HE RECEIVES CUTS AND BRUISES.

18286934 Wednesday MANVERS WAY (A633) BARNSELY Veh 1 Car Going ahead SE to NW Dri M 54 Slight
 18/04/2018 AT OR NR JN WITH PONTEFRACT Veh 2 Car Turning right NW to SW
 1901hrs ROAD (B6273)
R1: A 633
R2: B 6273 Daylight:street lights present
E 442,024 Dry
N 402,299 Fine without high winds
 40 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry Vehicle 1 Very Likely
 IT APPEARS THAT V2 HAS BEEN TRAVELLING ALONG MANVERS WAY TOWARDS BROOMHILL ROUNDABOUT INDICATING TO TURN LEFT ONTO THE DEARNE VALLEY PARKWAY. VEHICLE 1 HAS BEEN TRAVELLING IN THE OPPOSITE DIRECTION AND WANTING TO TURN RIGHT INTO PONTEFRACT ROAD. IT APPEARS THAT V2 HAS TRIED TO MAKE THE TURN ACROSS THE PATH OF V1 UNSUCCESSFULLY RESULTING IN V1 BEING HIT BY V2 CAUSING V1 TO BE ROLLED OVER ONTO ITS OFFSIDE.

18293268 Monday NICHOLAS LANE BARNSELY AT JN Veh 1 Car Turning right SW to SE
 07/05/2018 WITH GOLDTHORPE RECYCLING Veh 2 Car O/take on n/side SW to NE Dri M 30 Serious
 1245hrs CENTRE
R1: U
R2: U Daylight:street lights present
E 445,498 Dry
N 404,526 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed Vehicle 2 Very Likely
2nd: Inexperienced or learner driver/rider Vehicle 1 Possible
 VEH1 TRAVELLING ALONG NICHOLAS LANE WHEN IT PULLS TOWARDS OFFSIDE OF LANE 1 AND INDICATES TO PULL INTO WASTI RECYCLING SITE. VEH2 TRAVELLING IN THE SAME DIRECTION HAS ATTEMPTED TO PASS TO THE NEARSIDE OF VEH1 BUT APPEARS TO HAVE HAD INSUFFICIENT SPACE TO DO SO AND HAS COLLIDED WITH VEH1.

Details of Personal Injury Accidents for Period - **01/01/2017** to **31/12/2018** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

18298509 Wednesday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Going ahead NE to SW
 16/05/2018 BARNSLEY Veh 2 Car Stopping NE to SW FSP F 55 Slight
R1: A 6195 1314hrs
 Daylight:street lights present
E 440,667 Dry
N 401,725 Fine without high winds
 70 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Failed to look properly

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Very Likely

VEH 1 WAS TRAVELLING ALONG THE DEARNE VALLEY PARKWAY HEADING TOWARDS THE CORTON WOOD RETAIL PARK FROM WATH ROAD ROUNDABOUT WHEN IT HAS RUN IN TO THE REAR OF VEH 2 WHICH WAS HELD IN SLOW MOVING TRAFFIC.

18302908 Saturday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Going ahead W to E Dri M 17 Serious
 16/06/2018 BARNSLEY Veh 1 Car Going ahead W to E FSP M 17 Serious
R1: A 6195 1807hrs Veh 2 Taxi Going ahead E to W RSP F 76 Serious
 Daylight:street lights present Veh 2 Taxi Going ahead E to W RSP M 44 Serious
E 441,382 Wet/Damp Veh 2 Taxi Going ahead E to W Dri M 60 Slight
N 402,281 Raining without high winds
 60 mph

Causation Factor:

1st: Inexperienced or learner driver/rider

Participant:

Vehicle 1

Confidence:

Very Likely

V001 TRAVELS FROM WATH ROAD ROUNDABOUT ONTO THE DEARNE VALLEY PARKWAY IN THE DIRECTION OF CATHILL ROUNDABOUT. V002 TRAVELS FROM THE DIRECTION OF CATHILL ROUNDABOUT TOWARDS WATH ROAD ROUNDABOUT WHEN BOTH VEHICLES COLLIDE HEAD ON.

18305055 Sunday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Going ahead NE to SW FSP F 17 Serious
 17/06/2018 BARNSLEY Veh 2 Car Going ahead NE to SW FSP F 21 Slight
R1: A 6195 2042hrs Veh 2 Car Going ahead NE to SW RSP F 22 Slight
 Daylight:street lights present
E 441,023 Dry
N 402,025 Fine without high winds
 70 mph

Causation Factor:

1st: Loss of control
2nd: Inexperienced or learner driver/rider
3rd: Inexperienced or learner driver/rider

Participant:

Vehicle 2
 Vehicle 2
 Vehicle 1

Confidence:

Very Likely
 Possible

V2 LOSES CONTROL AND CLIPS V1 CAUSING IT TO SPIN. V2 HITS CENTRAL RESERVATION AND LEAVES CARRIAGEWAY NEARSIDE

Details of Personal Injury Accidents for Period - 01/01/2017 to 31/12/2018 (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

18310765 Wednesday DEARNE VALLEY PARKWAY (A635) Veh 1 Car Change lane to right SW to NE Dri F 38 Serious
 04/07/2018 BARNSLEY Veh 2 Goods > 7.5t Going ahead NE to SW
R1: A 635 1345hrs Veh 3 Goods 3.5 - 7.5t Going ahead NE to SW Dri M 47 Slight
 Daylight:street lights present
E 445,355 Dry
N 404,489 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Loss of control
2nd: Swerved

Vehicle 1
 Vehicle 1

Possible
 Very Likely

VEHICLE 1 TRAVELLING ON A635 TOWARDS DONCASTER. V1 APPEARS TO PULL ONTO OFFSIDE OF CARRIAGEWAY AND COLLIDES WITH OFFSIDE OF V2 CAUSING THE VEHICLE TO SPIN THEN COLLIDING HEAD ON WITH V3.

18314598 Wednesday DONCASTER ROAD (A635) Veh 1 Car Turning right W to S
 18/07/2018 BARNSLEY AT OR NR JN WITH Veh 2 M/C > 500 cc Going ahead E to W Dri M 55 Serious
R1: A 635 2111hrs DONCASTER ROAD Veh 2 M/C > 500 cc Going ahead E to W F 39 Serious
R2: U Darkness: street lights present a
E 447,072 Dry
N 404,737 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

VEHICLE 1 HAS PULLED OUT OF DONCASTER ROAD INTO THE PATH OF VEHICLE 2 HONDA MOTORCYCLE THAT HAS THEN COLLIDED WITH THE FRONT OFFSIDE OF THE VEHICLE

18323278 Tuesday ROTHERHAM ROAD (A6195) Veh 1 M/C > 500 cc O/take s/veh o/side N to S Dri M 37 Slight
 21/08/2018 BARNSLEY AT OR NR JN WITH Veh 2 Car Turning right N to W
R1: A 6195 1730hrs FITZWILLIAM ROAD
R2: U Daylight:street lights present
E 442,932 Dry
N 404,606 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 1

Very Likely

M/CYCLE WAS FILTERING PAST NEAR STATIONARY TRAFFIC WHERE CAR IN FRONT TURNED RIGHT, HAVING FIRST INDICATED INTENTIONS. M/CYCLE CLIPED REAR CORNER.

Details of Personal Injury Accidents for Period - **01/01/2017** to **31/12/2018** (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

18336344 Saturday CORTONWOOD ROUNDABOUT (A6195) BARNSELY AT JN WITH CORTON WOOD
 06/10/2018 1540hrs
R1: A 6195 Daylight:street lights present
R2: U Dry
E 440,560 Fine without high winds
N 401,582 60 mph

| | | |
|--|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Careless/Reckless/In a hurry | Vehicle 2 | Possible |

V1 WAS STATIONARY ON CORTON WOOD, WAITING TO PULL ONTO ROUNDABOUT CORTONWOOD ROUNDABOUT (A6195). V2 HAS COLLIDED WITH THE FRONT OFFSIDE OF V1 WHILST PULLING ON THE ROUNDABOUT CAUSING DAMAGE - V2 HAS THEN DRIVE OFF WITHOUT STOPPING.

18338451 Wednesday DEARNE VALLEY PARKWAY (A6195) BARNSELY
 17/10/2018 0720hrs
R1: A 6195 Darkness: no street lighting
E 442,875 Dry
N 404,234 Fine without high winds
 60 mph

| | | |
|--|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Careless/Reckless/In a hurry | Vehicle 1 | Very Likely |
| 2nd: Failed to look properly | Vehicle 1 | Possible |

4 VEHICLE RTC MINOR INJURIES APPROACHING CATHILL R'BOUT. TRAFFIC CAME TO A STOP AND CARS COLLIDED INTO EACH OTHER, SHUNTING ONES INFRONT.

18342567 Thursday CATHILL ROUNDABOUT (A635) BARNSELY AT JN WITH ROTHERHAM ROAD (A6195)
 01/11/2018 0530hrs
R1: A 635 Darkness: street lights present a
R2: A 6195 Dry
E 442,890 Fine without high winds
N 404,328 60 mph

| | | |
|---|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Careless/Reckless/In a hurry | Vehicle 1 | Very Likely |
| 2nd: Disobeyed Give Way or Stop sign or markings | Vehicle 1 | Very Likely |

V2 NEGOTIATING ROUNDABOUT AND IS PASSING THE EXIT TOWARDS FITZWILLIAM ROAD. V1 HAS COLLIDED WITH THE REAR OF V2 CAUSING THE RIDER TO FALL FROM HIS BIKE, CAUSING SLIGHT INJURY AND DAMAGE. V1 FAILS TO STOP AT THE SCENE.

Details of Personal Injury Accidents for Period - 01/01/2017 to 31/12/2018 (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

18346221 Friday CORTON WOOD ROTHERHAM Veh 1 Car Going ahead SE to NW
 16/11/2018 Veh 2 Pedal cycle Going ahead NE to SW Dri M 11 Slight
 R1: U 1704hrs
 Darkness: street lights present a
 E 440,613 Wet/Damp
 N 401,528 Raining without high winds
 30 mph

Causation Factor:

| | Participant: | Confidence: |
|--|--------------|-------------|
| 1st: Cyclist entering road from pavement | Vehicle 2 | Very Likely |
| 2nd: Careless/Reckless/In a hurry | Vehicle 2 | Very Likely |
| 3rd: Failed to look properly | Vehicle 2 | Very Likely |
| 4th: Failed to judge other persons path or speed | Vehicle 2 | Very Likely |
| 5th: Cyclist wearing dark clothing at night | Vehicle 2 | Possible |

CYCLIST PAUSING ON CENTRAL RESERVATION ENTERED CARRIAGEWAY IN PATH OF BUS IN LANE 2. BUS STOPPED VEHICLE SHORT OF CYCLISTS PATH. CYCLIST CONTINUED INTO PATH OF VEHICLE IN LANE 1. GRAZES TO CHIN LEFT ARM AND CHEEK, LOSS OF ONE OR MORE TEETH.

18347207 Friday DEARNE VALLEY PARKWAY (A635) Veh 1 Car Going ahead E to W Dri M 51 Slight
 23/11/2018 BARNSELY AT OR NR JN WITH Veh 2 Car Turning right S to E Dri M 70 Slight
 R1: A 635 1130hrs DONCASTER ROAD
 R2: U Daylight:street lights present
 E 447,066 Dry
 N 404,736 Fog or mist
 60 mph

Causation Factor:

| | Participant: | Confidence: |
|--|--------------|-------------|
| 1st: Failed to judge other persons path or speed | Vehicle 2 | Very Likely |

V2 LEAVING GOLDTHORPE ON DONCASTER ROAD AND TURNING RIGHT ONTO A635. V2 PULLED OUT ACROSS A635 AND COLLIDED WITH ONCOMING V1. MINOR INJURIES TO NOTH DRIVERS AND BOTH VEHICLES RECOVERED.

Details of Personal Injury Accidents for Period - 01/01/2017 to 31/12/2018 (24) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

18348582 Thursday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Stopping SW to NE Dri F 33 Slight
 29/11/2018 BARNSLEY Veh 2 Car Going ahead SW to NE
 R1: A 6195 1640hrs
 Darkness: street lights present a
 E 441,225 Dry
 N 402,207 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Following too close

Vehicle 2

Possible

V1 WAS STATIONARY IN QUEUING TRAFFIC ON THE A6195 DEARNE VALLEY PARKWAY, WAITING TO ENTER THE WATH ROAD ROUNDABOUT, WHEN V2 HAS COLLIDED WITH THE NEARSIDE REAR BUMPER OF V1. V2 HAS DRIVEN OFF WITHOUT STOPPING. V1 DRIVER HAS SUSTAINED BACK/NECK INJURIES AND HAS SEEN HER GP. FURTHER REPORT RECEIVED VIA PRONTO - V1 WAS TRAVELLING IN THE RIGHT HAND LANE OF THE DUAL CARRIAGEWAY ON TH EA6195 APPROX 60MPH V2 WENT TO DECREASE HIS SPEED HOWEVER V1 WAS APPLYING HIS BRAKES HE SWERVED LEFT AND CAUGHT THE REAR NEARSIDE OF V2, V1 DROVE INTO THE LEFT HAND LANE AND CARRIED ON TOWQARDS WOMBWELL AND TURNED AROUND AFTER A SHORT WHILE, HE THEN WENT BACK DOWN THE A6195 BUT COULD NOT SEE ANY VEHICLE THAT HE HAD DAMAGED

18808453 Monday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Wait go ahead held E to W
 24/12/2018 BARNSLEY Veh 2 Car Wait go ahead held E to W FSP F 7 Slight
 R1: A 6195 1115hrs Veh 2 Car Wait go ahead held E to W Dri F 26 Slight
 Daylight:street lights present Veh 3 Car Going ahead E to W
 E 440,345 Wet/Damp
 N 401,642 Fine without high winds
 70 mph

Causation Factor:

Participant:

Confidence:

1st: Travelling too fast for conditions

Vehicle 3

Very Likely

V1 AND V2 STATIONARY IN TRAFFIC. V3 HITS V2 FROM THE REAR, PUSHING V2 INTO V1. DRIVER AND PASSENGER IN V2 WERE BOTH INJURED.

Details of Personal Injury Accidents for Period - 01/01/2019 to 31/12/2019 (12) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

19862951 Sunday WATH ROAD ROUNDABOUT (A6195) Veh 1 Car Going ahead NW^{to} E
 10/02/2019 BARNSELY AT OR NR JN WITH Veh 2 Pedal cycle Going ahead NW^{to} E Dri F 49 Serious
 1724hrs DEARNE VALLEY PARKWAY (A6195)
 R1: A 6195
 R2: A 6195 Darkness: street lights present a
 E 441,306 Dry
 N 402,272 Fine without high winds
 60 mph

Causation Factor:

| | | | | | |
|------|------------------------------|--------------|-----------|-------------|-------------|
| 1st: | Loss of control | Participant: | Vehicle 2 | Confidence: | Possible |
| 2nd: | Careless/Reckless/In a hurry | Participant: | Vehicle 2 | Confidence: | Very Likely |

CAR V CYCLIST. VEHS NEGOTIATING ROUNDABOUT WHEN CYCLIST FALLS FROM PEDAL CYCLE.

19824310 Sunday CORTONWOOD ROUNDABOUT Veh 1 M/C > 500 cc Turning left W^{to} NE Dri M 51 Slight
 17/03/2019 (A6195) BARNSELY AT OR NR JN Veh 2 Car Going ahead W^{to} E
 1426hrs WITH DEARNE VALLEY PARKWAY
 R1: A 6195
 R2: A 6195 Daylight:street lights present
 E 440,541 Dry
 N 401,627 Fine without high winds
 60 mph

Causation Factor:

| | | | | | |
|------|------------------------|--------------|-----------|-------------|----------|
| 1st: | Poor turn or manoeuvre | Participant: | Vehicle 2 | Confidence: | Possible |
|------|------------------------|--------------|-----------|-------------|----------|

V1 ON THE ROUNDABOUT IN OUTSIDE LANE INDICATING LEFT. V2 ON INSIDE LANE CARRIED ON WHEN V1 ATTEMPTED TO TURN LEFT RESULTING IN V2 HITTING THE BACK OF V2.

19829723 Sunday CORTONWOOD ROUNDABOUT Veh 1 Car Going ahead NE^{to} W FSP M 17 Serious
 07/04/2019 (A6195) BARNSELY AT OR NR JN Veh 1 Car Going ahead NE^{to} W Dri M 24 Slight
 2215hrs WITH DEARNE VALLEY PARKWAY Veh 2 Car Going ahead NE^{to} W
 R1: A 6195
 R2: A 6195 Darkness: street lights present a
 E 440,575 Dry
 N 401,629 Fine without high winds
 60 mph

V1 HAS BEEN TRAVELLING DOWN DEARNE VALLEY PARKWAY TOWARDS THE CORTONWOOD ROUNDABOUT. DRIVER OF V1 STATES THAT V2 HAS SPED UP BEHIND HIM APPROACHING THE ROUNDABOUT, ONCE ON THE ROUNDABOUT BOTH VEHICLES HAVE THEN COLLIDED CATAPULTING V1 ACROSS THE CARRIAGeway AND INTO BUSHES. OCCUPANTS OF V2 RAN AWAY. ENQUIRIES ON GOING.

Details of Personal Injury Accidents for Period - 01/01/2019 to 31/12/2019 (12) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

19845845 Friday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Stopping NE to SW Dri M 29 Slight
 07/06/2019 BARNSLEY Veh 2 Car Going ahead NE to SW RSP M 24 Serious
 R1: A 6195 0735hrs Veh 3 Goods > 7.5t Going ahead SW to NE
 Daylight:street lights present
 E 442,068 Dry
 N 402,504 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry Vehicle 2 Very Likely
 V1 WAS TRAVELLING AT A VERY LOW SPEED DUE TO SLOWING DOWN ON THE APPROACH TO A ROUNDABOUT. V2 HAS STRUCK V1 FROM BEHIND CAUSING IT TO SPIN INTO V3 THAT WAS TRAVELLING IN THE OPPOSITE DIRECTION. V1 SUFFERED EXTENSIVE DAMAGE TO BOTH FRONT AND REAR. V2 LEFT THE CARRIAGEWAY ON THE NEAR SIDE AND STRUCK A TREE. V3 WHICH IS A HGV HAS DAMAGE TO THE SIDE RAILS ON THE TRAILER AND ALSO A DAMAGED WHEEL AND BLOWN TYRE.

19851604 Wednesday DONCASTER ROAD (A635) Veh 1 Car Turning right W to SE FSP F 11 Slight
 26/06/2019 BARNSLEY AT JN WITH TEXACO Veh 2 Goods Unknown Going ahead W to SE
 R1: A 635 1820hrs FILLING STATION
 R2: U Daylight:street lights present
 E 442,841 Dry
 N 404,318 Fine without high winds
 60 mph

VEHICLE 1 HAD JUST STARTED TO PULL ONTO PETROL STATION JUST MOVING FORWARD VEHICLE2 A FORD TRANSIT PICKUP HAD DELIBERATELY RAMMED VEHICLE 2 PUSHED IT FORWARD THEN REVERSED AND DROVE OFF LEAVING NO DETAILS ,

19861802 Thursday WATH ROAD ROUNDABOUT (A6195) Veh 1 Car Turning right NW to SW
 25/07/2019 BARNSLEY AT OR NR JN WITH Veh 2 Car Starting SE to NW Dri F 51 Serious
 R1: A 6195 1127hrs WATH ROAD
 R2: U Daylight:street lights present
 E 441,291 Dry
 N 402,216 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 2 Very Likely
 2nd: Disobeyed double white line Vehicle 2 Very Likely
 V1 WAS TURNING RIGHT AT THE ROUNDABOUT HAVING APPROACHED ALONG WATH ROAD FROM THE DIRECTION OF WOMBWELL. V2 WAS STATIONARY WAITING TO PULL ONTO THE ROUNDABOUT ALSO ON WATH ROAD HAVING APPROACHED FROM THE DIRECTION OF WATH. AS V1 WAS HALF WAY AROUND THE ROUNDABOUT V2 PULLED ON, INFRONT OF IT GIVING V1 NO TIME TO STOP. THE FRONT OFFSIDE CORNER OF V1 COLLIDED WITH THE OFFSIDE, DRIVERS DOOR OF V2. MINOR DAMAGE WAS CAUSED TO BOTH VEHICLES. THE DRIVER OF V2 SUSTAINED A MINOR HEAD INJURY AND WAS CONVEYED TO BD GH AS A PRECAUTION.

Details of Personal Injury Accidents for Period - **01/01/2019** to **31/12/2019** (12) months

Selection: **Notes:**

Selected using Manual Selection

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

Causation Factor:

| | | | | | | | | | | | |
|-------------------|--------------------------------|----------------------------|-------|-----|-------------|---|------|-----|---|----|--------|
| 19903375 | Tuesday | CATHILL ROUNDABOUT (A635) | Veh 1 | Car | Going ahead | | to | Dri | M | 22 | Slight |
| | 12/11/2019 | BARNSELEY AT OR NR JN WITH | Veh 2 | Car | Parked | 0 | to 0 | | | | |
| R1: A 635 | 1008hrs | ROTHERHAM ROAD (A6195) | Veh 3 | Car | Going ahead | | to | | | | |
| R2: A 6195 | Daylight:street lights present | | Veh 4 | Car | Starting | | to | | | | |
| E 442,901 | Dry | | | | | | | | | | |
| N 404,326 | Unknown | | | | | | | | | | |
| | 60 mph | | | | | | | | | | |

Causation Factor:

1st: Inexperienced or learner driver/rider

Participant:

Vehicle 3

Confidence:

Possible

NO CIRCS ON PRONTO - PICKED UP FROM FAILED QUEUE.

| | | | | | | | | | | | |
|-------------------|--------------------------------|-------------------------------|-------|-----|-------------|---|------|-----|---|----|--------|
| 19904659 | Monday | DEARNE VALLEY PARKWAY (A6195) | Veh 1 | Car | Stopping | S | to N | FSP | F | 37 | Slight |
| | 02/12/2019 | BARNSELEY | Veh 2 | Car | Going ahead | S | to N | Dri | F | 57 | Slight |
| R1: A 6195 | 1344hrs | | Veh 3 | Car | Going ahead | S | to N | Dri | F | 26 | Slight |
| | Daylight:street lights present | | Veh 4 | Car | Going ahead | N | to S | Dri | M | 57 | Slight |
| E 442,754 | Wet/Damp | | | | | | | | | | |
| N 403,925 | Fine without high winds | | | | | | | | | | |
| | 60 mph | | | | | | | | | | |

Causation Factor:

1st: Following too close

Participant:

Vehicle 2

Confidence:

Very Likely

2nd: Following too close

Vehicle 3

Very Likely

V001 BRAKES FOR TRAFFIC AHEAD WHERE V002 COLLIDES WITH REAR OF V001. V002 LEAVES CARRIAGEWAY WHERE V003 COLLIDES WITH ON COMING V04.

| | | | | | | | | | | | |
|-------------------|--------------------------------|-------------------------------|-------|-----------|---------------------|---|------|-----|---|----|--------|
| 19907443 | Monday | DEARNE VALLEY PARKWAY (A6195) | Veh 1 | Car | Going ahead RH bend | W | to E | Dri | M | | Slight |
| | 09/12/2019 | BARNSELEY | Veh 2 | Car | Going ahead LH bend | E | to W | Dri | F | 38 | Slight |
| R1: A 6195 | 0840hrs | | Veh 3 | Bus/coach | Going ahead LH bend | E | to W | | | | |
| | Daylight:street lights present | | | | | | | | | | |
| E 441,406 | Dry | | | | | | | | | | |
| N 402,290 | Fine without high winds | | | | | | | | | | |
| | 60 mph | | | | | | | | | | |

Causation Factor:

1st: Careless/Reckless/In a hurry

Participant:

Vehicle 1

Confidence:

Very Likely

2nd: Distraction in vehicle

Vehicle 1

Possible

3rd: Swerved

Vehicle 1

INITIAL REPORTS ARE THAT V1 HAS VEERED OVER ONTO THE WRONG SIDE OF THE CARRIAGEWAY CAUSING V3 TO TAKE EVASIVE ACTION TO AVOID A HEAD ON COLLISION. V1 HAS IMPACTED V3 APPROXIMATELY HALF WAY DOWN THE OFFSIDE. IT HAS THEN CONTINUED ON THE WRONG SIDE OF THE CARRIAGEWAY AND IMPACTED HEAD ON WITH V2

Details of Personal Injury Accidents for Period - **01/01/2019** to **31/12/2019** (12) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

| | | | | | | | | | |
|-------------------|--------------------------------|-------------------------------|-------|-----|-------------|--------------|---|----|---------|
| 19911509 | Wednesday | DEARNE VALLEY PARKWAY (A6195) | Veh 1 | Car | Going ahead | NE to SW RSP | M | 0 | Slight |
| | 11/12/2019 | BARNSELY | Veh 1 | Car | Going ahead | NE to SW Dri | M | 25 | Slight |
| R1: A 6195 | 2005hrs | | Veh 2 | Car | Going ahead | SW to NE Dri | M | 73 | Serious |
| | Darkness: street lighting unkn | | Veh 2 | Car | Going ahead | SW to NE FSP | F | 72 | Serious |
| E 442,508 | Dry | | | | | | | | |
| N 403,341 | Fine without high winds | | | | | | | | |
| | 60 mph | | | | | | | | |

Causation Factor:

1st: Loss of control

Participant:

Vehicle 2

Confidence:

Possible

VEHICLE 2 CROSSED WHITE LINE AND HIT VEHICLE 1 TRAVELLING IN OPPOSITE DIRECTION

| | | | | | | | | | |
|------------------|-----------------------------------|------------------------|-------|-----|---------------------|-------------|---|----|--------|
| 19913483 | Friday | NICHOLAS LANE BARNSELY | Veh 1 | Car | Going ahead LH bend | SW to N Dri | M | 31 | Slight |
| | 27/12/2019 | | Veh 2 | Car | Going ahead RH bend | N to SW Dri | M | 49 | Slight |
| R1: U | 0141hrs | | | | | | | | |
| | Darkness: street lights present a | | | | | | | | |
| E 445,647 | Wet/Damp | | | | | | | | |
| N 404,724 | Fog or mist | | | | | | | | |
| | 30 mph | | | | | | | | |

Causation Factor:

1st: Deposit on road (eg oil, mud, chippings)

Participant:

Vehicle 1

Confidence:

Very Likely

2nd: Loss of control

Vehicle 1

Possible

3rd: Poor or defective road surface

Vehicle 1

Possible

4th: Swerved

Vehicle 1

Possible

5th: Rain, sleet, snow, or fog

Vehicle 1

Very Likely

6th: Rain, sleet, snow, or fog

Vehicle 2

Very Likely

BOTH PARTIES WERE TRAVELLING IN OPPOSITE DIRECTIONS ON THURNSCOE BRIDGE LANE. VEHICLE 1 APPROACHED THE BEND TO WHICH HE LOST CONTROL AND THIS CAUSED THE VEHICLE TO HIT VEHICLE 2 HEAD ON. THE REASON WHY THE DRIVER LOST CONTROL WAS DUE TO A SLIPPERY SUBSTANCE ON THE ROAD. NEITHER PARTIES STATED THEY WERE NOT SPEEDING AND WAS DRIVING ROUGHLY 30MPH

Details of Personal Injury Accidents for Period - 01/01/2022 to 20/05/2022 (5) months

Selection: Notes:

Selected using Manual Selection

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

Causation Factor:

221171615 Saturday DEARNE VALLEY PARKWAY (A6195) Veh 1 Car Going ahead LH bend N to S
 30/04/2022 NEAR JUNCTION WITH CATHILL Veh 2 M/C Unknown Going ahead N to S Dri M 69 Slight
 1100hrs ROUNDABOUT (A635), DARFIELD,
 R1: A 6195 Daylight:street lights present
 R2: A 635
 E 442,905 Dry
 N 404,270 Fine without high winds
 60 mph

Causation Factor:

1st: Other
 2nd: Other

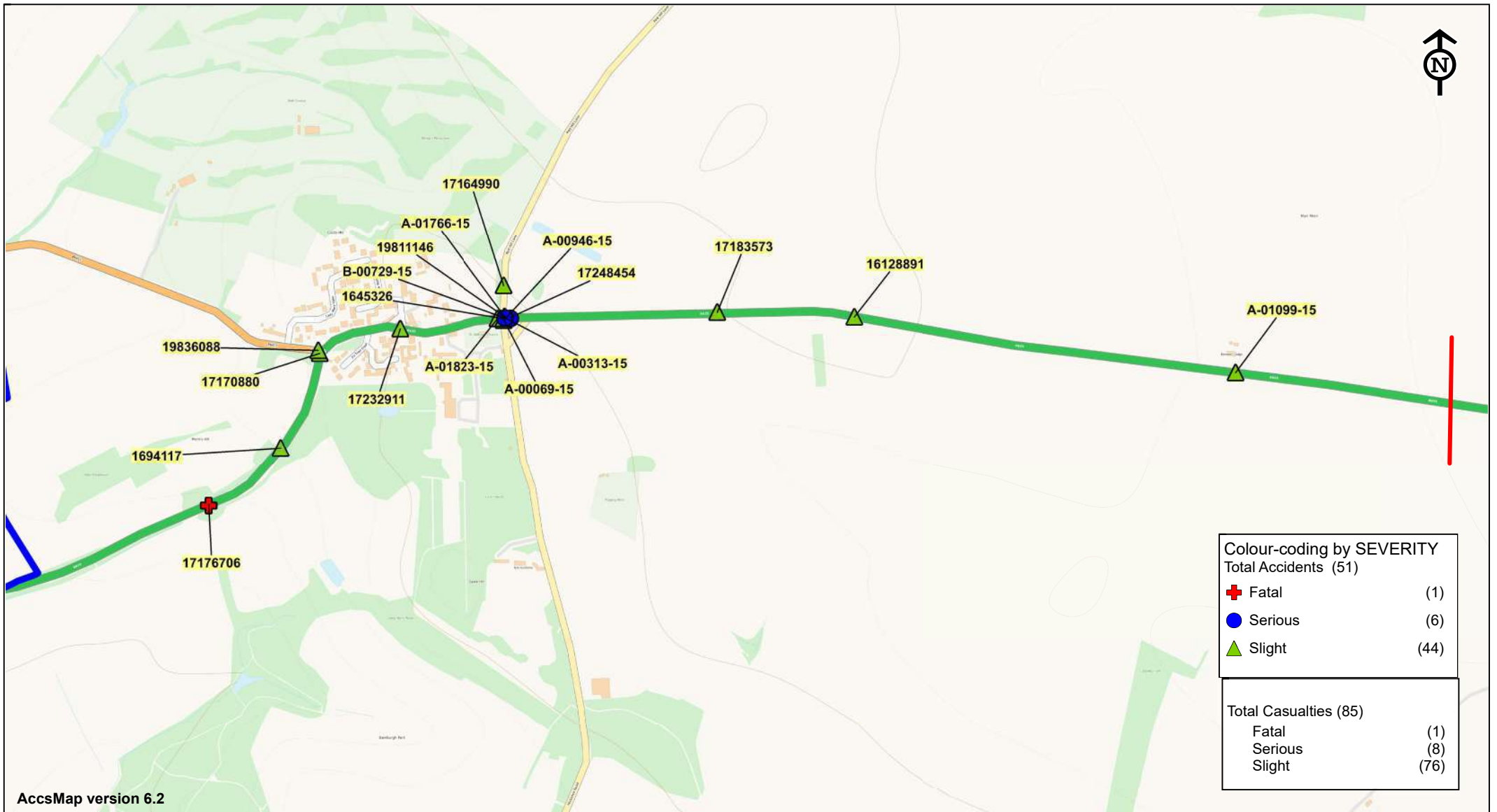
Participant:

Vehicle 2
 Vehicle 1

Confidence:

Possible
 Possible

TWO VEHICLE LEAVING ROUNDABOUT HAVE COME TOGETHER. VEHICLE 2 RIDER HAS COME OFF AND LANDED ON LEFT SIDE. MINOR INJURY TO LEFT SIDE AND LEFT ELBOW. CHECK BY AMBULANCE AND DID NOT ATTEND HOSPITAL.



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PLAN 1

**5 Year Collision Data
01/01/2015 to 20/05/2019
A635 Doncaster**

SCALE

Not to Scale

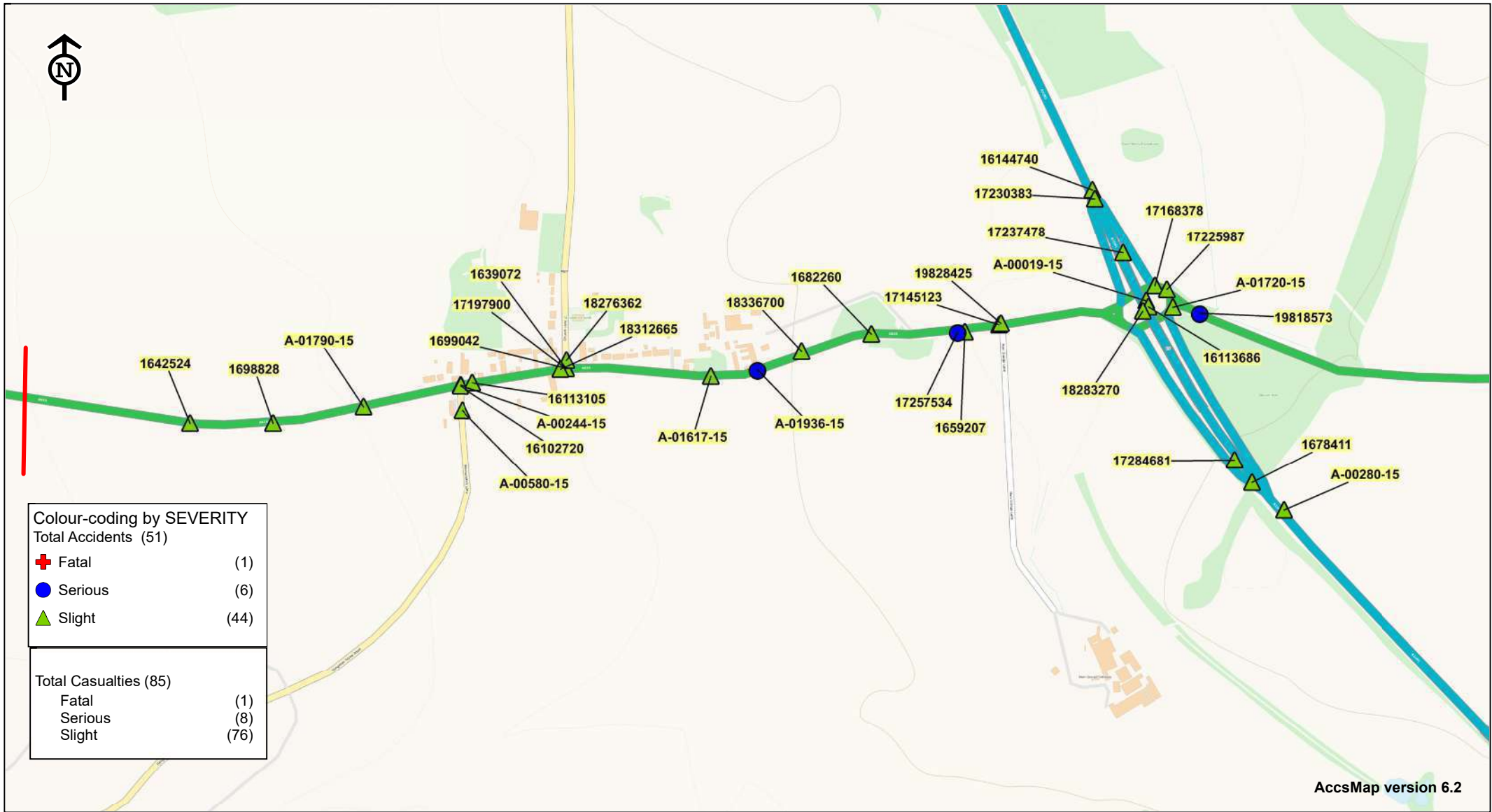
DATE

28/07/2022

DRWG No.

46002/400/NJA

DRN BY



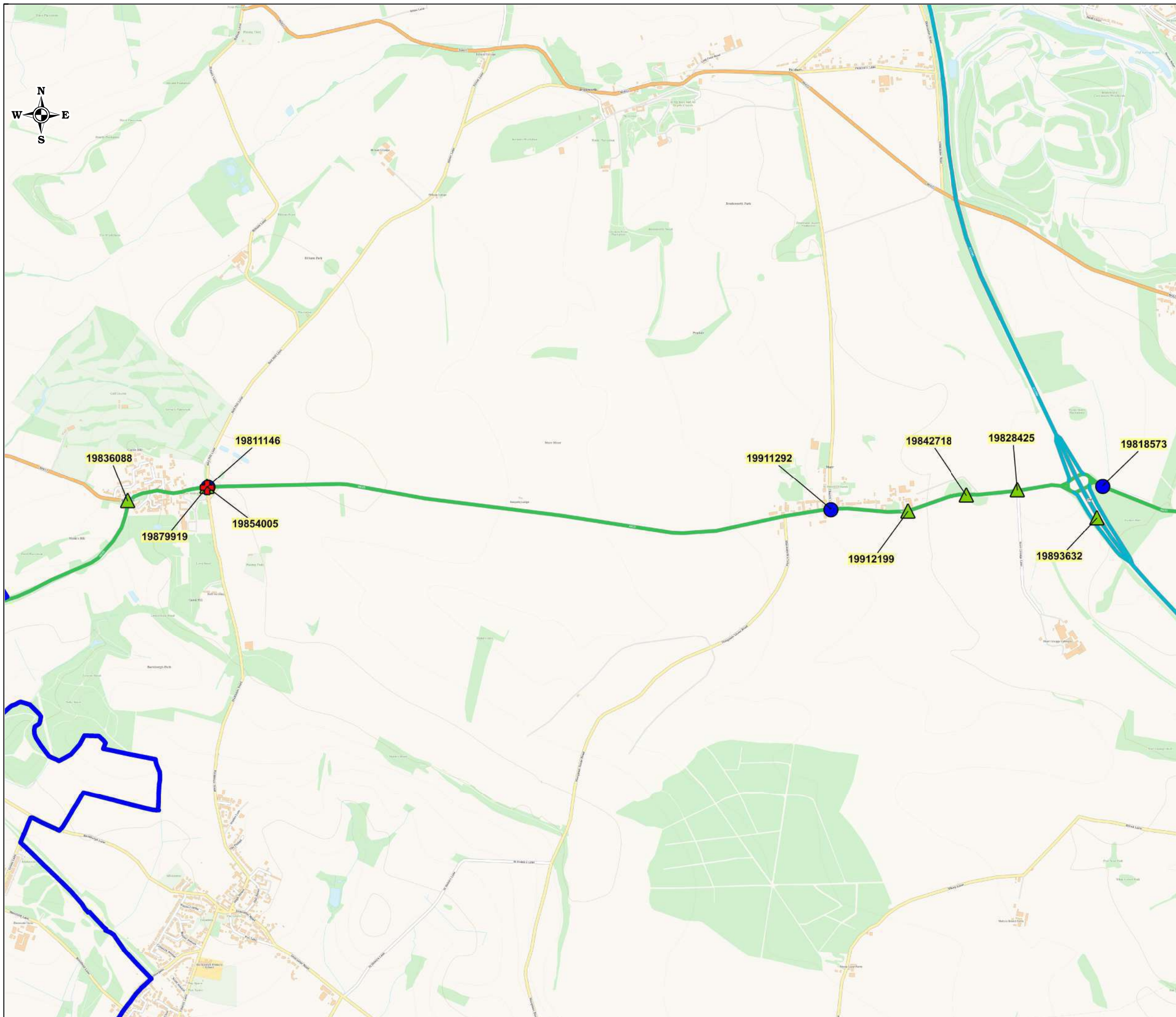
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South Yorkshire SRP

PLAN 2

**5 Year Collision Data
01/01/2015 to 20/05/2019
A635 Doncaster**

| | |
|----------|---------------|
| SCALE | Not to Scale |
| DATE | 28/07/2022 |
| DRWG No. | 46002/400/NJA |
| DRN BY | |



| | |
|-----------------------|-----|
| Total Casualties (14) | |
| Fatal | (2) |
| Serious | (3) |
| Slight | (9) |

AccsMap version 6.3

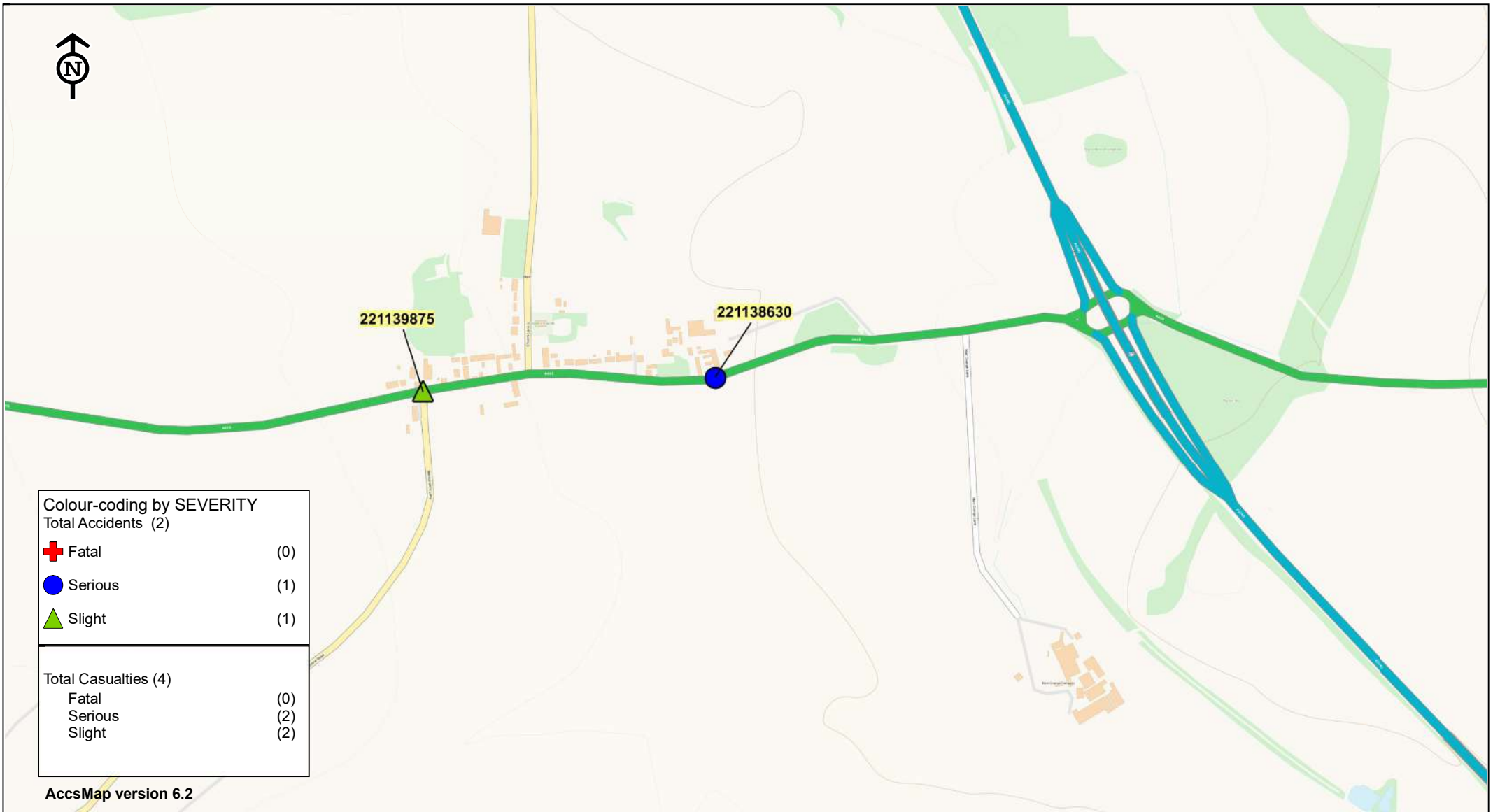
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Collision Data
01/01/2019 to 31/12/2019
A635 Doncaster



| | |
|---------------|------------|
| DRAWING TITLE | |
| SCALE | NJA |
| DATE | 23/11/2023 |
| DWG No. | |
| DRAWN BY | NJA |
| | |
| | |



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**A635 Doncaster Collision Data
01/01/2022 to 20/05/2022
Provisional**

| | |
|----------|---------------|
| SCALE | Not to Scale |
| DATE | 28/07/2022 |
| DRWG No. | 46002/400/NJA |
| DRN BY | |
| | |

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-00019-15 06/01/2015 Tuesday Time: 1725 Vehicles 4 Casualties 2 Slight
Easting: 452,662 Northing: 405,371
Unknown Road Surface: Dry Darkness: no street lighting
Road Type: Dual carriageway Speed Limit: 70

Location: A1(M) MARR JUNCTION 37
Description: VEH1 HGV TRAVELLING IN LANE 2, MOVES INTO LANE 1 DRIVER NOT SEEING VEH2 WHICH WAS IN LANE 1 ALONGSIDE VEH1 AND COLLISION OCCURS FORCING VEH2 INTO CENTRAL BARRIER AND STOPPING IN LANE 2. VEH 3 FOLLOWING IN LANE 2 STOPS. VEH4 THEN COLLIDES WITH REAR OF VEH 3

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Changing lane to left
First point of impact: Nearside
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 44 Breath test: Negative

Contributory Factors : 405 406 406

Vehicle Reference: 2 Car Going ahead
First point of impact: Offside
Vehicle direction: N to S Journey: Commuting to/from work
Age of Driver : 58 Breath test: Negative

Contributory Factors : 405 406 406

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

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 3 Car Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Commuting to/from work
Age of Driver : 26 Breath test: Negative
Contributory Factors : 405 406 406

Casualty Reference: 2 Age: 26 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 4 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Commuting to/from work
Age of Driver : 43 Breath test: Negative
Contributory Factors : 405 406 406

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-00069-15 15/01/2015 Thursday Time: 0650 Vehicles 2 Casualties 2 Slight
Easting: 448,343 Northing: 405,335
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY ROAD HICKLETON J/W HICKLETON ROAD
Description: VEH2 TV THRO HICKLETON TW A1. VEH IN FRONT TURNS LT AND VEH2 BEGINS TO OVTK. VEH1 PULLS OUT OF SIDE RD AND COLL OCCURS WITH VEH2.

Vehicle Reference: 1 Car Turning right
First point of impact: Nearside
Vehicle direction: S to E Journey: Journey as part of work
Age of Driver : 26 Breath test: Not requested
Contributory Factors : 403

Vehicle Reference: 2 Car Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 46 Breath test: Negative
Contributory Factors : 403

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

Casualty Reference: 2 Age: Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-00244-15 16/02/2015 Monday Time: 2300 Vehicles 2 Casualties 3 Slight
Easting: 451,205 Northing: 405,192
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY RD, MARR DONCASTER J/W BLACKSMITHS LANE
Description: V1 TRAV TWDS DONCASTER, V2 TURNING AT JUNCTION FAILS TO SEE V1 AND
PULLS OUT, COLLISION UCCURS

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 24 Breath test: Not requested

Contributory Factors : 405 509

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 40 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 7 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Nearside
Vehicle direction: S to E Journey: Other
Age of Driver : 27 Breath test: Not requested
Contributory Factors : 405 509

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-00280-15 25/02/2015 Wednesda Time: 1745 Vehicles 2 Casualties 1 Slight
Easting: 452,955 Northing: 404,926
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: A1(M) MARR JUNCTION 37
Description: V2 COLL WITH REAR OF V2 IN SLOWING TRAFFIC ON SB A1M

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : Breath test: Not requested
Contributory Factors : 406

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: NW to SE Journey: Other
Age of Driver : 22 Breath test: Not requested
Contributory Factors : 406

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-00313-15 28/02/2015 Saturday Time: 1345 Vehicles 2 Casualties 1 Slight
Easting: 448,346 Northing: 405,337
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY ROAD HICKLETON J/W RED HILL LANE
Description: VH1 TRV EB ON A635 TWDS A1 VH2 M/CAR BEGINS TO EMERGE FRM RED HILL
LN ONTO A635. VH1 COLL F/O/S VH2

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 54 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: N to E Journey: Other
Age of Driver : 38 Breath test: Not requested

Contributory Factors :

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-00580-15 26/04/2015 Sunday Time: 0629 Vehicles 1 Casualties 1 Slight
Easting: 451,209 Northing: 405,138
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BLACKSMITHS LANE MARR 50 MTS BARNSELY ROAD
Description: IT APPEARS THAT V1 HAS LOST CONTROL AND COLLIDED WITH A FENCE &
TELEGRAPH POST, DRIVER OPL

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Commuting to/from work
Age of Driver : 24 Breath test: Not requested

Contributory Factors : 306 410 501 706

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-00946-15 07/07/2015 Tuesday Time: 1450 Vehicles 2 Casualties 2 Slight
Easting: 448,344 Northing: 405,331
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: REDHILL LANE HICKLETON J/W BARNSELY ROAD
Description: VEH1 TURNED INTO REDHILL LN, DRIVER LOSES CONTROL AND COLL WITH
FRONT OF VEH2 WAITING TO EMERGE FROM JUNC.

Vehicle Reference: 1 Car Turning right
First point of impact: Offside
Vehicle direction: W to S Journey: Other
Age of Driver : 17 Breath test: Negative

Contributory Factors : 401 410 605

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
First point of impact: Offside
Vehicle direction: S to N Journey: Other
Age of Driver : 28 Breath test: Not requested

Contributory Factors : 401 410 605

Casualty Reference: 2 Age: 28 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-01099-15 30/07/2015 Thursday Time: 0930 Vehicles 2 Casualties 1 Slight
Easting: 449,899 Northing: 405,220
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD HICKLETON 1320 MTS BLACKSMITHS LANE
Description: V1 TURNS RIGHT INTO PRIVATE DRIVE. V2 COLL WITH O/S V1

Vehicle Reference: 1 Car Turning right
First point of impact: Offside
Vehicle direction: E to N Journey: Other
Age of Driver : 39 Breath test: Negative

Contributory Factors : 103 308 406 408

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 45 Breath test: Negative

Contributory Factors : 103 308 406 408

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

B-00729-15 20/08/2015 Thursday Time: 0815 Vehicles 2 Casualties 2 Serious
Easting: 448,343 Northing: 405,337
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY ROAD HICKLETON J/W RED HILL LANE
Description: V2 PULLED OUT OF JCT AND COLL QITH V1 ON MAIN C/W

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 43 Breath test: Not requested

Contributory Factors : 405 403 703

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 25 Breath test: Not requested

Contributory Factors : 405 403 703

Casualty Reference: 2 Age: 25 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-01617-15 28/10/2015 Wednesda Time: 1300 Vehicles 2 Casualties 1 Slight
Easting: 451,737 Northing: 405,211
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY ROAD MARR 300 MTS CHURCH LANE
Description: VEH1 NEG BEND HITS STANDING WATER LOSES CONTROL AND COLL WITH
STONE WALL AND VEH2.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 42 Breath test: Not requested

Contributory Factors : 103

Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Nearside
Vehicle direction: W to E Journey: Other
Age of Driver : 49 Breath test: Negative

Contributory Factors : 103

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-01766-15 20/11/2015 Friday Time: 1130 Vehicles 3 Casualties 2 Slight
Easting: 448,346 Northing: 405,339
Raining with high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD HICKLETON J/W RED HILL LN
Description: VEH2 APPROACHING JUNC BRAKES AND SKIDS ACROSS JUNC COLL WITH VEH1 AND 3.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 30 Breath test: Negative

Contributory Factors : 401 103

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 18 Breath test: Not requested

Contributory Factors : 401 103

Casualty Reference: 2 Age: 18 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 3 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 39 Breath test: Negative

Contributory Factors : 401 103

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-01720-15 20/11/2015 Friday Time: 1145 Vehicles 3 Casualties 1 Slight
Easting: 452,719 Northing: 405,357
Unknown Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: BARNSELY ROAD MARR J/W ROUNDABOUT
Description: U/K VEHICLE BRAKES SHARPLY CAUSING V1 TO BRAKE SHARPLY TO AVOID COLL. V2 COLL WITH REAR OF V1. V3 COLL WITH REAR OF V2

Vehicle Reference: 1 Car Moving off
First point of impact: Back
Vehicle direction: E to W Journey: Other
Age of Driver : 26 Breath test: Not requested

Contributory Factors : 406 408 308 308 308

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : Breath test: Not requested

Contributory Factors : 406 408 308 308 308

Vehicle Reference: 3 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : Breath test: Not requested

Contributory Factors : 406 408 308 308 308

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-01823-15 23/11/2015 Monday Time: 0730 Vehicles 2 Casualties 2 Slight
Easting: 448,331 Northing: 405,335
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY ROAD DONCASTER 5 MTS RED HILL LANE
Description: VEH2 OVTKS VEHS SIGNALLING TO TURN LT CROSSES SOLID WHITE LINE INTO
PATH OF ONCOMING TRAFFIC.

Vehicle Reference: 1 Car Turning right
First point of impact: Nearside
Vehicle direction: N to W Journey: Journey as part of work
Age of Driver : 35 Breath test: Not requested
Contributory Factors : 303 602

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Motorcycle over 50cc and up Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 23 Breath test: Not requested
Contributory Factors : 303 602

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

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-01790-15 30/11/2015 Monday Time: 1345 Vehicles 3 Casualties 1 Slight
Easting: 450,999 Northing: 405,146
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD MARR 200 MTS BLACKSMITHS LANE
Description: VEH2 & 3 STAT AT TEMP TRAFFIC LIGHTS ON A 635. VEH1 COLL INTO REAR OF 2 AND THEN 3.

Vehicle Reference: 1 Goods between 3.5 and 7.5 Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : Breath test: Driver not contacted
Contributory Factors : 901

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Moving off
First point of impact: Back
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 65 Breath test: Negative
Contributory Factors : 901

Vehicle Reference: 3 Car Moving off
First point of impact: Back
Vehicle direction: W to E Journey: Other
Age of Driver : 31 Breath test: Negative
Contributory Factors : 901

Casualty Reference: 1 Age: 35 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

A-01936-15 23/12/2015 Wednesda Time: 0748 Vehicles 2 Casualties 1 Serious
Easting: 451,836 Northing: 405,225
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY ROAD DONCASTER 400 MTS CHURCH LANE
Description: V002 TRAVELLING IN THE DIRECTION OF HICKLETON AND V1 TOWARDS A1. V01 HAS CONDUCTED AN OVETAKE ON LEFT HAND BEND CONTR DOUBLE WHITE LINE BEFORE COLLIDING WITH THE OFFISDE OF V2,

Vehicle Reference: 1 Motorcycle over 50cc and up Going ahead left hand bend
First point of impact: Front
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 25 Breath test: Not provided (medical)
Contributory Factors : 303 403

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Offside
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 29 Breath test: Negative
Contributory Factors : 303 403

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

1639072 08/01/2016 Friday Time: 1703 Vehicles 2 Casualties 1 Slight
Easting: 451,429 Northing: 405,229
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY ROAD (A635) DONCASTER AT OR WITHIN 20 MTS OF CHURCH LANE
Description: V1 IS EMERGING FROM CHURCH LANE INTO THE MAIN BARNSELY ROAD AND
COLLIDES WITH V2 ALREADY TRAVELLING IN BARNSELY ROAD

Vehicle Reference: 1 Car Turning right
First point of impact: Offside
Vehicle direction: N to W Journey: Journey as part of work
Age of Driver : 38 Breath test: Negative

Contributory Factors : 405 403

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 69 Breath test: Negative

Contributory Factors : 405 403

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

1642524 29/01/2016 Friday Time: 0643 Vehicles 2 Casualties 1 Slight
Easting: 450,631 Northing: 405,111
Fine with high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER
Description: V1 PARKED IN LAYBY AS SETTING OFF COLL WITH V2 CASUING DOOR FROM V2
TO BE RIPPED OFF. V2 THEN LEAVES C/W AND OVERTURNS

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Moving off
First point of impact: Offside
Vehicle direction: NW to E Journey: Journey as part of work
Age of Driver : 21 Breath test: Negative

Contributory Factors : 405 403

Vehicle Reference: 2 Car Going ahead
First point of impact: Nearside
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 23 Breath test: Not provided (medical)

Contributory Factors : 405 403

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

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

1645326 02/02/2016 Tuesday Time: 2223 Vehicles 2 Casualties 1 Slight
Easting: 448,344 Northing: 405,335
Raining without high winds Road Surface: Wet/Damp Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY ROAD (A635) DONCASTER AT OR WITHIN 20 MTS OF RED HILL LANE
Description: VEH1 PULLS OUT OF RED HILL LANE AND COLLIDES WITH VEH2 WHICH WAS TRAVELLING FROM DONCASTER TO GOLDTHORPE DIRECTION.

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Other
Age of Driver : 20 Breath test: Negative

Contributory Factors : 605 405 406

Casualty Reference: 1 Age: 16 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Offside
Vehicle direction: E to W Journey: Other
Age of Driver : 72 Breath test: Negative

Contributory Factors : 605 405 406

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

1659207 12/04/2016 Tuesday Time: 1510 Vehicles 5 Casualties 4 Slight
Easting: 452,277 Northing: 405,305
Other Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER
Description: ALL VEHICLES DRIVING ALONG A635, TRAFFIC APPEARS TO HAVE SLOWED
WITH HEAVY TRAFFIC, ALL STOP APART FROM V1 WHICH COLLIDES WITH V2
SHUNTING ALL OTHERS INTO EACH OTHER, V1 APPEARS AT FAULT.

Vehicle Reference: 1 Goods between 3.5 and 7.5 Slowing or Stopping
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 58 Breath test: Driver not contacted
Contributory Factors : 103 308 408

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 37 Breath test: Not provided (medical)
Contributory Factors : 103 308 408

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 3 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 45 Breath test: Driver not contacted
Contributory Factors : 103 308 408

Casualty Reference: 2 Age: 45 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 4 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 46 Breath test: Driver not contacted
Contributory Factors : 103 308 408

Casualty Reference: 3 Age: 46 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 5 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 46 Breath test: Driver not contacted
Contributory Factors : 103 308 408

Casualty Reference: 4 Age: 46 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

1678411 12/06/2016 Sunday Time: 1523 Vehicles 6 Casualties 12 Slight
Easting: 452,887 Northing: 404,985
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: A1(M) DONCASTER AT OR WITHIN 20 MTS OF A1(M) SLIP ROAD (J37)
Description: V5 FAILED TO STOP FOR SLOWING TRAFFIC COLL WITH V4 CAUSING DOMINO EFFECT WITH V3,2 & 1. V6 FOLLOWING SWERVED TO AVOID COLL LEAVING C/W N/S.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 57 Breath test: Negative

Contributory Factors : 406

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

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 6 Age: 41 Male Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 56 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 7 Age: 23 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 8 Age: 86 Male Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 3 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 58 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 10 Age: 49 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 11 Age: 12 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 58 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 4 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 40 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 5 Age: 9 Male Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 9 Age: 51 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 5 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 77 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 3 Age: 77 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 6 Car Going ahead
First point of impact: Did not impact
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 39 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 12 Age: 61 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 39 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

1682260 30/06/2016 Thursday Time: 1020 Vehicles 2 Casualties 2 Slight
Easting: 452,077 Northing: 405,300
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER
Description: V1 TRAVELLING FROM A1M ROUNDABOUT TOWARDS MARR ON A 635 COLLIDES WITH REAR OF V2.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 27 Breath test: Not requested
Contributory Factors : 405 510

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: E to W Journey: Other
Age of Driver : 69 Breath test: Not requested
Contributory Factors : 405 510

Casualty Reference: 1 Age: 47 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 54 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

1694117 25/07/2016 Monday Time: 0903 Vehicles 2 Casualties 1 Slight
Easting: 447,869 Northing: 405,060
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: DONCASTER ROAD (A635) DONCASTER
Description: V2 PASSING V1 COLL AND CAUSES INJURY PEDCYC

Vehicle Reference: 1 Pedal cycle Going ahead
First point of impact: Offside
Vehicle direction: SW to NE Journey: Other
Age of Driver : 56 Breath test: Not applicable

Contributory Factors : 108 406 407 503

Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Overtaking moving vehicle on its offside
First point of impact: Nearside
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 45 Breath test: Driver not contacted

Contributory Factors : 108 406 407 503

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

1698828 06/08/2016 Saturday Time: 2232 Vehicles 2 Casualties 1 Slight
Easting: 450,807 Northing: 405,111
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER
Description: V1 BRAKES SHARPLY CAUSING V2 TO COLL WITH REAR OF V1

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: E to W Journey: Not known
Age of Driver : 26 Breath test: Not requested
Contributory Factors : 109

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 24 Breath test: Not requested
Contributory Factors : 109

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

1699042 09/08/2016 Tuesday Time: 1600 Vehicles 2 Casualties 1 Slight
Easting: 451,430 Northing: 405,228
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY ROAD (A635) DONCASTER AT OR WITHIN 20 MTS OF CHURCH LANE
Description: V1 PULLED OUT OF SIDE ROAD INTO MAJOR ROAD INTO PATH OF V2.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Turning right

First point of impact: Offside

Vehicle direction: N to W

Journey: Journey as part of work

Age of Driver : 32

Breath test: Not requested

Contributory Factors : 405

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Going ahead

First point of impact: Front

Vehicle direction: W to E

Journey: Journey as part of work

Age of Driver : 27

Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

16102720 14/08/2016 Sunday Time: 1620 Vehicles 2 Casualties 1 Slight
Easting: 451,205 Northing: 405,190
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY ROAD (A635) DONCASTER AT OR WITHIN 20 MTS OF BLACKSMITH'S LANE

Description: V2 TRAVELLING EAST TO WEST ALONG BARNSELY ROAD. V1 PULLS OUT OF BLACKSMITHS LANE AND COLL OCCURRED.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: S to E Journey: Not known
Age of Driver : 47 Breath test: Negative

Contributory Factors : 405 406 602

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 45 Breath test: Negative

Contributory Factors : 405 406 602

Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

16113105 02/10/2016 Sunday Time: 2120 Vehicles 2 Casualties 2 Slight
Easting: 451,231 Northing: 405,197
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY ROAD (A635) DONCASTER AT OR WITHIN 20 MTS OF BLACKSMITH'S LANE
Description: V1 TRAVELLING BLACKSMITHS LANE TOWARDS A635 BARNSELY ROAD. V1 TURNED RIGHT ON BARNSELY ROAD TOWARDS DONCASTER AND WAS STUCK FROM BEHIND BY V2 THAT WAS TRAVELLING IN THE SAME DIRECTION ALONG BARNSELY ROAD FROM THE DIRECTION OF BARNSELY.

Vehicle Reference: 1 Car Turning right
First point of impact: Back
Vehicle direction: S to E Journey: Not known
Age of Driver : 19 Breath test: Negative

Contributory Factors : 405 403 406

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 20 Breath test: Negative

Contributory Factors : 405 403 406

Casualty Reference: 2 Age: 20 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

16113686 04/10/2016 Tuesday Time: 0730 Vehicles 2 Casualties 1 Slight
Easting: 452,667 Northing: 405,358
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: A1(M) DONCASTER
Description: V2 TRAVELLING BEHIND V1 ON LANE 2 (HEAVY TRAFFIC). AS TRAFFIC IN FRONT
SUDDENLY SLOW V1 BRAKES, V2 FAILS TO SLOW SUFFIECENLTLY AND
COLLIDES WITH REAR OF V1.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: NW to SE Journey: Journey as part of work
Age of Driver : 46 Breath test: Negative
Contributory Factors : 406

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Journey as part of work
Age of Driver : 32 Breath test: Negative
Contributory Factors : 406

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

16128891 11/11/2016 Friday Time: 0040 Vehicles 2 Casualties 1 Slight
Easting: 449,088 Northing: 405,338
Fine without high winds Road Surface: Wet/Damp Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER
Description: V1 TRAVELLING TOWARDS A1 M. V2 MARKED POLICE VEHICLE ENGAGED BLUE LIGHTS TO STOP V1. V1 FTS AND V1 FAILED TO NEGOTIATE SLIGHT RIGHT HAND BEND. V1 LEFT THE ROAD TO THE OFFSIDE, COLLIDING WITH A TREE AND ROLLED.

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 50 Breath test: Not provided (medical)

Contributory Factors : 410 501

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead right hand bend
First point of impact: Did not impact
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : Breath test: Negative

Contributory Factors : 410 501

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

16144740 31/12/2016 Saturday Time: 1355 Vehicles 2 Casualties 2 Slight
Easting: 452,548 Northing: 405,607
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: A1(M) DONCASTER AT OR WITHIN 20 MTS OF A1(M) SLIP ROAD (J37)
Description: V1 TRAVELLING A1 SOUTH APPROACHING JUNCTION 37 (MARR) AND SLOWS FOR SLOWERR MOVING TRAFFIC, V2 THEN COLLIDES WITH REAR OF V1 PUSHING IT INTO THE CENTRAL CRASH BARRIER, V2 THEN DRIVES AWAY FROM SCENE WITHOUT STOPPING.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: N to S Journey: Other
Age of Driver : 23 Breath test: Negative

Contributory Factors : 405

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

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 17 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

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

Contributory Factors : 405

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17145123 12/01/2017 Thursday Time: 1730 Vehicles 2 Casualties 1 Slight
Easting: 452,350 Northing: 405,320
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER AT OR NR JN WITH MARR GRANGE LANE
Description: OFFICER DEALING WITH ANOTHER RTC AND TRAFFIC CONTROL. VEHICLE 1 STOPS AS REQUESTED, VEHICLE 2 HAS A MECHANICAL FAILURE OF THE CLUTCH, DUMPING THE HYDRAULIC FLUID ON THE ROAD AND SHUNTS VEHICLE 1. DRIVER OF VEHICLE 2 HAS DIPPED THE CLUTCH WHICH HAS STUCK DOWN, HE HAS BEEN UNABLE TO DISENGAGE THE GEARS AND THE CAR HAS MOVED FORWARD INTO THE REAR OF VEHICLE 1. DRIVER OF VEHICLE 1 HAD PAIN TO LOWER BACK BUT DID NOT REQUIRE IMMEDIATE MEDICAL ATTENTION.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: E to W Journey: Commuting to/from work
Age of Driver : 59 Breath test: Not requested

Contributory Factors : 204

Casualty Reference: 1 Age: 59 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: E to W Journey: Commuting to/from work
Age of Driver : 19 Breath test: Not requested

Contributory Factors : 204

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17164990 09/03/2017 Thursday Time: 0600 Vehicles 2 Casualties 1 Slight
Easting: 448,344 Northing: 405,405
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: RED HILL LANE DONCASTER
Description: V1 DRIVING ALONG RED HILL ROAD AWAY FROM DONCASTER ROAD. V2 TRAVELLING IN OPP DIRC SWERVES INTO PATH OF V1. V1 DRIVER AVOID A COLLISION BUT ON SWERVING TO NEARSIDE LOST CONTROL IN THE MUD AND DROVE THROUGH BUSHES AND HEDGE.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 37 Breath test: Driver not contacted

Contributory Factors : 409 602

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Did not impact
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 409 602

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17168378 16/03/2017 Thursday Time: 1520 Vehicles 2 Casualties 1 Slight
Easting: 452,681 Northing: 405,403
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: MARR ROUNDABOUT (A635) DONCASTER AT OR NR JN WITH A1(M) J37
SOUTHBOUND EXIT

Description: VEHICLE 1 WAS TRAVELLING ALONG BARNSELY ROAD AND PAST OVER THE
ROUNDABOUT HEADING TOWARDS DONCASTER. VEHICLE 2 ENTERED THE
ROUNDABOUT FROM THE SOUTHBOUND A1 JUST AS VEHICLE 1 PAST INFRONT.
VEHICLE 2 THEN HIT THE BACK OF VEHICLE 1 CAUSING IT TO SPIN OFF T
HE ROAD INTO A BUSH. VEHICLE 2 INITIALLY STOPPED TO CHECK THE
CONDITON OF DRIVERS BUT LEFT WITHOUT EXCHANGING DETAILS.

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 45 Breath test: Driver not contacted

Contributory Factors : 602

Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 602

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17170880 29/03/2017 Wednesda Time: 1645 Vehicles 4 Casualties 4 Slight
Easting: 447,952 Northing: 405,261
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD (A635) DONCASTER AT OR NR JN WITH LIDGET LANE (B6411)
Description: V001 TRAVELLING DONCASTER RD, HICKLETON TOWARDS BARNSELY. DRIVER HAS CROSSED INTO ONCOMING LANE AND COLLIDED WITH V003 THEN V002, BOTH TRAVELLING TOWARDS DONCASTER. V003 HAS COLLIDED WITH V004 WHICH WAS TRAVELLING BEHIND V001.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead left hand bend
First point of impact: Offside
Vehicle direction: NE to S Journey: Commuting to/from work
Age of Driver : 37 Breath test: Not requested

Contributory Factors : 503

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: S to NE Journey: Commuting to/from work
Age of Driver : 24 Breath test: Not requested

Contributory Factors : 503

Casualty Reference: 2 Age: 24 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 3 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: S to NE Journey: Not known
Age of Driver : 56 Breath test: Not requested
Contributory Factors : 503

Casualty Reference: 3 Age: 56 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 4 Van or Goods <= 3.5 tonnes Going ahead right hand bend
First point of impact: Front
Vehicle direction: S to NE Journey: Commuting to/from work
Age of Driver : 51 Breath test: Not requested
Contributory Factors : 503

Casualty Reference: 4 Age: 51 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17176706 17/04/2017 Monday Time: 0700 Vehicles 2 Casualties 2 Fatal
Easting: 447,716 Northing: 404,939
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: DONCASTER ROAD (A635) DONCASTER
Description: BOTH VEHICLE 1 AND VEHICLE 2 (RENAULT MASTER PANEL VAN TRAVELLING ALONG A635 DONCASTER ROAD IN OPPOSITE DIRECTIONS BETWEEN GOLDTHORPE AND HICKLETON. VEHICLE 1 IS TRAVELLING TOWARDS GOLDTHORPE, VEHICLE 2 TOWARDS HICKLETON. VEHICLE 1 LOSES CONTROL ON A RIGHT HAND SWEEPING BEND, CROSSES ONTO THE WRONG SIDE OF THE ROAD AND COLLIDES HEAD ON WITH THE ONCOMING VEHICLE 2. BOTH VEHICLES SUFFERED EXTENSIVE DAMAGE. THE DRIVER OF VEHICLE 1 WAS FATALLY INJURED AND THE DRIVER OF VEHICLE 2 RECEIVED HOSPITAL TREATMENT FOR CHEST INJURIES.

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Nearside
Vehicle direction: NE to SW Journey: Commuting to/from work
Age of Driver : 18 Breath test: Not provided (medical)

Contributory Factors : 307 410 605

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Fatal

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Going ahead left hand bend
First point of impact: Front
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 45 Breath test: Not provided (medical)

Contributory Factors : 307 410 605

Casualty Reference: 2 Age: 45 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17183573 09/05/2017 Tuesday Time: 1842 Vehicles 2 Casualties 1 Slight
Easting: 448,797 Northing: 405,348
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER
Description: V1 WAS OVERTAKING V2 WHEN SHE REALISED SHE WAS HEADING INTO ONCOMING V3. V1 SWERVED BACK INTO LANE CLIPPING THE FRONT OFFSIDE BUMPER OF V2 WHICH SENT V1 INTO A ROLL. V1 IS A TOTAL WRITE OFF. V1 DRIVER MANAGED TO ESCAPE FROM V1 AND CALL THE POLICE.

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

Contributory Factors : 602

Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 47 Breath test: Negative

Contributory Factors : 602

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17197900 30/06/2017 Friday Time: 1135 Vehicles 2 Casualties 1 Slight
Easting: 451,430 Northing: 405,227
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY ROAD (A635) DONCASTER AT OR NR JN WITH CHURCH LANE
Description: VEHICLE 1 TURNING RIGHT OUT OF CHURCH LANE ONTO BARNSELY ROAD.
LOOKS BUT FAILS TO SEE VEHICLE 2 TRAVELLING BARNSELY ROAD,
TRAVELLING FROM A1 TOWARDS MARR

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: N to W Journey: Not known
Age of Driver : 19 Breath test: Negative
Contributory Factors : 405

Vehicle Reference: 2 Taxi Going ahead
First point of impact: Offside
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 60 Breath test: Negative
Contributory Factors : 405

Casualty Reference: 1 Age: 60 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17232911 04/08/2017 Friday Time: 1700 Vehicles 2 Casualties 1 Slight
Easting: 448,123 Northing: 405,313
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY ROAD (A635) DONCASTER AT OR NR JN WITH CASTLE HILL FOLD
Description: V1 STOPPED TO ALLOW A VEHICLE TO TURN RIGHT. V2 HAS NOT STOPPED
AND SLAMMED STRAIGHT INTO THE REAR OF V1 COMING OFF HIS MOTORBIKE.
DRIVER OF V2 SUSTAINED MINOR INJURIES.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 38 Breath test: Negative
Contributory Factors : 307 308

Vehicle Reference: 2 Motorcycle over 500cc Going ahead right hand bend
First point of impact: Back
Vehicle direction: W to E Journey: Not known
Age of Driver : 19 Breath test: Negative
Contributory Factors : 307 308

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17225987 25/09/2017 Monday Time: 1325 Vehicles 2 Casualties 1 Slight
Easting: 452,706 Northing: 405,395
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: MARR ROUNDABOUT (A635) DONCASTER AT OR NR JN WITH A1(M) J37
SOUTHBOUND EXIT

Description: V1 WAS STATIONERY. THE DRIVER WAS NOT ON THE BIKE AT THE TIME OF
COLLISION. V2 HAS COLLIDED WITH V1 FORCING V1 INTO THE DRIVERS LEG.

Vehicle Reference: 1 Motorcycle over 50cc and up Parked

First point of impact: Did not impact

Vehicle direction: Parked to Parked

Age of Driver : 31

Journey: Commuting to/from work

Breath test: Not requested

Contributory Factors : 102 102

Vehicle Reference: 2 Car

Going ahead

First point of impact: Front

Vehicle direction: W to SE

Age of Driver : 22

Journey: Commuting to/from work

Breath test: Driver not contacted

Contributory Factors : 102 102

Casualty Reference: 1 Age: 31 Male Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : In carr not crossing

Ped Location: In carr not crossing

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17230383 13/10/2017 Friday Time: 1723 Vehicles 2 Casualties 2 Slight
Easting: 452,553 Northing: 405,588
Fine with high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: A1(M) SOUTHBOUND DONCASTER AT OR NR JN WITH A1(M) J37 SOUTHBOUND EXIT

Description: VEHICLES 1 AND 2 TRAVELLING SOUTH ON A1M AT JUNCTION 37. AT THIS LOCATION TRAFFIC WHICH WAS HEAVY VEHICLES HAVING SLOWED TO A STOP. VEHICLE 1 HAS FAILED TO REACT IN TIME TRAVELING IN LANE 2 OF 2 AND HAD SWERVED RIGHT IN ORDER TO MISS VEHICLE IN FRONT. VEHICLE 1 HAS THEN IMPACTED WITH THE CENTRAL RESERVATION CONCRETE BARRIER AND HAS BEEN FLIPPED ONTO ITS ROOF. VEHICLE 1 HAS THEN SLID ON ITS ROOF AND IMPACTED WITH VEHICLE 2 WHICH WAS TWO CARS IN FRONT. BOTH PARTIES RECEIVED MINOR INJURIES.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 29 Breath test: Negative

Contributory Factors : 406

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Offside
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 59 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 2 Age: 59 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17237478 24/10/2017 Tuesday Time: 1250 Vehicles 2 Casualties 1 Slight
Easting: 452,613 Northing: 405,473
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: A1(M) SOUTHBOUND DONCASTER
Description: LN 2. ONE LGV INTO BACK OF ANOTHER

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 57 Breath test: Negative
Contributory Factors : 405 103

Vehicle Reference: 2 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 49 Breath test: Negative
Contributory Factors : 405 103

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17248454 08/12/2017 Friday Time: 0910 Vehicles 4 Casualties 2 Serious
Easting: 448,358 Northing: 405,337
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY ROAD (A635) DONCASTER AT OR NR JN WITH RED HILL LANE
Description: IT APPEARS THAT THERE HAS BEEN A VEHICLE WAITING TO TURN INTO RED HILL LANE FROM THE A635 BARNSELY ROAD WHEN A GOODS VEHICLE V1 APPEARS TO HAVE SEEN THIS VEHICLE LATE, SWERVED TO AVOID IT AND HIT HEAD ON INTO V2. V3 A MERCEDES VITO HAS COLLIDED WITH THE REAR OF V1. BROKEN LEG FOR DRIVER OF V1 MINOR HEAD INJURY AND CUTS TO DRIVER OF V2 NO INJURIES FOR DRIVER V3

Vehicle Reference: 1 Other Vehicle Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 38 Breath test: Not provided (medical)

Contributory Factors : 602

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 52 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 2 Age: 52 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 3 Van or Goods <= 3.5 tonnes Waiting to turn right

First point of impact: Did not impact

Vehicle direction: E to N

Journey: Not known

Age of Driver : 47

Breath test: Negative

Contributory Factors : 602

Vehicle Reference: 4 Car

Waiting to turn right

First point of impact: Did not impact

Vehicle direction: E to N

Journey: Other

Age of Driver : 67

Breath test: Not requested

Contributory Factors : 602

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17284681 17/12/2017 Sunday Time: 1632 Vehicles 3 Casualties 1 Slight
Easting: 452,850 Northing: 405,033
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: A1(M) NORTHBOUND DONCASTER
Description: THREE VEHICLE MINOR INJURY RTC, ALL THREE VEHICLES TRAVELLING A1M, NBC, IN HEAVY SLOW MOVING TRAFFIC, VEHICLES BRAKING AHEAD, V1 AND V2 BRAKE AND SLOW, THENNCOME TO A STOP. V3 COLLIDES WITH THE REAR OF V2, PUSHING IT INTO THE REAR OF V1.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: SE to NW Journey: Other
Age of Driver : 51 Breath test: Not requested

Contributory Factors : 406

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: SE to NW Journey: Other
Age of Driver : 48 Breath test: Not requested

Contributory Factors : 406

Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 3 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 31 Breath test: Not requested

Contributory Factors : 406

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

17257534 21/12/2017 Thursday Time: 0535 Vehicles 2 Casualties 1 Serious
Easting: 452,262 Northing: 405,305
Raining without high winds Road Surface: Wet/Damp Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER
Description: HEAVY GOODS LORRY PARKED UP IN LAYBY MOVED OUT ONTO A635
BARNSELY ROAD WHILE TURNING, OTHER VEHICLE HEADING STRAIGHT
TOWARDS HEAVY GOODS LORRY AND HIT ON RIGHT SIDE ON MIDDLE AXEL.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 56 Breath test: Not provided (medical)
Contributory Factors : 405

Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods >= 7.5 tonnes mgw Turning right
First point of impact: Offside
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 59 Breath test: Negative
Contributory Factors : 405

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

18336700 03/02/2018 Saturday Time: 2131 Vehicles 1 Casualties 1 Slight
Easting: 451,929 Northing: 405,264
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY ROAD (A635) DONCASTER
Description: V001 HAS BEEN TRAVELLING ON THE A635 BARNSELY ROAD IN THE DIRECTION OF DONCASTER WHEN IT HAS FAILED TO NEGOTIATE A NEARSIDE BEND, LOSING CONTROL AND COLLIDING WITH A STONE WALL. THE VEHICLE HAS SPUN AND THE MOMENTUM HAS CAUSED THE DRIVER TO BE EJECTED FROM THE VEHICLE VIA THE REAR WINDOW.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: W to E Journey: Other
Age of Driver : 20 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

18276362 19/02/2018 Monday Time: 1048 Vehicles 4 Casualties 1 Slight
Easting: 451,431 Northing: 405,245
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 40

Location: CHURCH LANE DONCASTER AT OR NR JN WITH BARNSLEY ROAD (A635)
Description: 4 CARS HAVE BEEN TRAVELLING IN A ROW, THE REAR CAR HAS HIT THE ONE IN FRONT WHICH HAS HIT THE ONE IN FRONT WHICH HAS THEN HIT THE FRONT ONE. THE VEHICLE CAUSING THE INCIDENT HAS DRIVEN OFF. WET WEATHER. INJURY TO ONE MALE WHO HAS SHOULDER PAIN.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Commuting to/from work
Age of Driver : 23 Breath test: Not requested

Contributory Factors : 707

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Other
Age of Driver : 48 Breath test: Not requested

Contributory Factors : 707

Vehicle Reference: 3 Car Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Other
Age of Driver : 62 Breath test: Not requested

Contributory Factors : 707

Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 4 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted
Contributory Factors : 707

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
 Selection: Notes:
 Selected using Manual Selection

18283270 17/03/2018 Saturday Time: 1757 Vehicles 3 Casualties 2 Slight
 Easting: 452,655 Northing: 405,349
 Snowing with high winds Road Surface: Frost/Ice Darkness: no street lighting
 Road Type: Dual carriageway Speed Limit: 70

Location: A1(M) NORTHBOUND DONCASTER

Description: ALL VEHICLES WERE TRAVELLING NORTH ALONG THE A1 MOTORWAY.
 WEATHER CONDITIONS HAVE BEEN POOR WITH SNOW FALLING AND ON THE
 CARRIAGEWAY. VEHICLE 1 LOSES CONTROL ON THE ICE AND SKIDS IN FRONT
 OF VEHICLE 2 WHICH PUSHES VEHICLE 1 BACK INTO LANE TWO WHERE IT CO
 LLIDES WITH VEHICLE 3

Vehicle Reference: 1 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: S to N Journey: Other
 Age of Driver : 26 Breath test: Negative

Contributory Factors : 103

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Other
 Age of Driver : 34 Breath test: Negative

Contributory Factors : 103

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 3 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 50 Breath test: Negative

Contributory Factors : 103

Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 17 Male Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

18312665 10/07/2018 Tuesday Time: 1400 Vehicles 1 Casualties 1 Slight
Easting: 451,418 Northing: 405,226
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY ROAD (A635) DONCASTER AT OR NR JN WITH CHURCH LANE
Description: THE SINGLE DRIVER HAS DRIVEN DOWN THE A635, HE HAS STATED THAT A
VEHICAL HAS COME INTO HIS LANE. HE HAS TACKEN ACTION TO AVOID IT AND
HAS HIT THE ROAD FURNITURE IN THIS INCIDENT A LAMP POST. THIS HAS
NOCKED THE LAMP POST OVER AND FLIPPED THE VAN HE WAS D
RIVING.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 80 Breath test: Negative

Contributory Factors : 409

Casualty Reference: 1 Age: 80 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

19811146 24/01/2019 Thursday Time: 0808 Vehicles 2 Casualties 2 Serious
Easting: 448,347 Northing: 405,338
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY ROAD (A635) DONCASTER AT OR NR JN WITH RED HILL LANE
Description: VEHICLE 1 HAS PULLED OUT OF SIDE ROAD IN FRONT OF HGV. HGV HAS
ATTEMPTED TO AVOID COLLISION BUT HAS JACK KNIFED INTO A TREE. SKID
MARKS ON GRASS FROM HGV - VEHICLE 1 WRITE OFF.

Vehicle Reference: 1 Car Turning left
First point of impact: Front
Vehicle direction: N to E Journey: Commuting to/from work
Age of Driver : 25 Breath test: Negative
Contributory Factors : 602 406

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods between 3.5 and 7.5 Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 34 Breath test: Negative
Contributory Factors : 602 406

Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

19818573 25/02/2019 Monday Time: 1350 Vehicles 2 Casualties 2 Serious
Easting: 452,776 Northing: 405,345
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER
Description: V1 TAVELLING ALONG BARNSELY ROAD IN SCAWSBY DONCASTER TOWARDS DONCASTER WITNESSES STATES V1 WAS VEERING ABOUT THIS HAS THEN CROSSED THE THE WHITE LINES AND INTO V2 TRAVELLING IN TBE OPPOSITE DIRECTION. TWO VEHICLE RTC WITH INJURIES TO BOTH DRIVERS , DRIVER OF V2 SUSPECTED BROKEN ARM .

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Commuting to/from work
Age of Driver : 69 Breath test: Negative

Contributory Factors : 706

Casualty Reference: 1 Age: 69 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Taking pupil to/from school
Age of Driver : 38 Breath test: Negative

Contributory Factors : 706

Casualty Reference: 2 Age: 38 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

19828425 28/03/2019 Thursday Time: 1441 Vehicles 2 Casualties 1 Slight
Easting: 452,354 Northing: 405,323
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER AT OR NR JN WITH MARR GRANGE LANE
Description: V001 STATIONARY AT RIGHT TURN TO MARR GRANGE FARM, V002 COLLIDES WITH REAR OF V001.

Vehicle Reference: 1 Car Waiting to turn right
First point of impact: Back
Vehicle direction: W to S Journey: Journey as part of work
Age of Driver : 46 Breath test: Not requested

Contributory Factors :

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 72 Breath test: Not requested

Contributory Factors :

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
Selection: Notes:
Selected using Manual Selection

19836088 02/05/2019 Thursday Time: 0810 Vehicles 2 Casualties 1 Slight
Easting: 447,949 Northing: 405,267
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 30

Location: DONCASTER ROAD (A635) DONCASTER AT OR NR JN WITH LIDGET LANE (B6411)
Description: V1 (BICYCLE) HAS BEEN TRAVELLING THROUGH HICKLETON ON THE A635 TOWARDS DONCASTER. V2 HAS PULLED OUT OF THE B6411 LIDGET LANE ONTO THE A635 COLLIDING WITH V1 KNOCKING THE RIDER OFF. V2 SWERED ROUND V1 THEN DROVE OFF.

Vehicle Reference: 1 Pedal cycle Going ahead right hand bend
First point of impact: Nearside
Vehicle direction: S to NE Journey: Commuting to/from work
Age of Driver : 35 Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning left
First point of impact: Front
Vehicle direction: W to NE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates 01/01/2015 and 20/05/2019 (53) months
 Selection: Notes:
 Selected using Manual Selection

Accidents involving:

| | Fatal | Serious | Slight | Total |
|--|----------|----------|-----------|-----------|
| Motor vehicles only excluding 2-wheels | 1 | 5 | 39 | 45 |
| 2-wheeled motor vehicles | 0 | 1 | 3 | 4 |
| Pedal cycles | 0 | 0 | 2 | 2 |
| Horses & other | 0 | 0 | 0 | 0 |
| Total | 1 | 6 | 44 | 51 |

Casualties:

| | Fatal | Serious | Slight | Total |
|------------------|----------|----------|-----------|-----------|
| Vehicle driver | 1 | 7 | 54 | 62 |
| Passenger | 0 | 0 | 17 | 17 |
| Motorcycle rider | 0 | 1 | 2 | 3 |
| Cyclist | 0 | 0 | 2 | 2 |
| Pedestrian | 0 | 0 | 1 | 1 |
| Other | 0 | 0 | 0 | 0 |
| Total | 1 | 8 | 76 | 85 |

Accidents between dates 01/01/2019 and 31/12/2019 (12) months
Selection: Notes:
Selected using Manual Selection

19811146 24/01/2019 Thursday Time: 0808 Vehicles 2 Casualties 2 Serious
Easting: 448,347 Northing: 405,338
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY ROAD (A635) DONCASTER AT OR NR JN WITH RED HILL LANE
Description: VEHICLE 1 HAS PULLED OUT OF SIDE ROAD IN FRONT OF HGV. HGV HAS ATTEMPTED TO AVOID COLLISION BUT HAS JACK KNIFED INTO A TREE. SKID MARKS ON GRASS FROM HGV - VEHICLE 1 WRITE OFF.

Vehicle Reference: 1 Car Turning left
First point of impact: Front
Vehicle direction: N to E Journey: Commuting to/from work
Age of Driver : 25 Breath test: Negative
Contributory Factors : 602 406

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods between 3.5 and 7.5 Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 34 Breath test: Negative
Contributory Factors : 602 406

Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2019 and 31/12/2019 (12) months
Selection: Notes:
Selected using Manual Selection

19818573 25/02/2019 Monday Time: 1350 Vehicles 2 Casualties 2 Serious
Easting: 452,776 Northing: 405,345
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER
Description: V1 TAVELLING ALONG BARNSELY ROAD IN SCAWSBY DONCASTER TOWARDS DONCASTER WITNESSES STATES V1 WAS VEERING ABOUT THIS HAS THEN CROSSED THE THE WHITE LINES AND INTO V2 TRAVELLING IN TBE OPPOSITE DIRECTION. TWO VEHICLE RTC WITH INJURIES TO BOTH DRIVERS , DRIVER OF V2 SUSPECTED BROKEN ARM .

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Commuting to/from work
Age of Driver : 69 Breath test: Negative

Contributory Factors : 706

Casualty Reference: 1 Age: 69 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Taking pupil to/from school
Age of Driver : 38 Breath test: Negative

Contributory Factors : 706

Casualty Reference: 2 Age: 38 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2019 and 31/12/2019 (12) months
Selection: Notes:
Selected using Manual Selection

19828425 28/03/2019 Thursday Time: 1441 Vehicles 2 Casualties 1 Slight
Easting: 452,354 Northing: 405,323
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: BARNSLEY ROAD (A635) DONCASTER AT OR NR JN WITH MARR GRANGE LANE
Description: V001 STATIONARY AT RIGHT TURN TO MARR GRANGE FARM, V002 COLLIDES WITH REAR OF V001.

Vehicle Reference: 1 Car Waiting to turn right
First point of impact: Back
Vehicle direction: W to S Journey: Journey as part of work
Age of Driver : 46 Breath test: Not requested

Contributory Factors :

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 72 Breath test: Not requested

Contributory Factors :

Accidents between dates 01/01/2019 and 31/12/2019 (12) months
Selection: Notes:
Selected using Manual Selection

19836088 02/05/2019 Thursday Time: 0810 Vehicles 2 Casualties 1 Slight
Easting: 447,949 Northing: 405,267
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 30

Location: DONCASTER ROAD (A635) DONCASTER AT OR NR JN WITH LIDGET LANE (B6411)
Description: V1 (BICYCLE) HAS BEEN TRAVELLING THROUGH HICKLETON ON THE A635 TOWARDS DONCASTER. V2 HAS PULLED OUT OF THE B6411 LIDGET LANE ONTO THE A635 COLLIDING WITH V1 KNOCKING THE RIDER OFF. V2 SWERED ROUND V1 THEN DROVE OFF.

Vehicle Reference: 1 Pedal cycle Going ahead right hand bend
First point of impact: Nearside
Vehicle direction: S to NE Journey: Commuting to/from work
Age of Driver : 35 Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning left
First point of impact: Front
Vehicle direction: W to NE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates 01/01/2019 and 31/12/2019 (12) months
Selection: Notes:
Selected using Manual Selection

19842718 28/05/2019 Tuesday Time: 0705 Vehicles 2 Casualties 1 Slight
Easting: 452,102 Northing: 405,297
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) DONCASTER
Description: V1 HAS BEEN TRAVELLING ALONG BARNSELY ROAD TOWARDS MARR WHEN IT HAS COME TO A STOP TO MAKE A RIGHT TURN, POSSIBLY AS A 'U' TURN TO TRAVEL BACK TOWARDS THE A1. V2 HAS BEEN TRAVELLING BEHIND V1 AND COLLIDED WITH THE REAR OF IT CAUSING INJURY TO THE FRONT PASSENGER OF V1.

Vehicle Reference: 1 Car U turn
First point of impact: Back
Vehicle direction: E to E Journey: Other
Age of Driver : 63 Breath test: Negative

Contributory Factors : 405 602

Casualty Reference: 1 Age: 54 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 28 Breath test: Negative

Contributory Factors : 405 602

Accidents between dates 01/01/2019 and 31/12/2019 (12) months
Selection: Notes:
Selected using Manual Selection

19854005 02/07/2019 Tuesday Time: 1750 Vehicles 2 Casualties 1 Slight
Easting: 448,341 Northing: 405,337
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER ROAD (A635) DONCASTER AT OR NR JN WITH HICKLETON ROAD
Description: V001 HAS BEEN TRAVELLING ALONG BARNSELY ROAD AT HICKLETON WHEN HE
HAS BEEN HIT FROM BEHIND BY V002. V001 HAS BEEN FLIPPED OVER AND THE
RIDER HAS COME OFF.

Vehicle Reference: 1 Motorcycle over 500cc Slowing or Stopping
First point of impact: Back
Vehicle direction: to Journey: Other
Age of Driver : 32 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: to Journey: Other
Age of Driver : 23 Breath test: Negative

Contributory Factors : 405

Accidents between dates 01/01/2019 and 31/12/2019 (12) months
Selection: Notes:
Selected using Manual Selection

19879919 20/09/2019 Friday Time: 1220 Vehicles 2 Casualties 2 Fatal
Easting: 448,343 Northing: 405,336
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY ROAD (A635) DONCASTER AT OR NR JN WITH RED HILL LANE
Description: V1 (TAXI) TRAVELLING ALONG RED HILL ROAD TOWARDS GIVE WAY JUNCTION.
V1 (HGV) TRAVELLING ALONG DONCASTER ROAD TOWARDS MARR. V1 FAILS
TO STOP AT GIVE WAY AND PULLS OUT INTO PATH OF HGV. V1 IS PUSHED
SIDEWAYS ALONG DONCASTER ROAD AND HGV TAKES AVOIDING A
CTION MOUNTING OFFSIDE GRASS VERGE KNOCKING OVER LARGE STONE
PILLARS. DRIVER OF TAXI DECEASED. REAR PASSENGER IN TAXI DECEASED.
HGV DRIVER UNINJURED.

Vehicle Reference: 1 Taxi Moving off
First point of impact: Offside
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 66 Breath test: Not provided (medical)

Contributory Factors : 602

Casualty Reference: 1 Age: 66 Male Driver/rider Severity: Fatal

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 17 Male Passenger Severity: Fatal

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 33 Breath test: Negative

Contributory Factors : 602

Accidents between dates 01/01/2019 and 31/12/2019 (12) months
Selection: Notes:
Selected using Manual Selection

19893632 28/10/2019 Monday Time: 0901 Vehicles 3 Casualties 1 Slight
Easting: 452,747 Northing: 405,184
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: A1(M) NORTHBOUND DONCASTER

Description: IT APPEARS THAT VEHICLE 1 DRIVER HAS BEEN IN BUSY SLOWING TRAFFIC, HE HAS STARTED TO SNEEZE AND WHEN HE HAS STOPPED TRAFFIC IN FRONT OF HIM HAS COME TO A STANDSTILL. HE HAS TRIED TO BRAKE BUT UNFORTUNATELY NOT BEEN ABLE TO IN TIME BEFORE HITTING THE REAR OF VEHICLE 2 AND VEHICLE 3 WHICH HAS BEEN TRAVELLING BEHIND VEHICLE 1 HAS ALSO FAILED TO BRAKE IN TIME AND HAS HIT THE REAR OF VEHICLE 1. THE ONLY INJURIES WERE A SLIGHT HAND INJUSRY TO THE DRIVER OF VEHICLE3.

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Slowing or Stopping

First point of impact: Front

Vehicle direction: S to N

Journey: Journey as part of work

Age of Driver : 57

Breath test: Negative

Contributory Factors : 301

Vehicle Reference: 2 Goods >= 7.5 tonnes mgw Slowing or Stopping

First point of impact: Back

Vehicle direction: S to N

Journey: Journey as part of work

Age of Driver : 21

Breath test: Negative

Contributory Factors : 301

Vehicle Reference: 3 Van or Goods <= 3.5 tonnes Going ahead

First point of impact: Front

Vehicle direction: S to N

Journey: Journey as part of work

Age of Driver : 49

Breath test: Negative

Contributory Factors : 301

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2019 and 31/12/2019 (12) months
Selection: Notes:
Selected using Manual Selection

19911292 18/12/2019 Wednesda Time: 2100 Vehicles 2 Casualties 2 Serious
Easting: 451,431 Northing: 405,227
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: BARNSLEY ROAD (A635) DONCASTER AT OR NR JN WITH CHURCH LANE
Description: V1 EMERGES FROM CHURCH LANE, MARR INTO THE SIDE OF V2.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Moving off
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 601 901

Vehicle Reference: 2 Car Going ahead
First point of impact: Offside
Vehicle direction: E to W Journey: Other
Age of Driver : 45 Breath test: Negative

Contributory Factors : 601 901

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 39 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2019 and 31/12/2019 (12) months
Selection: Notes:
Selected using Manual Selection

19912199 20/12/2019 Friday Time: 2059 Vehicles 2 Casualties 1 Slight
Easting: 451,812 Northing: 405,215
Other Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY ROAD (A635) DONCASTER
Description: VEHICLE 1 HAS BEEN TRAVELLING UP BARNSELY ROAD TOWARDS MARR HAVING EXITED THE A1 AT THE JUNCTION 37 ROUNDABOUT. VEHICLE 2 HAS BEEN TRAVELLING TOWARDS THE ROUNDABOUT AT JUNCTION 37. IT APPEARS VEHICLE ONE HAS CROSSED THE WHITE LINES INTO THE PATH OF ONCOMING TRAFFIC, COLLIDED WITH A WALL THEN BOUNCED BACK INTO THE PATH OF ONCOMING TRAFFIC WHERE VEHICLE 1 HAS IMPACTED VEHICLE 2. HEAVY FRONT END DAMAGED.

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 36 Breath test: Negative

Contributory Factors : 410

Casualty Reference: 1 Age: 12 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Nearside
Vehicle direction: W to E Journey: Not known
Age of Driver : 54 Breath test: Not requested

Contributory Factors : 410

AccsMap - Accident Analysis System

Accidents between dates 01/01/2019 and 31/12/2019 (12) months

Selection:

Notes:

Selected using Manual Selection

Accidents involving:

| | Fatal | Serious | Slight | Total |
|--|-------|---------|--------|-------|
| Motor vehicles only excluding 2-wheels | 1 | 3 | 4 | 8 |
| 2-wheeled motor vehicles | 0 | 0 | 1 | 1 |
| Pedal cycles | 0 | 0 | 1 | 1 |
| Horses & other | 0 | 0 | 0 | 0 |
| Total | 1 | 3 | 6 | 10 |

Casualties:

| | Fatal | Serious | Slight | Total |
|------------------|-------|---------|--------|-------|
| Vehicle driver | 1 | 2 | 5 | 8 |
| Passenger | 1 | 1 | 2 | 4 |
| Motorcycle rider | 0 | 0 | 1 | 1 |
| Cyclist | 0 | 0 | 1 | 1 |
| Pedestrian | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 |
| Total | 2 | 3 | 9 | 14 |

Accidents between dates 01/01/2022 and 20/05/2022 (5) months
Selection: Notes:
Selected using Manual Selection

221138630 01/02/2022 Tuesday Time: 0250 Vehicles 2 Casualties 2 Serious
Easting: 451,825 Northing: 405,222
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: BARNSELY ROAD (A635) - 114 METRES FROM JUNCTION WITH SPROTBROUGH LANE

Description: TWO VEHICLE HEAD ON COLLISION BETWEEN TWO ARTICULATED HGV LORRIES RESULTING IN MINOR BLEEDING AND HEAD TRAUMA.

Vehicle Reference: 1 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 57 Breath test: Negative
Contributory Factors : 509 405

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

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 41 Breath test: Negative
Contributory Factors : 509 405

Casualty Reference: 2 Age: 41 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2022 and 20/05/2022 (5) months
Selection: Notes:
Selected using Manual Selection

221139875 03/02/2022 Thursday Time: 1231 Vehicles 2 Casualties 2 Slight
Easting: 451,204 Northing: 405,190
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: BARNSELY ROAD (A635) AT JUNCTION WITH BLACKSMITHS LANE
Description: V1 IS A POLICE VEHICLE ON A EMERGENCY CALL WITH LIGHTS AND SIRENS ACTIVE, V3 IS FOLLOWING BEHIND AND IS UNDAMAGED AS A RESULT OF THE COLLISION. V2 HAS EMERGED FROM A JUNCTION INTO THE PATH OF V1 RESULTING IN V1 STRIKING THE OFFSIDE OF THE V2.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 40 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 2 Age: 40 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: S to E Journey: Other
Age of Driver : 25 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2022** and **20/05/2022** (5) months
 Selection: **Notes:**
Selected using Manual Selection

Accidents involving:

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

Casualties:

| | Fatal | Serious | Slight | Total |
|------------------|----------|----------|----------|----------|
| Vehicle driver | 0 | 2 | 2 | 4 |
| Passenger | 0 | 0 | 0 | 0 |
| Motorcycle rider | 0 | 0 | 0 | 0 |
| Cyclist | 0 | 0 | 0 | 0 |
| Pedestrian | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 2 | 4 |

Appendix D

TRICS Outputs

Calculation Reference: AUDIT-752701-220713-0701

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
 TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | HC HAMPSHIRE | 1 days |
| | KC KENT | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | SY SOUTH YORKSHIRE | 1 days |
| | WY WEST YORKSHIRE | 1 days |
| 09 | NORTH | |
| | TW TYNE & WEAR | 1 days |

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 10446 to 80100 (units: sqm)
 Range Selected by User: 10000 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

| | |
|----------|--------|
| Tuesday | 1 days |
| Thursday | 2 days |
| Friday | 2 days |

This data displays the number of selected surveys by day of the week.

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 5 days |
| Directional ATC Count | 0 days |

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

| | |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 2 |
| Edge of Town | 3 |

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

| | |
|-----------------|---|
| Industrial Zone | 4 |
| Commercial Zone | 1 |

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B8 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

| | |
|------------------|--------|
| 1,001 to 5,000 | 1 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 1 days |

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

| | |
|--------------------|--------|
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 2 days |

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 3 days |

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|---------------------------|-----------------|
| 1 | HC-02-F-02 RUTHERFORD ROAD BASINGSTOKE | LOGISTICS | HAMPSHIRE |
| | Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 13200 sqm <i>Survey date: THURSDAY 16/06/16</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 2 | KC-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD | COMMERCIAL WAREHOUSING | KENT |
| | Edge of Town Industrial Zone Total Gross floor area: 11200 sqm <i>Survey date: FRIDAY 22/09/17</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 3 | SY-02-F-01 MIDDLE BANK DONCASTER | TESCO DISTRIBUTION CENTRE | SOUTH YORKSHIRE |
| | Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 80100 sqm <i>Survey date: TUESDAY 21/09/21</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 4 | TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE | ASDA DISTRIBUTION CENTRE | TYNE & WEAR |
| | Edge of Town Industrial Zone Total Gross floor area: 31000 sqm <i>Survey date: FRIDAY 13/11/15</i> | | |
| | <i>Survey Type: MANUAL</i> | | |
| 5 | WY-02-F-02 STAITHGATE LANE BRADFORD NEWHALL | DISTRIBUTION COMPANY | WEST YORKSHIRE |
| | Edge of Town Industrial Zone Total Gross floor area: 10446 sqm <i>Survey date: THURSDAY 14/03/19</i> | | |
| | <i>Survey Type: MANUAL</i> | | |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

| Site Ref | Reason for Deselection |
|------------|--------------------------------|
| LO-02-F-02 | Survey undertaken during covid |

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 2 | 45273 | 0.063 | 2 | 45273 | 0.025 | 2 | 45273 | 0.088 |
| 05:30 - 06:00 | 2 | 45273 | 0.108 | 2 | 45273 | 0.033 | 2 | 45273 | 0.141 |
| 06:00 - 06:30 | 2 | 45273 | 0.033 | 2 | 45273 | 0.067 | 2 | 45273 | 0.100 |
| 06:30 - 07:00 | 2 | 45273 | 0.065 | 2 | 45273 | 0.077 | 2 | 45273 | 0.142 |
| 07:00 - 07:30 | 5 | 29189 | 0.054 | 5 | 29189 | 0.034 | 5 | 29189 | 0.088 |
| 07:30 - 08:00 | 5 | 29189 | 0.060 | 5 | 29189 | 0.033 | 5 | 29189 | 0.093 |
| 08:00 - 08:30 | 5 | 29189 | 0.038 | 5 | 29189 | 0.040 | 5 | 29189 | 0.078 |
| 08:30 - 09:00 | 5 | 29189 | 0.041 | 5 | 29189 | 0.030 | 5 | 29189 | 0.071 |
| 09:00 - 09:30 | 5 | 29189 | 0.041 | 5 | 29189 | 0.028 | 5 | 29189 | 0.069 |
| 09:30 - 10:00 | 5 | 29189 | 0.055 | 5 | 29189 | 0.048 | 5 | 29189 | 0.103 |
| 10:00 - 10:30 | 5 | 29189 | 0.048 | 5 | 29189 | 0.053 | 5 | 29189 | 0.101 |
| 10:30 - 11:00 | 5 | 29189 | 0.045 | 5 | 29189 | 0.046 | 5 | 29189 | 0.091 |
| 11:00 - 11:30 | 5 | 29189 | 0.040 | 5 | 29189 | 0.029 | 5 | 29189 | 0.069 |
| 11:30 - 12:00 | 5 | 29189 | 0.048 | 5 | 29189 | 0.057 | 5 | 29189 | 0.105 |
| 12:00 - 12:30 | 5 | 29189 | 0.040 | 5 | 29189 | 0.048 | 5 | 29189 | 0.088 |
| 12:30 - 13:00 | 5 | 29189 | 0.049 | 5 | 29189 | 0.052 | 5 | 29189 | 0.101 |
| 13:00 - 13:30 | 5 | 29189 | 0.047 | 5 | 29189 | 0.042 | 5 | 29189 | 0.089 |
| 13:30 - 14:00 | 5 | 29189 | 0.058 | 5 | 29189 | 0.060 | 5 | 29189 | 0.118 |
| 14:00 - 14:30 | 5 | 29189 | 0.038 | 5 | 29189 | 0.084 | 5 | 29189 | 0.122 |
| 14:30 - 15:00 | 5 | 29189 | 0.046 | 5 | 29189 | 0.044 | 5 | 29189 | 0.090 |
| 15:00 - 15:30 | 5 | 29189 | 0.047 | 5 | 29189 | 0.047 | 5 | 29189 | 0.094 |
| 15:30 - 16:00 | 5 | 29189 | 0.040 | 5 | 29189 | 0.042 | 5 | 29189 | 0.082 |
| 16:00 - 16:30 | 5 | 29189 | 0.038 | 5 | 29189 | 0.061 | 5 | 29189 | 0.099 |
| 16:30 - 17:00 | 5 | 29189 | 0.034 | 5 | 29189 | 0.040 | 5 | 29189 | 0.074 |
| 17:00 - 17:30 | 5 | 29189 | 0.050 | 5 | 29189 | 0.049 | 5 | 29189 | 0.099 |
| 17:30 - 18:00 | 5 | 29189 | 0.037 | 5 | 29189 | 0.041 | 5 | 29189 | 0.078 |
| 18:00 - 18:30 | 5 | 29189 | 0.024 | 5 | 29189 | 0.044 | 5 | 29189 | 0.068 |
| 18:30 - 19:00 | 5 | 29189 | 0.023 | 5 | 29189 | 0.030 | 5 | 29189 | 0.053 |
| 19:00 - 19:30 | 2 | 45273 | 0.021 | 2 | 45273 | 0.034 | 2 | 45273 | 0.055 |
| 19:30 - 20:00 | 2 | 45273 | 0.022 | 2 | 45273 | 0.034 | 2 | 45273 | 0.056 |
| 20:00 - 20:30 | 2 | 45273 | 0.013 | 2 | 45273 | 0.028 | 2 | 45273 | 0.041 |
| 20:30 - 21:00 | 2 | 45273 | 0.032 | 2 | 45273 | 0.022 | 2 | 45273 | 0.054 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.398 | | | 1.402 | | | 2.800 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

| | |
|---|----------------------------|
| Trip rate parameter range selected: | 10446 - 80100 (units: sqm) |
| Survey date range: | 01/01/14 - 22/11/21 |
| Number of weekdays (Monday-Friday): | 5 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 1 |

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 2 | 45273 | 0.001 | 2 | 45273 | 0.000 | 2 | 45273 | 0.001 |
| 05:30 - 06:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.001 | 2 | 45273 | 0.001 |
| 06:00 - 06:30 | 2 | 45273 | 0.002 | 2 | 45273 | 0.002 | 2 | 45273 | 0.004 |
| 06:30 - 07:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 07:00 - 07:30 | 5 | 29189 | 0.002 | 5 | 29189 | 0.001 | 5 | 29189 | 0.003 |
| 07:30 - 08:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 |
| 08:00 - 08:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 08:30 - 09:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 |
| 09:00 - 09:30 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 |
| 09:30 - 10:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 |
| 10:00 - 10:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 10:30 - 11:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 11:00 - 11:30 | 5 | 29189 | 0.001 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 |
| 11:30 - 12:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 |
| 12:00 - 12:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 12:30 - 13:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 13:00 - 13:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 13:30 - 14:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 14:00 - 14:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 14:30 - 15:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 15:00 - 15:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 15:30 - 16:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 16:00 - 16:30 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 |
| 16:30 - 17:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 |
| 17:00 - 17:30 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 |
| 17:30 - 18:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 |
| 18:00 - 18:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 18:30 - 19:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 19:00 - 19:30 | 2 | 45273 | 0.001 | 2 | 45273 | 0.001 | 2 | 45273 | 0.002 |
| 19:30 - 20:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 20:00 - 20:30 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 20:30 - 21:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.015 | | | 0.014 | | | 0.029 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 2 | 45273 | 0.010 | 2 | 45273 | 0.006 | 2 | 45273 | 0.016 |
| 05:30 - 06:00 | 2 | 45273 | 0.009 | 2 | 45273 | 0.013 | 2 | 45273 | 0.022 |
| 06:00 - 06:30 | 2 | 45273 | 0.006 | 2 | 45273 | 0.014 | 2 | 45273 | 0.020 |
| 06:30 - 07:00 | 2 | 45273 | 0.011 | 2 | 45273 | 0.012 | 2 | 45273 | 0.023 |
| 07:00 - 07:30 | 5 | 29189 | 0.020 | 5 | 29189 | 0.020 | 5 | 29189 | 0.040 |
| 07:30 - 08:00 | 5 | 29189 | 0.012 | 5 | 29189 | 0.019 | 5 | 29189 | 0.031 |
| 08:00 - 08:30 | 5 | 29189 | 0.017 | 5 | 29189 | 0.022 | 5 | 29189 | 0.039 |
| 08:30 - 09:00 | 5 | 29189 | 0.016 | 5 | 29189 | 0.019 | 5 | 29189 | 0.035 |
| 09:00 - 09:30 | 5 | 29189 | 0.019 | 5 | 29189 | 0.016 | 5 | 29189 | 0.035 |
| 09:30 - 10:00 | 5 | 29189 | 0.025 | 5 | 29189 | 0.015 | 5 | 29189 | 0.040 |
| 10:00 - 10:30 | 5 | 29189 | 0.028 | 5 | 29189 | 0.021 | 5 | 29189 | 0.049 |
| 10:30 - 11:00 | 5 | 29189 | 0.022 | 5 | 29189 | 0.029 | 5 | 29189 | 0.051 |
| 11:00 - 11:30 | 5 | 29189 | 0.021 | 5 | 29189 | 0.014 | 5 | 29189 | 0.035 |
| 11:30 - 12:00 | 5 | 29189 | 0.021 | 5 | 29189 | 0.015 | 5 | 29189 | 0.036 |
| 12:00 - 12:30 | 5 | 29189 | 0.020 | 5 | 29189 | 0.017 | 5 | 29189 | 0.037 |
| 12:30 - 13:00 | 5 | 29189 | 0.021 | 5 | 29189 | 0.017 | 5 | 29189 | 0.038 |
| 13:00 - 13:30 | 5 | 29189 | 0.016 | 5 | 29189 | 0.020 | 5 | 29189 | 0.036 |
| 13:30 - 14:00 | 5 | 29189 | 0.017 | 5 | 29189 | 0.024 | 5 | 29189 | 0.041 |
| 14:00 - 14:30 | 5 | 29189 | 0.018 | 5 | 29189 | 0.017 | 5 | 29189 | 0.035 |
| 14:30 - 15:00 | 5 | 29189 | 0.019 | 5 | 29189 | 0.023 | 5 | 29189 | 0.042 |
| 15:00 - 15:30 | 5 | 29189 | 0.021 | 5 | 29189 | 0.023 | 5 | 29189 | 0.044 |
| 15:30 - 16:00 | 5 | 29189 | 0.021 | 5 | 29189 | 0.018 | 5 | 29189 | 0.039 |
| 16:00 - 16:30 | 5 | 29189 | 0.020 | 5 | 29189 | 0.018 | 5 | 29189 | 0.038 |
| 16:30 - 17:00 | 5 | 29189 | 0.019 | 5 | 29189 | 0.013 | 5 | 29189 | 0.032 |
| 17:00 - 17:30 | 5 | 29189 | 0.030 | 5 | 29189 | 0.011 | 5 | 29189 | 0.041 |
| 17:30 - 18:00 | 5 | 29189 | 0.025 | 5 | 29189 | 0.019 | 5 | 29189 | 0.044 |
| 18:00 - 18:30 | 5 | 29189 | 0.012 | 5 | 29189 | 0.016 | 5 | 29189 | 0.028 |
| 18:30 - 19:00 | 5 | 29189 | 0.017 | 5 | 29189 | 0.015 | 5 | 29189 | 0.032 |
| 19:00 - 19:30 | 2 | 45273 | 0.008 | 2 | 45273 | 0.015 | 2 | 45273 | 0.023 |
| 19:30 - 20:00 | 2 | 45273 | 0.007 | 2 | 45273 | 0.019 | 2 | 45273 | 0.026 |
| 20:00 - 20:30 | 2 | 45273 | 0.012 | 2 | 45273 | 0.018 | 2 | 45273 | 0.030 |
| 20:30 - 21:00 | 2 | 45273 | 0.007 | 2 | 45273 | 0.013 | 2 | 45273 | 0.020 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.547 | | | 0.551 | | | 1.098 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 05:30 - 06:00 | 2 | 45273 | 0.004 | 2 | 45273 | 0.000 | 2 | 45273 | 0.004 |
| 06:00 - 06:30 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 06:30 - 07:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 07:00 - 07:30 | 5 | 29189 | 0.001 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 |
| 07:30 - 08:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 08:00 - 08:30 | 5 | 29189 | 0.001 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 |
| 08:30 - 09:00 | 5 | 29189 | 0.003 | 5 | 29189 | 0.000 | 5 | 29189 | 0.003 |
| 09:00 - 09:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 09:30 - 10:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 10:00 - 10:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 |
| 10:30 - 11:00 | 5 | 29189 | 0.002 | 5 | 29189 | 0.000 | 5 | 29189 | 0.002 |
| 11:00 - 11:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 11:30 - 12:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 12:00 - 12:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 12:30 - 13:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 13:00 - 13:30 | 5 | 29189 | 0.001 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 |
| 13:30 - 14:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 |
| 14:00 - 14:30 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 |
| 14:30 - 15:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.002 | 5 | 29189 | 0.002 |
| 15:00 - 15:30 | 5 | 29189 | 0.003 | 5 | 29189 | 0.000 | 5 | 29189 | 0.003 |
| 15:30 - 16:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 | 5 | 29189 | 0.003 |
| 16:00 - 16:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 |
| 16:30 - 17:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 |
| 17:00 - 17:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 |
| 17:30 - 18:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 | 5 | 29189 | 0.003 |
| 18:00 - 18:30 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 | 5 | 29189 | 0.003 |
| 18:30 - 19:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 19:00 - 19:30 | 2 | 45273 | 0.000 | 2 | 45273 | 0.006 | 2 | 45273 | 0.006 |
| 19:30 - 20:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.003 | 2 | 45273 | 0.003 |
| 20:00 - 20:30 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 20:30 - 21:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.021 | | | 0.022 | | | 0.043 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 2 | 45273 | 0.051 | 2 | 45273 | 0.019 | 2 | 45273 | 0.070 |
| 05:30 - 06:00 | 2 | 45273 | 0.099 | 2 | 45273 | 0.019 | 2 | 45273 | 0.118 |
| 06:00 - 06:30 | 2 | 45273 | 0.023 | 2 | 45273 | 0.050 | 2 | 45273 | 0.073 |
| 06:30 - 07:00 | 2 | 45273 | 0.050 | 2 | 45273 | 0.063 | 2 | 45273 | 0.113 |
| 07:00 - 07:30 | 5 | 29189 | 0.024 | 5 | 29189 | 0.008 | 5 | 29189 | 0.032 |
| 07:30 - 08:00 | 5 | 29189 | 0.041 | 5 | 29189 | 0.007 | 5 | 29189 | 0.048 |
| 08:00 - 08:30 | 5 | 29189 | 0.016 | 5 | 29189 | 0.008 | 5 | 29189 | 0.024 |
| 08:30 - 09:00 | 5 | 29189 | 0.017 | 5 | 29189 | 0.006 | 5 | 29189 | 0.023 |
| 09:00 - 09:30 | 5 | 29189 | 0.013 | 5 | 29189 | 0.008 | 5 | 29189 | 0.021 |
| 09:30 - 10:00 | 5 | 29189 | 0.019 | 5 | 29189 | 0.022 | 5 | 29189 | 0.041 |
| 10:00 - 10:30 | 5 | 29189 | 0.014 | 5 | 29189 | 0.025 | 5 | 29189 | 0.039 |
| 10:30 - 11:00 | 5 | 29189 | 0.016 | 5 | 29189 | 0.010 | 5 | 29189 | 0.026 |
| 11:00 - 11:30 | 5 | 29189 | 0.014 | 5 | 29189 | 0.012 | 5 | 29189 | 0.026 |
| 11:30 - 12:00 | 5 | 29189 | 0.019 | 5 | 29189 | 0.032 | 5 | 29189 | 0.051 |
| 12:00 - 12:30 | 5 | 29189 | 0.016 | 5 | 29189 | 0.028 | 5 | 29189 | 0.044 |
| 12:30 - 13:00 | 5 | 29189 | 0.021 | 5 | 29189 | 0.027 | 5 | 29189 | 0.048 |
| 13:00 - 13:30 | 5 | 29189 | 0.026 | 5 | 29189 | 0.017 | 5 | 29189 | 0.043 |
| 13:30 - 14:00 | 5 | 29189 | 0.034 | 5 | 29189 | 0.029 | 5 | 29189 | 0.063 |
| 14:00 - 14:30 | 5 | 29189 | 0.016 | 5 | 29189 | 0.060 | 5 | 29189 | 0.076 |
| 14:30 - 15:00 | 5 | 29189 | 0.023 | 5 | 29189 | 0.021 | 5 | 29189 | 0.044 |
| 15:00 - 15:30 | 5 | 29189 | 0.017 | 5 | 29189 | 0.018 | 5 | 29189 | 0.035 |
| 15:30 - 16:00 | 5 | 29189 | 0.017 | 5 | 29189 | 0.021 | 5 | 29189 | 0.038 |
| 16:00 - 16:30 | 5 | 29189 | 0.012 | 5 | 29189 | 0.036 | 5 | 29189 | 0.048 |
| 16:30 - 17:00 | 5 | 29189 | 0.014 | 5 | 29189 | 0.025 | 5 | 29189 | 0.039 |
| 17:00 - 17:30 | 5 | 29189 | 0.014 | 5 | 29189 | 0.030 | 5 | 29189 | 0.044 |
| 17:30 - 18:00 | 5 | 29189 | 0.010 | 5 | 29189 | 0.019 | 5 | 29189 | 0.029 |
| 18:00 - 18:30 | 5 | 29189 | 0.010 | 5 | 29189 | 0.025 | 5 | 29189 | 0.035 |
| 18:30 - 19:00 | 5 | 29189 | 0.005 | 5 | 29189 | 0.012 | 5 | 29189 | 0.017 |
| 19:00 - 19:30 | 2 | 45273 | 0.012 | 2 | 45273 | 0.018 | 2 | 45273 | 0.030 |
| 19:30 - 20:00 | 2 | 45273 | 0.014 | 2 | 45273 | 0.014 | 2 | 45273 | 0.028 |
| 20:00 - 20:30 | 2 | 45273 | 0.001 | 2 | 45273 | 0.010 | 2 | 45273 | 0.011 |
| 20:30 - 21:00 | 2 | 45273 | 0.022 | 2 | 45273 | 0.008 | 2 | 45273 | 0.030 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.700 | | | 0.707 | | | 1.407 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 2 | 45273 | 0.000 | 2 | 45273 | 0.001 | 2 | 45273 | 0.001 |
| 05:30 - 06:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 06:00 - 06:30 | 2 | 45273 | 0.002 | 2 | 45273 | 0.001 | 2 | 45273 | 0.003 |
| 06:30 - 07:00 | 2 | 45273 | 0.004 | 2 | 45273 | 0.002 | 2 | 45273 | 0.006 |
| 07:00 - 07:30 | 5 | 29189 | 0.008 | 5 | 29189 | 0.005 | 5 | 29189 | 0.013 |
| 07:30 - 08:00 | 5 | 29189 | 0.005 | 5 | 29189 | 0.005 | 5 | 29189 | 0.010 |
| 08:00 - 08:30 | 5 | 29189 | 0.005 | 5 | 29189 | 0.010 | 5 | 29189 | 0.015 |
| 08:30 - 09:00 | 5 | 29189 | 0.006 | 5 | 29189 | 0.003 | 5 | 29189 | 0.009 |
| 09:00 - 09:30 | 5 | 29189 | 0.008 | 5 | 29189 | 0.003 | 5 | 29189 | 0.011 |
| 09:30 - 10:00 | 5 | 29189 | 0.010 | 5 | 29189 | 0.010 | 5 | 29189 | 0.020 |
| 10:00 - 10:30 | 5 | 29189 | 0.005 | 5 | 29189 | 0.008 | 5 | 29189 | 0.013 |
| 10:30 - 11:00 | 5 | 29189 | 0.006 | 5 | 29189 | 0.006 | 5 | 29189 | 0.012 |
| 11:00 - 11:30 | 5 | 29189 | 0.004 | 5 | 29189 | 0.004 | 5 | 29189 | 0.008 |
| 11:30 - 12:00 | 5 | 29189 | 0.008 | 5 | 29189 | 0.010 | 5 | 29189 | 0.018 |
| 12:00 - 12:30 | 5 | 29189 | 0.005 | 5 | 29189 | 0.003 | 5 | 29189 | 0.008 |
| 12:30 - 13:00 | 5 | 29189 | 0.005 | 5 | 29189 | 0.008 | 5 | 29189 | 0.013 |
| 13:00 - 13:30 | 5 | 29189 | 0.004 | 5 | 29189 | 0.005 | 5 | 29189 | 0.009 |
| 13:30 - 14:00 | 5 | 29189 | 0.005 | 5 | 29189 | 0.006 | 5 | 29189 | 0.011 |
| 14:00 - 14:30 | 5 | 29189 | 0.004 | 5 | 29189 | 0.007 | 5 | 29189 | 0.011 |
| 14:30 - 15:00 | 5 | 29189 | 0.004 | 5 | 29189 | 0.001 | 5 | 29189 | 0.005 |
| 15:00 - 15:30 | 5 | 29189 | 0.010 | 5 | 29189 | 0.007 | 5 | 29189 | 0.017 |
| 15:30 - 16:00 | 5 | 29189 | 0.002 | 5 | 29189 | 0.003 | 5 | 29189 | 0.005 |
| 16:00 - 16:30 | 5 | 29189 | 0.005 | 5 | 29189 | 0.005 | 5 | 29189 | 0.010 |
| 16:30 - 17:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 |
| 17:00 - 17:30 | 5 | 29189 | 0.005 | 5 | 29189 | 0.005 | 5 | 29189 | 0.010 |
| 17:30 - 18:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.002 | 5 | 29189 | 0.003 |
| 18:00 - 18:30 | 5 | 29189 | 0.001 | 5 | 29189 | 0.003 | 5 | 29189 | 0.004 |
| 18:30 - 19:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.003 | 5 | 29189 | 0.004 |
| 19:00 - 19:30 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 19:30 - 20:00 | 2 | 45273 | 0.001 | 2 | 45273 | 0.001 | 2 | 45273 | 0.002 |
| 20:00 - 20:30 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 20:30 - 21:00 | 2 | 45273 | 0.003 | 2 | 45273 | 0.001 | 2 | 45273 | 0.004 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.127 | | | 0.129 | | | 0.256 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 2 | 45273 | 0.001 | 2 | 45273 | 0.000 | 2 | 45273 | 0.001 |
| 05:30 - 06:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 06:00 - 06:30 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 06:30 - 07:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 07:00 - 07:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 07:30 - 08:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 |
| 08:00 - 08:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 08:30 - 09:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 09:00 - 09:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 09:30 - 10:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 10:00 - 10:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 10:30 - 11:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 11:00 - 11:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 11:30 - 12:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 12:00 - 12:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 12:30 - 13:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 |
| 13:00 - 13:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 13:30 - 14:00 | 5 | 29189 | 0.001 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 |
| 14:00 - 14:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 |
| 14:30 - 15:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 15:00 - 15:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 15:30 - 16:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 16:00 - 16:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 16:30 - 17:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 17:00 - 17:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.001 | 5 | 29189 | 0.001 |
| 17:30 - 18:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 18:00 - 18:30 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 18:30 - 19:00 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 | 5 | 29189 | 0.000 |
| 19:00 - 19:30 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 19:30 - 20:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 20:00 - 20:30 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 20:30 - 21:00 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 | 2 | 45273 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.004 | | | 0.002 | | | 0.006 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-752701-220713-0735

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 06 | WEST MIDLANDS | |
| | WK WARWICKSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | WY WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | |
| | CH CHESHIRE | 1 days |
| 10 | WALES | |
| | CF CARDIFF | 1 days |

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 8100 to 14125 (units: sqm)
 Range Selected by User: 8000 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 10/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

| | |
|-----------|--------|
| Monday | 1 days |
| Wednesday | 2 days |
| Thursday | 1 days |

This data displays the number of selected surveys by day of the week.

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 4 days |
| Directional ATC Count | 0 days |

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

| | |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 2 |
| Edge of Town | 2 |

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

| | |
|-----------------|---|
| Industrial Zone | 4 |
|-----------------|---|

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

10,001 to 15,000 1 days

25,001 to 50,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000 1 days

125,001 to 250,000 1 days

250,001 to 500,000 1 days

500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|----------------------|----------------------------|
| 1 | CF-02-C-02 MAES-Y-COED ROAD CARDIFF | BAKERY | CARDIFF |
| | Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 14125 sqm <i>Survey date: THURSDAY 06/10/16</i> | | <i>Survey Type: MANUAL</i> |
| 2 | CH-02-C-02 JUPITER DRIVE CHESTER CHESTER W. EMP. PARK | INDUSTRIAL MATERIALS | CHESHIRE |
| | Edge of Town Industrial Zone Total Gross floor area: 8100 sqm <i>Survey date: WEDNESDAY 19/11/14</i> | | <i>Survey Type: MANUAL</i> |
| 3 | WK-02-C-01 CASTLE MOUND WAY RUGBY | MACHINE ENGINEERING | WARWICKSHIRE |
| | Edge of Town Industrial Zone Total Gross floor area: 9216 sqm <i>Survey date: WEDNESDAY 10/11/21</i> | | <i>Survey Type: MANUAL</i> |
| 4 | WY-02-C-02 BROWN LANE WEST LEEDS HOLBECK | FLUID SYSTEMS | WEST YORKSHIRE |
| | Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 13350 sqm <i>Survey date: MONDAY 19/10/15</i> | | <i>Survey Type: MANUAL</i> |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 1 | 9216 | 0.011 | 1 | 9216 | 0.000 | 1 | 9216 | 0.011 |
| 05:30 - 06:00 | 1 | 9216 | 0.087 | 1 | 9216 | 0.000 | 1 | 9216 | 0.087 |
| 06:00 - 06:30 | 2 | 11283 | 0.124 | 2 | 11283 | 0.000 | 2 | 11283 | 0.124 |
| 06:30 - 07:00 | 2 | 11283 | 0.151 | 2 | 11283 | 0.000 | 2 | 11283 | 0.151 |
| 07:00 - 07:30 | 4 | 11198 | 0.143 | 4 | 11198 | 0.009 | 4 | 11198 | 0.152 |
| 07:30 - 08:00 | 4 | 11198 | 0.138 | 4 | 11198 | 0.007 | 4 | 11198 | 0.145 |
| 08:00 - 08:30 | 4 | 11198 | 0.163 | 4 | 11198 | 0.011 | 4 | 11198 | 0.174 |
| 08:30 - 09:00 | 4 | 11198 | 0.058 | 4 | 11198 | 0.018 | 4 | 11198 | 0.076 |
| 09:00 - 09:30 | 4 | 11198 | 0.078 | 4 | 11198 | 0.029 | 4 | 11198 | 0.107 |
| 09:30 - 10:00 | 4 | 11198 | 0.060 | 4 | 11198 | 0.056 | 4 | 11198 | 0.116 |
| 10:00 - 10:30 | 4 | 11198 | 0.047 | 4 | 11198 | 0.042 | 4 | 11198 | 0.089 |
| 10:30 - 11:00 | 4 | 11198 | 0.078 | 4 | 11198 | 0.049 | 4 | 11198 | 0.127 |
| 11:00 - 11:30 | 4 | 11198 | 0.036 | 4 | 11198 | 0.065 | 4 | 11198 | 0.101 |
| 11:30 - 12:00 | 4 | 11198 | 0.016 | 4 | 11198 | 0.036 | 4 | 11198 | 0.052 |
| 12:00 - 12:30 | 4 | 11198 | 0.047 | 4 | 11198 | 0.051 | 4 | 11198 | 0.098 |
| 12:30 - 13:00 | 4 | 11198 | 0.047 | 4 | 11198 | 0.071 | 4 | 11198 | 0.118 |
| 13:00 - 13:30 | 4 | 11198 | 0.076 | 4 | 11198 | 0.067 | 4 | 11198 | 0.143 |
| 13:30 - 14:00 | 4 | 11198 | 0.018 | 4 | 11198 | 0.036 | 4 | 11198 | 0.054 |
| 14:00 - 14:30 | 4 | 11198 | 0.042 | 4 | 11198 | 0.040 | 4 | 11198 | 0.082 |
| 14:30 - 15:00 | 4 | 11198 | 0.036 | 4 | 11198 | 0.045 | 4 | 11198 | 0.081 |
| 15:00 - 15:30 | 4 | 11198 | 0.025 | 4 | 11198 | 0.109 | 4 | 11198 | 0.134 |
| 15:30 - 16:00 | 4 | 11198 | 0.029 | 4 | 11198 | 0.085 | 4 | 11198 | 0.114 |
| 16:00 - 16:30 | 4 | 11198 | 0.020 | 4 | 11198 | 0.241 | 4 | 11198 | 0.261 |
| 16:30 - 17:00 | 4 | 11198 | 0.011 | 4 | 11198 | 0.092 | 4 | 11198 | 0.103 |
| 17:00 - 17:30 | 4 | 11198 | 0.042 | 4 | 11198 | 0.078 | 4 | 11198 | 0.120 |
| 17:30 - 18:00 | 4 | 11198 | 0.060 | 4 | 11198 | 0.025 | 4 | 11198 | 0.085 |
| 18:00 - 18:30 | 4 | 11198 | 0.029 | 4 | 11198 | 0.105 | 4 | 11198 | 0.134 |
| 18:30 - 19:00 | 4 | 11198 | 0.007 | 4 | 11198 | 0.007 | 4 | 11198 | 0.014 |
| 19:00 - 19:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 19:30 - 20:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:00 - 20:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:30 - 21:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.679 | | | 1.374 | | | 3.053 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

| | |
|---|---------------------------|
| Trip rate parameter range selected: | 8100 - 14125 (units: sqm) |
| Survey date date range: | 01/01/14 - 10/11/21 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 05:30 - 06:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 06:00 - 06:30 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 |
| 06:30 - 07:00 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 |
| 07:00 - 07:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 07:30 - 08:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 08:00 - 08:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 08:30 - 09:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 09:00 - 09:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 09:30 - 10:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 10:00 - 10:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 10:30 - 11:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.002 | 4 | 11198 | 0.004 |
| 11:00 - 11:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 11:30 - 12:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 12:00 - 12:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 12:30 - 13:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.002 | 4 | 11198 | 0.004 |
| 13:00 - 13:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 13:30 - 14:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 14:00 - 14:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 14:30 - 15:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 15:00 - 15:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 15:30 - 16:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 16:00 - 16:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 16:30 - 17:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 17:00 - 17:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 17:30 - 18:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 18:00 - 18:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 18:30 - 19:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 19:00 - 19:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 19:30 - 20:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:00 - 20:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:30 - 21:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.004 | | | 0.004 | | | 0.008 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 05:30 - 06:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 06:00 - 06:30 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 |
| 06:30 - 07:00 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 |
| 07:00 - 07:30 | 4 | 11198 | 0.009 | 4 | 11198 | 0.002 | 4 | 11198 | 0.011 |
| 07:30 - 08:00 | 4 | 11198 | 0.007 | 4 | 11198 | 0.000 | 4 | 11198 | 0.007 |
| 08:00 - 08:30 | 4 | 11198 | 0.007 | 4 | 11198 | 0.002 | 4 | 11198 | 0.009 |
| 08:30 - 09:00 | 4 | 11198 | 0.009 | 4 | 11198 | 0.007 | 4 | 11198 | 0.016 |
| 09:00 - 09:30 | 4 | 11198 | 0.027 | 4 | 11198 | 0.009 | 4 | 11198 | 0.036 |
| 09:30 - 10:00 | 4 | 11198 | 0.018 | 4 | 11198 | 0.004 | 4 | 11198 | 0.022 |
| 10:00 - 10:30 | 4 | 11198 | 0.018 | 4 | 11198 | 0.004 | 4 | 11198 | 0.022 |
| 10:30 - 11:00 | 4 | 11198 | 0.031 | 4 | 11198 | 0.004 | 4 | 11198 | 0.035 |
| 11:00 - 11:30 | 4 | 11198 | 0.009 | 4 | 11198 | 0.009 | 4 | 11198 | 0.018 |
| 11:30 - 12:00 | 4 | 11198 | 0.004 | 4 | 11198 | 0.009 | 4 | 11198 | 0.013 |
| 12:00 - 12:30 | 4 | 11198 | 0.016 | 4 | 11198 | 0.004 | 4 | 11198 | 0.020 |
| 12:30 - 13:00 | 4 | 11198 | 0.004 | 4 | 11198 | 0.004 | 4 | 11198 | 0.008 |
| 13:00 - 13:30 | 4 | 11198 | 0.020 | 4 | 11198 | 0.007 | 4 | 11198 | 0.027 |
| 13:30 - 14:00 | 4 | 11198 | 0.007 | 4 | 11198 | 0.004 | 4 | 11198 | 0.011 |
| 14:00 - 14:30 | 4 | 11198 | 0.007 | 4 | 11198 | 0.002 | 4 | 11198 | 0.009 |
| 14:30 - 15:00 | 4 | 11198 | 0.007 | 4 | 11198 | 0.009 | 4 | 11198 | 0.016 |
| 15:00 - 15:30 | 4 | 11198 | 0.002 | 4 | 11198 | 0.009 | 4 | 11198 | 0.011 |
| 15:30 - 16:00 | 4 | 11198 | 0.007 | 4 | 11198 | 0.004 | 4 | 11198 | 0.011 |
| 16:00 - 16:30 | 4 | 11198 | 0.007 | 4 | 11198 | 0.009 | 4 | 11198 | 0.016 |
| 16:30 - 17:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.004 | 4 | 11198 | 0.004 |
| 17:00 - 17:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 17:30 - 18:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 18:00 - 18:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 18:30 - 19:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 19:00 - 19:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 19:30 - 20:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:00 - 20:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:30 - 21:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.218 | | | 0.106 | | | 0.324 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 05:30 - 06:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 06:00 - 06:30 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 |
| 06:30 - 07:00 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 |
| 07:00 - 07:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 07:30 - 08:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 08:00 - 08:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 08:30 - 09:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 09:00 - 09:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 09:30 - 10:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.002 | 4 | 11198 | 0.004 |
| 10:00 - 10:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 10:30 - 11:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 11:00 - 11:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 | 4 | 11198 | 0.002 |
| 11:30 - 12:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 12:00 - 12:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 12:30 - 13:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.002 | 4 | 11198 | 0.004 |
| 13:00 - 13:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 13:30 - 14:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 14:00 - 14:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 14:30 - 15:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 15:00 - 15:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 15:30 - 16:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 16:00 - 16:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 16:30 - 17:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 17:00 - 17:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 17:30 - 18:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 18:00 - 18:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 18:30 - 19:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 19:00 - 19:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 19:30 - 20:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:00 - 20:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:30 - 21:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.006 | | | 0.006 | | | 0.012 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 05:30 - 06:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 06:00 - 06:30 | 2 | 11283 | 0.004 | 2 | 11283 | 0.000 | 2 | 11283 | 0.004 |
| 06:30 - 07:00 | 2 | 11283 | 0.009 | 2 | 11283 | 0.000 | 2 | 11283 | 0.009 |
| 07:00 - 07:30 | 4 | 11198 | 0.002 | 4 | 11198 | 0.004 | 4 | 11198 | 0.006 |
| 07:30 - 08:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 08:00 - 08:30 | 4 | 11198 | 0.004 | 4 | 11198 | 0.000 | 4 | 11198 | 0.004 |
| 08:30 - 09:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 09:00 - 09:30 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 09:30 - 10:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 10:00 - 10:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 10:30 - 11:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 | 4 | 11198 | 0.002 |
| 11:00 - 11:30 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 11:30 - 12:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 12:00 - 12:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 12:30 - 13:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 13:00 - 13:30 | 4 | 11198 | 0.007 | 4 | 11198 | 0.000 | 4 | 11198 | 0.007 |
| 13:30 - 14:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 14:00 - 14:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.007 | 4 | 11198 | 0.007 |
| 14:30 - 15:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 15:00 - 15:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.007 | 4 | 11198 | 0.007 |
| 15:30 - 16:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 16:00 - 16:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.009 | 4 | 11198 | 0.009 |
| 16:30 - 17:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.004 | 4 | 11198 | 0.004 |
| 17:00 - 17:30 | 4 | 11198 | 0.011 | 4 | 11198 | 0.013 | 4 | 11198 | 0.024 |
| 17:30 - 18:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 18:00 - 18:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.009 | 4 | 11198 | 0.009 |
| 18:30 - 19:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 19:00 - 19:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 19:30 - 20:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:00 - 20:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:30 - 21:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.047 | | | 0.055 | | | 0.102 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 1 | 9216 | 0.011 | 1 | 9216 | 0.000 | 1 | 9216 | 0.011 |
| 05:30 - 06:00 | 1 | 9216 | 0.076 | 1 | 9216 | 0.000 | 1 | 9216 | 0.076 |
| 06:00 - 06:30 | 2 | 11283 | 0.093 | 2 | 11283 | 0.000 | 2 | 11283 | 0.093 |
| 06:30 - 07:00 | 2 | 11283 | 0.129 | 2 | 11283 | 0.000 | 2 | 11283 | 0.129 |
| 07:00 - 07:30 | 4 | 11198 | 0.121 | 4 | 11198 | 0.002 | 4 | 11198 | 0.123 |
| 07:30 - 08:00 | 4 | 11198 | 0.123 | 4 | 11198 | 0.007 | 4 | 11198 | 0.130 |
| 08:00 - 08:30 | 4 | 11198 | 0.154 | 4 | 11198 | 0.009 | 4 | 11198 | 0.163 |
| 08:30 - 09:00 | 4 | 11198 | 0.036 | 4 | 11198 | 0.007 | 4 | 11198 | 0.043 |
| 09:00 - 09:30 | 4 | 11198 | 0.031 | 4 | 11198 | 0.013 | 4 | 11198 | 0.044 |
| 09:30 - 10:00 | 4 | 11198 | 0.031 | 4 | 11198 | 0.033 | 4 | 11198 | 0.064 |
| 10:00 - 10:30 | 4 | 11198 | 0.013 | 4 | 11198 | 0.022 | 4 | 11198 | 0.035 |
| 10:30 - 11:00 | 4 | 11198 | 0.022 | 4 | 11198 | 0.025 | 4 | 11198 | 0.047 |
| 11:00 - 11:30 | 4 | 11198 | 0.011 | 4 | 11198 | 0.042 | 4 | 11198 | 0.053 |
| 11:30 - 12:00 | 4 | 11198 | 0.009 | 4 | 11198 | 0.018 | 4 | 11198 | 0.027 |
| 12:00 - 12:30 | 4 | 11198 | 0.020 | 4 | 11198 | 0.036 | 4 | 11198 | 0.056 |
| 12:30 - 13:00 | 4 | 11198 | 0.031 | 4 | 11198 | 0.051 | 4 | 11198 | 0.082 |
| 13:00 - 13:30 | 4 | 11198 | 0.036 | 4 | 11198 | 0.042 | 4 | 11198 | 0.078 |
| 13:30 - 14:00 | 4 | 11198 | 0.011 | 4 | 11198 | 0.027 | 4 | 11198 | 0.038 |
| 14:00 - 14:30 | 4 | 11198 | 0.020 | 4 | 11198 | 0.027 | 4 | 11198 | 0.047 |
| 14:30 - 15:00 | 4 | 11198 | 0.011 | 4 | 11198 | 0.022 | 4 | 11198 | 0.033 |
| 15:00 - 15:30 | 4 | 11198 | 0.016 | 4 | 11198 | 0.074 | 4 | 11198 | 0.090 |
| 15:30 - 16:00 | 4 | 11198 | 0.007 | 4 | 11198 | 0.067 | 4 | 11198 | 0.074 |
| 16:00 - 16:30 | 4 | 11198 | 0.011 | 4 | 11198 | 0.196 | 4 | 11198 | 0.207 |
| 16:30 - 17:00 | 4 | 11198 | 0.007 | 4 | 11198 | 0.083 | 4 | 11198 | 0.090 |
| 17:00 - 17:30 | 4 | 11198 | 0.042 | 4 | 11198 | 0.071 | 4 | 11198 | 0.113 |
| 17:30 - 18:00 | 4 | 11198 | 0.058 | 4 | 11198 | 0.022 | 4 | 11198 | 0.080 |
| 18:00 - 18:30 | 4 | 11198 | 0.029 | 4 | 11198 | 0.105 | 4 | 11198 | 0.134 |
| 18:30 - 19:00 | 4 | 11198 | 0.007 | 4 | 11198 | 0.007 | 4 | 11198 | 0.014 |
| 19:00 - 19:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 19:30 - 20:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:00 - 20:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:30 - 21:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.166 | | | 1.008 | | | 2.174 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 05:30 - 06:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 06:00 - 06:30 | 2 | 11283 | 0.031 | 2 | 11283 | 0.000 | 2 | 11283 | 0.031 |
| 06:30 - 07:00 | 2 | 11283 | 0.018 | 2 | 11283 | 0.000 | 2 | 11283 | 0.018 |
| 07:00 - 07:30 | 4 | 11198 | 0.011 | 4 | 11198 | 0.004 | 4 | 11198 | 0.015 |
| 07:30 - 08:00 | 4 | 11198 | 0.007 | 4 | 11198 | 0.000 | 4 | 11198 | 0.007 |
| 08:00 - 08:30 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 08:30 - 09:00 | 4 | 11198 | 0.011 | 4 | 11198 | 0.004 | 4 | 11198 | 0.015 |
| 09:00 - 09:30 | 4 | 11198 | 0.018 | 4 | 11198 | 0.007 | 4 | 11198 | 0.025 |
| 09:30 - 10:00 | 4 | 11198 | 0.009 | 4 | 11198 | 0.016 | 4 | 11198 | 0.025 |
| 10:00 - 10:30 | 4 | 11198 | 0.016 | 4 | 11198 | 0.016 | 4 | 11198 | 0.032 |
| 10:30 - 11:00 | 4 | 11198 | 0.020 | 4 | 11198 | 0.018 | 4 | 11198 | 0.038 |
| 11:00 - 11:30 | 4 | 11198 | 0.016 | 4 | 11198 | 0.011 | 4 | 11198 | 0.027 |
| 11:30 - 12:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.009 | 4 | 11198 | 0.011 |
| 12:00 - 12:30 | 4 | 11198 | 0.011 | 4 | 11198 | 0.011 | 4 | 11198 | 0.022 |
| 12:30 - 13:00 | 4 | 11198 | 0.007 | 4 | 11198 | 0.011 | 4 | 11198 | 0.018 |
| 13:00 - 13:30 | 4 | 11198 | 0.020 | 4 | 11198 | 0.018 | 4 | 11198 | 0.038 |
| 13:30 - 14:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.004 | 4 | 11198 | 0.004 |
| 14:00 - 14:30 | 4 | 11198 | 0.016 | 4 | 11198 | 0.011 | 4 | 11198 | 0.027 |
| 14:30 - 15:00 | 4 | 11198 | 0.018 | 4 | 11198 | 0.013 | 4 | 11198 | 0.031 |
| 15:00 - 15:30 | 4 | 11198 | 0.007 | 4 | 11198 | 0.020 | 4 | 11198 | 0.027 |
| 15:30 - 16:00 | 4 | 11198 | 0.013 | 4 | 11198 | 0.011 | 4 | 11198 | 0.024 |
| 16:00 - 16:30 | 4 | 11198 | 0.002 | 4 | 11198 | 0.033 | 4 | 11198 | 0.035 |
| 16:30 - 17:00 | 4 | 11198 | 0.004 | 4 | 11198 | 0.004 | 4 | 11198 | 0.008 |
| 17:00 - 17:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.004 | 4 | 11198 | 0.004 |
| 17:30 - 18:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 18:00 - 18:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 18:30 - 19:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 19:00 - 19:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 19:30 - 20:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:00 - 20:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:30 - 21:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.259 | | | 0.225 | | | 0.484 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 05:30 - 06:00 | 1 | 9216 | 0.011 | 1 | 9216 | 0.000 | 1 | 9216 | 0.011 |
| 06:00 - 06:30 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 | 2 | 11283 | 0.000 |
| 06:30 - 07:00 | 2 | 11283 | 0.004 | 2 | 11283 | 0.000 | 2 | 11283 | 0.004 |
| 07:00 - 07:30 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 07:30 - 08:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 08:00 - 08:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 08:30 - 09:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 09:00 - 09:30 | 4 | 11198 | 0.002 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 |
| 09:30 - 10:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 10:00 - 10:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 10:30 - 11:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 11:00 - 11:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 11:30 - 12:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 12:00 - 12:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 12:30 - 13:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 13:00 - 13:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 13:30 - 14:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 14:00 - 14:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 14:30 - 15:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 15:00 - 15:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.007 | 4 | 11198 | 0.007 |
| 15:30 - 16:00 | 4 | 11198 | 0.002 | 4 | 11198 | 0.002 | 4 | 11198 | 0.004 |
| 16:00 - 16:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 | 4 | 11198 | 0.002 |
| 16:30 - 17:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 17:00 - 17:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 | 4 | 11198 | 0.002 |
| 17:30 - 18:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.002 | 4 | 11198 | 0.002 |
| 18:00 - 18:30 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 18:30 - 19:00 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 | 4 | 11198 | 0.000 |
| 19:00 - 19:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 19:30 - 20:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:00 - 20:30 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 20:30 - 21:00 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 | 1 | 9216 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.025 | | | 0.015 | | | 0.040 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Appendix E

Peak Hour Trip Generation Summary

Vehicle Trip Generation

| Calculations | | |
|-------------------------------|-----|----------------|
| B8 Floor Area (sqm) | 70% | 142,800 |
| B2 Floor Area (sqm) | 30% | 61,200 |
| Total Floor Area (sqm) | | 204,000 |
| HGV Conversion Factor | | 2.0 |

Vehicle Trip Generation

Total Trip Generation Summary (Peak Hours)

| Hours | Total Vehicle Trips | | | OGV Trips | | | LGV Trips | | | PCU Trips | | | | |
|----------------------|---------------------|-------|-------|-----------|------|-------|-----------|------|-------|-----------|------|-------|-----|-----|
| | Arr. | Dep. | Total | Arr. | Dep. | Total | Arr. | Dep. | Total | Arr. | Dep. | Total | | |
| Weekday AM Peak Hour | 07:00 | 08:00 | 335 | 105 | 440 | 55 | 57 | 112 | 279 | 49 | 328 | 390 | 162 | 553 |
| Weekday PM Peak Hour | 16:00 | 17:00 | 122 | 348 | 470 | 60 | 52 | 112 | 62 | 296 | 358 | 182 | 400 | 582 |

Peak Hour Identification

B8 Trip Generation

Source: TRICS - 02 - Employment/F - Warehousing (Commercial) - Edge of Town/Suburban Area

Trip Rates

| Hours | Total Vehicle Trip Rates | | | OGV Trip Rates | | | | |
|------------------------|--------------------------|-------|-------|----------------|-------|-------|-------|-------|
| | Arr. | Dep. | Total | Arr. | Dep. | Total | | |
| Weekday AM Peak Period | 07:00 | 08:00 | 0.114 | 0.067 | 0.181 | 0.032 | 0.039 | 0.071 |
| | 07:30 | 08:30 | 0.098 | 0.073 | 0.171 | 0.029 | 0.041 | 0.070 |
| | 08:00 | 09:00 | 0.079 | 0.070 | 0.149 | 0.033 | 0.041 | 0.074 |
| | 08:30 | 09:30 | 0.082 | 0.058 | 0.140 | 0.035 | 0.035 | 0.070 |
| | 09:00 | 10:00 | 0.096 | 0.076 | 0.172 | 0.044 | 0.031 | 0.075 |
| Weekday PM Peak Period | 16:00 | 17:00 | 0.072 | 0.101 | 0.173 | 0.039 | 0.031 | 0.070 |
| | 16:30 | 17:30 | 0.084 | 0.089 | 0.173 | 0.049 | 0.024 | 0.073 |
| | 17:00 | 18:00 | 0.087 | 0.090 | 0.177 | 0.055 | 0.030 | 0.085 |
| | 17:30 | 18:30 | 0.061 | 0.085 | 0.146 | 0.037 | 0.035 | 0.072 |
| | 18:00 | 19:00 | 0.047 | 0.074 | 0.121 | 0.029 | 0.031 | 0.060 |

Trip Generation (Peak Periods)

| Hours | Total Vehicle Trips | | | OGV Trips | | | LGV Trips | | | PCU Trips | | | | |
|------------------------|---------------------|-------|-------|-----------|------|-------|-----------|------|-------|-----------|------|-------|-----|-----|
| | Arr. | Dep. | Total | Arr. | Dep. | Total | Arr. | Dep. | Total | Arr. | Dep. | Total | | |
| Weekday AM Peak Period | 07:00 | 08:00 | 163 | 96 | 258 | 46 | 56 | 101 | 117 | 40 | 157 | 208 | 151 | 360 |
| | 07:30 | 08:30 | 140 | 104 | 244 | 41 | 59 | 100 | 99 | 46 | 144 | 181 | 163 | 344 |
| | 08:00 | 09:00 | 113 | 100 | 213 | 47 | 59 | 106 | 66 | 41 | 107 | 160 | 159 | 318 |
| | 08:30 | 09:30 | 117 | 83 | 200 | 50 | 50 | 100 | 67 | 33 | 100 | 167 | 133 | 300 |
| | 09:00 | 10:00 | 137 | 109 | 246 | 63 | 44 | 107 | 74 | 64 | 139 | 200 | 153 | 353 |
| Weekday PM Peak Period | 16:00 | 17:00 | 103 | 144 | 247 | 56 | 44 | 100 | 47 | 100 | 147 | 159 | 188 | 347 |
| | 16:30 | 17:30 | 120 | 127 | 247 | 70 | 34 | 104 | 50 | 93 | 143 | 190 | 161 | 351 |
| | 17:00 | 18:00 | 124 | 129 | 253 | 79 | 43 | 121 | 46 | 86 | 131 | 203 | 171 | 374 |
| | 17:30 | 18:30 | 87 | 121 | 208 | 53 | 50 | 103 | 34 | 71 | 106 | 140 | 171 | 311 |
| | 18:00 | 19:00 | 67 | 106 | 173 | 41 | 44 | 86 | 26 | 61 | 87 | 109 | 150 | 258 |

B2 Trip Generation

Source: TRICS - 02 - Employment/C - Industrial Unit - Edge of Town/Suburban Area

Trip Rates

| Hours | Total Vehicle Trip Rates | | | OGV Trip Rates | | | | |
|------------------------|--------------------------|-------|-------|----------------|-------|-------|-------|-------|
| | Arr. | Dep. | Total | Arr. | Dep. | Total | | |
| Weekday AM Peak Period | 07:00 | 08:00 | 0.281 | 0.016 | 0.297 | 0.016 | 0.002 | 0.018 |
| | 07:30 | 08:30 | 0.301 | 0.018 | 0.319 | 0.014 | 0.002 | 0.016 |
| | 08:00 | 09:00 | 0.221 | 0.029 | 0.250 | 0.016 | 0.009 | 0.025 |
| | 08:30 | 09:30 | 0.136 | 0.047 | 0.183 | 0.036 | 0.016 | 0.052 |
| | 09:00 | 10:00 | 0.138 | 0.085 | 0.223 | 0.045 | 0.013 | 0.058 |
| Weekday PM Peak Period | 16:00 | 17:00 | 0.031 | 0.333 | 0.364 | 0.007 | 0.013 | 0.020 |
| | 16:30 | 17:30 | 0.053 | 0.170 | 0.223 | 0.000 | 0.004 | 0.004 |
| | 17:00 | 18:00 | 0.102 | 0.103 | 0.205 | 0.002 | 0.000 | 0.002 |
| | 17:30 | 18:30 | 0.089 | 0.130 | 0.219 | 0.002 | 0.000 | 0.002 |
| | 18:00 | 19:00 | 0.036 | 0.112 | 0.148 | 0.000 | 0.000 | 0.000 |

Trip Generation (Peak Periods)

| Hours | Total Vehicle Trips | | | OGV Trips | | | LGV Trips | | | PCU Trips | | | | |
|------------------------|---------------------|-------|-------|-----------|------|-------|-----------|------|-------|-----------|------|-------|-----|-----|
| | Arr. | Dep. | Total | Arr. | Dep. | Total | Arr. | Dep. | Total | Arr. | Dep. | Total | | |
| Weekday AM Peak Period | 07:00 | 08:00 | 172 | 10 | 182 | 10 | 1 | 11 | 162 | 9 | 171 | 182 | 11 | 193 |
| | 07:30 | 08:30 | 184 | 11 | 195 | 9 | 1 | 10 | 176 | 10 | 185 | 193 | 12 | 205 |
| | 08:00 | 09:00 | 135 | 18 | 153 | 10 | 6 | 15 | 125 | 12 | 138 | 145 | 23 | 168 |
| | 08:30 | 09:30 | 83 | 29 | 112 | 22 | 10 | 32 | 61 | 19 | 80 | 105 | 39 | 144 |
| | 09:00 | 10:00 | 84 | 52 | 136 | 28 | 8 | 35 | 57 | 44 | 101 | 112 | 60 | 172 |
| Weekday PM Peak Period | 16:00 | 17:00 | 19 | 204 | 223 | 4 | 8 | 12 | 15 | 196 | 211 | 23 | 212 | 235 |
| | 16:30 | 17:30 | 32 | 104 | 136 | 0 | 2 | 2 | 32 | 102 | 134 | 32 | 106 | 139 |
| | 17:00 | 18:00 | 62 | 63 | 125 | 1 | 0 | 1 | 61 | 63 | 124 | 64 | 63 | 127 |
| | 17:30 | 18:30 | 54 | 80 | 134 | 1 | 0 | 1 | 53 | 80 | 133 | 56 | 80 | 135 |
| | 18:00 | 19:00 | 22 | 69 | 91 | 0 | 0 | 0 | 22 | 69 | 91 | 22 | 69 | 91 |

Total Trip Generation

| Hours | Total Vehicle Trips | | | OGV Trips | | | LGV Trips | | | PCU Trips | | | | |
|------------------------|---------------------|-------|-------|-----------|------|-------|-----------|------|-------|-----------|------|-------|-----|-----|
| | Arr. | Dep. | Total | Arr. | Dep. | Total | Arr. | Dep. | Total | Arr. | Dep. | Total | | |
| Weekday AM Peak Period | 07:00 | 08:00 | 335 | 105 | 440 | 55 | 57 | 112 | 279 | 49 | 328 | 390 | 162 | 553 |
| | 07:30 | 08:30 | 324 | 115 | 439 | 50 | 60 | 110 | 274 | 55 | 330 | 374 | 175 | 549 |
| | 08:00 | 09:00 | 248 | 118 | 366 | 57 | 64 | 121 | 191 | 54 | 245 | 305 | 182 | 487 |
| | 08:30 | 09:30 | 200 | 112 | 312 | 72 | 60 | 132 | 128 | 52 | 180 | 272 | 171 | 444 |
| | 09:00 | 10:00 | 222 | 161 | 382 | 90 | 52 | 143 | 131 | 108 | 239 | 312 | 213 | 525 |
| Weekday PM Peak Period | 16:00 | 17:00 | 122 | 348 | 470 | 60 | 52 | 112 | 62 | 296 | 358 | 182 | 400 | 582 |
| | 16:30 | 17:30 | 152 | 231 | 384 | 70 | 37 | 107 | 82 | 194 | 277 | 222 | 268 | 490 |
| | 17:00 | 18:00 | 187 | 192 | 378 | 80 | 43 | 123 | 107 | 149 | 256 | 266 | 234 | 501 |
| | 17:30 | 18:30 | 142 | 201 | 343 | 54 | 50 | 104 | 88 | 151 | 238 | 196 | 251 | 447 |
| | 18:00 | 19:00 | 89 | 174 | 263 | 41 | 44 | 86 | 48 | 130 | 178 | 131 | 218 | 349 |

AM Peak Hour
PM Peak Hour

Appendix F

Car/Light Vehicle Route Choice Analysis

LGV Trip Distribution

Source: WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level), 2011 Census, Place of Work: Barnsley 022 and 025

| Reference | Route | Trip % | | | | | Total | Car/LGV Trips by Route | | | | | |
|-----------|-----------------------------|--------|-------|------|------|------|--------|------------------------|------|-------|--------------|------|-------|
| | | A | B | C | D | E | | AM Peak Hour | | | PM Peak Hour | | |
| | | | | | | | | Arr. | Dep. | Total | Arr. | Dep. | Total |
| 1 | Billingley Green Lane | 2.3% | | | | | 2.3% | 6 | 1 | 8 | 1 | 7 | 8 |
| 2 | Nicholas Lane | 4.7% | | | | | 4.7% | 13 | 2 | 15 | 3 | 14 | 17 |
| 3 | Barrowfield Road | | 4.7% | | | | 4.7% | 13 | 2 | 15 | 3 | 14 | 17 |
| 4 | Red Hill Lane | 0.8% | | | | | 0.8% | 2 | 0 | 3 | 1 | 2 | 3 |
| 5 | A1(M) North | 1.0% | 0.1% | | | | 1.0% | 3 | 0 | 3 | 1 | 3 | 4 |
| 6 | A635 Barnsley Road | 2.5% | | | | | 2.5% | 7 | 1 | 8 | 2 | 7 | 9 |
| 7 | A1(M) South | 5.6% | 1.6% | | | | 7.2% | 20 | 4 | 24 | 4 | 21 | 26 |
| 8 | Barnsley Road | 6.1% | | | | | 6.1% | 17 | 3 | 20 | 4 | 18 | 22 |
| 9 | Highgate Lane (South) | 17.9% | 3.6% | | | | 21.4% | 60 | 10 | 70 | 13 | 63 | 77 |
| 10 | A633 Manvers Way | 1.5% | 0.3% | | | | 1.8% | 5 | 1 | 6 | 1 | 5 | 6 |
| 11 | B6273 Pontefract Road | 9.9% | 1.8% | 0.4% | | | 12.1% | 34 | 6 | 40 | 7 | 36 | 43 |
| 12 | A633 Wath Road | 2.8% | | | | | 2.8% | 8 | 1 | 9 | 2 | 8 | 10 |
| 13 | A6195 Dearne Valley Parkway | 6.1% | 4.3% | | | | 10.5% | 29 | 5 | 34 | 6 | 31 | 37 |
| 13A | Roebuck Hill | | 0.4% | | | | 0.4% | 1 | 0 | 1 | 0 | 1 | 2 |
| 13B | B6096 | 1.3% | | | | | 1.3% | 4 | 1 | 4 | 1 | 4 | 5 |
| 13C | Sheffield Road | | 0.6% | | | | 0.6% | 2 | 0 | 2 | 0 | 2 | 2 |
| 13D | M1 South | | 1.8% | | | | 1.8% | 5 | 1 | 6 | 1 | 5 | 6 |
| 13E | A61 | 2.8% | 0.4% | | | | 3.2% | 9 | 2 | 10 | 2 | 9 | 11 |
| 13F | M1 North | 2.1% | 1.2% | | | | 3.2% | 9 | 2 | 11 | 2 | 10 | 12 |
| 14 | A635 Doncaster Road | 9.8% | 3.1% | | | | 12.9% | 36 | 6 | 42 | 8 | 38 | 46 |
| 15 | A6195 Park Spring Road | 8.2% | 1.1% | | | | 9.2% | 26 | 4 | 30 | 6 | 27 | 33 |
| | | 79.0% | 20.6% | 0.4% | 0.0% | 0.0% | 100.0% | 279 | 49 | 328 | 62 | 296 | 358 |

| Place of Usual Residence | Vehicle Trips | | Route Assignment | | | | | Proportion by Route (%) | | | | | Trips by Route (%) | | | | | | |
|---------------------------|-----------------|-------|------------------|-----|---|---|---|-------------------------|-----|---|---|---|--------------------|-------|------|---|---|---|--------|
| | Number of Trips | % | A | B | C | D | E | A | B | C | D | E | Total | A | B | C | D | E | Total |
| E02001509 : Barnsley 001 | 11 | 0.6% | 15 | | | | | 100% | | | | | 100.0% | 0.6% | | | | | 0.6% |
| E02001510 : Barnsley 002 | 15 | 0.8% | 15 | | | | | 100% | | | | | 100.0% | 0.8% | | | | | 0.8% |
| E02001511 : Barnsley 003 | 17 | 0.9% | 15 | | | | | 100% | | | | | 100.0% | 0.9% | | | | | 0.9% |
| E02001512 : Barnsley 004 | 21 | 1.1% | 14 | 15 | | | | 50% | 50% | | | | 100.0% | 0.6% | 0.6% | | | | 1.1% |
| E02001513 : Barnsley 005 | 12 | 0.6% | 13F | | | | | 100% | | | | | 100.0% | 0.6% | | | | | 0.6% |
| E02001514 : Barnsley 006 | 18 | 1.0% | 15 | | | | | 100% | | | | | 100.0% | 1.0% | | | | | 1.0% |
| E02001515 : Barnsley 007 | 19 | 1.0% | 14 | 15 | | | | 50% | 50% | | | | 100.0% | 0.5% | 0.5% | | | | 1.0% |
| E02001516 : Barnsley 008 | 17 | 0.9% | 14 | | | | | 100% | | | | | 100.0% | 0.9% | | | | | 0.9% |
| E02001517 : Barnsley 009 | 27 | 1.5% | 14 | | | | | 100% | | | | | 100.0% | 1.5% | | | | | 1.5% |
| E02001518 : Barnsley 010 | 18 | 1.0% | 14 | | | | | 100% | | | | | 100.0% | 1.0% | | | | | 1.0% |
| E02001519 : Barnsley 011 | 15 | 0.8% | 14 | | | | | 100% | | | | | 100.0% | 0.8% | | | | | 0.8% |
| E02001520 : Barnsley 012 | 20 | 1.1% | 13F | 14 | | | | 50% | 50% | | | | 100.0% | 0.5% | 0.5% | | | | 1.1% |
| E02001521 : Barnsley 013 | 16 | 0.9% | 14 | | | | | 100% | | | | | 100.0% | 0.9% | | | | | 0.9% |
| E02001522 : Barnsley 014 | 173 | 9.3% | 2 | 3 | | | | 50% | 50% | | | | 100.0% | 4.7% | 4.7% | | | | 9.3% |
| E02001523 : Barnsley 015 | 35 | 1.9% | 14 | | | | | 100% | | | | | 100.0% | 1.9% | | | | | 1.9% |
| E02001524 : Barnsley 016 | 11 | 0.6% | 13F | | | | | 100% | | | | | 100.0% | 0.6% | | | | | 0.6% |
| E02001525 : Barnsley 017 | 7 | 0.4% | 14 | | | | | 100% | | | | | 100.0% | 0.4% | | | | | 0.4% |
| E02001526 : Barnsley 018 | 8 | 0.4% | 14 | | | | | 100% | | | | | 100.0% | 0.4% | | | | | 0.4% |
| E02001527 : Barnsley 019 | 11 | 0.6% | 13F | 14 | | | | 50% | 50% | | | | 100.0% | 0.3% | 0.3% | | | | 0.6% |
| E02001528 : Barnsley 020 | 84 | 4.5% | 1 | 14 | | | | 50% | 50% | | | | 100.0% | 2.3% | 2.3% | | | | 4.5% |
| E02001529 : Barnsley 021 | 19 | 1.0% | 14 | | | | | 100% | | | | | 100.0% | 1.0% | | | | | 1.0% |
| E02001530 : Barnsley 022 | 129 | 7.0% | 8 | 9 | | | | 50% | 50% | | | | 100.0% | 3.5% | 3.5% | | | | 7.0% |
| E02001531 : Barnsley 023 | 19 | 1.0% | 12 | | | | | 100% | | | | | 100.0% | 1.0% | | | | | 1.0% |
| E02001532 : Barnsley 024 | 19 | 1.0% | 13E | | | | | 100% | | | | | 100.0% | 1.0% | | | | | 1.0% |
| E02001533 : Barnsley 025 | 198 | 10.7% | 9 | | | | | 100% | | | | | 100.0% | 10.7% | | | | | 10.7% |
| E02001534 : Barnsley 026 | 33 | 1.8% | 12 | | | | | 100% | | | | | 100.0% | 1.8% | | | | | 1.8% |
| E02001535 : Barnsley 027 | 4 | 0.2% | 13E | | | | | 100% | | | | | 100.0% | 0.2% | | | | | 0.2% |
| E02001536 : Barnsley 028 | 22 | 1.2% | 13B | 13C | | | | 50% | 50% | | | | 100.0% | 0.6% | 0.6% | | | | 1.2% |
| E02001537 : Barnsley 029 | 16 | 0.9% | 11 | 13A | | | | 50% | 50% | | | | 100.0% | 0.4% | 0.4% | | | | 0.9% |
| E02001538 : Barnsley 030 | 13 | 0.7% | 13B | | | | | 100% | | | | | 100.0% | 0.7% | | | | | 0.7% |
| E02001540 : Doncaster 002 | 2 | 0.1% | 4 | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001542 : Doncaster 004 | 3 | 0.2% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.1% | 0.1% | | | | 0.2% |
| E02001543 : Doncaster 005 | 5 | 0.3% | 4 | | | | | 100% | | | | | 100.0% | 0.3% | | | | | 0.3% |
| E02001544 : Doncaster 006 | 1 | 0.1% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.0% | 0.0% | | | | 0.1% |
| E02001545 : Doncaster 007 | 11 | 0.6% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.3% | 0.3% | | | | 0.6% |
| E02001546 : Doncaster 008 | 6 | 0.3% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.2% | 0.2% | | | | 0.3% |
| E02001547 : Doncaster 009 | 8 | 0.4% | 4 | | | | | 100% | | | | | 100.0% | 0.4% | | | | | 0.4% |
| E02001548 : Doncaster 010 | 1 | 0.1% | 6 | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001549 : Doncaster 011 | 3 | 0.2% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.1% | 0.1% | | | | 0.2% |
| E02001550 : Doncaster 012 | 4 | 0.2% | 6 | | | | | 100% | | | | | 100.0% | 0.2% | | | | | 0.2% |
| E02001551 : Doncaster 013 | 2 | 0.1% | 6 | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001552 : Doncaster 014 | 1 | 0.1% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.0% | 0.0% | | | | 0.1% |
| E02001553 : Doncaster 015 | 2 | 0.1% | 6 | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001554 : Doncaster 016 | 8 | 0.4% | 6 | | | | | 100% | | | | | 100.0% | 0.4% | | | | | 0.4% |
| E02001555 : Doncaster 017 | 4 | 0.2% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.1% | 0.1% | | | | 0.2% |
| E02001556 : Doncaster 018 | 4 | 0.2% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.1% | 0.1% | | | | 0.2% |
| E02001557 : Doncaster 019 | 9 | 0.5% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.2% | 0.2% | | | | 0.5% |
| E02001558 : Doncaster 020 | 39 | 2.1% | 8 | | | | | 100% | | | | | 100.0% | 2.1% | | | | | 2.1% |
| E02001559 : Doncaster 021 | 9 | 0.5% | 8 | | | | | 100% | | | | | 100.0% | 0.5% | | | | | 0.5% |
| E02001560 : Doncaster 022 | 1 | 0.1% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.0% | 0.0% | | | | 0.1% |
| E02001561 : Doncaster 023 | 1 | 0.1% | 7 | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001562 : Doncaster 024 | 4 | 0.2% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.1% | 0.1% | | | | 0.2% |
| E02001563 : Doncaster 025 | 6 | 0.3% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.2% | 0.2% | | | | 0.3% |
| E02001564 : Doncaster 026 | 4 | 0.2% | 7 | | | | | 100% | | | | | 100.0% | 0.2% | | | | | 0.2% |
| E02001565 : Doncaster 027 | 5 | 0.3% | 6 | 7 | | | | 50% | 50% | | | | 100.0% | 0.1% | 0.1% | | | | 0.3% |
| E02001566 : Doncaster 028 | 5 | 0.3% | 7 | | | | | 100% | | | | | 100.0% | 0.3% | | | | | 0.3% |
| E02001568 : Doncaster 030 | 13 | 0.7% | 9 | | | | | 100% | | | | | 100.0% | 0.7% | | | | | 0.7% |
| E02001569 : Doncaster 031 | 42 | 2.3% | 9 | | | | | 100% | | | | | 100.0% | 2.3% | | | | | 2.3% |
| E02001570 : Doncaster 032 | 3 | 0.2% | 9 | | | | | 100% | | | | | 100.0% | 0.2% | | | | | 0.2% |
| E02001571 : Doncaster 033 | 11 | 0.6% | 7 | | | | | 100% | | | | | 100.0% | 0.6% | | | | | 0.6% |
| E02001572 : Doncaster 034 | 2 | 0.1% | 7 | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001573 : Doncaster 035 | 13 | 0.7% | 9 | | | | | 100% | | | | | 100.0% | 0.7% | | | | | 0.7% |
| E02001574 : Doncaster 036 | 1 | 0.1% | 7 | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001576 : Doncaster 038 | 2 | 0.1% | 7 | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001577 : Doncaster 039 | 7 | 0.4% | 7 | | | | | 100% | | | | | 100.0% | 0.4% | | | | | 0.4% |
| E02001611 : Sheffield 001 | 3 | 0.2% | 13E | | | | | 100% | | | | | 100.0% | 0.2% | | | | | 0.2% |
| E02001613 : Sheffield 003 | 2 | 0.1% | 13E | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001614 : Sheffield 004 | 2 | 0.1% | 11 | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001615 : Sheffield 005 | 3 | 0.2% | 13E | | | | | 100% | | | | | 100.0% | 0.2% | | | | | 0.2% |
| E02001616 : Sheffield 006 | 4 | 0.2% | 11 | | | | | 100% | | | | | 100.0% | 0.2% | | | | | 0.2% |
| E02001618 : Sheffield 008 | 3 | 0.2% | 13E | | | | | 100% | | | | | 100.0% | 0.2% | | | | | 0.2% |
| E02001619 : Sheffield 009 | 1 | 0.1% | 13E | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001620 : Sheffield 010 | 1 | 0.1% | 11 | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1% |
| E02001621 : Sheffield 011 | 2 | 0.1% | 11 | | | | | 100% | | | | | 100.0% | 0.1% | | | | | 0.1%</ |

Appendix G

HGV Gravity Model and Population Density Mapping

HGV Trip Distribution - Gravity Model

| Reference | Route | Trip Dist % | | | | Total | AM Peak Hour | | | PM Peak Hour | | |
|-----------|-----------------------------|-------------|-------|-------|------|--------|--------------|------|-------|--------------|------|-------|
| | | A | B | C | D | | Arr. | Dep. | Total | Arr. | Dep. | Total |
| 1 | Billingley Green Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Nicholas Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Barrowfield Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Red Hill Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | A1(M) North | 9.9% | 0.4% | | 0.3% | 10.6% | 6 | 6 | 12 | 6 | 6 | 12 |
| 6 | A635 Barnsley Road | 6.2% | | | | 6.2% | 3 | 4 | 7 | 4 | 3 | 7 |
| 7 | A1(M) South | 7.7% | 9.0% | | | 16.7% | 9 | 9 | 19 | 10 | 9 | 19 |
| 8 | B6098 | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Highgate Lane (South) | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | A633 Manvers Way | 4.6% | | | | 4.6% | 3 | 3 | 5 | 3 | 2 | 5 |
| 11 | B6273 Pontefract Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | A633 Wath Road | 5.0% | | | | 5.0% | 3 | 3 | 6 | 3 | 3 | 6 |
| 13 | A6195 Dearne Valley Parkway | 16.2% | 17.7% | | | 33.8% | 19 | 19 | 38 | 20 | 18 | 38 |
| 13A | Roebuck Hill | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13B | B6096 | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13C | Sheffield Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13D | M1 South | 11.4% | 9.4% | | | 20.8% | 12 | 12 | 23 | 12 | 11 | 23 |
| 13E | A61 | 4.3% | 2.0% | | | 6.3% | 4 | 4 | 7 | 4 | 3 | 7 |
| 13F | M1 North | 0.5% | 6.2% | | | 6.7% | 4 | 4 | 8 | 4 | 4 | 8 |
| 14 | A635 Doncaster Road | | 5.3% | 8.1% | | 13.5% | 7 | 8 | 15 | 8 | 7 | 15 |
| 15 | A6195 Park Spring Road | | | 5.3% | 4.4% | 9.7% | 5 | 5 | 11 | 6 | 5 | 11 |
| | | 49.5% | 32.4% | 13.5% | 4.6% | 100.0% | 55 | 57 | 112 | 60 | 52 | 112 |

Population data derived from 2011 Census data
 2 Distance coefficient
 350 Maximum travel time

| Origin Zone | Population (P) | Distance (D) (m) | Travel Time (seconds) | Travel Time (mins) | P / D ⁿ | % of Total | Trip Distribution | | | | | | | | | |
|-----------------------------|----------------|------------------|-----------------------|--------------------|--------------------|------------|-------------------|-----|----|----|-------|-----------------|-------|-------|-------|--------|
| | | | | | | | Route Assumptions | | | | | Trips Per Route | | | | |
| | | | | | | | A | B | C | D | Count | A | B | C | D | Total |
| Barnsley | 231,221 | 14955 | 1288 | 21 | 0 | 15% | 12 | 14 | 15 | | 3 | 5.01% | 5.01% | 5.01% | | 15.04% |
| Wakefield | 325,837 | 18447.0 | 1466 | 24 | 0 | 14% | 5 | 13F | 14 | 15 | 4 | 3.48% | 3.48% | 3.48% | 3.48% | 13.93% |
| Doncaster | 302,402 | 18898 | 1465 | 24 | 0 | 12% | 6 | 7 | | | 2 | 6.16% | 6.16% | | | 12.31% |
| Rotherham | 257,280 | 20116 | 1550 | 26 | 0 | 9% | 10 | 13D | | | 2 | 4.62% | 4.62% | | | 9.25% |
| Sheffield | 552,698 | 30131 | 2109 | 35 | 0 | 9% | 13D | | | | 1 | 8.85% | | | | 8.85% |
| Kirklees | 422,458 | 35618 | 2831 | 47 | 0 | 5% | 13E | 13F | 14 | | 3 | 1.61% | 1.61% | 1.61% | | 4.84% |
| Leeds | 751,485 | 56074 | 3034 | 51 | 0 | 3% | 5 | 13F | 14 | 15 | 4 | 0.87% | 0.87% | 0.87% | 0.87% | 3.48% |
| Bradford | 522,452 | 79800 | 4373 | 73 | 0 | 1% | 13F | 14 | 15 | 5 | 4 | 0.30% | 0.30% | 0.30% | 0.30% | 1.19% |
| Manchester | 503,127 | 81229 | 4878 | 81 | 0 | 1% | 5 | 13E | 14 | | 3 | 0.37% | 0.37% | | | 1.11% |
| Tameside | 219,324 | 57164 | 3682 | 61 | 0 | 1% | 13E | | | | 1 | 0.98% | | | | 0.98% |
| Bassetlaw | 112,863 | 42337 | 2108 | 35 | 0 | 1% | 7 | | | | 1 | 0.92% | | | | 0.92% |
| Oldham | 224,897 | 61761 | 3972 | 66 | 0 | 1% | 13E | | | | 1 | 0.86% | | | | 0.86% |
| Stockport | 283,275 | 69967 | 4418 | 74 | 0 | 1% | 13E | | | | 1 | 0.84% | | | | 0.84% |
| Birmingham | 1,073,045 | 158525 | 6788 | 113 | 0 | 1% | 7 | 13D | | | 2 | 0.31% | 0.31% | | | 0.62% |
| East Riding of Yorkshire | 334,179 | 89085 | 3950 | 66 | 0 | 1% | 5 | 7 | | | 2 | 0.31% | 0.31% | | | 0.61% |
| Nottingham | 305,680 | 85693 | 3882 | 65 | 0 | 1% | 13D | 7 | | | 2 | 0.30% | 0.30% | | | 0.61% |
| York | 198,051 | 72550.0 | 3385 | 56 | 0 | 1% | 5 | | | | 1 | 0.55% | | | | 0.55% |
| Chesterfield | 103,788 | 53630 | 2859 | 48 | 0 | 1% | 13D | 7 | | | 2 | 0.26% | 0.26% | | | 0.52% |
| Selby | 83,449 | 48951 | 2345 | 39 | 0 | 1% | 5 | | | | 1 | 0.51% | | | | 0.51% |
| Cheshire East | 370,127 | 105299 | 6110 | 102 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.16% | 0.16% | 0.16% | | 0.49% |
| Trafford | 226,578 | 85305 | 4803 | 80 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.15% | 0.15% | 0.15% | | 0.45% |
| North Lincolnshire | 167,446 | 74868 | 3352 | 56 | 0 | 0% | 7 | | | | 1 | 0.43% | | | | 0.43% |
| Liverpool | 466,415 | 127281 | 6296 | 105 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.14% | 0.14% | 0.14% | | 0.42% |
| Derby | 248,752 | 93112 | 4163 | 69 | 0 | 0% | 7 | 13D | | | 2 | 0.21% | 0.21% | | | 0.42% |
| Newark and Sherwood | 114,817 | 65103 | 3083 | 51 | 0 | 0% | 7 | 13D | | | 2 | 0.20% | 0.20% | | | 0.39% |
| Mansfield | 104,466 | 62209 | 2938 | 49 | 0 | 0% | 7 | 13D | | | 2 | 0.20% | 0.20% | | | 0.39% |
| Kingston upon Hull, City of | 256,406 | 97547 | 4277 | 71 | 0 | 0% | 7 | 5 | | | 2 | 0.20% | 0.20% | | | 0.39% |
| Calderdale | 203,826 | 87270 | 4407 | 73 | 0 | 0% | 13F | 5 | | | 2 | 0.19% | 0.19% | | | 0.39% |
| Salford | 233,933 | 94091 | 4977 | 83 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.13% | 0.13% | 0.13% | | 0.38% |
| Bury | 185,060 | 86667 | 5039 | 84 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.12% | 0.12% | 0.12% | | 0.36% |
| Ashfield | 119,497 | 71428 | 3382 | 56 | 0 | 0% | 13D | 7 | | | 2 | 0.17% | 0.17% | | | 0.34% |
| North East Derbyshire | 99,023 | 65389 | 3046 | 51 | 0 | 0% | 7 | 13D | | | 2 | 0.17% | 0.17% | | | 0.34% |
| Bolsover | 75,866 | 58099.0 | 2641 | 44 | 0 | 0% | 7 | 13D | | | 2 | 0.16% | 0.16% | | | 0.33% |
| High Peak | 90,892 | 63778 | 4985 | 83 | 0 | 0% | 13D | 7 | | | 2 | 0.16% | 0.16% | | | 0.32% |
| Harrogate | 157,869 | 84331.0 | 3938 | 66 | 0 | 0% | 5 | | | | 1 | 0.32% | | | | 0.32% |
| County Durham | 513,242 | 154567.0 | 6484 | 108 | 0 | 0% | 5 | | | | 1 | 0.31% | | | | 0.31% |
| Rochdale | 211,699 | 99568 | 4433 | 74 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.10% | 0.10% | 0.10% | | 0.31% |
| Cheshire West and Chester | 329,608 | 124433 | 6727 | 112 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.10% | 0.10% | 0.10% | | 0.31% |
| Gedling | 113,543 | 75414 | 3697 | 62 | 0 | 0% | 7 | 13D | | | 2 | 0.15% | 0.15% | | | 0.29% |
| Leicester | 329,839 | 129769 | 5687 | 95 | 0 | 0% | 13D | 7 | | | 2 | 0.14% | 0.14% | | | 0.28% |
| Warrington | 202,228 | 102452 | 5458 | 91 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.09% | 0.09% | 0.09% | | 0.28% |
| Wigan | 317,849 | 130366 | 5605 | 93 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.09% | 0.09% | 0.09% | | 0.27% |
| Amber Valley | 122,309 | 81688 | 3670 | 61 | 0 | 0% | 13D | 7 | | | 2 | 0.13% | 0.13% | | | 0.27% |
| Bolton | 276,786 | 124484.0 | 5201 | 87 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.09% | 0.09% | 0.09% | | 0.26% |
| North East Lincolnshire | 159,616 | 98354 | 4275 | 71 | 0 | 0% | 7 | | | | 1 | 0.24% | | | | 0.24% |
| Wirral | 319,783 | 142025 | 6729 | 112 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.08% | 0.08% | 0.08% | | 0.23% |
| Lincoln | 93,541 | 77156.0 | 3788 | 63 | 0 | 0% | 7 | | | | 1 | 0.23% | | | | 0.23% |
| West Lindsey | 89,250 | 76770 | 4235 | 71 | 0 | 0% | 7 | | | | 1 | 0.22% | | | | 0.22% |
| Broxtowe | 109,487 | 88852 | 4012 | 67 | 0 | 0% | 7 | 13D | | | 2 | 0.10% | 0.10% | | | 0.20% |
| Walsall | 269,323 | 142942 | 6307 | 105 | 0 | 0% | 7 | 13D | | | 2 | 0.10% | 0.10% | | | 0.19% |
| St. Helens | 175,308 | 117101 | 6356 | 106 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.06% | 0.06% | 0.06% | | 0.19% |
| Erewash | 112,081 | 94898.0 | 4111 | 69 | 0 | 0% | 7 | 13D | | | 2 | 0.09% | 0.09% | | | 0.18% |
| Sefton | 273,790 | 149441.0 | 7351 | 123 | 0 | 0% | 5 | 13D | 14 | | 3 | 0.06% | 0.06% | 0.06% | | 0.18% |
| Charnwood | 166,100 | 119104 | 5146 | 86 | 0 | 0% | 13D | 7 | | | 2 | 0.09% | 0.09% | | | 0.17% |
| Rushcliffe | 111,129 | 97849 | 4042 | 67 | 0 | 0% | 13D | 7 | | | 2 | 0.08% | 0.08% | | | 0.17% |
| Stoke-on-Trent | 249,008 | 147537 | 6338 | 106 | 0 | 0% | 13D | 7 | | | 2 | 0.08% | 0.08% | | | 0.17% |
| Coventry | 316,960 | 167440 | 6870 | 115 | 0 | 0% | 13D | 7 | | | 2 | 0.08% | 0.08% | | | 0.16% |
| North Kesteven | 107,766 | 98970 | 4303 | 72 | 0 | 0% | 7 | | | | 1 | 0.16% | | | | 0.16% |
| South Kesteven | 133,788 | 111331 | 4650 | 78 | 0 | 0% | 7 | | | | 1 | 0.16% | | | | 0.16% |
| Sandwell | 308,063 | 171109 | 7236 | 121 | 0 | 0% | 13D | 7 | | | 2 | 0.08% | 0.08% | | | 0.15% |
| Dudley | 312,925 | 173812.0 | 8104 | 135 | 0 | 0% | 13D | 7 | | | 2 | 0.08% | 0.08% | | | 0.15% |
| Stockton-on-Tees | 191,610 | 138668 | 5400 | 90 | 0 | 0% | 5 | | | | 1 | 0.14% | | | | 0.14% |
| Wolverhampton | 249,470 | 158249 | 7011 | 117 | 0 | 0% | 13D | 7 | | | 2 | 0.07% | 0.07% | | | 0.14% |
| Halton | 125,746 | 113259 | 6039 | 101 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.05% | 0.05% | 0.05% | | 0.14% |
| East Lindsey | 136,401 | 119144 | 6069 | 101 | 0 | 0% | 7 | | | | 1 | 0.14% | | | | 0.14% |
| Derbyshire Dales | 71,116 | 86846 | 4594 | 77 | 0 | 0% | 7 | 13D | | | 2 | 0.07% | 0.07% | | | 0.14% |
| Knowsley | 145,893 | 124981 | 6128 | 102 | 0 | 0% | 5 | 13E | 14 | | 3 | 0.05% | 0.05% | 0.05% | | 0.14% |
| Pendle | 89,452 | 101104 | 5927 | 99 | 0 | 0% | 5 | 13F | 14 | | 3 | 0.04% | 0.04% | 0.04% | | 0.13% |
| Sunderland | 275,506 | 177583.0 | 6646 | 111 | 0 | 0% | 5 | | | | 1 | 0.13% | | | | 0.13% |

HGV Trip Distribution - Gravity Model

| Reference | Route | Trip Dist % | | | | Total | AM Peak Hour | | | PM Peak Hour | | |
|-----------|-----------------------------|-------------|-------|-------|------|--------|--------------|------|-------|--------------|------|-------|
| | | A | B | C | D | | Arr. | Dep. | Total | Arr. | Dep. | Total |
| 1 | Billingley Green Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Nicholas Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Barrowfield Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Red Hill Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | A1(M) North | 9.9% | 0.4% | | 0.3% | 10.6% | 6 | 6 | 12 | 6 | 6 | 12 |
| 6 | A635 Barnsley Road | 6.2% | | | | 6.2% | 3 | 4 | 7 | 4 | 3 | 7 |
| 7 | A1(M) South | 7.7% | 9.0% | | | 16.7% | 9 | 9 | 19 | 10 | 9 | 19 |
| 8 | B6098 | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Highgate Lane (South) | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | A633 Manvers Way | 4.6% | | | | 4.6% | 3 | 3 | 5 | 3 | 2 | 5 |
| 11 | B6273 Pontefract Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | A633 Wath Road | 5.0% | | | | 5.0% | 3 | 3 | 6 | 3 | 3 | 6 |
| 13 | A6195 Dearne Valley Parkway | 16.2% | 17.7% | | | 33.8% | 19 | 19 | 38 | 20 | 18 | 38 |
| 13A | Roebuck Hill | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13B | B6096 | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13C | Sheffield Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13D | M1 South | 11.4% | 9.4% | | | 20.8% | 12 | 12 | 23 | 12 | 11 | 23 |
| 13E | A61 | 4.3% | 2.0% | | | 6.3% | 4 | 4 | 7 | 4 | 3 | 7 |
| 13F | M1 North | 0.5% | 6.2% | | | 6.7% | 4 | 4 | 8 | 4 | 4 | 8 |
| 14 | A635 Doncaster Road | | 5.3% | 8.1% | | 13.5% | 7 | 8 | 15 | 8 | 7 | 15 |
| 15 | A6195 Park Spring Road | | | 5.3% | 4.4% | 9.7% | 5 | 5 | 11 | 6 | 5 | 11 |
| | | 49.5% | 32.4% | 13.5% | 4.6% | 100.0% | 55 | 57 | 112 | 60 | 52 | 112 |

Population data derived from 2011 Census data

- 2 Distance coefficient
- 350 Maximum travel time

| Origin Zone | Population (P) | Distance (D) (m) | Travel Time (seconds) | Travel Time (mins) | P / D ⁿ | % of Total | Trip Distribution | | | | | | | | | | |
|------------------------------|----------------|------------------|-----------------------|--------------------|--------------------|------------|-------------------|-----|----|---|-----------------|-------|-------|---|---|-------|-------|
| | | | | | | | Route Assumptions | | | | Trips Per Route | | | | | | |
| | | | | | | | A | B | C | D | Count | A | B | C | D | Total | |
| Hambleton | 89,140 | 103088 | 4041 | 67 | 0 | 0% | 5 | | | | 1 | 0.12% | | | | | 0.12% |
| South Derbyshire | 94,611 | 106354 | 4647 | 77 | 0 | 0% | 13D | 7 | | 2 | 0.06% | 0.06% | | | | | 0.12% |
| Solihull | 206,674 | 159534 | 6104 | 102 | 0 | 0% | 13D | 7 | | 2 | 0.06% | 0.06% | | | | | 0.12% |
| Blackburn with Darwen | 147,489 | 134896.0 | 5971 | 100 | 0 | 0% | 5 | 13F | 14 | 3 | 0.04% | 0.04% | 0.04% | | | | 0.12% |
| Peterborough | 183,631 | 152523 | 6056 | 101 | 0 | 0% | 7 | 13D | | 2 | 0.06% | 0.06% | | | | | 0.11% |
| East Staffordshire | 113,583 | 121087 | 5248 | 87 | 0 | 0% | 7 | 13D | | 2 | 0.06% | 0.06% | | | | | 0.11% |
| Middlesbrough | 138,412 | 134271 | 5235 | 87 | 0 | 0% | 5 | | | 1 | 0.11% | | | | | | 0.11% |
| Flintshire | 152,506 | 144814.0 | 7247 | 121 | 0 | 0% | 7 | 13E | | 2 | 0.05% | 0.05% | | | | | 0.11% |
| Newcastle upon Tyne | 280,177 | 196486 | 8067 | 134 | 0 | 0% | 5 | | | 1 | 0.11% | | | | | | 0.11% |
| Shropshire | 306,129 | 205999.0 | 8589 | 143 | 0 | 0% | 7 | 13D | | 2 | 0.05% | 0.05% | | | | | 0.10% |
| Rossendale | 67,982 | 98693 | 5397 | 90 | 0 | 0% | 7 | 13D | | 2 | 0.05% | 0.05% | | | | | 0.10% |
| North West Leicestershire | 93,468 | 117394 | 4639 | 77 | 0 | 0% | 7 | 13D | | 2 | 0.05% | 0.05% | | | | | 0.10% |
| Redcar and Cleveland | 135,177 | 141919 | 5827 | 97 | 0 | 0% | 5 | | | 1 | 0.10% | | | | | | 0.10% |
| Northampton | 212,069 | 182016.0 | 7688 | 128 | 0 | 0% | 7 | 13D | | 2 | 0.05% | 0.05% | | | | | 0.09% |
| Hyndburn | 80,734 | 112348.0 | 5830 | 97 | 0 | 0% | 7 | 13E | | 2 | 0.05% | 0.05% | | | | | 0.09% |
| Lichfield | 100,654 | 128512 | 5526 | 92 | 0 | 0% | 7 | 13D | | 2 | 0.04% | 0.04% | | | | | 0.09% |
| Huntingdonshire | 169,508 | 168591 | 6674 | 111 | 0 | 0% | 7 | 13D | | 2 | 0.04% | 0.04% | | | | | 0.09% |
| Burnley | 87,059 | 121911 | 6097 | 102 | 0 | 0% | 5 | 13E | 14 | 3 | 0.03% | 0.03% | 0.03% | | | | 0.09% |
| Hinckley and Bosworth | 105,078 | 134866 | 5865 | 98 | 0 | 0% | 13D | 7 | | 2 | 0.04% | 0.04% | | | | | 0.08% |
| Staffordshire Moorlands | 97,106 | 129846 | 6016 | 100 | 0 | 0% | 13D | 7 | | 2 | 0.04% | 0.04% | | | | | 0.08% |
| Gateshead | 200,214 | 187149 | 7528 | 125 | 0 | 0% | 5 | | | 1 | 0.08% | | | | | | 0.08% |
| Stafford | 130,869 | 151860.0 | 6922 | 115 | 0 | 0% | 13D | 7 | | 2 | 0.04% | 0.04% | | | | | 0.08% |
| Northumberland | 316,028 | 237406 | 10294 | 172 | 0 | 0% | 5 | | | 1 | 0.08% | | | | | | 0.08% |
| Scarborough | 108,793 | 140724 | 7504 | 125 | 0 | 0% | 5 | | | 1 | 0.08% | | | | | | 0.08% |
| Wrexham | 134,844 | 156702 | 7575 | 126 | 0 | 0% | 13D | 7 | | 2 | 0.04% | 0.04% | | | | | 0.08% |
| Central Bedfordshire | 254,381 | 217037 | 8559 | 143 | 0 | 0% | 7 | 13D | | 2 | 0.04% | 0.04% | | | | | 0.08% |
| Darlington | 105,564 | 139966 | 5478 | 91 | 0 | 0% | 5 | | | 1 | 0.08% | | | | | | 0.08% |
| Preston | 140,202 | 161326 | 6415 | 107 | 0 | 0% | 5 | 13E | 14 | 3 | 0.03% | 0.03% | 0.03% | | | | 0.08% |
| North Tyneside | 200,801 | 194200 | 7500 | 125 | 0 | 0% | 5 | | | 1 | 0.08% | | | | | | 0.08% |
| Chorley | 107,155 | 141874 | 5641 | 94 | 0 | 0% | 5 | 13E | 14 | 3 | 0.03% | 0.03% | 0.03% | | | | 0.08% |
| Barnet | 356,386 | 259898 | 10293 | 172 | 0 | 0% | 7 | 13D | | 2 | 0.04% | 0.04% | | | | | 0.08% |
| Blaby | 93,915 | 133797 | 5447 | 91 | 0 | 0% | 13D | 7 | | 2 | 0.04% | 0.04% | | | | | 0.08% |
| Nuneaton and Bedworth | 125,252 | 154620 | 6311 | 105 | 0 | 0% | 13D | 7 | | 2 | 0.04% | 0.04% | | | | | 0.08% |
| Cannock Chase | 97,462 | 140133 | 6268 | 104 | 0 | 0% | 13D | 7 | | 2 | 0.04% | 0.04% | | | | | 0.07% |
| Newcastle-under-Lyme | 123,871 | 158541 | 6906 | 115 | 0 | 0% | 13D | 7 | | 2 | 0.04% | 0.04% | | | | | 0.07% |
| King's Lynn and West Norfolk | 147,451 | 174135 | 7923 | 132 | 0 | 0% | 7 | | | 1 | 0.07% | | | | | | 0.07% |
| South Ribble | 109,057 | 150409.0 | 6020 | 100 | 0 | 0% | 5 | 13F | 14 | 3 | 0.02% | 0.02% | 0.02% | | | | 0.07% |
| Milton Keynes | 248,821 | 229047 | 8974 | 150 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.07% |
| Telford and Wrekin | 166,641 | 187447 | 8031 | 134 | 0 | 0% | 13D | 7 | | 2 | 0.03% | 0.03% | | | | | 0.07% |
| Bristol, City of | 428,234 | 306884.0 | 11886 | 198 | 0 | 0% | 13D | 7 | | 2 | 0.03% | 0.03% | | | | | 0.07% |
| Enfield | 312,466 | 262755 | 10611 | 177 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.07% |
| Ealing | 338,449 | 274929 | 11637 | 194 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.07% |
| Warwick | 137,648 | 175546 | 6971 | 116 | 0 | 0% | 13D | 7 | | 2 | 0.03% | 0.03% | | | | | 0.06% |
| South Holland | 88,270 | 141554 | 6369 | 106 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.06% |
| Blackpool | 142,065 | 180858 | 7184 | 120 | 0 | 0% | 5 | 13F | 14 | 3 | 0.02% | 0.02% | 0.02% | | | | 0.06% |
| Ryedale | 51,751 | 109257 | 4872 | 81 | 0 | 0% | 5 | | | 1 | 0.06% | | | | | | 0.06% |
| South Staffordshire | 108,131 | 159412 | 6969 | 116 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.06% |
| Craven | 55,409 | 114676 | 6859 | 114 | 0 | 0% | 5 | 13F | 14 | 3 | 0.02% | 0.02% | 0.02% | | | | 0.06% |
| South Tyneside | 148,127 | 187589 | 7246 | 121 | 0 | 0% | 5 | | | 1 | 0.06% | | | | | | 0.06% |
| West Lancashire | 110,685 | 163003 | 7335 | 122 | 0 | 0% | 5 | 13E | 14 | 3 | 0.02% | 0.02% | 0.02% | | | | 0.06% |
| Wiltshire | 470,981 | 339657 | 13878 | 231 | 0 | 0% | 13D | 7 | | 2 | 0.03% | 0.03% | | | | | 0.06% |
| Boston | 64,637 | 125874 | 5560 | 93 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.06% |
| Brent | 311,215 | 278094 | 10762 | 179 | 0 | 0% | 13D | 7 | | 2 | 0.03% | 0.03% | | | | | 0.06% |
| Hartlepool | 92,028 | 151719 | 6048 | 101 | 0 | 0% | 5 | | | 1 | 0.06% | | | | | | 0.06% |
| Bedford | 157,479 | 200785.0 | 8412 | 140 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.06% |
| Harborough | 85,382 | 148006 | 6564 | 109 | 0 | 0% | 13D | 7 | | 2 | 0.03% | 0.03% | | | | | 0.06% |
| Tamworth | 76,813 | 140742 | 5647 | 94 | 0 | 0% | 13D | 7 | | 2 | 0.03% | 0.03% | | | | | 0.06% |
| Newham | 307,984 | 284392 | 11064 | 184 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.06% |
| Wandsworth | 306,995 | 285543 | 13244 | 221 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.05% |
| Luton | 203,201 | 233421.0 | 9239 | 154 | 0 | 0% | 13D | 7 | | 2 | 0.03% | 0.03% | | | | | 0.05% |
| Melton | 50,376 | 117607 | 5033 | 84 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.05% |
| Lancaster | 138,375 | 195189 | 7669 | 128 | 0 | 0% | 5 | 13F | 14 | 3 | 0.02% | 0.02% | 0.02% | | | | 0.05% |
| Rugby | 100,075 | 166483 | 6732 | 112 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.05% |
| Ribble Valley | 57,132 | 126379 | 7145 | 119 | 0 | 0% | 5 | 13F | 14 | 3 | 0.02% | 0.02% | 0.02% | | | | 0.05% |
| Redbridge | 278,970 | 279606 | 10727 | 179 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.05% |
| South Cambridgeshire | 148,755 | 204534 | 7940 | 132 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.05% |
| Aylesbury Vale | 174,137 | 221520 | 9700 | 162 | 0 | 0% | 13D | 7 | | 2 | 0.03% | 0.03% | | | | | 0.05% |
| Wyre | 107,749 | 174930 | 7175 | 120 | 0 | 0% | 5 | 13F | | 2 | 0.03% | 0.03% | | | | | 0.05% |
| Kettering | 93,475 | 164080 | 6856 | 114 | 0 | 0% | 7 | 13D | | 2 | 0.03% | 0.03% | | | | | 0.05% |
| Denbighshire | 93,734 | 165920 | 8463 | 141 | 0 | 0% | 7 | 13E | | 2 | 0.02% | 0.02% | | | | | 0.05% |

HGV Trip Distribution - Gravity Model

| Reference | Route | Trip Dist % | | | | Total | AM Peak Hour | | | PM Peak Hour | | |
|-----------|-----------------------------|-------------|-------|-------|------|--------|--------------|------|-------|--------------|------|-------|
| | | A | B | C | D | | Arr. | Dep. | Total | Arr. | Dep. | Total |
| 1 | Billingley Green Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Nicholas Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Barrowfield Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Red Hill Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | A1(M) North | 9.9% | 0.4% | | 0.3% | 10.6% | 6 | 6 | 12 | 6 | 6 | 12 |
| 6 | A635 Barnsley Road | 6.2% | | | | 6.2% | 3 | 4 | 7 | 4 | 3 | 7 |
| 7 | A1(M) South | 7.7% | 9.0% | | | 16.7% | 9 | 9 | 19 | 10 | 9 | 19 |
| 8 | B6098 | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Highgate Lane (South) | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | A633 Manvers Way | 4.6% | | | | 4.6% | 3 | 3 | 5 | 3 | 2 | 5 |
| 11 | B6273 Pontefract Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | A633 Wath Road | 5.0% | | | | 5.0% | 3 | 3 | 6 | 3 | 3 | 6 |
| 13 | A6195 Dearne Valley Parkway | 16.2% | 17.7% | | | 33.8% | 19 | 19 | 38 | 20 | 18 | 38 |
| 13A | Roebuck Hill | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13B | B6096 | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13C | Sheffield Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13D | M1 South | 11.4% | 9.4% | | | 20.8% | 12 | 12 | 23 | 12 | 11 | 23 |
| 13E | A61 | 4.3% | 2.0% | | | 6.3% | 4 | 4 | 7 | 4 | 3 | 7 |
| 13F | M1 North | 0.5% | 6.2% | | | 6.7% | 4 | 4 | 8 | 4 | 4 | 8 |
| 14 | A635 Doncaster Road | | 5.3% | 8.1% | | 13.5% | 7 | 8 | 15 | 8 | 7 | 15 |
| 15 | A6195 Park Spring Road | | | 5.3% | 4.4% | 9.7% | 5 | 5 | 11 | 6 | 5 | 11 |
| | | 49.5% | 32.4% | 13.5% | 4.6% | 100.0% | 55 | 57 | 112 | 60 | 52 | 112 |

Population data derived from 2011 Census data

- 2 Distance coefficient
- 350 Maximum travel time

| Origin Zone | Population (P) | Distance (D) (m) | Travel Time (seconds) | Travel Time (mins) | P / D ⁿ | % of Total | Trip Distribution | | | | | | | | | | | | | |
|--------------------------|----------------|------------------|-----------------------|--------------------|--------------------|------------|-------------------|-----|----|---|-----------------|---|-------|-------|-------|-------|--|--|--|-------|
| | | | | | | | Route Assumptions | | | | Trips Per Route | | | | | | | | | |
| | | | | | | | A | B | C | D | Count | A | B | C | D | Total | | | | |
| Croydon | 363,378 | 328925 | 13194 | 220 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.05% |
| Harrow | 239,056 | 266973.0 | 10722 | 179 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.05% |
| Hillingdon | 273,936 | 286402 | 11069 | 184 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.05% |
| Stratford-on-Avon | 120,485 | 190180 | 7649 | 127 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.05% |
| East Northamptonshire | 86,765 | 161922 | 6718 | 112 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.05% |
| Lambeth | 303,086 | 302717 | 13306 | 222 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.05% |
| Waltham Forest | 258,249 | 279624.0 | 10579 | 176 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.05% |
| Southwark | 288,283 | 299625 | 12612 | 210 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.05% |
| Haringey | 254,926 | 281767 | 11440 | 191 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.05% |
| South Gloucestershire | 262,767 | 291956 | 11345 | 189 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Bromley | 309,392 | 317677 | 12242 | 204 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Lewisham | 275,885 | 300109 | 12339 | 206 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Tower Hamlets | 254,096 | 289308 | 11428 | 190 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| North Warwickshire | 62,014 | 143456.0 | 5941 | 99 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Fenland | 95,262 | 177862 | 7287 | 121 | 0 | 0% | 7 | | | | | 1 | 0.04% | | | | | | | 0.04% |
| Cardiff | 346,090 | 339123.0 | 13113 | 219 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Hackney | 246,270 | 286617 | 11491 | 192 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Oadby and Wigston | 56,170 | 136890 | 5841 | 97 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Havering | 237,232 | 282422 | 11074 | 185 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Breckland | 130,491 | 209617 | 9882 | 165 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Hounslow | 253,957 | 292500 | 11598 | 193 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Cherwell | 141,868 | 219666 | 9069 | 151 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Cambridge | 123,867 | 205618 | 8144 | 136 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Greenwich | 254,557 | 295444 | 11744 | 196 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Conwy | 115,228 | 200576 | 9782 | 163 | 0 | 0% | 7 | 13E | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Richmondshire | 51,965 | 135396 | 5850 | 98 | 0 | 0% | 5 | | | | | 1 | 0.04% | | | | | | | 0.04% |
| Camden | 220,338 | 280233 | 11216 | 187 | 0 | 0% | 13D | 7 | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Daventry | 77,843 | 166788.0 | 6521 | 109 | 0 | 0% | 13D | 7 | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Herefordshire, County of | 183,477 | 260815 | 11002 | 183 | 0 | 0% | 13D | 7 | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| North Hertfordshire | 127,114 | 217152 | 8435 | 141 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Bromsgrove | 93,637 | 188729 | 7340 | 122 | 0 | 0% | 13D | 7 | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Islington | 206,125 | 280855 | 11645 | 194 | 0 | 0% | 13D | 7 | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Corby | 61,255 | 154655 | 6506 | 108 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Medway | 263,925 | 322400 | 12414 | 207 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Bexley | 231,997 | 302824 | 11934 | 199 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Fyde | 75,757 | 173677 | 6755 | 113 | 0 | 0% | 5 | 13D | 14 | | | 3 | 0.01% | 0.01% | 0.01% | | | | | 0.04% |
| Wycharon | 116,944 | 216561 | 8565 | 143 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Norwich | 132,512 | 234271.0 | 10962 | 183 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Wycombe | 171,644 | 266841 | 10691 | 178 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.04% |
| Swindon | 209,156 | 294952 | 11252 | 188 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Hammersmith and Fulham | 182,493 | 277739 | 12190 | 203 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Redditch | 84,214 | 189167 | 7475 | 125 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| South Northamptonshire | 85,189 | 190306 | 7711 | 129 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Wyre Forest | 97,975 | 206420 | 8681 | 145 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| East Hertfordshire | 137,687 | 245372 | 9778 | 163 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Oxford | 151,906 | 257736 | 10106 | 168 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| St Albans | 140,664 | 249286 | 9742 | 162 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Chelmsford | 168,310 | 273394 | 10866 | 181 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Worcester | 98,768 | 209590 | 8229 | 137 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Barking and Dagenham | 185,911 | 288649.0 | 11193 | 187 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Wellingborough | 75,356 | 183896 | 7861 | 131 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Richmond upon Thames | 186,990 | 293425 | 12660 | 211 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Broadland | 124,646 | 241622 | 11245 | 187 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Powys | 132,976 | 249866 | 12730 | 212 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Rutland | 37,369 | 132673 | 5807 | 97 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| Dacorum | 144,847 | 261272 | 10482 | 175 | 0 | 0% | 7 | 13D | | | | 2 | 0.02% | 0.02% | | | | | | 0.03% |
| South Lakeland | 103,658 | 224175 | 8560 | 143 | 0 | 0% | 5 | 13F | 14 | | | 3 | 0.01% | 0.01% | 0.01% | | | | | 0.03% |
| Basildon | 174,497 | 292213 | 11317 | 189 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | | | 0.03% |
| Colchester | 173,074 | 293323 | 11462 | 191 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | | | 0.03% |
| Southampton | 236,882 | 344449 | 13792 | 230 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | | | 0.03% |
| South Norfolk | 124,012 | 249588 | 11444 | 191 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | | | 0.03% |
| West Berkshire | 153,822 | 278334 | 11380 | 190 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | | | 0.03% |
| Kensington and Chelsea | 158,649 | 284412 | 11997 | 200 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | | | 0.03% |
| North Norfolk | 101,499 | 227642 | 10810 | 180 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | | | 0.03% |
| East Cambridgeshire | 83,818 | 207709 | 9237 | 154 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | | | 0.03% |
| Braintree | 147,084 | 277301 | 10590 | 177 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | | | 0.03% |
| North Somerset | 202,566 | 325985 | 12534 | 209 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | | | 0.03% |
| Gloucester | 121,688 | 253070 | 9990 | 167 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | | | 0.03% |
| Gwynedd | 121,874 | 254569 | 12746 | | | | | | | | | | | | | | | | | |

HGV Trip Distribution - Gravity Model

| Reference | Route | Trip Dist % | | | | Total | AM Peak Hour | | | PM Peak Hour | | |
|-----------|-----------------------------|-------------|-------|-------|------|--------|--------------|------|-------|--------------|------|-------|
| | | A | B | C | D | | Arr. | Dep. | Total | Arr. | Dep. | Total |
| 1 | Billingley Green Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Nicholas Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Barrowfield Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Red Hill Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | A1(M) North | 9.9% | 0.4% | | 0.3% | 10.6% | 6 | 6 | 12 | 6 | 6 | 12 |
| 6 | A635 Barnsley Road | 6.2% | | | | 6.2% | 3 | 4 | 7 | 4 | 3 | 7 |
| 7 | A1(M) South | 7.7% | 9.0% | | | 16.7% | 9 | 9 | 19 | 10 | 9 | 19 |
| 8 | B6098 | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Highgate Lane (South) | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | A633 Manvers Way | 4.6% | | | | 4.6% | 3 | 3 | 5 | 3 | 2 | 5 |
| 11 | B6273 Pontefract Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | A633 Wath Road | 5.0% | | | | 5.0% | 3 | 3 | 6 | 3 | 3 | 6 |
| 13 | A6195 Dearne Valley Parkway | 16.2% | 17.7% | | | 33.8% | 19 | 19 | 38 | 20 | 18 | 38 |
| 13A | Roebuck Hill | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13B | B6096 | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13C | Sheffield Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13D | M1 South | 11.4% | 9.4% | | | 20.8% | 12 | 12 | 23 | 12 | 11 | 23 |
| 13E | A61 | 4.3% | 2.0% | | | 6.3% | 4 | 4 | 7 | 4 | 3 | 7 |
| 13F | M1 North | 0.5% | 6.2% | | | 6.7% | 4 | 4 | 8 | 4 | 4 | 8 |
| 14 | A635 Doncaster Road | | 5.3% | 8.1% | | 13.5% | 7 | 8 | 15 | 8 | 7 | 15 |
| 15 | A6195 Park Spring Road | | | 5.3% | 4.4% | 9.7% | 5 | 5 | 11 | 6 | 5 | 11 |
| | | 49.5% | 32.4% | 13.5% | 4.6% | 100.0% | 55 | 57 | 112 | 60 | 52 | 112 |

Population data derived from 2011 Census data
 2 Distance coefficient
 350 Maximum travel time

| Origin Zone | Population (P) | Distance (D) (m) | Travel Time (seconds) | Travel Time (mins) | P / D ⁿ | % of Total | Trip Distribution | | | | | | | | | | | |
|------------------------------|----------------|------------------|-----------------------|--------------------|--------------------|------------|-------------------|-----|----|---|-----------------|---|-------|-------|-------|-------|--|-------|
| | | | | | | | Route Assumptions | | | | Trips Per Route | | | | | | | |
| | | | | | | | A | B | C | D | Count | A | B | C | D | Total | | |
| Merton | 199,693 | 327292.0 | 12790 | 213 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.03% |
| St Edmundsbury | 111,008 | 244390.0 | 9310 | 155 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.03% |
| West Oxfordshire | 104,779 | 237631 | 10356 | 173 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.03% |
| Brighton and Hove | 273,369 | 383947 | 14588 | 243 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.03% |
| Epping Forest | 124,659 | 259434.0 | 9629 | 160 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.03% |
| Welwyn Hatfield | 110,535 | 244734 | 9596 | 160 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.03% |
| Carlisle | 107,524 | 242479 | 9785 | 163 | 0 | 0% | 5 | 13F | 14 | | | 3 | 0.01% | 0.01% | 0.01% | | | 0.03% |
| Thurrock | 157,705 | 293867 | 11542 | 192 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.03% |
| Basingstoke and Deane | 167,799 | 305389 | 13013 | 217 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.03% |
| Vale of White Horse | 120,988 | 259686 | 10782 | 180 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.03% |
| Southend-on-Sea | 173,658 | 311878 | 12633 | 211 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.03% |
| Sutton | 190,146 | 330391 | 13366 | 223 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.03% |
| Windsor and Maidenhead | 144,560 | 290645 | 11591 | 193 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Reading | 155,698 | 301689.0 | 12356 | 206 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Bath and North East Somerset | 176,016 | 320970 | 12853 | 214 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| South Oxfordshire | 134,257 | 282564.0 | 10617 | 177 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Allerdale | 96,422 | 239859 | 9845 | 164 | 0 | 0% | 5 | 13F | 14 | | | 3 | 0.01% | 0.01% | 0.01% | | | 0.02% |
| Stevenage | 83,957 | 223984 | 8842 | 147 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Caerphilly | 178,806 | 327227 | 13190 | 220 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Slough | 140,205 | 294620 | 11581 | 193 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Ipswich | 133,384 | 287714 | 11355 | 189 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Stroud | 112,779 | 268702 | 10258 | 171 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Kingston upon Thames | 160,060 | 321411.0 | 12398 | 207 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Waveney | 115,254 | 273840 | 13042 | 217 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Hertsmere | 100,031 | 256516.0 | 10063 | 168 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Wokingham | 154,380 | 321806.0 | 11988 | 200 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Eden | 52,564 | 188372 | 7362 | 123 | 0 | 0% | 5 | 13F | 14 | | | 3 | 0.01% | 0.01% | 0.01% | | | 0.02% |
| Malvern Hills | 74,631 | 225174 | 9068 | 151 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Newport | 145,736 | 315090.0 | 12193 | 203 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Cotswold | 82,881 | 238772 | 10482 | 175 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Broxbourne | 93,609 | 255462.0 | 10543 | 176 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Swansea | 239,023 | 408270 | 15772 | 263 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Tendring | 138,048 | 312676 | 12088 | 201 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Tewkesbury | 81,943 | 241397 | 9515 | 159 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Elmbridge | 130,875 | 307635.0 | 12196 | 203 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Great Yarmouth | 97,277 | 267835 | 12180 | 203 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Suffolk Coastal | 124,298 | 305307 | 12112 | 202 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Watford | 90,301 | 260478 | 10117 | 169 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Guildford | 137,183 | 322187 | 12311 | 205 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| New Forest | 176,462 | 366208 | 14832 | 247 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Maidstone | 155,143 | 343724 | 13086 | 218 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Portsmouth | 205,056 | 395335 | 15132 | 252 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Three Rivers | 87,317 | 261840 | 10147 | 169 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Reigate and Banstead | 137,835 | 329773 | 12640 | 211 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Hartlow | 81,944 | 256182 | 9883 | 165 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Uttlesford | 79,443 | 252502 | 9969 | 166 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Bournemouth | 183,491 | 387154 | 15352 | 256 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Mid Suffolk | 96,731 | 281164 | 10871 | 181 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Chiltern | 92,635 | 278538 | 11198 | 187 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Isle of Angelsey | 69,751 | 242504 | 11185 | 186 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Tonbridge and Malling | 120,805 | 321623 | 12204 | 203 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Babergh | 87,740 | 276327 | 11503 | 192 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Sevenoaks | 114,893 | 318511 | 12030 | 201 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Forest of Dean | 81,961 | 269213 | 10870 | 181 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Wealden | 148,915 | 363035 | 14274 | 238 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Canterbury | 151,145 | 367300 | 14029 | 234 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Dartford | 97,365 | 297772 | 11259 | 188 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Spelthorne | 95,598 | 295374.0 | 11609 | 193 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Plymouth | 256,384 | 485259 | 17757 | 296 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Monmouthshire | 91,323 | 291721 | 11192 | 187 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Waverley | 121,572 | 337042 | 13106 | 218 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Bracknell Forest | 113,205 | 325382 | 12129 | 202 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Mid Sussex | 139,860 | 361980 | 13895 | 232 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Neath Port Talbot | 139,812 | 362473 | 14711 | 245 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Swale | 135,835 | 357726.0 | 13644 | 227 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Woking | 99,198 | 306018 | 11978 | 200 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Arun | 149,518 | 375928.0 | 15276 | 255 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Forest Heath | 59,748 | 237685 | 9081 | 151 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |
| Barrow-in-Furness | 69,087 | 256394 | 10095 | 168 | 0 | 0% | 5 | 13F | 14 | | | 3 | 0.01% | 0.01% | 0.01% | | | 0.02% |
| Test Valley | 116,398 | 333177 | 13235 | 221 | 0 | 0% | 7 | 13D | | | | 2 | 0.01% | 0.01% | | | | 0.02% |

HGV Trip Distribution - Gravity Model

| Reference | Route | Trip Dist % | | | | Total | AM Peak Hour | | | PM Peak Hour | | |
|-----------|-----------------------------|-------------|-------|-------|------|--------|--------------|------|-------|--------------|------|-------|
| | | A | B | C | D | | Arr. | Dep. | Total | Arr. | Dep. | Total |
| 1 | Billingley Green Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Nicholas Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Barrowfield Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Red Hill Lane | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | A1(M) North | 9.9% | 0.4% | | 0.3% | 10.6% | 6 | 6 | 12 | 6 | 6 | 12 |
| 6 | A635 Barnsley Road | 6.2% | | | | 6.2% | 3 | 4 | 7 | 4 | 3 | 7 |
| 7 | A1(M) South | 7.7% | 9.0% | | | 16.7% | 9 | 9 | 19 | 10 | 9 | 19 |
| 8 | B6098 | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Highgate Lane (South) | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | A633 Manvers Way | 4.6% | | | | 4.6% | 3 | 3 | 5 | 3 | 2 | 5 |
| 11 | B6273 Pontefract Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | A633 Wath Road | 5.0% | | | | 5.0% | 3 | 3 | 6 | 3 | 3 | 6 |
| 13 | A6195 Dearne Valley Parkway | 16.2% | 17.7% | | | 33.8% | 19 | 19 | 38 | 20 | 18 | 38 |
| 13A | Roebuck Hill | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13B | B6096 | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13C | Sheffield Road | | | | | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 13D | M1 South | 11.4% | 9.4% | | | 20.8% | 12 | 12 | 23 | 12 | 11 | 23 |
| 13E | A61 | 4.3% | 2.0% | | | 6.3% | 4 | 4 | 7 | 4 | 3 | 7 |
| 13F | M1 North | 0.5% | 6.2% | | | 6.7% | 4 | 4 | 8 | 4 | 4 | 8 |
| 14 | A635 Doncaster Road | | 5.3% | 8.1% | | 13.5% | 7 | 8 | 15 | 8 | 7 | 15 |
| 15 | A6195 Park Spring Road | | | 5.3% | 4.4% | 9.7% | 5 | 5 | 11 | 6 | 5 | 11 |
| | | 49.5% | 32.4% | 13.5% | 4.6% | 100.0% | 55 | 57 | 112 | 60 | 52 | 112 |

Population data derived from 2011 Census data
 2 Distance coefficient
 350 Maximum travel time

| Origin Zone | Population (P) | Distance (D) (m) | Travel Time (seconds) | Travel Time (mins) | P / D ⁿ | % of Total | Trip Distribution | | | | | | | | | |
|-----------------------|----------------|------------------|-----------------------|--------------------|--------------------|------------|-------------------|-----|----|---|-------|-----------------|--------|--------|-------|---------|
| | | | | | | | Route Assumptions | | | | Count | Trips Per Route | | | | |
| | | | | | | | A | B | C | D | | A | B | C | D | Total |
| Winchester | 116,595 | 334109 | 13266 | 221 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.02% |
| Gravesham | 101,720 | 312745 | 12015 | 200 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.02% |
| Bridgend | 139,178 | 365962 | 14105 | 235 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.02% |
| Horsham | 131,301 | 357378.0 | 14177 | 236 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| South Somerset | 161,243 | 399934 | 14945 | 249 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Carmarthenshire | 183,777 | 435647 | 16941 | 282 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Iste of Wight | 138,265 | 378624 | 20150 | 336 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Mendip | 109,279 | 337070 | 14094 | 235 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Poole | 147,645 | 393478 | 15770 | 263 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Tunbridge Wells | 115,049 | 347680 | 13070 | 218 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Eastleigh | 125,199 | 363031 | 13908 | 232 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Brentwood | 73,601 | 279997 | 10404 | 173 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Castle Point | 88,011 | 306345 | 12239 | 204 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Torfaen | 91,075 | 312968 | 12365 | 206 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| East Hampshire | 115,608 | 352706 | 13811 | 230 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Sedgemoor | 114,588 | 352314 | 13218 | 220 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Rushmoor | 93,807 | 320134 | 12287 | 205 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Thanet | 134,186 | 385398 | 14372 | 240 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Copeland | 70,603 | 279896 | 12473 | 208 | 0 | 0% | 5 | 13F | 14 | 3 | 0.00% | 0.00% | 0.00% | | | 0.01% |
| Rochford | 83,287 | 304194 | 12787 | 213 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Surrey Heath | 86,144 | 310779 | 12159 | 203 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Runnymede | 80,510 | 301752 | 11554 | 193 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Fareham | 111,581 | 355662.0 | 14848 | 247 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Ashford | 117,956 | 366362 | 14064 | 234 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Crawley | 106,597 | 349395 | 13143 | 219 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Hart | 91,033 | 324930 | 12682 | 211 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Chichester | 113,794 | 365405 | 15080 | 251 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Ceredigion | 75,922 | 302191 | 15915 | 265 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| South Bucks | 66,867 | 286707 | 11413 | 190 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| East Devon | 132,457 | 406550 | 15943 | 266 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Mole Valley | 85,375 | 328352 | 12776 | 213 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Havant | 120,684 | 390755.0 | 14886 | 248 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Dover | 111,674 | 385061 | 14549 | 242 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Tandridge | 82,998 | 334159 | 12534 | 209 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Taunton Deane | 110,187 | 385504.0 | 14394 | 240 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Epsom and Ewell | 75,102 | 321682 | 12635 | 211 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Worthing | 104,640 | 381472 | 15413 | 257 | 0 | 0% | 7 | 13D | | | 2 | 0.01% | 0.01% | | | 0.01% |
| Blaenau Gwent | 69,814 | 321312 | 12861 | 214 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Exeter | 117,773 | 418456.0 | 15541 | 259 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Eastbourne | 99,412 | 386736 | 15775 | 263 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Rother | 90,588 | 369879 | 14338 | 239 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Maldon | 61,629 | 306553 | 12835 | 214 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Teignbridge | 124,220 | 441151 | 16375 | 273 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Torbay | 130,959 | 454965 | 16898 | 282 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Hastings | 90,254 | 377918 | 14923 | 249 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Lewes | 97,502 | 396552.0 | 15014 | 250 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Gosport | 82,622 | 365914 | 15492 | 258 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| East Dorset | 87,166 | 385227 | 15351 | 256 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| West Dorset | 99,264 | 426327 | 16463 | 274 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Merthyr Tydfil | 58,802 | 331554 | 12745 | 212 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Pembrokeshire | 122,439 | 484259.0 | 19023 | 317 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| North Devon | 93,667 | 440349 | 16568 | 276 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Mid Devon | 77,750 | 409886 | 15566 | 259 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| North Dorset | 68,583 | 389223.0 | 16548 | 276 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Adur | 61,182 | 392402 | 14733 | 246 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| South Hams | 83,140 | 468551 | 17253 | 288 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.01% |
| Weymouth and Portland | 65,167 | 449767 | 17812 | 297 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.00% |
| Christchurch | 47,752 | 385626 | 15391 | 257 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.00% |
| Torriford | 63,839 | 469207 | 18558 | 309 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.00% |
| Purbeck | 44,973 | 406824 | 16629 | 277 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.00% |
| West Devon | 53,553 | 477199.0 | 19039 | 317 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.00% |
| West Somerset | 34,675 | 406957 | 15892 | 265 | 0 | 0% | 7 | 13D | | | 2 | 0.00% | 0.00% | | | 0.00% |
| Total | 54,845,950 | 80,137,011 | 3,285,164 | 54,753 | 0 | 100% | | | | | | 49.53% | 32.37% | 13.45% | 4.65% | 100.00% |